

Draft Annual Report 2019



CIVIL AVIATION AUTHORITY OF SRI LANKA

Annual Report – 2019

Presented to Parliament pursuant to Section 15 of the Civil Aviation Authority of Sri Lanka
Act No. 34 of 2002

THEME SONG OF THE CIVIL AVIATION AUTHORITY OF SRI LANKA

Sri Lanka, Civil guwan seva adikariya
Kith yasasin sudile
Heli kota heli hele //

Sakvithi ravana aadi yugeth
Dandu monarin guwana dina//
Vikmathi lakdana va-riya polinuth
Pa vidu nuvana mana//

“Uvaduru thora bava sandaha mul vemu”
vei pera vakiya ape//
“Ikman aya maga negumehi mul vemu”
Me vei dekuma ape//

Ratavesi yuthukam itu vana ayurin
Mau bima ha bademu //
Samaja mehewara sara daham reka
Vagakeemen pudamu//

Lyrics : Kalasuri. Arisen Ahubudu
Singer : Kalakeerthi Deshamanya Dr. Pundit W. D. Amaradewa
Melody : Kalakeerthi Deshamanya Dr. Pundit W. D. Amaradewa

Hon. Minister of Transport & Civil Aviation,

The Annual Report - 2019 was prepared in fulfillment of the legislative requirement stated under Section 15 of the Civil Aviation Authority of Sri Lanka Act No. 34 of 2002. It contains a summary of major activities that the Civil Aviation Authority of Sri Lanka performed during the period from 01st January 2019 to 31st December 2019 and the Statement of Financial Position of the Authority for the financial year 2019.

Upul Dharmadasa
Chairman

Civil Aviation Authority of Sri Lanka
28th February 2020

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ABBREVIATIONS

AE&F	Aerodromes & Facilitation
ANS	Air Navigation Services
AASL	Airport & Aviation Services (Sri Lanka) Ltd
ADG	Additional Director General
AME(BL)	Aircraft Maintenance Engineer (Basic License)
AML	Aircraft Maintenance License
AMO	Approved Maintenance Organization
AMT	Aircraft Maintenance Technician
ANR	Air Navigation Regulations
AOC	Air Operator Certificate
AS	Aeronautical Services
ASN	Aviation Safety Notice
ASM	Aviation Safety Monitoring
AT&ER	Air Transport and Economic Regulation
ATC	Air Traffic Control/ Air Traffic Controller
AV. SEC	Aviation Security
AW	Airworthiness
AWE	Airworthiness Engineer
BIA	Bandaranaike International Airport
CAASL	Civil Aviation Authority of Sri Lanka
CADEC	Civil Aviation Development and Educational Committee
CEO	Chief Executive Officers
COSCAP-SA	Co-operative Development of Operational Safety and Continuing Airworthiness Programme – South Asia
CSI	Cabin Safety Inspector
C of R	Certificate of Registration
D	Director
DDG/ASR	Deputy Director General (Aeronautical Service Regulation)
DDG/CAER	Deputy Director General (Corporate Management)
DDG/FSR	Deputy Director General (Flight Safety Regulation)
DDG/AVSER	Deputy Director General (Aviation Security Regulation)
D/AE&F	Director/Aerodromes & Facilitation
D/ANS	Director/Air Navigation Service
D/AOPS	Director/Aircraft Operations
D/ARAW	Director/Aircraft Registration and Airworthiness
D/ATER	Director/Air Transport & Economic Regulation
D/AVS	Director/Aviation Security
D/HR&PM	Director/Human Resources and Property Management
D/F&RM	Director/Finance & Revenue Management
D/TO&PL	Director/Training Organizations and Personnel Licensing
D/ER&P	Director/Environment, Research & Project
D/QIA	Director/Quality and Internal Audit
DG	Dangerous Goods
DGCA	Director General of Civil Aviation
EASA	European Aviation Safety Agency

ER&P	Environment, Research & Projects
FIR	Flight Information Region
FS	Flight Safety
FPP	Flight Procedure Programme
GSA	General Sales Agent
ICAO	International Civil Aviation Organization
ICT	Information Communication & Technology
IS	Implementing Standard
PBN	Performance Based Navigation
LCC	Low Cost Carriers
LA&EU	Legal Affairs & Enforcement Unit
MRIA	Mattala Rajapaksa International Airport
MT&CA	Ministry of Transport & Civil Aviation
NCASP	National Civil Aviation Security Programme
NCAP	National Civil Aviation Policy
Q&IA	Quality & Internal Audit
RPK	Revenue Passenger Kilometers
RTK	Revenue Tonne Kilometers
SARPs	Standards and Recommended Practices
SAARC	South Asian Association for Regional Cooperation
SARI	South Asia Regional Initiative
SLAS	Sri Lanka Accounting Standards
SLCAP	Sri Lanka Civil Aviation Publication
SLFRS	Sri Lanka Financial Reporting Standards
SMS	Safety Management System
SSP	State Safety Programme
TO&PEL	Training Organization & Personnel Licensing
USAP	Universal Security Audit Programme
USOAP	Universal Safety Oversight Audit Programme

DIRECTORY

- Head Office : Civil Aviation Authority of Sri Lanka
No. 152/1, Minuwangoda Road
Katunayake, Sri Lanka
- Telephone: 94 -11-2304632, 94-11-2358800
Facsimile: 94 -11-2304644
e-mail: info@caa.lk
Website: www.caa.lk
Postal Address : P.O. Box 535, Colombo
Telegraphic Address : AIRCIVIL
AFTN Address : VCCCYAYX
- Katunayake Office : Civil Aviation Authority of Sri Lanka
FD II, Departure Terminal
BIA, Katunayake
Telephone : 94 -11-2252269
Facsimile : 94 -11-2252269
- Mattala Office : Civil Aviation Authority of Sri Lanka
: Mattala Rajapaksa International Airport
Mattala
Telephone : 94 -47-7510530
Facsimile : 94 -47-7510541
- Airworthiness Sub Office : Civil Aviation Authority of Sri Lanka
Colombo Airport
Ratmalana
Telephone : 94 -11 -3135828
Facsimile : 94 -11 -2635756
- Auditors : Auditor General, Democratic Socialist Republic of Sri Lanka
- Lawyers : Attorney General, Democratic Socialist Republic of Sri Lanka
- Banker : Bank of Ceylon
- Insurers : Sri Lanka Insurance Corporation Limited

CHAIRMAN'S REVIEW

The year 2019 was a special year for aviation community as the International Civil Aviation Organization commemorated the 75th anniversary of its creation by the 1944 Convention on International Civil Aviation in this year. The Civil Aviation Authority of Sri Lanka too launched some activities aimed at raising public awareness of this important moment in the history of air transport.

After 75 years of this important event in the history of Civil Aviation it is now well recognized that international air connectivity is a crucial driver of economic, social and cultural development, and an indispensable contributor to local tourism growth and job creation.

Globally, aviation today transports around 4.3 billion passengers and 58 million tonnes of freight each year, on more than 38 million flights.

One hundred and seventy-three Air Navigation Service Providers help air transport to safely and efficiently manage this global traffic, to the tune of more than 100,000 flights from 3750 airports transporting over ten million passengers, each and every day.

This is clearly attested to by the fact that over half of the world's 1.4 billion international tourists reach their destinations by air today, and we should appreciate that all of this combined activity contributes tremendously to global peace, prosperity, and sustainable socio-economic development.

This point is backed up by the fact that air transport directly and indirectly supports over 2.7 trillion dollars in global GDP, while providing sustainable jobs and careers to more than 65 million people all over the world.

In addition to all of these very impressive figures, our region, the Asia Pacific Region is characterized by the highest rate of traffic of traffic growth globally, at around 10 per cent annually.

Further, the combined market share of Asia Pacific carriers today accounts for some 33 per cent of global passenger traffic and 39 per cent of global freight traffic.

The region's overall air transport industry supports 31 million jobs and 632 billion dollars in Gross Domestic Product (GDP), and impressively some 35 per cent of today's global airport investments are concentrated here in Asia, supporting over 540 infrastructure projects worth almost 200 billion dollars.

Given that Asia Pacific is maintaining the highest traffic growth rate in the world, the challenges of long-term global growth will likely be more acute for the States in the region than in other parts of the world.

As such all States in the region must take necessary actions effectively to manage air transport growth to mitigate significant risks which will be generated by increasing flight and passenger volumes.

In this connection the Civil Aviation Authority of Sri Lanka has taken several steps during the year 2019 by itself and together with Civil Aviation Industry Organizations in Sri Lanka.

A 'National Civil Aviation Policy for Sri Lanka' was developed by CAASL in consultation with public and private stakeholders in the industry. The draft agreed among the stake holders was submitted for the approval of Cabinet of Ministers and the Cabinet of Ministers approved the NCAP for implementation in March 2019. The NCAP is geared towards the promotion of the Aviation Industry both international and domestic to position Sri Lanka as a regional leader and to derive economic benefits for the Country.

As decided by the Government of Sri Lanka to develop Palali airport as a regional international airport, the CAASL initiated a Palali Airport development project and completed the phase I of the project within this year. Under the phase I of the project a new apron, taxiway, Air Traffic control tower and a terminal building were constructed in the Northern side of the runway exclusively for civil aircraft operations and the Airport was Certified as an International Airport after a five day audit conducted by the Aerodromes and Facilitation Section in the CAASL to ascertain it's compliance with the required international and local standards. The airport was opened for regional international air traffic operations on 16th October 2019. At present aircraft carrying less than 90 passengers can be operated from this airport.

The Air Navigation Regulations Section of the CAASL has provided all regulatory assistance to the Airport & Aviation Services (SL) Ltd. for the implementation of Automatic Dependent Surveillance – Broadcast (ADS-B) System which is an essential Air Traffic Surveillance System recommended by ICAO for its member States. The ADS-B system was approved for surveillance operations in this year by CAASL after conducting a safety assessment and a three months trial period.

Although the cost of Communication, Navigation and Surveillance equipment as well as the cost of provision of Air Navigation Services have been rising steadily, Sri Lanka has not revised En-route Navigation Charges (ENC) during last 38 years from the aircraft flying through the airspace allocated to Sri Lanka by the Regional Air Navigation Plan, within which Sri Lanka is providing Air Navigation Services for all aircraft. At a study conducted by the CAASL, as instructed by the Hon. Minister of Transport and Civil Aviation, it was revealed that ENCs levied by the States adjoining the airspace allocated to Sri Lanka are much higher than the ENCs currently being levied by Sri Lanka.

Accordingly the CAASL developed a mechanism to revise ENCs currently being levied by Sri Lanka to be comparative with the charges levied by the other States and submitted same to the Ministry of Transport and Civil Aviation to get the approval from the Cabinet of Ministers for the implementation in order to earn more, much needed foreign exchange.

The Flight Operation Section of CAASL had issued six Foreign Air Operator Certificates (FAOC) for six foreign air operators, namely *Vistara Airlines*, *LOT Polish Airlines*, *Royal Flight Airlines*, *Sky up Airlines*, *Salam Air* and *Alliance Air* to commence their operations to Sri Lanka. This section has renewed twenty eight Foreign Air Operator Certificates and eleven Air Operator Certificates (AOCs).

The Aircraft Registrations and Air Worthiness Section has issued a total of 08 initial Certificates of Airworthiness and renewed 74 Certificates of Airworthiness. This section has renewed 15 Aircraft Maintenance Organizations (Local) certificates, 58 Aircraft Maintenance Organizations (Foreign) Certificates and certified 04 Aircraft Maintenance Training Organizations. 08 new aircraft were registered during the year while 80 aircraft registrations were renewed. During the period under review, a total of 07 Aircraft from Sri Lankan fleet de-registered and 01 Export Certificate of Airworthiness was issued.

In terms of aviation security, Certification of Aviation Security Service Provider at BIA was completed with a Comprehensive audit followed by several follow-up Inspections. The relevant License will be issued within the 1st quarter of the 2020, once the administrative procedures are completed. The Aviation Security Section has Certified/Re-certified 13 Aviation Security Managers, 06 Aviation Security Instructors and 690 Aviation Security Screeners. Further the section has re-certified 02 numbers of Explosive Trace Detectors in Sri Lankan Airlines.

During the year under review 35 scheduled airlines operated to/from Sri Lanka including Sri Lankan airlines. World leading air carriers like Emirates Airlines, Korean Air, Cathay Pacific Airlines, Air China, Etihad Airways, Turkish Airlines, Singapore Airlines and Qatar Airways continued their operations to Sri Lanka in year 2019 despite the unfortunate incident which took place in April this year. However, in the aftermath of this incident, several airlines reduced frequencies owing to the reduced demand for travel. Towards the latter part of the year, Airlines re-instated their original number of frequencies and continued their normal operations.

Total passenger movements at BIA has been recorded as 9.9 Mn, whilst 56% of these passengers were carried by the national carrier. This is approximately one million less than the previous year's passenger movements.

CAASL has recorded a 6% increase in revenue compared to the previous year. Overseas Sales Surcharge Income and Regulatory Service Income, contributed to this growth.

I acknowledge with gratitude, the excellent work performed by the Director General of Civil Aviation and all the employees of the CAASL at all levels. Further I take this opportunity to thank the Board of Directors who have been mindful of their responsibilities at all times and for their assistance and guidance. I also wish to thank the Hon. Minister of Transport and Civil Aviation, Secretary and all the officials of the Ministry of Transport and Civil Aviation for their co-operation and guidance.

Upul Dharmadasa
Chairman
Civil Aviation Authority of Sri Lanka

REVIEW OF THE DIRECTOR GENERAL OF CIVIL AVIATION AND CHIEF EXECUTIVE OFFICER



H.M.C.Nimalsiri
Director General of Civil Aviation and
Chief Executive Officer
Civil Aviation Authority of Sri Lanka

Note:-

The review of the Director General of Civil Aviation & Chief Executive Officer will be included to this report after the CAASL 161st Board of Director's Meeting with considering the Board decisions.

CAASL'S PROFILE

Overview

The Civil Aviation Authority of Sri Lanka (CAASL) was established under the Civil Aviation Authority Act No 34 of 2002 on 27th December 2002. It is deemed a Public Enterprises for the purpose of audit of accounts under Article 154 of the Constitution of the Democratic Socialist Republic of Sri Lanka.

The primary function of the CAASL is to regulate local civil aviation industry under the legislative provisions in the Civil Aviation Authority of Sri Lanka Act No 34. of 2002 and Civil Aviation Act No.14 of 2010, in conformity with the applicable International Standards and Recommended Practices adopted by the International Civil Aviation Organization (ICAO) aiming at higher performance in safety, security, efficiency, regularity and environmental responsiveness of the industry that contributes to growth of the national economy, for enhancement of quality of life of citizens of the country.

The Civil Aviation Authority of Sri Lanka consists of eight (08) members and five (05) of them are appointed by the Hon. Minister in-charge of the subject of civil aviation. The Secretary, Ministry of Defense, a representative of the Hon. Minister in-charge of the subject of Finance and the Director – General of Civil Aviation are the other three members of CAASL, ex-officio. The Chairman and Vice Chairman of the CAASL are appointed by the Hon. Minister in charge of the subject of Civil Aviation. The Director General of Civil Aviation appointed by the Cabinet of Ministers is the Chief Executive Officer of the CAASL, by statute.

The term of office of the appointed members is three (03) years from the date of appointment.

The Authority is subject to the general direction and control of the Hon. Minister in –charge of the subject of Civil Aviation.

Overview of the Sections and Units

Aerodromes & Facilitation Section

Aerodromes & Facilitation Section is responsible for assisting the Director General of Civil Aviation for carrying out Safety Related Regulatory Functions related to Aerodromes, Water Aerodromes and Helicopters in Sri Lanka which includes standards for Aerodrome, Heliport and Facilitation for International Air Transport.

Air Navigation Service Section

The primary responsibility of the Air Navigation Services Section is to formulate rules and regulations governing the provision of air navigation services within Colombo FIR in accordance with the applicable international standards and recommended practices adopted by International Civil Aviation Organization (ICAO) and ensure that those standards are compiled by the air navigation service provider in Sri Lanka.

Training Organization and Personnel Licensing Section

Training Organization and Personnel Licensing Section is responsible for the development of rules and procedures relating to certification and surveillance of training organizations and personnel engaged in safety sensitive activities relating to civil aviation in conformity with the applicable international standards and recommended practices.

Aircraft Operations Section

The main role of Operations Section is to certify the Air Operators and oversee the safety of commercial aviation activities including Transportation of Dangerous Goods by Air within Sri Lanka through a licensing and approval process followed by continuous regulatory safety oversight.

Aircraft Registration and Airworthiness Section

The Airworthiness Section help maintaining airworthiness aspects of civil aviation in this country. In a broader sense this function includes, Air Transport Operators, Approved Maintenance Organizations and oversight of any other person or organization involved in the design/production/modification/repair/maintenance of aircraft and training aspects of personnel engaged in civil aviation.

Human Resources & Property Management Section

The Section functions as a support service for the main functions of the CAASL under the Corporate Division. Recruitment of staff, Staff training, staff allocations, cadre creations, implementation of welfare schemes and general administration are mainly carried out by the Human Resources and Property Management Section.

Financial and Revenue Management Section

Manage limited financial resources efficiently, effectively and economically in accordance with the CAA/Government policies, rules, and procedures, and maintain books in conformity with the General Accepted Accounting Principles, Sri Lanka Accounting Standards published by the ICASL and provide with the true and fair status financial accounts.

Air Transport & Economic Regulations Section

Air Transport and Economic Regulation section is one of the main role players in the Corporate Division of the Civil Aviation Authority which shoulders the responsibility to regulate the aviation industry in Sri Lanka.

Aviation Security Section

The primary objective of the Aviation Security Section is the Development, maintenance and implementation of National Civil Aviation Security Programme to meet all International Civil Aviation Security standards to ensure secure environment for civil aviation operations in Sri Lanka.

Environment, Research & Project Section

The Environment Research & Project Section is responsible for conducting Research related to the Aviation, Civil Aviation Developments and Civil Aviation Promotion, managing CAASL Statistical Programme, conducting CAASL Events, Physical Infrastructure Developments, Publication of CAASL Documents/Reports/Bulletins and implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Programme.

Information & Communication Technology Unit

Provide an efficient, secure, reliable and sustainable IT infrastructure to meet the business and service needs of the CAASL.

Legal Affairs & Enforcement Unit

The main objective of the LA & E Unit is to streamline the works relating to the legal and enforcement matters of the CAASL.

Quality and Internal Audit Section

The main objective of the Quality and Internal Audit Section is to provide independent assurance that CAASL's risk management, governance and internal control processes are operating effectively and ensure that quality requirements are fulfilled.

Aviation Safety Monitoring Unit

Aviation Safety Monitoring Unit is responsible for ensuring the State's obligations in relation to aircraft accident and incident investigations and implementation of State safety programmes (SSPs) in conformity with the International Standards and Recommended Practices contained in ICAO Annex 13 and Annex 19 respectively.

The main tasks of the Unit is to carryout administrative functions under aircraft accident and incident investigation under ICAO Annex 13. Whereas in the implementation of SSP the Unit supports the managing Safety functions under ICAO Annex 19 in order to achieve specific goals, such as continuous reduction of operational safety risks, implementing the eight critical elements of a safety oversight system and full implementation of effective SSPs, etc.

Members of the Civil Aviation Authority of Sri Lanka

12th Board of the Civil Aviation Authority of Sri Lanka

S/No	Name	Designations
1	Mr.Ananda Wimalasena	Chairman CAASL
2	Mr.Shashi Dhanatunge	Vice Chairman, CAASL
3	Dr.Aminda Methsila Perera	Member
4	Mr.Suren Goonewardene	Member
5	Mr.Parakrama Bandara Embogama	Member

S/No	Name	Designations
6	Mr.Hemasiri Fernando	The Secretary to the Ministry of the Minister in Charge of the Subject of Defense from 2018/10/18 to 2019/04/25
	General.Shantha Kottegoda	The Secretary to the Ministry of the Minister in Charge of the Subject of Defense from 2019/04/29 to 2019/11/18
7	Mr.Priyantha Rathnayake	The Representative of the Ministry of the Minister in Charge of the subject of Finance nominated by that Minister)
8	Mr.H.M.C. Nimalsiri	Director General of Civil Aviation and Chief Executive Officer of Civil Aviation Authority of Sri Lanka

Ministry Observer – Ministry of Transport & Civil Aviation

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1.	Ms. Awanthi Senaratne	Director (Aviation) Ministry of Transport & Civil Aviation
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BOARD OF DIRECTOR



Mr. Ananda Wimalasen
Chairman



Mr. Shashi Dhanatunge
Vice Chairman



Mr. H.M.C Nimalsiri
Director General of Civil
Aviation and Chief Executive Officer
Member Ex - Officio



Dr. Aminda Methsila Perera
Member of the CAASL



Mr. Suren Goonewardene
Member of the CAASL



Mr. Parakrama Bandara
Member of the CAASL



Mr. Hemasiri Fernando
Member ex-Officio



General Shantha Kottegoda
Member ex-Officio



Mr. Priyantha Rathnayak
Member ex-Officio



Avanthi Senarathne
Ministry Observer

Profiles of the Members of the 12th Board of CAASL

Mr. Ananda Wimalasena Chairman of the CAASL



Mr. Ananda Wimalasena assumed duties as the Chairman of the Civil Aviation Authority on 13th October 2015.

Mr. Wimalasena was the Chairman of the Airport & Aviation Services (SL) Limited, prior to this appointment. He also has held many other prestigious positions as the founder Managing Director of Asiri Hospitals Limited, Chairman of State Pharmaceutical Corporation, etc.

He is a science graduate and an accountant by profession. Mr. Wimalasena has wide experience in both the private and public sectors and is a product of Ananda College, Colombo and University of Ceylon, Colombo.

Mr. Shashi Dhanatunge Vice Chairman of the CAASL



Senior Management experience with consistent track record of high achievement in both the Private and Public Sector entities. Have demonstrated excellence in Administration, Business Development, International Sports Management, Sponsorship Marketing, and Events Management and in Community Care in United Kingdom, South Africa and Sri Lanka.

Successful in Planning Strategies to Increase Revenues, Create Strategic Partnerships, Risk Assessments, Contract Management, Attracting Foreign Investments, Preparation of Legal Briefs and in Negotiations.

Honoured by being appointed in September, 2019 the Brand Ambassador of the National Association of One Belt One Road in Sri Lanka, responsible for the advice and guidance of the Association's business dealings and other matters.

PUBLIC ENGAGEMENT RECORD:

Jul. 2017 to Nov. 2018

- Petroleum Resources Development Committee – Member
- Ceylon Petroleum Corporation – Director
- India – Japan Joint Working Group Committee Member for LNG Power Projects in Sri Lanka

Jan. 2015 to Jul. 2017

- Ceylon Shipping Corporation Limited - Chairman
- Ceylon Shipping Agency Pte Ltd., Singapore – Director
- Lanka Coal Company Ltd – Director (up to March 2017)
- Magampura Port Management Company – Director (up to August 2015)

PRIVATE SECTOR ENGAGEMENT RECORD:

- Jan. 2019 - Present Advising companies on Digitalisation using Artificial Intelligence, Structuring Investments on Renewable Energy Projects and Strategizing Township Developments under smart & green city concepts.
- Oct. 2012 – present Vivanta Associates (Pvt) Ltd., and Wills Realtors (Pvt) Ltd., Promoter/Shareholder
- Aug. 2006-Oct 2012 Admire Tours & Events (UK) Ltd., Middlesex. Managing Director/CEO
- Jun 2003-Jul 2006 Whiteheather Care Ltd., Weeley, Essex. Registered Manager
- Oct. 2002-May 2003 International Cricket Council (ICC), Lords Cricket Grounds, London. Chief Administrative Officer (on a Secondment from Sri Lanka Cricket)
- Jan. 1999-Jun 2003 Sri Lanka Cricket (SLC), Colombo. Director Administration and Head of Tour Organising
- 1986 – Jan.1999: Mercantile Merchant Bank Group, (formally Mercantile Credit Group), Sri Lanka. (In following positions...)
- Two years General Manager – MTL/Mountain Hawk (Pvt) Ltd.
- Two years Director/General Manager – Mountain Hawk Packaging (Pvt) Ltd.

Two years	<u>Manager, Business Development - Mountain Hawk Express (Pvt.) Ltd.,/ FedEx Inc. USA. (A franchisee).</u>
Six years	<u>Market Analyst – Mercantile Credit Ltd.</u>

PROFESSIONAL QUALIFICATIONS:

- Registered Managers Award (Management Degree) - City & Guilds, United Kingdom in 2006
- NVQ Level 4 - City & Guilds, United Kingdom in 2005
- Diploma in Project Management – London College, United Kingdom in 2003
- Fabric & Garments Quality Testing & Assurance – Merchandise Testing Laboratories Inc, Hong Kong in 1997
- Professional Packaging and Franchising – Packaging Store Inc., USA in 1995
- Diploma in Computer Programming & Systems Design– Sri Lanka in 1990
- Certificates in ‘Market Research’ and ‘Project Identification, Formulation & Evaluation’ – NIBM Sri Lanka and Central Bank Staff Training College of Sri Lanka 1984 – 1994

PAPERS PUBLISHED, INTERVIEWS AND PRESENTATIONS MADE:

- Kerosene Price Key Player in Fuel Adulteration – An interview with Ceylon Today in Jan 2020
- The use of Artificial Intelligence (AI) for Early Identification & Prevention of Mental Health Disorders – At the Workshop on Psychological Assessment procedure training for CAMEs & AMP - Oct 2019
- King Ravana and Lost Heritage of the Aviation Dominance – Jul 2019
- Black Gold in the Pearl of Orient – An interview with Ceylon Today in Dec 2018
- Expert Group Meeting on SAARC Cargo and Passenger Ferry Services – in Dec 2016
- Benefits of Coastal Shipping – An interview with The World Folio in Aug 2015
- Promoting Sri Lanka as a destination for sports – in year 2008
- Proper management of Cricket could boost tourism to Sri Lanka – in year 2008
- Good governance – A new policy for Sri Lanka Cricket – in year 2002
- Packaging of perishables scientifically to reduce the cost of living – in year 2001
- Setting up of High Performance Centres at regional level for the development of Cricket – in year 2000
- Computer aided video data capture for better performance, injury prevention and competitiveness in Cricket – in year 2000
- Computerisation; The determine user requirements – in year 1986

Mr. H. M. C Nimalsiri

Director General of Civil Aviation and Chief Executive Officer - Member ex-Officio



Mr. H. M. C. Nimalsiri is the Director General of Civil Aviation and Chief Executive Officer of the Civil Aviation Authority of Sri Lanka since its inception in December 2002. He held the post of Assistant Director (Operations) in the Department of Civil Aviation since 1987 until he was appointed to act in the post of Director General of Civil Aviation in July 2002.

Mr. Nimalsiri is amongst the few officials who pioneered drafting of the new legislative framework paving way for the establishment of the Civil Aviation Authority of Sri Lanka and also for the enactment of the Civil Aviation Act No.14 of 2010 which replaced the Air Navigation Act No.50 of 1950.

He was instrumental in revamping and updating the civil aviation regulatory system in Sri Lanka giving effect to all ICAO Standards and Recommended Practices in Sri Lanka. During his career progression, Mr. Nimalsiri followed numerous specialized training courses overseas relating to personnel licensing, air transport, aviation safety & security, navigation services, safety auditing, safety management systems, aircraft accident and incident investigation etc., and possesses extensive knowledge and experience in the field of civil aviation. He has also undergone ICAO Universal Safety Oversight Auditors Course, Safety Management Systems and State Safety Programme training courses.

Mr. Nimalsiri has taken part in various regional and international conferences on Civil Aviation and many bilateral air services negotiations with foreign States representing the CAASL and the former Department of Civil Aviation. In 2007 he was seconded under leave of absence granted by the Government of Sri Lanka to the International Civil Aviation Organization for a period of three years to function as the Programme Coordinator of the regional programme established by seven South Asian States for development of safety oversight capacities of the respective States through regional cooperation.

Mr. Nimalsiri has obtained a B.Sc degree from the University of Colombo and has followed a M.Sc degree in computer science in the same University. He has also obtained a Flight Operations Officer License after following a qualifying training course in Ulynovsk, Russia. He has followed Aviation Safety and Security Management Certificate Programme conducted by the George Washington University, USA in 2004 and taken part at the International Summit on Aviation Safety and Security conducted by the same University in 2006.

Having been selected in 2014, Mr. Nimalsiri serves as current the Chairman of the Regional Aviation Safety Group of the States in the Asia and Pacific Region (RASG-APAC). He has also been elected as the Second Chairman of the Asia Pacific Air Navigation Planning & Implementation Group (APANPIRG) of the Asia and Pacific Region which is steered under ICAO, for planning and implementation of air navigation matters in the Asia Pacific Region.

Mr.Nimalsiri also served as the Vice Chairman of the 2nd High Level Global Safety Conference held in Montreal in 2015 and attended number of international and regional meetings/conferences representing the Government of Sri Lanka.

Dr. Aminda Methsila Perera - Member of the CAASL



Dr. Aminda Methsila Perera is a Senior Lecturer in Financial Management of the Department of Accountancy, Wayamba University of Sri Lanka. He had his early education at St. Thomas' College, Matale and he pursued higher studies at Faculty of Management Studies and Commerce, University of Sri Jayewardenepura and has obtained a B.Sc. (Special) Degree in Public Administration.

Dr. Perera has obtained his first Masters degrees in Business Administration in the field of International Financial Management from IGNOU India, and the second Masters degrees in Business Administration in the field of Marketing from the Wayamba University of Sri Lanka. He has obtained his first PhD degree in Consumer Behavior in the same University and the second PhD degree in Business Administration from the Keisei International University of South Korea. He has also followed a Diploma Programme in NGO Staff management conducted by the Kasnoff Academy, Germany in 1998.

During his career progression, Dr. Perera has served for number of private and state organizations in different capacity. Currently he serve as a Director of Peoples' Bank, National Library and Documentation Board, and Pride of Ceylon (Pvt.) Limited. Dr. Perera was appointed to the Board of Directors of CAASL with effect from 16th October 2015.

During 2019 he has served as the Director of Building Material Corporation and Sustainable Energy Authority and he was the consultant to the Ministry of Buddhasasana and Wayamba Development.

Mr. Suren Goonewardene – Member of the CAASL



Suren Goonewardene has over two decades worth of rich domain experience across multiple industries from telecom to information Communication Technologies and an exceptionally strong track record of business successes in each of his roles. A strong leader, renowned for his organization transformation competencies, his expertise and experience in Finance and Retail Business has enabled him to transform bleeding organizations within a short period of time.

In his current role as Chief Executive Officer of E-W Information's Systems, within a short period of time, while he has been able to ensure profitability, accounting and finance discipline and maintaining ISO standards across the group, he has also been able to expand retail distribution to over 22 districts increasing product accessibility to regions and homes which were nonexistent. This resulted in EWIS gaining significant market share across multiple product portfolios especially the device business which emerged into a profitable venture contributing to over 17% in net profits to the group. His focus on ensuring the company persistently followed the vision of "customers for life" saw the factory being exposed to market reality and showcase how EWIS as a brand embeds home grown talent and superior quality production into its DNA.

At Airtel, within the first two years of an illustrious stint spanning four and a half years, Suren's feats include increasing revenue by 20% year on year, reducing EBITDA deficit by over Rs. 700 million through re-negotiation of all major contracts thus introducing more efficiencies into the organization's value chain. During this period, the organization was also positioned as a mobile internet company, a first within the telecommunication industry thus creating a trend within the target audiences which resulted in gaining significant market growth within the youth segment. Further instrumental in transforming the organization into a more customer centric operation by improving overall network coverage throughout the island coupled with a strong sales & retail distribution network coupled with setting up numerous customer touch points for sales and customer service with the objective of improving customer satisfaction. This was achieved with the introduction of retail stores and Seva Centres within semi urban and rural areas.

Significantly improved HR practices at Airtel resulting in the organization being an employee centric one. This resulted in Airtel not only improving its employee engagement score within the organization, but also receiving various accolades such as a silver award at the HRM Awards 2012 – independently audited by AON Hewitt and the youngest organization in terms of market existence and the only telecommunication to receive a gold award at SLITAD People Development Awards 2014. This achievement was further affirmed by an independent survey conducted by Great Places to Work (GPTW) where Airtel Lanka was listed amongst its top organizations.

Implementing a winning formula which includes fulfilling a brand promise of 'enriching lives', unrelenting focus on superior innovation, unrelenting quality, unparalleled customer service and world class best practices coupled with strong stakeholder relationships enabled Airtel's entry into the prestigious list of LMD's Most Respected Organizations in Sri Lanka where Airtel was identified as the youngest and amongst Top 50 at its very first entry into the prestigious list of LMD's Top 50 Most Respected Organizations in Sri Lanka

Prior to joining Bharti Airtel Lanka as Chief Executive Officer/Managing Director, Suren was attached to Dialog Telekom and Lanka Bell, chalking up 20 years of hands-on experience across areas such as finance, sales, marketing and operations. Having steered successes across diverse areas such as fixed telecom services and television, Suren has asserted dominance and consequential market leadership within a fiercely competitive industry in each of his roles.

Suren's unrelenting commitment to market dominance in the telecom space saw him, in his capacity as Chief Operating Officer at Dialog Telekom, realizing EBITDA Positive in the Fixed Telecom Services segment, including propelling the television business to market leadership position/EBITDA and PAT Positive in rapid time. He also pioneered the transformation of the Customer Service regarding response times for Customer Service by introducing the first level response by using one-man motor cycle repair teams and aligning the call center accordingly. It was also during his tenure at Dialog as their Group Senior Vice President – Retail Business that he achieved the highest number of sales in mobile, fixed line and broadband in the shortest span of time in the group's history. Furthermore, he was Instrumental in opening Franchise Customer Service points in terms of reach and the number of partners operating same thus increasing the customer satisfaction levels. In this position, Suren also guided the companywide costs restructure programme to relieve Dialog of Rs. 2.5 billion worth of costs from a Groups' perspective.

In one of his final assignments as Group Managing Director at Lanka Bell, Suren was responsible for building and commissioning an island-wide fixed wireless network. As he set into motion the growth ambition of Lanka Bell and drove the company's agenda to finally secure market leadership position in CDMA technology, he also steered the company from being a mere small telco operator to becoming the country's second largest fixed line operator. During this period, Suren more than tripled the company's turnover, to over RS 10B and profits of over 1.5B for several years. The company's sales and distribution, customer service centers were expanded country wide to improve customer satisfaction. He was part of the Strategic Marketing team that developed the award-winning marketing campaigns 'Stella and the Karadaraless' advertising campaigns which won many accolades. Moreover, within the span of one year whilst also growing company talent from 350 employees to 1800 he pioneered in setting up two subsidiaries Bellvantage & Bell Solutions to provide services to the Group.

Suren holds a bachelor's degree in Business Accounting from Monash University, Australia and a Graduate Diploma in Marketing from the Chartered Institute of Marketing, UK.

He is a Member of the Certified Practising Accountants of Australia, a Fellow Member of the Chartered Institute of Marketing, UK, a fellow member of the Certified Management Accountants of Sri Lanka and a member of the Sri Lanka Institute of Marketing, Ceylon Chamber of Commerce and Executive Committee of the Indian Chamber of Commerce in Sri Lanka. Suren Also sits as a Council Member of the Employers Federation. He sits on numerous boards in private and public Company's in the capacity of Non-Executive Director. Some of these organizations include The Ceylon Shipping Corporation, First Guardian Equities Pvt Ltd, Guardian Equities and Dawi Investment Trust Pvt Ltd.

With two children, Suren is a hands on father who is also a Rotarian and active member of the St. Thomas' Prep School Old Boys Union and Former Elected Member of the Board of Governors of S.Thomas' College, Mount Lavinia. He is also the Hon. Treasurer of Sinhalese Sports Club and a member of the Royal Colombo Golf Club and Hill Club.

Mr. Parakrama Bandara Embogama – Member of the CAASL



A dedicated, open minded, responsible and passionate personality who is highly motivated to work with a sense of duty and determination. His 35 years of experience in the field of insurance, gathered through working in a dynamic and challenging setting in favour of developing a competent community through proper administration, leadership and guidance have attributed to his current stand in the Insurance Industry.

As far as his professional experience is concerned, he joined Aitken Spence & Co, as a trainee Insurance Underwriting Assistant, in year 1984 and got promoted to his current position as the Head of Sales, Union Assurance PLC. He has taken part in several local and international work-shops and academic training programmes, including Certificate course in Distribution Channel Management in National insurance Academy of Pune, India, Management skills Life Insurance Marketing and Research, United States of America, Certificate Course on Profitable Management conducted by Life Insurance Marketing and research, USA, 30th Mega convention-National Association of Malaysian Life Insurance and Financial Advisors in Malaysia, Individual Life Insurance Marketing Course conducted by the foundation for the advancement of life and insurance around the world in Japan, MDRT Seminars and several training programmes in China, Thailand, Dubai, Indonesia, Singapore, Hong Kong and Australia.

Furthermore, he is currently pursuing his MBA in a reputed University in USA.

He was the Charter President of Rotaract Club of Kurunegala (1987-1988, 1988-1989) and has been a founder member of several societies and club in Kurunegala. He is currently serving as the President Elect-Rotaract Club of Athugalpura.

Mr. Hemasiri Fernando - Member ex-Officio



Mr. Hemasiri Fernando serves as the Chairman People's Bank. Mr. Fernando has been a Non-Executive Non Independent Chairman of People's Leasing & Finance PLC. Since April 08, 2015 and also serves as its Director. Mr. Fernando has been Non Executive Non Independent Chairman at People's Merchant Finance PLC since June 30, 2015. Possessing diverse experience in varied genres, Mr. Fernando's debut into the public sector was as Secretary to the Prime Minister. He later chaired Sri Lanka Telecom, Airport and Aviation Services and Telecom Services and has served as Secretary to the Ministry of Postal Services among other postings. His input as the longest serving President of the National Olympic Committee and in international office including as Vice President of the Olympic Council of Asia and Commonwealth Games Federation, in to representing Sri Lanka in rifle shooting as national champion, makes him the apt choice as Presidential Advisor on Sports to Sri Lanka. His tenure in the Sri Lanka Navy from which he retired with the rank of Commander having served in combat areas, deserves special mention. His association with Sri Lanka Railways led to the penning of two books, The Viceroy Special based on the steam locomotive he created for tourism in Sri Lanka and The Uva Railway. He is conferred with the OCA Award of Merit by the Olympic Council of Asia and the ANOC Award of Merit by the Association of National Olympic Committees. He has Associate ship in the Institute of Travel and Tourism UK (A INST TT) and Fellowship of the British Institute of Management (FBIM), he is also the Honorary Consul for the Kyrgyz Republic in Sri Lanka. He has B.A (Econ) from the University of Colombo.

General. S.H.S Kottegoda - Member ex-Officio



General (Retd.) Shantha Kottegoda, WWV RWP RSP VSV USP NDC holds a distinguished military career spanning over 36 years during which many key appointments were held in all areas of Defense, intelligence, peace keeping & conflict resolution, with the ultimate appointment as the seventeenth Commander of the Sri Lanka Army in 2004. During this period special training was received by MI5 British Security Service in UK in regards to intelligence & protective security and other military institutions in USA & India.

A member of the alumni of the National Defense College and a proud product of S. Thomas' College, Mt. Lavinia. Gen Kottegoda was a keen sportsman and college colours were awarded for representing the 1st XI cricket team in 1968 & 69, as well as for athletics. He was also a college prefect and sergeant & company quarter master sergeant respectively of the college Cadet Platoon.

During his military career, a special assignment as the Overall Operations Commander of the Eastern Theatre of War was assigned by HE the President of Sri Lanka in the year 2004. He has held many command positions such as Commander Security Forces, Divisions and Brigades. He also functioned as Chief of Staff, Deputy Chief of Staff, Commandant of the Volunteer Force, Director Military Intelligence, Director General Training and Director General Staff. He was seconded to the National Intelligence Bureau (NIB) where he served as Director in charge of counter terrorist division.

Gen Kottegoda was a member of the delegation nominated by the government of Sri Lanka at the peace negotiation discussions held in Sri Lanka, Bangkok and Oslo between the Liberation Tigers of Tamil Eelam and the government of Sri Lanka facilitated by the Royal Norwegian government from September 2002 till March 2003. He was also the coordinating officer of Mannar, Mullativu, Kalutara and Vavuniya districts responsible for the civil administration, civil-military coordination in humanitarian affairs and crisis/emergency relief management.

Gen Kottegoda was a recipient of the below awards and medals for gallantry and bravery:

Weera Wickrama Vibhushana - Third highest gallantry award. WWV is conferred for individual acts of gallantry and conspicuous bravery of a military nature of a high order in the face of the enemy.

Rana Wickrama Padakkama - Fourth highest gallantry award.

Rana Sura Padakkama - Fifth highest gallantry award.

Utthama Seva Padakkama - For unblemished, exceptional, exemplary conduct.

Vishista Seva Vibushanaya - For unblemished, exceptional, exemplary conduct.

His military career was followed by diplomatic missions representing Sri Lanka as the Ambassador of Sri Lanka to Brazil and then Thailand and accredited to Laos & Cambodia, during which time he was also a permanent representative of UN ESCAP in Bangkok, Thailand.

Gen Kottegoda worked successfully towards achieving extremely cordial interactions with the ambassadors and representatives of other countries and organizing multitude of events for the purpose of improving multilateral relations and building the comradeship of the Sri Lankan community in Thailand. Gen Kottegoda received one of the highest honors for his efforts to improve and strengthen the relationship between Brazil and Sri Lanka during his Ambassadorship in Brazil, by being the recipient of the Presidents Medal in Brazil, for distinguished contribution & services made by a foreigner for the uplifting of friendly relations between the two countries.

He is married to Mrs. Sonia Kottegoda and blessed with a son and a daughter.

Gen Kottegoda assumed duties as the Secretary to the Ministry of Defense on 29th April 2019.

Publications by Gen Kottegoda:

‘CONFLICT IN SRI LANKA. CHALLENGES FACED BY THE SRI LANKA ARMY’ - Paper submitted for publication in the journal “International Relations in a Globalizing World” of the Bandaranaike Centre for International Studies.

‘COUNTER TERRORISM - DILEMMA FACED BY THE ARMIES IN THE DEVELOPING WORLD’ Thesis to the National Defense College, New Delhi, India.

‘EDUCATION & GLOBAL CITIZENSHIP: A BUDDHIST PERSPECTIVE’ Article presented to the UN publication to mark the 10th United Nations Day of Vesak.

Mr. Priyantha Rathnayake - Member ex-Officio



Mr. R.M.P Ratnayake is currently holding the position of Director General, Department of External Resources under the Ministry of Finance. He is a Supper Grade officer in the Sri Lanka Planning Service and has been in the public service for almost 25 years in various positions. Mr. Ratnayake joined the public service as an Assistant Director belonging to the Planning Service in 1994. He was attached to the Department of National Planning, which is the apex government institution responsible for development planning and preparation of National Development Plans.

In January 2011, he assumed duties as the Director in-charge of Asian Development Bank (ADB) Division of the External Resources Department (ERD) which is responsible for mobilizing foreign financing for economic development of the country. Subsequently he has been promoted as the Additional Director General and then as the Director General of the ERD. In the capacity of DG/ERD, he is responsible for coordinating with development partners, lending agencies and capital market to mobilize foreign financing for development projects, engage with bilateral negotiations and facilitate timely disbursement of foreign financing. He has gained vast experience in multilateral development banking as an Alternate Executive Director to the newly established Asian Infrastructure Investment Bank located in Beijing, China representing Sri Lankan government.

Also served as an Additional Secretary in the Ministry of National Policies & Economic Affairs from February to May 2015 and appointed as DG/ERD in May 2015 again.

Apart from holding office at the Department of External Resources, he also serves in the following positions -

- Director, Civil Aviation Authority of Sri Lanka
- Director, Sri Lanka Institute of Tourism & Hotel Management

Other Significant Positions Held:

- Alternate Director - Asian Infrastructure Investment Bank, Beijing, PRC
- Chairman, National Savings Bank, Sri Lanka
- Member, National Medicine Regulatory Authority, which regulates medicines, medical devices, borderline products, clinical trials and cosmetics
- Director of the People's Bank, a leading state bank in Sri Lanka
- Member of the Board of Management of the Post Graduate Institute of Medicine (PGIM), University of Colombo, institute that is responsible for the specialist training of Medical doctors
- Member of the Board of Directors of the National Aquaculture Development Authority of Sri Lanka, which is the main state sponsored organization mandated for the task of development of the aquaculture and inland fisheries sector
- Member of the Sri Lanka Council for Agricultural Research Policy (CAARP). CAARP advises the government on all matters regarding organization, planning and excusing of agricultural research
- Member of the Governing Council of the University of Vocational Training, A state University responsible for technical and Vocational training
- Member of the Board of Directors of the State Pharmaceuticals Corporation of Sri Lanka (SPC) from January 2006 to April 2010. SPC has been the sole supplier of pharmaceuticals, surgical consumable items, laboratory chemicals and equipment to all public health institutions.
- Member of the Board of Directors of the Mahaweli Authority of Sri Lanka from January 2006 to April 2010.
- Member of the Advisory Board to the Science and Technology Policy Research Division of the National Science Foundation from May 2005.

Professional Record:

- Member of the Sri Lanka Economic Association-(Sri Lanka Economic Association, 275/75, Prof. Stanley Wijeesundara Mawatha, Colombo 07.)
- Visiting Consultant/ lecturer of the Sri Lanka Institute of Development Administration (SLIDA) since 2007.

Publications:

- "In search of Knowledge City- A Vision to be realized", Daily news, Friday 30th July 2010. This article focuses on some important aspects relating to the challenging task of transforming Sri Lanka in to a Knowledge Hub.
- "How could the Agriculture sector achieve a ten percent growth rate in the near future? Daily news, Friday 20th June 2003.
- An assessment of resource management competence of major irrigation systems in Sri Lanka: A study of bureaucracy - community interface in the Ridibendi Ela scheme. June 2000.

- Landslides and Environmental refugees: An assessment of landslides and related phenomena with special reference to soil management practices in Sri Lanka. May 1999. (Unpublished).

Ms. Awanthi Senaratne - Ministry Observer



Ms. Awanthi Senaratne is the Director (Aviation) in the Ministry of Transport and Civil Aviation. She is a seventeen years experienced class I Sri Lanka Administrative officer who has delivered notable service to the country by holding many key posts under the Ministry of Public Administration, Ministry of Home Affairs, and Ministry of Agriculture.

She has earned her Master's degree in Public Administration (MPA) from University Sains, Malaysia, and completed a Diploma in Economic Development from the University of Colombo. In addition she has obtained her Post Graduate Diploma in Education from the National Institute of Education. Her Bachelor's Degree (BA) has been obtained from the University of Sri Jayawardhanapura.

Ms. Awanthi Senaratne has contributed her valuable experience and knowledge to the field of Civil Aviation since 2018, in many salient development programmes. Moreover she has joined few Major Civil Aviation Conferences as a member of the State Delegation during her period.

CIVIL AVIATION AUTHORITY OF SRI LANKA

CAASL'S PROFILE

Vision

To be an adept and credible aviation safety regulator assuring safe skies for all.

Mission

To facilitate through strategic planning and effective regulation, the operation of a safe, secure, efficient, regular and environmentally friendly national civil aviation system that conforms to International Standards and Recommended Practices and national legislative requirements.

Motto

'Safe and Efficient Skies for All'

Stance

The airspace above us is a public asset with vast potential for socio-economic development that needs to be managed for the progress and prosperity of the country and posterity of the nation.

Goals

- ✈ To achieve or exceed safety and security outcome targets;
- ✈ To be appropriately resourced;
- ✈ To be professional and competent;
- ✈ To attain wide credibility and recognition;
- ✈ To sustain or enhance its achievements;
- ✈ To achieve the highest level of productivity in all activities under taken;
- ✈ To maintain a high degree of compliance with international standards and Recommended Practices; and,
- ✈ To be a strong facilitator for planning and development of civil aviation.

Strategies

- ✈ Improved and consistent implementation of statutory functions and fulfillment of social obligations in conformity with the applicable International Standards and Recommended Practices;
- ✈ Identification and implementation of solutions to significant aviation problems;
- ✈ Introduction of specific culture change initiatives;
- ✈ Working in co-operation and partnership with the Aviation Industry;
- ✈ Operating in a transparent and consistent manner and communicating effectively both externally and internally;
- ✈ Maintaining the effectiveness and consistency of all documents, materials, and internal procedures.

Values

The CAASL and its employees shall:

- ✈ assign top priority and importance to aviation safety and promote a safety culture;
- ✈ excel in the services being provided to the CAASL clientele;
- ✈ have a 'can do' attitude in everything being undertaken;
- ✈ aim to be reliable, realistic and consistent;
- ✈ be willing and able to change in pursuit of continuous improvement;
- ✈ work together to achieve success;
- ✈ be open, honest and transparent;
- ✈ promote efficiency, productivity and regularity in all activities;
- ✈ trust and respect colleagues and thereby uphold teamwork;
- ✈ value everyone's contribution;
- ✈ recognize social responsibilities and obligations;
- ✈ enjoy what is being done;
- ✈ take pride in the professional approach;
- ✈ Have a balanced home and work environment.

CAASL's Immediate Targets

- ✈ To prevent fatal accidents in the commercial aviation sector;
- ✈ To prevent hijacking and unlawful interference in civil aviation;
- ✈ To prevent general aviation accidents;
- ✈ To prevent fatal aviation related accidents on ground at airports;
- ✈ To reduce accidents in engineering/maintenance workshops; and
- ✈ To minimize aviation occurrences
- ✈ To support minimizing delays in on-time departures;
- ✈ To encourage improving quality of service in air travel;
- ✈ To facilitate minimizing congestion and expedite passenger processing at airports, whilst being mindful of security requirements;
- ✈ To help minimizing operational cost in air transportation and eliminate waste;
- ✈ To help minimizing adverse effects of aviation on the environment;
- ✈ To educate school children on the potential benefits of civil aviation and
- ✈ To groom the next generation of Aviation Professionals.

Expected Outcome

- ✈ Fulfillment of the State's international obligations in the field of civil aviation and constant implementation and enforcement of International Standards and Recommended Practices registering a very high level of effective implementation of SARPS;
- ✈ International recognition of the civil aviation system of Sri Lanka which is free from embargoes / restrictions and avoidance of Significant Safety Concerns being raised by ICAO against the State's aviation system;
- ✈ Enhanced Safety, security, regularity and efficiency in civil aviation and consequential public confidence in the air transport system; and
- ✈ Optimum use of Sri Lanka airspace for the wellbeing of the citizens of Sri Lanka;
- ✈ Socio-economic development of the country;
- ✈ Prevention of economic waste caused by unreasonable competition;
- ✈ Improved access and mobility of people and goods by air;
- ✈ Dependable services in the field of civil aviation;
- ✈ Education of school children in the field of civil aviation;
- ✈ Promotion of all aspects of civil aeronautics;
- ✈ Mitigating risks to public health posed by air transport;
- ✈ Mitigating the harmful effects caused by air transport on Environment.

Output

Output Class	Output
Policy Advice	<ul style="list-style-type: none"> ▪ Advise Government & other organizations ▪ Legislative Reforms ▪ Development of Rules ▪ Development and Promulgation of Implementing Standards ▪ Development of Aviation Policy ▪ Development of Manuals of Procedure ▪ Master Planning of Aviation Infrastructure
Safety Assessment & Certification	<ul style="list-style-type: none"> ▪ Risk management of: Airport/Airfield sector safety; ▪ Airlines sector safety in general aviation sector safety; ▪ Personnel licensing safety; ▪ Flying training safety. ▪ Aircraft maintenance safety and Aviation services sector safety risk management.
Safety Analysis, Information and Promotion	<ul style="list-style-type: none"> ▪ Safety Investigation ▪ Safety Analysis ▪ Safety Information, Education and Promotion ▪ Aircraft Accident & Incident Investigations and Implementation of Safety Recommendations
Authorization	<ul style="list-style-type: none"> ▪ Airline schedule approval ▪ Airfare approval ▪ Travel agent certification ▪ Registration of aircraft ▪ Authorization for import of aircraft spare parts ▪ Authorization of High structure constructions ▪ Authorization for GSA ▪ Designation of local carriers for international operations
Security Assessment	<ul style="list-style-type: none"> ▪ Civil aviation sector security risk management
Enforcement	<ul style="list-style-type: none"> ▪ Responses to regulatory breaches ▪ Enforcement of public health and hygienic requirements
Assistance to the Government	<ul style="list-style-type: none"> ▪ Collection of embarkation levy from Airlines

REGULATORY SCOPE

By the end of 2019, the Regulatory Scope of the Civil Aviation stood as follows

Regulated Area	2019	2018	Change (%)
Airports			
Domestic Land Airports	12	14	-14%
Domestic Water Aerodromes	11	16	-31%
International Airports (With RMA)	4	3	33%
Airlines			
Local Airlines engaged in domestic air services	10	11	-9%
Local Airlines engaged in international air services	2	2	0%
International Foreign Airlines	43	41	5%
Training Organizations			
Flying Schools	8	7	14%
Type Rating Training Organizations	3	3	0%
Engineering/Maintenance Schools	4	5	-20%
Civil Aviation Training Centers	1	1	0%
Air Navigation			
Air Navigation Service Providers	1	1	0%
Registration and Airworthiness of Aircraft			
Large Aircraft (Maximum take-off weight 5700kg & above)	29	31	-6%
Small Aircraft (Maximum take-off weight less than 5700kg)			
Light Transport Aircraft	42	41	2%
Ultra-Light Aircraft	2	2	0%
Helicopter	9	12	-25%
Hot Air Balloons	6	6	0%
Synthetic Training Devices Flying Training Devices			
Local full flight Simulators – A 320/A 330/ Integrated Panel Trainer	3	3	0%
ATC Simulator	1	1	0%
Personnel Licensing			
Student Pilot License Holders	260	216	20%
Private Pilot License Holders	146	133	10%
Commercial Pilot License Holders	321	258	24%
Air Transport Pilot License Holders	400	322	24%
Air Traffic Control License Holders	68	43	58%
Aircraft Maintenance Engineer License Holders	2	0	-
Aircraft Maintenance License Holders	392	508	-23%
Flight Dispatcher License Holders/Flight Operation Officer License	3	212	-99%
Aeronautical Station Operator License Holders	0	4	-100%
Cabin Crew Member Certificate Holders	245	509	-52%
Flying Instructors	1	9	-89%
Assistant Flying Instructors	9	11	-18%
Ground Instructors License Holders	17	16	6%
Flight Examiners	6	4	50%
Designated Check Pilots	21	34	-38%

Regulated Area	2019	2018	Change (%)
Civil Aviation Medical Examiners/ Medical Assessor	6	6	0%
Certified Aviation Security Screeners	806	385	109%
Certified Aviation Security Instructors	7	12	-42%
Certified Aviation Security Managers	22	17	29%
Air Transport Service Providers			
Global Distribution Service Providers	4	4	0%
Air Transport Service Provider License Holders	533	520	3%
Air Transport Service Provider License –Group A	448	412	9%
Air Transport Service Provider License –Group B	85	108	-21%
General Sales Agents	24	28	-14%

GOVERNANCE AND ACCOUNTABILITY OF CAASL

Role of the Authority

The major role of the Authority includes, but is not limited, to the following;

- ✈ Communicating with the Hon Minister in charge of the subject of civil aviation and other government stakeholders to ensure their views are reflected in the planning of the country's civil aviation sector;
- ✈ Setting policies and goals in the field of civil aviation and monitoring organizational performance towards achieving the objectives of the CAASL and updating the CAA Corporate Plan to reflect the government's objectives in the civil aviation sector, as applicable
- ✈ Delegating responsibility for the achievement of specific objectives of the Director – General of Civil Aviation who is also the Chief Executive Officer, CAASL – ex officio;
- ✈ Employing qualified and skilled personnel and determine their terms and conditions of service including remuneration to be able to perform CAASL's functions and duties;
- ✈ Being accountable to the Hon Minister in charge of the subject of civil aviation on plans and progress towards the implementation of the CAASL Corporate Plan;

Board Members

Honorable Minister of Transport & Civil Aviation appointed the members to the Board of the Civil Aviation Authority in terms of powers vested in him under the CAASL Act 34 of 2002.

Mr. Ananda Wimalasena and Mr. Dhanatunge, were appointed as the Chairman & Vice Chairman respectively.

Board of Directors

Board of Directors of the Authority comprises of members who have diverse skills and experience in business, legal, financial, legal and aviation industry to bring a wide range of thoughts and views on policy issues relating to civil aviation.

Once appointed, all members are expected to act in the best interest of the Civil Aviation Authority and must acknowledge that the Authority must stand unified behind all of its decisions and that individual members have no separate governing role outside the Authority.

The Authority directs the Chief Executive Officer by delegating powers and functions for achievement of CAASL's objectives through setting policies and procedures. The forward plans of the Authority are included in its triennium Corporate Plan and are effectively monitored through the Annual Work Programme, Training Programme, Procurement Programme, Programme Budget and Audit Programme which are approved by the Authority at the beginning of every year. The Authority also gives directions to the Chief Executive Officer through Board Resolutions in regard to all matters for which no specific provisions currently available and it is the duty of the Chief Executive Officer to give effect to such resolutions.

Executive Powers of the Authority

In terms of the Civil Aviation Authority of Sri Lanka Act. No 34 of 2002, the Cabinet of Ministers appoints the Director General of Civil Aviation who shall also be the Chief Executive Officer of the Civil Aviation Authority by Statute.

He shall be subject to such terms and conditions of employment as shall be determined by the Cabinet of Ministries, and shall carry on all such duties and functions assigned to him by or under the Civil Aviation Authority of Sri Lanka Act or any other applicable written law and be charged with the general administration of the functions of the Authority. The Authority acknowledges that Director General of Civil Aviation will act independently in regard to the statutory functions that are assigned to him by statute. However, in the discharge of such duties and functions, he may use the CAASL's resources within the approved procedures and guidelines.

Authority Committees

The Authority has set up two (02) standing committee, viz. Staff Committee, Audit & Management Committee to focus more attention on specific issues and design and implement development plans. Each Committee has been delegated powers for establishing and monitoring the organization's progress towards meeting the objectives of the Authority and achieve the set targets and goals. Notwithstanding the delegation of powers and functions to any of the following Committee, the Board may continue to exercise its powers on any or all such matters as deemed necessary.

Staff Committee

The Staff Committee is responsible to the Authority in respect of the following matters;

- ✦ Adoption of an organizational structure and modification thereof as and when necessary;
- ✦ Determination of salaries and cadre;
- ✦ Employees' matters pertaining to selection, recruitment, appointment, promotion, demotion, retirement /termination etc.;
- ✦ Development or revision of Scheme of Recruitment as and when required;
- ✦ Development of Staff Rules and Administrative Procedures for CAASL;
- ✦ Development of Office Procedures for CAASL;
- ✦ Disciplinary actions on employees;

- ✈ Development of Disciplinary Procedures for CAASL Employees ;
- ✈ Revising or Updating the CAA Corporate Plan as and when required;
- ✈ Monitoring the Annual Work Programme and Training Policies, Procedures and Programme of the CAASL;
- ✈ Grant of approval for employees overseas training and Grant of scholarships for CAASL Employees;
- ✈ Grant of approval for acquiring movable or immovable properties and/or planning and development of such properties;
- ✈ Development of compensation schemes for premature retirement or separation for DCA employees ,
- ✈ Development of social and welfare schemes for CAASL employees.

The Staff Committee comprised of the following Members of the CAASL

1. Mr. Ananda Wimalasena (Chairman)
2. Mr. Shashi Dhanatunge (Member)
3. Mr. H.M.C Nimalsiri (Member)

Audit & Management Committee

The Audit & Management Committee is responsible for the following matters;

- ✈ Determination of the responsibility of the Internal Audit Unit and review the annual audit plan;
- ✈ Review and evaluate internal control systems for all activities of the entity;
- ✈ Review performance at regular intervals to ensure cost effectiveness and to eliminate wasteful expenditure etc.;
- ✈ Liaise with external auditors and follow up on Auditor General's management letters;
- ✈ Ascertain whether statute, regulations, rules and circulars are complied with;
- ✈ Review financial statements to ensure compliance with accounting standards;
- ✈ Review internal audit/external audit reports, Management letters for remedial action;
- ✈ Review implementation of recommendations/directives of the Committee on Public Enterprises;
- ✈ Prepare report on the findings of the Committee for inclusion in the Annual Report;
- ✈ Report on all audit matters to the Authority as and when requested to do so by the Authority.

The Audit Committee comprised of the following members.

1. Mr.Priyantha Rathnayake (Chairperson)
2. Dr.Aminda Methsila Perera (Member)
3. Mr.Suren Goonewardene (Member)

NGAP Sri Lanka Programme National Committee

- International Civil Aviation Organization (ICAO) concepts on Next Generation of Aviation Professionals (NGAP).

It has been recognized by the international aviation community that there will be an anticipated shortage of skilled aviation professionals in the near future. In order to address this important issue, ICAO launched the Next Generation of Aviation Professionals (NGAP) initiative to ensure that more and more qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

The Government of Sri Lanka (GoSL) recognizes the importance of a trained, qualified, experienced and skilled aviation workforce to steer the industry forward, safely and professionally. In this context, the GoSL will join hands with the ICAO in promoting Next Generation Aviation Professional (NGAP) Programme in Sri Lanka whereby future human resources are identified and appropriate training is provided.

Establishment of a national forum to communicate and assist industry stakeholders in identifying their long-term human resources needs and establishing strategies to attract, educate, training and retain aviation professionals.

Assistance to industry by providing guidance and tools for engaging the next generation and promoting aviation amongst youth as a viable career.

The NGAP Sri Lanka Programme National Committee assists the NGAP Sri Lanka programme with its responsibilities for its mission, vision, objective and Master Action Plan.

National Committee – NGAP Sri Lanka Programme

The NGAP Sri Lanka Programme National Committee comprises of the following officers,

Civil Aviation Authority of Sri Lanka

01. Mr. H. M. C. Nimalsiri (President)
02. Mr. Atula Jayawickrama, (Vice President)
03. Mr. Gimhan Dabarera, (Secretary & NGAP National Coordinator)
04. Mr. N. Navajeevan, (Assistant Secretary)
05. Mr. Rayhan Wannappa, (Consultant)
06. Mr. K.M.M.N.Dassanayake, (Head of Aviation Academic Development Committee)
07. Ms. Chanika Mannawaduge, (Head of Aviation Professional Development Committee)
08. Mr. Prabhath Kularathna, (Head of Aviation Awareness Committee)

Airport & Aviation Services (Sri Lanka) Ltd

09. Mr. Devinda Abayagunawardana
10. Mr. Thivanka Weerasinghe

SriLankan Airlines Ltd

11. Mr. Anura Gallella
12. Mr. Priyamal Jayasoriya
13. Mr. Nuwan Hettiarachchi

Civil Aviation Development and Education Committee (CADEC)

The Civil Aviation Development and Education Committee was established in August 2010 for planning, development and implementation of special programmes aimed at enhancing public awareness in civil aviation activities. This Committee is headed by the DGCA & CEO and assisted by the Senior Director and Director (Corporate). It may contain members appointed from within employees of the CAASL, as and when nominated by the DGCA and approved by the Board.

Relations with Stakeholders

The Authority acknowledges its responsibility to keep in close and constant contact with stakeholders, in particular, to remain cognizant of the expectations of the Hon. Minister in charge of the subject of Civil Aviation.

Responsibility of the Authority and Senior Management

Key to the efficient functions of the Civil Aviation Authority is that there is clear demarcation between the role of the Authority and Senior Management headed by the CEO.

The Authority concentrates on setting high level policies and strategies, and then monitors progress towards meeting the objectives. It further provides directions on matters where specific provisions do not exist in its current policies, procedures or protocols.

The Senior Management headed by the Chief Executive is charged with the implementation of these high-level policies and strategies.

The Authority stand apart and does not have responsibility for the discharge of specific regulatory obligations cast specifically on the Director-General of Civil Aviation in terms of the Civil Aviation Act No.14 of 2010, the Air Navigation Regulations made thereunder or any other written law.

However, the Authority will provide all necessary resources and assistance which includes but not limited to personnel, equipment, facilities and services that are required by the Director General of Civil Aviation to discharge the regulatory obligations and functions cast on him and that of the State.

The Authority clearly demonstrates those roles by ensuring that the delegation of powers and functions to the Director-General of Civil Aviation and Chief Executive Officer of CAASL is concise and complete.

Accountability

The Authority and its Committees hold frequent meetings to monitor the progress towards its strategic objectives and to ensure that the affairs of the Civil Aviation Authority are being

managed, conducted, accounted for and monitored in accordance with the Authority's policies, strategic directions, and expectations as set out its Corporate Plan.

Conflict of Interest

The Authority maintains an Interest Register and ensures that the Authority Members are aware of their obligations to declare interests. This approach is also reflected in the maintenance of a conflict of interest register for the Members of the Board and all employees of the CAA.

Quality & Internal Audit

While many of the Authority's functions and duties have been delegated, the overall final responsibility for maintaining effective systems of organizational control and supervision remains with the Authority.

Internal controls include the policy systems and procedures established to ensure that the specific objectives of the Authority are achieved. The Authority and the Senior Management have acknowledged their responsibility by signing the Statement of Responsibility, contained in this report.

The Authority has a Quality & Internal Audit Section that is responsible for detailed scrutiny and monitoring systems of internal control in each of the CAASL sections. The Quality & Internal Audit Section is responsible for maintenance of the quality of overall duties, functions and services rendered by the CAASL and reliability of financial and other information reported directly to the chairman of the Authority and to the Audit & Management Committee as per the set protocols.

Internal Audit operates independently of the senior management & reports its findings directly to the Director General of the CAASL who is also the CEO of the CAASL & to the Audit & Management Committee as per the set protocols.

Legislative Compliance

The Authority acknowledges its responsibility to ensure that the organization complies with all legislation. The Authority has delegated responsibility to the Senior Management for the development and operation of a Programme to systematically identify compliance issues and ensures that all employees are aware of legislative requirements that are particularly relevant to them.

The Authority has decided that application of general or specific circulars and /or directives issued by the Government organizations to the Authority on case by case basis. Hence each circular issued by a Government Department will not automatically be applied in the management of the CAASL unless the Authority examines as to the effect of such circular contents on effective functioning and discharge of the legitimate powers, functions and duties of the Authority and decided the nature and scope of such applications.

The Corporate Affairs and Economic Regulation Division of the CAASL is responsible for maintaining an updated list of concordance in regard to extend of application of the Government Circulars to the functioning of the CAASL.

Ethics

The Authority, having developed a Code of Ethics, regularly monitors where all members of the staff maintain high standards of ethical behavior and practice the principals of 'Good corporate governance'. Monitoring compliance with ethical standards is done through means such as monitoring trends in complaints and disciplinary actions, internal audit reports, or any reports or indications that show non-compliance with the principles contained in the code of ethics.

Good corporate citizenship involves the Authority, including its employees, acknowledging that it is a member of many communities outside of itself and the industry it oversees and making a commitment to act in a transparent, consistent, independent and responsible manner with the morals and accepted rights and responsibilities of all citizens of those communities.

Organization Structure – Management Staff

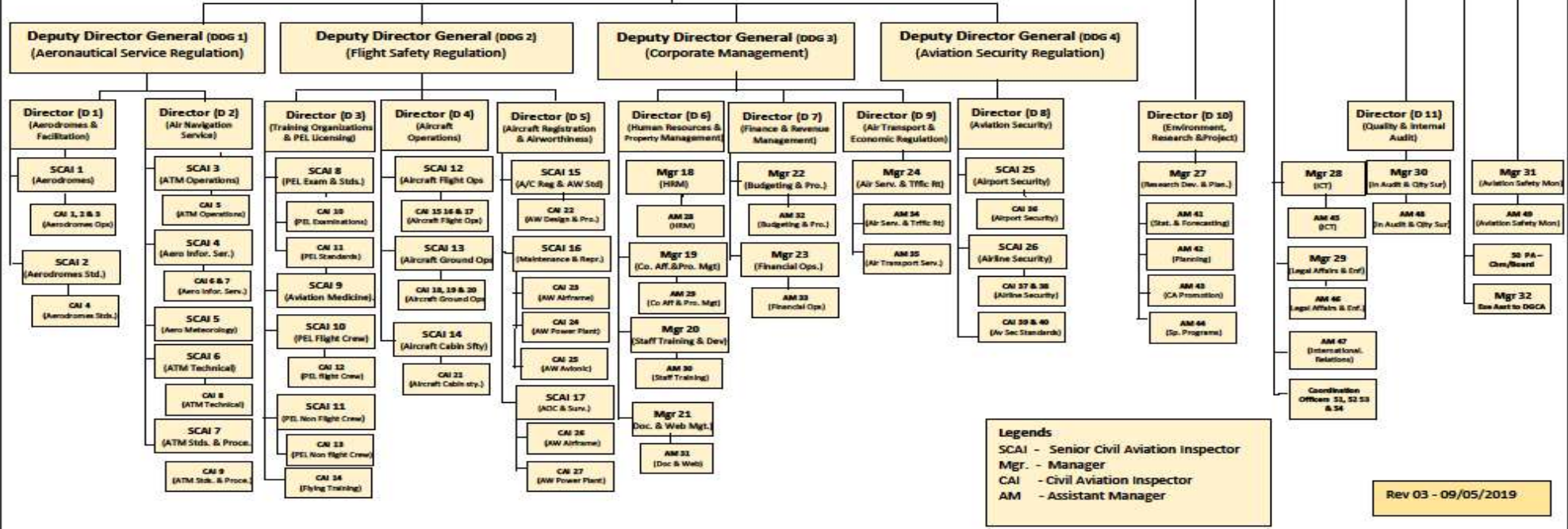
Organization Structure - Management Staff of the CAASL is as shown below. The abbreviations are enumerated at the beginning of this Report.



Civil Aviation Authority of Sri Lanka Operational Organization Structure – Management Staff

Chairman and Board of Directors
Director General of Civil Aviation & Chief Executive Officer

Additional Director General (ADG 1)



Legends
 SCAI - Senior Civil Aviation Inspector
 Mgr - Manager
 CAI - Civil Aviation Inspector
 AM - Assistant Manager

Rev 03 - 09/05/2019

DIRECTION AND MANAGEMENT

CAASL Meetings

The Civil Aviation Authority of Sri Lanka held nine (09) Authority meetings during the period under review & passed resolutions for the progress and wellbeing of both the CAASL and the civil aviation industry that it regulates. The Staff Committee of the CAASL met three (03) times and Audit Committee of the CAASL met three (03) times during the period under review.

Aviation Safety Monitoring Unit

The regulations on Operation of Pilotless Aircraft Systems was drafted and is being reviewing.

The Implementing Standard on SMS Framework was prepared to comply with the requirements stated in ICAO Annex 19 to the convention on Safety Management. The Implementing Standard – SLCAIS 006, on Aviation Occurrence reporting was reviewed with other technical sections and amendments were done.

A Direction on interior cleaning of aircraft was issued pursuant to the Section 121 of the Civil Aviation Act No 14 of 2010, based on safety recommendations raised during an incident investigation by CAASL.

The necessary updates on Continued Monitoring Assessment in relation to Annex 13 and Annex 19 to the ICAO were done.

National Aviation Safety Plan of Sri Lanka is drafted as guided in the Global Aviation Safety Plan issued by ICAO and is being reviewed.

SLCAP 9999 on Aircraft Accident Investigation Procedures and SLCAP 2600 on State Safety Programme– Policy and Procedures manuals were reviewed.

There were 320 aviation occurrences reported in 2019 in respect of the aircraft registered in Sri Lanka and as well as foreign registered aircraft in their operations within the territory of Sri Lanka. Of this, 316 were on aircraft registered in Sri Lanka while the balance involved in foreign registered aircraft occurring within the territory of Sri Lanka.

Of the occurrences, there were 106 Bird Strikes which accounted for the highest number of occurrences reported in one category. There were 79 of ATM/Communication related events and 63 System/Component failures or malfunctions reported. Amongst reported bird strikes 60 occurred at Bandaranaike International Airport and 3 were at Colombo International Airport –Rathmalana.

From the 79 ATM/Communication occurrences, majority of events were reported due to no contact with ATS units with the highest number being ‘No Contact’ within Mumbai FIR.

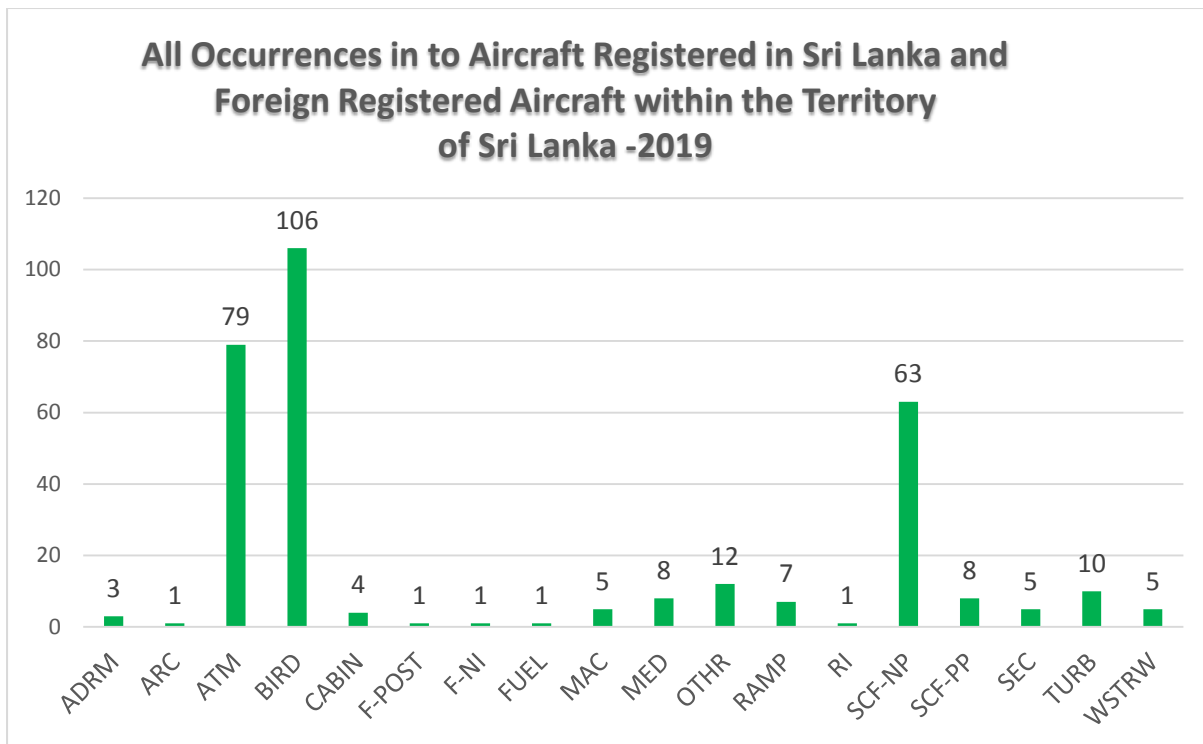
Distribution of safety recommendations to the respective air operators and other organizations and follow up actions were carried out based on the final reports of the incident investigations done by other technical sections.

There was an incident notification from Transport Safety Investigation Bureau (TSIB) of Singapore of a Sri Lankan Airlines aircraft A320 damaging runway edge lights while landing at Changi Airport, Singapore on 21st March 2019. There were two investigations by TSIB and CAASL. The Unit carried out necessary coordination in between two Regulators, Airbus and the air operator to complete both investigations.

There were 220 no of approvals issued for the operation of unmanned aerial vehicle (UAV) within the territory of Sri Lanka during last year. The operation approvals mainly were for aerial filming, surveying, mapping, inspections, agricultural and industrial purposes. In addition, the approvals for the assembling and manufacturing of UAV's as specified in Implementing Standard –SLCAIS 053 were granted.

A Programme on physical inspections of drones and issuance of Certificates of Registration was initiated and is being in progress.

Trainings on SMS train the Trainer, Enforcement Course and EU Regulatory Framework on UAV operations were obtained by the Officers of the ASM Unit.



ADRM: Aerodrome
 ARC: Abnormal Runway Contact
 ATM: ATM/CNS
 BIRD: Bird Strike
 CABIN: Cabin Safety Events
 F-POST: Fire/Smoke (Post-Impact)
 F-NI: Fire/Smoke (Non-Impact)
 FUEL: Fuel Related
 MAC: Airprox/ ACAS Alert/Loss of Separation/ (Near) Midair Collisions
 MED: Medical
 OTHR: Other
 RAMP: Ground Handling
 RI: Runway Incursion - Vehicle, Aircraft or Person
 SCF-NP: System/Component Failure or Malfunction
 SCF-PP: Power Plant Failure or Malfunction
 SEC: Security
 TURB: Turbulence Encounter
 WSTRW: Windshear or Thunderstorm

Legal Affairs & Enforcement Unit

Legal Affairs & Enforcement (LA&E) Unit of the Civil Aviation Authority was established in May 2017 as per the new organizational structure introduced after the restructuring of the CAASL. The main objective of the LA & E unit is to streamline the works relating to the legal and enforcement matters of the CAASL. The LA & E unit has been set up under the Direction and Management stream of the Authority to attend to all matters relating to legal and enforcement activities of the CAASL.

Key Activities of the LA & E Unit can be introduced as follows;

- H-1-Update legal framework and regulatory framework on civil aviation
- H-2-Strengthening the CAASL enforcement policy and capacity
- H-3-Sectional capacity development
- H-4-Protection of the CAASL rights and interests
- H-5-General management of the unit

During the year 2019, LA&E Unit was able to accomplish its work as mentioned below according to the annual work programme of 2019.

- Enactment of Accident and Incident Investigation Bureau Bill
Cabinet approval has been taken to present the draft Bill in the Parliament subject to several amendments.
- Enactment of the Beijing Convention on the Suppression of unlawful acts relating to the International Civil Aviation and associated supplementary Protocols
First draft legislation was received from the Legal Draftsman's Department and CAA has forwarded observations for the draft.
- Enactment of the Cape Town Convention and related Protocols
First draft legislation was received from the Legal Draftsman's Department and CAA has forwarded observations for the draft.
- Promulgation of Water Aerodrome Regulation
Final draft Regulation in all three languages was received from the Legal Draftsman's Department and our observations on the same was forwarded to them.
- Promulgation of Aerodrome Classification Regulation
Approval of the Parliament was received for the gazetted Regulations.
- Promulgation of Aeronautical Service Provider Licensing Regulation
Forwarding the observations/preparing of schedules of the CAA on the final draft Regulation is pending.
- Promulgation of Aircraft Registration and Common marks Regulation
Our observations for the final draft Regulation was forwarded to the Legal Draftsman's Department and translations are pending.
- Promulgation of Carriage of Dangerous Goods by Air Regulation
Our observations for the final draft Regulation was forwarded to the Legal Draftsman's Department and translations are pending.
- Strengthening the CAASL Enforcement Policy and capacity
Draft Regulation was prepared and forwarded for observations/comments of the technical sections of the CAA and awaiting their comments.

During this year, LA & E Unit made twenty two (22) appearances altogether for four (4) cases with the assistance of the officers of the Attorney General’s Department, which include one (1) Supreme Court case and three (3) Labour Tribunal cases filed against the CAASL. Out of these cases, one (1) Labour Tribunal case was concluded. For these cases, we have prepared eleven (11) legal documents to be submitted in the Court of Law. Further, LA&E Unit participated for nineteen (19) consultations at the Attorney General’s Department and Legal Draftsman’s Department for the above cases and for the promulgation of aviation regulations.

By handling legal matters of the CAASL, LA & E Unit was able to give legal advice/legal opinion for the senior management of the CAASL during the year as below;

Drafting Agreements/MOUs	02
Reviewing Agreements/MOUs	15
Giving legal opinion	22

Information Communication & Technology (ICT) Unit

Information and Communication Technology (ICT) Unit has two basic functions, First one is managing the information technology infrastructure to provide IT services, which requires;

- Managing and protecting the information technology
- Managing and protecting the data resource
- Managing and protecting the system applications

Second basic function is developing and adapting information systems and IT infrastructure.

The ICT Unit developed applications that serve its core business needs in CAASL. The right applications allow operations and process to be innovative, more productive, efficient, and to move ahead of its competitors. In many ways, this makes the ICT unit crucial in driving a services forward. Under that ICT unit completed following projects on 2019.

1. Online Drones Registration System.
2. PEL system update completed because of out of service by UCSC
1. Safety data management system – FS001 form automated.
2. Computerized Efficiency Bar examination System.
3. New cloud base email system implementation (Google G-Suite).

IT development project - ongoing.

1. Human Resource Management System (HRIS).
2. Official Website revamp.
3. Server Virtualizations.
4. Automated Conference hall management system.
5. Personal Licensing system Revamp.

Technical Evaluations completed

Equipment Name	Received	Completed
Desktop Computers	2	2
Laptop Computers	6	6
FAX	2	2
Photocopy	7	7
Printers	6	5
Scanners	3	3
UPS	2	2

The ICT Unit provides service for all the users who need access to the CAASL's computer systems. This might entail installing new software or hardware, repairing hardware that has become faulty, training employees in the use of new software, and troubleshooting problems with the system or with an individual's computer. On 2019 ICT unit conducted following help desk supported to CAASL's employees.

	Received	Resolved
Password Forget	79	79
Computer Format	35	35
Printer Service	73	73
Computer Network Problem	920	920
Printing Problem	51	51
Finance System Update	49	49
Server Restart	24	24
Server Software Down	3	3
Email Issues on server	1	1
Email Issues on clients	781	781
New software installations	341	341
Conference Halls	17	17
Laptop failures	38	38
Desktop Computer Failures	37	37
Network Failures (switch)	2	2
PEL system update	5	5
Software Support	1448	1448
TOTAL		3904

New IT equipment Purchased

Equipment Name	Qty
Laptop	19
Desktop Computers	24
Printers	6
Photocopy	3
ISP connections	2
UPS	5
FAX	2

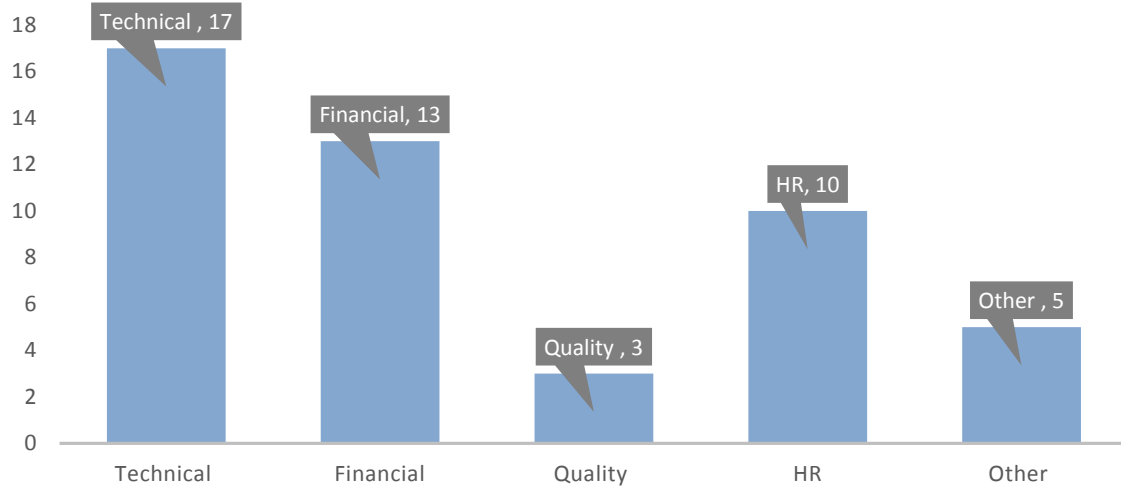
Pending Projects

1. Online payment system SSL certification.
2. Public WiFi introduce to ground floor lobby.
3. Update ITC policy.
4. Draft proposal for IT equipment service and maintain.
5. Draft proposal for depreciate IT equipment

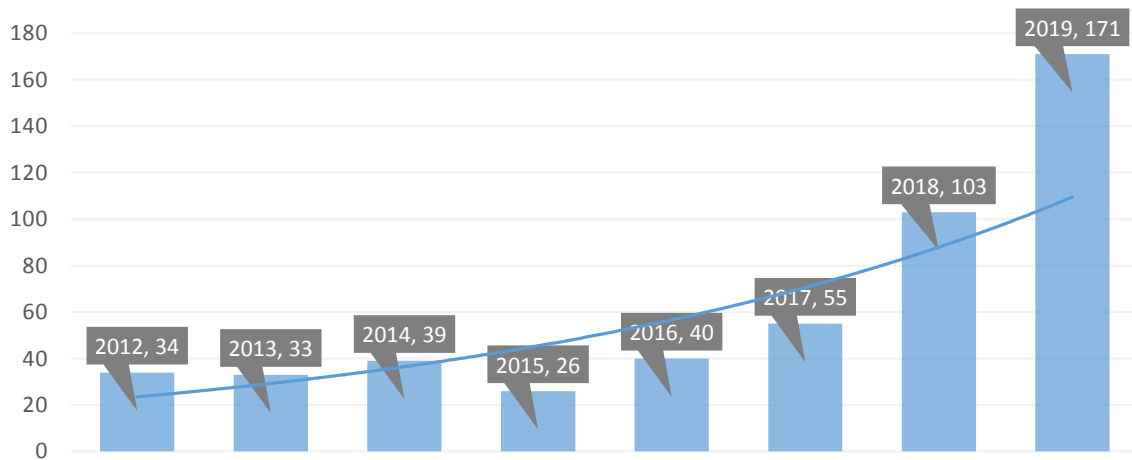
Quality and Internal Audit Section

The main objective of the Quality and Internal Audit Section is to enhance the quality management of the CAA. The internal audit process provides an assurance on the organization's risk management, internal control environment and governance framework through review and appraisal of the extent of compliance with relevant statutory requirements. The Quality and Internal Audit Section has further taken necessary steps to ensure the integrity of the CAASL's accounting and financial reporting system and effectiveness of the internal control systems by reviewing and monitoring of such systems on a periodic basis. In addition to post audits, the section carried out pre audits on encashment un-availed leave and staff loans. During the year 2019, 122 no of audits were carried out including 74 no's of pre audits and there were 171 audit observations.

SECTION HIGHLIGHTS



Number of post audits carried out during the Year 2019



No. of audits carried out from year 2012 to Year 2019

SPECIAL ACHIVEMENT

Quality and Internal Audit Section's g-suite dashboard was selected as the best dashboard having good content, valuable information, comprehensive presentation style and being attractive from the evaluation of intranet/ongoing work under the annual work plan using g-suite dashboards of the Civil Aviation Authority.

Number of Audit Conducted and Observation

Year	2019	2018
Audits conducted	122	103
No. of observations	171	143

Environment, Research & Projects Section

Establishment of a National Air Transport Statistical Programme

ER&P section maintains National Air Transport Statistical Programme, which encompassing Air Transport Statistical Programme and CAASL Statistical Programme. This statistics programme involving the collection, compilation, interpretation, enumeration and presentation of data through the application of various tools and techniques.

Development & Maintenance of CAASL Statistical Programme

The CAASL Statistical Programme is for collecting monthly work performance statistics from each section in the organization. The key objective of this sub activity was to maintain a CAASL sectional database with the intention of providing statistics to the line ministry and CAASL reports as and when required. Following sub activities were planned under this activity and all were completed.

1. Prepare the monthly statistics of ER&P Section
2. Collect the monthly Statistics from Other Section
3. Update the CAASL Master Data Base
4. Prepare & submit the monthly statistics report for CAASL Board
5. Prepare & submit the monthly statistics report for Line Ministry

Development & Maintain of the Air Transport Statistical Programme

The Air Transport Statistical Programme is composed of statistics of international airlines/airports, domestic airlines/airports, aircraft registry, fuel consumption, licensed personnel and training organizations. Collected statistics are processed and disseminated to ICAO and other public/private organizations as and when required. Likewise, this programme facilitates the reports compiled by the section in order to fulfill the requests of outside public organizations. Moreover, selected statistics are displayed in the CAASL website intended for public reference and also in the intranet for the reference of the CAASL staff.

Below intents can be mentioned as main objectives of this programme.

- Maintaining an Air Transport master database
- Displaying graphical view of statistics through the dashboards in CAASL website/intranet
- Provision of air transport statistics to ICAO

Following activities were completed under this programme.

1. Coordinate with International/Domestic Airlines, International /Domestic Airports and CAASL for collecting statistics
2. Collect the Air Transport Statistics from International /Domestic Airlines, International /Domestic Airports and CAASL
3. Update the Air Transport Master Data Base
4. Preparation of monthly analyses for Air Transport Statistics
5. Publish Monthly statistical reports in the CAASL Website
6. Preparation of ICAO Reporting Forms
7. Submitting ICAO Reporting Forms to the ICAO on monthly/quarterly/annually basis

Prepare the Progress Report of Project & Programme against the Action Plan of CAASL

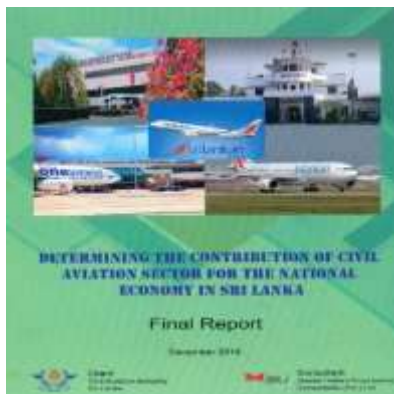
Progress report is prepared using the collected statistics from each sections of CAASL on month /quarter/annual basis. Providing performance of the sectional work to the line ministry is the main objective of this task. Below mentioned sub activities were planned with this.

1. Obtain relevant statistics from Master Data Base
2. Obtained Financial Statistics from R&FM Section
3. Prepared cumulative monthly budget/expenditure report
4. Prepare the Monthly Progress Report
5. Submit the Progress to the Line Ministry

Research Development & Planning in relation to Civil Aviation

Research on the contribution of Civil Aviation Sector for the National Economy in Sri Lanka

The CAASL entrusted to 'initiate and carry out Surveys with any aspects of Civil Aviation' which has been specified under the duties and functions of the Authority in the CAASL Act No 34 of 2002. Inline with such obligations, the strategic direction of the CAASL, 'Research & Surveys' in relation to civil aviation is considered a key activity of the Authority. In this regard, the Authority has commenced to conduct a research on the topic of 'Determining the Contribution of Civil Aviation Sector for the National Economy in Sri Lanka'.



Accordingly, CAASL carried out this research and obtain the results through a comprehensive study. Master Hellie's Engineering Consultants was selected to carry out the research after following the procurement process. The consultants conducted the research and submitted inception report, interim report, draft final report and Final report and accepted by the CAASL. At present, there is a figure about the contribution of Civil Aviation sector to the national economy first time in the history.

Board of Directors provided instructions to conduct a research on King Ravana and lost heritage of the aviation dominance. This research has started and panel discussion was conducted with the experts in the field on 31st of July 2019. Ven. Manawe wimalarathana thero, Prof. Raj Somadewa, Prof. Jinadasa Katupotha, Mr. Gayan Sandakelum, were among the invited experts. They presented their valuable inputs regarding the King Ravana and Aviation. All the CAASL staff and selected visitors from general public were attended the discussion. It was decided to form two committees, Steering committee and task force. Committees were appointed and research will be conducted in 2020.



Civil Aviation Promotion

Civil aviation authority promotional works were carried out under the Environment Research Development and Project Section. During the year, CAASL has been done a lot of work for improving the image of our authority and awareness of our services. Promotional works carried out under the various categories.

1. Aviation Awareness programmers - Schools
2. Aviation awareness programmers - Airports
3. Educational exhibitions
4. Publishing of "Guwansara" Aviation magazines
5. "Guwan Sarisara" TV Programmes
6. Media Releases and Publicities
7. Media promotions

Aviation Awareness Programmes – School Programmes

CAASL carried out lot of school awareness programmes for aware the aviation industry, in collaboration with the Sri Lankan Airlines and AASL. Advanced level schools in the country were selected for this event and conducted six (06) school awareness programmes.

Date	Venue	Participations
05 th Apr 2019	Sri Jayawardhanapura Balika Vidyalaya	100 Students
28 th Jul 2019	Sri Sangabodhi Collage - Nittabuwa	120 Students
11 th Sep 2019	Sumedha Collage – Gampaha	300 Students (05 Schools)
07 th Oct 2019	St. Thomas Collage – Bandarawela	332 Students (06 Schools)
18 th Oct 2019	Good Shepherd Convent – Kotahena	120 Students (02 Schools)
04 th Nov 2019	Jaffna Hindu Collage – Jaffna	375 Students (23 Schools)

Aviation Awareness Programmes – Airport Programmes

CAASL has been conducted awareness programmes at the airport for giving knowledge to the children about the aviation industry. CAASL selected the schools and conducted the awareness programmes at the airport in collaboration with Sri Lankan airlines, Airport & Aviation (Sri Lanka) limited and Sri Lankan Catering Services. CAASL conducted eight school awareness programmes as follows.

Date	Venue	Participations	Remarks
13 th Mar 2019	MRIA	250 Students (13 Schools)	Celebration of 6 th Anniversary of MRIA 2 Program
11 th Jul 2019	BIA/CAASL	213 Students	Wayamba University of Sri Lanka 2 Program
01 st Oct 2019	BIA/CAASL	150 Students	Celebration of International Children's Day 02 Programees
17 th Dec 2019	BIA/CAASL	136 Students	Celebration of Wright Brothers Day 02 Programmes

Educational Exhibitions

In this task, CAASL organized educational exhibitions to the public and school children for to provide knowledge about the aviation industry. CAASL able to give knowledge about the aviation industry for those who are interested in aviation. CAASL conducted Educational Exhibitions are as follows.

Date	Venue	Participations
------	-------	----------------

2 nd -7 th Mar 2019	SLAF Base - Higurakhoda	Public
4 th - 5 th Apr 2019	Sri Jayawardhanapura Balika - Vidyalaya.	School Children
28 th Jul 2019	Sri Sangabodhi Collage – Nittabuwa	School Children

Publishing of "Guwansara" Aviation Magazines

The ER&P Section published Guwansara magazine for delivering knowledge regarding the aviation industry. Magazines were published and delivered to majority of schools in the country. Generally, the Guwansara magazine is published quarterly and during the year, CAASL published three Guwansara Magazines are as follows.

Date	Edition
25 th June 2019	19 th Edition
05 th Nov 2019	20 th Edition
30 th Dec 2019	21 st Edition

Guwan Sarisara TV Programmes

Guwan Sarisara is one of the TV programmes that was giving knowledge about the aviation industry in Sri Lanka and it is the outside sponsor's programme conducted by CAASL **promotional Unit** and telecasted weekly. Accordingly, during the year, Twenty Guwan Sarisara TV Programmes were telecasted.

Date	Episode
12th Jan 2019	Episode 33
19 th Jan 2019	Episode 34
26 th Jan 2019	Episode 35
2nd Feb 2019	Episode 36
9 th Feb 2019	Episode 37
16 th Feb 2019	Episode 38
23 rd Feb 2019	Episode 39
2nd Mar 2019	Episode 40
6th Apr 2019	Episode 41

20th Apr 2019

Episode 42

27th Apr 2019

Episode 43

11th May 2019

Episode 44

25th May 2019

Episode 45

08th Jun 2019

Episode 46

15th Jun 2019

Episode 47

22nd Jun 2019

Episode 48

29th Jun 2019

Episode 49

6th Jul 2019

Episode 50

13th Jul 2019

Episode 51

20th Jul 2019

Episode 52

Media Releases and Publicities

In this task delivered the press articles to all media stations and given media coverage for the important events of the aviation industry during the year.

- 1) Media coverage of Jaffna International airport opening ceremony
- 2) Rathmalana Airport Development
- 3) Press articles of the DGCA regarding Palali Airport
- 4) Commencement of International Flight operations from Jaffna to Chennai
- 5) Promoting new Air Routes - Salam Air, Vistara Airlines
- 6) Press article regarding the International children's Day celebrations
- 7) Press article regarding the awareness programme of Jaffna Hindu Collage

New Media Promotions

The most important and powerful platform for giving information about the aviation industry for the audience at present. Therefore, Media Unit has initiated CAASL official pages on Facebook, Instagram and Twitter. Through these platforms will be able to connect with people, worldwide countries, airlines, organizations etc. During the year, Media Unit got the new media accurately for the CAASL promotions.



Publication of CAASL Documents, Reports & Bulletins

Corporate Plan 2019 – 2021

The draft Report of Corporate Plan 2019 – 2021 has been prepared & forwarded to obtain relevant DGCA's approval at the month of January 2019. As per the DGCA's instructions the RDP&SP Section conducted a One Day Management Outdoor Workshop at CAASL Sub Office MRIA (Mattala Rajapaksha International Airport) on 02nd February 2019. Accordingly, the RDP&SP Section was finalized the preparation of Corporate Plan 2019- 2021 considered the outcomes of the Management Outdoor Workshop. The RDP&SP Section was obtained relevant Authority approval & completed the development of Corporate Plan 2019 – 2021 at the end of February 2019. Final version of the Corporate Plan 2019 – 2021 submitted to the Ministry of Transport & Civil Aviation for publishing and presenting to the parliament.



Annual Outdoor Management Workshop on Corporate Plan 2019-2021

Annual Report 2018

The preparation of Annual Report 2018 has timely completed by the RDP&SP Section. Accordingly, the relevant documents has been submitted to the Ministry of Transport & Civil Aviation for obtaining Cabinet approvals for presenting to the parliament.

Physical and Financial Progress Reports, Committee Stage Budget Reports, Project Development Reports were submitted to the Line Ministry. The Central Bank Reports & other requested reports by external agencies also submitted before deadline.

Other Reports

Monthly & Quarterly Progress Reports, Yearly & Half Yearly Committee Stage Budget Performance Reports, Central Bank Reports & Other Reports were submitted to the Line Ministry & Other External Agencies before due dates.

Annual Outdoor Training Workshop 2019

The Civil Aviation Authority of Sri Lanka has been conducting its annual outdoor training workshop for its all staff including both Executive & None Executive. This is the only common training workshop which has been organized for all staff of CAASL with the objective of building an effective & efficient team of CAASL by addressing training & capacity building requirements which are common for all.

Although the CAASL offers its employees with a number of opportunities to develop their career by developing their knowledge and skills through individual training, the opportunity for them to be trained as a team is somewhat limited.

One of the primary objectives of the outdoor workshop is for the vertical and horizontal integration of the employees at different layers of the organization aiming at building up of a strong team with a good understanding of the talents and potentials of each other.

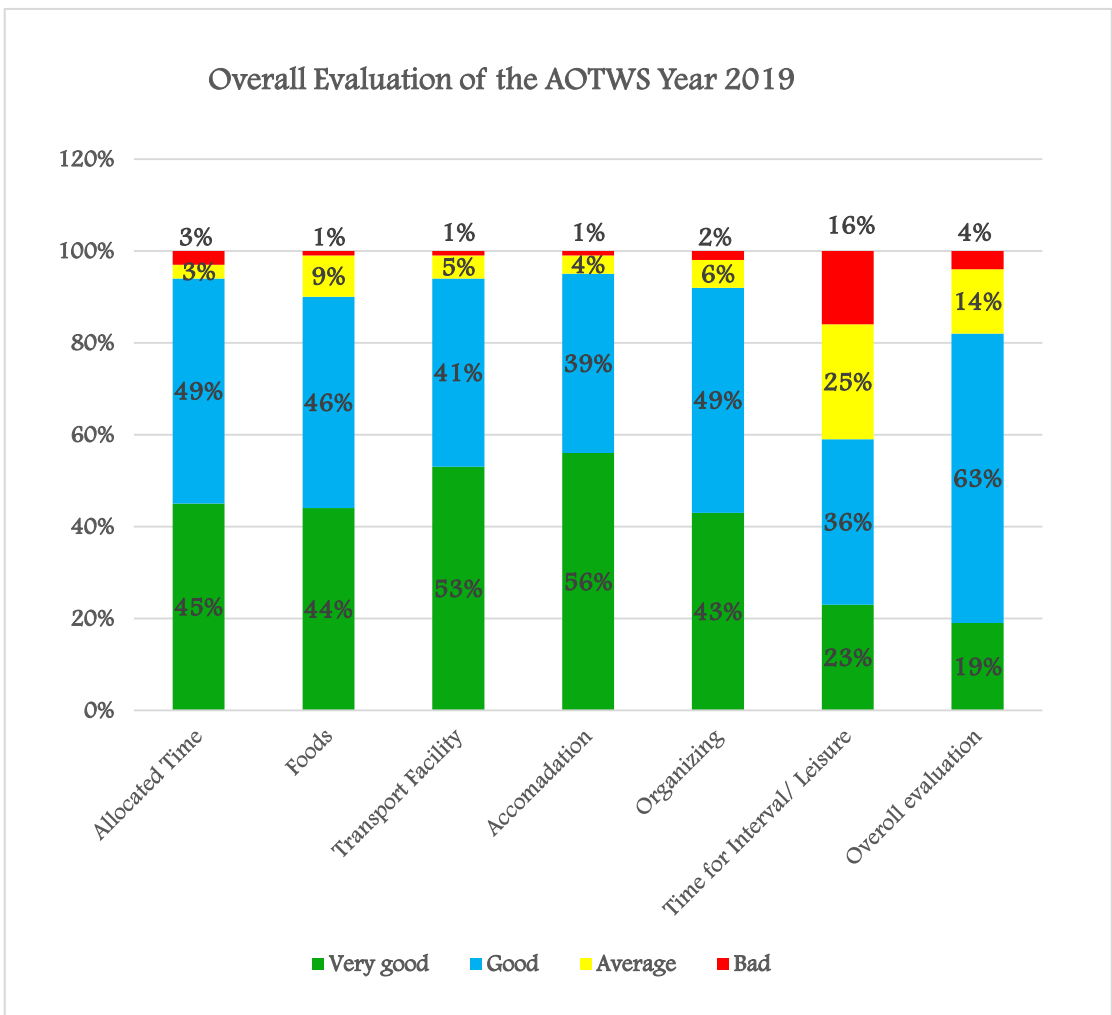
Accordingly, Annual Outdoor Training Workshop 2019 was held at Mahaweli Reach Hotel, Kandy from 06th to 09th September Year 2019.



Out of total number of employees 186, Hundred and fifty two (152) employees of CAASL participated at the training workshop, accounting for 82% of staff participation.

Overall Evaluation of the Annual Outdoor Training Workshop Programme

The summary of overall evaluation analyzed based on the questionnaire developed by the Research Development Planning & Special Programme Section, and the overall evaluation is as follows. The evaluation has done based on key areas concerned such as allocated time for workshop, foods, accommodation, organizing of the event, time for leisure/interval. Accordingly, more than 82% of staff were given their output feedback rated as “very good or good”.



Undertake CAASL Infrastructure Development and Special Projects

Construction of Circuit Bungalow for CAASL at Batticaloa Airport Premises

The Batticaloa airport has been vested in the Civil Aviation Authority of Sri Lanka and CAASL has been instructed to make arrangement to operate the airport as a civil airport. Consequently CAASL Inspectors from all relevant technical sections will be required to visit

Batticaloa Airport for regulatory functions either on full time or part time basis, based on the operational and or technical requirements.

Since the facility is far away from the CAASL Head Office at Katunayake, it is not possible for the CAASL to provide its regulatory supervision for this airport from there. In this scenario, CAASL needs for the construction of Circuit Bungalow near the airport premises to facilitate the CAASL's regulatory and surveillance activities in order to ensure that the airport would be operated in conformity with the applicable International Standards and Recommended Practices.

The Circuit Bungalow building is located in the – Batticaloa Airport premises the land area approximately 5 hectares.

The Circuit Bungalow has two storied building consist of four Units and a service building.



Consultancy Service for Preparation of Environmental Impact Assessment (EIA) & Feasibility Reports for Proposed Domestic Airport at Bandarawela

The National Budget – 2016 approved by Parliament contained a proposal for construction of Domestic Airports at Badulla and Puttalam Districts and Digana. Accordingly, under the direction of the Ministry of Transport & Civil Aviation, the Civil Aviation Authority of Sri Lanka (CAASL) conducted a pre- feasibility study for identification of suitable site for construction of an airport in Badulla District.

After a detailed study, the CAASL has identified a land at Mahaulpothawatta located at 3.5 Km along with the Poonagala Road, Bandarawela for construction of a domestic airport which can accommodate Medium size aircraft carrying 50-60 passengers. The pre-feasibility report was submitted for the approval of the Cabinet of Ministers' and it has been decided that a comprehensive study be done addressing the concerns relating to economic, social, financial, archeological, environmental and technological aspects.

Accordingly, Environmental Impact Assessment (EIA) for the project has been initiated and CAASL called “Expressions of Interest” (EOI) from eligible consultants for conducting of Feasibility study through newspaper advertisement on 21.07.2019. Evaluation process being conducted.

Opening of the CAASL Circuit Bungalow at Batticaloa

CAASL Circuit Bungalow constructed at Batticaloa Airport Premises has been commissioned to operate on 11th November 2019.

Research Development and Special Project Section contributed in arranging the Administrative /Logistics required for following meeting/trainings

Name of the Training	Duration	No of Participants
SMS Train the Trainee Programme	25 th February to 01 st March 2019	08
Simulator Evaluation Training with OJT	01-05 April 2019	14
Air Crew Regulation Workshop	2 nd SARI EASA –CAASL Aircrew Regulation Development Workshop (RDW) 23-26 July 2019	08
SMS/SSP Seminar	31 st July 2019	30
Aviation Security Training	NCASQCP Workshop – 14-18 October 2019 National Inspectors Course 21-29 October 2019	26 22
Environment Matters in Aviation	26-28 November 2019	26
Enforcement Course	16-20 December 2019	26

Implement the ICAO Annex 16 (Part IV)

Fuel consumption data was collected from the National and domestic carriers. Emission monitoring plan was submitted by the Sri Lankan Airlines and approved by the DGCA.

Informed the national carrier to select suitable verifier to verify the emission report according to the Implementing Standard (IS) 098 issued by CAASL.

Next Generation of Aviation Professionals (NGAP) Sri Lanka Programme

CAASL participated the first meeting of the ICAO NGAP Task Force held at the Headquarters of the International Civil Aviation Organization (ICAO) in Montreal, Canada during 18-22 February 2019.

CAASL presented the results of the extended programme included in the Next Generation of Aviation Professionals Programme, which was the first ever introduction of the type to the world representing the Civil Aviation Authority of Sri Lanka and he also proposed that it is appropriate to implement such a programme in every country of the world for the advancement of this field. The ICAO NGAP Task Force has decided to implement the proposal.

Discussions were conducted at this meeting on connecting the next generation of aviation professionals and retaining them in the field through conducting awareness Programmes.

Further, it was discussed to plan a Global Strategic Plan for NGAP in the short term and long term basis and it was further discussed to develop and implement the NGAP Strategic Plans at country and regional levels and to develop plans to provide proper methodologies and guidance required by the countries. Each team was appointed for that purpose and action has been taken to continue online meetings and discussions of this task force. The second major meeting of the task force has been scheduled to conduct in the year 2020.



AERONAUTICAL SERVICE REGULATION DIVISION

Aerodromes and Facilitation Section

Aerodromes & Facilitation (A&F) Section of CAASL is responsible for ensuring regulatory requirements pertaining to aerodromes as stipulated by the ICAO Annex 14 which is nationally implemented through Implementing Standard (IS) 30, 41, and 37. The section is empowered to carry out duties through the relevant sections of the Civil Aviation act and the regulations published under therein. The section is further entrusted to oversee

implementation of facilitation requirements at international airports as per the Annex 09 published by ICAO.

Not limited to the above duties, the section is further involved in providing technical and regulatory guidance for developing aerodromes as identified by the government in notion of developing civil aviation in Sri Lanka and facilitating air travel for the general public. Particularly in the year 2019 the section was fully committed in developing Jaffna airport for international operations. Not restricted to only regulatory obligation, which is to conduct certification audit but ensure as a mediator role on the behalf of CAASL that all stakeholders involvement in order, to accomplish the project successfully on time.

The section initiated the drafting of Water Aerodrome Certification/Approval and surveillance Regulations. The second draft of the regulation has been submitted to the legal draftsman for observations.

The Domestic aerodrome licensing/certification regulation commenced in the year 2019

Annex 14 Vol. I and Annex14 Vol. II revision have been published for local implementation as Implementing Standard (IS) 30 and IS 41.

Draft National Air Transportation Facilitation Plan (NATFP), Terms of Reference (TOR) for the establishment and operation of the National Air Transportation Facilitation Committee (NATFC) were reviewed with a view of establishing the NATFC and acceptance of NATFP by all stakeholders.

The zoning regulation for BIA was published in 1975. Some aspects of this regulation have outdated and to ensure its compatibility with Implementing Standard (IS) 30 which is revised by the new edition, the regulation is in process of being revised.

As Certification activities aerodrome certification renewal audit was conducted for Mattala Rajapaksa International Airport (MRIA) to renew their certification and received the Corrective Action Plan from the aerodrome operator. On acceptance of the Corrective Action Plan, AASL has been granted the aerodrome certification to continue with MRJA operations.

An aerodrome License renewal audit was conducted for Batticaloa airport in April 2019.

An Aerodrome Audit was conducted at Jaffna International Aerodrome and after accepting the corrective action plan submitted by the aerodrome operator, Aerodrome certificate was awarded with special conditions to AASL to conduct operations at Jaffna International airport.

As a requirement for ensuring new developments at airports to be complied with the standards specified in Implementing Standard (IS) 30 and to ensure the safety management requirements the A&F section Approved and conducted the following Aerodrome Operators Programs.

- Construction of Apron-E and connecting taxiways at BIA
- Maintenance of runway and taxiway lights at BIA
- Installation of runway lights at RMA

- Bird controlling officers at MRIA were provided with training on Wildlife Management and the adherence to wildlife management programme.
- Provided necessary support, technical and regulatory guidance in construction of runway, taxiway, apron...etc. to ensure compliance for safe aircraft operations at JIA.
- Provided necessary guidance in establishing facilitation (Customs, Immigration and Quarantine) at JIA.
- The Terms of Reference was developed by the section subsequent to its Senior Inspector attending a seminar on the same project and being a member of the APAC regional office initiated subcommittee on wildlife hazard management - developing a guideline and checklist.

Continued Surveillance of Aerodrome were carried out as per the surveillance plan 2019, at Bandaranaike International Airport, Mattala Rajapaksa International Airport, Jaffna International airport, Ratmalana airport and Batticaloa airport in order to ensure that the airports operate at acceptable level of safety.

Surveillance of Water aerodromes was conducted to ensure the safety aspects of the water aerodromes are maintained at an acceptable level.

A&F section approved 383 height clearances for buildings, structures and telecommunication towers in the year 2019 to ensure the safeguarding of obstacle limitation surfaces around the airports, for safe aircraft operations.

Jaffna airport (JIA), Batticaloa airport and Ratmalana airport were gazette as international airports.

A&F section provided necessary assistance in arranging payments, approved for the JIA development project by Project Procurement Approval Committee established for the JIA development project.

An environmental Impact Assessment and a feasibility study being carried out for the site selected to establish a domestic aerodrome in Bandarawela.

Air Navigation Service Section

The primary responsibility of the Air Navigation Services Section is to formulate rules and regulations governing the provision of air navigation services within Colombo FIR in accordance with the applicable international standards and recommended practices adopted by International Civil Aviation Organization (ICAO) and ensure that those standards are compiled by the air navigation service provider in Sri Lanka.

Surveillance Activities

The section continuously conducted surveillance on the industry as per the “ANS Surveillance plan 2019” approved by the Director General of Civil Aviation (DGCA). Ninety Four (94) out of Hundred one (101) scheduled Inspections were carried-out on the following Operational

Centres to ensure the effectiveness of the Safety Oversight System in the provision of Air Navigation Services in Sri Lanka.

- ATS Operational Centres at Bandaranaike International Airport (VCBI), Mattala Rajapaksa International Airport (VCRI), Colombo Airport – Ratmalana (VCCC) and Batticaloa Airport (VCCB)
- Search and Rescue (SAR) Centre at VCCC
- Aeronautical Information Services (AIS) Centres at VCBI and VCCC
- Maps & Charts unit at VCBI
- Communication Navigation and Surveillance (CNS) Centres at Attidiya, Pidurutalagala, Kandapola, VCCB, VCBI and VCRI
- Procedure Design (PANS-OPS) unit at VCBI
- Meteorology (MET) Centres at VCCC, VCRI and VCBI

Scheduled five MET inspections at VCBI, VCRI and VCCC were not carried out due to non-availability of MET Inspector, scheduled one AIS inspection at VCBI was not carried out due to non-availability of AIS/ Airport & Aviation Services (SL) Ltd (AASL) staff (AIM Training) and scheduled one PANS-OPS inspection was not carried out and work in progress to obtain the services of the PANS-OPS Inspector – Mr. Fazal of Pakistan CAA as his contract with COSCAP-SA has elapsed, expected to renew the contract.

ATC Simulator Tests and Rating Assessments

ANS Section conducted Twenty Four (24) ATC simulator tests and Sixteen (16) Rating Assessments on Air Traffic Controllers to ensure improved and consistent proficiency in the provision of Air Traffic Control service.

Language Proficiency and Radio Telephony Procedure Tests

ANS Section collaborated with Training Organization and Personnel Licensing (PEL) Section in conducting English Language Proficiency Checks (ELPC) and also represented the examination panel for Radio Telephony examinations conducted on Pilots of Private flying schools for Commercial Pilot License (CPL) and Private Pilot License (PPL). Accordingly, Forty Six (46) Radio Telephony tests and Six (6) English Language Proficiency Checks were conducted.

Investigations

The Section conducted investigations on the Mandatory Occurrence Reports (MORs) mainly on Communication Interruptions in Mumbai FIR received from Airlines and liaised with Indian counterparts for remedial actions to avoid recurrence.

Conducted investigations on Air Traffic Management related Incidents to ensure the mitigation actions are in place to minimize the recurrence of such.

Flight Permits/Landing Clearance

Granting of approval for non-scheduled tech-stops/non-commercial landing flights and overflights were carried-out efficiently. Approval for Aerial Work Operations were also granted subject to additional approval from other associated agencies such as Ministry of Defense, (MOD) and Sri Lanka Air Force (SLAF) etc.; depending on the location of intended operation. Accordingly, ANS Section granted approval for 1283 nonscheduled aircrafts to overfly Sri Lankan territory and 1170 permissions to land on Sri Lanka.

Coordinated with the Ministry of Foreign Affairs in respect of operation of Diplomatic flights in to the airports of Sri Lanka and those flights which proposed to overfly Sri Lankan Territory. Accordingly, one hundred sixty eight (168) no-objection/consent notes to Diplomatic landing flights and Seventy seven (77) no-objection/consent notes to Diplomatic aircrafts to overfly Sri Lankan territory. Furthermore, approvals were granted for ninety nine (99) Aerial Photography/Advertisement flights.

ANS Training

In order to ensure the development of adequately trained staff to perform ANS-related Regulatory tasks, the officials of the section were exposed to trainings related to the subject matter strengthening their professional competencies and expanding the knowledge horizons. Accordingly, Senior Civil Aviation Inspector – ATMOPS/ATMTECH and ATMSP underwent Indoctrination training. Civil Aviation Inspector - AIS participated in a workshop on Transition AIS to AIM. Two Civil Aviation Inspector -AIS's participated in a workshop on Internal Auditing for ISO 9001:2015 QMS. Two Civil Aviation Inspector -AIS's, Civil Aviation Inspector – ATMSP and ATMOPS participated in a workshop on Power of Positive Thinking. Senior Civil Aviation Inspector – ATMSP, Civil Aviation Inspector AIS/ATMSP and CNS participated in a Training on Enforcement. Civil Aviation Inspector – ATMOPS and ATM-TECH trained in the Search and Rescue Officer Training course conducted at Civil Aviation Training Centre – Ratmalana.

ICAO Meetings

Director – Air Navigation Services represented the CAASL at a Seventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/7) of APANPIRG.

AIP Amendments, AIP Supplements, Aeronautical Information Circulars (AIC's) and NOTAMs

Three (03) AIP amendments, Eleven (11) AIP Supplements and Three (03) Aeronautical Information Circulars (AIC's) were issued while Three hundred sixty four (364) NOTAMs on Operational ANS activities were scrutinized and granted approval for issuance.

Search & Rescue (SAR) Services within Colombo FIR

The efforts were continued for the development of SAR in Sri Lanka with renewed plans to garner support from government entities which involved in provision of SAR services in Sri Lanka.

Through continued efforts of CAASL which were ably assisted by Embassy to Sri Lanka in Indonesia, Sri Lanka was able to receive assistance from the National Search and rescue Agency (BASARNAS) to train four officers involved in the provision of Aeronautical Search and Rescue services. The four officers were trained on Search mission coordinator course which was an essential training element in developing the required human resources in the field of SAR in Sri Lanka. CAASL continued the Safety oversight activities in Aeronautical SAR Coordination Centre (ARCC) in order to ensure that the ICAO standards related are compliant by the Air Navigation Service Provider. In the context CAASL was able to direct Air Navigation service provider to conduct training on Search and Rescue Officer Course developing further the required human capital for such undertaking by the State.

Development of Sri Lanka Air Navigation Plan

Sri Lanka Air Navigation is developed based on the Implementation guidelines of the latest APAC Regional Seamless ATM Plan and ICAO ASBU timelines. With a description of the current status of Sri Lanka and the Implementation plan in two Phases (Phase I to be completed by November 2022 and Phase II to be completed by 2025) is discussed in five main parts (Aerodrome operations, Communication Navigation and Surveillance, Air Traffic Management, Aeronautical Information Management, Aviation Meteorology).

Regulatory Guidance for the Establishment of ADS-B Operations in Sri Lanka

Based on the accepted Pre-implementation Safety Assessment Report and the incorporation of mitigation measures against each identified Safety Risk that would only qualify the operation to be within the 'Acceptable Level of Safety' into the Standard Operational Procedures (SOPs) of Operational and Technical Units engaged in ADS-B System and also due to the satisfactory outcome of the On-site ADS-B System Inspection conducted by the ANS section the approval was granted for the commencement of ADS-B Trial Operations for an initial period of three (03) months, commencing from 08th January 2019.

ANS section evaluated the Refresher Training provided to Operational Air Traffic Controllers prior to the commencement of the trial operations and continuously monitored the process of Hazard Identification and Risk Mitigation which had been carried-out during the period of trial Operations. ADS-B Performance Reporting forms and ADS-B Problem Reporting Forms for each month, sent by the ANS and E & ANE Divisions of AASL were evaluated and communicated with the APAC Regional Office.

Based on the Post-Safety Assessment Report on ADS-B (Out) conducted by the AASL after completion of successful period trial operations, approval was granted for the commencement of ADS-B (Out) Surveillance within Colombo FIR for Tier-2 Operations (Traffic situational awareness service with procedural separation)

Regulatory Guidance for the Development of ANS Procedures for Jaffna International Aerodrome Operations

Based on the government development plan to upgrade Palali Airport as the Jaffna International Airport (JIA), ANS section organized and conducted meetings with the Air Navigation Service Provider to develop ANS procedures. In addition the ANS section issued AIP Supplements, AIP Amendments, NOTAMs related to Jaffna operations and also involved in Aerodrome Certification Audit and safety oversight activities. In this regard the ANS section provided guidance on:

- Development of ANS Procedures for Jaffna International Aerodrome,
- Development of Standard Operating Procedures to be included in the Manual of Air Traffic Services,
- Development of Air Navigation Services procedures to be included in the JIA Aerodrome Manual,
- Development of Operational Coordination Agreements between Chennai and Colombo for the transfer of Control and Communication of air traffic to JIA.
- Development of Procedure for the resumption and termination of Aerodrome Control service at Jaffna International Airport between AASL and SLAF.

Regulatory Guidance for the Implementation of SID/ STAR Specific Phraseology

Noting the continuing widespread differences in SID/STAR phrases used by the Pilots and Air Traffic Controllers which resulted in confusion and consequent safety risk many a times and to harmonize the use of phrases for ATC clearances promulgated in ICAO Doc 4444 – Procedures for Air Navigation Services (PANS-ATM), ANS section adopted the ICAO Asia/ Pacific SID/STAR Phraseology Implementation Strategy guided by the 6th meeting of APANPIRG ATM Sub – Group. The Strategy urged the Pilots and Air Traffic Controllers to implement the use of the SID/STAR-specific phrases in PANS-ATM Amendment 7 – A.

Accordingly, ANS section together with the Aircraft Operations section of CAASL organized several Meetings within the industry to make the Pilots and ATCOs aware of the ICAO requirement, provided them with Guidance Materials, updated Manuals and Inspection Checklists, provided guidance to conduct Training sessions for operational personnel and finally an AIP Supplement on SID / STAR SPECIFIC PHRASEOLOGY WITHIN COLOMBO FIR was issued to be effective from 10th October 2019.

ANS Regulatory Aspects

During the period considered, the State letters sent by ICAO were attended by the ANS section for the implementation of the requirements as well as for possible responses for those letters, a continuous dialogue was present with the ANS Division of AASL and other relevant stake-holders of the industry.

In pursuant to the Civil Aviation Act no 14 of 2010 particularly Article 120 of the act, during the year 2019, ANS section was able to Published the Implementing Standards such as Implementing Standard 028 - 3rd edition on Compliance to Annex 15 – Aeronautical Information Services and Implementing Standard 034 – 2nd edition on Compliance to Annex 10 - Aeronautical Telecommunications (Volume 1) for the regularization of the Air Navigation Services during the period of reviewing the performance.

Development of Regulatory Framework for the Certification of Air Navigation Service Provider

As required by the section 10 of the Civil Aviation Act No.14 of 2010, a service provider shall be issued with a License subject to terms and conditions specified by the Director General for the provision of Aeronautical Services and a Service Provider appointed shall possess a Certificate of Competency to be eligible for applying such a License. Based on this requirement, ANS Section developed;

Schedule 1 to the Regulation – Requirements to be satisfied for the issuance of Certificate of Competency for the provision of Aeronautical Services specified in Aeronautical Service Provider Certification Regulation.

Schedule 2 – Air Navigation Service Provider License format with Terms and Conditions.

USOAP Continuous Monitoring Approach (CMA) related Activities and Corrective Action Plans (CAPs)

36 unsatisfactory areas related to Air Navigation Services have been identified by the ICAO Universal Safety Oversight Audit conducted in 2018. ANS section has communicated with Airport & Aviation Services(SL) Ltd (AASL) on 18 unsatisfactory Protocol Questions (PQs) for which they were responsible as the Air Navigation Service Provider due to the non – compliance with ICAO Standards.

Corrective Action Plans (CAPs) for all identified unsatisfactory PQs were submitted to ICAO and continued the process of implementing the CAPs as appropriate at CAASL and also overseeing the implementation of such at the service providers were continued whilst submitting up to date information and data related to the regulatory activities conducted by the section to close the identified deficiencies.

Lack of commitment from the Service Providers in implementing corrective actions planned in regards to Audit findings was continued to be seen as an impediment factor in realizing the corrective actions proposed.

Assistance for ANS Dues recovery from Airlines

Assisted AASL the ANS Provider with special letters to our counterparts urging some Airline operators to settle long-overdue payments on Overflying in year 2019 as well. As a result, a few Airlines settled their long-overdue overflying charges to AASL.

Service Agreements

Renewed the Service agreement with Jeppesen to receive free Supply of Aeronautical Maps and Charts both printed and Electronic versions.

Improvement/Contribution in Corporation Affairs & Office Management

Through continuous reference and reviews, updated the existing Manuals, Checklists, Guidance Material, ANS Inspector Hand Book and ANS Chapter of CAASL's Office Manual.

Development of ANS Office Procedures Manual – SLCAP 2350 comprising new office procedures and revision of existing office procedures as necessary for the management and efficient conduct Air Navigation Services Section.

FLIGHT SAFETY REGULATION DIVISION

Training Organization and Personnel Licensing Section

Training Organization and Personnel Licensing Section is responsible for the development of rules and procedures relating to certification and surveillance of training organizations and personnel engaged in safety sensitive activities relating to civil aviation in conformity with the applicable international standards and recommended practices. Training Organization and Personnel Licensing Section of the Civil Aviation Authority has shown further developments in the year 2019, to cater to the needs of the aviation community making the clientele satisfied. The progress of the section is briefly given below.

- Opening of Client – Interaction counter at PEL section. This facilitates the general queries of the customers, submission of all the personnel applications and the collection of all the personnel documents including Licenses from 25th of March, 2019.
- Operation of PEL – Technical Examination Centre with UPS power supply. Extension of power supply to the whole examination unit of the PEL, so that there is an availability of many computers to Aircrew Technical Examinations.
- 1st SARI-EASA-CAASL Aircrew Regulation Development Workshop was held on 7th – 11th of January, 2019 was held at CAASL, Katunayake.
- The 2nd and 3rd SARI-EASA-CAASL Aircrew Regulation Development Workshop was held on 23rd – 26th of July, 2019 at CAASL, Katunayake.
- The 4th SARI-EASA-CAASL Aircrew Regulation Development Workshop was held on 1st – 4th of October, 2019 at CAASL, Katunayake.
- The 4th SARI Part 66 & 147 implementation visit to Sri Lanka was held on 5th – 9th of August, 2019 at CAASL, Katunayake.
- The SARI Part 66 & 147 Seminar was held on 17th – 19th of September, 2019 at CAASL, Katunayake.
- Aeromedical services were expanded to Cabin Crew (CC) members in all Airlines including all initials, every 5 year renewals and annual assessments for individual above 50 years from January 2019 according to IS 097.
- January 2019 - CC filing system was computerized using G-Suite enabling us to identify the CC members who need follow up on their medical ailments and highlights the CC members with medical conditions which requires submission of certain reports.

- Surveillance of Sri Lankan Airlines Medical Centre was conducted in August 2019. Given guidance to improve their systems on maintaining follow-ups for the Class I and Class II License/ certificate holders.
- One Flying Training Organization FITS Air Flight Academy (FAFA) was certified during the year.
- All Surveillance of the Flying training and ATC training organizations were carried out according to the approved surveillance plan.
- Two hospitals were designated in 2019 for the conduct of medical investigations. Especially choosing one from Negombo area which was a long standing request from CAASL Clients.
- Procedure for Breathalyser testing on personnel engaged in safety sensitive activities formulated.
- Implementing Standards as per Amendment 175 of ICAO Annex – 01, have been reviewed and revised.
- Participation in Foreign Meetings/Workshop:
 - Senior Civil Aviation Inspector Aviation – Medicine (SCAI-AM) attended National Influence Committee Meeting held at Ministry of Health- monthly, Preparatory workshop prior to WHO mission on International Health Regulation at BIA by Ministry of Health in April, 2019, Online course granted by Aviation Medicine unit of ICAO and JAA/TO on Conducting a technical assistance visit to CAPSCA member states & airports – completed in June, 2019.
 - Senior Civil Aviation Inspector Non-Flight crew (SCAI-NFC) attended SARI Part 66/147 5th Implementation Workshop held at Nepal on 13th – 17th May, 2019.

Aircraft Operations Section

The Aircraft Operations section under the Division of Flight Safety Regulations is primarily responsible for the development of local regulations, rules, directives and procedures in conformity with the applicable international Standards and Recommended Practices (SARP) adopted by International Civil Aviation Organization (ICAO) for the effective safety oversight of operators. The section also undertake initial as well as re-certification of applicants for operation of air services. Issuance of dangerous goods permits and ground handling Licenses too comes under the purview of Aircraft Operations Section.

Regulatory Development

In 2018/2019 Operations Section has issued / revised number of regulations, Implementing Standards, directives and guidance material for compliance of the industry.

IS 002 – Flight Data Document System

IS 009 – Compliance to Annex 9 - Safe transport of Dangerous Goods by Air

IS 011 – Compliance to Annex 6 Part (1) chapter 1 – Definitions-

IS 012 - Compliance to Annex 6- Part (1)- Chapter 3 – General Requirements

IS 013 – Compliance to Annex 6-Part (1)- Chapter 4 – Flight Operations

IS 014- Compliance to Annex 6-Part (1)- Chapter 5 – Aero plane Performance Operating Limitations

IS 015 – Compliance to Annex 6- Part (1)- Chapter 6 – Aero plane Instruments, Equipment and Flight

Documents

IS 016 – Compliance to Annex 6- Part1 –Chapter 7 - Requirements for Aircraft Communication and

Navigation

IS 017 – Compliance to Annex 6 – Part (1) – Chapter 8 – Aircraft Maintenance

IS 018 – Compliance to Annex 6- Part (1) – Chapter 9 – Aero plane Flight Crew

IS 019 – Compliance to Annex 6 – Part (1) – Chapter 10 – Flight Operations Officer/ Flight Dispatcher

IS 020 – Compliance to Annex 6 Part (1) – Chapter 11 – Manuals, Logs & Records

IS 021 – Conformance to Annex 6 Part (1) - Chapter 12 – Cabin Crew Members

IS 022 – Compliance to Annex 6 Part (1) – Chapter 13 – Security

IS 023 – Compliance to Annex 6 Part (11) – International General Aviation – Aero plane

IS 045 - Public Health Emergencies involving Operations of Aircraft

IS 054 – Limitation on Flight Time, Duty Periods & Rest Periods of Flight Crew members and cabin Crew Members

IS 059- ICAO Annex 6 –Part (111) - Operation of International Operations – Helicopters

SLCAP 4100 – Air Operator Certification Manual, 4th Edition 2018

SLACP 4105 – Foreign Air Operator Certification Manual

SLCAP 4200 – Operations Inspector Handbook

SLCAP 4205 – DCP Manual

SLCAP 4215 – MMEL-Mel Policy and Procedure Manual

SLCAP 4225 – Operations Inspectors Training Manual

SLCAP 4300 – Cabin Crewmember Manual Standard

SLCAP 4305 – Cabin Crewmember Training Manual

SLCAP 4400 – Manual on Transport of Dangerous Goods

SLCAP 4410 – Dangerous Goods Inspectors Guidance Material

SLCAP 4550 – Ground Handler Certification Procedure Manual

GD 001 – Crew Resource Management Training for Flight Crew, Cabin Crew and Flight Dispatchers

GD 005 – Compliance to Annex 18

GD 006 – Bracing for Impact Positions during an emergency for **Aeroplanes** and Helicopter Occupants

GD 007 – Medical Requirements for Cabin Crew

GD 016 - Aircraft Tracking

GD 017 - Carriage of Lithium Battery Powered (Electronic Devices)

Air Operator Certificates

The Operations section renewed the eleven Air Operator Certificates for the Following Airlines in the year 2019.

Sri Lankan Airlines Limited

Fits Aviation (Pvt) Ltd

Daya Aviation (Pvt) Ltd

Millennium Airlines (Pvt) Ltd

Senok Aviation (Pvt) Ltd

Saffron Aviation (Pvt) Ltd

Richy Skylark (Pvt) Ltd

IWS Aviation (Pvt) Ltd

Sakurai Aviation Limited

Fly Southern (Pvt) Ltd.

F-Airways Limited

Foreign Air Operators

The Operations section issued six initial Foreign Air Operator Certificates for the following airlines,

- *Chongqing Airlines*
- *Vistara Airlines*
- *LOT Polish Airlines*
- *Royal Flight Airlines*
- *Sky up Airlines*
- *Salam Air*
- *Alliance Air*

Operations section has renewed twenty eight Foreign Air Operator Certificates which were issued to the existing airlines operating services to Sri Lanka.

Transport of Dangerous Goods

This section has renewed Seventeen DGR permits during year 2019.

Designated Check Pilot Monitoring and Pilot Proficiency check approvals

Initial DCP approvals issued for three flight crew members and 14 of them were renewed. Twenty Two Pilot Proficiency Checks were carried out.

Designated Flight Operation Inspectors

Due to shortage of competent FOI's employed with the CAASL in adequate numbers to accomplish regulatory functions including surveillance activities, operations section renewed six Designated Flight Operations Inspectors with delegated powers by the authority to perform certain regulatory duties and functions for or on behalf of the CAASL as and when required.

A Designated Civil Aviation Inspector for Aircraft Ground Operations (DSCAIAGO) was appointed in 2019 to complement the Existing Ground Operation Inspectors in the CAASL for Surveillance functions.

Surveillance

The Operations section continuously conduct surveillance on Local and Foreign Air Operators for-compliance of CAASL Regulatory Requirements as per the approved Surveillance Plan to ensure an effective Safety Oversight System in Sri Lanka. Surveillance activities were carried out in 2019 by the operations section which included Ramp Inspections, Training Observation, Dangerous Goods Operators, Dangerous Goods Handlers, Dangerous Goods consignments, En-route Inspections, Operations Control, Pilot Proficiency, Flight Duty Period, Flying School, Designated Check Pilot, Main Base, Flight Data Monitoring, Safety Management Systems, Station Facility Inspections, Simulator Inspections, Performance Based Navigation, and Ground Handling Inspections.

Sri Lankan Airlines embarked on to Evidence based training (EBT) in the year 2019 which is the training for the future to enhance the existing Training capability of the Crew.

Proving Flight was carried out for FITS Aviation on the Cessna 208B to restart the Domestic Passenger Operations from Ratmalana to Baticaloa and Subsequently from Katunayake to Baticaloa on the ATR-72 Aircraft to enhance the passenger carriage allowing passengers arriving from overseas to have better connectivity to domestic travel.

Proving Flight was also carried out for FITS Aviation from Jaffna to Chennai on the ATR -72 Aircraft to confirm the International Passenger Commercial Operation capability which was a stepping stone for small operators.

Aircraft Registration and Airworthiness Section

The Aircraft Registration and Airworthiness Section is vested with the major responsibility for the development of rules and procedure for registration of civil aircraft in Sri Lanka in accordance with the applicable international standards and recommended practices. It includes grant of approval for Maintenance Training Organizations, Continuing Airworthiness Management Organizations and aircraft maintenance organizations and monitoring their activities.

This section carries out Airworthiness related functions on all aircraft registered in Sri Lanka and surveillance of all civil registered Aircraft operated to Sri Lanka.

Civil Aircraft registry in Sri Lanka stood a total of 88 by the end of December, 2019 and includes 29 Large aircraft (MTOW>5700KGS), 42 Light aircraft, 09 Helicopters, 06 Balloons and 02 Ultra Lights.

Regulatory Development

In the year 2019, Regulations on Nationality Marks and Registration is under finalization of the legal draftsman.

Regulation on certification of Fuel & Lubricant Service Provider and Implementing Standard for Annex 16 Volume III – Aeroplane Carbon dioxide Emissions are under drafting stage.

Certification Activities

1. Airworthiness of Aircrafts

In the year 2019 up to end of December, a total of 08 initial Certificates of Airworthiness were issued and 74 Certificates of Airworthiness were renewed.

2. Approved Maintenance Organizations (AMO)

15 Maintenance Organizations (Local) certificate renewed after conducting of Annual Audit and 58 FAMO (Foreign) Certificates were renewed. There are 3 special AMO approval given for Ceylon Petroleum Corporation in RMA, BIA, MRIA and JAF.

A total of 41 Workshop capability approvals were also granted. A comprehensive audit was conducted on Sri Lankan Airlines Maintenance facility.

3. Aircraft Registrations

08 new aircraft were registered up to end of December 2019 whilst 80 were renewed. During the period under review, a total of 07 Aircraft from Sri Lankan fleet de-registered and 01 Export Certificate of Airworthiness were issued.

4. Maintenance Training Organizations (MTO)

Total of 04 AMTO Certificates were renewed after conducting the Annual audit.

5. Continuing Airworthiness Management Organizations (CAMO)

Total of 03 CAMO Certificates were issued after conducting the Annual audit.

Surveillances Activities

➤ **Safety Oversight**

A total of 112 ramp inspections and 50 night inspections were carried out. A total of 174 Occurrence Reports were received from the industry and analyzed as part of Safety Oversight programme.

Enforcement Activities

Two M A -60 (4R-HTN & 4 R -HTO), two Cessna 206 (4R-HDA & 4R-ASD), R-44 (4R-ASG), A321 (4R-MRD) & A330 (4R-ALD) were de-registered.

Other Functions

1. Recommendations for issue of Visas

Recommendations for Landing endorsement and Residence visas 09 foreign nationals working in the local industry. After May 2019, recommendations for Landing endorsement and Residence visas are issued in an interview panel conducted by ATER with AW team.

2. Spare Parts Approval

A total of 217 letters were issued to numerous operators and maintenance facilities to Import/Export Spares required for Maintenance of Aircraft.

AVIATION SECURITY REGULATION DIVISION

Aviation Security Section

The primary objective of the Aviation Security Section is to regulate security functions of the Aviation Industry in Sri Lanka with the prime task of mitigating the Acts of Unlawful Inferences with civil aviation by Regulatory Developments in accordance with international standards and recommended practices. In order to achieve this objective Aviation Security Section develop, implement and maintain a written National Civil Aviation Security Programme (NCASP) in Sri Lanka.

Under the chairmanship of Secretary, Ministry of Defense (MOD), the section convene the National Civil Aviation Security Committee (NCASC) and it creates platform to all senior officials in policy making level relevant to aviation (Secretary Ministry of Transport & Civil Aviation, Secretary Ministry of Tourism Development, Secretary Ministry of Law & Order, Chief of Defense Staff, Tri Forces Commanders, Inspector General of Police, Controller General of Immigration and Emigration, Director General of Customs, Chairman of Sri Lankan

Airlines, Chairman of AASL etc.) to discuss aviation security matters with the purpose of provide policy guidelines to DGCA as the appropriate authority for Aviation Security for implementation.

The Aviation Security section conduct aviation security quality control activities (Inspections, AVSEC Tests and Audits) as per the approved annual surveillance plan to ensure the effective implementation of the NCASP requirements by the Airport operators, aircraft operators and other entities involved in aviation security functions. Also the section do the certification of all categories of personnel who involve or responsible for implementing, supervising and managing Aviation Security functions of operators as per the annual activity schedule of Aviation Security Personnel Certification.

Regulatory Development

In the year of 2019, the section developed draft Aviation Security Service Provider Licensing Regulations, to be incorporated with Civil Aviation Aeronautical Service Provider Licensing Regulations and it was in the process of enacting.

The 3rd edition of the NCASP was developed with insertion of new SARPs of the 16th Amendment of ICAO Annex 17 by the section and it was reviewed by a committee appointed by the Chairman NCASC / Secretary MOD. Then it was published with authorization of the Chairman NCASC / Secretary MOD and the approval of Hon. Minister of Transport and Civil Aviation on November 2019 for its effective and efficient implementation.

The National Civil Aviation Security Contingency Plan was approved by the Chairman NCASC / Secretary MOD on November 2019, after having obtained concerns from the three services members and the legal section of the MOD.

Further annual reviews of following National Level Aviation Security benchmark documents were done and areas need be amended was identified and scheduled to update such documents and publish in year 2020.

- National Civil Aviation Security Quality Control Programme (NCASQCP)
- National Civil Aviation Security Training Programme (NCASTP)
- National Civil Aviation Security Screener Certification Programme(NCASSCP)

Certification Activities

- **Certification of Aviation Security Service Provider at BIA**

Certification of Aviation Security Service Provider at BIA was completed with a Comprehensive audit followed by several follow-up Inspections. The Aviation Security Service Provider License with the Competency Certificate is scheduled to be issued to AASL within the 1st quarter of the 2020, once the administrative procedures are completed.

- **Aviation Security Personnel Certification**

Certification /Recertification of Aviation Security Personnel of Airport and Aircraft operators was continued throughout 2019 by the section according to the approved Activity Schedule of Personnel Certification. Details of the certified personnel during the year 2019 is as follow.

- Certification / Re-Certification of Aviation Security Managers - 013
- Certification / Re-Certification of Aviation Security Instructors - 006
- Certification / Re-Certification of Aviation Security Screeners - 690

- **Aviation Security Screening Equipment Certification**

Re-Certification of 02 nos of Explosive Trace Detectors of Sri Lankan Airlines, were carried out within the year 2019.

- **Air Operator Certification**

11 recommendations for Local Aircraft Operators and 41 recommendations for Foreign Aircraft Operators were done for issuance / renewal of their Air Operator Certificates once after reviewing their Aircraft Operator Security Programmes and their recent operational records.

Surveillances Activities

Following Quality Control Activities were carried out on Aviation Security Stakeholders by the inspectorate of the section in accordance with the approved Surveillance Plan in 2019.

- AVSEC Inspections - 50
- AVSEC Tests - 08
- AVSEC Audits - 02

Apart from the scheduled activities a comprehensive audit was conducted at Jaffna International Airport - JIA (the new international airport in Sri Lanka) by the sectional inspectorate, to assess the current security system in order to determine whether the aviation security measures of controls stipulated in the JIA Security Programme is implemented.

Further a foreign station assessment was conducted by the sectional inspectorate at Muscat International Airport (MCT) in Oman on Wet Lease Aircraft Operation of SRILANKAN AIRLINES LIMITED (as Lessor) and OMAN AIR (S.A.O.C) (as Lessee) relevant to the Airbus A330-300 MSN 1583 Aircraft with Aircraft Registration No: 4R-ALM. The objective of this assessment is to ensure that, the Sri Lanka registered aircraft is operated according to the applicable security provisions of the National Civil

Aviation Security Programme in Sri Lanka as the responsibility for operational control and safety is with state of registry.

Enforcement Action

Enforcement Actions were taken against the stakeholders who made violation of regulatory requirement. The section did several follow-up activities in order to verify the implementation of corrective action by the entity concerned in respect of such violations.

Any Other Information

- **The New Aviation Security Regulation Division.**

In year 2019, the Aviation Security Section was attached to the newly established division of CAASL; Aviation Security Regulation Division.

- **Declaration of Enhanced Aviation Security Measures of Control in Sri Lanka for THREAT LEVEL 3 (HIGH)**

Following the terrorist attacks that have been taken place at different places in Sri Lanka on the 21st Sunday, April 2019, Aviation Security Measures of Control have been elevated to the THREAT LEVEL 3 (HIGH). Accordingly, all stake holders including Aeronautical Service Providers were informed to implement enhanced security measures of control, defined for THREAT LEVEL 3 (HIGH), in the National Civil Aviation Security Programme (NCASP) and also specified in the approved Airport Security Programmes (ASP) and Aircraft Operators Security Programmes (AOSPs), with immediate effect and without any deviations.

- **National Civil Aviation Security Committee**

Two (02) National Civil Aviation Security Committee (NCASC) meetings, chaired by Secretary Ministry of Defence, was convened on August and December 2019 in view of coordinating aviation security activities among the government departments, agencies and other organizations, airport & aircraft operators responsible for the implementation of various aspects of NCASP.

- **Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) Audit in Sri Lanka**

In accordance with the ICAO-CMA audit schedule of 2019, Sri Lanka was to be audited within the last quarter of 2019, to determine the degree of compliance of Sri Lanka in implementing ICAO Annex 17 Standards and security-related provisions of Annex 9. But due to the terrorist attacks that have been taken place at different places in Sri Lanka on the 21st Sunday, April 2019, the audit was postponed to the year 2020 by ICAO in mutual understanding with CAASL.

- **ICAO Training Programmes in Sri Lanka**

The Aviation Security Section facilitated, on behalf of the Civil Aviation Authority of Sri Lanka to host, two (02) back to back ICAO training programs, exclusively for Sri Lankan Nationals coming under the CAASL regulatory frame work. These two training programs were offered under the ICAO ad-hoc

technical assistance mission to Sri Lanka as a result of CAASL request in order to enhance the Aviation Security Oversight Capabilities in Human Resources of Civil Aviation in the country.

The two training programs namely:

1. National Civil Aviation Security Quality Control Program (NCASQCP) Workshop - 5 days, from 14th to 18th October 2019
2. National Inspector Course (NIC) - 7 days, from 21st to 29th October 2019

The NCASQCP Workshop was attended by 22 participants (08 CAASL, 08 AASL, 05 SriLankan Airlines and 01 SriLankan Airlines Catering Services) and the NIC was attended by 14 participants (08 CAASL and 06 AASL). On completion of these two training programs, we achieved in qualifying CAASL Inspectors and Entity Inspectors of AASL, in order to assist CAASL to expand the AVSEC Oversight Capability by integrating the resources and improve in the quality control system including the internal QC within the industry.

- **Participation of ICAO International Training/Meetings/Workshops**

Personnel attached to Aviation Security Section were afforded with opportunities to attend following trainings, workshops, seminars and meetings held overseas to broaden their knowledge and exposure in the subject matters.

- ICAO Regional Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) Seminar, 12-15 February 2019 in Bangkok, Thailand
- CASP-AP 7th Annual Technical and Operational Meeting (7 ATOM), 26-27 February 2019 in Seoul, Republic of Korea
- Aviation Cyber Resilience Workshop 3, 13 June 2019 in Kuala Lumpur, Malaysia
- CASP-AP 16th Steering Committee Meeting (16 SCM) and ICAO 7th Regional Aviation Security Co-ordination Forum (7 RASCF), 08-11 July 2019 in Pattaya, Thailand

- **Provision of Expertise to ICAO**

With the invitation of ICAO, Deputy Director General (Aviation Security Regulation), Mr. PA Jayakantha as an ICAO Aviation Security Auditor, participated for an ICAO USAP Audit Missions in Malaysia in April 2019.

- **Approval for carriage of weapons on board/cargo holds of an aircraft**

Approval for carriage of munitions within the airspace of Sri Lanka and to / from airports within Sri Lanka is vested with the Director General Civil Aviation and those requests are made by the state and private organizations as well as individuals. In this context, there were 165 approvals granted for carriage of munitions in the cargo hold and 35 approvals for carriage on board within the year of 2019.

- **Manage the Integrated Security System of the CAASL Head Office, Katunayake**

The section continually administer within 2019 as well, the Physical Security Services, Electronic Access Control System and Closed Circuit Television (CCTV) System within the CAASL head office

premises, in order to establish secure environment for its staff, customers and to protect its properties.

CORPORATE MANAGEMENT DIVISION

Human Resources & Property Management Section

Human Resources and Property Management Section (HRPM) ensures the right personnel employed in CAASL to perform duties. Further, it creates opportunities to facilitate and motivate individuals and group of employees to grow and advance their performance in CAASL. The section is also responsible for the officer administration and management of properties vested to the Authority.

During the year under review, HRPM Section has continuously been supporting the Authority to accomplish its strategic objectives, functioning with a collection of Human Resources policies that outline a comprehensive description of the objectives, procedures, eligibility, limitations and exemptions (if any) pertinent to the requirements which is also set as guidelines in the Staff Rules and Administrative Procedure Manual (SLCAP 5000). HRPM Section has always maintained an uncompromising voice in ensuring achievement of the goals, objectives and expectations set by the Authority to accomplish its priorities.

Organizational Reforms and Staffing

Based primarily on the objective of being an adept and credible aviation safety regulator, CAASL's highly evolved and stringent recruitment process which ensures that each of the employee enters CAASL with a clear idea of expected outcome, the methods and systems that are implemented for them to optimize the innate abilities.

HRPM section has made initiatives to provide skilled and competent workforce to drive the functions of the Authority. Hence, during the year under review, HRPM has made an enormous effort to fill the vacant positions with most appropriate candidates to assure the continuous operations of CAASL. Subsequently, eleven (11) new recruitments took place in the year 2019, making a total of hundred and eighty two (182) staff members as at 31.12.2019. Four (04) promotions have been made to the next level during 2019 creating a platform for existing staff members to climb up the hierarchical ladder.

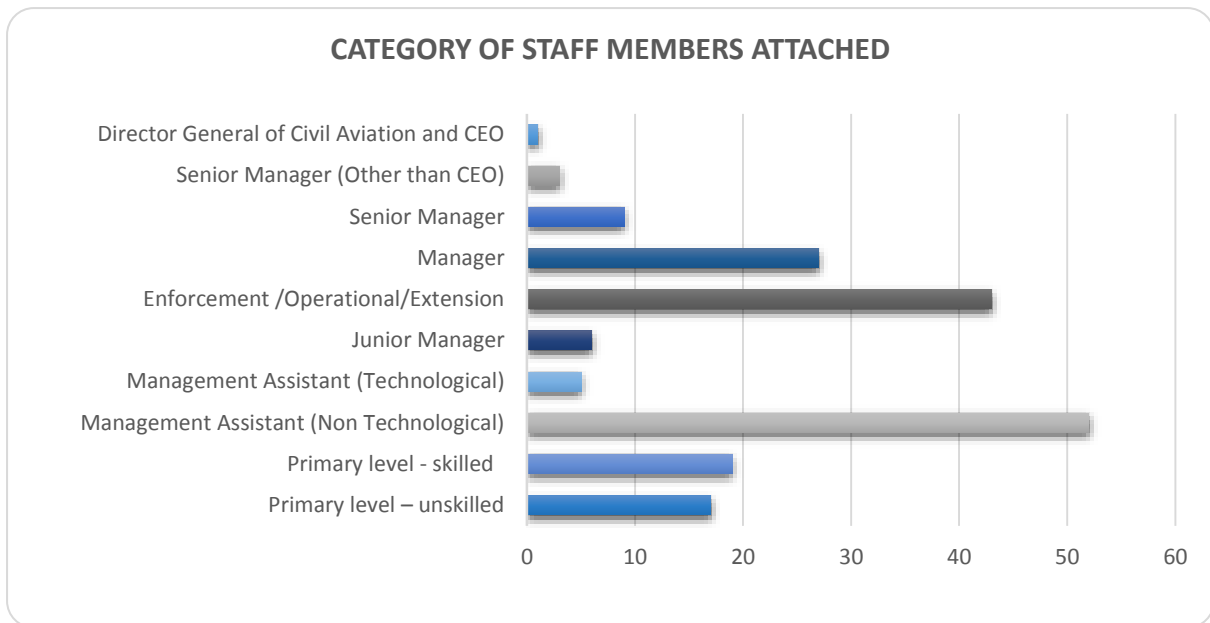


Figure 01 - Staff Attached as at 31.12.2019

As depicted in Figure 01, by the end of the year under review, CAASL staff consist of a Director General and CEO, three (3) officials in the employment category of Senior Manager other than CEO, nine (9) in the employment category of Senior Manager and twenty seven (27) in the category of Manager. According to the current statistics, forty three (43) number of staff members are employed in the category of Enforcement/Operational/Extension and six (6) staff members are categorized under Junior Manager. Further, five (5) staff members are employed as Management Assistants –Technological and fifty two (52) are employed as Management Assistants – Non Technological. Under Primary Level skilled and Primary Level un-skilled, nineteen (19) and seventeen (17) staff members are employed in each category respectively. However the recruitment process was curtailed since September 2019 due to the announcement of elections and the circulars issued by the government thereafter.

CAASL has reported a turnover rate of 1.09% during the year under review.

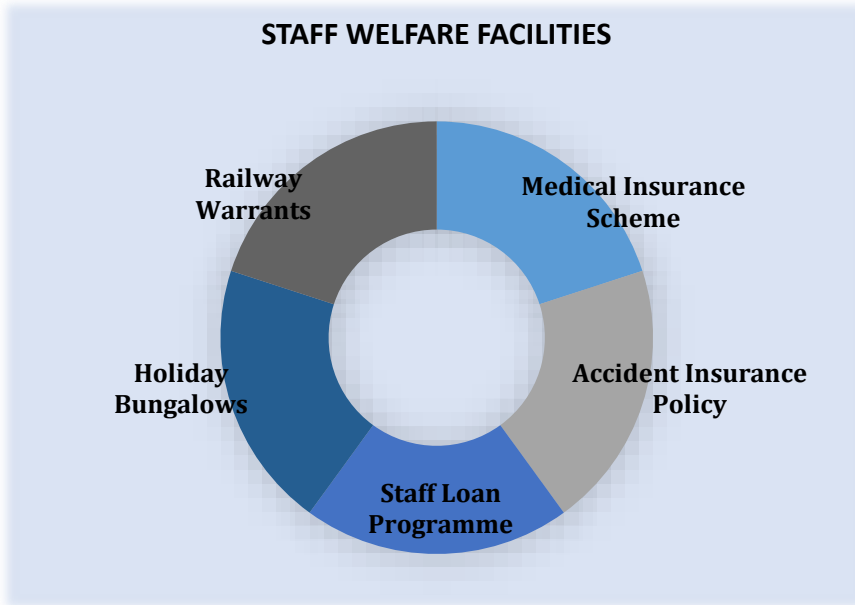


Figure 02 - Staff Welfare Facilities

Irrespective of the increase of number of staff members, CAASL continued to provide a wide range of welfare facilities, which is presented in figure 02, that are essential for the well-being of the employees which is a primary concern of the Authority.

Medical Insurance Scheme remained as the mostly benefited welfare facility offered to employees and their immediate family members.

During the year a total of one thousand seven hundred and seventy one (1771) claims have been made under Out Door patient benefits amounting to five million three hundred sixty-eight thousand sixty-three rupees and ninety cents (Rs. 5,368,063.96) for the policy period from January 2019 till December 2019. Subsequently, the 33 medical insurance indoor claims, value of one million four hundred three thousand seven hundred ninety-two rupees and ninety-eight cents (Rs. 1,403,792.98) have also been granted to employees during the same period.

The Accident Insurance Policy was renewed with Sri Lanka Insurance Corporation, with a special coverage for the Inspectors to cover the possibility facing situations harmful to their health, safety, and security.

As depicted in Figure 03, the staff loan programme established by the Authority has been providing an enormous financial support to the staff members.



Figure 03 – Loan Profile

The staff of the CAASL were also facilitated with grant of loans and a sum of sixteen million one hundred forty-one thousand three hundred one rupees and forty cents (Rs 16,141,301.40) was granted as Distress loans for 48 employees during the year 2019. Besides this, sum of six million one hundred thousand rupees (Rs. 6,100,000) was provided as loans to purchase Motor Vehicles and a sum of one million eight hundred fifty-nine thousand seven hundred fifty rupees (Rs. 1,859,750) was given for seven (7) employees as Motor bike loans. Additionally, Authority has supported four staff members to purchase push bicycles through providing eighty thousand rupees (Rs. 80,000) in the year under review.

Correspondingly, a property loan scheme is established for the staff members to fulfill their financial requirements with the assistance of the Authority. In year 2019, two (2) staff members have been benefited through the property loan scheme and was granted two million three hundred fifty-six thousand eight hundred nine rupees and thirty-six cents (Rs. 2,356,809.36).

Festival advance has been issued to ninety four (94) staff members amounting one million four hundred and ten thousand rupees (Rs. 1,410,000) during the year. Additionally, seven hundred thousand rupees (Rs. 700,000) amount of loan has been issued as a Special Distress Loan.

Apart from the primary welfare facilities, Weerawila Bungalow has been offered as a welfare facility to the staff. Further, towards the end of year 2019, the newly constructed Batticaloa holiday bungalow has made available to the staff expanding the existing welfare facilities.

Enhancing the regime of welfare facilities, in year 2019, three (3) number of railway warrants have been issued for staff members.

Trainings, Seminars, Workshops, Meetings, Conferences

The CAASL continued to invest in Human Capital Development and implement effective workforce aligned around its vision to ensure that the employees are developing the skills and knowledge required for the future success of the Authority. The training portfolio consisted of Local and Foreign trainings, seminars and workshops during the year under review with the intention of developing and harnessing the human talent. Further, CAASL staff members have been sent for various meetings, conferences and symposiums to represent the Authority as well as the Country.

Despite the limitations on approval from the line Ministry which prevail on training and development of personnel abroad, seventeen million forty-three thousand twenty-two rupees and seventeen cents (Rs. 17,043,022.17) amount has been spent on Human Resource Development programmes held locally and internationally.

The encouragement received from the Management has extended the capacity of providing opportunities of trainings, seminars and workshops and the statistics depicts a fifty four (54) of total number of trainings and statistics depicts a 42% increase in the total number of trainings compared to the previous year.

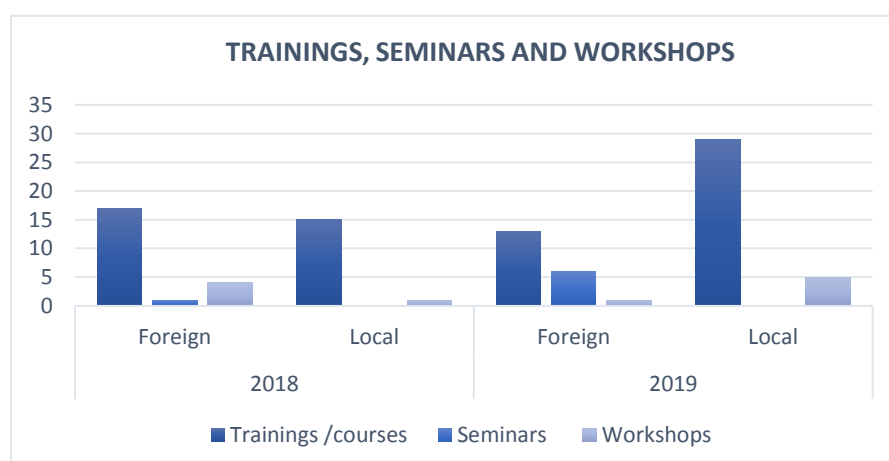


Figure 04 Trainings, Seminars, and Workshops

The dynamic nature of aviation industry challenges its professionals to acquire most updated skills and competencies. Hence, twenty (20) number of foreign trainings and thirty four (34) number of local trainings were carried out and one hundred and ninety five (195) number of staff members have been trained in obtaining the required updated knowledge on the latest trends.

Similarly, total of forty nine (49) staff members have been participated for various meetings, conferences, inspections and symposiums held locally as well as in foreign countries.

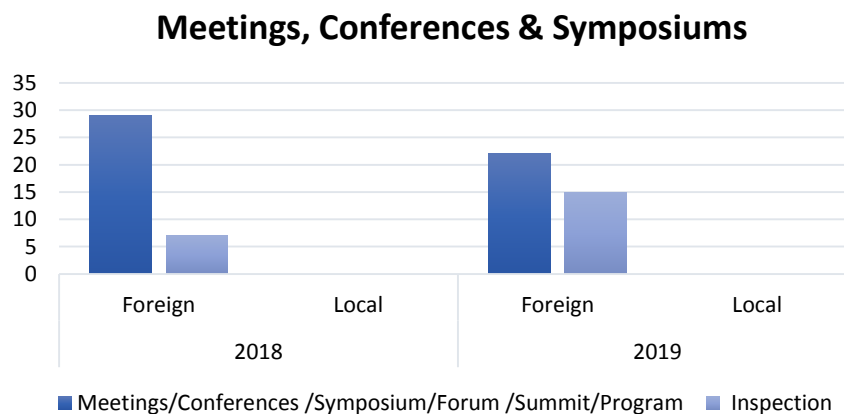


Figure 05 Meetings, Conferences and Symposiums

Common training needs of the staff have been identified and special training has been provided for the staff category of Managers spending one million two hundred fifty-five thousand one hundred fifty-eight rupees and thirty-three cents (Rs. 1,255,158.33) captioned “Induction training for Managers”. Four hundred thirty-seven thousand four hundred rupees (Rs. 437,400) has been spent for the programme on “Power of positive thinking” for Enforcement/Operational/Extension staff and five hundred eighty-five thousand rupees (Rs. 585,000) has been spent on “Advance Excel programme” conducted to uplift their skills in MS Excel programme.

Technical Library

Technical Library functions as the hub for the knowledge seekers and offers the current and immense information on global aviation industry, including the updates of aviation regulations.

Throughout the year under review, seventy five (75) external users have utilized the facilities of technical and a sum of five hundred forty-one thousand one hundred forty-nine rupees and forty-eight cents (Rs. 541,149.48) was spent on the purchase of new publications to the

library for the year 2019. In addition to that, Sectional Libraries were continuously maintained by main the Technical Library with the intention of enhancing the dissemination of updates among staff. ICAO documents and publications have been downloaded and distributed which amount to one thousand nine hundred forty-one (1941) and two hundred and eighty-six (286) respectively during the year and a total of two hundred and fifty-eight (258) State letters have also been distributed among relevant sections/divisions.

CAASL Website

The CAASL website is an essential source of disseminating information to the general public. CAASL website was newly done incorporating easy access and user friendly features through revamping. The website of CAASL had been visited by one hundred twenty-five thousand one hundred fifty-two (125,152) of users indicating the interest among public on the information relating to civil aviation published in the website.

Property Management Activities

Corporate Affairs and Property Management of HRPM section continues to contribute to the prime objective of the Authority through managing the facilities efficiently and effectively. The section further provides diversified profile of services to other divisions in order to maintain an uninterrupted working processes through facilitation.

According to the provisions of Extraordinary Gazette No. 1973/78 dated 01/07/2016, CAASL has initiated registration of the identified properties vested to CAASL including Bandaranaike International Airport, associated properties, Batticaloa Airport, Rathmalana Airport etc. (Refer Figure 06)

Aerodromes vested to Civil Aviation Authority of Sri Lanka under Civil Aviation Act No. 34 of 2002	Katunayake Airport
	Ratmalana Airport
	Palali Airport
	Ampara Airport
	Batticaloa Airport
	Anuradapura Airport
	Weerawila Airport
	Puttalam Airport
	Koggala Airport
	Sigiriya Airport
	Katukurunda Airport
	Vavuniya Airport
	Trincomalee Airport
Hingurakgoda Airport	

Figure 6 Aerodromes vested to Civil Aviation Authority of Sri Lanka under Civil Aviation Act No. 34 of 2002

Abans Environmental Services (PVT) Ltd. provided janitorial services of CAASL during the year for a sum of seven hundred eighty-three thousand five hundred and sixty-four rupees (Rs. 783,564) (without taxes) per month. Mechanism in monitoring the services of the company was also developed.

CAASL office was established at a new location at Ratmalana Airport premises. Hence, the arrangement of the office was done for proper functioning of CAASL sub office. The maintenance activities of CAA office at Mattala have been conducted as per the scheduled frequencies whereas the unexpected breakdowns were promptly attended to avoid any disruption to daily activities.

Finance & Revenue Management Section

Programme Budget

The Programme Budget- 2019, which sets out the expenditure of the ensuing year under four major programmes viz. Direction and Management, Air Space & Aviation Security Regulation, Flight Safety Regulation and Corporate Affairs and Economic Regulation. The forecast revised income calculated as Rs. 2,623 million as against the revised estimated recurrent and capital expenditure of Rs. 2,206 million. The estimated expenditure has shown increase of 15% compared to the last year estimated expenditure and the forecast revenue has shown increase of 7% compared to the previous year estimated revenue.

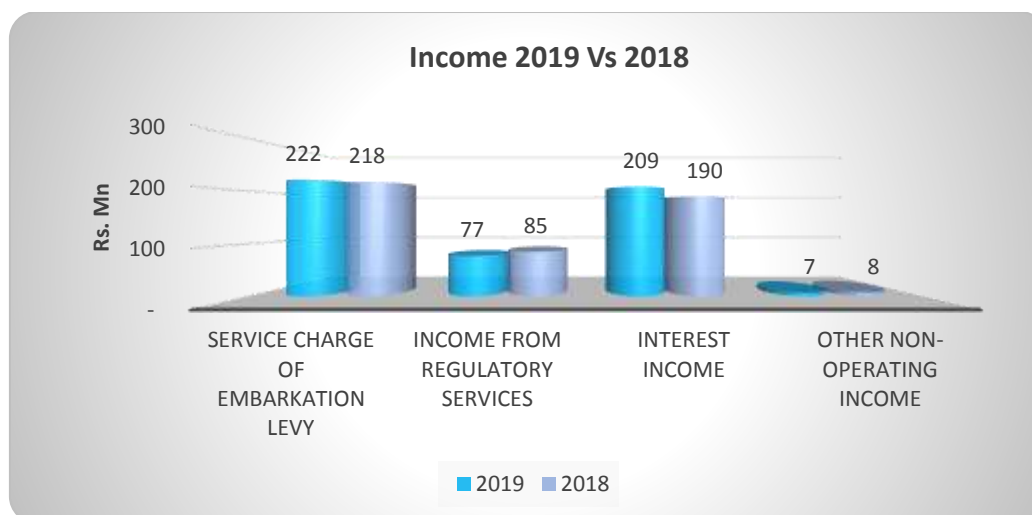
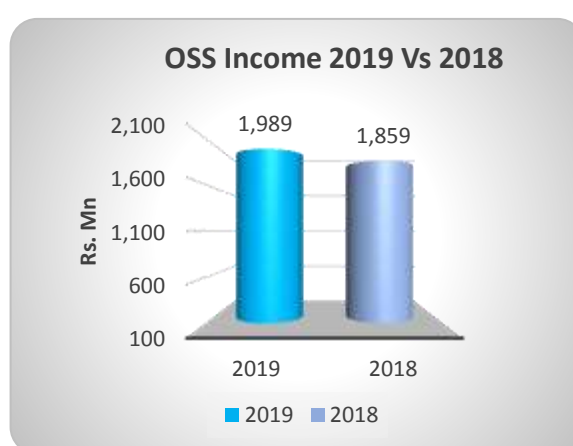
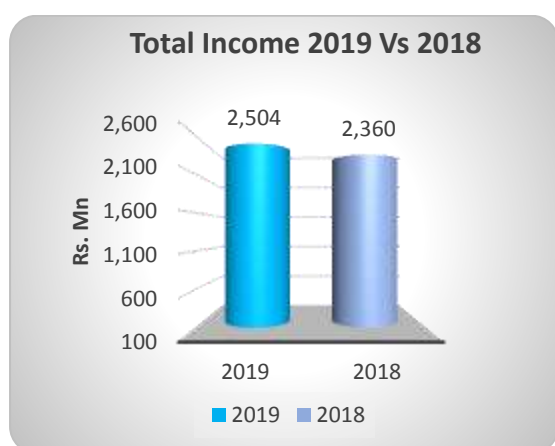
CAASL Revenue and Expenditure

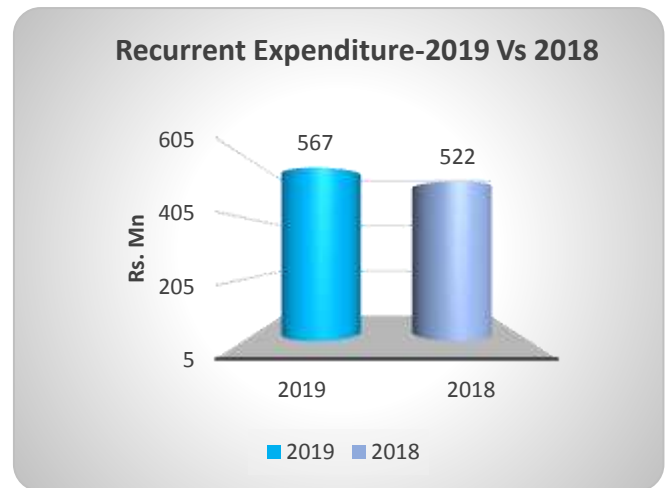
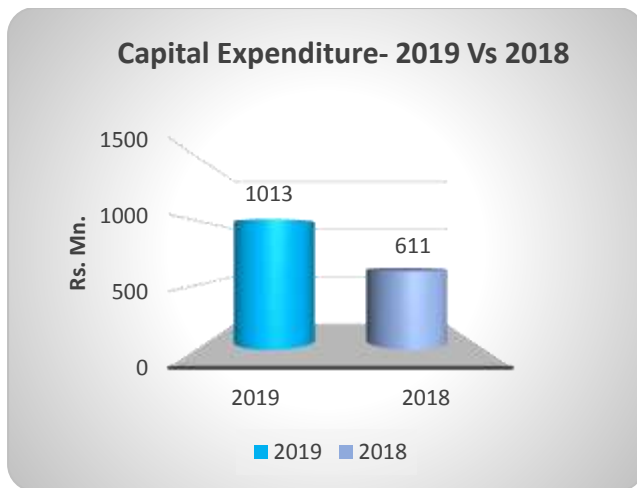
CAASL revenue has shown 6% increase when compared to the previous year actual income amounting to Rs.2,360 Mn to Rs.2,504 Mn. Significant increase can be seen from the income received from Overseas Sales Surcharge and Service Charge of Embarkation Levy.

The Actual expenditure has shown increase of 14% compared to the last year Actual expenditure.

Management Information

The Financial Statements have been prepared in accordance to the Sri Lanka Financial Reporting Standards.





Air Transport & Economic Regulations Section

The Air Transport and Economic Regulation section is a section coming under the Corporate Management division of the Civil Aviation Authority which shoulders the responsibility to regulate the aviation industry in Sri Lanka. The section concentrated during the year on the effective regulation of air transport providers and of economic affairs as its strategic objective. Air Services Negotiations and Agreements, Flight Schedule Approvals, Visa recommendations for expatriates working in airlines, Licensing of Air Transport Providers, Consumer Protection were the key activities towards the achievement of the said strategic objective.

International Scene

International Airline Operations

During the year concerned 35 scheduled airlines operated to/from Sri Lanka including Sri Lankan airlines. Legacy carriers were the major portion of the operators while there were also “no-frills” carriers that contributed to the passenger movements to/from the world’s major destinations. World leading air carriers like Emirates Airlines, Korean Air, Cathay Pacific Airlines, Air China, Etihad Airways, Turkish Airlines, Singapore Airlines and Qatar Airways continued their operations to Sri Lanka in year 2019.

In the aftermath of the Easter attacks (21.04.2019), several airlines reduced frequencies owing to the reduced demand for travel. The GOSL offered several incentives to the Airlines to encourage them to keep their operations to Sri Lanka without disruption. The incentives offered were on fuel, ground handling and the reduction in the embarkation levy for passengers. Towards the latter part of the year, Airlines re-instated their original number of frequencies and continued their operations.

During summer 2019 due to the Easter attacks 11 airlines reduced frequencies and 32 flights per week were cancelled. Estimated seat loss per week was 8961 seats (using the minimum configuration). From the Countries which cancellations took place there was a seat loss of 19% and total seat loss to BIA of 8.9%.

New Operators and discontinuations

With the opening of the Jaffna International Airport (JIA), Alliance Air became the first carrier to conduct regular flights operating 3 flights a week connecting JIA and Chennai using an ATR 72-600 Aircraft in November 2019.

Lot Polish Airline from Warsaw commenced operations in November with twice weekly frequencies using a Boeing 787 Dreamliner aircraft providing useful connections to Europe.

Vistara Airlines from India also commenced operations during the month of November connecting Mumbai to Colombo 6 times a week using an A320 Aircraft. Salam Airlines from Muscat also commenced in November flying 4 times a week using an A320 aircraft.

KLM and Thai Air Asia discontinued operations during the year, with a promise that they will re-look at Sri Lanka at an early stage.

International Charter, Ad-Hoc and Business Jet Operators

Six Charter operators continued their operations during IATA Winter season of 2019 namely Azur Air (From w Russia), TUI (Indonesia), Skyup (Ukraine), Royal Flights (Moscow), SCAT (Kazakhstan). Charter carriers such as these that usually operate a series of flights during the winter season are significant contributors to the economy of our country, as they bring tourists on an all-inclusive basis who are contracted for hotel stays, transportation and other excursions.

There were also 3 Ad-Hoc charter operators TUI Airways (Indonesia-Mattala-Singapore) Constellation Aviation Services (Colombia-BIA-Russia) and MJets (Bangkok-Colombo-India) that were granted permission during the year.

Slot Coordination

The slot coordination of Bandaranaike international Airport is under Director General of Civil Aviation and Schedule Planning Department of Sri Lankan Airlines allocate slots for airlines subject to the approval of DGCA. Prior to the commencement of each IATA season the slot committee is summoned by the DGCA for reviewing of the proposed slot allocations for the given season. The slot committee consists of representatives of Sri Lankan Airlines as ground Handler, Airport and Aviation Services (Sri Lanka) Ltd as the aeronautical service provider and airport operator, Ceylon Petroleum Corporation as aviation fuel and lubricant supplier, Department of immigration and Emigration as Border Controller, Sri Lanka Customs as Customs duty authority, representatives of the Air Operators Committee as operators etc.

Two meetings were held for IATA Summer 2019 and IATA Winter 2019/20 to coordinate slots at BIA and MRIA and the meetings were chaired by the DGCA. Based on the various limitations, the slot allocation criteria per hour was 10 arrivals and 12 departures. However total number of movements per any given hour was limited to 15. Wednesdays (Day 3) from 1430hrs to 1700hrs is not allocated for aircraft operations in order to allow routine runway maintenance activities.

The CAASL also gets involved to resolve slot allocation disputes that arise due the mismatches between the original requirements of the airlines vs availability of slots. The CAASL intervenes to provide the most acceptable solutions for both parties.

Domestic Scene

Regulation of Air Transport Providers (Passenger) License (Travel Agency License)

The Provisions in the Air Navigation Act No. 55 of 1992 and Civil Aviation Act No 14 of 2010 permit License holders to involve in the carriage of passengers, cargo and mail by air. Air Transport Providers (Passenger) License is a mandatory requirement to conduct such businesses in Sri Lanka. There are two categories of License as Group A and Group B depending on the stated capital/capital contribution of the agency and the License is renewable annually.

The Authority approved a proposal to establish a pool of Air Transport Inspectors to inspect and evaluate travel agents established around the country. It is also a mandatory requirement for a new agent to be inspected prior to the issuance of an Air Transport Providers License. The members of the pool are all existing staff members of the CAASL, who provide their service according to a pre-determined roster. So far there have been 73 Inspections carried out by the team of inspectors. Inspections have been carried out in Jaffna, Beruwala, Negombo, Colombo, Kandy, Ragama, Rajagiriya etc. More inspections have been planned in the upcoming year.

As per the Direction of the DGCA, all new Travel Agents are to be inspected by Air Transport inspector's team prior to granting of a License.

A Directive was issued to all travel agents by DGCA outlining the manner in which the Agents must conduct their businesses especially the manner in which they interact with Consumers. Appropriate penalties were set up for violations from the standard code of conduct.

During the year under review 58 new Licenses were issued for agents with 38 in Group A and 20 in Group B category respectively. There were 410 Group A License holders who renewed their License while 65 Group B holders renewed the License. A Considerable amount of agents have not renewed their Licenses or ceased their operation due to various reasons. In 2019 the Bank Guarantee amount was increased up to Rs.500,000/- for Group B License holders and considerable amount of Group B holders upgraded their License to Group A.

Air Transport Providers License								
Month	Initial Issue				Renewals			
	Group A		Group B		Group A		Group B	
	2018	2019	2018	2019	2018	2019	2018	2019
Jan	0	1	0	3	39	40	4	7
Feb	1	4	2	2	33	19	5	3
Mar	0	2	5	6	23	42	7	4
Apr	2	3	1	0	28	19	2	3
May	4	4	3	4	46	35	4	5

June	4	3	1	2	24	33	3	3
July	2	4	3	1	38	38	7	5
Aug	1	2	2	1	33	25	9	11
Sep	1	4	3	1	21	29	9	8
Oct	2	4	1	0	32	48	16	5
Nov	5	1	2	0	31	44	10	2
Dec	2	6	3	0	40	38	6	9
<i>Total</i>	24	38	26	20	388	410	82	65

Table 1 - Issuance of Air Transport providers License 2018 and 2019

Termination of business of expired License holders

Travel agents in their business use a Global Distribution System (GDS) to issue their tickets and do the necessary bookings to satisfy the requirements of the passengers. The possession of a valid Air Transport provider's License is a pre-requisite to hold a GDS connection. The section took action to disconnect GDS facilities from expired License holders by informing GDS providers. The program was very helpful to maintain licensed agents in the industry.

Visa Recommendations for Expatriates & Students working/Studying in Sri Lanka. Students)

According to the directions given by the Director General of Civil Aviation as per the instructions issued by department of immigration and emigration, all expatriates who are working in a local aviation entity have to obtain recommendations from the Civil Aviation Authority in order to obtain the work permit / residence visa for Sri Lanka. The CAASL recommends such requests for the aviation industry via the line ministry.

In this connection, a new procedure was introduced in June 2019 with a directive from the DGCA, whereby all applicants have to be interviewed by a panel of 3 senior staff (Director Level) of the CAA prior to granting of a visa recommendation. This was introduced to ensure that appropriate personnel were recommended as well as the recommended personnel were informed of the regulatory requirements of the CAASL. For the first time student visas were also granted to the AT/ER Section for processing. The new procedure was informed to the industry for compliance by the Director General of Civil Aviation to streamlining the process for the issuance of visa recommendations. The directive was CAASL/AT/02/2019 dated 15th July 2019, "Visa Recommendations for Expatriate Employees of Local and Foreign Airline/GSAs/Travel Agencies in Sri Lanka – Initial and Extension."

The section has issued 87 visa recommendations to the industry including foreign technical and non-technical expatriate staff and 187 visa recommendations have been issued to foreign students.

As a general rule the Authority limits the employment of foreign nationals to a maximum of two for non-technical category and 2 in the technical category and always encourages the industry to employ local staff as far as possible to enhance local employment opportunities. However depending on the industry requirements and the benefit of the local economy from the entity's operations in Sri Lanka, the CAASL has granted additional recommendations.

Consumer Complaints against travel agents and airlines

A passenger using Air Transport services usually does have a pleasant experience. In exceptionally rare occasions passengers may face inconveniences. Such passengers have the option of complaining to the Authority against travel agents, airlines and airports. The CAASL mediates between the two parties and direct them for a solution. When a travel agent registers with the CAASL they have to lodge a bank guarantee which the Authority may use to pay the consumer (traveler) any monetary losses he may incur as a result of any omissions in his service delivery.

During the year concerned 60 such complaints were received from passengers and at the end of the year the section was able to solve and conclude 30. The rest of the complaints are being investigated and positive outcomes are expected.

Majority of such complaints are against travel agents and the following pie chart shows the categorization of the complaints received.

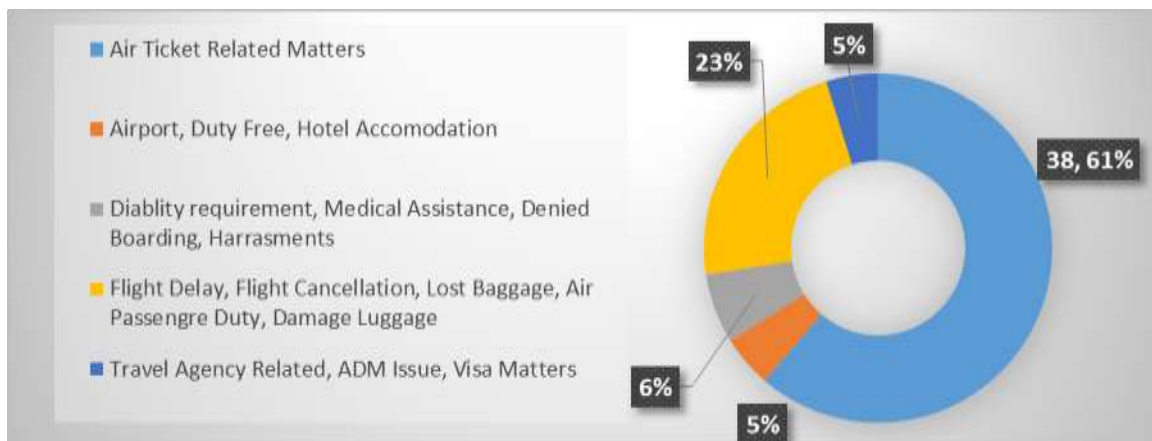


Figure 1 Passenger Complaints 2019

Ground Support Service Permits – (Fixed Base Operator Permits)

Operation of business jets/Private Jets and ad-hoc charters have increased over the past couple of years and it is a necessity to have more service providers to facilitate and handle these operations at local airports. For last few years there was a growth in this aspect of the industry. CAASL identified the requirement for the regulation of this business in order to ensure smooth operations of such business/private jets.

Some countries has identified these industry service providers as Fixed Base Operators who provide all the facilities for air craft operators like fueling, catering, ground handling etc. In Sri Lanka as this industry is in its fledgling stages and due to certain legislative limitations, the authorization granted to a ground support service provider is limited to the ground supervision area.

During the year concerned 8 Ground Support Service Permits were renewed and another 2 obtained new Licenses. In Future all business jet/private jet operators and ad-hoc charter

operators will be required to have their flights operated with the assistance of CAASL approved Ground Support Service Providers.

Airline Licensing and Foreign Airline Licenses

All Sri Lanka registered airlines are required to have an Air Operator Certificate (AOC) which proves the technical competency of their operations. Similarly a License is required for the Airlines to have the necessary authorizations to conduct their commercial activities. An Airline License is issued for scheduled passenger services and Charter License are issued for charter operations. Aircraft used for private purposes are issued with a Private Flight Authorizations.

Airline Licenses were renewed of SriLankan Airlines, Saffron Air and Fits Air during the year. No new airline Licenses were issued. The renewed Charter Airlines were of SriLankan Airlines, Fits Air, Richy Skylark, Daya Aviation, Millenium Air, Senok Air, Sakurai, Fly Southern, Cinnamon Air and F-Airways. Daya Aviation obtained a private operator License during the year.

National Civil Aviation Policy

The Section was involved along with the DGCA, Deputy Director General (CA/ER) & the Director (AT/ER) in the drafting and the consultative process of the National Civil Aviation Policy (NCAP). The draft agreed among the stake holders was submitted for cabinet approval during the year. The Cabinet of Ministers approved the NCAP for implementation in March 2019. The NCAP is geared towards the promotion of the Aviation Industry both international and domestic to position Sri Lanka as a regional leader and to derive economic benefits for the Country.

Implementation of US Dollar Fares in Sri Lanka.

The CAASL facilitated many discussions on the implementation of the USD fares in Sri Lanka between the Board of Airline Representatives (BAR), Sri Lanka Association of Airline Representatives (SLAAR), the IATA Agents Association of Sri Lanka and the Travel Agents Association of Sri Lanka. (TAASL).

After a lengthy dialogue with the industry, the DGCA granted his no objection to implement USD fares for fares originating out of Sri Lanka. The DGCA set out many conditions to be followed to ensure that the consumer interests are guaranteed. Although Fares can be quoted in USD by the airlines, the final payment by the passengers will be done in LKR.

Participation at Foreign Conferences & Workshops

During the year the section's Director (Air Transport (Air Services and Traffic Rights) took part in the ICAO Air Transport Symposium held in Incheon in Korea in May 2019 and also functioned as a speaker. He also participated as a Sri Lanka delegate at the ICAO Assembly in Montreal in September 2019. Both these opportunities provided the staff member concerned with knowledge, exposure and opportunities for networking with industry peers.

Implementation of APP/PNR in Sri Lanka

The GOSL has decided to implement Advanced Passenger Processing and Passenger name Record in Sri Lanka. The Department of Immigration is the main stake holder in this program. The CAASL is also another important stakeholder responsible for liaising with the Aviation Industry for implementation of the program. SITA has been chosen by the GOSL as the technical solutions provider.

The CAASL issued a Directive titled 'Implementation of Advanced Passenger Processing (APP) and Passenger Name Record (PNR) in Sri Lanka' on 26th of August 2019 making it mandatory for Airlines operating from/into Sri Lanka to provide APP/PNR details towards this program.

The CAASL also organized an awareness workshop on 5th of November 2019 for all airlines at the CAA Auditorium. The Airlines were educated and enlightened by the resource personnel on the technicalities of the APP/PNR program. Around 100 Industry participants were present and enthusiastically participated in the proceedings.

Directive for Denied Boarding, Delay and Cancellations

The Section drafted a directive for the implementation of a swift compensation program for consumers without litigating thus saving the airline & consumer's time and money. This will create a common & equitable platform for compensation to be paid to the consumers. The Directive is to be implemented next year.

Staff training programs facilitated by the Section.

The Section organized two workshops at the Ground Floor Auditorium to make the CAA staff aware about important new developments in the industry. The first workshop was conducted soon after the opening of the Jaffna International Airport. DGCA conducted the workshop and enlightened the staff about the potential of the airport and how it will assist the community in Jaffna and surrounding districts.

The 2nd Workshop was conducted by Mr. Dhanula Jayaratne of the ANS section on the new drone registration mechanism that the CAA has introduced recently.

Airline reservations and Fares Calculations Course.

The 13th batch of the above course was completed during the year and the 14th batch also was commenced. The course comprises of a visit to the airport and a travel agency to expose the participants to real world challenges. So far 131 students have graduated from this course since its inception. Many of our students have gone on to join reputable airlines and travel agencies. Some of them have started their own travel agencies. A prize giving was held to award the certificates to the successful students of the 13th Batch.

Implementation of E-Airway Bills in Sri Lanka

A new initiative was implemented to direct that E-Airway Bills be used by the Airlines as default contract of carriage for Air Cargo carried out of Sri Lanka. This initiative will result in

time savings, accuracy and conveniences for the airlines and freight forwarders. Series of meetings were held and implementation program has been commenced. This will be the first step towards implementing E-Freight in Sri Lanka.

Regulations for licensing of Cargo Agents

During the year regulations were drafted for the licensing of Cargo Agents to bring them in to the regulatory framework of the CAASL. The draft regulations were circulated to the industry. It will be finalized in 2020 and implemented.

KEY PERFORMANCE INDICATORS

Performances of CAASL

<i>Safety and Security Oversight Duties and Functions (No of Regulations /Notices/Rules Issued)</i>	2019	2018
Aircraft Operations	3	19
Aircraft Registration & Airworthiness	0	1
Aerodromes	0	0
Air Navigation Services	13	7
Aviation Security	4	3
Training Organization & Personnel Licensing	0	0
Aircraft Operations	3	19

<i>Initial Certification of Organizations/Personnel</i>	2019	2018
Airlines (Foreign)	8	6
Maintenance Organizations	2	7
Pilots	246	239
Air Traffic Controllers	2	15
Aircraft Maintenance License Holders	73	67
Flight Operations Officers (Flight Dispatchers)	2	4
Flight Instructors	1	0
Assistant Flight Instructors	7	5
Ground Instructors	9	9
Cabin Crew Members	76	66
Flying School License	0	0

<i>Surveillance of Certified Organizations/Personnel</i>	2019	2018
Ramp Inspections-Airworthiness	137	65
Ramp Inspections-Operations	61	61
Aerodrome Inspections	42	39
Air Traffic Service Inspections	36	34
Aircraft Maintenance Organization Inspections	15	35
Flying Training School Inspections	24	24
Conduct of Aviation Security Surveillance Activities (Inspections, Audits, Surveys, Tests)	65	46
Simulator Inspections	2	3
En-route Inspections	9	12
Dangerous Goods Inspections	17	27
Station Facility Inspections - Operations	2	2
Aeronautical Information Services Inspections	15	16
Main Base Inspections/Instructor Observations	12	11
Designated Check Pilots (DCP Monitoring)	20	29

Audit Completed	2019	2018
Aviation Security	02	01

Aviation Safety Monitoring Unit	2019	2018
Incidents (Serious/Minor) Reported	10	4
Accidents Reported	0	0
Occurrence Reported	315	296
Serious injuries to passengers or crew	1	0
Minor injuries to passengers or crew	3	11
New Regulations Produced	1	0
Existing Guidance Materials revised	0	4
New IS Produced	1	0
Existing IS Revised	5	3
Drone Registered - Local owners	138	195
Drone Registered - Foreign owners	156	308
Accident/Incident Verifications on License Holders	58	49

Legal Affairs & Enforcement (LA&E) Unit	2019	2018
Legislations	0	2
Regulations Issued/Reviewed/Submitted to Legal Draftsman	7	8
Agreements/MOU	17	24
No of consultations participated at the Attorney General's Department/Legal Draftsman Department	19	20
Provisions of legal advice to CAASL/DGCA on legal matters	22	10
Court Appearances	22	33
Legal documents prepared	11	9

Information Communication & Technology (ICT) Unit	2019	2018
No of Complaints - Help Desk Support	3904	3344
No of Resolved Complaints - Help Desk Support	3904	3344
Evaluations Conducted for New IT Equipment Purchased	24	18
No of Forms Planned - SDMS	22	*
No of Forms Created - SDMS	17	*

* New Indicator (SDMS commenced in 2019)

<i>Direction and Management Section</i>	2019	2018
Authority Meetings	9	9
Audit Committee Meetings	3	4
Staff Committee Meeting	3	2
Industry Consultative Meeting	92	65
Appointment to Outside, Organization/Personal	203	239
Number of Letters Received	6616	5141

<i>Quality & Internal Audit Section</i>	2019	2018
Audits conducted	122	103
Findings raised	171	143

<i>Environment, Research and Project Section</i>	2019	2018
International Airline Statistical Reports	389	382
Domestic Airline Statistical Reports	96	76
International Airport Statistical Reports	26	24
Domestic Airport Statistical Reports	24	22
ICAO Reporting Forms Sent	60	90
Training Organization Statistical Reports	12	12
CAASL Work Performance Statistical Reports	12	12
Provisions of Statistics for Government Institutions/General Public/Other Sections in CAASL	27	14
Bids/RFP (Request for Proposals) Issued	3	3
Awarded Contracts	2	4
Prepared CAASL Board Papers	4	3
Administration Support to CAASL Workshops/Functions/Events/Special Days	5	8
Administrative Support to Organizing Meetings/Trainings/Seminars/Wrkshops (Aviation)	6	10
NGAP Sri Lanka Committee Meetings	14	23
Publish Guwansara Magazine	3	2
CADEC Programme Conducted	3	7
Workshops for School Students	4	4
Conduct of Special Activities and Awareness Programmes	3	4
Press Articles	30	27
TV Programmes	35	37
Other Publications /Reports	33	22

<i>Aerodromes and Facilitation Section</i>	2019	2018
No of Tower Approvals	189	406
Approvals for construction of high rise structures	194	242
Approval for Land Airports	1	0
Aerodrome Surveillance carried Out	42	39

<i>Air Navigation Services Section</i>	2019	2018
ATS Inspections Conducted	36	34
AIS Inspections Conducted	15	16
SAR Inspections Conducted	4	5
CNS Inspections Conducted	28	36
MET Inspections Conducted	6	10
Maps & Charts Inspections Conducted	4	3
PANS-OPS Inspections Conducted	2	2
Approvals for issuances of NOTAM	364	443
AIP Supplement Issued	11	5
AIP Amendment	3	2
Number of Aerial Works Approval	99	129
No of AIC issued	3	5
Landing Clearances issued	1170	831
Over flying Clearances issued	1283	997
No of Non Schedule Flights Approvals	1684	1687
AFTN Dispatched	1486	1675
AFTN Received	4004	3796
Number of Exemption Landing & Parking Charges	6	6
No of No Objection Notes for Diplomatic Flight (Landing)	168	150
No of No Objection Notes for Diplomatic Flight (Overflying)	77	70
No of Movements at VCRI	786	894
No of Movements at VCBI	71973	74512

<i>Training Organizations and Personnel Licensing Section</i>	2019	2018
Student Pilot Licenses (SPL) (Issuance+ Renewals)	260	216
Private Pilot Licenses (PPL) (Issuance+ Renewals)	146	133
Commercial Pilot Licenses(CPL) (Issuance+ Renewals)	321	258
Airline Transport Pilot Licenses (ATPL) (Issuance+ Renewals)	400	322
Air Traffic Controller Licenses (ATC) (Issuance+ Renewals)	68	43

Aircraft Maintenance Engineer Licenses (Issuance+ Renewals)	2	0
Aircraft Maintenance License (Issuance +Renewals)	432	508
Aircraft Maintenance License-Type Ratings (Issuances)	113	145
Aircraft Maintenance License-Categories (Issuances)	10	26
Cabin Crew Certificate (Issuance +Renewals)	245	509
Flight Operation Officer License (Issuance +Renewals)	3	4
Aircraft type Rating for Commercial Pilot License (CPL) & Airline Transport Pilot Licenses (ATPL) Issuances	105	146
Assistant Flight Instructor (AFI) & Flight Instructor (FI) Rating – (Issuance +Renewals)	10	20
Flying School Licenses (Issuance +Renewals)	13	12
Ground Instructor License (Issuance +Renewals)	17	16
Ground Instructor Approvals (Issuance +Renewals)	20	16
Air Traffic Controllers Rating (Issuances+ Renewals)	155	160
Issuance of visa recommendations	7	22
Issuance of NIB Clearances	96	68
Medical Examinations	2686	2330
PPL Examination (Number of Papers)	727	537
Flight Operations Officer Examination	1	15
AML Examination (No of Exams)	2	2
AML Examination(Number of Papers)	2069	3049
ATPL (A) Examination (Number of Papers)	91	65
ATPL -A Number of Papers delivered	1178	1272
ATPL (H) Examination	1	5
ATPL (H) Examination (Number of Papers)	7	6
English Language Proficiency Check (ELPC)	180	125
Reactivation of Lapsed License Examination (CPL/IR)	0	1
Radio Telephony Practical Test	104	66
Assistant Flight Instructor Examination (Theory & Viva)	16	13

<i>Aircraft Operations Section</i>	2019	2018
Special operations	4	2
Foreign Air Operator Certificate - Initial	8	6
Foreign Air Operator Certificate - Renewal	34	28
Dangerous Good transport Licenses - Initial	0	0
Dangerous Good transport Licenses - Renewal	17	13
DCP Initial	3	7
DCP Renewal	14	21
International Air Operator Certificate-Renewal	2	2
Simulator Renewal	3	3
Check Authorization	114	132
Surveillance Activities Performed	126	206

<i>Aircraft Registration & Airworthiness Section</i>	2019	2018
Ramp Inspection – Airworthiness	185	65
Aircraft Maintenance Organization inspection	15	35
Surveillance activities carried out (Ramp, Audit)	254	171
Certificate of Airworthiness of aircrafts-Initial	7	6
Certificate of Airworthiness of aircrafts-Renewal	56	69
Certificate of Registration of aircrafts-Initial	6	4
Certificate of Registration of aircrafts-Renewal	76	67
Resolution of Aviation Occurrences	174	138

<i>Aviation Security Section</i>	2019	2018
Reviews/Amendments – NCASP & Subsidiary Documents	17	4
Evaluations/Reviews – Local Airline/Airport Operator Aviation Security Programme	3	3
Evaluations/Reviews – Foreign Airline Operator Aviation Security Programme	41	38
Evaluations/Reviews – Aviation Security Training Programme/Syllabuses	5	4
Conduct of Aviation Security Surveillance Activities (Inspections, Audits, Surveys, Tests)	65	46
Certification and Re-Certification of Aviation Security Managers	22	17
Certification and Re-Certification of Aviation Security Instructors	7	12
Certification and Re-Certification of Aviation Security Screeners	806	385
Approval for carriage of weapons on board/cargo holds of an aircraft	200	216
Recommendation for issuance of airport access permits	145	219
Conduct of Aviation Security Training /Lectures/Presentation	4	1
Providing expertise services to Government & other agencies	4	1

<i>Human Resources & Property Management Section</i>	2019	2018
Staff Recruitments	13	17
Total Staff (on Permanent Cadre)	181	179
Foreign Trainings/Seminars/Workshops Facilitated	20	22
Foreign Meeting/Conferences/Symposiums Facilitated	22	29
Foreign Inspections Facilitated	15	7
Local Trainings/Seminars/Workshops Facilitated	34	15
Local Inhouse Training Programmes Facilitated (Including Indoctrinations)	7	6
Performance Evaluations Processed	158	118
Staff Loans Facilitated (Rs. million)	74	42
ICAO Documents Accessed & Updated	970	3793

Revenue & Finance Management Section	2019	2018
Total Revenue Collected (Rs. Million)	2504	2360
Total Expenditure Incurred (Rs. Million)	631	552
Total Staff Expenses Paid (Rs. Million)	333	312

Air Transport & Economic Regulation Section	2019	2018
Domestic flight schedule approvals	25	18
Evaluations Conducted for Air Transport Providers	89	55
International flight schedule approvals	322	321
Visa Recommendations for non-technical experts staff	87	98
Charter License for Sri Lanka Registered Airline	8	12
Airline License for Sri Lanka Registered Airline	2	4
Charter Licenses – International Operations	2	2
Charter Licenses - domestic regular Operations	4	10
Air Transport provider's Licenses	483	520
Private Operations License	1	1
New Air Service Agreements Entered	0	1
Existing Air Service Agreements Reviewed	0	1
Open skies air services agreements at the end of the year	19	19

TRAFFIC PARTICULARS

	2019	2018	Growth
International Traffic			
Passengers			
Embarked	4,970,184	5,389,082	-8%
Disembarked	4,930,455	5,409,587	-9%
In Transit	1,741,201	1,705,886	2%
Cargo (Metric Tons)			
In Bound	94,859	106,485	-11%
Out Bound	151,547	162,011	-6%
Aircraft Movements			
Scheduled Flights	60,883	66,175	-8%
Charters Flights	992	983	1%
Number of airline operated			
Scheduled Services	38	35	9%
Charters	8	12	-33%
All Cargo	4	4	0%
Domestic Traffic			
Passengers Carried	24,313	30,725	-21%
Aircraft Movements	5,635	6,831	-18%
Number of Airlines Operated	10	11	-9%
Scheduled Flights	2	3	-33%
Charter Flights	8	8	0%

** Domestic statistics in yellow colored cells are not exact figures for pax/aircraft movements due to few airlines have not sent their statistical reports.*

CIVIL AVIATION AUTHORITY OF SRI LANKA

STATEMENT OF PROFIT OR LOSS

FOR THE YEAR ENDED 31st DECEMBER 2019

	Note	2019 Rs.	2018 Rs.
Income		2,504,055,558	2,360,199,800
Operating Income	23	2,288,452,284	2,162,045,090
Non-Operating Income	24	215,603,274	198,154,710
Expenditure		630,992,394	551,895,155
Staff Expenses	25	333,482,977	312,201,525
Meetings, Seminars and Workshops	26	24,497,924	21,032,524
Training Expenses	27	18,227,802	17,327,535
Administration and Other Expenses	28	190,867,775	171,125,308
Depreciation	30	63,817,302	30,148,089
Amortization of Intangible Assets	31	98,614	60,174
Profit from Ordinary Activities before Taxation		1,873,063,164	1,808,304,644
Taxation	29	524,261,818	508,161,583
Net Profit for the year		1,348,801,346	1,300,143,061

CIVIL AVIATION AUTHORITY OF SRI LANKA
STATEMENT OF FINANCIAL POSITION
AS AT 31st DECEMBER 2019

	Note	2019 Rs.	2018 Rs.
ASSETS		6,544,878,653	5,579,129,707
Non-Current Assets		2,860,991,566	1,912,289,536
Property, Plant & Equipment	30	1,672,783,311	795,410,652
Intangible Assets	31	1,840,090	1,668,976
Work in Progress - Capital	32	1,185,859,250	1,114,700,993
Fixed Deposit- Staff Welfare & Social Security Fund		508,915	508,915
Current Assets		3,683,887,087	3,666,840,171
Inventories		6,203,222	6,815,096
Trade Receivables	33	124,517,937	127,643,810
Staff Loans	34	58,518,714	46,715,928
Financial Assets	35	862,000,918	1,327,161,961
Advances, Prepayments and Other Receivables	36	484,355,603	217,956,648
Cash and Cash Equivalents	37	2,148,290,693	1,940,546,728
EQUITY AND LIABILITIES		6,544,878,653	5,579,129,707
Capital and Reserves		4,112,833,539	3,581,428,944
Government Grants	38	567,094,016	571,332,766
Accumulated Profit		3,545,739,523	3,010,096,178

CIVIL AVIATION AUTHORITY OF SRI LANKA
STATEMENT OF FINANCIAL POSITION

AS AT 31st DECEMBER 2019

		2019	2018
			Rs.
<i>Non-Current Liabilities</i>		163,304,403	156,670,323
Deferred Tax Liabilities	39	28,389,010	28,584,877
Provisions and Other Liabilities	40	94,454,283	94,454,283
Retirement Benefits Obligation	41	40,461,110	33,631,163
<i>Current Liabilities</i>		2,268,740,711	1,841,030,440
Trade Payables	42	2,032,226,872	1,556,193,276
Other Payables	43	25,691,653	25,323,614
Income Tax Liabilities	44	210,822,186	259,513,550

The Notes to the Financial Statements on pages **09 to 34** form an integral part of these Financial Statements. These Financial Statements give a true and fair view of the state of affairs of the Authority as at 31.12.2019

Director – Finance and Revenue Management

The Board of Directors is responsible for the preparation and presentation of these Financial Statements in accordance with Sri Lanka Accounting Standards. These Financial Statements were approved by the Board of Directors and signed on their behalf.

Director General of Civil Aviation &

Chairman

Chief Executive Officer

February 2020

**STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31ST DECEMBER 2019**

	Government Grant Rs.	Revaluation Reserve Rs.	General Reserve Rs.	Accumulated Profit Rs.	Total Rs.
Balance as at 1st January 2018	575,571,516	7,000,418	1,150,000,000	1,402,952,699	3,135,524,633
Profit for the period	-	-	-	1,300,143,061	1,300,143,061
Transfer - Accident Investigation Fund	-	-	-	(50,000,000)	(50,000,000)
Transfer –General Reserve	-	-	(1,150,000,000)	1,150,000,000	-
Transfer – Revaluation Surplus	-	(7,000,418)	-	7,000,418	-
Amortization for the year	(4,238,750)	-	-	-	(4,238,750)
Appropriation of net surplus – Consolidated Fund	-	-	-	(800,000,000)	(800,000,000)
Balance as at 31st December 2018	571,332,766	-	-	3,010,096,178	3,581,428,944
Profit for the period	-	-	-	1,348,801,346	1,348,801,346
Disallowable VAT – 2003-2013	-	-	-	(13,158,001)	(13,158,001)
Amortization for the year	(4,238,750)	-	-	-	(4,238,750)
Appropriation of net surplus – Consolidated Fund	-	-	-	(800,000,000)	(800,000,000)
Balance as at 31st December 2018	567,094,016	-	-	3,545,739,523	4,112,833,539

CIVIL AVIATION AUTHORITY OF SRI LANKA
STATEMENT OF CASH FLOW

FOR THE YEAR ENDED 31ST DECEMBER 2019

	2019	2018
	Rs.	Rs.
Cash Flows from Operating Activities		
Profit/(Loss) from Ordinary Activities before Taxation	1,873,063,165	1,808,304,645
Adjustments for		
Depreciation	63,817,303	30,148,089
Amortization of Intangible Assets	98,614	60,174
Amortization of Government Grant	(4,238,750)	(4,238,750)
Interest Income from Investments	(197,681,316)	(180,038,109)
(Profit)/Loss on sales of Property, Plant & Equipment	256,934	2,441,427
Provision for Defined Benefit Plans	<u>7,964,547</u>	<u>10,546,128</u>
Operating Profit/(Loss) before Working Capital Changes	1,743,280,497	1,667,223,604
Increase in Inventories	611,873	(1,260,884)
(Increase)/ Decrease in Trade Receivables	3,125,874	(4,208,611)
(Increase) / in Staff Loans	(9,829,814)	(19,248,326)
(Increase) / Decrease in Advances, Prepayments and Other Receivables	(266,918,153)	3,681,169
Increase in Trade and Other Payables	476,401,635	187,558,118
Cash Generated from Operations	1,946,671,912	1,833,745,070
Decrease of Staff Welfare & Social Security Fund	-	321,148
Disallowable VAT	(13,158,001)	-
Defined Benefit Plan Costs Paid (Gratuity)	(1,134,600)	(321,450)
Income Tax Paid	(573,149,050)	(428,107,607)
Net Cash From Operating Activities	1,359,230,261	1,405,637,161

	2019	2018
	Rs.	Rs.
Cash Flows from Investing Activities		
Acquisition of Property, Plant & Equipment	(39,001,573)	(85,173,581)
Acquisition of Intangible Assets	(269,728)	(148,000)
Increase in Work in Progress	(973,603,580)	(525,543,596)
Withdrawal /Acquisition of other Investments	474,386,595	220,415,852
Interest Received	187,001,989	178,929,837
Cash Received for Bank Guarantee	-	1,543,735
Withdrawal of Staff Welfare & Social Security Fund	-	(321,148)
Net Cash Used in Investing Activities	(351,486,297)	(210,296,901)
Cash Flows from Financing Activities		
Contribution to Consolidation Fund	(800,000,000)	(800,000,000)
Net Cash Used in Financing Activities	(800,000,000)	(800,000,000)
Net Increase/(Decrease) in Cash and Cash Equivalents	207,743,965	395,340,261
Cash and Cash Equivalents at the beginning of the year	1,940,546,728	1,545,206,468
Cash and Cash Equivalents at the end of the year	2,148,290,693	1,940,546,728
<i>Analysis of Cash & Cash Equivalents</i>		
Cash at Bank		
Current Account : 000 202 6666	140,739,958	25,115,780
Current Account : 000 202 6678	605,722,250	825,430,948
Current Account : 234 100 190 023 731	603,828,485	-
Short term investments (Call Deposits)	798,000,000	1,090,000,000
	2,148,290,693	1,940,546,728

STATEMENT OF RESPONSIBILITY OF MANAGEMENT OF THE AUTHORITY TO FINANCIAL REPORTING

In terms of Section 14 & 15 of Civil Aviation Authority of Sri Lanka Act No 34 of 2002, the Management of the Authority is responsible for,

- i. Keeping proper books of accounts of the income and expenditure, assets and liabilities and all other financial transactions of the Authority.
- ii. Preparing accounts in accordance with the Sri Lanka Accounting Standards adopted by the Institute of Chartered Accountants of Sri Lanka under the Sri Lanka Accounting and Auditing Standards Act No. 15 of 1995 for the purpose of presenting a true and fair view of the financial performance and the financial condition of the Authority.
- iii. Taking appropriate steps to safeguard the assets of the Authority and to establish appropriate internal controls to prevent and detect frauds and other irregularities.

H.M.C. Nimalsiri

Director General & Chief Executive Officer

Civil Aviation Authority of Sri Lanka

Upul Dharmadasa

Chairman

February 2020

NOTES TO THE FINANCIAL STATEMENTS

1. GENERAL INFORMATION

- 1.1. Civil Aviation Authority of Sri Lanka having its registered office at No 152/1, Minuwangoda Road, Katunayaka.
- 1.2. The Financial Statements of the Civil Aviation Authority of Sri Lanka for the year ended 31st December 2019 were authorized for issue in accordance with the resolution of the Civil Aviation Authority on2020.
- 1.3. The Civil Aviation Authority of Sri Lanka was established under the Civil Aviation Authority Act No 34 of 2002 on 27th December 2002 and is deemed a Statutory body ,in which its function are regulate safety, efficiency and regularity in civil aviation and its impact on environment in conformity with the applicable International Standards and Recommended Practices adopted by the International Civil Aviation Organization under the legislative provisions in the Civil Aviation Authority of Sri Lanka Act No.34 of 2002 and Civil aviation Act No.14 of 2010.

2. GENERAL ACCOUNTING POLICIES

2.1. Statement of Compliance.

The statement of financial position, Statement of Profit or Loss , Changes in Equity, Cash flow and notes together with summery of significant accounting policies (the “financial statements”) of the authority have been prepared in accordance with Sri Lanka Accounting Standards (SLFRs) & (LKAS) as issued by The Institute of Chartered Accountants of Sri Lanka (CA), which represent International Financial Reporting Standards (“IFRS”), as issued by the International Accounting standard Board. The Financial Statements have been prepared under the historical cost convention and Financial Assets were measured by the fair value

Responsibility for Financial Statements.

The Management of Civil Aviation Authority of Sri Lanka is responsible for the preparation and presentation of the financial statements.

2.2. Going Concern

When preparing the financial statements the Management has assessed the ability of the Authority to continue as a going concern. The Management has a reasonable expectation that the Authority has adequate resources to perform its legitimate duties and functions and continue in operational existence for the foreseeable future. The Authority does not foresee a need for liquidation or cessation of operations, taking into account all available information about future. Accordingly, the Authority continues to adopt the going concern basis in preparing the financial statements.

2.3. Significant accounting judgments, estimates and assumptions

The preparation of the Authority's financial statements requires management to make judgments, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities and the disclosure of contingent liabilities, at the reporting date. However, uncertainty about these assumptions and estimates could result in outcomes that could require a material adjustment to the carrying amount of the asset or liability affected in the future. These factors could include judgment, estimate and assumptions.

Judgments

In the process of applying the Authority's accounting policies, management has made the following judgments, apart from those involving estimations and assumptions, which have the most significant effect on the amounts recognized in the financial statements.

Estimates and assumptions

The key assumptions concerning the future and other key sources of estimation uncertainty at the reporting date, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are discussed below.

(a) Fair value of financial instruments

Where the fair values of financial assets and financial liabilities recorded on the Statement of Financial Position cannot be derived from active markets, they are determined using a variety of valuation techniques that include the use of discounted cash flows model and/or mathematical models. The inputs to these models are derived from observable market data where possible, and where observable market data are not available, judgment is required to establish fair values.

Changes in assumptions about these factors could affect the reported fair value of financial Assets. Investment in Treasury Bills are shown at their Face Value whereas previous years shown at their cost.

The carrying value at the balance sheet date of financial Assets (Treasury Bills) is Rs. 876,313,834/- (2018 Rs: 1,350,700,429/-)

(b) Valuation of defined benefit obligation

The cost of defined benefit pension plans is determined using the formula method as per the Sri Lanka Accounting Standard 19 (LKAS)

The carrying value at the balance sheet date of defined benefit obligation is Rs. 40,461,111/- (2018: Rs. . 33,631,163/-)

(c) Fair Value

Fair value is the amount of consideration that would be agreed upon in an arm's length transaction between knowledgeable, willing parties who are under no compulsion to act. When a financial instrument is initially recognized, its fair value is generally the value of the consideration paid or received. Subsequent to initial recognition, the fair value of a financial asset quoted in an active market is generally the bid price and, for a financial liability quoted in an active market, the fair value is generally the ask price. For financial instruments such as cash equivalents and short-term investments that have a short duration, the carrying value of these instruments approximates fair value.

(d) Income tax

The Authority is subject to income taxes and significant judgment is required in determining the overall provision for income taxes.

2.4 Functional and Presentation Currency

The functional currency of the Authority is determined to be Sri Lankan Rupees and the Financial Statements are also presented in Sri Lankan Rupees.

3. SPECIFIC ACCOUNTING POLICIES

3.1 Financial assets

The Authority classifies its financial assets into the following categories: loans and receivables, held to maturity and available for sale. The classification is determined by management at initial recognition and depends on the purpose for which the investments were acquired.

3.1.1 Classification

(a) Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. Receivables arising from ordinary transactions are also classified in this category and are reviewed for impairment.

(b) Held-to-maturity financial assets

Held-to-maturity investments are non-derivative financial assets with fixed or determinable payments and fixed maturities that the authority's management has the positive intention and ability to hold to maturity, other than: those that

- The Authority upon initial recognition designates as at fair value through profit or loss; or
- The Authority designates as available for sale; and
- That meets the definition of loans and receivables.

Interests on held-to-maturity investments are included in the income statement and are reported as 'Investment income'.

(c) Available-for-sale financial assets

Available-for-sale investments are financial assets that are intended to be held for an indefinite period of time, which may be sold in response to needs for liquidity or changes in interest rates, exchange rates or equity prices or that are not classified as loans and receivables, held-to-maturity investments or financial assets at fair value through profit or loss.

3.1.2 Recognition and measurement

Financial assets are initially recognized at fair value plus, in the case of all financial assets not carried at fair value through profit or loss, transaction costs that are directly attributable to their acquisition. Financial assets carried at fair value through profit or losses are initially recognized at fair value, and transaction costs are expensed in the income statement. Financial assets are derecognized when the rights to receive cash flows from them have expired or where they have been transferred and the authority has also transferred substantially all risks and rewards of ownership. Available-for-sale financial assets are subsequently carried at fair value. Loans and receivables and held-to-maturity financial assets are carried at amortized cost using the effective interest method.

Changes in the fair value of monetary and non-monetary securities classified as available for sale are recognized in other comprehensive income.

When securities classified as available for sale are sold or impaired, the accumulated fair value adjustments recognized in other comprehensive income are included in the income statement as net realized gains/losses on financial assets.

Interest on available-for-sale securities calculated using the effective interest method is recognized in the income statement.

3.1.3 Determination of fair value

The fair value of loans and advances as well as liabilities to banks and customers are determined using a present value model on the basis of contractually agreed cash flows, taking into account credit quality, liquidity and costs

The carrying value less impairment provision of trade receivables and payables are assumed to approximate their fair values.

3.1.4 De-recognition

A financial asset (or, where applicable a part of a financial asset or part of a Group of similar financial assets) is derecognised when:

- The rights to receive cash flows from the asset have expired

- The Authority has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a 'pass-through' arrangement; and either

(a) The Authority has transferred substantially all the risks and rewards of the asset, or

(b) The Authority has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

When the Authority has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, and has neither transferred nor retained substantially all of the risks and rewards of the asset nor transferred control of it, the asset is recognised to the extent of the Authority's continuing involvement in it. In that case, the Authority also recognises an associated liability. The transferred asset and the associated liability are measured on a basis that reflects the rights and obligations that the Authority has retained. Continuing involvement that takes the form of a guarantee over the transferred asset is measured at the lower of the original carrying amount of the asset and the maximum amount of consideration that the Authority could be required to repay.

4. PROPERTY, PLANT AND EQUIPMENT

4.1 Cost / Revaluation

Property and equipment, including owner-occupied property, is stated at cost, excluding the costs of day-to-day servicing, less accumulated depreciation and accumulated impairment losses. Replacement or major inspection costs are capitalized when incurred and if it is probable that future economic benefits associated with the item will flow to the entity and the cost of the item can be measured reliably.

The cost of property and equipment is the cost of acquisition or construction together with any expenses incurred in bringing the asset to its condition for its intended use. Where items of property and equipment are subsequently re-valued, the entire class of such assets is re-valued. The Authority has changed the policy of revaluing assets every 03 years to every 05 years with effect from 2014. However, when the fair value of assets subject to revaluation defers materially from the carrying amount a further revaluation is done.

When an asset is re-valued, any increase in the carrying amount is credited directly to a revaluation reserve, except to the extent that it reverses a revaluation decrease of the same asset previously recognised in the income statement, in which case the increase is recognised in the income statement. Any revaluation deficit that offsets a previous surplus in the same asset is directly offset against the surplus in the revaluation reserve and any excess recognised as an expense. Upon disposal, any revaluation reserve relating to the asset sold is transferred to retained earnings.

- 4.2** Property, Plant and Equipment transferred from General Treasury/Government are stated at the fair value as of the date of receipt of the assets. (Valuation was done in 2003.) For the purpose IFRS

conversion, revalued amounts of the said assets have been considered deemed cost as at 1st January 2011.

4.3 Classification changes has been identified during the year and reclassification has been done accordingly which is depicted in the note no. 30 and 31 as per the LKAS 1. Above Reclassification was not affected to the profit.

4.4 In view of the necessity to develop Rathmalana Airport for civil use cabinet of ministers has granted approval to relocate SLAF Y-12 Hangars, MA-60 Hanger, B-200 Hangar together with parking aprons at Rathmalana from current premises to the northern premises. Cabinet of Ministers has authorized CAASL to remit a sum of Rs. 650Mn out of surplus to SLAF as cost of relocation.

The Cost of Rs. 430,392,493/- remitted by CAASL to SLAF up to 31,12,2019, has stated under the “Work in Progress – Capital” in Financial Statements.

4.5 The Cabinet of Ministers in terms of its decision taken on 29th January 2019 which has been revised by its subsequent decisions taken on 05th February and 02nd April, has granted approval for development of Palaly Airport for operation of Regional Commercial Flights using domestic funds composed of Rs. 900 million and Rs. 1,050 million contributed by CAASL and Sri Lanka Tourism Development Fund (SLTDA) respectively.

The Cost of Rs. 754,474,756/- borne by CAASL up to 31,12,2019, has stated under the “Work in Progress – Capital” in Financial Statements and advance payments of Rs. 170,621,991/- under Advance- Palaly

The Cabinet of Ministers in terms of its decision taken on 11th October 2019 has approved to retain Embarkation Levy remittance of Civil Aviation Authority of Sri Lanka (CAASL) to Sri Lanka Tourism Development Authority (SLTDA) up to Rs. 1,050/- million to be used for development of Jaffna (Palaly) international airport for operation of regional commercial flights. Rs. 313,018,894/- which has retained up to 31.12.2019 has stated under “Deposit- Jaffna International Airport Development – SLTDA”

4.6 In terms of section 9 of the Civil Aviation Authority Act No. 34 of 2002 the Hon. Minister of Transport and Civil Aviation has published a Gazette Notification 1973/78 dated 1st July 2016 to transfer & vest Baticaloa with Civil Aviation Authority of Sri Lanka. Accordingly Land and Buildings were taken to CAA Asset Register in year 2017 and 2018. These properties has been leased to Airport and Aviation Services Sri Lanka (Ltd.) for operation

4.7 By virtue of the powers vested under section 9 of the Civil Aviation Authority of Sri Lanka Act, No.34 of 2002, Minister of Transport and Civil Aviation, has made an Order by Extraordinary gazette No: 2050/38 dated 21.12.2017 to transfer and vest in the Civil Aviation Authority of Sri Lanka the following aerodromes, specified in the Second schedule and the aeronautical facilities and the land appertaining thereto specified in the Third Schedule of the aforementioned Act, that are specified in the Schedule hereto with immediate effect.

Aerodromes (Specified in the Second Schedule)

- i. Katunayake Airport

- ii. Rtamalana Airport

Aeronautical Facilities and Land Appertaining thereto ((Specified in the Third Schedule)

- i. The Civil Aviation Training Centre at Kandawla Road, Rathmalana, the building and structures thereon and the land appertaining thereto.
- ii. The Aeronautical Communication Transmission Station at Attidiya, Ratmalana, the buildings and structures thereon and the land appertaining thereto.
- iii. The Radio Navigational Aid for Bandaranaike International Airport located at Madampella, Gampaha, the buildings and structures thereon and the land appertaining thereto.
- iv. The Radio Navigation Aid for runway at Bandaranaike International Airport located at Kapungoda, Pamunugama in Gampaha, the buildings and structures thereon and the land appertaining thereto
- v. The Radar Station located at Mount Piduruthalagala, the buildings and structures thereon and the land appertaining thereto.
- vi. The Land at Piduruthalaga, in Nuwara Eliya District where the holiday bungalows for aviation staff have been constructed, including any structures thereon or appertaining thereto.
- vii. The block of land of 0.125 hectares in extent bearing parcel No. 976, which is situated in Anuradhapura New Town, No. 249 Stage II- Gramasevaka Division, of Nuwaragampalatha East Divisional Secretariat Division of Anuradhapura District.

Value of above properties will be taken in to CAASL Asset Register once the survey plans and valuations are finalized and assets transferred in terms of Civil Aviation Authority Act No. 34 of 2002.

4.8. Capital Work in Progress

Capital Work in Progress is stated at cost. These are capital nature expenses directly incurred in the construction of buildings and system developments awaiting capitalization.

These expenses will be taken to CAASL Asset Register once the receipt of Completion Certificate or when the asset is available to use.

4.9 Depreciation

The provision for depreciation is calculated on the straight-line basis on the Cost/ valuation (less 10% of the residual value of the cost/valuation of the asset) of the Property, Plant and Equipment. All Property, Plant and Equipment other than land have been depreciated annually on the following percentages in order to write off such amounts over the useful lives.

Buildings	6 2/3%
Motor Vehicles	12.5 %
Plant, Machinery & Equipment	25 %
Furniture & Fittings	25 %
Other Fixed Assets	25%

Depreciation has been charged to profit & loss account on proportionate basis commencing from the date of asset available to use and 10% of the cost/revaluation amounts have been retained as residual value in determining the depreciable amount of the individual assets.

During the year under review economic life time of the property, plant and equipment were reassessed as required by the LKAS 16 based on the best of the information available. As a result depreciation rates were changed for some property, plant and equipment. The resulting impact of change in economic life time of the assets will be adjusted in the financial statements commencing from the 2012 onwards.

Effective life time of motor vehicles were reassessed and depreciation rate was revised from 25% to 12.5% for the motor vehicles purchased after 2008. Rate of Depreciation of motor vehicles purchased before 2008 remained unchanged as those vehicles have been condemned and being in disposal process.

4.10 De-recognition

Items of property and equipment are de-recognised upon disposal or when no future economic benefits are expected from its use. Gain or loss arising on de-recognition of an item of property, plant and equipment is determined as the difference between the sales proceed and the carrying amount of the asset and is recognized in the income statement.

4.11 Impairment of Tangible Assets

At the end of each reporting period, the Authority reviews the carrying amounts of its tangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where it is not possible to estimate the recoverable amount of an individual asset, the recoverable amount is determined for the cash-generating unit to which the asset belongs. Where a reasonable and consistent basis of allocation can be identified, assets are also allocated to individual cash-generating units, or otherwise they are allocated to the smallest group of cash-generating units for which a reasonable and consistent allocation basis can be identified.

Recoverable amount is the higher of fair value less costs to sell or value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount

rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (cash-generating unit) is reduced to its recoverable amount. An impairment loss is recognized immediately in the income statement, unless the relevant asset is carried at a revalue amount, in which case the impairment loss is treated as a revaluation decrease

5 INTANGIBLE ASSETS

Cost Model will be applied in measurement of Intangible Assets.

The provision for amortization is calculated on the straight-line basis on the Cost (less 10% of the residual value of the cost of the asset) of IT software. All IT software amortized annually at the rate of 50% in order to write off such amounts over the useful lives.

Useful life time of Intangible Assets will be reviewed time to time with the necessity of reviewing is being done.

6. INVENTORIES

All inventories have been valued at lower of Cost or Net Realizable Value. Cost is determined based on First in First out basis. (FIFO)

7. OTHER ASSETS

Other assets include Other Debtors and Receivables, Advances, Deposits, Prepayments, Taxation Receivable.

(a) Advances, Deposits, Prepaid Expenditure

Expenditure which is deemed to have a benefit or relationship to more than one financial year is classified as advances, deposits and prepaid expenditure. Such expenditure is written off over the period, to which it relates, on a time proportion basis.

(b) Other Debtors

Other debtors are recognized at cost less impairment loss.

(c) Taxation Receivable

Taxation receivable is recognized at cost.

(d) Prepaid Staff Cost

This represents the balance arising from the staff loans given at concessionary rates to the employees of the authority.

VAT Receivable

- (e) Although Rs.152,208,634/- has been included in the Financial Statements 2018 as receivables, the final VAT audited report has not been received from the Department of Inland Revenue.

8. CASH AND CASH EQUIVALENTS

Cash and cash equivalents comprise cash in hand and short-term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value. These are held for the purpose of meeting short-term cash commitments.

For the purpose of cash flow statement, cash and cash equivalents consist of cash in hand and deposits in banks. Investments with short maturities are also treated as cash equivalents. In the consolidated balance sheet, bank overdrafts are shown within borrowings in current liabilities.

9. PROVISIONS

Provisions are recognized when the Authority has a present obligation (legal or constructive) as a result of a past event, where it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. If the effect of the time value of money is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and, where appropriate, the risks specific to the liability

Pursuant to the Section 7 (h) of the Civil Aviation Authority Act No. 34 of 2002, the Authority has been vested with the power, function and the duty to initiate investigations on aircraft accidents and incidents and arrange for the provision of search & rescue operations. This has been further elaborated by the provision in the Civil Aviation Act No. 14 of 2010 vide Chapter VI, Sections 53, 54 & 55.

Sri Lanka, being an Island with vast oceanic airspace and with an ever increasing number of aircraft movements overflying the territory and the oceanic airspace and also operating in to and out of the country, there is an uncompromising obligation of the CAASL to maintain a sufficient reserve fund to meet the tasks involved in the aircraft accident investigation and search and rescue operations.

As such a discussion paper (DP/May/2018/03 (a)) was tabled at 145th CAASL Board Meeting which was held on 30th May 2018, in order to have an allocation of Rs.50 Million rupees as reserved funds to be used for aircraft accident investigation and search and rescue operations.

9.1 Employee Benefits

Defined Contribution Plans

Employees are eligible for Employees' Provident Fund (EPF) Contributions and Employees' Trust Fund (ETF) Contributions in line with the respective statutes and regulations. The Authority pays fixed contributions of gross emoluments of employees to Employees' Provident Fund and Employees' Trust Fund and will have no legal or constructive obligation to pay further amounts.

Defined benefit plans

Defined benefit plans are post-employment plans other than defined contribution plans. Authority is liable to pay gratuity in terms of the Payment of Gratuity Act No. 12 of 1983. A provision for the obligations under the Act is determined based on the full month salary multiplied by number of years in service and calculations are based on the formula method as of LKAS 19.

9.2 Staff Welfare & Social Security Fund.

The Staff Welfare & Social Security Fund has been created in terms of section 20(5) of the Civil Aviation Authority of Sri Lanka Act No. 34 of 2002, in respect of the public officers, who have retired from the public service and joined with the Civil Aviation Authority. The amount lying in the name of each retired officer with accumulated interest will be released at the time of retirement from the Civil Aviation Authority of Sri Lanka.

10 FINANCIAL LIABILITIES

10.1 Initial recognition and measurement

Financial liabilities within the scope of LKAS 39 are classified as financial liabilities at fair value through profit or loss or loans and borrowings as appropriate. The Authority determines the classification of its financial liabilities at initial recognition.

All financial liabilities are recognised initially at fair value and, in the case of loans and borrowings, carried at amortised cost. This includes directly attributable transaction costs. The Authority's financial liabilities include trade and other payables.

11. OTHER LIABILITIES

Other liabilities include other creditors including Accrued Expenditure. These are stated at their historical value which is deemed to be their fair value.

12. INCOME RECOGNITION

12.1 In terms of section 12 of Civil Aviation Authority Act No. 34 of 2002 the Authority shall have its own Fund and all money received by the Authority under section 12(2) shall be paid into that fund. The money received under section 12(2) has been classified under income in financial statements for presentation purposes to be complied with the SLFRS 15.

12.2 Overseas sales surcharge/Service charge of embarkation levy/Initial issues & the renewal of Licenses / Amendments to Airline License/Regulator service fees/Examination fees.

Revenue from above services / fees is recognized at fair value in the period in which the related services are rendered.

12.3 Income received from Airfare & Ticketing Course, Administrative Fine and Sale of centenary Aviation Book, which was categorized under Operating Income in year 2015 have been categorized under Non-Operating Income in year 2016.

12.4 Interest Income

Interest income for all interest-bearing financial instruments including financial instruments measured at fair value through profit or loss, are recognized within 'investment income' in the income statement using the effective interest rate method. When a receivable is impaired, the Authority reduces the carrying amount to its recoverable amount, being the estimated future cash flow discounted at the original effective interest rate of the instrument, and continues unwinding the discount as interest income.

12.5 Other Income

Other income is recognised on an accrual basis

13 EXPENSES RECOGNITION

All expenses are measured at fair value of the consideration given and recognize in the period to which those expenses relate.

Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are accounted for by changing the depreciation period and are treated as a change in an accounting estimate.

14 BORROWING COSTS

Borrowing costs are interest & other costs incurred by the Authority in connection with the borrowing of funds. Borrowing costs are recognized as an expense in the period in which they are incurred.

15. CURRENT AND DEFERRED INCOME TAX

15.1 The tax expense for the period comprises current and deferred tax. Tax is recognized in the income statement, except to the extent that it relates to items recognized in other comprehensive income or directly in equity. In this case, the tax is also recognized in other comprehensive income or directly in equity, respectively.

Current tax assets and liabilities consist of amounts expected to be recovered from or paid to the taxation authorities in respect of the current as well as prior years. The tax rates and tax laws used to compute the amount are those that are enacted or subsequently enacted by the statement of financial position date. Accordingly, provision for taxation is made based on the profit for the year adjusted for taxation purposes in accordance with the provisions of the Inland Revenue Act No. 10 of 2006 and the amendments thereto.

Deferred income tax is recognized, using the liability method, on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the financial statements. However, if the deferred income tax arises from initial recognition of an asset or liability in a transaction other than a business combination that at the time of the transaction affects neither accounting nor taxable profit, is not accounted for. Deferred income tax is determined using tax rates (and laws) that have been enacted or substantively enacted by the end of the reporting period and are expected to apply when the related deferred income tax asset is realized or the deferred income tax liability is settled.

Deferred income tax assets are recognized to the extent that it is probable that future taxable profit will be available against which the temporary differences can be utilized.

Deferred income tax is provided on temporary differences arising on investments in subsidiaries and associates, except where the Authority controls the timing of the reversal of the temporary difference and it is probable that the temporary difference will not reverse in the foreseeable future.

Deferred income tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets against current tax liabilities and when the deferred income taxes assets and liabilities relate to income taxes levied by the same taxation authority on either the taxable entity or different taxable entities where there is an intention to settle the balances on a net basis.

The tax effects of carry-forwards of unused losses or unused tax credits are recognized as an asset when it is probable that future taxable profits will be available against which these losses can be utilized.

15.2 The Analysis for Deferred Tax Assets and Liabilities

	2019	2018
Opening Balance	28,584,877	26,748,594
From Provision for Gratuity	2,230,073	2,952,916
From Accelerated Tax Depreciation	(2,425,941)	(1,116,633)
Net Deferred Tax Liability	28,389,009	28,584,877

Deferred income tax liabilities have not been recognized for gratuity provision for the accounting years before 2018.

15.3 A Reconciliation between Tax Expenses and Profit of Accounting Multiplied by the Statutory Tax Rate is as follows

	2019 (Rs)	2018 (Rs)
<i>Accounting Profit Before Income Tax</i>	1,873,063,164	1,808,304,645
Less : Income from other Sources & Exempt Income	257,059,797	214,487,797
	1,616,003,367	1,593,816,848
Non- Deductible Expenses	91,184,783	59,413,835
Statutory Income from Business	1,707,188,150	1,653,230,683
Less : Tax Exempt Profit	-	-
Taxable Income - Business Income	1,707,188,150	1,653,230,683
Taxable Income - Non- Business Income	201,431,880	187,229,213
Total Taxable Income	1,908,620,030	1,840,459,896
<i>Income Tax Expenses</i>		
Taxable income- Business & Non-Business Income 28%	534,413,608	515,328,771
Income Tax Expenses	534,413,608	515,328,771

16. FOREIGN CURRENCY TRANSLATION/TRANSACTIONS

All transactions in currencies other than the functional currency are recorded in Sri Lankan Rupees, using the exchange rates prevailing at the time the transactions were effected. At each Statement of Financial position date, monetary assets and liabilities denominated in foreign currencies are retranslated to Sri Lankan Rupee equivalents at the exchange rate prevailing on the Reporting Date. Non-monetary assets and liabilities denominated in foreign currencies are translated to Sri Lankan Rupees using the exchange rate prevailing at the date of transaction. Exchange differences arising on settlement of monetary items and re-translation of monetary items, are recognized in the income statement in the year in which they arise.

17. EVENTS AFTER THE REPORTING PERIOD

The directors monitor events closely and where necessary adjustments or disclosures are made in the current Financial Statements in respect of material post balance sheet events as appropriate.

18 CONTINGENT LIABILITIES

Contingent liabilities are disclosed if there is a possible future obligation as a result of a past event or if there is a present obligation as a result of a past event but either a payment is not probable or the amount cannot be reasonably estimated.

19. CASH FLOW STATEMENT

The cash flow statement has been prepared by using Indirect Method in accordance with the LKAS 7 on Cash flow statements.

The Indirect Method discloses the profit or loss adjusted by the effects of transactions of a non-cash nature, any deferrals or accruals of past or future operating cash receipts or payments, and items of income or expense associated with investing or financing cash flow

20. GOVERNMENT GRANTS

Government grants were recognized at Fair Value when there is reasonable assurance that they will be received or when these are transferred to the Authority.

The value of the Government Grant reflects, assets transferred from Department of Civil Aviation at the time of formation of the Authority and following Assets less accumulated amortization.

- The value of Baticaloa Airport Buildings and Lands transferred to the CAASL in terms of section 9 of the Civil Aviation Authority Act No. 34 of 2002.
- The value of the two vehicles 65-3651 and 65-3653 received from ICAO Project.
- The value of 3 units of Breath Analyzer test for Alcohol received from Japan's Grant Aid for the Economic and Social Development Programme for Sri Lanka as a donation through the Department of External Resources.

Government Grants as at 01.01.2018	-	Rs.	575,571,516
Add: Grants Received during the year 2018	-	Rs.	. -
Less: Amortization for the year 2018	-	Rs.	(4,238,750)
Government Grants as at 31.12.2017	-	Rs.	571,332,766
Add: Grants Received during the year 2018	-	Rs.	-
Less: Amortization for the year 2019	-	Rs.	(4,238,750)
Government Grants as at 31.12.2019	-	Rs.	567,094,016

Amortization of Government Grant

The provision for amortization is calculated on the straight-line basis on the Cost/ valuation (less 10% of the residual value of the cost/valuation of the asset) of the Property, Plant and Equipment. All Property, Plant and Equipment other than land which are accounted against the Government Grant as a corresponding account have been amortized annually on the following percentages over the useful life time.

Buildings	6 2/3 %
Motor Vehicle	12.5 %
Plant, Machinery & Equipment	25 %
Furniture & Fittings	25 %
Other Fixed Assets	25 %

21. RELATED PARTY TRANSACTIONS.

According to the Sri Lanka Accounting Standards (LKAS24) Related Party Disclosures Key Management Personnel, are those having authority and responsibility for planning, directing and controlling the activities of the Authority. Therefore, the Board of Directors of the Authority has been classified as key Management Personnel of the Authority.

The compensation paid to Key Management Personnel are as follows,

	2019	2018
	(Rs.)	(Rs.)
Short -Term Employee Benefits	2,426,420	2,275,386
Post-Employment Benefits	-	-
Other long-term benefits	-	-
Termination benefits	-	-

22. FINANCIAL RISK MANAGEMENT

Civil Aviation Authority of Sri Lanka is a Statutory Board. The main function of this Authority is providing Regulatory Services to the Civil Aviation Industry. The Authority has not financed with financial instruments like Shares, Debentures, and Loans etc. The Authority has minimum exposure to the following risks from its use of financial instruments.

- Credit Risk
- Liquidity Risk

22.1 Credit Risk:

Credit Risk is the risk of financial loss to the Authority if a customer fails to meet its contractual obligations and arises principally from the receivables from internal and external parties.

Investments:

The Authority limits its exposure to credit risk by investing only in government Treasury Bills and short term deposits only with CAA Official Banker: Bank of Ceylon.

Employee Loans

The Authority limits its exposure to credit risk by ensuring the loan balances are recovered from the employee's monthly salary or if the employee leaves such amounts are recovered from the Guarantors. Also CAASL is the absolute owner of the properties purchased by the employees with these loans.

22.2 Liquidity Risk

Liquidity Risk is the risk that the Authority will not be able to meet its financial obligations as they fall due. The Authority's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient cash meet its liabilities when due under both normal and unexpected conditions, without incurring unacceptable losses or risking damaging Authority's reputation.

The Authority ensures its liquidity is maintained by investing Surplus cash held by the Authority over and above Rs.5mn in short, medium and long term financial instruments. Cash Flow forecasting is performed by the Finance and Revenue Management Section. The Finance and Revenue Management Section monitors rolling forecasts of the Authority's liquidity requirements to ensure it has sufficient cash to meet operational needs.

Note	2019 Rs.	2018 Rs.
23. Operating Income	2,288,452,284	2,162,045,090
Overseas Sales Surcharge	1,989,473,679	1,859,018,429
Service Charge of Embarkation Levy	222,074,304	217,590,386
Income from Regulatory Services	76,904,301	85,436,274
24. Non-Operating Income	215,603,274	198,154,710
Rental Income	70,041	-
Reservation of Circuit Bungalow	179,200	203,410
Tender Application Fees	67,200	68,100
Airfare & Ticketing Course - receipts	468,800	-
Administrative Fine	90,000	1,222,646
Sale of Century Aviation Book	2,490	14,850
Miscellaneous Income	1,534,735	1,794,535
Administrative Fee – Visa Recommendation for Students	155,000	-
Interest Income from Staff Loans (IFRS adjustment)	9,251,694	10,574,310
Amortization of Government Grant	4,238,750	4,238,750
Interest Income		
Interest from Staff Loan	4,117,999	3,466,212
Interest from Treasury Bill	157,043,183	138,370,978
Interest from Call Deposits	31,108,226	38,200,919
Interest from Other Investments	7,275,956	-
25. Staff Expenses	333,482,977	312,201,525
Salaries and Wages	127,536,653	99,370,489
Other Allowances	104,299,465	117,227,170

Employee Provident Fund		36,182,499	33,718,288
Employee Trust Fund		7,236,500	6,757,937
Leave Encashment		6,500,077	5,095,402
Bonus		8,566,568	7,037,359
Over time and Holiday Payment		9,656,272	6,457,387
Welfare Expenses		16,288,701	15,417,055
Gratuity		7,964,547	10,546,128
Staff Cost on Loan Benefits – (IFRS Adjustments)		9,251,695	10,574,310
26. Meetings, Seminars and Workshops		24,497,924	21,032,525
Workshop and Seminar Expenses			
	Local	5,115,009	4,382,365
	Foreign	19,382,915	16,633,177
ICAN Conference Expenses			16,982
27. Training Expenses		18,227,802	17,327,535
Training Expenses			
	Local	3,924,209	2,176,260
	Foreign	14,303,593	15,151,275
28. Administration and Other Expenses		190,867,775	171,125,308
Inspections		2,348,330	449,619
Out Door Meetings		394,628	87,851
In House Meetings		646,084	897,799
Travelling Expenses - Local		2,212,174	1,708,820
Consultancy and Legal Fees		596,406	46,418
External Technical Assistance		13,581,840	15,601,824
Compliance Management Cost		4,010	697,079
Interviews / Staff Evaluations		248,036	570,800
Board Payments		1,092,500	803,500
Maintenance of Property, Plant and Equipment		1,086,959	2,599,302

Stationery and Consumable Expenses	9,483,473	8,142,050
Domestic Airport Development	2,492,128	766,572
Other Supplies	909,289	1,369,345
Telecommunication	8,804,023	6,339,325
Postal Charges	364,117	307,448
Contributions to International Civil Aviation Organization	36,922,885	23,406,785
Subscription for Publication & Advertisement	5,801,820	2,624,438
Examination Fee	696,200	822,064
Printing Expenses	3,272,948	2,828,353
Bank Chargers	850	-
Audit Fee	1,200,000	1,455,700
Loss on Disposal of Assets	256,934	2,441,427
Translation and Typing Expenses	306,010	308,107
Welfare Utilities – Sports	225,098	249,227
Sundry Expenses	160,399	43,095
Fuel & Lubricants	5,500,360	5,087,081
Vehicle Maintenance	8,372,213	7,153,837
Rent and Hire Charges	19,146,000	16,218,017
Common – Welfare	2,880,472	4,994,267
Expenses for Office Building and Quarters		
Building Rent	-	3,727,386
Electricity	17,838,656	20,488,017
Water	1,302,763	1,495,259
Security	9,061,257	6,167,941
Janitorial	12,070,017	9,442,626
Other Maintenance	7,474,868	7,267,877
Management Services	950,000	2,280,000
Landscaping & Maintenance	371,950	-
Aviation Development	3,968,008	8,209,079
IT Maintenance	3,936,101	2,783,669

Organizational Events	1,032,731	1,214,924
Promotional Activities	86,221	28,380
Research, Planning & Development	3,566,000	-
Airfare and Ticketing Course Expenses	203,017	-
29. Taxation	524,261,818	508,161,583
Income Tax 28%	524,457,686	506,325,300
Deferred Tax	(195,868)	1,836,283

Note

30. Property, Plant and Equipment (Rs.)						
Cost/Valuation	Balance as at 01/01/2019	Additions/ Transfers	Disposals	Balance as at 31/12/2019	Balance as at 31/12/2018	
Land	574,999,071	827,173	-	575,826,244	574,999,071	
Building	135,666,188	902,664,026	-	1,038,330,214	135,666,188	
Vehicles	123,502,263	9,000,000	-	132,502,263	123,502,263	
Plant and Machinery	101,948,343	19,331,630	(1,928,852)	119,351,121	101,948,343	
Furniture and Fittings	47,654,264	9,624,066	(718,549)	56,559,781	47,654,264	
Other Fixed Assets	625,254	-	-	625,254	625,254	
Total	984,395,383	941,446,895	(2,647,401)	1,923,194,877	984,395,383	
Depreciation	Balance as at 01/01/2019	Charge for the year	Depreciation for Disposals	Balance as at 31/12/2019	Balance as at 31/12/2018	
Building	30,811,376	30,428,937	-	61,240,313	30,811,376	
Vehicles	85,515,852	9,637,848	-	95,153,700	85,515,852	
Plant and Machinery	52,284,480	15,995,387	(1,746,293)	66,533,574	52,284,480	
Furniture and Fittings	20,047,255	7,662,316	(644,174)	27,065,397	20,047,255	
Other Fixed Assets	325,768	92,814	-	418,582	325,768	
Total	188,984,731	63,817,302	(2,390,467)	250,411,566	188,984,731	

	Written Down Value				1,672,783,311	795,410,652
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Note

31.	Intangible Assets (Rs.)					
	Cost/Valuation	Balance as at 01/01/2019	Additions/ Transfers	Disposals	Balance as at 31/12/2019	Balance as at 31/12/2018
	IT Software	15,812,239	269,728	-	16,081,967	15,812,239
	Total	15,812,239	269,728	-	16,081,967	15,812,239
	Amortization	Balance as at 01/01/2019	Charge for the year	Additions/ Transfers	Balance as at 31/12/2019	Balance as at 31/12/2018
	IT Software	14,143,263	98,614	-	14,241,877	14,143,263
	Total	14,143,263	98,614	-	14,241,877	14,143,263
	Written Down Value				1,840,090	1,668,976

Note	2019 Rs.	2018 Rs.
32. Capital Work in Progress	1,185,859,250	1,114,700,993
Katunayaka Head Office	-	831,984,977
Domestic Airport- Bandarawela	677,000	677,000
Domestic Airport- Puttalam	315,000	315,000
Domestic Airport - Rathmalana	754,474,756	251,217,632
Circuit Bungalow - Batticaloa	-	30,506,385
International Airport - Palali	430,392,493	-
33. Trade Receivables	124,517,937	127,643,810
OSS & Embarkation Service Charge Income Receivable	123,676,641	127,294,571
Other Debtors	841,296	349,239
34. Staff Loan	58,518,714	46,715,928
Staff Loans	100,771,508	90,941,694
Deferred Staff Cost (Loans)	(42,252,794)	(44,225,766)
35. Financial Assets	862,000,918	1,327,161,961
Treasury Bills	876,313,834	1,350,700,429
Less: Differed Interest Income	(14,312,916)	(23,538,468)
36. Advances, Prepayments and Other Receivables	484,355,603	217,956,648
Advances	197,024,789	11,215,701
Prepayments	5,204,322	5,813,047
VAT Receivable	233,926,423	152,208,634
Interest Income Receivable	5,947,275	4,493,500
Prepaid Staff Cost	42,252,794	44,225,766

Note		2019	2018
		Rs.	Rs.
37.	Cash and Cash Equivalents	2,148,290,693	1,940,546,728
	Cash at Bank		
	Current Account: 000 202 6666	140,739,958	25,115,780
	Current Account: 000 202 6678	605,722,250	825,430,948
	Current Account: 324 100 190 023 731	603,828,485	-
	Call Deposits	798,000,000	1,090,000,000
38.	Grants Received	567,094,016	571,332,766
	Land	522,374,500	522,374,500
	Buildings	35,704,790	38,006,486
	Plant , Machinery & Equipment	1,674,275	2,176,349
	Vehicle	11,561,088	12,996,069
	Furniture & Fittings	<u>18,113</u>	<u>18,113</u>
	Total	571,332,766	575,571,517
	Amortization for the year	<u>(4,238,750)</u>	<u>(4,238,750)</u>
	Balance at the end of the year	567,094,016	571,332,766
39.	Deferred Tax Liability	28,389,010	28,584,877
	Balance at the beginning of the year	28,584,877	26,748,595
	Transfers during the year	(195,867)	1,836,283
40.	Provisions and Other Liabilities	94,454,283	94,454,283
	Staff welfare fund	508,915	508,915
	Bank Guarantee Deposits (Embarkation Levy)	43,945,368	43,945,368
	Accident Investigation Fund	50,000,000	50,000,000

Note	2019	2018
	Rs.	Rs.
41. Retirement Benefits Obligation	40,461,110	33,631,163
Balance at the beginning of the year	33,631,163	23,406,485
Provision for the year	7,964,547	10,546,128
Paid during the year	<u>(1,134,600)</u>	<u>(321,450)</u>
Balance at the end of the year	40,461,110	33,631,163
42. Trade Payables	2,032,226,872	1,556,193,276
Deposit Inspection Charges and Operations	6,556,025	5,335,183
Payable to AASL, Tourism Development Authority and Government Treasury	1,664,531,840	1,505,430,947
Deposit – Jaffna International Airport Development - SLTDA	313,018,895	-
Other Creditors	48,120,112	45,427,145
43. Other Payables	25,691,653	25,323,614
Accrued Expenses		
- Staff Expenses		
Leave Encashment	6,500,077	5,671,824
Welfare Payments	606,451	-
Salaries and Wages	10,000	-
EPF	10,000	6,141,347
ETF	1,200	737,412
Other Staff Expenses	-	901,693
- Training	101,300	-
- Administration and Other Expenses		
Subscriptions to ICAO	5,504,475	-
External Technical Assistance	1,295,671	624,000

Telecommunication	1,444,311	595,376
Audit Fees	2,518,000	2,428,000
Electricity	1,376,496	1,521,622
Security	1,141,226	574,680
Janitorial	1,165,414	675,050
Printing	1,400,000	2,328,577
Other Expenses	2,617,033	3,124,033

44.	Income Tax Liabilities	210,822,186	259,513,550
	Balance at the beginning of the year	259,513,550	188,873,919
	Provision for the year	524,457,686	506,325,300
	VAT Refund	-	(7,578,063)
	Paid during the year	<u>(573,149,050)</u>	<u>(428,107,607)</u>
	Balance at the end of the year	210,822,186	259,513,550



DEC 2019	Passenger Movements	956,740	6.8% (vs DEC 18)
	Aircraft Movements	5,311	-2.1% (vs DEC 18)
	Cargo Movements (tonnes)	21,629	-5.7% (vs DEC 18)



Source: Civil Aviation Authority of Sri Lanka