Cooperation is key for SriLankan Airlines

How to be an Air Traffic Controller

Malingo is down and out...
YAK-130

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Innovation and imagination are two important aspects which drives the Aviation industry forward. One great example to show how innovative thinking along with dedication could raise the bar in to next level, is the newly formed Aviation Club of Holy Family Convent Dehiwala. They became the first aviation club in the country to have a unique uniform for the members of the club and to formulate a new culture. This initiative will take them and the other clubs in to a new era while giving positive hopes to the industry with an assurance that the country’s Next Generation will provide extraordinary talent to the industry.
## Air Transport Sector - Recent Performance

### 01st January – 30th June 2016

<table>
<thead>
<tr>
<th>CARGO MOVEMENTS</th>
<th>PASSENGER MOVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOADED (KG)</strong></td>
<td><strong>UPLIFTED</strong></td>
</tr>
<tr>
<td>89,544,480</td>
<td>2,252,978</td>
</tr>
<tr>
<td><strong>UNLOADED (KG)</strong></td>
<td><strong>DISCHARGED</strong></td>
</tr>
<tr>
<td>72,136,939</td>
<td>2,216,551</td>
</tr>
<tr>
<td><strong>TOTAL (KG)</strong></td>
<td><strong>TOTAL</strong></td>
</tr>
<tr>
<td>161,681,419</td>
<td>4,469,529</td>
</tr>
</tbody>
</table>

Nearly 05 million passenger movements

### Aircraft Movements

- **Scheduled**: 29,242
- **Non-Scheduled**: 2,600

**Sources** - www.caa.lk

www.aviationvoice.lk

www.facebook.com/AviationVoice
Working with industry partners, ICAO launched the Next Generation of Aviation Professionals (NGAP) Programme to help ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

NGAP is a group of world-wide volunteers and partners supported by ICAO who are dedicated to assisting the aviation community in attracting, recruiting, educating and retaining the best aviation professionals worldwide.

Key objectives of the ICAO NGAP Programme:

- To raise awareness of the impending shortages of aviation professionals.
- To assist States and the aviation community in planning human resource needs.
- To meet the challenges of attracting and retaining the next generation of aviation professionals.

In the next 20 years, airlines will have to add 25,000 new aircraft to the current 17,000-strong commercial fleet. By 2026, we will need 480,000 new technicians to maintain these aircraft and over 350,000 pilots to fly them.

This is a pivotal time for ICAO Member States to attract and prepare the Next Generation of Aviation Professionals to meet the global human resource needs of the aviation community. NGAP is working to find solutions. We are excited about the possibilities and we invite you to join us:

icao.int/safety/ngap
A NOTE FROM THE OUTREACH CHAIR ...

“USA Regional airlines and training providers are making unprecedented investments in the next generation of professional pilots - A reminder of why our outreach is so important”.

In the United States we are seeing new pathway programs, aggressive recruitment efforts and more and more signing bonuses up to $86,000 for regional airline pilots, with paid training, signing bonuses and type ratings offered for certified flight instructors. According to the Regional Airline Association (2016), “Pathways programs (like ACE R-ATP) are being proposed to restore airlines’ ability to recruit and retain the most proficient pilot candidates”. Such U.S. programmes seek to increase the accessibility of aviation as a career. Like all of the other University programs and flight training providers in the United States - Western Michigan University is critically low on flight instructors as they are leaving for the airlines in large numbers. This bottle neck is at a critical level causing airlines to park airplanes, as well as cancel and reduce regional airline flights.

New pilot pathways are intended to restore access to highly skilled aviators, offering an enhanced pathway to the commercial airline flight deck, through a structured combination of flight time, mentoring, and specific competencies. Pathways such as this are needed to allow airlines to hire the most proficient pilots. “These programs and hiring bonuses come at a time when the current pilot shortage has led to air service disruptions at airports across the United States and highlight how important the ICAO NGAP Outreach work is to recruit and maintain the next generation of aviation professionals. We welcome you to join the NGAP community and share best practices to meet this critical need”. – Lori Brown

The full Pilot Source Study and information about the Pilot Supply Summit can be accessed at www.pilotsourcestudy.org

INTRODUCING SHAESTA WAIZ AND DREAMS SOAR...

Waiz, the first civilian female pilot from Afghanistan, seeks to empower women around the globe in Science, Technology, Engineering and Math (STEM) as she makes a historic solo flight around the world. Along the route, Waiz will team with inspiring women, and together they’ll host outreach events focused on careers in STEM fields.

The initiative will encourage women worldwide to believe in themselves and to allow their dreams to soar.

For more details visit :
http://dreamssoar.org/
YOUTHS Schooled on Aviation Industry; Opportunities and Challenges

The first edition of the YOUTH AVIATION FORUM 2016 (YAFA2016) was held in Cameroon during the 50th anniversary of the YOUTH WEEK. It was organized by the YOUNG AFRICAN AVIATION PROFESSIONAL ASSOCIATION (YAAPA)

The impact of aviation on the global economy is 2.5 trillion —registering 58.1 million jobs in the industry worldwide. However, sixty percent of the aviation travel takes place in Western countries. Despite the many opportunities, in terms of career and economic growth that the aviation sector can bring to a country, aviation is still at an infancy stage in many of them. Cameroon is an example of a country where there is very limited access to aviation.

There is a great need to start promoting in the schools the great variety of aviation careers that exist, whether it is in finance, human resources, administration, engineering, or as air traffic controller, commercial pilot or even pilot firefighting. This is why YAFA gathered youngsters of all ages to explain what aviation is all about and to show them the numerous career opportunities that it can offer. ICAO's representative Mr. Etundi Zoa presented the Next Generation of Aviation Professionals (NGAP) to the youths present at the forum. IATA’s Vice President for Africa, Mr. Raphael Kuuchi, spoke about the opportunities for youths in the African aviation sector, while Ms. Adefunke Adeyemi, Regional Head, Member and External Relations, Africa and The Middle East, also with IATA, sensitized the young audience on gender equality in the industry.

YAFA2016 outlined the challenges and opportunities with a focus on the urgent need to foster cooperation among all African countries. The event closed beautifully with a challenge that had been addressed to the young Cameroonians; asking them to build a drone using only local materials. Magate Duop, a young 12 year old girl, and her team, who had never had access to an aircraft before, amazed everybody by building a drone that flew quite high and which was made exclusively of local materials.

For more details visit http://www.yaapa54.org/yaapa-ambassadors/

In recent years, China civil aviation training industry has come up with unprecedented challenges and opportunities as one of the results of the country’s ‘13th Five-Year Plan’ and the ‘One Belt One Road’ strategy. According to a guideline issued by the State Council, by 2020, China will have more than 500 general aviation airports and create a market worth more than 153.8 billion USD. Boeing’s 2016 Pilot and Technician Outlook showed, over the next 20 years, the Asia Pacific region will lead the worldwide growth in demand for pilots, with a requirement for 248,000 new pilots (2016-2035).

China leads the Asia-pacific region for demand of pilot over the next two decades. And the market in China is increasingly seeking to recruit, train, and develop locally sourced pilots with increased demand for qualified, skilled, and experienced pilots.

Based on this situation, China Aviation Training Forum 2016 (CATF2016) focusing on next generation pilot training will be held from Oct 18th-19th, in Beijing, officially hosted by Aviation Service Education and Training Committee of China Adult Education Association (CAEA) which belongs to MOE of PRC.

School-Enterprise cooperation model will stably transport cadet to airlines and general aviation companies in aviation professional training. CATF 2016 invites you to join us together with global & domestic pilot training Schools & academies, airlines, aviation flight universities, general aviation companies to exchange ideas to promote development of China aviation training industry. CATF 2016 will be appreciated for your participation. For more details please contact Grace ZHANG at hk@caea.org.cn
CAREER DAY FOR SENIORS AT WASHINGTON STATE’S BOTHELL HIGH SCHOOL

Sherri Saehlenou (Member of the NGAP Outreach Committee) shared her passion of aviation with a group of graduating high school seniors in the State of Washington, USA (5 classes of seniors) about careers in aviation. Many of the students had not ever travelled outside their own state of Washington but they had big dreams! Learning about STEM curriculum and the many ways their passions could fit into each of the STEM categories opened their eyes to new possibilities in this exciting field. Many students came away with a desire to further explore aviation-related careers. One striking example was a young woman who wants to study forensics. She was able to relate that to accident investigation at crash sites. It was so successful that next year’s presentation has already been scheduled! The students compiled a book of all their thank you notes, some of which are pictured here.

WOMEN OF DIVERSITY – WITH CAPTAIN JUDY RICE & HER AIR RACE CLASSIC CREW

Angel City Flyers and Handicap International have teamed with Florida Institute of Technology (FIT), Western Michigan University (WMU), and other colleges for the 2017 Women’s Air Race Classic competition. This effort will be led by Captain Judy Rice, Think Global Flight founder. In 2015, Rice successfully completed a 2-month around the world flight of adventure educating and inspiring more than 20,000 students. Rice’s 2017 Air Race theme, Women of Diversity, involves an all-female collegiate crew, including co-pilot Chesapeake Gustin, FIT flight student. Captain Rice will be piloting the Diamond DA40XL donated by Angel City Flyers.

Rice’s programs has received acknowledgements from both the Federal Aviation Administration (FAA) and the U.S. Department of Education (DOE) for science, technology, engineering, and mathematics (STEM) real-world application learning.

James Brough, FAA National STEM AVSED Program Manager, comments to Rice on her efforts, “Through your Think Global Flight initiative you were able to reach over 20,000 students across the globe and not only introduce them to the wonders and value of STEM skills, but served as an ambassador for the aviation community. Your passion and dedication to the future of aviation and STEM education are to be commended. You have been, and continue to be, an inspiration to us all.” Information regarding the flight and student participation, contact Captain Judy Rice at CaptJudy@CaptainJudy.com
IRELAND’S AEROSPACE DISCOVERY CENTRE COLLABORATES WITH ICAO NGAP PROGRAMME TO INSPIRE THE NEXT GENERATION OF AVIATION PROFESSIONALS

Located on the Atlantic coast of Ireland, Shannon is known as the ‘Gateway to the West’ for its role in the development of transatlantic flight. The Aerospace Discovery Centre was established in 2007 with the aim of opening a ‘Gateway to Aviation’ for Ireland’s young people. The core focus of Aerospace Discovery Centre is to promote aviation as a career choice to young people, to inspire and spark an interest in aviation. WB Yeats said ‘Education is not the filling of a pail, but the lighting of a fire’. Over 8 years the centre has designed its own range of Aviation based STEM lesson plans, working with Primary Science and Maths Curriculum objectives through Science Foundation Ireland as a Discover Centre. To date, over 18,500 young people have visited the facility for a 3 hr discovery of flight and engineering. Students meet real role models and hear firsthand about their careers, get to have a simulated flying lesson, sit into a real aircraft on display and much more. The centre promotes all sectors of the industry and has a dedicated volunteer team of engineers, pilots, air traffic controllers and industry professionals who have a passion for aviation and a desire to give back to the community.

NGAP SINGAPORE

CAAS featured the Heart of Aviation Explorer bus at the SAAC to promote aviation and its career opportunities. This modified coach was outfitted with static displays and interactive stations to showcase the multi-faceted Singaporean aviation sector and the future developments at Changi Airport.

In its continuous efforts to promote aviation awareness among the younger generations, CAAS also organised the Inspiring Aviators Talk; a dialogue held twice a year, where prolific aviation professionals are invited to share their personal aviation experiences with students. During this Airshow’s series, Scoot’s CEO, Mr. Campbell Wilson, shared anecdotes of his illustrious journey through the airline world with budding aviation enthusiasts. We all had a blast exploring the airshow with the students and gaining new insights into this diverse and dynamic industry. The Singapore Airshow never fails to bring out the proud young aviator in us. May this mega international aviation event continue to keep Singapore’s flag flying high!

About CAAS’ YAA Programme

The YAA is a voluntary student enrichment programme initiated by CAAS in 2011 for students with keen aviation interest to participate in industry events, share their passion for aviation at career talks and lead student-initiated aviation activities. They work closely with CAAS to promote aviation and its careers to youths.

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Skyline set to launch first-ever comprehensive Diploma in Aviation Management – a Pearson Assured programme

Skyline Aviation; Sri Lanka’s premier aviation training institute, is to launch one of the most comprehensive Diploma programme’s in Aviation Management next month.

The “Diploma in Aviation Management – Airline & Airport Operations” is a Pearson Assured programme which offers great insight into the global aviation industry.

The curriculum of the programme, developed and presented by academics and industry professionals with extensive experience in the aviation industry, is very comprehensive in nature and aims to equip students with a broad knowledge of the theory, concepts and principles as well as a practical understanding of their tangible application in the industry.

You will be able to demonstrate extensive knowledge, industry-related skills as well as leadership and management potential for a successful and rewarding career in the airline and airport industry.

Aviation is a huge global industry that is growing at an exponential rate and pace. The potential across the world for employment opportunities is immeasurable. It currently is one of the largest employers of specialists in the field of aviation across airlines and airports. Opportunities await the right individual with the right qualifications.

When a prospective employer sees the qualification; “Dip. in Aviation Mgt.” on your CV, it reflects your commitment and dedication to learn. It will also demonstrate potential for further development towards Executive and Senior Management responsibilities.

Skyline’s commitment is to work together with you to develop your employability in the Aviation Industry through knowledge, competencies and confidence.

Skyline’s trusted reputation for consistency in service and commitment to delivering high quality aviation training services sets it apart from the rest. Inspired by the growing global aviation industry and a passion to differentiate and deliver industry-relevant, quality assured programmes of training have earned Skyline its reputation of trust.
ARE FLYING BOATS A VIABLE OPTION FOR SEARCH AND RESCUE AND MARITIME RECONNAISSANCE OPERATIONS IN SRI LANKA

Sri Lanka being the 25th largest island of the world having a land area of 65,610 Square kilometers is surrounded by the sea possessing 1,585 km of coast line full of pristine beaches. The territorial waters of Sri Lanka extend 12 nautical miles in to sea from the baseline as per the UN Convention on the Law of the Sea and the Exclusive Economic Zone extends for 200 nautical miles from the boundary of the territorial waters. Hence, Sri Lanka is having exclusive rights of exploiting the maritime resources of 517,000 square kilometers large sea area which is 8 times larger than the land area. There is no doubt that reaching economic prosperity of Sri Lanka depends upon exploiting its maritime resources. If the Sri Lanka claim for extended exclusive economic zone is accepted, it owns 1,400,000 square kilometers of sea area which is 23 times of its land mass. The living resources, exploitable minerals and hydrocarbons would be the treasures for Sri Lanka while promotion of oceanic recreational facilities further enhances the opportunity. As such, securing this enormous resource is of vital importance to Sri Lanka. In addition, the strategic location of Sri Lanka close to the international shipping line through which more than 70,000 ships navigate annually close to the southern coast provides the country with great promise of prosperity as a naval hub.

According to the statistics of Ministry of Fisheries updated for the year 2014, there are 4,447 offshore multi day boats, 876 Inboard single day boats, 23,982 outboard motor FRP boats, 2,720 motorized traditional boats, 21,963 non-motorized traditional boats are operated by the fishing community in Sri Lanka. Other than that 1174 beach seines (ma-dels) are also operated. It means that more than 200,000 people are out at sea on daily basis at anytime as well. In fact, the Sri Lankan Navy and Coast Guard are also operating vessels in Sea with crews in large number in addition to the merchant ship traffic. Other than the marine vessels, there were 51,897 scheduled aircraft and 3,391 non-scheduled aircraft operated in and out of Sri Lanka over the sea with movement of approximately 8 million passengers in the year 2014 according to the statistics of Department of Civil Aviation. This number is growing up on a daily basis. Other than that there is an average of 20000 aircraft over flying Sri Lanka annually ferrying millions of passengers through the Colombo Flight Information Region which is sixty times larger than the land area and extends in...
to the sea. Hence, there is an inherent demand for a mechanism of maritime search and rescue operations in Sri Lanka which needs quick response and to reach any point within the EEZ or FIR in a very short time.

In addition to the passenger transit and fishing activities which involves presence of human lives over and above the seas off Sri Lanka in large numbers at any given time, Sri Lankan EEZ is vulnerable to poachers who exploit our own resources at sea and illegal dumping of waste material. Human trafficking, drugs smuggling, illegal trade activities, piracy and so on demand actions to prevent such crimes at sea as well. Humanitarian assistance for crews in distress at sea, evacuation of patients and crews from off shore platforms are few of the other tasks in hand with drilling for oil and gas in Sri Lankan EEZ. Maritime Patrolling and Search & Rescue facilities are therefore a mandatory aspect that Sri Lanka should look into considering the prevailing situation in the World. Crashing of Malaysian airlines MH 370 is an eye opener for Sri Lanka to augment search and rescue facilities in Sri Lanka.

Sri Lanka is bound to assist the ships and aircraft in distress within its Maritime Rescue Zone. The Maritime Rescue Coordination Center (MRCC) and the Air Rescue Coordination Center (ARCC) are the two main institutions that manage search and rescue (SAR) activities in Sri Lanka. Sri Lanka Navy and Sri Lanka Air Force are the two institutions which are capable of assisting these two SAR centers with limited resources. Sri Lanka Navy has only three off shore patrol vessels (OPV) with on board heli pad. However, these OPVs have been purchased without the helicopters. Sri Lanka Air Force does not possess a dedicated Maritime Reconnaissance Aircraft Squadron after phasing out of Cessna 337 aircraft in the 90s. The medium lift fixed wing transport aircraft of its inventory are the only available aerial platforms capable of maritime patrol with only spotting and information relaying facilities minus attack or rescue facilities. Use of Air Force helicopters over sea is also limited due to inadequacy of emergency floats.
fitted into it. However, the range of helicopters limits its operation in the sea. Further, exchange of bordering countries maritime reconnaissance intelligence and request for SAR assistance are also limited as it involves diplomatic issues. Hence, developing of own maritime reconnaissance and SAR capability is a viable option for the island nation.

The inherited characteristics of naval and air platforms also demands a blend of both capabilities in maritime reconnaissance and search and rescue missions. The ability of the naval crafts to have higher tonnage, fuel capacity and range with on board facilities like medical care, cooking facilities, accommodation, weaponry, sensing equipment and so on together with high endurance and loitering time in Sea have an edge over its air counter parts. However, speed and sea conditions limit the response of naval vessels reaching the target area and much needed quick response. The aerial platforms which exploits the third dimension possesses its unique characteristics of speed, reach and height together with additional strengths of ubiquity, agility and concentration which enable quick response in maritime reconnaissance and search & rescue missions (SAR &MR). Speed allows the SAR & MR missions to respond quickly and to reach the destination fast. Height allows to observe a long range from naked eye from the third dimension; i.e. Air, and to gather information from extended range through sensors like RADAR. Omni presence everywhere when needed during deployment, nimbleness and focusing of deployed task would add the value of using aerial platform in SAR & MR. However, inability to be in air indefinitely, limited payload, cost of acquisition and maintenance, fragility and requirement of support bases limit the use of aerial platforms. Hence, augmenting of both capabilities are much needed to secure the sea covered by EEZ and Colombo FIR.

There is no doubt that Navy should be strengthened with blue water capability of providing more off shore patrol vessels in addition to fortifying the brown water capability with fast attack crafts. Air Force is to be provided with a squadron of dedicated maritime reconnaissance aircraft. Even though it demands a huge sum of tax payers' contribution to the Government, it is an hour of need considering the facts enumerated above. Induction of flying boats known as amphibian aircraft which can land in sea and on runway would be an ideal choice to exercise coordinated effort of Navy and Air Force to achieve much needed quick response.

Japan Maritime Self Defence Force operates ShinMaywa US-2 short takeoff and landing amphibian aircraft for search and rescue operations and maritime patrolling. This long
range amphibian aircraft is tipped to be acquired by the Indian Navy as well according to the web reports. It has a crew of 11 and capacity of 20 passengers or 12 stretchers. ShinMaywa US-2, 47 ton aircraft, has a maximum speed of 560 kmph with a range of 4700 km. It has an endurance of 10 hours which results in higher loitering time. Hence it can reach anywhere in the Indian Ocean region within a short time and not limited by sea state or range. It can land on ground with full load on a 1500 meter long runway and can take off with same weight within 490 meters. It uses only 280 m on water to take off with loaded weight and landing distance on water is 330 meters. It also can land and take off in high sea state with 3 meters high sea waves. This four engined turbo prop aircraft is also a proven reliable SAR & MR aircraft presently operated by 31st Fleet Air Wing of the Japanese Self Defence Forces. It is therefore an ideal high performance versatile platform for long range search & rescue and maritime reconnaissance purposes.

Chinese built Harbin SH-5 is a quite old amphibian aircraft produced in 1984-1985. It produced only 7 aircraft and in operation with People’s Liberation Army Naval Air Force for air sea rescue and anti submarine warfare. Canadair CL-215, Bombardier 415, Beriev BE-200 are some of the other amphibious aircraft in operation of the World. Deployment of Catalina flying boat during the World War II from then RAF Base in Koggala for maritime reconnaissance missions and early warning provides historical evidence of suitability of this type of aircraft for Sri Lanka.

In conclusion, it is pertinent to state that introduction of flying boats will open up a new dimension in flying operations in Sri Lanka while augmenting the maritime patrol and SAR capability of the island nation with a large maritime area. This type of aircraft would be able to access any point in the Sri Lankan EEZ and the Colombo FIR to perform the roles of long range combat search and rescue, long range maritime reconnaissance, shore to ship/platform or ship to ship transport and other humanitarian and disaster relief missions. It will certainly enhance the quick response required by SAR while providing wider observation facility and reporting required by maritime reconnaissance.

Article by:
Shakthi Yasas Weerasinghe
Student @ University of Moratuwa

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The training programme mostly focuses on improving the ability of the trainees to absorb data quickly from a variety of sources and use this data to visualize in time, space, the position of each air craft under control and to project forward into the near future. These skills are termed as ‘Situational Awareness’ which is essential to the job as those are been used to make relatively simple rule-based decisions very quickly and accurately in order to keep the air crafts separated in the sky while moving the traffic as expeditiously possible and presenting the traffic in an orderly and a useful manner to the next sector.

Communication is a vital part of the job: controllers usually communicate with the pilots of the aircrafts using a simple radiotelephony system. Although other languages are sometimes used, the default language of aviation is English and controllers who do not speak this as a first language are generally expected to show a certain level of competency with the language.
Teamwork plays a major role in a controller’s job, not only with other controllers and air traffic staff, but with pilots, engineers, managers and technical personnel etc..

ENTRY QUALIFICATION’S FOR THE POST OF TRAINEE AIR TRAFFIC CONTROLLER

1. Qualifications
Bachelor of Science (BSc/ BEng) Degree from a recognized Local or Foreign University (UGC Approved) with Mathematics (Pure/ Applied) or Physics as a subject and a ‘Distinction Pass’ in English Language at the GCE (O/L) or London/Cambridge (O/L) Examination. In addition, candidates who possess a degree qualification in Information Technology, Computer Science and Statistics, Meteorology or any other subject related to Aviation Industry are Preferred. Candidates should be able to converse fluently in English Language with a Clear Voice.

2. Other Requirements
Selected Candidates will be required to undergo a training programme of one year conducted by the company. They should enter into an Agreement/Bond to serve the company for a minimum period of three years on completion of the training programme.

3. Age
Should be less than 30 years on the closing date for date for applications.

Source: slatca.lk
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Signing of the Tripartite MOU between Srilankan Aviation College, University of Colombo and Travel Agents Association, Sri Lanka

Writing a new chapter in Sri Lanka Education, three most renowned entities in three different fields, namely Aviation Education, University Education and Travel, Tourism Industry joined hands together by initiating a new programme “Certificate in Travel, Tourism and Hospitality Management” on the 15th July 2016 at Cinnamon Grand Colombo.

This programme will open new doors to the next generation in the country to enter into the industry with a clear career and academic pathway.

For more details please contact: 071 021 4000
C aptain Suren Ratwatte, SriLankan Airlines’ Chief Executive Officer, talks about the competitive threats and what he intends to do with the freer hand his government is giving his management team.

How do you see yourself in the global mix, a strong regional player, or a global player?

As the market is today we are a strong regional player. India and our Far Eastern routes are doing reasonably well. The Middle East is very challenging because the capacity deployed out of Colombo by the Gulf three is soaking up the traffic at very competitive prices. Head-to-head competition is completely out of the picture, so we are trying to see what we can do in the way of alliances and cooperation.

Qatar Airways—another oneworld member—would be a natural. But we are talking to all of the Gulf carriers. Fortunately, they are fighting each other as much as the rest of the competition. So we are hopeful that we will come up with a good deal—an alliance or joint venture of some sort.

For your strategy, will you slim down the group and focus on only the airline?

The group makes money. SriLankan catering is very profitable, ground handling is very profitable, engineering can be substantially profitable. Our shareholder—the government—is keen to unlock even more value separating the units. In doing so, the hope is to be able to place greater strategic focus on the core airline business. The process of separating has begun, but it is complicated with a lot of blurred lines.

Being an island Sri Lanka needs connectivity. We can’t rely on foreign airlines providing connectivity. We learned the hard way during the civil conflict. If not for SriLankan there would be no lift to Colombo. Now, everyone is coming into the market and the government understands the core connectivity has to be maintained. And SriLankan needs to be able to hold its own in competition.

COOPERATION IS KEY FOR SRILANKAN AIRLINES
Does the government put demands on you that limit commercial viability?

Previously, it wasn’t run strictly in the commercial sense, and unfortunately I am faced with the legacy of those decisions with aircraft and routes that really make no commercial sense. So, we’ll have to rationalize all that. It will be quite a difficult 18 months to two years before we manage to sort things out and get it back on the right flight path.

We have the support of our owner, the Government of Sri Lanka. They have asked us to develop a plan to generate a commercial profit while providing connectivity. This is aligned with the government’s overall policy. We will give them some options as part of our restructuring process. And they have committed to provide the resources that we will need to move forward.

Which routes and aircraft make no commercial sense?

For aircraft, it is the A350. It is a great aircraft, but the high acquisition costs are a big burden for European routes. They have been savaged by competition and the yields can barely support A330 operations.

For routes, we had big plans for Australia. But Malaysia Airlines’ alliance with Emirates has caused us to pause expansion for another year.

For now the A330 fleet suits us operationally and we have a good product on board. We would like to find a solution for the A350 order but that is proving to be a challenging task.

How is the Colombo Bandaranaike International Airport infrastructure for your needs?

The runway is running at about 60% capacity and a new runway is under construction. The choke point is terminal capacity. In the next month ground will be broken on a new terminal which will be a welcome relief.

Of course keeping utilization of a terminal building high is a challenge. As with any hub operation, the peaks are very busy, but there are also times when the building is empty. We are looking at options for more narrow-body capacity that would allow us to increase frequencies and spread traffic and connectivity across the day. That will make it more convenient for passengers and more manageable for us.

How would you rank your challenges?

The first is irrational competition which I see in my part of the world. And there is not lot that you can do about the root cause. Our strategy is to get the right fleet, focus regionally, and build a different market share. In real terms, it means that we must recognize that our classic European tourist traffic market is changing too rapidly for us to get a significant share of it. We need to accept that and move on.

The second big challenge is the long lead-time for aircraft acquisitions. The market changes so quickly that even with the best analysis you can find yourself being saddled with aircraft that are not what you need. The ability to move nimbly is very limited.

Looking regionally, where are your strengths?

South India. We are the biggest operator by far and offer the most connectivity to the Far East, and to a lesser extent the Middle East.

Doing business in India itself is challenging. We have some big hurdles to clear in India today. For example we have not been able to get approval for third party code shares. Other carriers from further afield have it but somewhere a decision was taken that is blocking our requests.

We could bring in more passengers which would be good for everyone. India has tremendous untapped potential that is not limited to passenger business. We see MRO, for example, as another growth area. Indigo is already a good customer.

Is China equally promising for you?

It is promising, but also a tough market to do business in. Travel habits are difficult to influence. Our experience of Chinese customers is that they arrive with pretty much everything decided and pre-booked. At the same time we are seeing the Chinese carriers enter the
Sri Lanka market We have noted that both Chinese and Indian travelers are “tech-savvy”—especially with mobile devices. We are building skills to engage better with our customers including making our app available in multiple languages.

We are big supporters of IATA programs such as Smart Security and Fast Travel. Our customers are still getting used to the experience. Online check-in, for example, is available throughout our network. But the uptake varies greatly by region and also by demographic.

**How do you feel about alliances?**

They are powerful business tools, but we have not used their full potential. We would like to develop greater cooperation with Cathay Pacific, Qatar Airways, American Airlines or British Airways. Working with us would certainly give them much more access to South India—a lucrative market for all.

Even so, the oneworld alliance is creating value for us. To start, we get more alliance revenue than we pay out, so that works out OK. Could we use it better? Perhaps. SriLankan joined just about two years ago. We see the benefit, but are still trying to work out how best to do that.

**What role does the airline play in Sri Lankan development?**

We have a big role. And I personally believe that, in addition to the providing connectivity which is vital to development we must be a leader on corporate social responsibility. We are a pioneer airline in IATA’s IEnvA and are very proactive in offsetting our emissions through tree planting. We are also working to convert our fleet of ground vehicles to electrical power.

I also think that it is important to have CSR activities that extend even beyond our operations. We have been very involved in helping some of the victims of the long years of conflict in Sri Lanka with prosthetics. It’s a matter of national service that I feel very strongly about.

**What's it like to be a CEO?**

My background is as a pilot. I have to say that it is a steep learning curve. You are pulled in a lot of different directions and it is not always easy to keep focused. Right now my focus is putting the team together who can help me to lead the changes. And having that team in place is critical to motivating the staff through change. In some ways the jobs are very different. A pilot makes decisions on repeated procedures. As CEO you need to call on your creativity and ability to prioritize with some flexibility.

But, there are some similarities. Both jobs face the challenge of inertia. Whether it is getting an enormous aircraft into the sky or changing an organization you need to be able to create momentum. Both require quick decision-making based on information immediately available. And those decisions need to be communicated crystal clear to the team.

I would say that the most important skill of the CEO is communication. Even if you have a vision and plan to achieve it nailed down. If you cannot communicate that in a motivating way to your team there is little chance of success. I spend most of my time communicating—up, down, sideways, formal and informal. It is so important.

**What would your staff say about you?**

I don't think that they have figured me out yet. Having lived in the US for a while, I am quite informal. I like to be called by my first name—Suren—for example. But it is next to impossible to get my staff to call me that. They would probably say that they don't know what makes me tick. But I am determined to help them figure it out as we move forward to building the future of SriLankan.

airlines.iata.org
Malingo charged forward with the wasted tennis ball that has seen its last days tightly gripped in his left hand, his teeth grimaced and eyes focused on the batsman. His dust covered feet were pumping up and down the clay run-up. Malingo wore no shoes. He played cricket bare footed like all the other cricketers in the field. It is not because that the cricketers did not like to wear shoes, but simply because none of the cricketers nor their parents could afford to buy them boots. They all belong to the “No money Club”

The chanting continued from the team mates during Malingo’s twenty meter run-up towards the wickets “Malingo Avana Valiyatru. Malingo Avana
Valiyatru. _Malingo Avana Valiyatru_” (Malingo bowl him out.) Malingo was the opening bowler for his team. He was the highest wicket taker in this series of soft ball matches played so far in the village tournament. This match was different, as this was the ‘cup final’ in his village. There were not more than twelve spectators watching and cheering Malingo’s team, which included Malingo’s grandfather and his seven year old sweet little sister, who were the ardent fans of Malingo.

Batsmen were always scared to face Malingo, as Malingo’s bowling style they said, resembled that of Lasith Malinga. Hence the name “Malingo” was bestowed on Krishnamoorthi Gopalayan or as he was fondly known “Gopa”. Gopa liked to be called Malingo as he has heard that Lasith Malinga was one of the best pace bowlers in the world ; a real terror to the batsmen . Gopa too wanted to be more than a terror to the batsmen. He was glad that in his village people called him Malingo. “Appa I want to grow my hair and colour it like Malingo, then the batsmen will think that I am the real Malingo and they will start shivering when I approach them.” Magan; _Ungaluku Paiththiyama”? (Son are you mad). ? I don’t approve of that hair style Thebirds will come and nest on your head.” _Illay Illay. Thalai Mudiyeyai kalayaga waithiru “(No No keep your hair short.)

Malingo was a happy and intelligent youth well loved by his friends and relations. Where ever he went in his village everybody had a good word for him. They greeted and engaged themselves with a little chat with Malingo. He was very popular in his school too, where he studied up to the ‘A’ levels. The school’s staff and the fellow students liked him as Malingo was always cheerful and never hesitated to help a friend in need .Thus he was made the Head Prefect in the school, a title which made him and his parents proud . As the head prefect he performed his duties well and did everything within his abilities to uplift the standards of his alma mater. His school could not offer much facilities for the students nor its dedicated staff. It was yet a “carie illay” (no money) school.

It was then that fortune smiled at his school. A philanthropist from Colombo, who was running a charity organization visited his school and donated a library to the children .The hoard of books were of all three languages - Tamil , Sinhala and mostly English . This was a ‘God’s send’ to the poorest of the poor children. In his thanks giving speech the principal appealed to the students to make full use of the library books, study well and someday be like the donor who he said flies “jumbo jets”.

He wanted the students to someday to do well in their lives make a name for the school, the parents and the nation. In his short but effective speech, the donor, an airline captain highly impressed the students. He encouraged and induced hope to the minds of the students. Malingo was highly taken up by his words, and hopes began to bloom in his young mind. After the little library opening ceremony the principal offered everyone a cup of plain tea with a piece of “Panag Katti” (Kitur Jaggery). That was all he could afford.

Malingo slowly approached the Donor Captain. He had one question to ask the donor and he hid from the others not wanting the others to hear him. “Sir, can I also be an aero plane driver like you. Can you help me to be one”? The donor cut him short “nobody can make you a Plane Driver, only you yourself can do that . If you are dedicated willing to work hard, have the desire, yes; someday you can be a pilot like me. Malingo had no more questions to ask, and the conversation ended there.

Malingo gathered all the books about aviation from the newly opened school library, about aviation and began going through each one of them very patiently. There were many books about aviation. Malingo took no time to acquire enough knowledge. Wright Brothers, Manfred Von Rithofen, Charles Lindbergh, Douglass Bader, they were all there in the books.

Malingo read about the Royal Air Force (RAF) too and how they contributed to save Britain from the enemy during World War II. He read about the RAF bombers and fighter aero planes and how they devastated cities and people to win a war. Malingo shuddered. He has experienced the same thing as a village child. The fear, the sadness and the anxiety when the bombers and the fighters flew low over his house destroying his poor village and devastating peoples lives including infants to win a war. Malingo wondered whether the library donor Captain too flew his jumbo jet over his village and dropped bombs. “Is he donating this library to us to cover up his ill deeds”? How can these so called skillful pilots use their flying skills and abilities to destroy others”? Malingo could not understand and he did not want to understand either. Malingo kept on reading until he fully understood the path he has to take to be a pilot. He knew he had to find a lot of money to learn flying, as much as rupees sixty lacks and he also knew that his poor ‘Appa’ could not afford to give him that kind of money even if he sells everything he owned including the little house they lived and the tiny plot of land he cultivated to make a living. Malingo did not want to give up, as “Giving –Up’ was not in his vocabulary. “I must find an alternative”.

Malingo’s Appa and his amma did not understand what Malingo was taking about. Day and night Malingo was jabbering about his new found knowledge of aeroplanes and airports. Nobody in the family listened to Malingo’s aviation talk except his little sister. ‘Anna, will you bring a new doll for me when you start driving aero planes.” Malingo answered “Of course my little angel, I will buy you the most expensive and the biggest doll from London.”

Malingo was soon on track. He choose to follow a “Flight Manager” training course with a reputed airline. He knew that this course, if followed properly, would surely pave the way
Malingo slowly approached the Donor Captain. He had one question to ask the donor and he hid from the others not wanting the others to hear him. “Sir, can I also be an aero plane driver like you. Can you help me to be one”? The donor cut him short “nobody can make you a Plane Driver, only you yourself can do that. If you are dedicated willing to work hard, have the desire, yes; someday you can be a pilot like me. Malingo had no more questions to ask, and the conversation ended there.

for him to achieve his final goal of becoming a pilot. Malingo had a problem. That was to find enough money to pay the course fee. To him and his parents eight lacks would be unimaginable. How can I ask my poor appa for this kind of money. He approached appa, his mind dazed as he knew what appa’s answer would be. “Appa when I become a pilot, I can repay you”. Appa knew what was coming to him and he was ready with the answer. But the answer was somewhat different to what Malingo expected.

“Son, I have some money saved for your elder sister’s wedding and that alone would not do. I have asked your mother to pawn her “thanga Pathakkam” (gold necklace) and her three gold bangles. We could even sell your little sister’s gold chain too as she does not need it now. When you become a pilot you can buy her a better one.” Malingo began floating in clouds when this good news was given to him. In his mind he was landing a Boeing 777 at London Heathrow International Airport. “Appa thank you so much, now that I have the money to pay the course fee, I must immediately start preparing for the selection examination to follow the course, which will most probably be held in English”.

“Kavalai padavaandam maganea (Do not worry my son). I will get a letter from Mr Nathan to this airline. He has a lot of contacts with all these airlines. They will surely take you. After all, we have helped Mr Nathan for his victory. He will surely do this favour for me”, Malingo was a happy man. In a corner of his mind he knew that in Colombo he would someday have a chance of even meeting his hero, the real Malingo.

There were twelve students in the class, five girls and seven boys including Gopa. Being the only Tamil in the class, Gopa was extremely uncomfortable to be among eleven Sinhala speaking students. ‘Will the others accept me as a friend and a fellow student or brand me as a “tiger”? Will the teachers treat me differently, was a question bothering his disturbed mind. Gopa was worried from the beginning. Soon Gopa realized that the fellow students had no barriers built among them. The only Burger, the ten Sinhala students and Gopa the Tamil were one family. Gopa was accepted as their “chimna thambi” (little brother) as he was only nineteen years of age and the other students, mostly school leavers were elder to Gopa. Gopa struggled hard to understand the instructions as his ability to comprehend the English language was below the level which was required to follow a training course of this magnitude. Gopa could not understand much of what the Instructor said. He hesitated to clarify with the instructor, the parts of the lessons he could not understand as he thought the others would consider him as a ‘dumb mutt’. Unnoticed by the fellow students and the instructor Gopa suffered alone. Without trying to question the instructor. Gopa’s mind would race to his ‘appa’ whom he knew would be toiling hard at this time of the day on his plot in a far away land cultivating vegetables. “Appa ennai manneyunga” (Father I am sorry) Gopa would tell his father. “The teacher speaks to us only in English, and that too at a very fast rate of speech, it is difficult for me to understand”. His father would retaliate “Son I have dumped a lot of money on you. You know very well that your sister’s wedding has now been postponed, your mother’s gold necklace and the bangles have been pawned and your little sister’s gold chain was sold. So without giving lame excuses study hard and be the first in class”.

Gopa’s silent cry was never heard by his father, the instructor nor the fellow students. Gopa was suffering alone in a little rented room in Colombo which he shared with another of his course mates from the south. All the students but Gopa passed the first examination of the first subject. Gopa was the only one who failed. He feared that appa would telephone him any time now to check on his progress. Fortunately for Gopa, at his home there were no telephones, nobody owned a mobile telephone either. Then one night the call from appa came at an unexpected hour. Son; how are things with you – remember you must come first in class”. I have dumped a lot of money on you” Gopa had to lie to his father “Aama Apa, Wa kupul muthalava thaga vanthean” (Yes I came first in class) and I got ninety six marks for my first examination , highest marks in the class.” “Illay son. Not enough, next time you must get hundred marks “. Gopa’s mother was not interested in the examination results. She had only two questions to ask Gopa. “Maganea, nantraya saapedu” (Son, do you eat well) Can you manage with eight hundred rupees a month? Gopa lied again. “aama amma” (Yes mother) I eat very well . Money is enough.
Food is very cheap in Colombo”. Of course Gopa managed, as he skipped dinner and had only a cup of plain tea for breakfast most days.

One day Gopa asked his boarding mistress how he could meet “Mister Laashith Malingo” The lady could not understand who Mister Laashith Malingo was. “Do you mean Lasith Malinga the cricketer”? “Yes, that’s him, how can I meet him? Will he talk to me if I meet him? I want to be a good cricketer like him. Do you know that I even bowl like him”. “Gopa” the boarding mistress would say “he is not Mister Laashith Malingo, to us, he is Malinga, Lasith Malinga”. Only Gopa knew that he was now looking out for options as his failure in the first examination dashed his hopes to a certain extent and he thought he must have an optional plan. “If I cannot become a pilot I can be a cricketer like Laashith Malingo.”

Just as the instructions flew over his head in the first subject, Gopa failed to comprehend the instructions in the next subject too. “If only the instructor explains everything in the Tamil Language, I would beat all the others and come first in the class “I would then make my appa a happy man”. While all the other students passed the second examination, Gopa failed to obtain the required marks to pass the second
Gopa struggled hard to understand the instructions as his ability to comprehend the English language was below the level which was required to follow a training course of this magnitude. Gopa could not understand much of what the Instructor said. He hesitated to clarify with the instructor, the parts of the lessons he could not understand as he thought the others would consider him as a ‘dumb mutt’. Unnoticed by the fellow students and the instructor Gopa suffered alone. Without trying to question the instructor, Gopa’s mind would race to his ‘appa’ whom he knew would be toiling hard at this time of the day on his plot in a far away land cultivating vegetables.

examination too. Gopa went to the boarding house that day, a deflated man, stretched himself on the bed and started thinking deeply.

Gopa was now scared. Scared of failure, the worst thing that could happen to a student. More than anything else he was worried of appa’s next telephone call. How can I lie to him again and again? How can I disappoint my mother and the sisters especially the little one to whom I have promised a doll from London? Oh, all that money appa collected for me with greatest difficulty to pay my course fee”. Pressure was building up in his mind. “I have no way out, I have no answers and I can’t be another Laashith Malingo overnight. Help me. Somebody help me”. But his cry for help was never heard by anybody. It was a silent cry for help.

When his roommate and colleague, returned to the boarding room after having dinner at a nearby small wayside hotel, he was shocked to see Gopa’s lifeless body hanging from a rafter in the roof. Gopa took a decision on his own. No more lies to the parents, no more efforts to keep his promises or to cover up his failure. He took the easy way out.

As an aviation instructor I have seen students losing their cool many a time. Undue pressure from the parents is a leading factor for this misfortune. There are many other contributory factors too. In course planning and design, we talk of a “Training Design Cycle” which of course should be meticulously followed, for a training course to be conducted successfully. One of the most important elements of the ‘Training Design Cycle’ is the selection of the proper student. Training institutions are responsible to do a proper selection test, made based on the magnitude and the demands of the Course. Money is not a criterion at all for selection, nor influence used by somebody to recruit a student when the student is unsuitable to be selected.

Gopa had to scarify his young life to remind us of this lesson and Gopa’s poor family had to pay the price. To this day there are training institutions run by unqualified and unprofessional people who value money more than a young person’s future. They cheat students by promising them the moon and the stars and falsely declaring to them that the institution would make them “world ready”. Exorbitant sums of money are extracted from gullible students. They build castles for themselves with this ill gotten money. These are the institutions and the cheats who lead young people astray and destroy the hopes and the future of young people. These institutions will surely lead the youngsters to someday repeat Gopa’s unfortunate feat if not stopped from repeating their misdeeds. The controlling bodies of aviation in Sri Lanka should look into these matters and monitor the standards of the aviation training institutions and courses run in this country. Also the qualifications of the persons who run these courses along with the qualifications and experience levels of the instructors who deliver lectures. Malingo is down and out, but we must not let the same thing happen to the aviation industry in this country. The message left by Gopalarayan alias Malingo must be taken very seriously and learned well. Before a potential candidate is recruited to follow a training course the training institution must not see whether the candidate is rich enough to pay the course fee, (as some institutions do) or whether the candidate has connections, but whether the candidate possesses the required traits to be recruited to follow the course and achieve the set short term and long term objectives of the course. Institutions must be accurate and honest in their judgment. It is far more better for the Institution to fail him and disappoint him/her at the recruitment stage than fail him/her and disappoint him/her at the end and subject them to mental agony.

Good bye dear Malingo. May you rest in peace!

The writer Duncan Jayawardena is a former Air Traffic Control Instructor and Safety Manager cum Instructor for Sri Lankan Airlines.
The Graduation Ceremony of the 2nd batch of students at Helitours Technical Training Centre, Ekala was held on 29th August 2016, marking a great milestone of the institute. The Chief of Staff of Sri Lanka Air Force Air Vice Marshal Ranil Gurusinghe graced the occasion as the Chief Guest.

The graduation was the culmination of the two-year course, comprising of 2400 hours integrated theoretical & practical training. The practical training is provided through Aircraft Engineering Wing, Sri Lanka Air Force Base, Katunayake & Helitours Engineering, Ratmalana. Members of the Board of Management of Sri Lanka Air Force, Commanding Officer SLAF Trade Training School Ekala, Senior Officers & parents of the graduates were also present at the occasion.
BOOK LAUNCHING CEREMONY OF ‘A BROKEN COMPASS’

Book Launching Ceremony of ‘A Broken Compass’ by Mr. Duncan Jayawardena was held on 14 July 2016 at Civil Aviation Authority of Sri Lanka. This is the first publication of Aviation Voice media group.

BEST SCHOOL HOLIDAYS EVER

A special course which has been conducted for over 10 years on behalf of the aviation enthusiasts during every School holidays was conducted once again by the Asian Aviation Centre this August on 10, 11, 12 at the Ratmalan Hangar Complex. More than 200 students were participated from all over the country.

The over 200 students that participated were given an insight to Aerospace Engineering, Flying and Aviation support activities and were awarded a course completion certificate. Next course will conducted during the holiday season of December in 2016.
ASPIRE AVIATION WORKSHOP
- BIBILADENIYA CENTRAL COLLEGE, KULIYAPITIYA

A SPIRE Young Aviators Camp 2016 will be held in the month of December 2016. ASPIRE conducted its first workshop in preparation for AYAC 2016 and was held at the Bibiladeniya Centarl College, who won the 1st Runner up of AYAC 2015.
Graduation Ceremony of Aircraft Maintenance Technician Batch I, Colombo International Nautical and Engineering College - CINEC was held at BMICH on 08 July 2016.

The Aircraft maintenance training (AMT) programme conducted by CINEC is based on “EASA” (European Aviation Safety Agency) course syllabus. This course is fully approved by the Civil Aviation Authority of Sri Lanka (CAASL), leading towards an Aircraft Maintenance (Engineers) License (AML).
Events

Aviators of the newly formed Aviation Club of Holy Family Convent Dehiwala visited SriLankan Aviation College for a special Familiarization programme conducted by the institution. The Unique Uniforms of HFC Aviators brought difference and glamour to the programme while the participation of the Rev. Principal brought more value towards the objectives of SLAC, which is bringing Aviation to the doorstep of Next Generation.
The Asian Aviation Centre has been in operation since 1985 with both, a Flying and as well as an Engineering academy. Year after year the school recognizes a number of students for their above average performances.

AAC was fortunate to have Secretary, Ministry of Defence Karunasena Hettiarachchi grace the occasion as the Chief Guest whilst Dr. Peter Barrington, Head of School of Aerospace and Aircraft Engineering, Kingston University United Kingdom was present as the Guest of Honour Chairman, Asian Aviation Centre (Pvt) Ltd Veteran Film Producer and International Award Winner Mr. Chandran Rutnam, Managing Director Ms. Nihara Jayatilleke, Chief Operating Officer Wing Commander Bandul Tennekoon (Retd. SLAF), Director of Studies Wing Commandar Sarada Mawitagama (Retd. SLAF), College Founder & Consultant Air Vice Marshal Upali Wanasinghe (Retd. SLAF), Parents, Lecturers, AAC staff and College Students were among the gathering.

For the 20th consecutive year a batch of talented students who are due to leave to Kingston University London next month to complete their degree, were awarded for their outstanding performance in their first two years of studies at AAC. No doubt that these students will bring honor to AAC performing exceptionally well in their final year just as the students have done so in the past at Kinston, having gained a strong foundation from the Asian Aviation Centre Engineering Academy.
The National Kite Festival "Nil Ahase Wasanthaya" and "Drug Awareness Kite Walk" was held in Negombo on 28th August 2016. It was a Rotary District 3220 Project in Collaboration with Rotary, Rotaract, Interact, Kite Sri Lanka and Presidential Task Force for Drug Prevention.

Cinnamon Air sponsored Arambhaya II, organized to raise awareness and funds for the construction of a Multidisciplinary Care Clinic for children. A raffle draw at the event selected Thahani Perera as the winner who received a complimentary air ticket by Cinnamon Air.

Nil Ahase Wasanthaya Kite Festival - 2016

The National Kite Festival "Nil Ahase Wasanthaya" and "Drug Awareness Kite Walk" was held in Negombo on 28th August 2016. It was a Rotary District 3220 Project in Collaboration with Rotary, Rotaract, Interact, Kite Sri Lanka and Presidential Task Force for Drug Prevention.

Qatar Airways enters in to new Codeshare Agreement with Srilankan Airlines

Qatar Airways (QR) and Srilankan Airlines (UL), both members of the oneworld alliance, have strengthened their cooperation with a bilateral codeshare relationship.

Both airlines will codeshare on each other’s operations between their hubs – Qatar Airways’ thrice daily Airbus A340-600 operations to Colombo and Srilankan Airlines’ daily Airbus A330-300 operations to Doha. The combination of four daily flights between Doha and Colombo will offer customers additional convenience and flexibility.

For the first time, passengers travelling to Colombo on Qatar Airways will be able to connect to the popular holiday hotspot Male, in the Maldives. Beyond Doha, Srilankan Airlines passengers can transit through Doha’s Hamad International Airport and travel onwards to 20* exciting leisure and business destinations in Europe, USA, Middle East and Africa, including Amsterdam, Barcelona, Paris, Copenhagen, Moscow, Rome, Frankfurt, Geneva, Manchester, Milan, Oslo, Sofia, Stockholm, Vienna, Zurich, New York, Los Angeles, Miami, Bahrain and Cape Town (subject to regulatory approvals*).

Travellers will also benefit from accruing frequent flyer miles, together with other oneworld privileges such as access to spacious lounges, extra baggage allowances, priority check-in and boarding, fast track security lanes and special fares across both carriers’ networks.

Cinnamon Air now daily to Hambantota

Cinnamon Air, Sri Lanka’s premier domestic airline, now offers daily scheduled flights to Hambantota (Mattala Rajapaksa International Airport) from Colombo’s Bandaranaike International Airport (BIA) and Cinnamon Air's secondary hub, Kandy. Flying to Hambantota from Colombo or Kandy takes less than an hour compared to 5 - 7 hours by road. In addition to stress-free and significantly shorter journeys, passengers traveling with Cinnamon Air experience the glories of Sri Lanka with a stunning bird's-eye views of the island along the journey.
AASL honoured at Asia’s Best Employer Brand 2016 awards

Airport and Aviation Services (Sri Lanka) Limited (AASL) announced winning the “Asia’s Best Employer Brand 2016” award for the second consecutive year.

AASL holds the status as one of the most preferred employers in Sri Lanka. Asia’s Best Employer Brand award recognizes organizations exhibiting outstanding performance in the work place across Asia. Airport and Aviation Services (Sri Lanka) Limited was honored from among more than 40 countries across Asia, who have achieved excellence in Building the Employer Brand as an Employer of Choice and has a distinct identity that is visible through the HR practices ; policies & strategy.

The event of The Asia Best Employer Brand Awards - 7th Edition was held in Singapore on 4th August, 2016 and was hosted by Employer Branding Institute; World HRD Congress & Starts of the Industry Group, with a CHRO Asia as a Strategic Partner and endorsed by the Asian Confederation of Businesses.

ASLIYAAIRLINK appointed as Passenger Sales Agent

SriLankan Airlines has opened a new ticket office in Kurunegala, and appointed ASLIYAAIRLINK Private Limited as its Passenger Sales Agent, to better facilitate the air travel of residents of the Northwestern Province and adjoining areas in the Central, Northcentral and Sabaragamuwa provinces.

This is SriLankan Airlines’ 14th ticket office in Sri Lanka. It operates its own ticket offices at Colombo’s World Trade Center, Bandaranaike International Airport, Kandy and Galle; and has ten passenger sales offices in Aluthgama, Anuradhapura, Batticaloa, Gampaha, Hambantota, Jaffna, Kurunegala, Trincomalee, Vavuniya and Wennappuwa.

The office is open to serve customers on weekdays from 8:15 a.m. to 5 p.m; and on Saturdays from 8:15 a.m. to 12:30 p.m. It is closed on Sundays, mercantile holidays and poya holidays. The office is located at 82, Colombo Road, Kurunegala. Phone 037-7880890. E-mail psakurunagala@srilankan.com

SLAC Galle Branch launched it’s operations

SLAC expands its branch network to Southern Province in opening its first ever local branch in the Historical city of Galle. SLAC Galle branch opens opportunities of aviation education to aspiring individuals. Giving them wings to fly into a rewarding career in aviation industry.

SLAC Galle branch launched its operations on 15th of August 2016 with the commencement of Airport Passenger Handling programme.
Dubai, United Arab Emirates – 6th April, 2016 – On April 1st, 1986, an Emirates Boeing 727-200 Flight EK800 departed Dubai International Airport touching down in Colombo, Emirates' fourth global destination. Thirty years later, Emirates has logged 56 million miles, transported thousands of tonnes of cargo and continues to connect Sri Lanka to the world, with 34 flights a week to Dubai, Malé and Singapore.

With approximately 12,000 seats and 780 tons of cargo carried per week each way, Emirates’ service to Sri Lanka has proven to be an indispensable resource for travellers, exporters and importers over the years. The airline has already announced it will increase capacity further with the addition of a fifth daily flight between Colombo and Dubai from 1st August 2016.

Airports of all sizes are becoming increasingly environmentally aware. The proactive use of solar power is gaining in popularity as it will have an immense effect on the environment as it can help to slow/stop global warming. Further to this, it also provides energy reliability, provides energy security & energy independence apart from the gains by saving money. Scripting a new chapter, the Bandarnaike International Airport (BIA) has started to utilize solar power. This is the first Grid Connected solar power generation plant at BIA where its guaranteed life span is 25 years.

The technical inputs and support given by IT, Civil and Mechanical Engineering Divisions to Electrical Engineering Division during the design and implementation stages of this plant has immensely helped for the successfully completion of the project.

The Sri Lanka Minister of Transport and Civil Aviation, Nimal Siripala De Silva, welcomes ICAO Council President Dr. Olumuyiwa Benard Aliu (center back, left) and ICAO Secretary General Dr. Fang Liu (center back, right), accompanied by ICAO’s Asia and Pacific Regional office Director Mr. Arun Mishra (right).

The three ICAO officials were in the Sri Lankan capital of Colombo for the 53rd Meeting of Asia and Pacific Directors General of Civil Aviation (DGCAs), which the Sri Lankan Government generously hosted this year.

During their discussions, Minister De Silva reiterated the strong commitment of Sri Lanka to implement ICAOs policies and programmes, which President Aliu and Secretary General Liu highlighted as a key requisite for the global air transport connectivity so valued by Small Island States. He also requested that ICAO’s leaders look into the problem of training of aviation personnel in the Asia and Pacific Region, stressing that the courses offered can be prohibitively expensive for smaller States.

President Aliu thanked Minister De Silva and his Government for their arrangements and gracious support of the recent 53rd Meeting of Asia and Pacific DGCAs, further assuring him that he and Dr. Liu would review local training access issues through the ICAO Global Aviation Training office.
SriLankan Airlines enters into wet-lease agreement with PIA

SriLankan Airlines has entered into a “wet lease” agreement with Pakistan International Airlines (PIA), owned by the government of Pakistan, whereby an Airbus A330-300 aircraft will be leased by SriLankan to PIA on Aircraft Crew Maintenance & Insurance (ACMI) basis.

This means that the aircraft will remain under SriLankan registry and be flown by SriLankan’s pilots on behalf of PIA, on the “Premier Service” routes between Pakistan and the UK for a period of three months.

Currently, SriLankan is in negotiations with PIA with regard to leasing a total of three aircraft on “dry-lease”, without crew, in the coming months. This is part of the company’s “red to black” campaign to bring the airline back to profitability by exploring all commercially viable avenues.

Aviation Awareness for Western Province Trainee Principals

Special Aviation Awareness programme for 60 western province Training Principals organized by SriLankan Aviation College. The programme comprised with Social Etiquette, Airport familiarization visit, Aircraft Hangar Familiarization and simulator Awareness.

ICAO officials visit the Mattalla airport

Dr. Olumuyiwa Benard Aliu President of the Council of International Civil Aviation Organization (ICAO), Dr. Fang Liu, Secretary General of ICAO and Boubacar Djibo, Director, Air Transport Bureau of ICAO visited Mattala Rajapaksa International Airport (MRIA) on 04th August 2016 during their stay in Sri Lanka to attend the 53rd DGCA Conference held in Colombo, accompanied by Johanne Jayaratne, Executive Director, Airport and Aviation Services (AASL), Sherina Casseer, Head of Section/Aerodromes Civil Aviation Authority Sri Lanka, and G. Withanage, Head of Civil Engineering (Planning & Designs) AASL.
Capt. B C Hirantha Perera achieved 11,000 flying hours in General Aviation Aircraft and has become the most experienced Civil Instructor serving in Sri Lanka. He is also one of the most senior Flight Test Examiners serving for Civil Aviation Authority of Sri Lankan and also Designated Check Pilot in General Aviation. During his instructional career he has overall experience of training student from ab initio. To advance training including Multiengine, Seaplane and Aircraft type conversion.

Introduction to Aviation 2 day course by Fairway Aviation Academy
A special aviation awareness programme “Introduction to Aviation” organized by the Fairway Aviation Academy on 04 August 2016. This was one of the special programmes conducted by Fairway Aviation Academy with the intention of promoting Aviation Industry among young generation. The course focused on enlightening students and interested parties on the various aspects involved in pursuing an aviation license or career.

Fly Southern Approved by CAA, Sri Lanka
The Chairman of Fly Southern (Pvt.) Ltd, Mr. Samith Abeygunawardana receiving the Flying School Licence from Mr. H.M.C Nimalsiri, Director General of Civil Aviation and Chief Executive Officer.

SriLankan Cares and Gymnasium Isernhagen School help fight Chronic Kidney Disease
SriLankan Cares, the community welfare arm of SriLankan Airlines, joined hands with Gymnasium Isernhagen, a school in Hannover, Germany, to donate a Drinking Water Filtration System to the Base Hospital in Kebithigollewa, an area which has a high rate of Chronic Kidney Disease (CKD).

The newly installed filtration plant was officially handed over to the hospital authorities recently at a simple ceremony attended by the officials from Gymnasium Isernhagen, the Kebithigollewa Divisional Secretariat and SriLankan Airlines.

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53rd DGCAs
Conference 2016

The 53rd Conference of Directors General of Civil Aviation of Asia Pacific Region (“DGCA53”) was held at Hilton Hotel in Colombo, Sri Lanka from 01st to 05th of August 2016 under the theme of 'Fostering safe, secure and efficient aviation system in an eco-friendly environment with no country left behind'. The inauguration of the Conference took place on Day 1 (01st August 2016) followed by the 53rd DGCA Conference, the 6th Meeting of Regional Aviation Safety Group (RASG/6) and the 4th Meeting of Regional Aviation Security Coordination Forum (RASCF/4) was held concurrently.

The five day conference was held at the Hilton Colombo under the patronage of President Maithripala Sirisena, graced the opening ceremony as the Chief Guest, while Prime Minister Ranil Wickremesinghe was the Guest of Honour. Transport and Civil Aviation Minister Nimal Siripala de Silva, Transport and Civil Aviation Deputy Minister Ashok Abeyesinghe also participated at this event.

Mihin Lanka flies young racing sensations
Jaden and Aaron Gunawardena to Indonesia

Racing is a passion of all adolescent men! However there are a rare few who excel at it on the international circuit. Aaron and Jaden Gunawardena, are two such young men, who started racing at a very young age and have brought pride and international accolades to their island nation. Jaden is 14 years while Aaron Gunawardena is just 13 years old with both of them now among the Top 20 Asian riders in the region. They recently journeyed on Mihin Lanka to take part in the Suzuki Asia Challenge which took place in Jakarta, Indonesia.

Mihin Lanka has been an integral part of both their careers once again sponsoring them on this tour, which is their latest international racing event. At a recent discussion, both Aaron and Jaden shared their passion for the racing circuit and highlights of each of their careers. They also shared their gratitude to Mihin Lanka who has played a crucial role in helping them travel to some of the region's biggest racing events.
Aviation in Sri Lanka is also developing drastically with establishments of new international and domestic airports, modern aircraft fleets, and more airlines making our country as their destination. But with all this developments there is a lack of aviation knowledge among citizens of the country, to overcome this and make people aware of aviation a voluntary media team ‘PLANES’ was established initially with a Facebook page over 9,000 solid fan base. Developing further planes was able to publish a printed magazine mainly targeting rural areas of the country to uplift and develop the knowledge among citizens of the country. Magazine will be printed and distributed once in every two months.

Initial copies of the magazine were presented to Secretary of Defense Eng. Mr. Karunasena Hettiarachchi, Cheif Executive Officer Sri Lankan Airlines Captain Suren Ratwatte, and Managing Directress of Asian Aviation Center Mrs. Nehara Jayathilake and to the Managing Directress of Aspire Aviation School Mrs. Kate Iowe by the Managing Editor of Planes magazine Asitha Jayasinghe and the Team.

Planes magazine mainly consist of articles featuring Aviation History, Special events, Job opportunities, special programms and many more interesting facts about the industry.

Magazine comes with coloured and attractive pages which costs Rs.50/= and is available in all Sarasavi bookshop outlets island wide. For more details contact Asitha on +94 772 204 499.
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