

**Democratic Socialist Republic of Sri Lanka**



**Civil Aviation Authority of Sri Lanka  
Directive**

(Issued under Section 75 of the Civil Aviation Act No. 14 of 2010 in line with Section 6 of Carriage by Air Act No.29 of 2018)

**LIMITS OF LIABILITY & INSURANCE REQUIREMENTS  
FOR INTERNATIONAL AIRCRAFT OPERATIONS**

**Directive Reference Code:** CA - D - LA&E -2025- 001

**Date of Issue:** 17.01.2025

It is hereby directed under the powers vested in Section 75 of the Civil Aviation Act (which is hereinafter referred to as the CA Act) that any aircraft flying into, out of, or over Sri Lanka in engaging international civil operations shall comply with the limits of liability & adequate insurance coverage stipulated herein.

This Directive rescinds SLCAD 20 1<sup>st</sup> Edition Rev 00 issued by the Director General of Civil Aviation (which is hereinafter referred to as the DGCA) dated 09/08/2023 on the above subject “*Limits of Liability & Insurance Requirements for International Aircraft Operators*”

This Directive shall come into force with immediate effect and remain in force unless revised or revoked.

Attention is also drawn to Section 103 of the CA Act, which states *inter alia* that failure to comply with a Directive is an offence. Further, if any Directive stipulated in this Directive is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under Section 102 of the CA Act No.14 of 2010.

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Director General of Civil Aviation and Chief  
Executive Officer

No	Subheading	Requirement
1	Purpose	The purpose of this Directive is to establish separate Insurance Requirements for <b>International Aircraft Operations</b> regarding the Liability in respect of Passengers and Third Parties as per the applicable Conventions & Legislations.
2	Application	<p>This Directive shall apply to all international Aircraft Operators holding an Air Operator Certificate (AOC) or Foreign Air Operator Certificate (FAOC) issued by the DGCA and all aircraft operators flying into, out of, or over Sri Lanka. (Refer <b>Table II</b>)</p> <p>All international aircraft operators shall ensure that insurance cover exists for each and every flight, regardless of whether the aircraft operated is at their disposal through ownership or any form of lease agreement, or through joint or franchise operations, code-sharing or any other agreement of same nature as per this Directive.</p> <p>A person or entity who/which applies to CAASL for the initial issue of an Air Operator Certificate/a Foreign Air Operator Certificate shall submit a suitable certificate of insurance to CAASL <b>before</b> an Air Operator Certificate/ a Foreign Air Operator Certificate is issued to the applicant.</p> <p>Existing Air Operator Certificate holders or Foreign Air Operator Certificate holders must submit a new certificate of insurance to CAASL on each occasion that an insurance contract is commenced, varied or renewed prior to commencing operations.</p>
3	Limit of Liability in respect of Passengers, Baggage and Cargo for <b>International Carriage</b>	<p>As per the Gazette Notification No 2416/43 dated 27<sup>th</sup> December 2024, issued by the Minister of Transport, Highways, Ports and Civil Aviation under Section 6 of the <i>Carriage by Air Act No 29 of 2018</i>; the following limitations shall apply to all International Carriage:</p> <ul style="list-style-type: none"> <li>(a) For liability in respect of passengers, the Limit of Liability shall be <b>151,880 Special Drawing Rights</b> per passenger;</li> <li>(b) For liability in respect of damage caused by delay in the carriage of persons, the Limit of Liability shall be <b>6,303 Special Drawing Rights</b> per passenger;</li> <li>(c) For liability in respect of baggage, in any case of destruction, loss, damage or delay the Limit of Liability shall be <b>1,519 Special Drawing Rights</b> per passenger;</li> <li>(d) For liability in respect of cargo; in any case of destruction, loss, damage or delay Limit of Liability shall be <b>26 Special Drawing Rights</b> per kilogram.</li> </ul>
4.	Insurance Requirement in respect of damage caused to Third Parties in	(a) For <b>International Carriage</b> the carrier/operator shall be required to maintain adequate insurance covering liability for damages per accident caused to Third Parties as per the values of <b>Table I</b> ;

**International Carriage**

**TABLE I**

Category	Maximum Take Off Mass (MTOM) in Kilograms (kg)	Minimum Insurance Cover in Special Drawing Rights (SDR)
1	Up to 499	750,000
2	500 - 999	1,500,000
3	1,000 – 2,699	3,000,000
4	2,700 – 5,999	7,000,000
5	6,000 – 11,999	18,000,000
6	12,000 – 24,999	80,000,000
7	25,000 – 49,999	150,000,000
8	50,000 – 199,999	300,000,000
9	200,000 – 499,999	500,000,000
10	500,000 and above	700,000,000

(b) The insured risks shall include war and allied perils.

5.	Combined Single Limit for <b>International Carriage</b>	<p>The total liability coverage for any single event during International Carriage shall not be less than the total of the following;</p> <ul style="list-style-type: none"><li>a) for death or injury of passengers; <b>151,880 SDR X</b> passenger capacity</li><li>b) for damage caused by delay of passengers; <b>6,303 SDR X</b> passenger capacity</li><li>c) for destruction, loss, damage or delay in the carriage of baggage; <b>1,519 SDR X</b> passenger capacity</li><li>d) for destruction, loss, damage or delay in the carriage of cargo; <b>26 SDR</b> perkilogram of cargo capacity</li></ul> <p>Third Party Liability cover as per Section 4 of above.</p>
6.	General	The international aircraft operators shall ensure that insurance cover exists for each and every flight regardless of whether the aircraft is owned or leased by the aircraft operator, or operated through joint operations, code share or any other similar arrangement.
7.	Adherence	The international aircraft operators shall strictly comply with this Directive.
8.	Amendment	This Directive may in whole or in part be amended by the DGCA, as appropriate, where amendments are required.

9.	Definitions	<p><b>“Dangerous Goods”</b> means any Goods or items that fall within the ambit of Section 78 of the Civil Aviation Act No. 14 of 2010;</p> <p><b>“International Carriage”</b> means any carriage in which, according to the agreement between the parties, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two States, or within the territory of a single State if there is an agreed stopping place within the territory of another State. Carriage between two points within the territory of a single State without an agreed stopping place within the territory of another State is not international carriage for the purpose of this Directive;</p> <p><b>“Joint operations”</b> means a flight identified by the designator codes of two airlines that, with the concurrence of their respective States, typically have agreed with each other to share revenues and/or costs;</p> <p><b>“MTOM”</b> means the Maximum Take Off Mass, which corresponds to a certified amount specific to all aircraft types, as stated in the Certificate of Airworthiness;</p> <p><b>“Operator”</b> means a person, organization or an enterprise engaged in or offering to engage in aircraft operations and includes any person who causes or authorizes the operation of an aircraft, whether with or without the control (in the capacity of an owner, lessee, or otherwise) of the aircraft;</p> <p><b>“SDR”</b> means Special Drawing Rights defined by the International Monetary Fund;</p> <p><b>“Third Party”</b> means any legal or natural person, excluding passengers and on-duty members of both flight crew and cabin crew;</p>
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Categories of Insurance and Types of Operations applicable to this Directive are stipulated in Table II and Table III respectively.

**TABLE II**

Type of Operation	Categories of Insurance							
	Third Party	Passenger Injury/Death	Passenger Delay	Baggage Loss/Damage	Baggage Delay	Cargo Loss/Damage	Cargo Delay	Hull/Other Insurance
Private Operation	Required	N/A	N/A	N/A	N/A	N/A	N/A	As per Requirement
Commercial Operation	Required	Required	Required	Required	Required	Required	Required	
Test Flight	Required	N/A	N/A	N/A	N/A	N/A	N/A	
Experimental/Other	As determined by the DGCA	N/A	N/A	N/A	N/A	N/A	N/A	

**TABLE III**

<i>TYPES OF OPERATIONS</i>		
<i>PRIVATE OPERATIONS</i>	<i>COMMERCIAL OPERATIONS</i>	<i>OTHERS (Experimental/Test Flights)</i>
Private Operations, being all operations in which an Aircraft is used for the Private use of the owner, or for the carriage of Persons or goods NOT for hire or reward, or for the carriage of goods other than for purposes of trade.	Commercial Operators are AOC holders who have been granted an Airline Licence or Foreign Licence required for International or Domestic Commercial Air Transportation for the business of Air Transportation. “The business of Air transportation means the making available (as the Operator of an aircraft or as a principal or agent) of any accommodation for the carriage of persons, cargo or mail, on flight by aircraft (whether registered in Sri Lanka or not) in any part of the world...”	Permit issued by the DGCA For any experimental or test purpose or for any other Purpose (including Unregistered aircraft) with Conditions & limitations.