

ICAO Universal Safety Oversight Audit Programme

ICAO SUMMARY REPORT
OF THE
DEPARTMENT OF CIVIL AVIATION
OF
SRI LANKA

(Colombo, 13 to 20 March 2000)



INTERNATIONAL CIVIL AVIATION ORGANIZATION



ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

Audit Summary Report on the Safety Oversight Audit Mission to Sri Lanka

(Colombo, 13 to 20 March 2000)

1. BACKGROUND

1.1 The Department of Civil Aviation (DCA) of Sri Lanka was initially assessed under the voluntary ICAO Safety Oversight Assessment Programme from 10 to 14 February 1997 by an ICAO assessment team. This audit was carried out from 13 to 20 March 2000 pursuant to Assembly Resolution A32-11 and in accordance with the updated Memorandum of Understanding (MOU) agreed on 13 January 2000 between Sri Lanka and ICAO which is included in Attachment A to the interim audit report forwarded to Sri Lanka on 20 April 2000. The objectives of this audit were twofold. Primarily, its objective was to fulfill the mandate given to ICAO pursuant to the above-mentioned Assembly Resolution. Secondly, the audit was conducted with the objective of ascertaining the progress made in the implementation of the recommendations forwarded during the voluntary assessment conducted in 1997 and to re-ascertain the safety oversight capability of the DCA of Sri Lanka. The audit also aimed to ensure that Sri Lanka is in conformity with ICAO Standards and Recommended Practices (SARPs), as contained in Annexes 1, 6 and 8 to the Chicago Convention, associated guidance material and good aeronautical practices.

1.2 On 22 May 2000, Sri Lanka submitted its corrective action plan addressing all the findings and recommendations contained in the audit interim report. The action proposed was carefully reviewed by the Safety Oversight Audit (SOA) Section and found to be satisfactory. Comments and feedback forwarded as part of the action plan were taken into consideration in the preparation of this report.

2. CIVIL AVIATION ACTIVITIES IN SRI LANKA

At the time of the audit, civil aviation activities in Sri Lanka included:

a)	number of technical staff employed by the organization at Headquarters	21
b)	number of active pilot licences	189
c)	number of active flight crew licences other than pilot licences	14
d)	number of active licences other than flight crew licences	156
e)	number of commercial air transport operators	3
f)	number of air operator certificates (AOCs) issued	3
g)	number of aircraft operations inspectors	321
	•flight operations inspectors	
	•ground operations inspector	
h)	number of aircraft registered in Sri Lanka	32

i)	number of Certificates of Airworthiness (C of A) issued	23
j)	number of approved maintenance organizations (AMOs)	1
k)	number of aircraft airworthiness inspectors	7

3. SUMMARY OF FINDINGS

3.1 General statement

3.1.1 **The Air Navigation Act and the Air Navigation Regulations (ANRs) of Sri Lanka had not been revised as was recommended by ICAO following the safety oversight assessment conducted in 1997. Although the DCA has published Aviation Safety Notices (ASNs) to supplement the ANRs, all the regulatory provisions had not been comprehensively reviewed and much of the material currently contained in the ASNs had not been integrated into the regulations. In addition, the Act empowers the Minister responsible for civil aviation to develop and revise civil aviation regulations. However, although the Minister is authorized to delegate certain functions to the Director General of Civil Aviation, he is not allowed to delegate the responsibility for making and amending civil aviation regulations. In an effort to update existing ANRs, standards and regulations from other States have been adopted for Sri Lanka's use but none of these standards had been adequately approved and adopted into the ANRs.**

3.1.2 The organization of the DCA has considerably improved since the ICAO assessment of 1997. Additional staff has been recruited locally or internationally through the joint project developed with ICAO and most of the DCA personnel were given adequate training. The newly established civil aviation structural organization enables the DCA to conduct adequate surveillance and supervision of the civil aviation activities in Sri Lanka.

3.1.3 Personnel licensing responsibilities are shared by three Divisions — Operations, Aeronautical Inspection and Air Traffic Services — which are adequately staffed to perform required tasks at the present level of activity. While detailed guidance was available in a variety of forms concerning a number of personnel licensing procedures, the DCA had not developed a comprehensive manual or instruction of licensing policies and procedures, and describing the personnel licensing organization and lines of authority. The system, procedures and regulations governing personnel licensing were generally in compliance with the provisions of Annex 1, however, areas of non-adherence to ICAO guidance material were also identified. The certification, inspection and surveillance of the two approved aeronautical training institutions of the State were found to be inadequate.

3.1.4 **The Flight Operations Division is staffed by two flight operations inspectors, one ground operations inspector, one cabin safety inspector and five dangerous goods inspectors. However, the minimum experience qualifications for these inspectors were not clearly defined in the new *Flight Operations Inspector Handbook*. An inspector training programme had been established but did not contain a companion tracking system for the monitoring and scheduling of periodic training activities or for the written results of inspector training and testing. A new system for the certification of air operators had been approved but the operations manual submitted by the air operators was not in conformance with ICAO Standards. In addition, some of the basic requirements of an air operator were not addressed by the ANRs.**

3.1.5 A system for the certification and surveillance of continuing airworthiness had been established. Within the DCA, the structure and organization of the Aeronautical Inspection Division (AID) were appropriately established to conduct a positive supervision of the aviation activities. The AID was staffed with appropriately recruited and adequately trained inspectors who are provided with the necessary guidance, through a set of procedures aggregated in an *Airworthiness Inspector Handbook*, to perform their duties. However, written procedures relating to important activities, such as aircraft modifications and repairs approval or exchange of mandatory airworthiness information, only exist in a draft form and require review, approval and formal introduction into the procedural background.

3.2 Primary aviation legislation and civil aviation regulations in Sri Lanka

3.2.1 Abstract of findings

3.2.1.1 The primary aviation legislation of Sri Lanka is the Air Navigation Act No. 15 of 1950, which was amended in 1952, 1964, 1981, 1982, 1983, 1987 and 1992. The Act delegates the power to develop and adopt ANRs to the Minister responsible for civil aviation. Once the Minister drafts a regulation, it is presented to the Parliament which has forty days to revoke the draft; otherwise it becomes valid. The Act also provides for the appointment of a Director General of Civil Aviation and such other personnel as necessary for aviation-related matters. The Act allows the Minister to delegate powers and functions to the Director General of Civil Aviation but makes it clear that the power to make regulations and orders cannot be delegated and remains the responsibility of the Minister. However, the Act empowers the Director General to issue directives relating to the security of airports and aircraft.

3.2.1.2 The basic air navigation regulations are contained in the the **Subsidiary Legislation under the Air Navigation Act which is cited as the Ceylon Air Navigation Regulations of 1955 (ANRs)**. Regulation (R.) 5 of the ANRs charges the Director General with the administration of these regulations. The Director General issues additional conditions and directives in the form of an Aviation Safety Notice (ASN). These are first reviewed by a legal consultant to make sure that the contents do not go beyond the Director General's authority and do not infringe on the Minister's authority to make regulations. The Director General, by means of an ASN, has indicated that design standards mentioned in the Joint Aviation Requirements (JAR) would apply. An amendment made in 1969 asserts that all amendments made to ICAO Annexes would be construed as amendments made by Sri Lanka and are enforceable without further action.

3.2.1.3 During the audit, three findings relating to the primary aviation legislation and civil aviation regulations were made and three recommendations put forward to rectify them.

3.2.2 Corrective action plan proposed/implemented by Sri Lanka

3.2.2.1 *With respect to the need for Sri Lanka to review its regulations with the view of ensuring the implementation of all the SARPs contained in Annexes 1, 6 and 8, the DCA indicated that, by 31 July 2000, action would be taken to go through all the Annexes and identify those provisions which are not implemented in Sri Lanka. ICAO will be notified of any difference that may exist at this time. Sri Lanka also provided detailed information on the steps to be taken until 31 July 2000 relating to the review and amendment of its regulations and the notification to ICAO, as necessary.*

3.2.2.2 *Concerning the need for Sri Lanka to amend its Air Navigation Act to enable the delegation of the necessary authority and the assignment of corresponding responsibility to the Director General of Civil Aviation to develop, issue and revise aviation-safety related regulations and rules, Sri Lanka has established an action plan for the revision of the Act and regulations in three parts and several steps expected to be completed by 31 July 2000. The action includes a proposal to the Ministry to draft a revised Act and regulations. This action has already been completed on the part of the DCA. The Ministry has accepted the proposals forwarded and a new Act will be promulgated on the basis of the process established for legislating national Acts.*

3.2.2.3 *With regard to the recommendation on the need to amend the regulations in order to provide for the adoption of JAR as applicable in Sri Lanka as indicated during the audit, the DCA indicated that Sri Lanka will not limit itself to the possibility of adopting the JAR but also foresees the need to adopt by reference the regulatory provisions and acceptable means of compliance specified in similar codes. To this end, interim measures described in the Legislation Action Plan with regard to the amendment of the Act and regulations will take into consideration the recommendation forwarded in its expanded form.*

3.3 **Civil aviation organization system in Sri Lanka**

3.3.1 **Abstract of findings**

3.3.1.1 Air transport safety in Sri Lanka is the responsibility of the Minister of Tourism and Civil Aviation. The Act provides for the Minister to be responsible for all activities related to the oversight of civil aviation activities. Through the Act, the Minister may delegate limited functions to the Director General of Civil Aviation. The Director General is the Head of the DCA, a Department of the Ministry, and is assisted by six Assistant Directors responsible for Operations, Aeronautical Inspection, Air Crew Licensing, Air Traffic Services, Administration and Regulations. A special provision introduced in the Act in 1982 enabled the Minister to delegate to a designated organization the responsibilities related to the development and management of airports and the management and maintenance of air navigation services and facilities. A contract of association was signed in the same year to create the Airport and Aviation Services of Sri Lanka Limited (AASL) designated to take over responsibilities for air traffic services, airport management and facilitation and airport security.

3.3.1.2 The assessment conducted by ICAO in 1997 determined that the structure and staffing of the DCA was inadequate to provide for effective **safety** oversight. Following the ICAO assessment, a project was launched with the assistance of ICAO to develop and implement **an** action plan designed to correct the identified deficiencies. This project enabled Sri Lanka to recruit qualified staff (both locally and internationally) to upgrade the DCA's control and supervisory capability, prepare revisions to the civil aviation national regulatory framework, provide advice to the Director General on safety-related issues and conduct day-to-day surveillance activities. Even though identified as a distinct entity within the DCA organizational chart, reporting links were established between **the project staff** and the **basic DCA structure**. **Proper delegation of authority has been given to these professionals to act as DCA staff, and their inclusion in the DCA structure has provided valuable human resources and expertise enabling Sri Lanka to adequately conduct its safety oversight obligations.**

3.3.1.3 **Financial resources available to the DCA originate from the Government general budget. Currently, of the 160 million rupees generated through aviation fees and service charges, only 26 million**

rupees is allotted to the DCA budget. This amount is significantly insufficient to enable the DCA to maintain an effective civil aviation organization. At the present time, the monetary difference is covered by the ICAO Project described above which allows the DCA to purchase material (cars, computers, fax machines, etc.) However, as the project comes to an end this source of funding will be depleted and, unless the DCA is provided with additional funds to make the difference, its work will be seriously affected. The recruitment requisites established by the DCA are satisfactory and the programmes developed within the ICAO project provide inspectors with initial and recurrent technical and regulatory training. However, in the personnel licensing and operations fields, additional qualification requisites need to be defined and some initial and recurrent training programmes need to be developed.

3.3.1.4 During the audit, one finding relating to the civil aviation organization was made and one recommendation put forward to rectify it.

3.3.2 **Corrective action plan proposed/implemented by Sri Lanka**

With respect to the recommendation requiring the Government of Sri Lanka to allocate adequate funds to the DCA to enable it to build on the progress made and continue to undertake its duties and responsibilities in the most efficient and effective manner, the DCA indicated that it will continue to be a member of COSCAP/SA and thereby be assured of continued assistance from the regional project, take steps to ensure the speedy implementation of the EU project, South Asia to take advantage of the Financial Assistance Agreement forwarded by the EU and push the Government to expedite the establishment of the Civil Aviation Authority of Sri Lanka. Until such time that a civil aviation authority is established, the Minister, upon being satisfied of the justification submitted by the DGCA, will approve the recruitment of additional staff by the DGCA within the proposed cadre and the salary scales recommended by the ICAO (TCB) organizational expert.

3.4 **Personnel licensing and training system in Sri Lanka**

3.4.1 **Abstract of findings**

3.4.1.1 The responsibility for issuance of personnel licences within the DCA is shared by three divisions. The AID is responsible for AME licences and the Operations Division issues aircrew licences. Air Traffic Control (ATC) licences are issued by the Air Traffic Services Division. There is a plan to consolidate the personnel licensing functions within one Personnel Licensing Division concurrent with the re-structuring of the DCA as an Authority. The Personnel Licensing Officer has been in charge of the day-to-day responsibility for the planning and implementation of this consolidation. A training plan has been established for Personnel Licensing Officers which enumerates required competencies and specifies the required training.

3.4.1.2 Air transport pilot licences (ATPL) are issued only on the basis of conversion of licences issued by other Contracting States following a period of validation. Comprehensive procedures have been established and are being followed for the validation of foreign licences and conversion to national licences. These procedures include contacting the State of the original licence to verify the validity of the licence presented and requiring the airman to pass an examination on regulations of Sri Lanka and a flight check. However, no procedure is specified or followed to ensure that the conditions under which the foreign licence was issued were in conformance with ICAO Standards, aside from examining differences listed in the Supplement to Annex 1.

3.4.1.3 Licensing records are standardized and kept in a secure location and available for all licence holders. There is currently no policy or system for archiving the records of inactive licences although this has not proved burdensome to date given the number of records which are currently maintained.

3.4.1.4 Five Aviation Medical Examiners (AMEs) have been designated by the Director General to conduct aviation medical assessments. Appointments are based upon published stringent requirements for a period of one year and subject to renewal. All five AMEs have undertaken formal training in aviation medicine. Currently, the examining physician also makes the final licensing recommendation. However, a Board of Medical Examiners, headed by a Chief Aviation Medical Officer (CAMO), has recently been formed. A comprehensive handbook for medical examiners is currently being reviewed by Board Members prior to adoption.

3.4.1.5 Licences issued in Sri Lanka are of the expiring type. Prior to renewal, airmen are required to show evidence of compliance with ICAO Annex 1, including recency of experience, recurrent training, proficiency checks and medical qualification. Procedures for renewal of lapsed licences were specified in the superseded First Schedule of the ANRs and have not been formally reiterated since.

3.4.1.6 There are two aviation training schools providing training towards PPL, CPL/IR and AME licences within the State. Although the licences issued to the training schools state that the curriculum, lesson plans and training programme comply with ICAO Doc 9379, there was no evidence of a formal inspection having been conducted to establish this nor evidence of a system of regular and on-going inspection and surveillance. Appropriate procedures for the appointment and supervision of designated examiners for *Sri Lankan Airlines*, including personal interviews, instruction and periodic observation, have been established and are being followed. Similarly, there is evidence of approval and periodic inspections of training programmes at *Sri Lankan Airlines*.

3.4.1.7 During the audit, six findings relating to personnel licensing and training were made and six recommendations put forward to rectify them.

3.4.2 **Corrective action plan proposed/implemented by Sri Lanka**

3.4.2.1 *With respect to the recommendation requiring the DCA to continue to consolidate the personnel licensing functions, develop guidance and procedures manual for licensing officers and clearly establish the organizational structure of the licensing functions, the DCA indicated that action has already been taken to centralize the licensing functions (date and details of the implementation were not forwarded). A PEL Handbook containing detailed procedures for all licensing functions will be produced within three months after finalizing the new regulations and rules (approximately 31 October 2000), an Office Procedures Manual containing the organizational structure of the PEL Unit will be developed by 31 July 2000 and a training plan would be developed and incorporated in the Office Procedures Manual by 31 July 2000.*

3.4.2.2 *On the subject of the need to formalize the foreign licence validation process and publish it in the AIP, the DCA indicated that, as an interim measure, all applicants for endorsement will be required to submit details of the licensing criteria and training programmes of the State where the original licence was issued. In the meantime, formal procedures will be developed in the PEL Handbook as stated above. An AIC setting out the applicable procedures will be issued by 15 July 2000.*

3.4.2.3 *With respect to the need for the DCA to implement its own requirements regarding flying training schools, the DCA indicated that inspections will be done by the flight operations inspectors and the programme for regular inspection and continuing surveillance of the training schools was included in the Operations Inspection Programme. Although implementation was indicated as completed, no indication of what action was done or evidence to that effect was presented.*

3.4.2.4 *Concerning the need to develop formal qualification requirements for examiners who author test papers, the DCA indicated that COSCAP/SA is presently developing a question bank for the use of its Member States and Sri Lanka will take advantage of the question bank as soon as it is ready and eliminate the problem identified. Nevertheless, by 31 July 2000, the DCA will specify the requirements for examiners and also appoint examiner panels which will include persons holding current licences and ratings relevant to the examination.*

3.4.2.5 *On the issue of developing policies and procedures for the issuance of civilian licences and ratings on the basis of military qualifications and experience and for the renewal of lapsed licences, the DCA indicated that with regard to military qualifications and experience, a similar assessment as that made to civilian applicants will be implemented and with regard to establishing policies and procedures for the renewal of lapsed licences, appropriate rules and procedures will be incorporated in the PEL Handbook.*

3.5 **Aircraft operations certification and supervision in Sri Lanka**

3.5.1 **Abstract of findings**

3.5.1.1 The Flight Operations Division is headed by the Assistant Director (Operations) who reports to the Director General and who also serves as a ground operations inspector. His staff includes a senior flight operations inspector who supervises a flight operations inspector, a cabin safety inspector and two documentation officers. As this division did not even exist at the time of the 1997 assessment, significant advancement has been made towards establishing a proper oversight of all matters relating to the safety of flight operations. **The current senior operations inspector is part of the ICAO project and his contract will end in November 2000. The DCA does not yet have a clear plan of action for the replacement of this individual, and any lack of action could be detrimental to the progress made so far towards safety oversight.**

3.5.1.2 Part I of Chapter XIII of the ANRs describes the certification process for the issuance of an airline licence. The three airline licences currently existing were issued under this process. However, in order to update the certification approval process, new standards and procedures were approved by the Director General and have been included in the new *Flight Operations Inspector Handbook*. As the current three airline licences were not issued in accordance with the new standards, these licences are not in conformance with ICAO SARPs.

3.5.1.3 An annual work programme including required inspections which are scheduled and reviewed on a periodic basis have been established. The flight operations inspectors have adequate experience to meet the qualification requirements necessary to hold the position of flight operations inspector. Because there are no minimum requirements established for the positions of ground operations inspector, cabin safety inspector and dangerous good inspector, it was impossible to determine whether the experience of the staff members was adequate.

3.5.1.4 The procedures for the supervision of aircraft operations are contained in the *Flight Operations Inspector Handbook, Manual on Transport of Dangerous Goods, Designated Check Pilot Manual and Cabin Crew Member Training Standards Manual*. Procedures and checklists for the types of inspections to be performed as well as forms for report writing are included. However, the handbook contains no procedures for an operations inspector to follow once a violation has been discovered.

3.5.1.5 During the audit, eight findings relating to aircraft operations certification and supervision were made and eight recommendations put forward to rectify them.

3.5.2 Corrective action plan proposed/implemented by Sri Lanka

3.5.2.1 *With respect to requiring air operators to develop an operations manual conforming to the requirements of Annex 6, Part I, and submit it to the DCA for acceptance/approval, as applicable, the DCA indicated that an interim regulation will be submitted to require air operators to include the particular items missing in their current operations manuals to ensure full conformity with the Annex requirements and present them for re-approval/acceptance, as applicable. Permanent legislation will be established as part of the amendment of the aviation legal system of Sri Lanka.*

3.5.2.2 *The DCA indicated that it has already established a tracking system for the monitoring and scheduling of all activities relating to the training of operations inspectors but did not submit evidence of action taken and when it was implemented.*

3.5.2.3 *Concerning the need to amend the Flight Operations Inspector Handbook to reflect the actual minimum qualification requirements for inspectors and also to include established enforcement policies and procedures to be followed by inspectors, the DCA indicated that it has already approved the minimum required qualifications and the handbook would be amended to include these requirements and the newly developed policies and procedures for enforcement by 31 July 2000.*

3.5.2.4 *With regard to the recommendations requiring the Minister to amend the ANRs to: ensure that baggage carried into the passenger cabin is adequately secured and stowed, prohibit an air operator from assigning flight crew unless they have made three take-offs and landings in the previous ninety days and to establish specific flight time, flight duty period and rest period for cabin crew members, the DCA indicated that all these items and others noted in the audit interim report will be addressed as part of the action taken to amend and update the aviation legal framework of Sri Lanka. In the interim, temporary requirements will be published by 30 June 2000, making the requirements applicable in Sri Lanka.*

3.5.2.5 *With respect to the recommendation requiring the DCA, as a priority, to re-certify the three airline licence holders under the newly approved certification process, the DCA indicated that the two cargo operators audited by COSCAP/SA have been suspended pending a certification process. The third operator, Sri Lankan Airlines, has been issued with an AOC after ensuring that it has met the new certification requirements. The airline would be continuously audited and inspected to ensure that it remains in conformity with the new requirements and the next audit is scheduled for 15 to 20 September 2000.*

3.6 **Airworthiness of aircraft in Sri Lanka**

3.6.1 **Abstract of findings**

3.6.1.1 Following the ICAO safety oversight assessment conducted in Sri Lanka in 1997, the need to develop or adopt airworthiness codes for design and maintenance was identified. For the approval of the maintenance arrangements of the air operators, as well as for the approval of the maintenance organizations, the regulations of the Joint Aviation Authorities (JAA) JAR-OPS, Subpart M, and JAR-145 have been introduced through a letter sent to all operators on 16 February 1999 from the Director General of Civil Aviation. The design codes developed by the JAA (JAR-23, JAR-25, etc.) have been introduced by the Aviation Safety Notice — *Airworthiness Requirements in Respect of Design*.

3.6.1.2 Within the DCA framework, airworthiness inspection and supervision are placed under the responsibility of the Airworthiness Inspection Department (AID). It is headed by an Assistant Director assisted by a senior airworthiness inspector, five inspectors and three administrative clerks. The structure and organization of the AID is satisfactory however, no specialization has been established among the airworthiness inspectors, and each of them is involved in the various types of activities performed (inspections for the delivery or renewal of certificates of airworthiness, approval of maintenance organizations, etc.). Only technically specialized activities such as extended range operations by twin-engine aeroplanes (ETOPS), avionics, non-destructive testing (NDT), etc., are assigned to particular inspectors according to the training they have received.

3.6.1.3 The inspectors are provided with adequate working conditions and while the number of computers available was slightly below what is necessary, an order has been placed for additional equipment which would raise this level up to an adequate level. A central technical library enables the inspectors to access regulatory material (ICAO Annexes and guidance material, JAR, etc.) as well as aircraft-related manuals (aeroplane flight manuals, MMELs, maintenance programmes, etc.). A complete set of procedures has been established including an *Airworthiness Inspector Handbook* and an *Audit Policy and Procedures Manual*. The inspector handbook, based on the material developed by the ICAO's Regional COSCAP, was approved by the Director General at the beginning of the year 2000.

3.6.1.4 The DCA does not issue national ADs but systematically adopts those from the civil aviation authority responsible for the airworthiness of the related aircraft type. Since the entire fleet of *Sri Lankan Airlines* is composed of Airbus aircraft, an agreement was reached between the DCA and the *Direction générale de l'aviation civile* (France) to get directly, and free of charge, all *consignes de navigabilité* (**French ADs**) applicable to the Airbus family. A system for reporting failures, malfunctions, incidents and accidents has been established between the DCA and the national airlines. The files established by the DCA on this subject are adequately maintained. However, no system has been put in place within the DCA to report failures, which could have an impact on the airworthiness of the aircraft, to the organization in charge of the continuing airworthiness as well as to the aviation authority responsible for the supervision of this organization.

3.6.1.5 The DCA delivers aircraft noise certificates based on the information contained in the aeroplane flight manuals and in line with the provisions of ICAO Annex 16. However, no regulation has been developed to require all aeroplanes to comply with these provisions and no procedure has been established within the AID to provide guidance to the inspectors on how these certificates should be delivered. The procedures developed by the DCA for the approval of major repairs or modifications are in a draft form and

have not been approved or introduced into the procedural framework. Similarly, the DCA had not yet developed guidelines or procedures for the surveillance of specialized maintenance activities such as welding of aeronautical products or NDT.

3.6.1.6 During the audit, five findings relating to the airworthiness of aircraft were made and five recommendations put forward to rectify them.

3.6.2 **Corrective action plan proposed/implemented by Sri Lanka**

3.6.2.1 *With respect to the recommendation requiring the DCA to establish a system by which information on faults, malfunctions or defects that might cause adverse effects on the continuing airworthiness of aircraft over 5 700 kg maximum certificated take-off mass is transmitted to the organization in charge of the design of aircraft as well as the civil aviation authority in charge of the supervision and design organization, the DCA indicated that, at present, the information is conveyed to the Regulatory Authority of the State of Manufacture through the Manufacturer by the local operator with a copy to the DCA. However, a procedure would be developed, by 31 July 2000, to convey the information to the design organization and the responsible authority, as recommended.*

3.6.2.2 *On the issue of the need to develop and adopt procedures for the approval of aircraft modifications and repairs, the DCA stated that according to ANR 38(2), approval is necessary to undertake modifications and that an Aviation Safety Notice (ASN) was in draft stage at the time of the audit. The changes suggested by the ICAO audit team have since been incorporated to the ASN (AWS/2000/004) which has since been issued.*

3.6.2.3 *Concerning the recommendation requiring the Minister to amend the regulations to include a requirement for aircraft registered in Sri Lanka to comply with the noise certification Standards of Annex 16 and to carry onboard a document attesting compliance, the DCA indicated that action to implement this recommendation will be taken as part of the overall action on the legal framework mentioned in previous parts of the proposed actions.*

3.6.2.4 *With regard to the recommendation requiring the DCA to develop guidance or procedures for the surveillance of specialized maintenance activities such as welding of aeronautical products and non-destructive material, the DCA indicated an ASN addressing the issue was in draft stage at the time of the audit and that guidelines will be published and issued to the industry by 30 August 2000.*

4. **COMMENTS**

Sri Lanka, as indicated in paragraph 1.2, submitted on 22 May 2000 an action plan addressing all the recommendations forwarded by ICAO. The proposed actions were found to be satisfactory; however, no evidence and dates have been provided in respect to those actions which have been indicated as completed. Sri Lanka did not provide ICAO with feedback on the summary report and thus was considered to be in agreement with its contents. Also, information on implementation of the action plan was not received. In addition, several of the actions proposed were scheduled to be completed by 31 July 2000. Information on progress made should be forwarded to the SOA Section to reflect actions completed and/or the status of implementation.

5. **STATUS OF IMPLEMENTATION AND DIFFERENCES FROM THE ICAO SARPS**

Differences identified during the audit are found in Appendices A and B to this summary report and differences *vis-à-vis* Standards will be included in the relevant Annex supplement in line with Article 17 of the MOU signed between Sri Lanka and ICAO.

APPENDIX A

STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO STANDARDS

(ANNEX 6 — OPERATION OF AIRCRAFT) (PART I — International Commercial Air Transport — Aeroplanes)

ICAO Standard reference	DCA's regulations reference	Differences between the national regulations of Sri Lanka and ICAO Standards
4.2.1.3	R. 199	Issues an airline licence; not all required tasks are accomplished before issuance.
Appendix 2		Not all content requirements are included.
		The following Annex provisions are not implemented in Sri Lanka: 4.2.4, 4.2.10.2, 4.3.5.4, 4.8, 6.1.2, 6.13, 8.6, 9.4.1, 9.4.2, 12.5, 13.2 and 13.3.

**STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES
FROM THE ICAO STANDARDS**

(ANNEX 8 — AIRWORTHINESS OF AIRCRAFT)

ICAO Standard reference	DCA's regulations reference	Differences between the national regulations of Sri Lanka and ICAO Standards
Annex 8, Part II, paragraph 4.2.5		Not implemented.

APPENDIX B

STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO RECOMMENDED PRACTICES

(ANNEX 6 — OPERATION OF AIRCRAFT)

(PART I — International Commercial Air Transport — Aeroplanes)

Note: — The Chicago Convention requires that a Contracting State file differences existing between its regulations and ICAO Annex Standards. However, due to the specific mandate given to ICAO for the implementation of the ICAO Universal Safety Oversight Audit Programme, it is necessary to include differences existing between the national regulations and ICAO Annex Recommendations, including Annex definitions, to encourage implementation and for inclusion in the summary report. Differences with Annex Recommended Practices will not be included in the Supplement to the relevant Annex if they should remain unimplemented by the time the final report is published.

ICAO RPs reference	DCA's regulations reference	Differences between the national regulations of Sri Lanka and ICAO Recommended Practices
6.15.2		Not implemented.
10.2	Sixth Schedule, 10.2	Not implemented.

— END —