

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka
Implementing Standards

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

Title: Requirements for Flying Club operation in Sri Lanka

IS Reference Code: CA-IS-2022-AE-02

Date of Issue: 21 April 2023

Pursuant to Sec. 120 of the Civil Aviation Act No.14 of 2010, (which is hereinafter referred to as the CA Act,) Director General of Civil Aviation (hereinafter referred to as the DGCA) shall have the power to issue, whenever he considers it necessary or appropriate to do so , such Implementing Standards for the purpose of giving effect to any of the provisions of the CA Act, regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.


Accordingly, I being the DGCA do hereby issue the Implementing Standards on “Requirements for flying club operation in Sri Lanka” based within Aerodrome as mentioned in the Attachment hereto (Ref: IS-2022-AE-02-Att). Elaborating the requirements for operating a flying club as a private operation.

This Implementing Standard shall be applicable to flying clubs operation in Sri Lanka, and shall come into force with immediate effect and remain in force unless revised/revoked.

This implementing standard will replace 01st Edition, Rev: 00 of SLCAIS 077 dated 11th March 2022 issued by the DGCA.

Attention is also drawn to Section 103 of the Act No.14 of 2010, which states inter alia that failure to comply with Implementing Standard is an offence. Further, if any standard stipulated in this implementing standard is not completed with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under section 102 of the CA Act No 14 of 2010.

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Director General of Civil Aviation and
Chief Executive Officer

Enclosure: Attachment No. CA-IS-2022-AE-02

Preamble

1. Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO).
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.
- 1.4. Status of ICAO Annex components in the Implementing Standard
Some of the components in an ICAO Annex are as follows and they have the status as indicated:
 - 1.4.1. **Standard:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
 - 1.4.2. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmentally responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible
 - 1.4.3. **Appendices:** Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.

Enforcement action on such matters will be as in the case of Standards or Recommended Practices.

- 1.4.4. **Definitions:** A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- 1.4.5. **Tables and Figures:** add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

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History of Revision

Rev.No	Source	Area Subjected to Change	Effective Date
00	2 nd Edition	All	21 April 2023

1. Approval:

- 1.1 Flying club Aircraft operations approvals and airworthiness approvals shall be exclusively considered as a Private Operation and subjected to relevant CAASL Regulations for Aeroplanes, Float Planes and Helicopters.
- 1.2 Flying club operations shall be permitted only at an airport upon prior written approval of the DGCA.

2. Definition:

- 2.1 "**Flying club**" means an association or group of more than three (3) individuals jointly owning or leasing an aircraft where payment is made to the club for the operating time of such aircraft.
- 2.2 The registration certificate issued by the DGCA for such Flying Club shall show the names of all owners or Executive Committee (as applicable) if the club is not incorporated, and the aircraft shall be registered in the name of any incorporated flying club.
- 2.3 This definition shall not include Model Aircraft Clubs, Drone Flying Clubs, Microlight or Glider Clubs.

3. Organization

- 3.1 Flying clubs shall be organized as non-profitable organization under the laws of the Sri Lanka for the purpose of:
 - i. Fostering flying for pleasure;
 - ii. Development of skills in aeronautics, including pilotage, navigation or technical; and
 - iii. The development of an awareness and appreciation of aviation requirements and techniques in the field of aviation and aeronautics.
- 3.2 Flying Clubs shall at no time hold themselves out as a flying training organization or as business offering charter flight services or aviation services to the general public.
- 3.3 Flying clubs shall not indicate any form of marketing and/or communications that they are a business where people can learn to fly for the purpose of obtaining license, maintaining license, renewals or revalidations of license.
- 3.4 Subject to the DGCA Regulations, the aerodrome operator shall be free to stipulate all necessary terms & conditions as required on any Flying Club which makes use of its facilities and/or property.
- 3.5 The aerodrome operator may provide, for an applicable fee, an administrative or office space for a flying club within the precincts of an aerodrome depending on availability.
- 3.6 Section 3.4 does not restrict the aerodrome operator from providing necessary space and facilities to the Flying Club for the purpose of aircraft operations.
- 3.7 No Certified Flying Instructor or Engineer/Technician of the club should receive monetary compensations from non-members for duties performed.

4. Documentation

- 4.1 The DGCA shall be furnished with a copy of the Terms & Conditions of all agreements entered into between an aerodrome operator and the Flying Club for evaluation and acceptance prior to allocation of space in an Aerodrome.
- 4.2 Flying clubs shall furnish the DGCA with copies of their by-laws, Constitution, articles of incorporation, operating rules, membership agreements.
- 4.3 The location and address of the club's registered office shall be submitted for due approval by the DGCA.
- 4.4 The DGCA shall also be furnished with a current list of all incumbent officers and directors, including places of residence, business addresses and telephone numbers, who shall be responsible for compliance by the club members with all aviation laws and airport rules and regulations.

5. Private Operations:

- 5.1 A flying club shall operate under the stipulations of a Private Operator as per Regulation—180 of Air Navigations regulations of 1955, and shall not engage in any charter service or in any commercial operation including aerial work.
- 5.2 The DGCA shall designate a nominated office bearer from the Flying Club to be accountable for the regulatory compliance of the Flying Club.
- 5.3 If any other leisure or aviation related activity is to be conducted under the responsibility of the flying club, it may do so with due permission of the aerodrome/ Airfield operator. This may include members flying model aircraft, social gatherings, family-days, aviation enthusiast activities etc.

6. Flying Training and Aerial Work

- 6.1 If any member of a flying club is a DGCA certified instructor or examiner, he/she may exercise the privileges of such certification with a permit issued by the Director General under Section 69 of the Civil Aviation Act, No. 14 of 2010.
- 6.2 If any member of a flying club is a pilot under training, being instructed or examined by another member of the same flying club, may do so provided there is a written acceptance of an Approved Training Organization as to the acceptance of such training as per the DGCA approved syllabuses.
- 6.3 If any member of a flying club, in a flying club aircraft, is logging hours in pursuit of a higher licence or rating, with or without an instructor, he/she may do so provided such hours as are required for such licence or rating are accepted and approved by an Approved Training Organisation.
- 6.4 All Aircraft /Helicopters shall comply with airworthiness directives pertaining to guidelines published for training aircraft requirements.
- 6.5 Any aircraft utilised for flying training by a Flying club among members shall comply

with airworthiness requirements for such activity.

- 6.6 No aerial work is allowed to perform for flying clubs.

7. Membership Records

- 7.1 Flying clubs shall keep a membership record of all members for a period of 36 months at a minimum.
- 7.2 Such records shall contain full names and addresses, past and present members included, together with the date their membership commenced and terminated, and the investment share held and/or any donations made by each member.
- 7.3 All Flying Club members shall be in compliance with all regulatory and security prerequisites prior to the operation or travel in a Flying Club aircraft.
- 7.4 Such records shall be available for review at any reasonable time by the DGCA.

8. Premises access and Security

- 8.1 The Flying club shall follow necessary security arrangements of the Avsec service provider of the aerodrome/Airfield.
- 8.2 Proper Security screening checks of flying club Members, Visitors and Guests should be carried out prior to grant them access to Air side of the airfield/Aerodrome.
- 8.3 Only Aviation related activities are allowed by the Guests, visitors at the Air Side of the airfield/Aerodrome
- 8.4 The Accountable Manager of the flying club is to provide the full details of its members to the Head of Security of each Aerodrome /Airfield who require access to the premises, for issuance of specific Access permit subject to SIS clearance.
- 8.5 The Accountable Manager of the flying club shall submit the details of their guests/visitors to the Head of Security of aerodrome/Airfield for entry minimum of 6 hours prior for issuance of Day Pass.

9. Operation of Aircraft

- 9.1 All aircraft owned, leased or used by flying clubs shall be registered with the Director General, and may not be leased or loaned to others for any commercial use, purpose or venture without prior written approval by the Director General;
- 9.2 Flying Club members who own or lease their own aircraft shall be responsible for all regulatory compliance, or may delegate such responsibility to the accountable office bearer of the club in the event that such aircraft is leased or loaned to the club by the owner;
- 9.3 The aircraft of the Flying Club shall only be used by the registered members or temporary membership holders.
- 9.4 An aircraft operated, owned or leased by a flying club shall meet all airworthiness requirements published by the DGCA;

10. Regulatory Compliance

- 10.1 All flying club members shall comply with CAASL primary and secondary legislations applicable to their operations.
- 10.2 All flying club members shall comply with all applicable primary and secondary legislations of each aerodrome in which they operate.
- 10.3 The aerodrome operator shall specify all necessary rules and regulations in writing to the Flying Club for their mandatory compliance.

11. Insurance Requirements

- 11.1 All flying club operators and their aircraft shall be bound by the insurance directive [issued by the DGCA in force at the time as applicable to scope of operation.
- 11.2 The management/officers of the Flying Club shall be responsible for all necessary insurance Coverage as per the SLCAD 18 including all related IS' issued and the aerodrome operator's requirements for facilities utilized by such flying club.