

GUWANSARA

FLY IN THE AIR

Civil Aviation Authority of Sri Lanka | Special Issue



ICAN**2017**

**Global Aviation's Premiere
Air Services Negotiation Event**

Colombo | Sri Lanka



The making of a Distinct Air Sign

Rawana is pertinent to this story because he is credited with innovation of the first aircraft, the Dandumonaraya or the Peacock Vehicle. He was the first king flew over the world with his aero plane, known as Dandumonaraya, Vimaanaya or Ahasthara. Some evidence of Dandumonaraya the aeroplane is found in Rock inscriptions, Jataka Stories and Ola manuscripts. Ravana had many Vimana in his aero plane hangar. In fact, Ravana had six airports in his kingdom of Lanka (one of it's Ravanagala). The Sinhalese folk stories are enriched with Ravana Stories. King Ravana was continuing a vegan oriented life style and was a real nature lover. According to Lankavatara sutta he was Buddhist and worshipped Kashyapa Buddha. Once he invited Kashyapa Buddha to visit Lanka and deliver his sermon to Sri Lankan citizens who practice yoga and follow Buddhism.

Today the time has changed and many of us do not know the real history of king Ravana and throw our folk tales away without considering any valuable parts of them. King Ravana was one of the best emperors found in Sri Lankan history. There are more than 300 Sinhala village names related to king Ravana era. In addition, there are some more places and remains in which the Rama Ravana war took place in Sri Lanka.

Photo Credited – (Ravanagala) Shaminda Ranshan Fernando, Sunday Lankadeepa newspaper



Ravanagala, Sri Lanka



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EDITORIAL

Editor in Chief

Malaka Dasanayake

Deputy Editor in Chief

Nilantha Tennakoon

Consultant Editor

Prabath Kularathna

Editor

Chandima Kodituwakku

Head of Finance & Distribution

Manjula Wickramanayake

Aviation Feature Editor

Ishara Gunawerdena

Editorial Board

Gimhan Dabarera
Yohan Tennakoon
Gayani Millawithanachchi
Malkanthi Welikala

Graphics Designing

Prasad Ranasinghe

Photography

Sagara Indrajith
Nalinda Madusanka

Layout & Print

Banuka Sachintha | NEO Graphics



Publisher

Civil Aviation Authority of Sri Lanka
No. 04, Hunupitiya Road, Colombo 02.
T/P +94 11 2 35 88 00
Web: www.caa.lk, email: info@caa.lk

EDITORIAL NOTE

It is indeed inspiring and very much encouraging to know that the whole of aviation world is willing to support Civil Aviation Authority of Sri Lanka, hosting the 10th International Civil Aviation organization Air Services Negotiation Event 2017 (ICAN 2017). The immense value of the event and the benefits it shall reap to the Air Operators in the Civil Aviation World are countless and immense, especially to us Sri Lankans as we are enthusiastic to develop the aviation industry in the country to cater to the present and the future demands.

We were offered a lot of encouragement and guidance to host this great event from numerous foreign and local organizations since the inception of CAASL undertaking to embark on this project, including ICAO and sponsors.

We wish to offer our sincere appreciation and gratitude to all our sponsors SriLankan Airlines, Qatar Airways, Turkish Airlines, Sri Lanka Tourism Bureau and numerous other individuals and organizations who contributed in on small way towards a successful outcome. We greatly value your backing.

Also specially appreciate Mr. Ananda Wimalasena, Chairman of CAASL, Mr. H M C Nimalsiri, Director General of Civil Aviation, Mr. Panduka Priyantha Jayaweera, Deputy Director General, Mr. Reyhan Wannappa, Chief Organizer of ICAN 2017, Ms. S I Magammudali, Director – Human Resource & Office Management and all staff of CAASL for your valuable support to success the issuance of special edition of Guwansara Aviation Magazine.

Views expressed in the Guwansara magazine are those of writers, and may not necessarily be the view of Civil Aviation Authority or its employees.



Message from the Minister of Transport & Civil Aviation, Sri Lanka

It is my pleasure to write this message to the 'Guwansara' special publication in honour of hosting of the 10th ICAN Conference in Sri Lanka.

I extend a warm Sri Lankan welcome to the Delegates on behalf of the Government of Sri Lanka as the Minister in Charge of the Subject of Civil Aviation. Our Ministry along with the Civil Aviation Authority of Sri Lanka are delighted to host the top aviation negotiators from across the globe in Colombo.

The ICAN conference format is a successful and proven format that has enabled states to liberalize

their air services arrangements to make air transport more accessible to its travelling public over the last 10 years.

Sri Lanka too has gained many benefits by taking part in past ICAN Conferences. The Conference in Sri Lanka is even more special as it will be an opportunity for our delegation to meet the maximum number of states it has hitherto met.

The hosting of the ICAN conference 2017 is an important milestone for Sri Lanka at a point when it has embarked on a rapid development path to derive economic benefits for its citizens.

I thank the International Civil Aviation Organisation for giving Sri Lanka the opportunity to host the 10th ICAN conference.

I wish the delegates of the ICAN Conference the best of luck in their deliberations!

Nimal Siripala De Silva
Minister of Transport & Civil
Aviation, Sri Lanka





Message from the Secretary, Ministry of Transport & Civil Aviation, Sri Lanka

It is my pleasure to send this message to the 'Guwansara' special edition published to celebrate the hosting of the 10th ICAN Conference by Sri Lanka. The delegates I am sure will find the Sri Lanka hospitality most comforting and relaxing during their stay in Colombo.

The Government of Sri Lanka is committed to promoting the Aviation Industry as a catalyst that stimulates the Economy and ensures sustainable growth and a Conference such as this is a boon

to the Government's development endeavours.

Our Ministry along with the Civil Aviation Authority of Sri Lanka are delighted to welcome the top Aviation professionals to our emerald isle.

Having attended previous bilateral air services negotiation meetings with the Sri Lanka delegation, I am sure all delegates are looking forward to their upcoming negotiations and are eagerly doing the necessary preparatory activities.

I look forward to meeting and interacting with ICAN delegates and creating friendships and bonds that will last for a long time in the midst of negotiating agreements!

I wish ICAN 2017 every success!

G S Withanage

Secretary,
Ministry of Transport & Civil
Aviation





Message from the President of the Council, ICAO

It is now a globally acknowledged fact that ICAO ICAN events play an important role in the continuing economic liberalization of the global air transport sector. This unique and innovative negotiating platform not only provides our Member States with significant savings and improved efficiency in their air services negotiation objectives, but also helps to promote cultural exchange and understanding among States.

These events have also become an important networking forum, providing valuable opportunities for airlines, airports, tourism providers and others to conduct workshops and other business-to-business meetings which bring added benefit on the sidelines of their negotiations.

I am convinced that ICAO's 2017 ICAN in Sri Lanka will be a huge success and will greatly contribute to our Organization's and Member States' efforts in air transport liberalization. ICAO also continues to make related progress in this regard through our Air Transport Regulation Panel (ATRP), which is developing new international agreements for the liberalization of market access, air cargo services and air carrier ownership and control.

As an island nation, aviation connectivity is nothing short of essential to Sri Lanka's tourism and trade, and based on current growth forecasts the numbers of tourists arriving here to appreciate your country's diverse geography, sandy beaches, heritage and cultural sites, will only increase.

Safe, secure and ICAO-compliant air services are the key to optimizing these aviation benefits for your local citizens and businesses.

A related development in this regard concerns the Aviation Partnership for Sustainable Development for Small Island Developing States which was formalized at the Second ICAO World Aviation Forum (IWAF 2016) last year.

Global partnerships of this nature are becoming more important to every aspect of our work at ICAO these days, an evolution which is very much consistent with our mission and role.

This particular initiative will bring together aviation and development partners to identify synergies, challenges and opportunities in support of helping States leverage all available air transport benefits in line with ICAO's No Country Left Behind initiative as well as to support the objectives of the United Nations Sustainable Development Goals.

ICAO has continued with related work this year with our third IWAF event, which we conducted in Abuja, Nigeria, in November. I would very much encourage Sri Lanka's and other States' high-level

participation at future IWAFs in order to take full advantage of the partnerships and investments needed to accommodate future air transport growth.

This is quite important today, as aviation connectivity facilitates access to global markets and trade flows for local producers

and retailers, fosters broad-based economic growth, and through these many benefits helps to support some 63.5 million direct and indirect jobs globally.

This helps to explain its recognized and very positive impacts on global GDP, which presently stand at 2.7 trillion dollars annually.

Aviation also brings many other benefits to governments and civil societies, not only by helping people travel the world and foster peace and understanding through the sharing of their cultures and ideas, but also by improving search and rescue services and other rapid response needs in emergency and crisis situations.

We are very grateful that States have continued to recognize the value ICAO delivers in harmonizing air transport globally, for the benefit of all, and we are very pleased to be able to continue with that mission by supporting ICAN 2017 here in Sri Lanka.

Hosting this event demonstrates not only your State's commitment to encouraging friendship and collaboration among governments and the industry, but also its recognition of the economic benefits that ICAN can bring about for both participants and hosts.

I am therefore honoured to express here ICAO's deep appreciation to the Government of Sri Lanka, and its civil aviation authority, for the excellent arrangements which have been set out for our ICAN 2017 participants.

Dr. Olumuyiwa Benard Aliu
President of the ICAO Council



Message from the Director General of Civil Aviation & Chief Executive Officer, Civil Aviation Authority of Sri Lanka

It is my pleasure to send this message to the 'Guwansara' special edition published to mark the hosting of the 10th ICAN Conference by Sri Lanka. It is the pleasure and pride of the Civil Aviation Authority of Sri Lanka to be given the opportunity to host this prestigious conference in our paradise island, Sri Lanka.

The ICAN Conference truly leaves 'no country left behind' as it provides a platform that helps, States from different corners of the world to meet and engage in fruitful bilateral discussions, which would have been previously impossible due to cost and time constraints. It's also an opportunity for friends in the Aviation industry

to meet and rekindle their acquaintances.

The Guwansara magazine you are reading is an outreach initiative of the Civil Aviation Authority of Sri Lanka to take Aviation to the outskirts of Sri Lanka to engage and educate the masses of Sri Lanka on the facets and important aspects of the Aviation industry. In essence, we hope to go forward with the idea 'no citizen left behind' with the effects and benefits of aviation.

We have understood the scope and potential of the Aviation Industry for a small island nation situated in the Indian Ocean. Aviation provides an important contribution to the

tourism sector all year round and has been steadily contributing to the growth of the other sectors too.

I thank the Minister of Transport & Civil Aviation for his trust and belief in the Civil Aviation Authority of Sri Lanka entrusting the hosting activities of ICAN 2017.

On behalf of the Civil Aviation Authority of Sri Lanka, I take this opportunity to wish all delegates of ICAN 2017, every success in their negotiations and discussions over the next 5 days.

H M C Nimalsiri

Director General of Civil Aviation/
Chief Executive Officer
Civil Aviation Authority of Sri Lanka





Message from the Director of Air Transport Bureau, ICAO

With the support of the Government of Sri Lanka and in partnership with the Civil Aviation Authority of Sri Lanka (CAASL), the International Civil Aviation Organization (ICAO) welcomes you to the tenth edition of the ICAO Air Services Negotiation Event (ICAN2017).

This unique event is emblematic of ICAO's continuing efforts in promoting regulatory liberalization of international air transport, and in facilitating and assisting its Member States in the liberalization process.

ICAN is a facility designed to provide a central meeting place for participating States to conduct multiple air services negotiations or consultations with their partners in a single location, thus greatly improving the efficiency of the negotiation process.

The Event will also provide a forum, through its seminar session, for participants to exchange information and views on liberalization and discuss issues of common interest.

In addition to government negotiators from States, the event is also open to participation by all interested aviation stakeholders, offering all of you excellent networking and interaction opportunities.

This year's Event has special meaning as it marks the tenth anniversary of ICAN since its inception in 2008. It also coincides with the celebration of the International Civil Aviation Day on 7 December.

Our hosts have provided us with excellent facilities and services, and the ICAO Secretariat will work

together with all the organizing partners to ensure that everything runs smoothly for you over the coming days. We trust this will result in a productive and efficient experience for everyone.

Finally, ICAO, the CAASL and the various sponsors who have helped make this happen wish you all a pleasant stay in this beautiful city of Colombo. I greatly encourage you to take the opportunity to enjoy this country's culture and local attractions, and the warm hospitality of the Sri Lankan people.

Thank you.

Mr. Boubacar DJIBO

Director of Air Transport Bureau
International Civil Aviation
Organization





Message from the Chief Organizer of ICAN-2017

Ayubowan! As Sri Lanka celebrates hosting the 10th ICAN Conference, we welcome you – our treasured delegate – to our beautiful paradise island, and we invite you to experience the warmth and hospitality of our people.

The ICAN Conference provides Sri Lanka and the Civil Aviation Authority of Sri Lanka a unique opportunity to promote Aviation in a very special way.

The top tier of the world's aviation community will be in the country for the next 5 days, deliberating on arrangements, agreements and memoranda of understanding that will contribute to the economies of their respective countries.

The decisions taken at this meeting will impact the growth

and sustainable development of Aviation in the years to come.

Having participated in many ICAN conferences in the past, I can feel the enthusiasm and eagerness of delegates to obtain the maximum benefits for their states, amidst a cordial and friendly environment, and in the spirit of mutual respect for delegates of their bilateral counterparts.

I avail myself of this opportunity to thank all my superiors for their support and guidance in the preparatory work to ensure the success of ICAN-2017.

My gratitude also goes out to my colleagues at the Civil Aviation Authority of Sri Lanka, without whom I would not have been able to accomplish this herculean task.

I would also like to acknowledge the assistance rendered by the ICAO staff, as they shared valuable insights and advice to successfully organize this conference.

Finally, I place on record a special note of appreciation to the editorial team of Guwansara, for their brilliant efforts to bring to life the Guwansara - ICAN Special edition.

I wish all ICAN delegates every success at your negotiations. May you have a very pleasant stay in Sri Lanka!

Rayhan Wannappa
Chief Organizer-ICAN 2017
Sri Lanka



10th ICAN in Sri Lanka is graciously hosted by



Ministry of Transport and Civil Aviation



Civil Aviation Authority of Sri Lanka

with the support of



Ministry of Foreign Affairs



Department of Immigration
& Emigration



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ICAO

1944 – 2017

07th December 2017,

Celebrating
73 years
for
the Chicago Convention



History of ICAN Events

	Member states	Delegates	Bilateral Meetings
2016 ICAO Air Services Negotiation (ICAN) Event Nassau, Bahamas 5-9 December 2016	67	400	500
2015 ICAO Air Services Negotiation (ICAN) Event Antalya, Turkey 19-23 October 2015	95	800	588
2014 ICAO Air Services Negotiation (ICAN) Event Bali, Indonesia 17-21 November 2014	78	440	550
2013 ICAO Air Services Negotiation (ICAN) Event Durban, South Africa 09-13 December 2013	73	400	485
2012 ICAO Air Services Negotiation (ICAN) Event Jeddah, Saudi Arabia 08-12 December 2012	62	350	350
2011 ICAO Air Services Negotiation (ICAN) Event Mumbai, India 17-22 October 2011	65	350	340
2010 ICAO Air Services Negotiation (ICAN) Event Montego Bay, Jamaica 28 June to 02 July 2010	42	190	200
2009 ICAO Air Services Negotiation (ICAN) Event Istanbul, Turkey 28 September to 02 October 2009	52	170	200
2008 ICAO Air Services Negotiation (ICAN) Event Dubai, United Arab Emirates in November 2008	27	106	100



Source - <https://www.icao.int/Newsroom>

Programme of Event



ICAO

Hosted by



Sunday, 3 December–Pre-Conference activity	
10:00 – 18:00	Registration of delegates (at Hilton Colombo)
Monday, 4 December – Day 1	
7:30 – 9:30	Registration of delegates (at the BMICH, ongoing until 14:00, from 14:30 – 17:00 at Hilton Colombo)
09:30 – 10:20	<ul style="list-style-type: none"> - Welcome Speech by Secretary Ministry of Transport & Civil Aviation, Mr G S Withanage - Speech by the Regional Director, Asia Pacific Office, ICAO, Mr Arun Mishra - Opening Speech by the Director, Air Transport Bureau, ICAO, Mr Boubacar Djibo - Keynote Address by The Hon. Minister of Transport & Civil Aviation, Sri Lanka, Mr Nimal Siripala De Silva - Introduction of the host of ICAN2018 - Vote of thanks by Civil Aviation Authority Sri Lanka
10:20 – 10:25	Administrative announcements
10:25 – 11:00	Coffee Break (coffee/tea provided by the Host)
11:00–12:50	<p>Round Table Discussion Session “Expanding Air Transport Market Access”</p> <p>In this interactive Round Table Session, a cross-section of aviation stakeholders will share their perspectives and insights on how to further reform the existing regulatory regimes for international air transport, in order to support economic development and facilitate growth of trade and tourism. For sharing of experience, the Chairpersons of the Second Meeting on the Sustainable Development of Air Transport in Africa and Special Event on Promoting Air Links between African States and the Diaspora will brief the audience on the outcomes of the events held in Ghana in March 2017 as well as latest developments.</p> <p>The Panel discussion will focus on identifying solutions to regulatory impediments for increasing market access and air connectivity and how these would impact on the growth of trade and tourism. The Panel will also be expected to address areas of cooperation and enabling regulatory policies required for an integrated intermodal transport system in a liberalizing marketplace and how these would further promote economic development.</p> <p>Moderated by: Mr Boubacar Djibo, Director Air Transport Bureau, ICAO</p> <ul style="list-style-type: none"> - Mr Simon Allotey, Director General, Ghana Civil Aviation Authority (GCAA) & Chairman of the “Second Meeting on Sustainable Development of Air Transport in Africa” - Mr Nari Williams-Singh, Director General, Jamaica Civil Aviation & Chairman of Special Event on “Promoting Air Links between African States and the Diaspora” - Representative of State CAA - Mr Udaya Nanayakkara, the Chairman of the Sri Lanka Tourism Promotions Bureau. - Dr Mario Hardy, Chief Executive Officer, Pacific Asia Travel Association - Mr Paul Steele, Senior Vice President, Member & External Rel. & Corp Secretary, IATA
12:50 – 13:00	Administrative announcements by ICAO and the Host
13:00 – 14:00	Lunch break (lunch provided by the Host)
14:00 – 18:00	<p>Meetings</p> <p>Negotiation meetings between delegations</p> <p>Business to Business (B2B) meetings</p>

19:30 – 22:00	Welcome Dinner hosted by the Sri Lanka Tourism Promotion Bureau
Tuesday, 5 December – Day 2	
09:00 – 17:00	Meetings and workshops Negotiation meetings between delegations Business to Business (B2B) meetings Workshops
12:00 – 14:00	Lunch break (Lunch provided by the Host)
Wednesday, 6 December – Day 3	
09:00 – 17:00	Meetings and workshops Negotiation meetings between delegations Business to Business (B2B) meetings Workshops
12:00 – 14:00	Lunch break (Lunch provided by the Host)
19:30 – 22:00	Dinner hosted by 
Thursday, 7 December – Day 4 (International Civil Aviation Day)	
9:00 – 16:30	Meetings and workshops Negotiation meetings between delegations Business to Business (B2B) meetings Workshops
12:00 – 14:00	Lunch break (Lunch provided by the Host)
14:00 – 16:30	Meetings and workshops Negotiation meetings between delegations Business to Business (B2B) meetings Workshops
17:30 – 18:30	Celebration of the International Civil Aviation Day
17:30 – 17:50	Welcome remarks by Sri Lanka
	Open Dialogue
17:50 – 18:20	Co-Moderated by Mr Boubacar Djibo, Director, Air Transport Bureau, ICAO and Sri Lanka
18:20 – 18:30	Closing remarks and Vote of thanks
18:30 – 21:00	Reception (Snacks and Refreshment provided by the Host)
Friday, 8 December – Day 5	
09:00 – 11:30	Negotiation meetings between delegations
11:30 – 12:00	Closing ceremony Vote of thanks - Closing remarks by Host - Closing remarks by Mr Boubacar Djibo, Director, Air Transport Bureau
12:00 – 14:00	Lunch break (lunch provided by the Host)
14:00 – 17:00	Remaining negotiation meetings between delegations

- END -



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Passing the 100 years aviation history in Sri Lanka

Hundred Years of Flying in Sri Lanka 1912 – 2012 The first aeroplane arrived on the shores of Sri Lanka by sea in a ship called 'Rabenfels' on 12th September 2011 for the use of an Englishman named Colin Brown. The aircraft had an Anzani 25 horse power engine and was built in France. The aeroplane was rated as the best flying machine in the world, after Louis Bleriot flew it across the English Channel from Calais to Dover on 25th July 1909. The Bleriot aircraft did not fly during the first few months after arrival in Sri Lanka. It had been exhibited in different locations and people had bought tickets to see the wonder machine that was capable of travelling in air.

A German pilot named Franz Oster arrived in Sri Lanka in December 1911. He brought with him a monoplane called an Etrich Taube, an Austrian machine which was designed by Igo Etrich, of Austrian-Hungarian origin. The aeroplane looked like a dove and so carried

the name Taube, the German word for a pigeon. Oster became the first pilot to lift off to the skies of Sri Lanka. In the first attempt Oster climbed into a cockpit, revved his engines and rolled on the grass at Colombo Race Course and shot out to the virgin sky of Lanka. In so doing he managed to reach a height of 40 feet but crashed and sustained minor injuries. Oster did another attempt which was also not successful. For his third attempt at flying the Sri Lankan sky, Oster used Colin Brown's Bleriot monoplane which was on exhibition. Third time too, Oster was unlucky. He brought the Bleriot that was being displayed at the Colombo Racquet Club to fly. That time he collided with a bamboo sticking out of the Royal College building and crash-landed onto the Race Course grounds. Oster suffered a shoulder dislocation, cuts & bruises. The plane was badly damaged. None of Oster's sorties into the skies qualified to be told first flight in Sri Lanka as those sorties could not complete

the essential basic characteristics of a full flight; the takeoff, circuit and landing safely.

In the early morning on 7th December 1912, at Colombo Race Course grounds, two Frenchmen Georges Verminck and Marc Pourpre, managed to take-off in Bleriot aircraft, fly and land safely thus recording the First Flight in the skies of Sri Lanka. The State acquired 242 acres of coconut plantation at Ratmalana in 1934 for the construction of a 600-yards long airstrip.

The first plane; De Havilland Puss Moth flown by Flt/Lt Harold Tyndale-Biscoe, the Chief Flying Instructor of the Madras Flying Club landed on this new airstrip on 27 November, 1935. It was considered the 'soft opening' of the Airport. Sir John Kotelawala, then Minister for Transport and Works promoted private flying through the Aero Club of Ceylon in the 1930s. On February 28, 1938 the formal opening of the Ratmalana Airport for civil aviation



The first aeroplane arrived on the shores of Sri Lanka by sea in a ship called "Rebenfels" on 12th September 1911 for the use of an English Governor named Colin Brown.



The first flight take off from Sri Lanka in 07th December 1912 at Colombo Race Course Ground by two Frenchmen Georges Verminck and Marc Pourpre.



The first airplane, De Havilland Puss Moth arrived to Ratmalana Airport on 27th November 1935. It was the soft opening of the Airport.



The first direct regular airmail service was performed by the Governor Sir Andrew Caldecott on 28th February 1938. It was the formal opening of the Ratmalana Airport.



The first flight arrived to Koggala lake from Swan River of Perth, Australia on 30th March 1943. This flight was so long that the passengers saw the sun rise twice and came to be called "The flight of double sunrise". It was the longest flight at that time and the flight time near to 28 hrs.



February 1946, establishment of department of Civil Aviation in Sri Lanka. Mr. L S B Perera was the first Director of Civil Aviation.

Air Ceylon, the flag carrier of Sri Lanka started on 1947



01st June 1948, Sri Lanka joined with International Civil Aviation Organization.



15th November 1968, Opening of the Katunayake airport for international flights



11th September 1971, B747 aircraft operated by Condor Air landed in Katunayake airport at first time.



01st September 1979 started Air Lanka as a national carrier with operating flights to Bangkok



22nd November 1986 Concord aircraft, the world first supersonic aircraft landed at Katunayake airport at first time during the world tour.



01st September 1994, Air Lanka introduced A-340 aircraft for it's fleet and Air Lanka was the first A 340 operator of Asia



27th December 2002 Abolition of the Department of Civil Aviation and establishment of Civil Aviation Authority of Sri Lanka under Act No.34 of 2002



and the official inauguration of the first direct regular airmail service under the British Empire Air Mail Scheme (AMS) from Sri Lanka was performed by the Governor Sir Andrew Caldecott at the invitation of Sir John L. Kotelawala Minister of Communications and Works. At this occasion the Governor Caldecott handed over three official mail bags containing messages to the Secretary of State for the Colonies and the Governors of Bombay and Madras, to the Captain of the American Waco 4-Seater aircraft operated by Tata Sons Ltd., of Bombay, India, registering the first air mail service in Sri Lanka. After the inauguration ceremony, several "Tiger Moth" planes of the Aero Club staged a fly-past, to the delight of the large and distinguished gathering present, at which Governor Caldecott took the salute. At the height of World War II in the early 1940s, Allied military came to the island and established airstrips at Katunayake, Vavuniya, Puttlum, Trincomalee, and Palaly. A sea-plane base was also established in Koggala, for the operation of military aircraft.

Until the early 1960s, Ratmalana was the primary airport for overseas-bound commercial flights. In 1947, the Government appointed Mr. L. S. B. (Leslie) Perera to head the newly-created Department of Civil Aviation, and M. Chandrasoma, an experienced civil servant, as Perera's Secretary to functions under the Ministry of Communications and Works. The office of the DCA was established at the Trans Works House, at Colombo Fort. In 1947, the Government purchased three war-surplus Douglas DC 3 Dakota aeroplanes. The DC-3s were all named after queens Sita Devi, Viharamaha Devi and Sunethra Devi a tradition which continued for some years. But the birth of the new State airline was still a few months in the future. So the three aircraft, under the aegis of the Civil Aviation Department, were extensively used for pilot training and route proving duties. In June 1947, at the suggestion of Sir John Kotelawala, Viharamaha Devi flew to London to collect a valuable cargo of electoral registers for the coming elections. The historic, nine-day flight supplied further proof of what Sri Lankan aviators, and the trusty DC 3, could accomplish. On Wednesday 10 December, 1947, with Capt. Peter Fernando at the controls and a complement of 16 passengers, Sita Devi rose gracefully from Ratmalana runway soon after 8 a.m. inaugurating the Air Ceylon commercial flights and headed for Palaly. After a brief stop there, the Dakota proceeded to Madras, returning to Colombo by the same route later that day. The honour of becoming Air Ceylon's first air hostess fell to Miss. Mavis Wijeratne, who was Air Ceylon's receptionist. The air hostess designated to crew the inaugural flight took ill suddenly so Miss. Wijeratne was quickly substituted. Air Ceylon achieved the distinction of one of the world's safest airlines, never recording a single passenger fatality throughout its 32-year history, apart from an accident on

21 December 1949 in which Douglas C-47 Dakota (registered VP-CAT) was damaged beyond repair in a crash landing at Tiruchirapalli Airport following a scheduled passenger flight from Jaffna. The 21 passengers and three crew members survived the accident. During its life span from 1947 to 1978, Air Ceylon entered into partnership with four international airlines viz. Australian National Airways (ANA), KLM Royal

27th October 2006 Birth of Mihin Lanka as a fully State owned Company fully funded by the General Treasury



24th March 2007, Commencement of commercial flights by Mihin Lanka Ltd



04th February 2011, Civil Aviation Act No.10 of 2010 was enforced



24th April 2007, Commencement of commercial flights by Mihin Lanka Ltd



18th March 2013 Opening of the Mattala Rajapaksa International Airport for commercial operations



07th January 2016, SriLankan Airlines conducted last A-340 Commercial flight from Chennai to Colombo



01st August 2017, 53rd Asia and Pacific Region's DGCA Conference was held in Colombo



14th August 2017, A 380 first commercial flight landed to Sri Lanka



Dutch Airlines, British Overseas Airways Corporation (BOAC) and French airline UTA. Becoming Air Ceylon's fourth international partner in 25 years, UTA provided a Douglas DC-8 jet for the long-haul services. Originally operated by UTA pilots with Sri Lankan cabin attendants, the DC-8 was subsequently bought outright by Air Ceylon and flown with a 100 percent Air Ceylon crew. This purchase was applauded as a breakthrough in Air Ceylon's struggle to shed the shackles of foreign influence. Air Ceylon had, at last, come of age. As the last of the airline's faithful DC-3s were phased out, a second Avro HS 748 was bought. However before long, the first signs began emerging that all was not well with the national carrier. Authorities in Europe impounded a DC-8 for non-payment of fuel bills, and staff morale plummeted when international services were suspended towards the end of 1977. A reduced domestic and regional operation soldiered on valiantly with the Trident and two Avros. On 7th September 1978, Air Ceylon suffered a cruel blow. One of the Avros, just back from a trip to Jaffna, which parked at Ratmalana was exploded by a bomb planted inside aircraft, reducing it to a charred, twisted hulk. Miraculously no lives were lost. The surviving Avro and Trident struggled to maintain a semblance of an operation.

Air Lanka was set up by the Government of Sri Lanka in July 1979 following the closure of Air Ceylon in 1978. Initially, the new air carrier operated 2 Boeing 707 jets on lease from Singapore Airlines, but Air Lanka ended up keeping the Boeing 707s, which were purchased in 1979, while a Boeing 737 was acquired for shorter routes. During the 1980s, the airline increased the number of destinations served and made additions to its fleet. During the mid-1980s the airline operated two Boeing 747-200 aircraft to a number of European destinations. The airline's golden aircraft was the Lockheed L1011 Tristar, which served the airline from 1980 to 2000.

Air Lanka, which was state-owned, was part-privatized to the Dubai-based Emirates Group in 1998, when Emirates and the Sri Lankan Government signed an agreement for a ten-year strategic partnership. This agreement included exclusive rights for all aircraft ground handling, airline catering at Colombo-Bandaranaike airport for a ten year period and use of country's traffic rights for six years. Emirates bought a 40% stake worth US\$ 70 million (which it later increased to 43.6%) in Air Lanka, and sought to refurbish the airline's image and fleet. The Government retained a majority stake in the airline, but gave full control to Emirates for investment and management decisions. In 1998, the Air Lanka was rebranded 'SriLankan Airlines'. SriLankan acquired 6 Airbus A330-200s to complement its fleet of Airbus A340-300 and A320-200 aircraft. SriLankan was the first airline in Asia to induct fly-by-wire state of art Airbus A320 aircraft giving a tremendous boost to the airline's image. The A330-200 aircraft joined the airline between October 1999 and July 2000. The management contract between Emirates and the Sri Lanka Government expired on 31 March 2008. Emirates sold its stake in shares to the Government of Sri Lanka at US\$ 53 million in 2010, thus ending

any affiliations the two airlines had with. The airline joined the one world alliance in 2012. Mihin Lanka which was incorporated on 27 October 2006 is a low-fare airline based in Colombo, Sri Lanka. It is wholly owned by the Sri Lankan government and commenced operations on 24 April 2007. The airline operates scheduled flights from its hub at Bandaranaike International Airport to a number of cities in the Indian subcontinent, the Gulf States and Southeast Asia. It code shares with its partner SriLankan Airlines on several routes, as part of a consolidation exercise between the two airlines. In response to a recommendation made by the International Civil Aviation Organization for enhancement of the State's capability to conduct Safety Oversight functions, the Government abolished the Department of Civil Aviation in 2002 and created Civil Aviation Authority of Sri Lanka in terms of Civil Aviation Authority of Sri Lanka Act No.34 of 2002. The Air Navigation Act No.15 of 1950 was replaced by Civil Aviation Act No.14 of 2010 and made wide provisions for the administration of the civil aviation in keeping pace with the present day requirements. The International Civil Aviation Organization which conducted an audit on the Safety and Security Oversight capabilities of Sri Lanka from 24-30 October 2010 found that the State's compliance in the implementation of international standards and recommended practices is well over the world average with the overall compliance of over 8%. As per the overall audit results, Sri Lanka has been ranked number 4 amongst 34 States in Asia & Pacific Regions and 19 amongst 181 States in

world. The Government created an Airport Authority in 1979 for the development, operation and maintenance of civil airports in Sri Lanka and it survived only for three years. In 1983, the Government created an Agent established under the Companies Act to succeed the Airports Authority and to also provide Air Traffic Services which were hitherto handled by the Department of Civil Aviation. The Agent was identified as the Airports and Aviation Services (Sri Lanka) Ltd., which has later being identified as the Statutory Service Provider. Under the Civil Aviation Act, Katunayake International Airport was developed under the Canadian Government's assistance in 1963. With the development work was completed in 1968, International air transport operations were shifted from Ratmalana to Katunayake. The airport had a passenger handling capacity of 1.5 million per annum at the beginning and it was subsequently expanded to 6 million passenger per annum with one pier and connecting eight aerobridges, under the Stage I-Phase II of the Airport Development Programme which was completed in November 2005. The Government decided to construct the country's second international airport at Mattala, Hambantota. H.E. the President Mahinda Rajapaksa, launched Airport Development of this airport was launched on 19th November 2009. The foundation stone for the terminal building which can handle 1 million passengers was laid on 24th April 2011. The Airport is expected to be opened in the first quarter of 2013. The airport was opened on 18th March 2013 for commercial operations. Sri Lanka hosted the 53rd Conference of the Director Generals of Civil

Aviation of the Asia and Pacific Region from 01 to 05 August 2016 and 400 delegates were attended to the conference from 34 States and Territories of region. The inauguration was held on 01st August at Hilton Colombo with His Excellency Maithripala Sirisena, the President of Sri Lanka gracing the opening ceremony as the Chief Guest while Hon. Ranil Wickramasinghe, the Prime Minister attended as the Guest of Honor along with Hon. Nimal Siripala De Silva, Minister of Transport and Civil Aviation and Hon. Ashok Abeyesinghe, Deputy Minister of Transport and Civil Aviation.

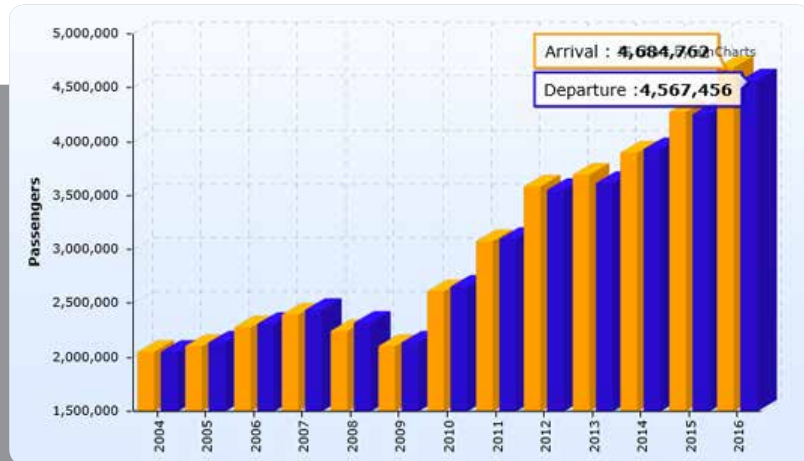
BIA runway was closed for commercial operations between 0830 – 1630 everyday effective 06th January 2017 for a period of three months for re-surfacing of the runway. It was re-opened by the Hon. Minister of Transport and Civil Aviation on 06th April 2017 after successful completion of the re-surfacing programme, which included widening of runway to accommodate New Large Aircraft (NLA).

Emirates airlines launched passenger service from Dubai/ Colombo/ Dubai using the World biggest double deck passenger transport aircraft, Airbus A 380 and the first aircraft landed on 14th August 2017 with full board of passengers at Bandaranaike International Airport, signifying the suitability of the runway for operations of NLA.

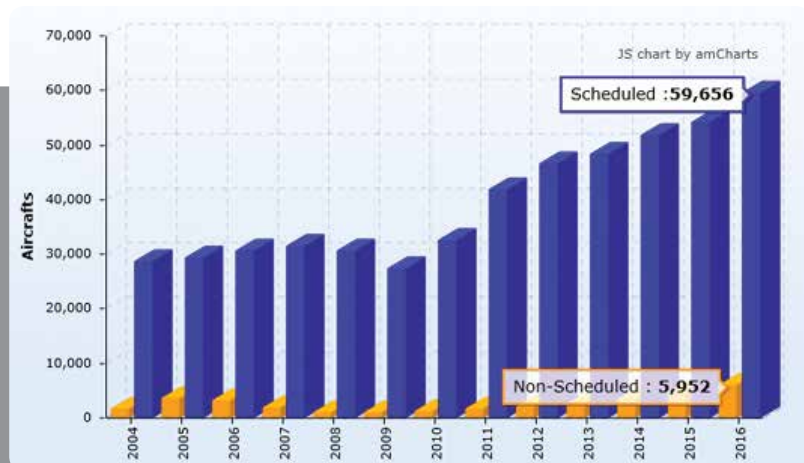
After 20 years, the National carrier SriLankan airlines started the daily non-stop schedule passenger air service to Melbourne, Australia and the first flight take off on 28th October 2017 from Colombo.



Growth of Sri Lanka Aviation Sector Performance

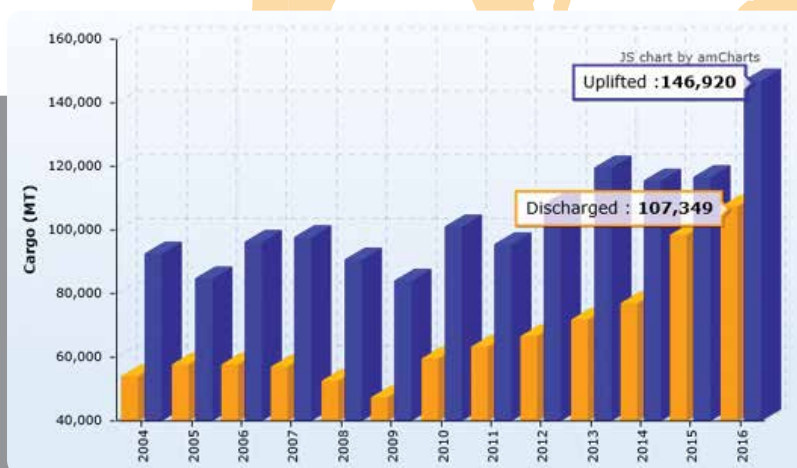
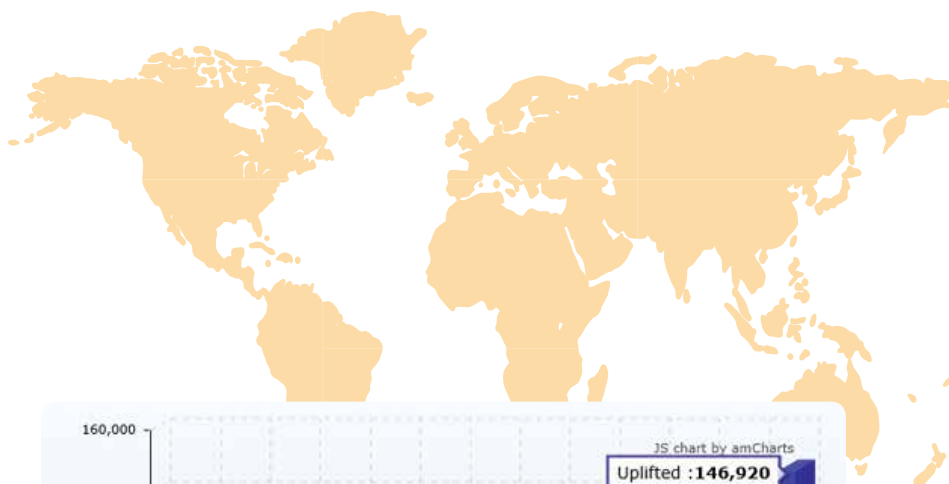


International Passenger handling progress of past 10 years

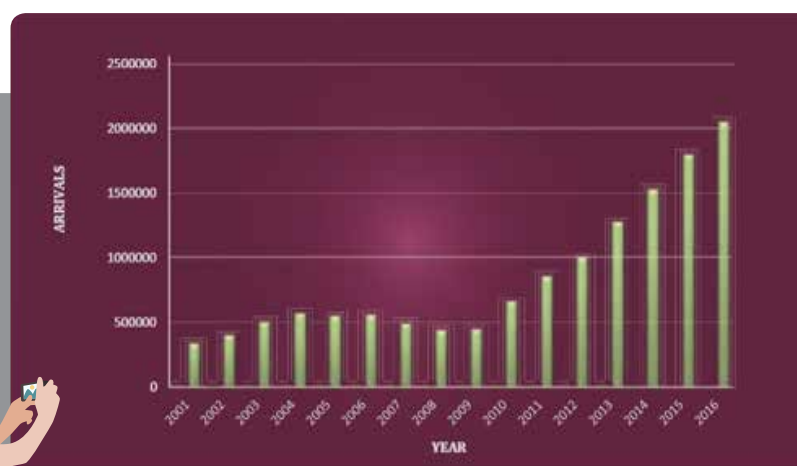


International Aircraft movements progress of past 10 years





International Cargo handling progress of past 10 years



Tourist arrivals progress of past 10 years



Source: www.caa.lk | srilanka.travel



Air services agreements

As a Contracting state of the Convention on International Civil Aviation (Chicago Convention), Sri Lanka always is willing to expand its air services capacity with all other treaty partners. Also as an island nation air transport is a top priority for Sri Lanka. The Government of Sri Lanka always makes every possible effort to help expand the operating airlines' networks to and from Sri Lanka. Currently there are more than 40 active air services agreements

with other countries among 75 air services agreements or arrangements Sri Lanka has entered into.

Liberalization of Air Services

The removal of or reduction in the trade practices that thwart free flow of goods and services from one nation to another is liberalization. Also it can be defined as relaxation of government restriction on industry. It includes dismantling of tariffs (such as

duties, surcharges, and export subsidies) as well as non-tariff barriers (such as licensing regulations, quotas, and arbitrary standards).

In aviation liberalization relaxes the restrictions imposed by the bilateral air services agreements such as capacity, frequency, aircraft type etc. Allowing to exercise 5th freedom traffic right is also an important relaxation of restrictions.



1st Freedom of Air –	The right to fly over another nation's territory without landing
2nd Freedom of Air –	The right to land in a foreign country for non-traffic reasons, such as maintenance, refueling etc.
3rd Freedom of Air –	The right to carry people/cargo from airline's own country to the other country.
4th Freedom of Air –	The right to carry people/cargo from other country to the airline's own country
5th Freedom of Air –	The right to carry traffic between two foreign countries with services starting or ending in the airline's own country.

-International Air Transport Agreement adopted in 1944 at Chicago, USA

- International Air Transit Agreement signed in 1944 at Chicago, USA"

The liberalization of air services are has led to the increment of the freedom of operations and it helps to make a considerable impact on the growth of world economy.

"Air service liberalization can promote traffic growth, with an accompanying growth in non-aviation sectors. The sheer scale of the largest airports, and the global reach of the industry, and its technological innovation, support the often cited statistic that the travel and tourism industry drive 12% to 15% of the world output of goods and services" (InterVISTAS-ga2 – 2006)

Sri Lanka also is following a liberalized policy in aviation regulation and cargo operations has been fully liberalized since

1999. The Cabinet of Ministers have granted approval for the Adoption of a Liberalized Policy on Air Services by giving approval for the cabinet paper dated 7th July 2005 by Hon. Minister Mangala Samaraweera. Since then the Aeronautical Authorities are liberalizing the aviation industry on a case by case basis up to a considerable level based on the policy directive of the Government.

Mattala International Airport.

Mattala International Airport is one of the international airports in Sri Lanka which was opened in 2013 in southern part of the island. All 9 freedoms of air has been fully liberalized at this airport at Mattala International Airport. The government's ambition is to

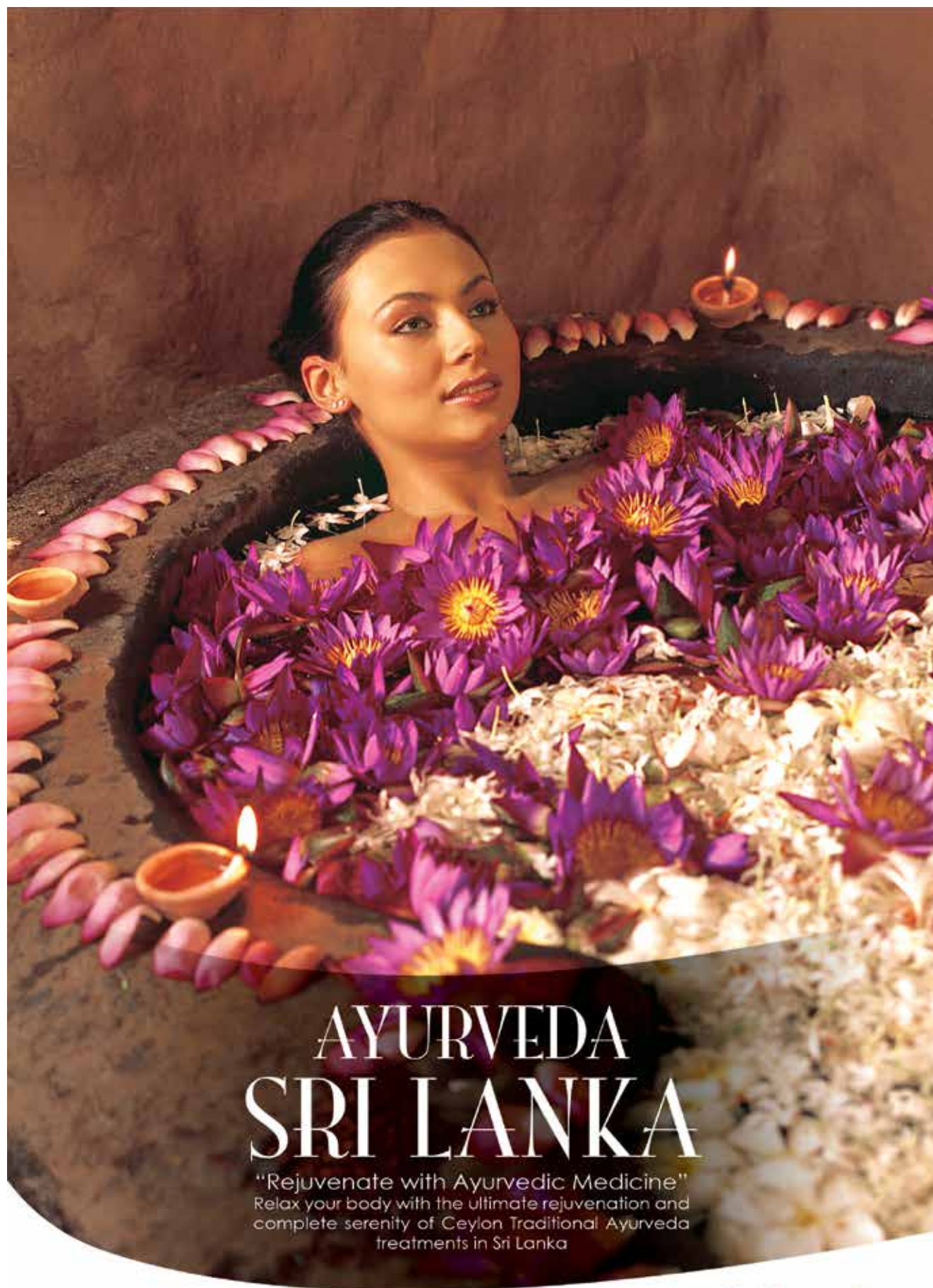
develop the Mattala airport by increasing passenger operation and aircraft operation. Liberalizing air services agreements are very helpful to increase aircraft operations to Mattala.

ICAN

Has helped Sri Lanka to liberalize many of its agreements by attending the previous ICAN conferences by meeting delegations from across the globe.

As the host country of ICAN 2017 Sri Lanka will once again provided with opportunities to enhance its air services and looks forward to making the maximum benefit of ICAN 2017.





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SriLankan Airlines

Pride of the Nation

SriLankan Airlines, the National Airline of Sri Lanka, is an award winning carrier with a firm reputation as a global leader in service, comfort, safety, reliability, and punctuality.

Launched in 1979, SriLankan is currently expanding and further diversifying its wide range of products and services in order to drive the country's ongoing boom in tourism and economic development.

The airline's hub is located at Bandaranaike International Airport in Colombo, providing convenient connections to its global route network of 102 destinations in 47 countries (including codeshare operations) in Europe, the Middle East, South Asia, Southeast Asia, the Far East, North America, Australia and Africa. The Airline recently added Melbourne to its route map with daily direct connections, offering travellers a most convenient and seamless journey.

The Airline joined the oneworld airline alliance on May 1st, 2014 as the first carrier from the Indian Sub-continent. SriLankan now

flies alongside some of the biggest and premier brands in the airline business – American Airlines, British Airways, Cathay Pacific, Finnair, Iberia, Japan Airlines, LAN, Malaysia Airlines, Qantas, Royal Jordanian and S7 airlines. With its oneworld membership, the flagship carrier of Sri Lanka offers its customers more services and benefits: such as a wider route network, opportunities to earn and redeem frequent flyer miles on any one of the oneworld carriers. Similarly, the 130 million frequent flyer cardholders of oneworld's member airlines are able to earn and redeem rewards on SriLankan. Members of SriLankan Airlines' FlySmiLes frequent flyer programme can enjoy privileges and benefits throughout the oneworld network, including, for top tier members, access to 550 plus airport lounges worldwide. SriLankan will also be part of oneworld's most extensive ranges of alliance fares.

Additionally, SriLankan has mutual code-share services with Malaysia Airlines, Etihad Airways, Air Canada, Qantas, Alitalia, Oman Air, Finnair, Jetstar Asia, Japan

Airlines, NIKI, American Airlines, Qatar Airways and Myanmar Airways.

The National Carrier operates an all Airbus fleet of 26 aircraft – which include the state-of-the-art A330-300s and the modern A320/321 neo aircraft.

The Airline's all new A330-300s come with a range of novelties where the ease of modern air travel harmoniously blends in with the uniqueness of Sri Lanka. With cabins illustrated by motifs featuring the diversity and beauty of the island's flora and fauna, they feature the latest amenities.

Enjoy your flight and relax in greater comfort on-board in our enhanced Business Class, designed to pamper. With seats that transform into full flat beds, extra space, on-demand entertainment and direct aisle access, our new and enhanced Business Class makes you feel right at home at 35,000ft.

Our comfortable Economy Class provides a pleasant flying experience, and lets you relax to the latest movies on-demand, while lavishing in the true



SriLankan Airlines hospitality that we are renowned for. With mood-lighting and in-seat power for portable electronic devices across all classes – you can also stay connected and be productive throughout the flight with Wi-Fi and mobile phone connectivity. Surf the internet, send an email, and make a call or text your friends – all while you fly.

Step onboard our new A320/A321neo where modernity blends with tradition. With uniquely Sri Lankan motifs adorning the cabin interiors, the all new A320/A321neo cabins are equipped with the modern comforts to provide you a blissful flight.

There will never be a dull moment onboard. With comfortable leather seats and the latest Rave REMIX entertainment system, snuggle up and wind down as you fly. The new A320/A321neo also provide you with mobile connectivity, in-seat power for portable devices and Wifi throughout the flight so that you will never lose touch while on the go.

SriLankan Cargo has been expanding its services rapidly, using Colombo as a “Hub in the

Ocean” to link the fast-growing economies of the South Asia with Europe, the Middle, Southeast Asia and the Far East.

SriLankan Airlines provides ground services for all airlines that operate through Colombo’s Bandaranaike International Airport, and has gained a reputation with customer airlines for excellence in friendly and efficient service.

A fully owned subsidiary of SriLankan Airlines, SriLankan Catering (SLC) provides on-board catering services for airlines that operate through Colombo. Its state of the art flight kitchen has a production capacity of over 25,000 meals per day, in a 24-hour operation, 365 days a year. SLC has a workforce of approximately 800 employees.

Located in the historic Dutch Complex, SLC opened its fine-dining restaurant, Semondu, offering its signature fusion cuisine, to the public in the heart of the city of Colombo. The Airport Restaurant and the Business Class transit lounge, Palm Strip, at the Bandaranaike International Airport (BIA) are also owned by SLC.

SLC manages the 24-roomed, Serenediva Transit Hotel situated in the departure area, offering four room-types, equipped with essential amenities for transit passengers, and the newly opened Emirates Lounge, inside BIA.

SriLankan Engineering is a provider of choice in Maintenance-Repair-Overhaul (MRO) activities in the region, with its strong expertise in Airbus aircraft, excellent facilities, and experienced engineering personnel. SriLankan Engineering possesses the prestigious EASA 145 certification for aircraft maintenance and its training facility has the EASA 147 certification from the European Aviation Safety Agency. For information visit www.srilankan.com/mro

FlySmiLes, the frequent flyer programme of SriLankan Airlines, offers its members an extensive range of benefits, with the Airline’s induction to the oneworld airline alliance in May 2014. FlySmiLes is made up of five tiers; Platinum, Gold, Classic, Silver and blue. FlySmiLes Club, the top tier frequent flyer categories, comprised of Platinum, Classic and Gold, are matched with the

corresponding oneworld top tiers. Together with oneworld, FlySmiLes members can now enjoy access to over 600 lounges in over 150 airports and connections to almost 1000 destinations across the globe on any oneworld member carrier while enjoying free tickets, upgrades, lounge access, additional luggage allowances, pre-assigned seating and priority confirmation when flying SriLankan. With its line-up of airline and non-airline associates ranging from hospitality, retail and transportation partners, FlySmiLes continues to reward its loyal customers with more opportunities to earn and redeem miles.

SriLankan Aviation College's International Aviation Academy (IAA), caters to manpower requirements of airlines, airports, travel agents, and other aviation industry organizations. It is accredited with the International Air Transport Association (IATA), Director General Civil Aviation (DGCA), Sri Lankan Institute of Marketing (SLIM), University of Moratuwa and the Travel Agents' Association of Sri Lanka (TAASL). IAA, has been recognized by IATA as one of its 'Top Ten' Authorized Training Centres in South Asia.

The SriLankan Technical Training School, which is certified to the EASA 147 standard by the European aviation body, provides comprehensive basic and aircraft type training for both internal engineers as well as external individuals. It is also accredited by the aviation authorities of Pakistan and the Maldives.

The community development arm of the airline, SriLankan Cares actively participates in fundraising and charity activities, with its main focus being the empowerment of Children. SriLankan Cares has carried out major development projects in three rural schools in the country, providing buildings and infrastructure such as classrooms, libraries, and computer labs.





Airport and Aviation Services (Sri Lanka) Limited Moving Towards a New Era ...

By 2020, the government of Sri Lanka is targeting to glimpse the tourist arrival figure reach 4.5 million per annum. Attracting tourists and gradually building the arrivals to reach the set target requires a focused plan and its dedicated execution.

Airport and Aviation Services (Sri Lanka) Limited (AASL) is a government owned company with statutory powers to manage and develop civil airports in Sri Lanka namely Bandaranaike International Airport (BIA), Mattala Rajapaksa International Airport (MRIA) and Colombo Airport Ratmalana. In addition to managing the airports, AASL also provides emergency services such as fire and rescue, aviation security, and safety management that ensure security and safety of passengers and aircraft while on ground and in air. It also provides and maintains terminal and associated passenger facilities at these airports. AASL is also the air navigation services provider within the Colombo Flight Information Region (FIR, a large oceanic airspace extending mostly towards the east), which ensures safe passage of aircraft

within the FIR. AASL conforms to all Standards and Recommended Practices (SARPs) stipulated by the International Civil Aviation Organization (ICAO) and the Civil Aviation Authority of Sri Lanka (CAASL). AASL is also an ICAO accredited civil aviation training provider. AASL is one of the leading public enterprises making an enormous contribution to the national economy, which is also the institutional mechanism of the Government of Sri Lanka through which economic benefits of civil aviation industry are channeled to the nation's coffers. Thus, AASL is undoubtedly a major contributor to the development of the country's aviation industry.

The company has identified the need for doubling the handling capacity at BIA within the next five years and construction work necessary for such capacity enhancement is planned to commence. AASL has transformed into a marketing oriented blue-chip public company capable of withstanding competition and benefiting from competitive advantage. The company is planning to promote domestic

aviation using the existing infrastructure at civil aerodromes scattered around the country and spread its wings across the island.

After the inception of Aviation Industry of Sri Lanka in 1933 and the formation of the Department of Civil Aviation in 1947, Airport & Aviation Services (Sri Lanka) Ltd (AASL) was incorporated in 1983 and was appointed as the Agent of the Government for the discharge of duties and functions as a member of ICAO.

The Civil Aviation Act which was passed in Parliament in October 2010, has empowered AASL to act as the statutory body in respect of all the above-mentioned functions in all civil airports in Sri Lanka and within the Colombo FIR.

The Bandaranaike International Airport (BIA), is the first International Airport in Sri Lanka and was the only international airport until the commissioning of the Mattala Rajapaksa International Airport (MRIA) in March 2013. It has been the main international gateway that linked Sri Lanka to the rest of the world, economically, socially and politically. (BIA), the

main gateway to Sri Lanka has handled more than 9.4 million passengers in 2017 while having the capacity to handle only 6 million per annum.

Airport & Aviation Services Ltd recently completed the colossal task of resurfacing the runway of Bandaranaike International Airport – a US\$50 million endeavor – which was carried out in just three months, with the runway returning to full operational capacity in April this year.

The rapid increase of the arrival and departure numbers has created the need to expand the airport capacity. By understanding the future need for expansion, major development projects have been undertaken. One of these is the Phase II stage 2 of the BIA development project. Under this project, capacity of the airport will be enhanced by a further 9 million passengers per annum thus making the handling capacity of BIA 15 million passengers per annum, on completion.

AASL has planned to carryout major upgrading works to existing terminal to accommodate forecasted traffic until year 2020 when T2 will be available for commercial operations. Most of the activities have already been planned by the respective disciplines. Construction works on some of them have already commenced and others are in the pipeline for timely implementation.

Upgrading includes the enhancement of existing facilities and the establishment of new facilities targeting facility improvements as well as revenue generation.

Recognizing customer expectations is very important for an airport. To give more priority to enhancing the service level at BIA, AASL is presently working towards enhancing service quality of the airport and this project is based on the whole concept of 'experience marketing' under the theme of 'an incredible hospitable experience beyond expectations'.

BIA proudly serves passengers who embark and disembark and one of the unique services offered to passengers is passage via the 'Silk Route'. Silk Route is an ideal solution for an air traveler who feels that airport formalities are a hassle; Therefore, BIA offers exclusive facilities to all the discerning passengers. This facility dishes out ultimate pre-flight and post flight comfort to those passengers who have a booking. A distinct feature of this service is that while the passenger unwinds in the cozy "silk route" Lounge, airport staff take care of all the formalities he should complete before embarkation or after disembarkation.

Along with the promising growth of the tourism industry of the country, the Airport and Aviation Services (Sri Lanka) Limited (AASL) will look positive towards meeting the macro socio-economic objectives of Sri Lanka.





REACH THE SKIES IN GRAND STYLE

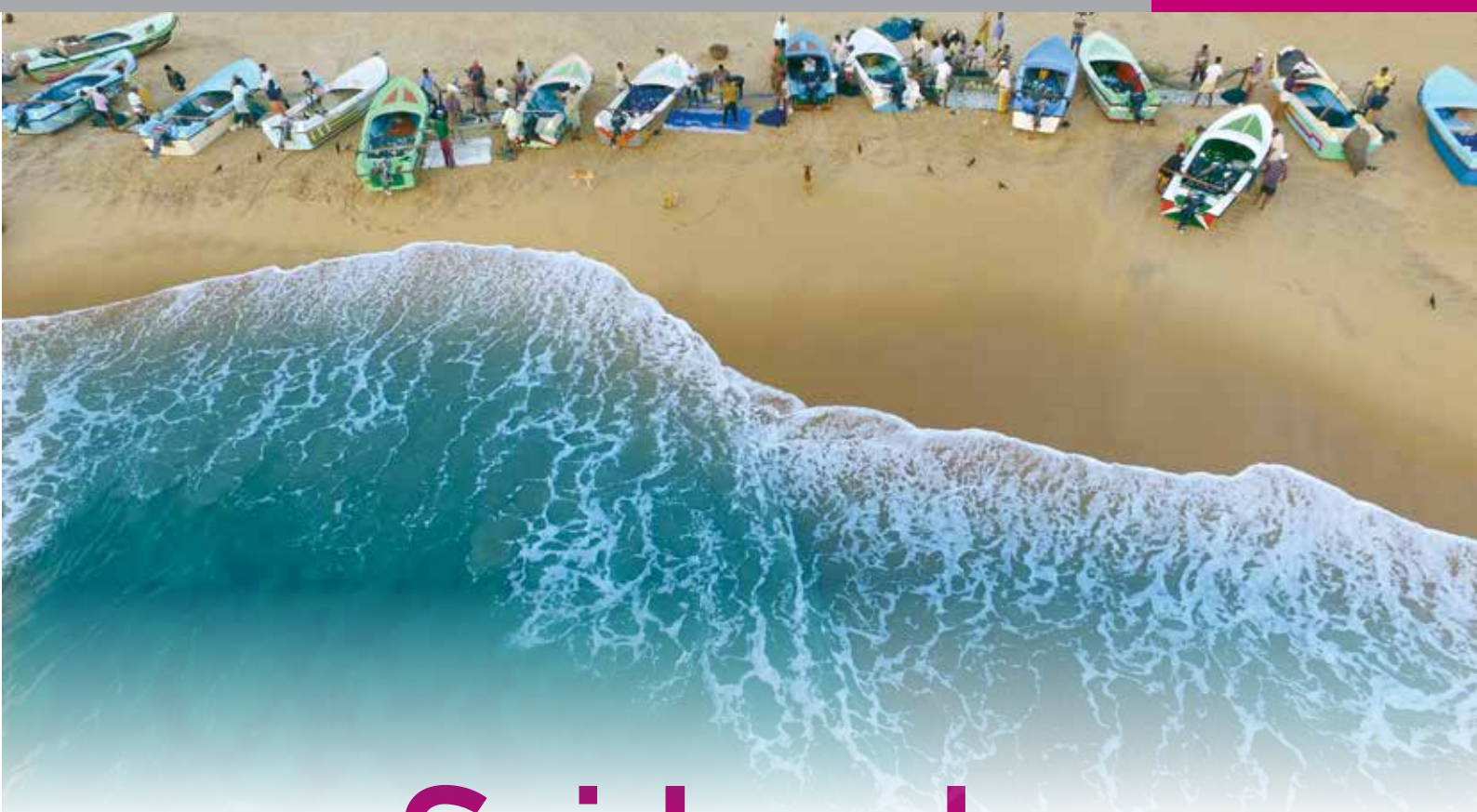


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Sri Lanka

Glance of an Island filled with excitement of adventure
& rich culture waiting to be explored by you

Sri Lanka or formally known as Ceylon, has always been the top of the list as a holiday destination among the travelers those who were seeking for a real-life paradise holiday in a tropical Island. The country has its own identity as the pearl and the teardrop of the Indian Ocean region. In the ancient times, it was referred to as "Serendib" or "Ceylon". Apart from all these names, this paradise island has everything that a traveler would want, from lush greenery, exquisite and sun kissed beaches, exotic wildlife and perfect hide a ways surrounded by the misty mountains and hills, picturesque landscapes, and the golden sunrise at the break of dawn. Above it all, the warm hospitality and the affectionate smile of the people of this magical wonderland enriched with its own natural resources and cultural heritage will truly amaze an

interested traveler, with so many stories unfolded behind these nature's wonders.

Ancient Sri Lanka

With over 2500 years old documented history and over 30,000 years undocumented historical facts of civilization destination Sri Lanka has been gifted with astonishing historical monuments and cultural artifacts those are spread around this compact island.

Sri Lanka's cultural depth is recognized by UNESCO, which has declared six archaeological World Heritage Sites in the country including the sacred city of Anuradhapura, the ancient city of Polonnaruwa, the golden temple of Dambulla, the ancient city of Sigiriya, the sacred city of Kandy, the old town of Galle and its fortifications and the Sinharaja Forest Reserve.

Nature and Wild Life

Sri Lanka is one of the finest wild life watching countries in The South Asian Region. The island is a home for a variety of habitats, from flora to fauna, many species are only endemic to Sri Lanka. The island is visited by many interested travelers to get a glimpse of rare creatures for maybe once in their whole lifetime. If you want a close and personal experience with untamed world of wildlife, Sri Lanka is the ideal wild life tourist destination with an array of national parks. These parks are the best places to watch a great herds of elephants, enormous whales, elusive leopards, schools of dolphins, hundreds of colourful birds and reefs teeming with rainbow-coloured fish.

Yala National Park is one such place where to experience a bit of adventure by viewing the rare



species of the wildlife, on a safari jeep, where the leopards, varieties of deer and other creatures stare at you with their cautious eyes. Situated in Sri Lanka's south-east hugging the panoramic Indian Ocean, Yala was designated a wildlife sanctuary in 1900 and was designated a national park in 1938. Yala is home to 44 varieties of mammal and 215 bird species. Among its more famous residents are the world's biggest concentration of leopards, majestic elephants, sloth bears, sambars, jackals, spotted deer, peacocks, and crocodiles. The best time to visit Yala is between February and July when the water levels of the park are quite low, bringing animals into the open.

The Wilpattu National Park is another wildlife sanctuary located on the northwest coast spanning the border between North Central Province and North Western Province of Sri Lanka. A unique complex of over 50 wetlands called

"Villu" is the most prominent topographical feature of the national park.

Sun, Sea and sand

The palm fringed beaches surround the island with 1600km long stretch and the sea temperature rarely fall below 27 C create this beautiful island into a paradise for relaxation for those who from the busy urban.

The Northern and the Southern coastlines offer you the pristine beaches Sri Lanka, giving you the opportunity to bask under the golden sun, enjoying the soft breeze and the coconut and palm trees giving you a shade. The Bentota beach is one of the most famous hotspots for sunbathing and surfing, snorkeling and diving, and you can find all the watersports you want to do at one place. Across the trip to South west you will be passing Wadduwa, Kalutara, Beruwala, Aluthgama, Bentota, Induruwa, Ahungalla, Balapitiya and Unawatuna, the town of

Amabalangoda which is famous for its puppet dancing and handicrafts, making you want to stop by have a look at the colorful items.

Hikkaduwa is famous for its coral reefs, which is a shallow fringing reef with an average depth of around 5 meters. It is one of the three national Marine parks in Sri Lanka. The best beaches across down south includes Unawatuna, Bentota, Mirissa and Weligama and Hikkaduwa. The Unawatuna beach is semi-circular and stretches approximately for one kilometer.

While you take your trip to the Northern East Coast – the area offers you a wide range of luxury resorts in this palm fringed coast line.

There are three familiar places- Passikudah, Kalkudah and Trincomalee Arugam Bay with its crystal blue water has become a well-known name among the beach lovers, tourists and locals



alike, which contains a wide beach with several fishing villages nearby. It is located in the dry zone of Sri Lanka's South East coast and has been identified as the best surfing beach in Sri Lanka and the fourth best in South East Asia. So next time you visit Sri Lanka , make sure you visit it's exquisite beaches , grab your beach accessories, and get ready to have the perfect beach holiday of your choice !!

Culture values and events

The richness of Sri Lankan culture mixes modern elements with traditional aspects and is known for its regional diversity as Central, Southern and Northern. Sri Lankan culture has long been influenced by the heritage of mainly Theravada Buddhism and also with Hinduism passed on from India. Sri Lanka is a country which holds a large number of cultural festivals such as the Kandy Esala perahera , vesak festival , Sinhala -Hindu New year, where one nation does every cultural ritual at the same auspicious time. During the month of August, Kandy becomes a busy city with preparations for the Kandy Esala Perahera, one of the most glamorous and colorful cultural pageants held in Sri Lanka. The temple of the sacred tooth relic is the most historic and important place in Kandy, alongside the historic Kandy Lake.



Page 33-35 Photo courtesy of NEO Graphics

International Hotel Chains

For tourists who want to have their special day in a totally different way according to the Sri Lankan tradition, and the friendly staff in luxury hotels, boutique villas of the country will give you their maximum support. Sri Lanka is unique as the "Land of Smiles" to tourists, with comfortable accommodation.

Sri Lanka offers a wide range of international hotel chains such as Shangri-La, Centara, Marriot, Riu, Sheraton, Movenpick, Hyatt, Hilton while there are Bungalows, Boutique Hotels, Boutique villas, Guest Houses, Heritage bungalows, Home Stay Units, Jungle cabins, Tree-houses, Eco-lodges, Camping Huts, Luxury Apartments to suit your choice..

Cuisine

Sri Lanka is rapidly developing in some niche segments such as Wedding tourism, Film tourism, and culinary tourism.

With regard to culinary tourism, Sri Lankan culinary segment promotion will be a gate way for Sri Lanka to attract more potential food travelers to Sri Lanka. This will be an opportunity to create greater awareness among the public as well to encourage travel agents to promote destination Sri Lanka within their clientele. With culinary tourism, Sri Lanka Tourism will be taking local traditional cuisines to the door steps of global food loving travelers, who love to experience a variety of cuisines from various countries. Sri Lankan cuisine has been influenced by many historical, cultural, and other factors. The cuisines represent the diversity of various cultures, religions, ethnic groups but the deliciousness come as something to be common for all.

Having all these excitements in a very compact tropical island, Destination Sri Lanka offers an exciting and wonderful experience to all the arriving travelers from around globe where they all can be take home as unforgettable memories to be shared among their loved ones.

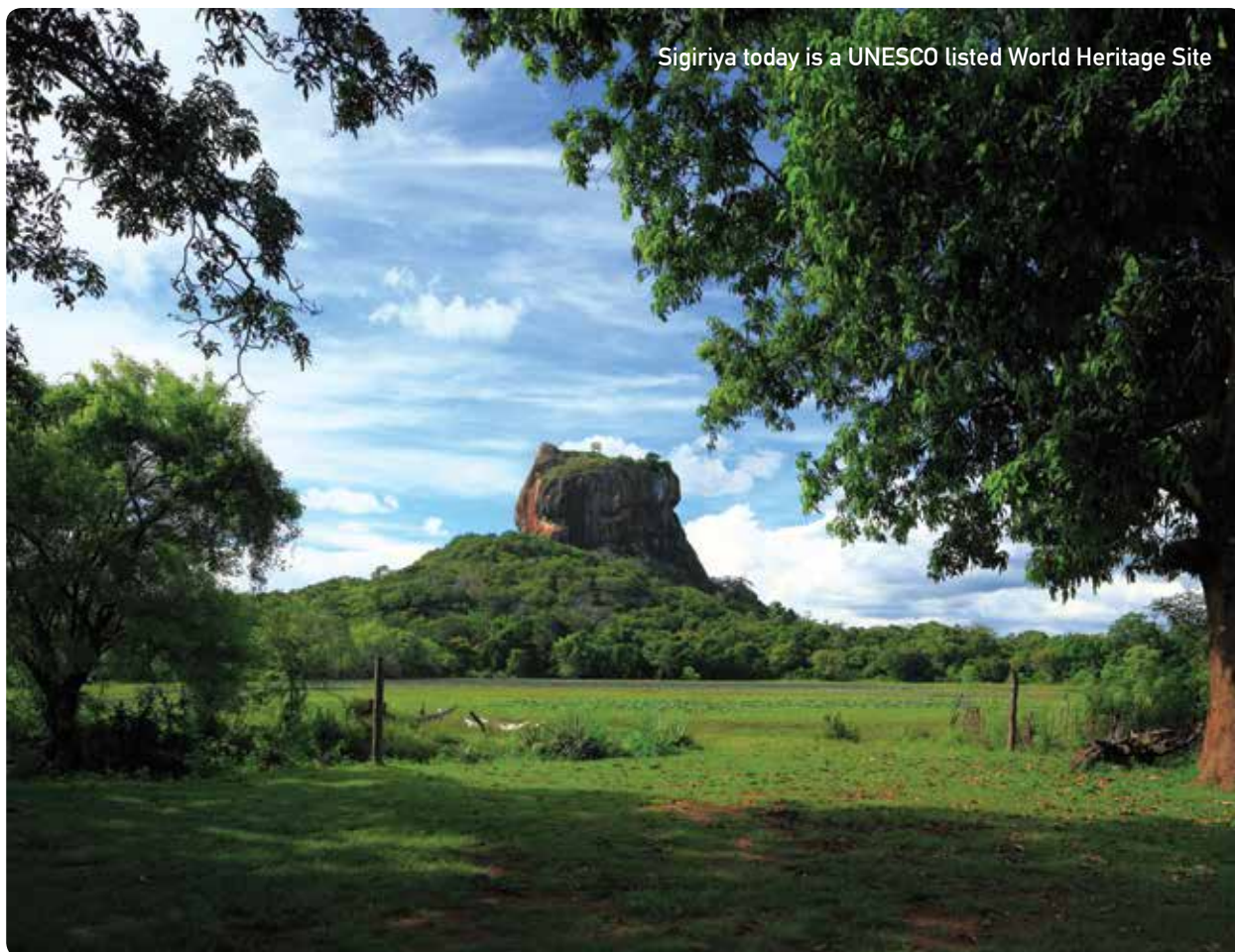




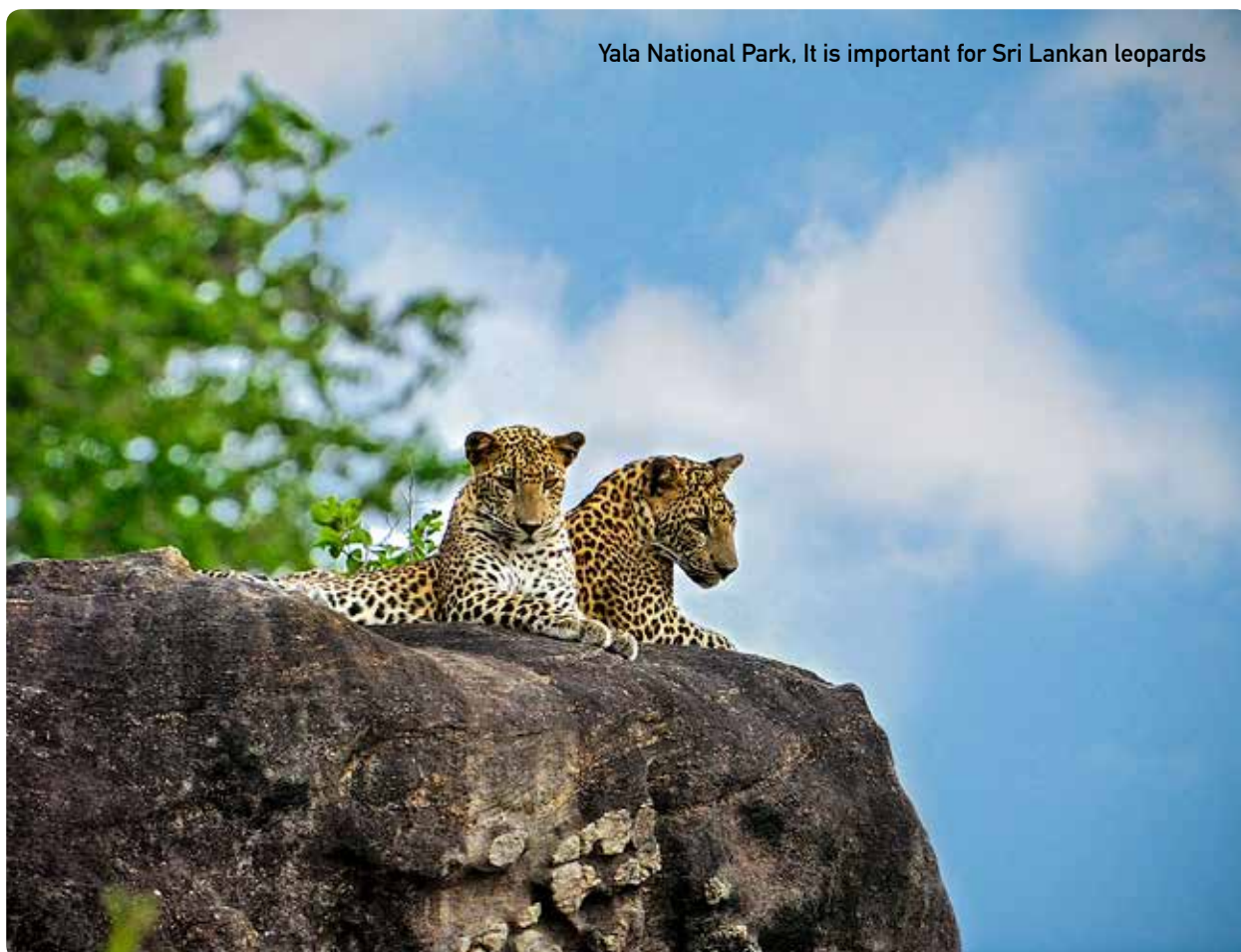
SriLankan Smile



Sri Dalada Maligawa, Kandy, Sri Lanka









Kumana Bird Sanctuary



Whale Watching, Mirissa

St. Clair's Falls is one of the widest waterfalls in Sri Lanka



Sri Lanka's gem industry has a very long and colorful history



Stilt fishermen of the southern coast



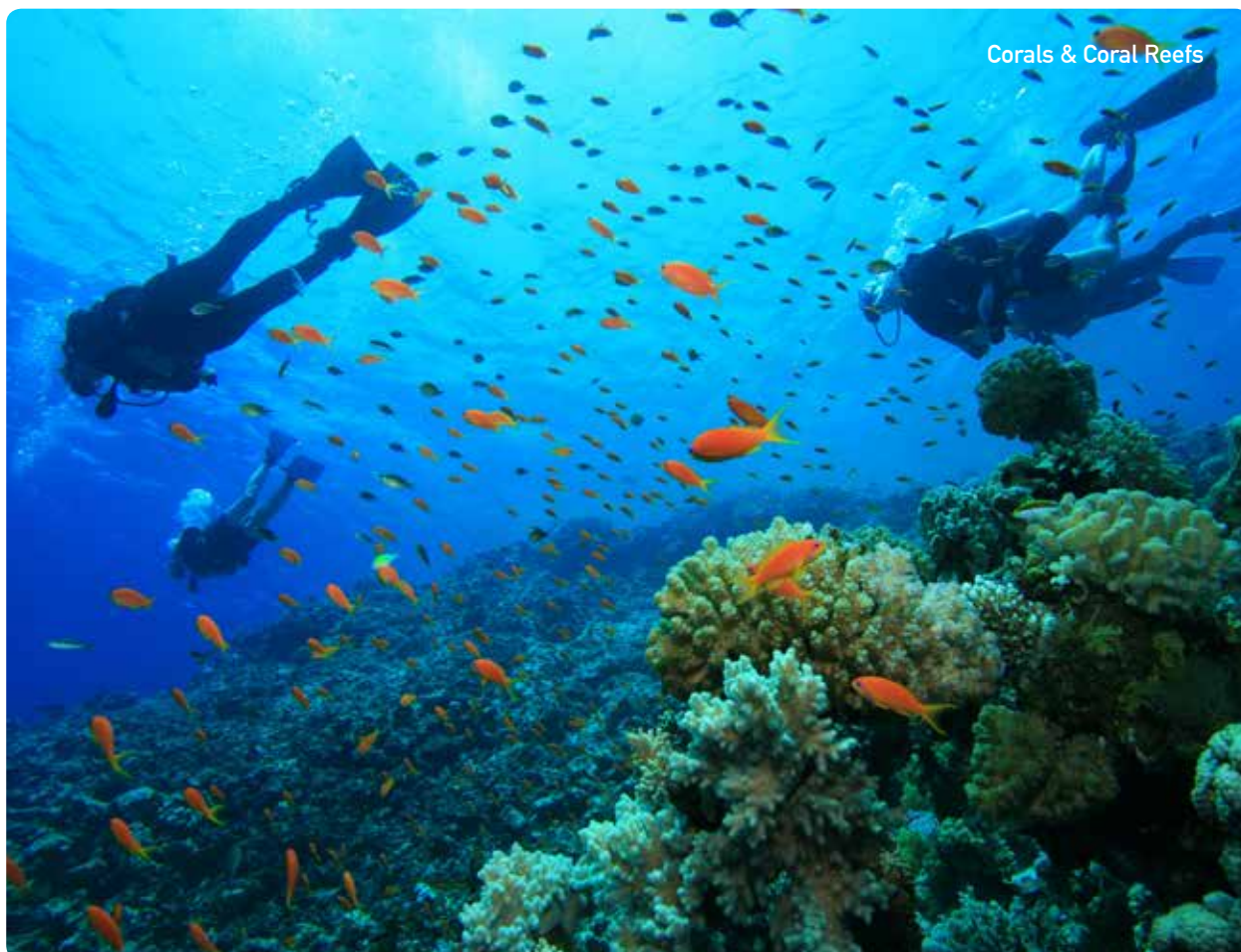
SriLankan traditional medicine



The Sri Lankan elephant



Corals & Coral Reefs



Surfing, Arugam Bay



Spinning fire balls or "ginibola" at Kandy Esala Perahera





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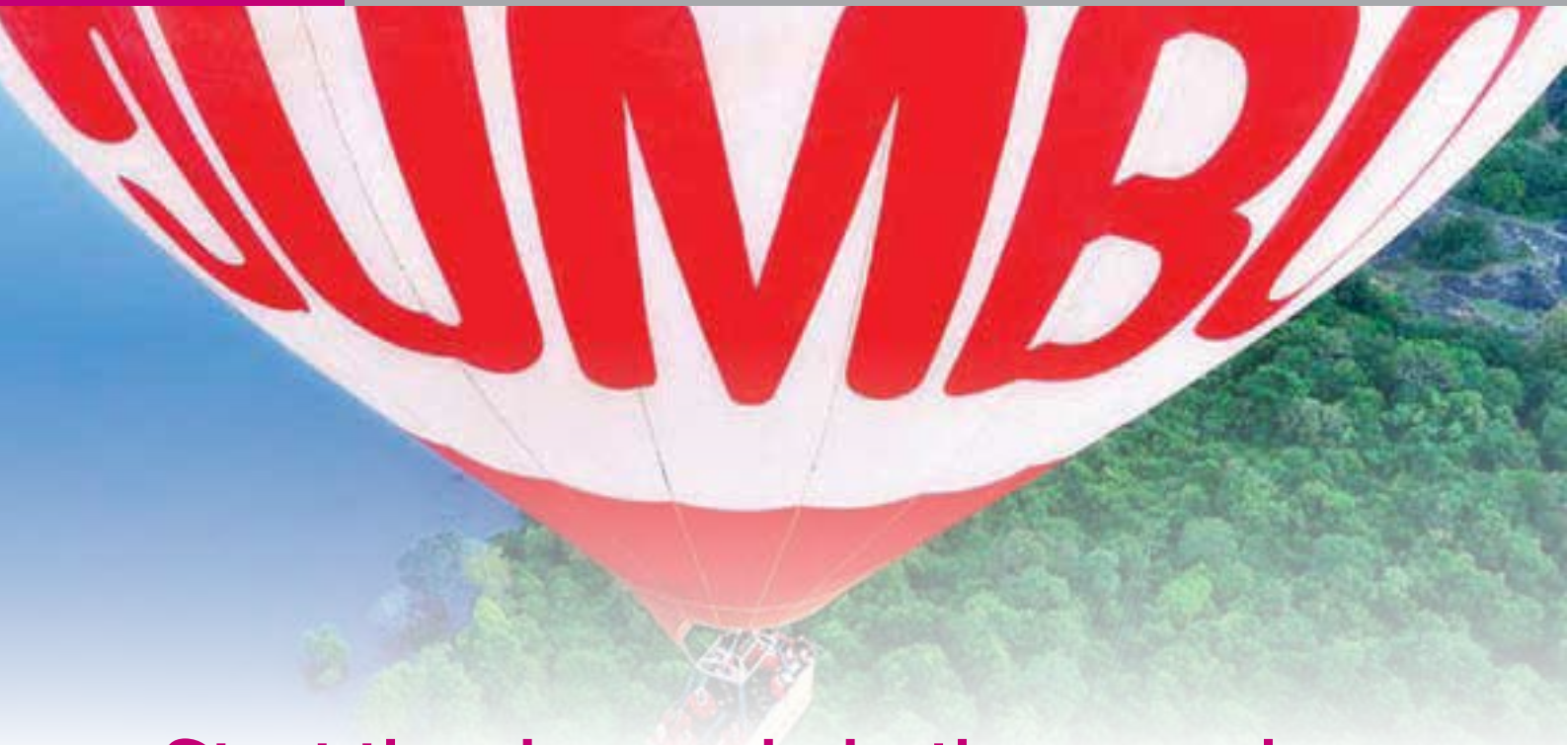
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Start the day early in the morning with a balloon flight, the lack of a feeling of movements

Hot air ballooning is the activity of flying hot air balloons. Attractive aspects of ballooning include the exceptional quiet (except when the propane burners are firing), the lack of a feeling of movement and the bird's-eye view. Since the balloon moves with the direction of the winds, the passengers feel absolutely no wind, except for brief periods during the flight when the balloon climbs or descends into air currents of different direction or speed.

Considering the history of ballooning, early unmanned hot air balloons were used in China. During the three kingdom era (220 – 280 AD), Zhuge Liang of the Shu Han Kingdom used airborne lanterns for military signaling and these lanterns are known as Kongming lanterns. Bartolomeu de Gusmao flew the first European balloon flight on August 08, 1709 in Lisbon. He managed to lift a balloon full of hot air about 15 feet in front of King John V

the Portuguese Court. The first untethered (free) manned hot air balloon flight was performed by Jean-Francois, Palarre de Arlndes and Francois Laurent de Arlandes on 21st November 1783. On 19th October 1783 the first manned human ascend in a Montgolfier hot air balloon took place when Pilatre De Rozier and two others ascended in a tethered hot air balloon and remained in the air for nearly 15 minutes. It is good to know the term "pilot" is derived from the name of Pilatre De Rozier who is regarded as the first man to travel in a free hot air balloon. The first round world hot air balloon ride was completed by Bertrand Piccard of Switzerland and Brian Jones of Britain living Switzerland departed on 01st March 1999 and landed on 21st March in Cairo. The two man exceeded distance, endurance and time records traveling 19 days, 21 hours and 55 minutes.

Commercial hot air ballooning was introduced to Sri Lanka in

2003 by Mr. Peter Andrew Stewart (Australian) of Adventure Centre Asia along with the first Hot Air Balloon Festival organized by Capt. Anil Jayasinghe. The festival took place in the South and the North Central Province. There were many international balloonist who took part in this festival. Capt. Jayasinghe was the first SriLankan Hot Air Balloon operator and license holder.

Currently Sri Lanka has a 100% safety record without even a minor injury such as a sprained ankle. This is due to the operators using the services of highly experienced European Pilots who are properly trained to bear in mind the motto "Safety First". These pilots have met the requirements of the Authorities. A balloon operator must be registered with the Civil Aviation Authority of Sri Lanka meeting all requirements from Registrations and Airworthiness of Balloons, Passenger liability insurance, Commercial Pilots



must have National Intelligence Bureau clearance, valid medical, pass the Air Law exam and a high standard of the English language is required for the safety briefing to passengers at take-off and landing.

Hot air balloon launches are made during the cooler hours of the day, at dawn with the sunrise. At this time of day, the winds are typically light making for easier launch and landing of the balloon. Flying at these times also avoids thermals, which are vertical air currents caused by ground heating that make it more difficult to control the balloon.

In Sri Lanka hot air ballooning is seasonal operations can be done only during the periods from November to April. The climatic conditions during the months May to October are not favorable for ballooning. For a safe commercial balloon flight the winds have to be calm and the air cool with good weather as ballooning is totally weather dependent.

Since most of the tours include the Cultural Triangle, ballooning can be done with ease even if not included in the itinerary. Since this activity is at sunrise and the passengers

can be back at their hotels for their regular breakfast and then continue their day as planned.

A common tradition among balloonists is to have a champagne toast upon landing and this continues in Sri Lanka as well on commercial sight-seeing flights.

Dambulla is by far, one of the best places for ballooning and is very popular among visitors from every corner of the world. Thousands of flights have taken to the skies from this area by very professional Balloon Pilots. What better way to start balloon flights at 6 am carried by the light winds across the country side absorbing the views beginning from the flight take off time till landing in one hour. This unique activity is not to be missed if you are visiting Sri Lanka. The beauty is endless surrounded with the Golden Buddha, Sigiriya Fortress, Pidurangala, wildlife, birds, jungles, cultivations, tanks, fishermen and villages all waking at daybreak. The amazing colours of nature is absolutely not to be missed.

Hot Air Ballooning in Sri Lanka is very popular among many tourists who want to experience the natural

beauty from above. Other people have a balloon flight to celebrate a birthday or wedding, or even to propose to their special person. A hot air balloon is also a very effective tool for advertising of various businesses.

At landing the passengers are served with a glass of champagne by the Pilot as a toast for a safe flight. This is the time that passengers who were complete strangers at take-off become friends and socialize with each other. To top it off the villagers both young and old will be present to say hello to the passengers as if they were visitors from another planet! Chit chatting and taking photos to last a memory of their balloon flight in Sri Lanka.

There has been a few visitors who have come back for a second flight and all who do a balloon flight says that it is one of their highlights of their visit to Sri Lanka.



Sri Lanka is becoming the hottest destination for Kitesurfing

Insight on Kitesurfing

Kitesurfing is a wind powered surface watersport using a kite and a board to move across the water. Kitesurfing harnesses the power of the wind through a large parachute type kite to propel a rider across the water on a small surfboard or a kiteboard (similar to a wakeboard).

Although the name includes surfing, kitesurfing does not need waves, the wind is the only force needed to power you along. Flat water locations such as Kalpitiya are favored by riders looking to perform freestyle as the water is smooth so easier to take off and land on.

With the large range of conditions to ride in, whether 'surfing' in the waves, going for big jumps, taking out a GPS for a speed records, learning a new freestyle trick or on a long distance adventure kitesurfing never becomes boring or repetitive.

In 2012, the number of kitesurfers was estimated by the ISAF and IKA at 1.5 million persons worldwide. The global market for kite gear sales is worth US\$250 million.

The Attraction to the Sport

Being a new sport kitesurfing takes its ideas from a whole range of other sports, wakeboarding and powerkiting being the main influences but other sports such as snowboarding, windsurfing, surfing and paragliding also contribute and the tricks reflect this with a lot of crossover and therefore practice and continuation from one sport to the other. Having this crossover allows participants to pick up kitesurfing quickly and also improve their other sport(s). If you've never done any other of the similar sports do not fear as although kitesurfing may look hard and complicated it is probably the easiest water sport to learn and has a very quick progression curve with many people being up and riding after just a three day kitesurfing course.

Kitesurfing has a lot of benefits health wise as you use your whole body, your legs are used to control the board and push against the power of the kite whereas your torso, especially your abs and arms are used to hold onto the kite and keep your balance. A harness is

used once you get into the water which takes all the power of the kite allowing anyone to learn and have fun for hours on end without becoming tired.

Another advantage for kitesurfing over many other water sport is the ease of transport of the equipment, even the largest kites pack up to fit in a rucksack and the boards are also relatively short ranging from around 120 to 150cm in length, so there is no need to invest in a van to fit all your new kit in. The overall cost of the sport is relatively cheap as well, as once you have bought the equipment there is nothing left to pay for.....the wind is free!!

International Body

The International Kiteboarding Association (IKA) is an International Class Association of the International Sailing Federation (ISAF). Its responsibility, amongst others, is to manage the global administration of the sport and combining world events into one united ranking.

There are international instructor certification organizations namely International Kiteboarding

Organization (IKO) and Verband Deutscher Windsurfing und Wassersportschulen (VDWS). In Sri Lanka both are being used.

Kitesurfing in Sri Lanka

In the Kitesurfing World, all magazines and forums now talk about the hottest new destination that will blow you away. Sri Lanka is on the Kitesurfing scene. With stable winds during the South West Monsoon, Kalpitiya & Mannar offers riders an array of kiting experiences.

Huge Flat-Water Lagoons that riders only could dream about along with countless miles of Ocean. Riders all over the world are blown away with what Sri Lanka has to offer. They are amazed at the beauty of the location, un-spoilt beaches complete, wild life and community.

The North West Coast particularly in Kalpitiya and Mannar is heaven on earth for kitesurfers.

Kitesurfing Lanka is Sri Lanka's most successful Kiting setups that has been instrumental in profiling Sri Lanka as a kiting destination. As way back as 2006, kites have been visiting Kalpitiya. It was a 'secret spot' until the time was right to showcase it to the world.

With the war ending and tourism on the boom, Kitesurfing Lanka are on a mission to develop the sport in a professional yet sustainable manner. 'I have visited countries like Thailand, Indonesia and Philippines where the Kiting Scene is pretty big' says Co Director Dilsiri Welikala.

'As much as the sport has developed in these countries, it was not developed in a balanced

manner. Local communities were not benefited by this development and indigenous communities were left begging on the streets especially in countries like Philippines. This is not something I want to see in Sri Lanka and I will do my utmost to ensure that the sport is developed in a proper manner'.

What makes Kalpitiya so special is the stable winds due to the Venturi Effect. The Trade Wind is like clockwork. From May to the end of September the wind blows at an average of 20 knots 24 hours a day. It's only in a few places in the world that this sort of conditions can be found.





Civil Aviation Authority of Sri Lanka

The Department of Civil Aviation (DCA) was established in 1946. Initially, the DCA was entrusted to undertake all regulatory, operational and commercial functions which included operating air services, Airports and Air Navigation Services. The DCA was housed in a small building adjacent to the Transworks House located in Fort, Colombo 01.

With a view to providing more administrative and financial flexibility, conducive for the efficient management of airlines and airports in a technologically challenging and commercially competitive environment, all commercial and operational activities were separated for the Development of Civil Aviation progressively and transferred to the government-owned Limited Liability Companies formed under the Companies Act. Accordingly, Air Lanka Limited (now SriLankan Airlines Limited) was established in 1979 for operation of regular public air transport and Airport

and Aviation Services (Sri Lanka) Limited for the development, operation and maintenance of civil airports and provision of air navigation services in 1983.

Thus DCA was confined to the role of the regulator. It retained a typical government departmental structure, not realizing the need to adjust itself over the years to develop the capability to regulate an aviation industry growing rapidly alongside the robust technical advancement in aeronautics.

The situation continued undetected until the world aviation governing body, the International Civil Aviation Organization (ICAO) found serious deficiencies in the DCA during an assessment conducted in 1997. It was that the DCA was found to be deficient in maintaining safety oversight of the aviation industry, Implementing International Safety Standards and Recommended Practices, certifying the aviation industry, maintaining safety surveillance over their operations and taking enforcement action

to remedy deviations from safety standards, rules and practices. The ICAO report highlighted the lack of the organization, absence of required number of technical staff and their training, outdated aviation legislation, regulations and lack of guidance material and processes for effectively regulating the industry.

It was under the aforementioned, that the Civil Aviation Authority of Sri Lanka was established in 2002 in terms of the Civil Aviation Act No. 34 of 2002 as a direct measure of remedying the organizational deficiencies that prevailed. The new organization ought to have more autonomy and flexibility as per the recommendation of ICAO for greater efficiency and effectiveness to accomplish its obligatory duties.

The Civil Aviation Authority of Sri Lanka will celebrate its 15th Anniversary on the 27th of December 2017 of providing yeoman service to the country in ensuring the safety and security of the Aviation industry in Sri Lanka.



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GOING PLACES TOGETHER

Foreign Air Operators to Sri Lanka





As at 15 November 2017



Sea Planes operations in Sri Lanka

When talking about the history of Sea Plane operations, Frenchman Alphonse Penaud filed the first patent for a flying machine with a boat hull and a retractable landing gear in 1876, paving the way for the others to seriously think of Sea plane operations, thus opening doors for this unique mode of transport. Sri Lanka's Sea Plane (or more appropriately known as float plane) service is a unique domestic aviation service mainly aimed at promoting tourism within the country where aircraft can be operated to water bodies located closer to tourist destinations and hotels.

Considering the history of Sea Planes operations in Sri Lanka, Koggala is a very important place. Prior to the Second World War, the lake at Koggala was used for seaplanes. After the outbreak of war, a water runway was demarcated and a flying boat base was established; it was the largest flying-boat base in the

east. The Royal Air Force flew Consolidated PBY Catalinas and Short Sunderlands of No. 202 Squadron RAF, No. 204 Squadron RAF, No. 205 Squadron RAF, and No. 230 Squadron RAF from here. A Catalina of 413 Squadron RCAF operating from Koggala located the fleet of Admiral Chuichi Nagumo on 4 April 1942. Two Sunderlands from Koggala rescued a group of wounded Chindits from Burma in June 1944.

After the Japanese occupied the Malay Peninsula in 1942, the QEA/Imperial Airways flight from London to Sydney lost Singapore, its refueling point between Calcutta and Perth, Western Australia. It was vital to the British/Australian war effort that the flight be maintained at any cost, so an alternate route was established through Koggala. QEA and Imperial Airways flew Consolidated PBY Catalina flying boats from Koggala lake to the Swan River at Perth, on what was at the time the world's

longest non-stop air route. The aeroplanes each carried three passengers, and 60 kilograms (130 lb) of mail. At 28 hours, the flight was so long that the passengers saw the sun rise twice, and it came to be called the 'flight of The Double Sunrise'. The first flight arrived from Perth on 30 March 1943; the last flight was on 18 July 1945.

Sri Lanka is a land that is truly blessed by Nature. Its beauty unfolds in myriad ways and with so much to see, time is precious and travelling on land can get a little tedious. So why waste time on the road when you can simply hop on an air taxi and get a head start on your journey? "Sri Lankan" Airlines Limited the National Carrier of Sri Lanka commenced float plane operations as "Air Taxi" to selected water aerodromes around the country. Now passengers fly comfortably in a Cessna 208 Caravan Amphibian or Cessna 208B Grand Caravan aircraft



and enjoy breathtaking sceneries of this beautiful island from the air. Fly with us and be enthralled. Serenade your senses with a mesmerizing bird's eye view of this paradise isle and fall in love all over again. Flights are operated currently by Cinnamon Air, a company of the John Keells group of companies.

Filling the need for a fast and efficient travel service between popular destinations in Sri Lanka, the operator offers a convenient link from the main international airport, Bandaranaike International Airport (BIA), to some of the most exotic locations in the country. Because of the availability of flights to destinations in the East Coast, South Coast, the Cultural Triangle, and the Central Hill Country, visitors can travel more in the island within a short time and enjoy more of what Sri Lanka has to offer. In addition to the time saving, passengers are able to enjoy a spectacular aerial views of Sri Lanka.

Water Aerodromes in Sri Lanka

A water Aerodrome is an area of open water used regularly by float planes or amphibious aircraft for landing and taking off. It may have a terminal building on land and/ or a plane where the plane can come to shore and dock like a boat to load and unload. The following is a list of water Aerodromes in Sri Lanka. A traveler by referring to simple a Sri Lanka map could know where these water aerodrome are located and the cities situated closer to these aerodromes.

- Diyawanna Oya, Sri Jayawardanepura (DWO)
- Kelani River, Peliyagoda (KEZ)
- Dandugam Oya, Seeduwa (DGM)
- Bentota River, Bentota (BJT)
- Koggala Lagoon, Koggala (KCT)
- Mawella Lagoon, Dickwella (DIW)
- Tissa Tank, Tissamaharama (TTW)
- Dutch Bay Lagoon, Kalpitiya* (DBK)
- Victoria Reservoir, Digana, Kandy (KDW)
- Polgolla Reservoir, Kandy (KDZ)
- Lake Gregory, Nuwara Eliya (NUA)
- Arugambay Lagoon, Arugambay (AYY)
- Batticaloa Lagoon, Batticaloa (BTC)



Flying off the edge

Motor powered para gliding (paramotoring) is the latest in recreational aviation sports. This sport is relatively risk free and is flown by a qualified pilot. It can be operated in a very small area. Sri Lanka is an ideal location for such a venture because the weather plays a significant role in Paramotoring, unlike many countries that have to cease operations during winter. Now Sri Lanka is open for recreational aviation sports. Guwansara spoke with a passenger who enjoyed the latest general aviation activity.

When I told my friends that "I'm going para-motoring," their first response was "para-what?" When I explained that I'd be strapping myself to an oversized fan and a giant parasail before attempting to fly, they said their final goodbyes. Undeterred I set off to Koggala on a cold, wet Friday morning. Driving in, the Sky Club hangar is a welcoming sight. There's coffee, sandwiches and a dozen people running around. My eyes though are drawn straight to the beautiful

machines lined up in the centre of the expansive space.

Waiting for us is instructor Mark Silverberg. He reassures me by talking about his ten years of experience a risk averse, middle-aged family man who make up the usual paramotoring demographic a flight that is so gentle and relaxing that he considers it "air therapy." Most reassuring of all is that Mark himself will take me up today and do all the work – all I have to do is to experience the view.

"It's not about going from A to B, it's about enjoying the air," Mark says, explaining that they fly only in clear, calm weather. Though you can go as high up as 18,000 feet, it's clear that flying low is the real pleasure in para-motoring – so low that the tips of your toes brush the tops of trees. It's interesting to learn that para-motoring lures in photographers, map makers and explorers because of the kind of unparalleled access it offers to wild places. It's better than a plane for low flights, and cheaper than a

helicopter, plus you don't have the rotor backwash bending the trees in half and scaring away the birds.

I'm going on the Para-motoring Discovery Flight (US\$70 for 20mins), but Sky Club also offers training – a week or roughly 20 to 30 hours will be enough to prepare you for your first solo flight. The course costs \$1,200. I'm also excited to hear from Sky Club Sri Lanka CEO, Suren De Silva that they are going to offer sky diving classes and tandem sky diving for people who'd rather make the jump strapped to an instructor (they're still figuring out how to make that more affordable). For those interested in para-motoring, the two-stroke gasoline engines come in different sizes depending on how much weight they have to lift. There's the foot launch option for the single para-motivist, chiefly recommended for an easy take off in cramped conditions, and the stronger motors that can help two people seated in a three-wheeled frame lift off.

I now know all I need to know and Suren says the weather has cleared enough for us to attempt a flight. We head out to the bumpy runway, my helmet is already strapped, my earpiece and mike sorted and as I stride bravely forward I allow myself to momentarily savour the illusion of being in the Sri Lankan edition of Top Gun. Soon I'm being strapped in to my little cloth seat – restraints across the thighs, another around my torso. Mark is saying soothing things in my ear set, but the roar of the giant fan whirring behind me has me clutching my armrests with sudden white-knuckled desperation. Mark's partner (and Sky Club's second instructor) Maldonado is jogging alongside us as we start to roll down the runway, he's keeping eye on the parasail and ensuring it unfurls without an issue.

I'm certain we're going to drive off the edge of the runway when I feel the tug and we rise steeply into the air. I can't help whooping, deafening Mark and scattering a flock of white birds that choose to take off in a picturesque formation at the same time as us. Below me is the area around Koggala. To one side is a pure white, sandy line of beach and an emerald ocean, to the other the tranquil lagoon and its mangrove fringed islands cloaked in fog and mystery; just below the lovely white dome of a stupa framed by temple buildings. You'd think I'd be used to Sri Lanka's beauty by now, but the view takes my breath away anyway.

Mark heads down to the beach, doing lazy spirals over a lovely expanse of ocean before flying low along the line where the curling wave meets the sand. The spirals and wing overs help him control height and it's where the adrenaline junkies can get their fix. (Go up high, and you can also turn off the motor and simply glide with your parasail.) Though my reaction to high buildings is usually an urge to jump off the edge, I'm entirely at ease and just drinking in the view. All too soon it's time to land. In moments the break in the weather will give way to rain. As we walk back to the hangar, little drops setting the puddles around us rippling, Mark tells me that once he's had a chance to go up in the air, he always feels like his day is set, that very little could upset him now. I know just what he means.

[Special thanks Mr. Suren De Silva, CEO of Sky Club Sri Lanka]





Inspiring the next generation of Flyers in Sri Lanka

Civil Aviation Development and Education (CADEC) Activities

While promoting the notion of flying may be firmly rooted in the Sri Lankan culture of the past, it is not something that the country's media find particularly salient today. Very little print and electronic coverage exists to inspire a new generation to involve themselves in the industry. In addition, another obstacle to promoting aviation is the issue of language deficiencies and the unavailability of the Sinhala language (local Sri Lankan language) as a medium of attracting and arousing the interest of the vast majority of Sri Lankans in a field that is advancing by leaps and bounds almost on a daily basis.

In recent years, the image of civil aviation has changed and is being viewed in a very different light.



Aviation is an essential link not only for international travel and trade but also for providing connectivity to different parts of the country, is an obvious and undeniable fact. Aviation is, by its very nature, a critical part of the infrastructure of Sri Lanka and has important implications for the development of tourism and trade, providing access to remote areas of the country and providing stimulus to business activity and economic growth.

The domestic growth trends in the civil aviation industry and the needs to articulate a national aviation policy have created major implications for the institutional role of the Civil Aviation Authority of Sri Lanka (CAASL). Managing the growth of the civil aviation industry in line with national and international requirements and priorities is its main responsibility.

In view of the inadequacies and disparities that have existed throughout the country, the Authority's mission is to enhance and improve the image of the aviation industry in the eyes of the general public. To this end, CAASL launched and publicized the Civil Aviation Development Programme. As a part of its outreach programme the Civil Aviation Development and Education Committee (CADEC) was established by CAASL in the year 2010. Its Objective is to increase aviation knowledge amongst school children and to generate enthusiasm in youth for a successful career in aviation in order to meet the future needs of the industry. This committee is headed by Mr. H. M. C. Nimalsiri, Director General of Civil Aviation and Chief Executive Officer, who is assisted by Mr. Panduka Priyantha Jayaweera, Deputy Director General.

As the CAASL began conducting a number of general education programmes on civil aviation, the demand for similar activities increased tremendously. As a result, the CADEC began to publish a quarterly magazine called Guwansara (Fly in the Air). The magazine distributed to schools where Advanced Level class are conducted with a view to



creating awareness of civil aviation, especially among younger students. The magazine has received extremely encouraging responses from its readers. Due to the popularity of the publication, the CADEC has expanded the distribution of the publication as free of charge to all universities, airlines, government organizations in addition to the Advanced Level Schools of Sri Lanka.

As a result of the CADEC programs, school children have become very interested in aviation and are keen absorb more information about this industry.

Next Generation of Aviation Professionals (NGAP) Sri Lanka Programme

With the Awareness Creation Programs gaining momentum, the Civil Aviation Authority of Sri Lanka felt the need of brining under one umbrella all organizations engaged in aviation education and training for the coordination of their training needs and opportunities. Accordingly, NGAP Sri Lanka Program was, officially inaugurated in Sri Lanka on the 01st of August 2016 with the participation of Hon. Minister of Transport & Civil Aviation, ICAO President of the Council, the Secretary General of ICAO and Regional Director, Asia Pacific Region at the 53rd Director General's, Asia Pacific Regional Conference.

According to the requirements of the 39th Assembly of ICAO, the Sri Lankan Government incorporated ICAO, NGAP program to develop the Human Resources function within the National Civil Aviation Policy of Sri Lanka.

The National Committee was recently setup to communicate and assist industry stakeholders in identifying their long-term human resources needs to establish strategies to attract, educate, train and retain aviation professionals. Also to assist the industry by providing guidance and tools for engaging the next generation and promoting aviation amongst youth as a viable career.

The main target of NGAP Sri Lanka is to produce academically and professionally qualified human resource personnel to strengthen the local civil aviation sector and reach out to regional and global levels in time to come.





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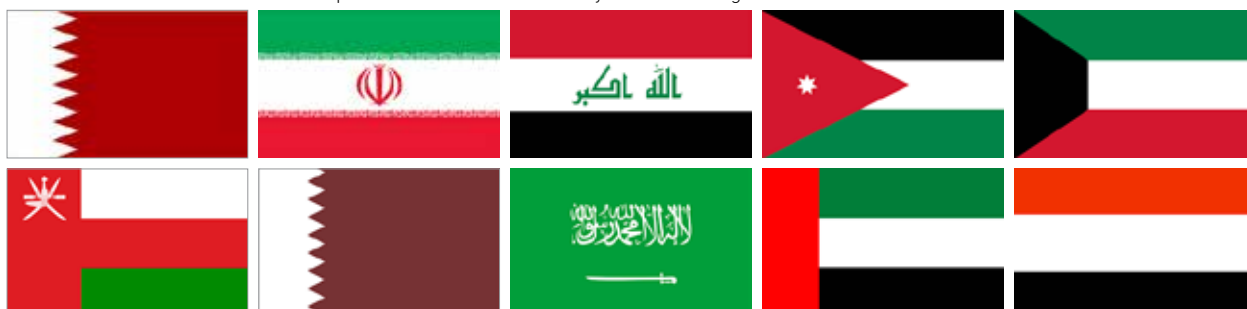
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