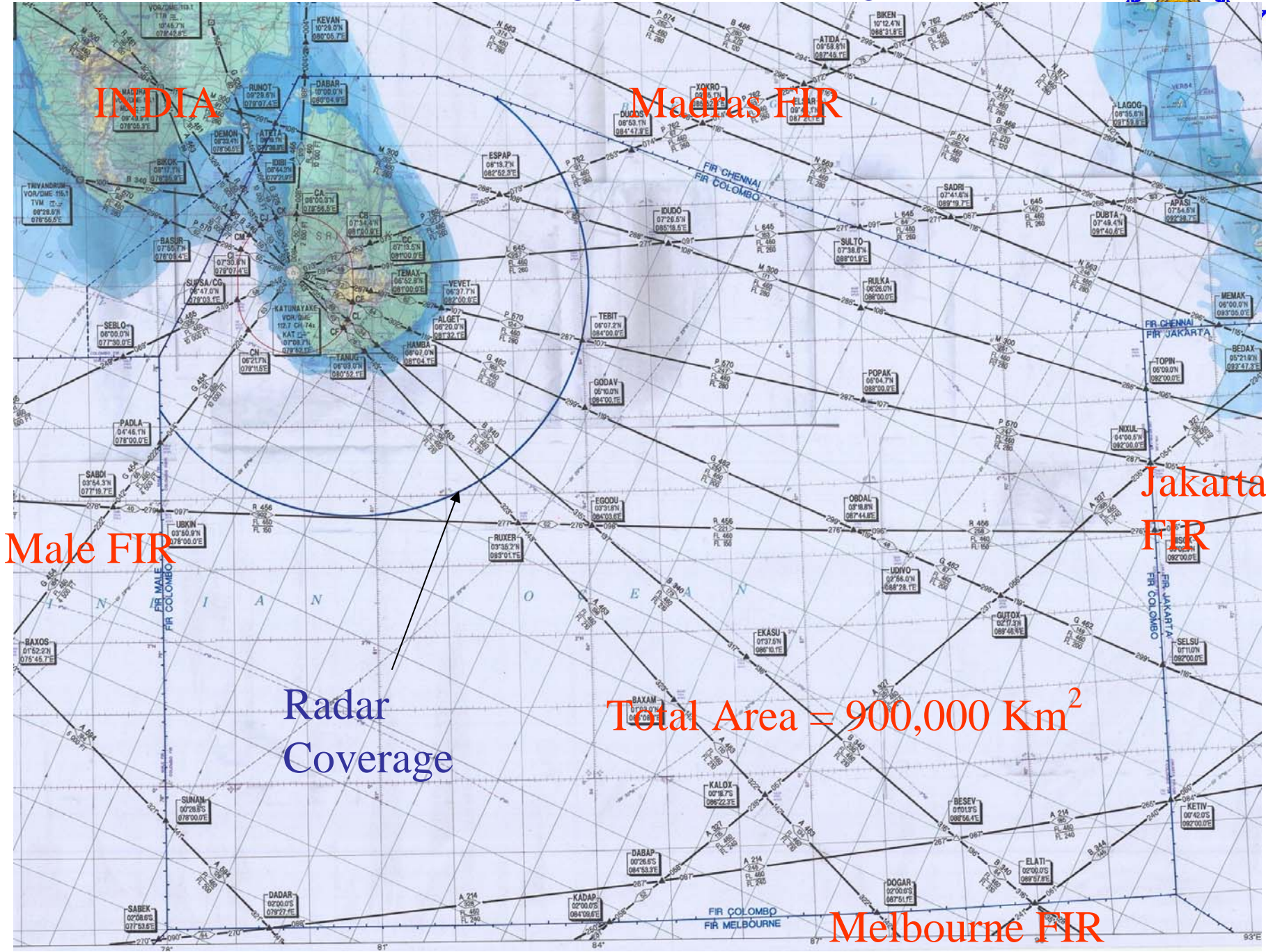




Challenges to Aviation in Sri Lanka

Colombo-Flight Information region



INDIA

Madras FIR

Male FIR

Jakarta FIR

Radar Coverage

Total Area = 900,000 Km²

Melbourne FIR



- Domestic Aerodromes / Military
- Domestic Aerodromes / Civil & Military
- International Airport



Airfields in Sri Lanka



BANDARANAIKE INTERNATIONAL AIRPORT (BIA)

- The only International Airport in Sri Lanka
- Located 35 Km north of Colombo City.
- Passenger Movements 4.8m per year.
- Passenger Capacity 6m per year.
- Aircraft Movements per year 34000.

PROPOSAL FOR SECOND INTERNATIONAL AIRPORT



- The Government of Sri Lanka has identified the need to have a second International Airport in Sri Lanka.
- The location was selected as “Weerawila”, about 160 Km South of Colombo City.
- 2700 ha of land has been identified for this project
- At the moment the (Environmental Impact Assessment) EIA report for the construction of this Airport is being prepared.

CHALLENGES AND ISSUES IDENTIFIED



- Safety
 - Air Navigation
 - Aircraft Operations
 - Airworthiness
- Security
 - Security Infrastructure
 - Balancing Security and Operational Facilitation



AIR NAVIGATION

AUTOMATION OF AIS AND IMPLEMENTATION OF e TOD



- AIS Automation should have been implemented by year 2003 as per ICAO requirements.
- Implementation of electronics terrain and obstacle data (e TOD) has to be done by November 2008 as per ICAO requirements.
- Sri Lanka is facing a difficult situation to comply with these requirements due to high cost involved with the implementations.

PERFORMANCE BASED NAVIGATION (PBN)



- Sri Lanka is in the process of developing a PBN implementation plan as per ICAO requirements
- Sri Lanka needs trained personnel in this sphere
- Training avenues are being explored



Aircraft Operations



TRAINING FACILITIES

- Due to the current security situation in the country training of pilots has its limitations with day time and VFR flights only being permitted in an airport south of the Colombo city.
- Lack of fixed based training devices like procedure trainers and flight simulators makes it necessary for trainees to proceed overseas to complete their training which is a drain on foreign exchange resources of the country.

FACILITIES IN DOMESTIC AIRFIELDS



- A need exist to establish precision approach facilities in domestic airports.
- In domestic airports, terminal and ground support facilities need to be developed further.



AIRWORTHINESS

CHALLENGES FACED IN AIRCRAFT MAINTENANCE



- Turnover of trained and experienced maintenance crew
- Non availability of a common well equipped maintenance training organization for the country



AVIATION SECURITY



SECURITY

- Nation had been gripped by an internal armed conflict where terrorism had been at the helm of it for the past 25 years
- Its impact on International air transportation had been minimal, due to proactive Aviation Security measures of control.
- proactive measures are implemented to suppress any unlawful interference against civil aviation rather than actions taking a reactive posture
- This proactive approach has a high deterrence value and it had been already time tested against extreme terrorism

Security Infrastructure



- Sri Lanka has only one International Airport
- With the increase of traffic it has been felt that there is a need to have modern screening equipment, such as in-line state of the art hold baggage screening systems including explosive vapor detection systems

Balancing Security and Operational Facilitation



- The internal conflict and connected terrorist activities has had a major impact and adverse effect on the development and growth of domestic aviation
- Effectively hinders CAA's ability and responsibility to facilitate domestic aviation operations
- Operational parameters imposed by defense agencies are highly restrictive



Remedy to the Challenge

- An Imaginative, Novel Initiative by the CAA to arrest the situation

“Southern Free Skies”

also known as

“Ruhunu Open Skies”

- An Aviation Panorama; Kite flying , hang gliding, para gliding (powered , non-powered), para jumping, sky diving, hot air ballooning, float plane operations, micro and ultra light operations, model aircraft operations and helicopter borne shipping lane support operations

Coastal belt from KALUTARA to ARUGAMBAY in Potuvil and the adjacent 200NM Maritime Economic Zone.





Thank you

Lal Liyanaarachchi

Chairman

Civil Aviation Authority of Sri Lanka