

**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: Certification of Air Navigation Service Providers**

**Reference No. :** CA-IS-2018-ANS-087

**Date of Issue:** 10<sup>th</sup> April 2023


Pursuant to Section 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 provision in 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 Certification of Air Navigation Service Providers as mentioned in the Attachment hereto (Ref: CA-IS-2018-ANS-087-Att.01] in compliance with the related provisions in the Annex-2, Annex-3, Annex-4, Annex-5, Annex-10, Annex-11, Annex-12, Annex-15 and Annex-19 to the Convention.

This Implementing Standards shall be applicable to Air Navigation Service Providers and Organizations responsible for the provision of Air Traffic Services, Aeronautical Information Services, Aeronautical Communication Services and Aeronautical aids for Communication, Navigation and Surveillance within Colombo Flight Information Region. And shall come in to force with effect from 10<sup>th</sup> April 2023 and remain in force unless revised/ revoked.

This Implementing Standard will supersede the Implementing Standard SLCAIS 087 02<sup>nd</sup> Edition Revision 00 dated on 04<sup>th</sup> May 2018 issued by the DGCA.

Attention is also drawn to section 103 of the CA Act, which states inter alia that failure to comply with any Implementing Standards is an offence. Further, if any standard stipulated in this Implementing is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy & Procedures Manual, SLCAP 0005 by the DGCA under section 102 of the CA Act.

  
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Enclosure: Attachment No. CA-IS-2018-ANS-087-Att.01

## Implementing Standards

### SLCAIS- 087: Certification of Air Navigation Service Providers

#### Notice to the Recipient

1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs), and Operating Procedures adopted by the International Civil Aviation Organization (ICAO) in ICAO Annexes, Procedures for Air Navigation Services (PANS) and Regional Supplementary Procedures (SUPPs).

1.2. In pursuance of the obligation cast under section 10 of the Civil Aviation Act No. 14 of 2010, which requires issuance of a Licence for providing aeronautical services specified in section 31 (e),(f), (g) and (h) of that Act.

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 SARPs and Operating Procedures that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annexes, PANS and SUPPs in drafting this Implementing Standard.

1.4 The requirements contained in this document are applicable to service providers and organizations responsible for the provision of Air Traffic Services, Aeronautical Information Services, Aeronautical Communication Services and Aeronautical aids for communication, navigation or surveillance within Colombo Flight Information Region.

1.5 All Services Providers mentioned above shall strictly comply with the requirements published in this Implementing Standard when executing the Aeronautical Service Provider Certification procedure.

1.6 This Implementing Standards supersedes the Implementing Standards on **Certification of Air Navigation Service Providers** 02<sup>nd</sup> edition Revision 00 issued by the Director General of Civil Aviation dated on 04<sup>th</sup> May 2018.

1.7. The components in this Implementing Standards are defined as follows and they have the status as indicated:

1.7.1. Standard: Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety and regularity of national and 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.

1.7.2. Recommended Practice: Any specification for physical characteristics, configuration, materiel, 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.

1.7.3. 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.

1.7.4. 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.

1.7.5. 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.

**Record of Revision**

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# CHAPTER 1 GENERAL

## 1.1 Definitions and Abbreviations

When the following terms/abbreviations are used in this document, they have the following meanings. The meanings of the terms/abbreviations given here are limited to this document only.

### Definitions

**Aerodrome Control Service** – Air traffic control service for aerodrome traffic.

**Aeronautical information** – Information resulting from the assembly, analysis and formatting of aeronautical data.

**Aeronautical Information Service (AIS)** – A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

**Aeronautical telecommunication service** – A telecommunication service provided for any aeronautical purpose.

**Alerting service** – A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

**Air Navigation Services** – Services provided under following services;

- 1) Air Traffic Services
- 2) Aeronautical Communication Services
- 3) Aeronautical Information Services
- 4) Aeronautical Aids for Communication, Navigation and Surveillance

**Air traffic advisory service** – A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.

**Air traffic control service** – A service provided for the purpose of:

- a) Preventing collisions:
  - 1) between aircraft, and
  - 2) on the manoeuvring area between aircraft and obstructions; and
- b) Expediting and maintaining an orderly flow of air traffic.

**Air traffic service** – A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

**Approach control service** – Air traffic control service for arriving or departing controlled flights. Area control service - Air traffic control service for controlled flights in control areas.

**Flight information service** – A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.



**Instrument flight procedure design service (IFPDS)** - A service established for the design, documentation, validation, continuous maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.

**Instrument flight procedure design service provider** - A body that provides an IFPDS.

**Manoeuvring area** – That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

**Radio navigation service** – means an aeronautical radio navigation service within the meaning given in Volume II of Annex 10 to the Chicago Convention.

**Validation** - Confirmation, through the provision of objective evidence, that the requirements for a specific intended use or application have been fulfilled (ISO 9000: Quality Management Systems — Fundamentals and Vocabulary)

## 1.2 Abbreviations

|          |  |
|----------|--|
| ACAS     | – Airborne Collision Avoidance Systems                           |
| ACC      | – Area Control Centre  |
| AIS      | – Aeronautical Information Service                               |
| ANS      | – Air Navigation services  |
| ARCC     | – Aeronautical Rescue Coordination Centre                        |
| ATS      | – Air Traffic Services   |
| CAASL    | – Civil Aviation Authority of Sri Lanka                          |
| CNS      | – Communication, Navigation and Surveillance                     |
| DGCA     | – Director General of Civil Aviation                             |
| FIC      | – Fight Information Centre                                       |
| IFPDS    | – Instrument Flight Procedure Design Service                     |
| IS       | – Implementing Standards   |
| LHD      | – Large Height Deviation   |
| LLD      | – Large Lateral Deviation  |
| OCA      | – Obstacle Clearance Altitude                                    |
| OCH      | – Obstacle clearance Height                                      |
| PANS-ATM | – Procedure for Air Navigation Services – Air Traffic Management |
| PANS-OPS | – Procedure for Air Navigation Services – Aircraft Operation     |
| RCC      | – Rescue Co-ordination Centre                                    |
| RMA      | – Regional Monitoring Agency                                     |
| RSC      | – Rescue Sub Centre  |
| RVSM     | – Reduced Vertical Separation Minima                             |
| SMS      | – Safety Management System                                       |

## CHAPTER 2 GENERAL REQUIREMENTS

### 2.1 Air Traffic Services

- a) A service provider responsible for the provision of Air Traffic Services shall have developed policy and procedure for determining the capacity of the ATS system including the number of staff, equipment, facilities and services required to ensure the provision of an adequate system.
- b) A service provider responsible for the provision of Air Traffic Services shall have for their technical staff engaged in Air Traffic services and PANS-OPS (Construction of visual and instrument flight procedures) Services, policies and procedures for the following:
  1. development of written terms of reference or job descriptions;
  2. development of a training programme, including refresher training where necessary; and
  3. maintaining training records or files
  4. to ensure the continued competency of Air Traffic Controllers on new equipment, procedures and updated communications
  5. to enable recruitment and retention of adequately qualified and experience ATS staff
  6. on human factors principles with regard to Human Centre Automation, Situational Awareness and Managing errors as per the guidelines provided on human factors principles in Doc 9758
  7. for the purposes of managing its fatigue-related safety risks, establish air traffic controller schedules commensurate with the prescriptive duty limitation regulations established by DGCA.
- c) A service provider responsible for the provision of Air Traffic Services shall establish and implement;
  1. monitoring mechanisms for operation of aircraft under RVSM.
  2. process to verify that aircraft is approved for operation in RVSM airspace if RVSM is implemented in the airspace.
- d) A service provider responsible for the provision of Air Traffic Services shall implement process and procedures which ensures that The Regional Monitoring Agency (RMA) is reported accordingly on LHDs, LLDs and Coordination Failures occurring in the RVSM Airspace, where applicable.
- e) A service provider responsible for the provision of Air Traffic Services shall ensure that ATC contingency procedures are established for:

1. Radio communication contingencies
2. Emergency separation
3. Short-term conflict alert (STCA)
4. Minimum safe altitude warning (MSAW)
5. Aircraft equipped with ACAS

## 2.2 Communication, Navigation and Surveillance Services

- a) The service provider responsible for the provision of CNS shall install and maintain relevant equipment and facilities to ensure the effective implementation of CNS/ATM systems.
- b) The service provider responsible for the provision of CNS shall; **(Policies and Procedures related to Training and competency)**
  1. Develop and implement of written terms of reference or job descriptions;
  2. Develop and implement training programmes (initial, recurrent/refresher and specialized) and assessment of operational personnel as set out in ICAO Doc.10057 (Manual on Air Traffic Safety Electronics Personnel Competency – based Training and Assessments).
  3. Maintain training records of all technical personal
  4. Ensure the continued competency of technical personal when commissioning of new equipment on CNS/ATM systems.
  5. Update technical personal on current technology and related procedures
  6. Recruit and ensure retention of adequately qualified and experienced technical personal
  7. Implement Human factor considerations as per the Guidelines provided in ICAO Guidance manuals.
- c) The service provider responsible for the provision of CNS shall; **(Policies and Procedures related to Administration)**
  1. Develop an organizational structure for each station
  2. Determine the adequate number of technical personal.
  3. Establish a supervision process for the operational and maintenance work

4. Develop a Mechanism to ensure that the duty taking-over officer is adequately updated on the status quo of the CNS systems by the duty handing over officer
5. Define a responsible officer to review the reported Daily outages/ unserviceabilities of CNS systems
6. Develop a call up list of technical experts to be called upon during an emergency situation including the details of contact information, alternate person & his contact information to be displayed at each station/Equipment shelter.

### **2.3 Aeronautical Information Service**

- a) A service provider responsible for the provision of Aeronautical Information Service shall have for their technical staff engaged in the provision of Aeronautical Information Service including Cartography Service policies and procedures for the following:
  1. development of written terms of reference or job descriptions;
  2. development of a training programme, including refresher training where necessary; and
  3. maintaining training records or files

## **CHAPTER 3 - DOCUMENTATION REQUIREMENTS**

### **3.1 Air Traffic Services**

- a) A service provider responsible for the provision of Air Traffic Services shall;
1. hold copies of the relevant technical manuals, and all other documents, necessary for the provision of the services in each operational centers acceptable to the DGCA.
  2. have operational and administrative manuals for compliance by its personnel acceptable to the DGCA.
  3. establish procedures to ensure that a logbook is kept and maintained at each ATS unit acceptable to the DGCA.

### **3.2 Aeronautical Telecommunication Service**

- a) A service provider responsible for the provision of Aeronautical telecommunication Service shall;
1. hold copies of the relevant technical manuals, and all other documents, necessary for the provision of the services in each operational centers acceptable to the DGCA.
  2. have operational and administrative manuals for compliance by its personnel acceptable to the DGCA.
  3. establish procedures to ensure that a logbook is kept and maintained at each aeronautical telecommunication unit acceptable to the DGCA.

### **3.3 Communication, Navigation and Surveillance Services**

- a) The service provider responsible for the provision of CNS Services shall;
1. Maintain copies of the updated CNS Operational Manual at each station.
  2. Assure and Maintain copies of the
    - i. Relevant technical maintenance manuals on site,
    - ii. Documented routine maintenance procedures on site,
    - iii. Maintenance records on site,
    - iv. Ground Check procedures, Ground Check records, Current Flight Calibration Report, Ground check results immediately after the flight calibration on site of all Navigational aids on site.
  3. Maintain copies of relevant updated regulations (Implementing Standards and ICAO Annex references) applicable to each station.
  4. Maintain updated;

- i. Station/Shelter Layout Diagrams,
  - ii. A/C Power Distribution Diagrams,
  - iii. D/C Power Distribution Diagrams,
  - iv. Baseband Distribution Diagrams,
  - v. Audio Distribution Diagrams,
  - vi. Data/IP Distribution Diagrams on each site as applicable.
  - vii. Labeling of cables and Switchgear
5. Display the call up list of technical experts during an emergency situation at each station/equipment shelter.
  6. Ensure that a logbook is kept and maintained at each station/equipment shelter for the logging of equipment abnormality, reporting time, equipment restoration time and responsible personnel for restoration.

### **3.4 Aeronautical Information Service**

- a) A service provider responsible for the provision of Aeronautical Information Service shall;
  1. hold copies of the relevant technical manuals, and all other documents, necessary for the provision of the services in each operational centers acceptable to the DGCA.
  2. have operational and administrative manuals for compliance by its personnel acceptable to the DGCA.
  3. establish procedures to ensure that a logbook is kept and maintained at each AIS unit acceptable to the DGCA.

## CHAPTER 4 - OPERATIONAL REQUIREMENTS

### 4.1 Air Traffic Services

- a) A service provider responsible for the provision of Air Traffic services shall establish systems and procedures to provide those services in accordance with the requirements specified by the DGCA and procedures published in ICAO PANS-ATM (Doc.4444).

b) Surveillance Services

A service provider responsible for the provision of Air Traffic services shall establish procedures to ensure that, where radar/ ADS-B is used to support the provision of Air Traffic Services, all surveillance services are provided in accordance with procedures published in ICAO PANS-ATM (Doc.4444) and procedures issued by Director General of Civil Aviation time to time.

c) Radio and Telephony Procedures

A service provider responsible for the provision of Air Traffic services shall establish systems and procedures to ensure that the standard radio telephony procedures and Communication procedures used are in accordance with the requirements specified in Implementing Standards 038.

d) Flight plans

A service provider responsible for the provision of Air Traffic services shall establish procedures for the acceptance and actioning of flight plans in accordance with the requirements specified in the ICAO PANS-ATM (Doc.4444) and any other requirements issued by Director General of Civil Aviation time to time.

e) Separation Criteria and Minima

A service provider responsible for the provision of Air Traffic services shall establish procedures to ensure that separation between aircraft shall be applied in accordance with ICAO PANS-ATM (Doc.4444) and Regional Supplementary Procedures.

f) Standard Phraseology

Standard Phraseology used in the provision of Air Traffic Services shall be in accordance with the requirements given in ICAO PANS-ATM (Doc.4444) and ICAO Document 9432.

g) Meteorological Services

1. A service provider responsible for the provision of Air Traffic services shall establish systems and procedures to ensure that all meteorological information is obtained in accordance with the requirements specified in the Implementing Standards 042 issued by the Director General of Civil Aviation when providing as part of any flight information service.



2. A service provider responsible for the provision of Air Traffic services shall ensure that the entity responsible for the provision of Aviation Meteorology Service shall;
  - i. have a properly organized quality system established.
  - ii. ensure the meteorological personnel providing service for international Air Navigation shall comply with the requirements of the World Meteorological Organization (WMO) in respect of qualifications, competencies and education.
  - iii. have in place the Basic Instruction Packages developed for Meteorologists and Meteorological Technicians.
  - iv. ensure maintaining training records for its technical staff
  - v. site the relevant meteorological sensors used for local routine reports appropriately to give the best practicable indication of conditions along the runway/touchdown zone
  - vi. establish criteria in coordination with the Air Traffic service Provider for special observations
  - vii. ensure that MET offices are readily accessible to provide briefing, consultation and flight documentation to flight crew members and/or other flight operations personnel.

#### h) Safety Management System

1. A service provider responsible for the provision of Air Traffic services shall have in place a Safety Management System (SMS), as specified by the Director General in Implementing Standards 070, in accordance with the Civil Aviation Safety Management Regulation No. 01 of 2018.
2. A service provider responsible for the provision of Air Traffic Services shall ensure that the appointed Safety Manager who is responsible for the implementation and maintenance of SMS is adequately qualified to fulfill his responsibilities and adequate qualified personnel are available to conduct safety reviews.
3. A service provider responsible for the provision of Air Traffic services shall establish procedures to ensure that safety reviews are conducted regularly.
4. A service provider responsible for the provision of Air Traffic Services shall establish and implement a runway safety programme.
5. A service provider responsible for the provision of Air Traffic Services shall establish procedures to ensure that the safety assessments are carried out for;
  - i. any significant safety-related change to the ATS system, including the implementation of a reduced separation minimum or a new procedure.
  - ii. any significant changes in the provision of ATS/PANS OPS procedures applicable to an airspace or an aerodrome, and
  - iii. the introduction of new PANS OPS procedure(s), equipment, systems or facilities.
6. mechanism/ procedure in place to,

- i. Enables the implementation of SMS in a phased-in approach.
- ii. Document the hazard log in a way that enables its evolution over time.
- iii. Ensure that all hazards that are documented in the hazard log, are subjected to a risk assessment.
- iv. Ensure that each risk associated with the ATS providers, including those that are not generated by the ATS provider itself, is analyzed to identify any additional unregistered hazards that it may encompass.
- v. Ensure the identification of trends, safety risks and emerging issues.
- vi. Ensure the monitoring and analysis of safety occurrences, including mandatory, voluntary and internal reports.
- vii. Ensure that they utilize all relevant data-feeding sources, to get a true picture of their safety performance.
- viii. Ensure that appropriate actions are being taken, if needed when analyzing safety data and identifying trends.
- ix. Ensure that their SPIs have balanced, incorporating both leading and lagging indicators and self-generated SPIs.
- x. Systematically monitor alert levels and to ensure that the actions needed, are defined in case of an alert level is reached.
- xi. Document the previous sets of SPIs, in a manner that enables to assess the maturation of the SMS over time.

7. A service provider responsible for the provision of Air Traffic Services shall ensure that the mechanism/ procedure in place to enable and promote the exchange of safety information with other sectors of civil aviation through CAASL.

i) Action after serious incident or accident

A service provider responsible for the provision of Air Traffic services shall establish procedures to follow after a serious incident or accident acceptable to the appropriate authority in charge of aircraft accident investigation.

j) Instrument Flight Procedure Design

1. A service provider responsible for the provision of Air Traffic Services shall be responsible for the development and maintenance of Visual and Instrumental Flight Procedure Designs which include reviewing of them periodically in accordance with guidance provided in ICAO PANS Aircraft Operations, (Construction of Visual and Instrumental Flight Procedures Manual) Doc 8168.
2. A service provider responsible for the provision of Air Traffic Services shall ensure that flight validation of instrument Flight Procedure Designs, including obstacle checks are carried out in accordance with requirements set out in the Implementing Standards 099 Section 6.4.
3. A service provider responsible for the provision of Air Traffic Services shall publish obstacle clearance altitude/height (OCA/H) in the IFP designs charts.
4. A service provider responsible for the provision of Air Traffic Services shall retain all procedure design documentation as described 1 a) of 3.1 in this

Implementing Standards as to allow any data anomalies or errors found during the production, maintenance or operational use of the procedure to be corrected.

5. A service provider shall use the criteria specified in ICAO Doc.8168, Vol. ii and the Quality Assurance Manual for Flight Procedure Design, ICAO Doc.9906 as the basis for Flight Procedure Designs.
6. The minimum qualifications of procedures designers who are responsible for the design of flight procedures shall be as follows;
  - i. Successful completion of PANS-OPS basic and advanced courses
  - ii. Considerable period of on the job training under a qualified Instrument Flight Procedure Designer.
  - iii. Other requirements specified in 4.2.4 of Implementing Standards 099.
- k) A service provider responsible for the provision of Air Traffic Services shall ensure procedures with regard to data link services contained in ICAO PANS-ATM (Doc.4444) and ICAO Document 10037 are established and implemented.

## **4.2 Communication, Navigation and Surveillance Services**

- a) The service provider responsible for the provision of Aeronautical Aids for CNS Services shall establish systems and procedures to provide the services in accordance with the requirements specified in the ICAO Annex 10 to the convention on International Civil aviation, ICAO Docs, Implementing Standards and Guidance Materials issued time to time by DGCA.
- b) The service provider responsible for the provision of CNS shall establish procedures for following:
  1. Mechanism to maintain each CNS equipment in an orderly manner while maintaining engineering practices where disruptions to service become minimum.
  2. Maintaining required tools and test equipment to perform routine Maintenance
  3. Calibration of Test equipment used to maintain all critical equipment
  4. Labeling of all cables and Switchgear
  5. Maintaining satisfactory working environment conditions at all stations (Lighting, ventilation, Air-conditioning, resting facilities)
  6. Availability of Fire Extinguishing equipment at all stations
  7. Availability of Lightning and Surge Protection as applicable
  8. Availability of safe and protected storage area for spare parts

- c) The service provider responsible for the provision of CNS shall establish procedures for following:
1. Mechanism to establish Status indications of the relevant CNS systems to the ATC centers.
  2. Mechanism to establish Status monitoring and control system at Technical Supervision position.
  3. Mechanism to establish remote Temperature monitoring and alarm system at Technical Supervision position.
  4. To ensure the reporting of Daily Outages / Unserviceabilities pertaining to CNS systems
- d) The service provider responsible for the provision of CNS shall have developed policies and procedures for the following:
1. Equipment Contingencies
  2. For the purpose of Investigations retention of relevant recordings for longer periods.
  3. The retained Records shall store in a manner to assure against damage, alteration and theft and kept under an authorized custodian. The preserved materials shall be treated as confidential where the access is restricted.
- e) The service provider responsible for the provision of CNS shall ensure;
1. Requirements for flight inspection are established and periodical flight inspections are provided for radio navigation aids as per the 2.2 of Implementing Standard 034, SLCAP 2360 – Guidance Material for Flight Inspection and ICAO Document 8071.
  2. Develop procedures for the flight inspection of Navigational Aids.
  3. Summary of all occurrences pertaining to Navigational Aids are made available for a Flight calibration.
- f) The service provider responsible for the provision of CNS shall appoint a Safety Manager who will be responsible for the implementation and maintenance of SMS. Safety Manager should be adequately qualified to fulfill the responsibilities and adequate qualified personnel should be available to conduct safety reviews pertaining to the implementation/introduction of new CNS/ATM Systems, maintenance procedure(s), equipment, or facilities.
- g) The service provider responsible for the provision of CNS shall establish procedures to follow after a serious incident or accident. A single point of contact shall be made available to all operational personal. This point of contact shall be notified to CAASL.

### **4.3 Aeronautical Information Service**

- a) A service provider responsible for the provision of Aeronautical Information Service shall establish systems and procedures to ensure that the provision of Aeronautical Information Service is in accordance with the requirements specified by the DGCA.
- b) Aeronautical information shall be provided in the form of aeronautical information products and associated services as specified in PANS AIM (ICAO Doc 10066).
- c) Guidance material on the Organization and operation of the AIS is contained in the Aeronautical Information Services Manual (ICAO Doc 8126).
- d) A service provider shall make available maps and charts depicting the territory of Sri Lanka including Colombo FIR as specified in ICAO Charts Manual (ICAO Doc 8697).

## CHAPTER 5 Requirements for RCCs

- a) Requirements to be satisfied by the entity responsible for the establishment of RCCs
1. The entity responsible for the establishment of RCCs shall make arrangements to staff each RCC and, as appropriate, RSCs 24 hours a day by trained and qualified personnel proficient in the use of the language used for radiotelephony communications.
  2. The entity responsible for the establishment of RCCs shall make arrangements to employ sufficient workforce skilled in coordination and operational functions at the each RCC and RSC as appropriate.
  3. The entity responsible for the establishment of RCCs shall ensure that each RCC and, if appropriate, RSC develop written job descriptions for each of their technical staff.
  4. The entity responsible for the establishment of RCCs shall ensure that each RCC and, if appropriate, RSC establish a training programme for their staff.
  5. The entity responsible for the establishment of RCCs shall ensure that each RCC and, if appropriate, RSC maintain training records for their technical staff.
  6. The entity responsible for the establishment of RCCs shall ensure that each RCC personnel involved in the conduct of radiotelephony communications are proficient in the use of the English language.
  7. The entity responsible for the establishment of RCCs shall ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged.
  8. The entity responsible for the establishment of RCCs shall ensure that Periodic Refresher Trainings are conducted, when search planning expertise gained from formal training is not used on a regular basis in operations or exercises.
  9. The entity responsible for the establishment of RCCs shall ensure that the ARCC be located close to a well-equipped centre such as a Fight Information Centre (FIC) or Area Control Centre (ACC) where additional communications facilities are kept to be a minimum.
  10. The entity responsible for the establishment of RCCs shall ensure that a desk, plotting space, charts (showing the ARCC's area of responsibility), adjacent areas and space for filing are available in addition to communications facilities and general office equipment.