

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

General Direction

(Issued under Sec. 121, Civil Aviation Act No. 14 of 2010)

**Title: REQUIREMENTS TO OBTAIN
A PRIVATE AIRCRAFT OPERATOR PERMIT**

Reference No.: CA-DG-2017-OPS Serial No. : SLCAGD-008 Date: 01st June 2017

Pursuant to Section 121 of the Civil Aviation Act No.14 of 2010, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such General Direction for the purpose of giving effect to any of the provision in the CA Act, any Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the Civil Aviation Act.

Accordingly, I, being the Director General of Civil Aviation do hereby issue the General Direction as mentioned in the attachment hereto SLCAGD-008, for the purpose of giving effect to the provisions described under Air Navigation Regulation 184.

This General Direction shall be applicable to every person making an application to obtain a Private Aircraft Operator Permit (PAOP) issued by Director General of Civil Aviation shall come into force with immediate effect and remain in force unless revoked.

Attention is also drawn to sec. 103 of the Act, which states inter alia that failure to comply with General Direction, issued by DGCA is an offence.

H.M.C. Nimalsiri
Director General of Civil Aviation and
Chief Executive Officer

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Enclosure: Attachment No. SLCAGD-008-Att-01

The Regulation 184 of Air Navigation Regulations of 1955, Chapter XIII “Air Services Operations”, requires a person intending to operate an aircraft for private operations to obtain an authorisation from the Director General of Civil Aviation (DGCA), which is hereinafter referred to as a Private Aircraft Operator Permit (PAOP). PAOP specifies the nature and scope of operations granted to a private operator together with the terms, conditions and limitations applicable to such operations. A private operator is required and expected to ensure that all operations undertaken are well within the requirements specified in the PAOP.

The DGCA is empowered to specify and vary the conditions of a PAOP and associated Operations Specifications (Ops Spec) which specifies the nature and scope of operations authorised together with relevant conditions and limitations.

Furthermore DGCA is authorized to suspend or cancel a PAOP issued by him, if one or more of the conditions stipulated therein is breached or not maintained to the same level as demonstrated at the initial issue of the PAOP.

1. Aircraft that are eligible for operation under a PAOP

Following are the aircraft that are eligible for operation under a PAOP

- a. A maximum certified take-off weight (MCTOW) of 5700 Kgs or less
- b. A maximum passenger seating capacity of 12 passengers

2. Prior to issue of PAOP

Prior to issuing a PAOP, the DGCA needs to be satisfied that the operator conforms to all the requirements of relevant legislation, subsidiary legislation and associated requirements published by the DGCA and in that;

- a. The aircraft shall meet the appropriate standards of airworthiness and operational requirements, thereby equipped with all mandatory items for communication, navigation, surveillance and safety and emergency equipment in accordance with the applicable Aviation Safety Notices, Implementing Standards published by the DGCA, for safe, secure, efficient and regular private operations;
- b. The private operator has provided for adequate servicing, continuous airworthiness and maintenance of the aircraft and established an effective system of maintenance control for this purpose;
- c. The private operator has provided for an effective means of operational control of the aircraft that he intends to operate;
- d. The Private operator shall meet the requirements specified in Appendix 1 (ISSUE OF PRIVATE AIRCRAFT OPERATIONS PERMIT CHECK LIST) which forms part of this general Direction

3. Continued Compliance

The PAOP and the associated Operations Specifications shall specify only the nature and scope of the authorizations in relation to the technical competency of the private operator and the mode and manner of conducting the intended operations ensuring safe, secure, and efficient operation of intended flights.

Once issued with a PAOP the private operator is responsible for the continued compliance with the initial conditions of the issue of PAOP and applicable legislative requirements and regulatory

requirements promulgated by DGCA from time to time. The CAASL will maintain regular surveillance on the private operator's activities to ensure continued compliance, in addition to conducting formal and detailed audits where the private operator's actual operations are checked against approved procedures in the private operator's documents.

4. Suspension/Cancellation or Revocation of PAOP

Failure on the part of the operator to comply with the applicable published requirements may result in either the imposing of administrative penalties or suspension / cancellation or revocation of the PAOP.

A PAOP holder shall note that in the event of a suspension/ cancellation or revocation of a PAOP, the private operator needs to be reassessed, with a process as determined by the DGCA.

A PAOP holder shall note that even if an enforcement action was not taken by the CAASL, and private operations are conducted in breach of a condition or conditions of the PAOP, such private operations are construed to be unauthorised and the PAOP holder is liable for enforcement action by the CAASL, on detection of such occurrences even belatedly.

5. Exemption from Regulations

An operator shall note that deviation, exemptions, exceptions, and prolonged extensions from regulations will not be normally considered by the DGCA.

However, the DGCA may give exemptions to an applicant for issue of a PAOP to a foreign registered aircraft for period not exceeding 06 months provided that ;

- a. If the request is forwarded to the DGCA in conformity with the Exemptions from the application of requirements published in IS 005
- b. An applicant seeking exemptions in regard to published requirements shall comply with the "Regulations on grant of Exemptions from the specified requirements relating to Civil Aviation Act No. 01 of 2014." (Gazette no.1873/22)
- c. An alternate means of compliance is established.
- d. A threat analysis has been carried out on the impact of safety
- e. Is convinced that the safety of operation, shall be ensured.
- f. Notification of such exemptions shall be intimated to those foreign states that the operator intends to operate.

Where the applicant seeks an approval for a concession, a specific written request is required and the request should be directed to the DGCA for consideration.



**CIVIL AVIATION AUTHORITY OF SRI LANKA
ISSUE OF PRIVATE AIRCRAFT OPERATIONS PERMIT CHECK LIST**

DATE OF INSPECTION:	INSPECTOR:		
REGISTRATION:	AIRCRAFT TYPE:		
SERIAL #	MODEL		
PLACE(S) OF PARKING OF AICRAFT			
	YES	NO	N/A
AIRCRAFT REGISTRATION			
AIR WORTHINESS CERTIFICATE			
RADIO STATION LICENSE			
POH /FLIGHT MANUAL (As Appropriate)			
INSURANCE			
CREW LICENCE AND RATING			
MAINTENANCE ARRANGMENT			
ARRANGEMENT TO REMOVE DISABLED AIRCRAFT			
TRANSPONDER (MODE C minimum)			
ROTATING BEACON			
STROBE(s)			
PITOT HEAT			
NAV LIGHTS			
LANDING LIGHTS			
AIP, MAPS & CHARTS			

REQUIREMENTS TO OBTAIN A PRIVATE AIRCRAFT OPERATOR PERMIT
SLCAGD- 008 – CHECK LIST

INTERIOR CONDITION			
EXTERIOR CONDITION			
LIVERY AND REGISTRATION MARKS			
ALL AVIONICS			
# 1 COM			
# 2 COM			
ADF			
GPS			
VOR /DME			
ILS			
RPM GUAGE			
TRIM CONTROLS			
FUEL SELECTOR (S)			
STALL WARNING			
FUEL GAUGES			
OIL TEMP GAUGES			
ELT			
VACUUM GAUGES			
OTHER GAUGES			
TURN AND BANK			
AIRSPEED INDICATOR			
ARTIFICIAL HORIZON			
DIRECTIONAL GYROS			

REQUIREMENTS TO OBTAIN A PRIVATE AIRCRAFT OPERATOR PERMIT
SLCAGD- 008 – CHECK LIST

COMPASS			
COMPASS CARD			
VSI			
RMI			
OTHER NAV EQUIPMENT			
RADAR			
INSPECTION SUMMARY COMMENTS AND RECOMMENDATIONS			
SIGNATURE OF INSPECTOR			