



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SECOND MEETING OF WATER AERODROME SMALL WORKING GROUP  
(WASWG/2)**

Colombo, Sri Lanka, 29 February to 2 March 2016

**Agenda Item 4: Discuss draft water aerodrome standards**

**APPROVAL PROCEDURE AND STANDARDS USED FOR WATER AERODROMES  
IN SRI LANKA**

(Presented by the Sri Lanka)

**SUMMARY**

This paper presents the Approval Procedure of Water Aerodromes and the Standards used for Water Aerodromes in Sri Lanka.

**1. INTRODUCTION**

1.1 Float Plane Operations in Sri Lanka started in year 1980. Civil Aviation Authority of Sri Lanka (CAASL) engaged in approving of water aerodromes at the initial stage by approving landing sites for float plane operators. However at present CAASL is in the process of approving Water Aerodrome Operators who provides the services for float plane operators.

**2. DISCUSSION**

2.1 In the inception, the float plane operations were conducted by the national carrier (SriLankan Airlines) as a mode of domestic transport or joy ride. But at present float plane operators provide their services mainly targeting international passengers in order to provide transportation in to inland destinations. This trend itself demands the higher safety standards than earlier.

2.2 The current procedure developed by CAASL to approve a water aerodrome has three main components.

- 2.2.1 Evaluation of the survey report of the Water Aerodrome submitted by the applicant.
- 2.2.2 Obtain clearances from all relevant local institutions.
- 2.2.3 Preliminary inspection/ Proving flight /Final inspection.

A sample Survey report submitted by an operator for the evaluation is attached as **Annex 1** to this Working Paper and the inspection checklist used by the CAASL during site inspections is attached as **Annex 2** to this Working Paper.

2.3 In the process of approving the Water Aerodrome the CAASL follows the SARPS contained in ICAO Annex 14 for Land Aerodromes as a guide line.

2.4 However due to the nature of water bodies used for Water Aerodromes in Sri Lanka CAASL is faced with difficulties to maintain some SARPS in following areas;

- Eg:
1. Establishment of OLS
  2. Establishment Runway Strip
  3. Establishment of a contingency plan

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to note the above limitations faced by Sri Lanka in the process of approving Water Aerodromes.

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**Operated By: SAFFRON AVIATION (PVT) LTD.**

# Site Survey Report

## CASTLE REIGH RESERVOIR

### NUF

Prepared By;

Capt. Eric Poulin

Director of Flight and Ground Operations

## Site Survey Report: CASTLE REIGH RESERVOIR, NUF

### 1. Preparation

Prior arrangements and initial survey were made Sri Lankan Airlines with regards to depth survey and dock installation.

### 2. Reservoir location

The Reservoir is located in Central province. It is located close to Hatton Town. It is accessible thru Carolina-Norton road.



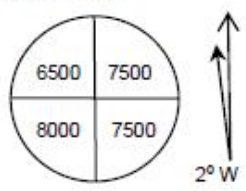
Legend: ★ BIA      □ NUF

Location of Listed Alternates (Pg 1 Sect. 9): ★ KDZ      ★ BIA

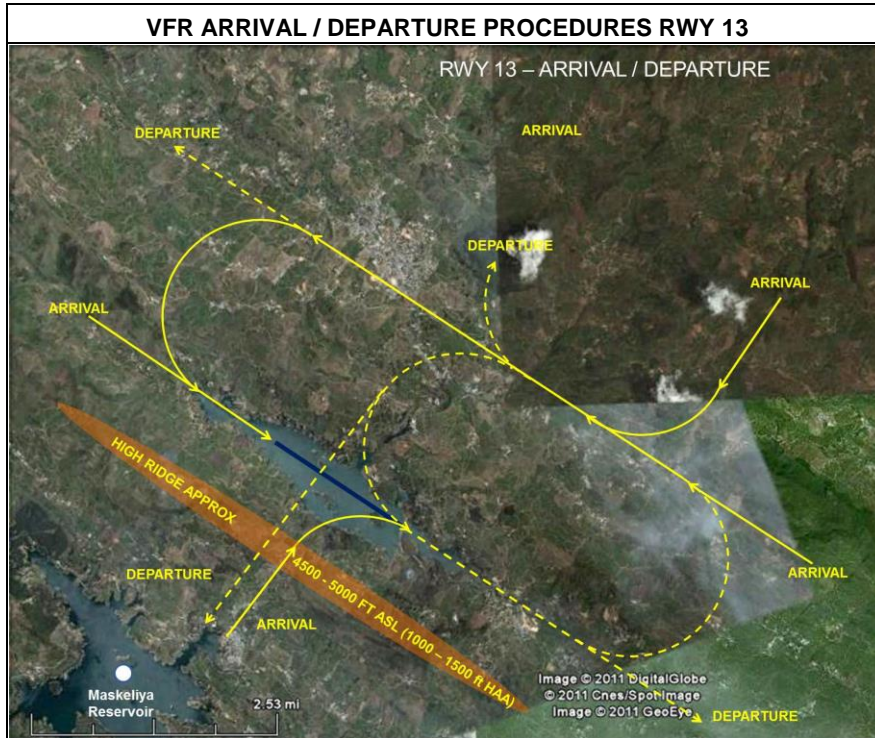
### 3. Tank Description

The CASTLE REIGH RESERVOIR is a body of water that is control by a dam. It is 15000FT long by 300 feet wide. Water depths uniformly 50- 60 ft. throughout



1. A/D CTR / ELEV	N06° 51.43' / E080° 35.28' • 3600 ft ASL			5 NM - MSA 
2. RUNWAY DATA	Rwy 13-31: 8800 ft TORA / LDA			
3. OP MINIMA	VFR	s. A/D CATEGORY	C	
4. SECURITY	Police	s. FUEL	No	
7. LIC. HOLDER	SriLankan Airlines Ltd.			
8. COMM FREQ.	CMB Director: 132.4	Advisory: 123.45		
9. ALTERNATES	KDZ 007°/ 29nm • BIA 295°/ 46nm (fuel)			
10. CAUTION	<ul style="list-style-type: none"> <li>• Subject to fast changing and severe mountain weather.</li> <li>• High terrain within circuit pattern, all quadrants.</li> <li>• Limited fishing boat activity.</li> </ul>			
11. REMARKS	<ul style="list-style-type: none"> <li>• Avoid taxiing into dam security area. See Diagram / Chart Table.</li> <li>• Conduct all circuits on NE side of tank due to lower terrain.</li> </ul>			
12. CHART TABLE	1. Dam security zone. No Taxi. 2. See zoom in of dock area and taxi channel on page 3.			
13. WATER DATA	<ul style="list-style-type: none"> <li>• Datum Line: Dam spill way.</li> <li>• Water depths during survey were taken at 15 ft below Spill level.</li> </ul>			
14. OS / WX	OS / Wx: Lahindra: 071-694-7647			

## 4. Take-off and landing procedures RWY 13



### Arrival Procedure Rwy 13

1. After handoff from CMB Director, give advisory calls on 123.45 when in uncontrolled airspace. Overfly aerodrome at 1500 ft HAA (min 500 ft AGL) to inspect the conditions of the landing area and join circuit.
2. Maintain 1500 ft HAA (min 500 ft AGL) until ready for continuous descent to land.

**CAUTION: HIGH TERRAIN ALL QUADRANTS. RESOVOIR SITUATED IN NARROW VALLEY.**

3. Turn final at min 500 ft AGL (HAA).
4. Circuits for Rwy 13 are left hand.

### Departure Procedure Rwy 13

Give advisory on 123.45 prior to take-off and asap after airborne. Climb straight ahead to 500 ft AGL (1000 ft HAA) and make left turn BPOC. Contact CMB Director 132.40 within range.

### Go-Around Procedure Rwy 13

Climb Straight ahead to 500 ft AGL (1000 ft HAA) and make left climbing turn to re-join visual circuit. Broadcast intentions on 123.45.

### Noise Abatement Procedures

No specific requirements.

## 5. Take-off and landing procedures RWY 31

VFR ARRIVAL / DEPARTURE PROCEDURES RWY 31	
<p><b>Arrival Procedure Rwy 31</b></p> <ol style="list-style-type: none"> <li>1. After handoff from CMB Director, give advisory calls on 123.45 when in uncontrolled airspace. Overfly aerodrome at 1500 ft HAA (min 500 ft AGL) to inspect the conditions of the landing area and join circuit.</li> <li>2. Maintain 1500 ft HAA (min 500 ft AGL) until ready for continuous descent to land.</li> </ol> <p><b>CAUTION: HIGH TERRAIN ALL QUADRANTS. RESOVOIR SITUATED IN NARROW VALLEY.</b></p> <ol style="list-style-type: none"> <li>3. Turn final at min 500 ft AGL (HAA).</li> <li>4. Circuits for Rwy 13 are left hand.</li> </ol>	
<p><b>Departure Procedure Rwy 31</b></p> <p>Give advisory on 123.45 prior to take-off and asap after airborne. Climb straight ahead to 500 ft AGL (1000 ft HAA) and make left or right turn as required BPOC. Contact CMB Director 132.40 within range. <b>NOTE: Higher terrain encountered during left turn out.</b></p>	
<p><b>Go-Around Procedure Rwy 31</b></p> <p>Climb Straight ahead to 500 ft AGL (1000 ft HAA) and right climbing turn to re-join visual circuit. Broadcast intentions on 123.45.</p>	
<p><b>Noise Abatement Procedures</b></p> <p>No specific requirements.</p>	

## 6. Obstacles

High terrain within circuit pattern, all quadrants.

## 7. Docking

Docking is done on the North side of the waterway at the midpoint of the waterway. It has limited room for access to the dock as per chart on page 7.







**WATER AERODROME INSPECTION CHECKLIST**

Date	Name of Water Aerodrome	Type of Water Body	Inspector(s)
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Use following abbreviations to indicate your observations. If the space provided for comments is not adequate use the space given in the page 3 with the reference number of the Area of Inspection.

S = Satisfactory; U = Unsatisfactory; Y = Yes; N = No; I = Improvement Required

**1. Water Runway**

Ref: Number	Area of Inspection	Observation	Comments
1.1	Orientation of Runway(S)		
1.2	Dimension of Runway		
1.3	Water Depth at A/C Maneuvering areas: a) Maximum b) Minimum		
1.4	Obstacle of Maneuvering area ( Beneath Water Surface)  If :yes, Any demarcation of such obstacle		
1.5	Obstacles in the vicinity of the Water Aerodrome		
1.6	Any other uses of the Water Body		
1.7	System used for notifying uses of the water body in regard to operation of the water aerodrome		

## 2. Floating Platform

Ref: Number	Area of Inspection	Observation	Comments
2.1	Is a floating platform used for passenger handling		
2.2	Condition and Stability of platform		
2.3	Passenger Safety ( Walkway Railings, platform Surface)		
2.4	Safety Equipment in Emergency Box  a) 01 - axe  b) 01 - crow bar  c) 01 - tin sniper  d) 01 - harness cutting tool		
2.5	Safety Equipment placed on floating platform  a) 01 - 30m life line rope  b) 02 – life buoys  C) 02 – life jackets		
2.6	Availability of Emergency Rescue Boat		

Comments:

Inspectors (Name & Signature) : 1) .....

2) .....

Date: .....