

**MINUTES OF 3<sup>RD</sup> MEETING OF**  
**SRI LANKA AIR NAVIGATION PLANNING AND IMPLEMENTATION REVIEW GROUP (SLANPIRG)**  
**16<sup>H</sup> JUNE 2016 @ 1400 HRS AT CAASL**

Agenda Item	Discussion	Action
<p>1. <b>Welcome &amp; Opening Address</b></p> <p>2. <b>A Brief Highlight on the Importance of the Formation of SLANPIRG</b></p>	<p>In the absence of the Chairman/SLANPIRG, DGCA due to other official commitments, The Secretary, DDG-ASSR, Mr. Athula Jayawickrama Chaired the meeting and welcomed the Group.</p> <p>He made a presentation re-capturing the objectives of the SLANPIRG underscoring below.</p> <ul style="list-style-type: none"> <li>a. Development of a consensus among the stake holders on industrial matters and matters of mutual interest.</li> <li>b. Development of National Air Navigation Plan in accordance with regional Air Navigational Plan.</li> <li>c. Implementation of APANPIRG decisions.</li> <li>d. Discuss current safety issues which warrants higher-priority responses.</li> </ul>	<p>For information</p>
<p>3. <b>High Priority Elements under Sri Lanka's Obligations to ICAO Requirements:</b></p> <p><b>i. Unresolved Audit Findings at ICAO USOAP Audit – 2010</b></p>	<p><i>Audit PQ : <b>ANS01</b></i></p> <p><i>Sri Lanka has not developed contingency plans for implementation in the event of disruption, or potential disruption, of air traffic service (ATS) and related supporting services.</i></p> <p>DDG-ASSR reiterated the need to develop contingency plans for ATS units and stated that the responsibility of such remains with ANSP.</p> <p>SATC (P&amp;S)/ AASL briefed the status quo with respect to ATM contingency plans.</p> <p>LEVEL1- Contingency Plan for Internal ATS Units – No documented plan.</p> <p>LEVEL 2- Contingency Plan for Air Traffic Transiting through the FIR</p>	<p>1. AASL to formulate and forward LEVEL 1 contingency plans for each ATS unit for CAASL approval.</p>

	<p>Contingency Plan for this purpose has been prepared by Sri Lanka and submitted to ICAO APAC Regional Office. This contingency plan has been discussed at the ATM Contingency Plan TF Meetings and accepted principally by India (Chennai), Indonesia (Jakarta) and Australia. However bilateral operational agreements need to be signed with respective States for the implementation of Contingency Plans. For this purpose relevant approvals need to be obtained from appropriate authorities of those States.</p> <p>ANSI/CAASL- Stated that as per ICAO RO it had been a global issue that states do not commit for such plans due to various reasons and ICAO as a remedy to that had proposed contingency measures to be included as an annexure to existing Operational Coordination Agreement (OCA) between states.</p> <p>Further he mentioned that the Regional ATM Contingency Plan TF has been disestablished and future work has been handed over to ATM SG.</p> <p><b>ANS 04</b> - <i>The CAA-SL has initiated an agreement with the Department of Meteorology (DOM) with regard to the provision of aeronautical MET services. However, this agreement has not been finalized to date.</i></p> <p><b>ASN 05</b> - <i>The DOM has not established a properly organized quality system comprising procedures, processes and resources.</i></p> <p>These two items were not taken in to discussion as there were no representation from Department of Meteorology, the Aeronautical MET service provider to this meeting.</p> <p><b>ANS 06</b> - <i>The CAA-SL has not established agreements with relevant authorities or entities as search and rescue (SAR) units in relation to the provision of SAR services</i></p> <p>Agreements with SLAF, SLN, SLCG, SLARMY and DMC for the provision of Search and Rescue services are to be reached.</p>	<p>2. CAASL to write to AASL directorate reminding the state obligations with respect to Level1 and Level 2 contingency plans.</p> <p>3 CAASL to write to DGCA Male regarding the need for level 2 contingency arrangements with Sri Lanka.</p> <p>4. Representatives from Department of Meteorology to participate in the SLANPIRG 4 Meeting.</p>
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	<p>ANSI/CAASL stated that under the SAR Capability Partnership Programme (SCPP) of AMSA, a programme has been arranged to assist Sri Lanka in the third quarter of this year for the formation of a National SAR council and development of National SAR Plan. As such the signing of agreements also could be discussed at these meeting with the agencies involved.</p>	<p>5. CAASL to coordinate with AMSA to facilitate and expedite the assistance programme.</p>
<p><b>ii. Management of the Aviation Band of the Frequency Spectrum in conjunction with guidelines published by ICAO &amp; Interference to operating frequencies of Air Traffic Control</b></p>	<p>TRCSL representative stated concerns regarding;</p> <ul style="list-style-type: none"> <li>a) ITU and ICAO agreement in preserving Aviation Band and TRCSL role in maintaining Aviation Band Free from other spectrum intruders.</li> <li>b) Suggested revisiting whole Aviation Band as a collaborative effort</li> <li>c) Recent development of number of people seeking licences on ADS-B receivers and wanted forums' view on that</li> <li>d) Sri Lankan Airlines seeking permission from TRCSL for couple of its aircraft to equip with on-board WIFI like system so that the passengers would have connectivity throughout the flight. Asked forum's view and availability of regulations on such use.</li> <li>e) ELT/ULT registration for one craft and usage of the same to another craft. Implications of such practice.</li> <li>f) He doubted that the GPS signals failure at some areas as observed by the flying community be attributed to spectrum intrusion.</li> </ul> <p>Responding to above Head of E&amp;ANE/AASL stated that;</p> <ul style="list-style-type: none"> <li>a. VHF frequency 124.9MHZ was operating normal nowadays and conveyed his sincere thanks to the TRCSL team for investigating / taking remedial measures on the issue. However, was skeptical that the scenario may anytime would surface again as it had done in the past.</li> <li>b. public domain of FLIGHT RADAR 24 works on ADS-B returns uploaded by the public who owns those receivers throughout the world. Therefore it is understood that using ADS-B receivers by general public has been permitted throughout the world.</li> <li>c. DDG/ASSR stated that necessary clearances from CAA and MOD should be obtained before permitting them to import ADS-B receivers.</li> </ul>	<p>For Information</p>

	d. many leading airlines have started treating their customers with connectivity except during landings and take-offs.	
<b>iii. Participation at ICAO meetings (Sub Group (SG)/ Working Group (WG)/ Task Force (TF)) related to Aviation Meteorology</b>	Not taken up for discussions as there was no representation from Department of Meteorology	For Information
<b>iv. CNS-related Implementations such as</b>  <b>a. CRV(Common Regional Virtual Private Network)</b>  <b>b. Review on Power Sourcing arrangement for ATM Systems, Nav aids &amp; other Airport facilities</b>	<p><i>a. CRV(Common Regional Virtual Private Network)</i></p> <p>D/ANS quoted requirements sated in the state letter T 8/3.5:AP148/15 (CNS) that had already been sent to AASL and sought update form Head of E&amp;ANE/AASL on the contents.</p> <p>Head of E&amp;ANE/AASL responded with a brief introduction on CRV and stated following;</p> <ul style="list-style-type: none"> <li>• Sri Lanka was privileged to become a member of pioneer group of 18 states involved for the formation of CRV network for APAC Region.</li> <li>• The above 18 States will evaluate the bidders of service provider on CRV for APAC region.</li> <li>• ICAO decided to appoint an “operational coordination group” to monitor CRV implementation and operations in the region in near future.</li> </ul> <p>D/ANS invited Head of E&amp;ANE to make a presentation on the subject of CRV at the SLANPIRG-4 meeting and to send the response to the above state letter as a priority. Head of E&amp;ANE accepted the invitation.</p> <p><i>b. Review on Power Sourcing arrangement for ATM Systems, Nav aids &amp; other Airport facilities</i></p> <p>DDG-ASSR raised the concerns on recent power failure occurred at ATM system BIA making operations at Approach Radar centre and Control tower BIA virtually to a halt. Inquired the possibility of providing independent power sourcing to two units as against the present arrangement of single power sourcing.</p>	<p>For Information</p> <p>HE&amp;ANE to make a presentation on CRV at the SLANPIRG-4 Meeting and to send response to the aforesaid state letter.</p>

	<p>Head of E&amp;ANE/AASL explained the measures that the AASL has already taken to prevent such occurrences in the future as below;</p> <ol style="list-style-type: none"> <li>a. Installing of heavy duty batteries for battery operated VHF sets</li> <li>b. Employing of independent UPS units for individual important ATM servers</li> <li>c. AASL plans of procuring new UPS.</li> </ol>	
<p><b>v. Sri Lanka's State Seamless ATM Plan:</b> <i>Progress so far.</i></p>	<p><b>AIS to AIM transformation</b></p> <p>With regard to process of transformation from AIS to AIM the Head of ANS and Head of E&amp;ANE explained the measures already taken by AASL as below;</p> <ol style="list-style-type: none"> <li>a. AIM system procurement process had begun</li> <li>b. AIS to AIM transformation, Phase 1 completed, Phase 2 partially completed</li> <li>c. Targeted date which is 31/12/2017 for the accomplishment of AIM transformation as declared in the Seamless ATM Plan of Sri Lanka would be achievable.</li> </ol> <p><b>Electronic Terrain &amp; Obstacle Data (ETOD)</b></p> <p>Head of ANS/AASL requested SLANPIRG to form an ETOD (Electronic Terrain &amp; Obstacle Data) implementation task force for providing AASL with required technical assistance for the implementation of ETOD.</p> <p>DDG-ASSR requested Head of ANS/AASL to draft TOR (Terms Of References) for ETOD task force and forward it to SLANPIRG for perusal and onward actions.</p> <p><b>ADS-B Implementation</b></p> <ul style="list-style-type: none"> <li>• Head of E&amp;ANE/AASL stated that the contractor entrusted with ADS-B equipment installation had visited the proposed sites of installation and had</li> </ul>	<p>Head of ANS/AASL to draft TOR (Terms Of References) for ETOD task force and forward it to the perusal of SLANPIRG</p>

	<p>requested an extension of 3 months from the agreed schedule due to logistical issues that were beyond the purview of their control.</p> <ul style="list-style-type: none"> <li>• Factory Acceptance Test (FAT) of the ADS-B system was scheduled in the month of August 2016.</li> <li>• Targeted date for the implementation of ADS-B given in the Seamless ATM Plan be amended as 31<sup>st</sup> March 2017.</li> </ul> <p><b>PBN Implementation</b></p> <ul style="list-style-type: none"> <li>• Head of ANS/AASL stated that PBN implementation would go ahead as planned despite few issues that had arisen with Indian ATS service provider regarding some SIDs and STARs that would begin or end up at the common FIR boundary.</li> <li>• Head of ANS/AASL was optimistic that an amicable solution to those issues could be arrived as there was a team from ANS division of AASL expected to visit Chennai on a mission to iron out differences with their counterparts there.</li> </ul> <p><b>Flexible Use Airspace (FUA)</b></p> <ul style="list-style-type: none"> <li>• DDG-ASSR explained the concept of Flexible Use Airspace (FUA) to the forum.</li> <li>• SLAF representatives stated that except for VCP7, VCP21 and other prohibited areas, civil air operations on all other restricted areas were permitted on case by case basis.</li> <li>• The reduction of dimensions on VCPs and VCRs could not be contemplated in near future due to national security concerns.</li> </ul>	For information
<p>4. <b>Progress of the Development of Air Navigation Plan for Sri Lanka (SLANP)</b></p>	<p>Chairman/Special TF to Develop ANP for SL (SLANP), [D/ANS] responded</p> <ul style="list-style-type: none"> <li>• Out of 45 planning elements the task force had completed compilation for 13 elements.</li> <li>• Out of 19 planning elements that assigned ICAO/ASBU priority, compilation for 11 elements completed.</li> </ul>	D/ANS to convene SLANPTF meeting

<p><b>5. Any other matters</b></p>	<ul style="list-style-type: none"> <li>• ICAO web portal on state seamless plan was updated with timelines of those planning elements</li> <li>• SLANP task force meeting to be convened in due course to continue work on Sri Lanka Seamless ATM Plan.</li> </ul> <p>SLAF representatives raised the concerns on VHF congestion at Control tower Ratamalana.</p> <ul style="list-style-type: none"> <li>• Head of ANS responded with her plan to employ 121.9MHZ, the Ground frequency for granting startups and for the coordination/control of aircraft ground movement.</li> <li>• Head of E&amp;ANE stated that despite some reported blind areas on the airfield in connection with operations on 121.9 MHZ and reported breaking through of that frequency with BIA VHF frequencies, fresh efforts would be made to make 121.9MHZ available for continuous operations.</li> <li>• Procurement of new transmitter and receiver for that frequency had been budgeted for the next year.</li> </ul>	<p>Head of ANS/Head of E&amp;ANE to make necessary arrangements for continuous usage of 121.9MHZ Ground Frequency for ground operations at Ratamalana Tower and to report the progress at the SLANPRIG-4 Meeting.</p>
<p><b>6. Closing of the Meeting</b></p>	<p>DDG/ASSR expressed gratitude for the active participation of members and adjourned the meeting at 1615hrs.</p>	<p>For information</p>