

SriLankan Airlines Aircraft Engineers' Guild

AEGIS

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EDITORIAL

AEGIS, Issue 02

This issue of AEGIS highlights the range and depth of our members' work across SriLankan Engineering—from hands-on technical achievements to digital transformation and meaningful community outreach.

We start with our CSR initiative at Samanalathenna Primary School, where the installation of a Reverse Osmosis system is helping improve daily life for students and the surrounding community.

On the technical front, the adoption of RFID is making inspections faster and more accurate, while the successful Enhanced Landing Gear replacement on our A330-300 fleet marks a key milestone in our wide-body maintenance capability.

We also go behind the scenes with the Leasing Projects Management team which continues to play a vital role in aircraft inductions, redeliveries, and controlling costs—quietly keeping the operation efficient and financially sound.

In this issue, we also step outside our own hangars for a change of scene—with a feature on the USS Intrepid Sea, Air & Space Museum in New York. It's a great reminder of the legacy and wonder of aviation, and a must-visit for anyone with even a passing interest in aircraft, innovation, or history.

Finally, we take a look at the rollout of AMOS, a next-gen MRO system that's streamlining operations across engineering, planning, logistics, and compliance.

Thanks for reading.

Until next time,

The AEGIS Editorial Team

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ANNUAL GENERAL MEETING OF THE SRILANKAN AIRLINES AIRCRAFT ENGINEERS' GUILD

The Annual General Meeting of the SriLankan Airlines Aircraft Engineers' Guild (SLAAEG) was held on the 30th of May 2025 at the Avenra Gardens Hotel in Negombo. The meeting was called to order at 7.00pm. In his opening remarks, the outgoing President of the SLAAEG Don Nuwan Anuradha briefed the membership regarding the numerous issues faced by the guild over the past year and highlighted the responses and accomplishments of the SLAAEG during the period. He also expressed his appreciation of the efforts put in by the Executive Committee during their tenure. He further stressed the importance of a renewed sense of unity and common purpose amongst the members of the guild to successfully navigate the challenges that lie ahead.

The Secretary of the SLAAEG Hemanga Jayasundara then presented the Annual Report to the membership. His presentation included details of the issues that had been escalated to the management, CSR projects carried out and the accomplishments of the SLAAEG during the year 2024-2025. This was followed by the Treasurer of the SLAAEG Iroshan Perera presenting the Financial Report to the membership.

During the preceding, the Amendments to the AEG constitution were approved and newly joined AEG members were introduced. Upon conclusion of these proceedings, the outgoing committee vacated their seats and Mr Amila Ranathunga was appointed Chairman Pro Tempore to facilitate the appointment of the new committee for the year 2025-2026.

The following were appointed to the SLAAEG Executive Committee for 2024-2025.



President
Chirath Wijayalath



Vice-President
Don Nuwan Anuradha



Secretary
Shinali Tissera



Assistant Secretary
Trehan Manatunga



Treasurer
Binuri Ariyaratna



Public Relations Officer
Ishitha Abeywickrama



Sections Representative
(Technical Services)
Aravinda Liyanage



Engineering Planning
& CC&M
Pubudu Athukorala



Sections Representative
(Workshops)
Ruwinda Jayasinghe



Sections Representative
(Technical Training School)
Shiran Malinda



Sections Representative
(Engineering Quality)
Iroshan Perera

Upon completion of the appointment of new office bearers, the incoming President Chirath Wijayalath addressed the membership highlighting the goals, objectives and challenges for the coming year and in the absence of any new business, delivered the vote of thanks. The Annual General Meeting adjourned at 8.30pm.

The Annual General Meeting was followed by an evening of fellowship with members of the Engineering Management Team and representatives from the Association of Licensed Aircraft Engineers (ALAE) in attendance.

The SLAAEG thanks all of those who contributed towards making the Annual General Meeting and Fellowship 2025 a resounding success and looks forward to yet another memorable event next year.

A NEW CHAPTER FOR SRILANKAN AIRLINES

We are excited to announce the appointment of Captain Patrick Fernando as the new Chief Technical Officer (CTO) and Head of Flight Operations. With a wealth of experience, a deep passion for aviation, and a proven track record in operational leadership, Captain Fernando is poised to bring valuable expertise to our team as we continue to elevate our flight operations to new heights.

During Captain Fernando's career in aviation he has accumulated a diverse set of skills and an in-depth understanding of both the technical and operational aspects of flight. Starting his journey as a pilot, he quickly ascended the ranks due to his exceptional skills and leadership abilities.

As a captain, he demonstrated his ability to make quick decisions in high-pressure environments, and his extensive flight experience brings a valuable perspective to his new role. His comprehensive understanding of aviation systems, regulations, and standards will be integral in driving the strategic vision of our technical and operational teams.

In his new position as CTO and Head of Flight Operations, Captain Fernando will be responsible for overseeing all technical and operational aspects of our fleet, ensuring that our operations are not only safe and efficient but also innovative. One of his primary objectives will be to strengthen our commitment to safety and reliability while optimizing our flight schedules and operational efficiencies.

As we welcome Captain Patrick Fernando to his new role, we are filled with excitement and anticipation for the future of our flight operations. His leadership, technical expertise, and commitment to excellence make him the ideal choice to take on this pivotal role. We are confident that under his guidance, we will continue to set new standards of excellence in the aviation industry.

Please join us in welcoming Captain Fernando to his new position as Chief Technical Officer and Head of Flight Operations. We look forward to the many accomplishments we will achieve together as we continue to soar to greater heights.

Welcome aboard, Captain Fernando!

FEATURED ARTICLE

Ranjith Senarathne



A PILLAR OF EXCELLENCE IN AIRCRAFT STRUCTURES AT SRILANKAN AIRLINES

For over three decades, Ranjith Senarathne also known to many colleagues as **"Sena"** has been a cornerstone of the aircraft engineering team at SriLankan Airlines, making his mark through skill, dedication, and innovation. Beginning his journey in February 1990 with Air Lanka, Ranjith rose from humble beginnings to become a respected Workshop Duty Engineer in the Aircraft Structures Workshop. Over his 35-year career, he has not only ensured the structural integrity of the airline's fleet but also contributed to significant cost-saving initiatives

FROM TRAINEE TECHNICIAN TO DUTY ENGINEER: A CAREER BUILT ON DEDICATION

After leaving school, Ranjith first honed his skills by **completing training at CGTTI in Katubedda**, where he gained the technical foundation that would serve him well throughout his career and joined Air Lanka as a Trainee Technician in February 1990, working in the Sheet Metal Workshop. It was here that he laid the foundation for a career defined by hard work and a passion for precision engineering. Through determination and continuous learning, Ranjith climbed the corporate ladder steadily.

He moved from Trainee Technician to Aircraft Workshop Technician, then advanced to Senior Technician. His strong technical ability and deep understanding of aircraft structures earned him the trust and responsibility of becoming a Workshop Approval Holder. He later served as a Workshop Engineer before reaching the pinnacle of his career as a Workshop Duty Engineer a role in which he has guided teams, overseen major repairs, and maintained the highest standards of structural integrity for the airline's fleet.

A STANDOUT ACHIEVEMENT: THE ABN WINDOW FRAME REPLACEMENT

Among the many projects he has led, one of Ranjith's most notable contributions came during a complex window frame replacement on the Airbus A330-200 (ABN). This task involved the meticulous removal and replacement of a damaged window frame, an essential structural component of the aircraft. Typically, such work would require ordering expensive replacement parts from the manufacturer, leading to high costs and longer aircraft ground time.

However, Ranjith's experience and technical insight led him to engineer a cost-effective solution. By leveraging in-house resources and recommending the refurbishment and reuse of components wherever feasible without compromising safety or compliance, he managed to save SriLankan Airlines thousands of dollars. His actions not only exemplified technical

excellence but also demonstrated a keen awareness of the company's financial considerations.

A MENTOR AND LEADER

Beyond his technical achievements, Ranjith has become a mentor and role model within the engineering department. His willingness to share knowledge and support the growth of junior technicians has been instrumental in fostering a culture of continuous learning and professionalism within the workshop.

As a Workshop Duty Engineer, he not only oversaw repairs and maintenance but also ensured compliance with aviation safety standards, coordinated with engineering teams, and supported operational readiness, often under tight deadlines and high-pressure situations.

Ranjith Senarathne's 35-year journey from trainee technician to Workshop Duty Engineer is a story of dedication, perseverance, and excellence. His contributions to SriLankan Airlines underscore the immense value he has brought to the organization not only in maintaining airworthiness but also in driving operational efficiency.

Ranjith's legacy stands as a testament to the power of hard work and the impact of skilled craftsmanship in aviation. His story is one that will inspire generations of aircraft engineers at SriLankan Airlines and beyond.

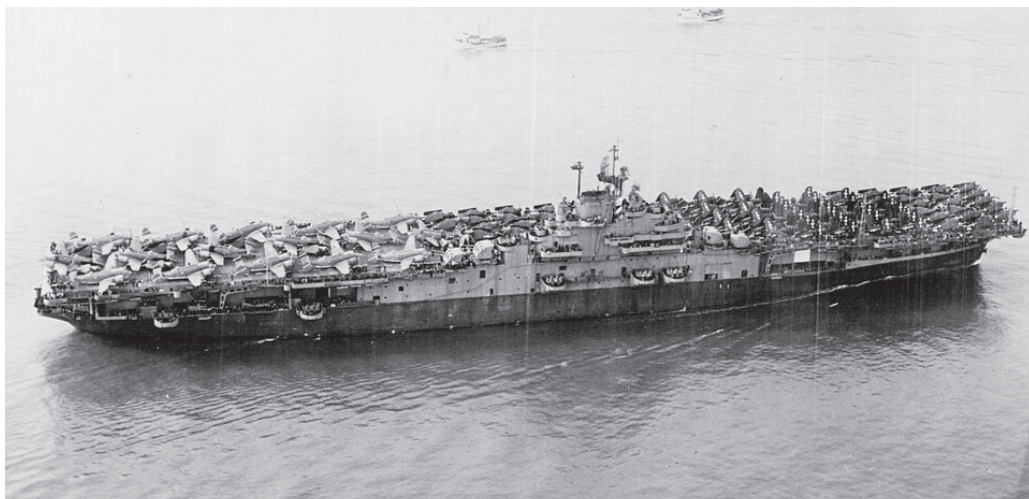
BLAST from the Past

THE WARSHIP ON THE HUDSON

Exploring a remarkable collection of military aircraft aboard New York's iconic aircraft carrier.



Moored at Pier 86 along the Hudson River in Manhattan, the The USS Intrepid rests quietly, surrounded by the towering skyline and nonstop energy of New York City. As the centrepiece of the Intrepid Sea, Air & Space Museum, the Essex class aircraft carrier is a prominent fixture of the West Side, offering visitors a direct encounter with U.S. naval and aviation history in the heart of the city.



Commissioned in 1943, the USS Intrepid (CV-11) served extensively during World War II in the Pacific, participating in major campaigns including the Battle of Leyte Gulf and the invasion of Okinawa. It was damaged multiple times by kamikaze attacks and a torpedo but returned to service after repairs. In the Cold War era, it was modified to support jet aircraft and later served in the Vietnam War and NASA recovery missions before being decommissioned in 1974. It opened as a museum ship in 1982.

The flight deck of the USS Intrepid now serves as an open-air gallery featuring a carefully curated collection of military aircraft covering a cross-section of post-WWII military aviation history. From Cold War reconnaissance platforms to multi-role fighters and naval interceptors, including examples from the U.S. Navy, Marine Corps, Air Force, and a few foreign air forces, the aircraft on display reflect key technological shifts and strategic evolution of air combat. The following are some of the highlights from this diverse lineup.



LOCKHEED A-12

Developed for the CIA under Project OXCART, the A-12 was a precursor to the more widely known SR-71 Blackbird. Built using titanium and designed for high-speed, high-altitude reconnaissance, the A-12 could fly above Mach 3 and at altitudes over 85,000 feet. The aircraft on display, serial number 60-6925, is one of the few remaining A-12s and was acquired by the museum in 1991. It represents a significant achievement in aerospace engineering and reconnaissance capability during the Cold War.

MCDONNELL DOUGLAS F-4N PHANTOM II

The F-4N is a variant of the F-4 Phantom II, a twin-engine, all-weather, long-range jet interceptor and fighter-bomber. The aircraft served in both the U.S. Navy and Air Force and was used extensively during the Vietnam War. The N variant was a refurbished and upgraded version of earlier Navy F-4Bs. The aircraft on display is a carrier-based interceptor that reflects a generation of multi-role design, combining air-to-air and air-to-ground capabilities in a single platform.

GRUMMAN F-14 TOMCAT

Made famous by its starring role in the 1986 film *Top Gun*, the F-14 Tomcat is one of the most recognizable aircraft on the flight deck. This twin-engine, variable-geometry wing fighter served as the U.S. Navy's primary maritime air superiority platform from the 1970s until its retirement in the mid-2000s. Originally designed to counter Soviet long-range bombers during the Cold War, the Tomcat also performed fleet defense and long-range strike missions. The example on display highlights the aircraft's advanced radar systems and its pioneering role in beyond-visual-range engagement, marking a key stage in the evolution of carrier-based fighter design.

GENERAL DYNAMICS F-16A FIGHTING FALCON

The F-16A was developed as a lightweight multirole fighter with excellent maneuverability and advanced avionics. Its fly-by-wire control system was among the first of its kind in a production fighter aircraft. The example on display was deployed to Saudi Arabia during Operation Desert Storm. Though not a naval aircraft, its inclusion reflects broader developments in U.S. tactical airpower during the late 20th century and provides a comparison point to carrier-based systems.

IAI KFIR

The Kfir (Hebrew for "lion cub") was developed by Israel Aircraft Industries (IAI), based on the French Dassault Mirage 5 and equipped with a U.S.-built General Electric J79 engine. The Kfir served with the Israeli Air Force and was also leased by the U.S. Navy and Marine Corps under the designation F-21A to serve as an adversary aircraft in dissimilar air combat training during the 1980s. The Kfir is of special significance to Sri Lanka having been in service with the Sri Lanka Air Force since 1996, primarily in ground attack roles. Various models including the C2, C7, and TC2 trainer variants were used during the Sri Lankan civil war. The aircraft remain in service with plans for upgrades to modern avionics and weapon systems.

The USS *Intrepid* remains a powerful symbol of decades of innovation, resilience, and evolution in military aviation. Its flight deck preserves a legacy of technological breakthroughs and strategic shifts that continue to shape air combat today. For aviation enthusiasts and history buffs alike, the *Intrepid* offers a unique, tangible connection to the stories behind every mission and aircraft that once operated from its decks — making it a worthwhile visit for anyone interested in the history of military flight.



AVIONICS

SRILANKAN AIRLINES TAKES FLIGHT WITH RFID TECHNOLOGY: REVOLUTIONIZING CABIN OPERATIONS

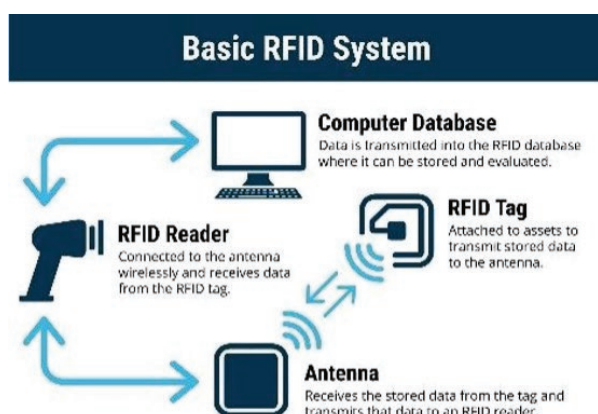
SriLankan Engineering, the technical arm of SriLankan Airlines, has embarked on a pioneering journey to integrate Radio Frequency Identification (RFID) technology into its cabin maintenance operations. This innovative move is expected to significantly reduce maintenance time and costs, further solidifying the airline's commitment to efficiency and customer satisfaction.

A NEW ERA IN CABIN MAINTENANCE

By implementing RFID technology, SriLankan Engineering aims to transform its maintenance processes, making them more streamlined, efficient, and reliable. The airline believes that with RFID, it can save up to 90% of the maintenance time on certain checks, allowing for faster turnaround times and increased aircraft availability. As a start the cabin team at SriLankan Airlines plans to utilize this technology to track and capture data of passenger and crew life vests

HOW RFID TECHNOLOGY WORKS

RFID technology uses radio waves to communicate with small tags or transponders attached to aircraft components, allowing maintenance personnel to quickly and accurately identify and track parts. This enables real-time monitoring and tracking of cabin equipment, reducing the need for manual checks and minimizing the risk of human error.



BENEFITS OF RFID TECHNOLOGY

The implementation of RFID technology is expected to bring numerous benefits to SriLankan Airlines, including:

Reduced maintenance time: With RFID, maintenance personnel can quickly identify and access required information, reducing the time spent on routine checks.

Increased efficiency: Automated tracking and monitoring enable maintenance teams to prioritise tasks, manage resources more effectively, and reduce downtime.

Improved accuracy: RFID technology minimises the risk of human error, ensuring that maintenance records are accurate and up to date.

Enhanced safety: By ensuring that all maintenance activities are accurately tracked and recorded, RFID technology contributes to a safer flying experience for passengers.

A COMMITMENT TO INNOVATION

SriLankan Airlines' adoption of RFID technology is a testament to its commitment to innovation and customer satisfaction. By leveraging cutting-edge technology, the airline aims to stay ahead of the curve in the experience for its passengers while maintaining the highest standards of safety and reliability.

WHAT'S NEXT?

As SriLankan Engineering continues to roll out RFID technology across its cabin operations, the team is already looking beyond this milestone. The cabin team at SriLankan Engineering views this initiative as a crucial stepping stone in a broader strategy to harness technology and empower maintenance teams. With this innovative approach, SriLankan Airlines is poised to elevate its capabilities, reinforcing its position as a leader in the aviation industry.

SYSTEMS

SRILANKAN ENGINEERING COMPLETES FIRST ENHANCED LANDING GEAR REPLACEMENT ON A330-300

In a significant technical milestone, Sri Lankan Engineering has successfully completed the first replacement of an Enhanced Landing Gear (ELG) set on an Airbus A330-300 aircraft, registration 4R-ALL. This marks a new chapter in the organization's maintenance capabilities and demonstrates readiness to handle advanced wide-body MRO operations.

Airbus A330-300 aircraft are equipped with Enhanced Landing Gears (ELG), in contrast to the Growth Landing Gears fitted on the A330-200. The ELG variant is engineered to accommodate higher Maximum Take-Off Weights (MTOW), making them essential for long-haul, high-capacity operations. According to Airbus' maintenance schedule, these components require a comprehensive overhaul every 10 years—a process now being undertaken in-house by Sri Lankan Engineering for the first time.

This inaugural ELG replacement represents a technical achievement involving substantial preparation and investment. Unlike standard landing gear configurations, enhanced gears require dedicated tooling and modified procedural protocols. To support this capability, Sri Lankan Engineering established new infrastructure and acquired specialized equipment, highlighting the organization's long-term commitment to advanced maintenance solutions.

The project was a joint effort between the Continuing Airworthiness Management Organization (CAMO) and the Base Maintenance team. Together, they oversaw the removal and installation process, ensuring adherence to both safety and manufacturer specifications.

To maintain operational continuity across the A330-300 fleet, a rotational replacement program has been introduced. Aircraft undergoing landing gear overhaul are temporarily fitted with loaned ELG sets. The removed gears are then shipped to the OEM—Safran's overhaul facility in Singapore—where they undergo full disassembly, inspection, repair or part replacement, and reassembly. This comprehensive process restores the gear sets to original specification and takes approximately 100 days per unit.

The successful completion of this ELG replacement positions SriLankan Engineering as a capable and forward-looking MRO provider, able to meet the growing demands of modern wide-body fleet maintenance. It reflects the organization's evolving technical expertise and its strategic investment in maintaining world-class engineering standards.



Removed Landing Gears

SECTIONAL FOCUS

AIRCRAFT LEASING PROJECTS MANAGEMENT: BEHIND THE SCENES OF AVIATION SUCCESS



While passengers see the comfort of cabin interiors and hear the roar of engines, few realize the immense amount of technical and strategic work that happens behind the scenes to keep those aircraft flying safely, efficiently, and economically. Leading the charge in managing the airline's leased fleet with precision and expertise, Aircraft Leasing Projects Management is an essential arm under the Technical Contracts & Projects Department at SriLankan Engineering. Although not always in the spotlight, this section plays a central role in ensuring that our airline's leased aircraft and engines are cost-effective, fully compliant, and airworthy from induction to redelivery.

With over 60% of the global airline fleet now operating under leasing agreements, effective lease management is more crucial than ever. Our team in the Leasing Projects section is directly responsible for leased aircraft and engine induction, redelivery processes, and lessor periodic inspections. These projects are technically intricate and financially significant. During the induction phase, the team ensures all documentation, records, and component conditions meet rigorous airworthiness and compliance standards. At redelivery, this section must manage return conditions in line with the lease agreements often requiring hundreds of hours of technical checks, records audits, and lessor negotiations.

One of the most valuable yet lesser-known contributions of this section is cost control. By means of tactful negotiations with lessors, identifying potential cost-saving opportunities, and ensuring redeliveries occur with minimum exposure to penalties or unexpected findings, the team helps the company save millions of dollars. Technical leasing professionals here are often the last line of defense between the company and expensive surprises. Whether it's identifying downgraded components, managing life-limited part replacements, or challenging unjustified lessor claims, this section consistently protects the company's financial and technical interests.

Beyond technical competence, the section thrives on collaboration, working closely with Technical Services, Engineering & Production Planning, Procurement, Quality Assurance, and Finance to execute leasing projects smoothly. Every aircraft introduced or returned involves coordination across departments, careful project management, and sometimes intense negotiations with lessors and OEMs. In doing so, the team not only maintains asset value but also ensures fleet availability, which directly affects schedules, routes, and overall profitability.

Despite many challenges such as dependence on lessor and MRO timelines, evolving regulatory standards, limited manpower, and often time-consuming documentation processes, the team continues to innovate. Looking ahead, our future roadmap includes integrating the latest technologies into an advanced documentation review process and forging strategic partnerships to unlock greater value in lease negotiations. Importantly, we are actively working toward expanding our scope to offer third-party asset management services, a move that will position our team as a regional leader in technical lease oversight. With markets like India already managing 30–40% of global aviation leasing activity, it's critical that we stay agile, informed, and ready to compete on a broader stage.

Ultimately, the Aircraft Leasing Projects section is a strategic enabler, quietly powering the company's fleet readiness, compliance integrity, and financial health. Their work may not always be visible to the broader organization, but the impact is massive and measurable. As aviation continues to evolve, this section is well-positioned to lead the charge by bringing operational excellence, strategic insight, and unmatched value to the airline.



AMOS: Revolutionizing Aircraft Maintenance and Operations

In the fast-paced world of aviation, efficient management of maintenance, repair, and overhaul (MRO) operations is crucial. AMOS (Aircraft Maintenance and Engineering Operating System) by Swiss Aviation Software (Swiss-AS) stands out as a leading Maintenance Resources Information System (MIMS) solution tailored to manage the maintenance, engineering, and logistics requirements of modern airlines and aviation MRO providers. Designed to streamline MRO processes, AMOS integrates various functions into a cohesive platform, enhancing operational efficiency and compliance.



AMOS has been successfully implemented by several prominent airlines and MRO providers worldwide. Malaysian Airlines went live with AMOS in 2019, managing over 100 end-to-end processes within engineering. The system has helped the airline better manage costs and increase efficiency in aviation maintenance. In 2023, Riyadh Air selected AMOS to power its engineering function, aiming to enhance customer satisfaction, improve operational reliability, and drive innovation in maintenance operations. The airline opted for cloud hosting and AMOS Operational Services to align with its digital transformation goals.

In 2024, SriLankan Airlines integrated the AMOS New Gen MRO System, aiming to enhance engineering productivity, reduce costs, and maintain high-quality standards. The implementation included the AMOS mobile/EXEC add-on for paperless operations and cloud hosting for improved scalability and security.

Core features of AMOS

- **Integrated Modules** AMOS comprises several core modules, including Material Management, Engineering, Planning, Production, Maintenance Control, Component Maintenance, Commercial, and Quality Assurance. These modules work seamlessly together, ensuring data consistency and reducing manual errors.
- **Mobile Accessibility** With the AMOS mobile/EXEC extension, engineers and technicians can perform maintenance tasks using mobile devices, enabling real-time updates and reducing paperwork.

● **Advanced Analytics**

The platform includes data visualization tools that assist in inventory management, cost control, and maintenance scheduling, leading to informed decision-making.

● **Regulatory Compliance**

AMOS ensures adherence to industry standards and regulations, facilitating audits and maintaining safety and quality standards.

● **Cloud Hosting**

AMOS offers cloud hosting services, providing scalability, security, and remote access to the system, which is particularly beneficial for global operations.

In conclusion AMOS by Swiss-AS offers a robust and scalable MIMS solution for the aviation industry, addressing the complex needs of MRO operations. Its comprehensive features, coupled with successful implementations by leading airlines, underscore its effectiveness in transforming aircraft maintenance and engineering functions. For organizations aiming to enhance efficiency, reduce costs, and maintain high standards of safety and compliance, AMOS presents a compelling choice

SLAAEG CSR Project

Implementation of “Reverse Osmosis System” in Samanalathenna Primary School

In a commendable demonstration of corporate social responsibility, the Aircraft Engineers Guild of SriLankan Airlines successfully implemented a Reverse Osmosis (RO) water purification system at Samanalathenna Primary School, located in Dehiattakandiya. This initiative underscores the guild's commitment to enhancing the health and well-being of rural communities through sustainable solutions.



The Aircraft Engineers Guild, in collaboration with Hydropoint Technologies, initiated the installation of a comprehensive water system at Samanalathenna Primary School. The project involved the construction of a water purification system, including the installation of a Reverse Osmosis unit, to ensure the provision of clean and safe drinking water. The total cost of the project was approximately LKR 500,000.

A **Reverse Osmosis (RO) system** is a water purification process that removes impurities from water by using a semi-permeable membrane. The system works by applying pressure to force water through the membranes, allowing only clean water molecules to pass while blocking contaminants like salts, bacteria, viruses, chemicals, and other impurities.



The implementation of the RO system at Samanalathenna Primary School has had a profound impact on both the students and the local community such as,

- **Improved Health and Hygiene**

Access to purified water has significantly reduced the incidence of waterborne diseases among students and villagers

- **Enhanced Educational Environment**

With a reliable source of clean drinking water, students can focus better on their studies, leading to improved academic performance.

- **Community Empowerment**

The project has fostered a sense of community involvement, with local residents actively participating in the maintenance and monitoring of the water system.

The implementation of the Reverse Osmosis system at Samanalathenna Primary School exemplifies the Aircraft Engineers Guild's commitment to corporate social responsibility and sustainable development. Through this project, the guild has not only provided a critical resource to a rural community but has also set a precedent for future initiatives aimed at improving public health and education.

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