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Editorial



Dear Friends,

It is believed that aviation is responsible for 2.5% of global emissions and 12% of transportation emissions. India will experience the most significant increase in energy demand through 2040 than any other country. Being the world's fifth-largest economy makes India and our aviation industry, inextricably linked and energy-hungry.

A billion people are expected to join India's middle class by 2030 and are likely to start flying. Each of the stakeholders in the travel industry will be pushed towards sustainability to meet the country's pledge of achieving carbon neutrality by 2070 and generate 500GW of power from non-fossil fuel sources by 2030.

India's commitment to sustainable development has placed significant emphasis on green aviation, especially with the rapid expansion of its aviation industry.

The country has emerged as the world's third-largest aviation market due to the growth of low-cost carriers, infrastructure development, increasing disposable income, and the expansion of the tourism industry.

Over the next three decades, there is a huge opportunity to introduce alternative energy sources in the aviation industry. There are various sustainable energy options available today: Sustainable Aviation Fuels (SAFs), LH2 Direct Combustion, H2 Fuel Cells, and, Battery Electric are some of the key ones.

SAF is the most immediate and largest potential solution. Its cultivation and production have a smaller carbon footprint than traditional jet fuel and it impacts a broader sustainability scale as its feedstock does not cannibalize food production, use excess water, lead to incremental land clearing or deforestation, nor affect soil fertility and biodiversity.

India can be a significant hub for SAF feedstock. According to experts at the WEF's Clean Skies for Tomorrow initiative, 166 million tons of feedstock is available each year, derived from cooking oil, municipal solid waste, sugar streams, and agricultural residues. These can yield more than 22 million tons of SAF annually. By plugging the global supply chain with lower cost and abundant feedstock for SAF, India could solve one of the world's most challenging problems.

Happy travels!

Sanjiv Aggarwal

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WE HAVE REAL TIME ACCESS TO COMPLETE INVENTORY FOR ALL SERIES
OF KING AIR, BEECH CRAFT, HAWKER AND CESSNA AIRCRAFT.



Aviation Firms Plan Own Training Schools

Air India To Start Own Flying School In Gurugram

India's large aviation firms are taking control of creating their next generation of employees, as they anticipate an exponential increase in the requirement of trained manpower in near future.

While Air India is starting its own pilot training school, the GMR group that owns the country's largest airframe maintenance, repair and overhaul (MRO) company, GMR Aero Technic, has invested Rs 50 crore to start its own school for engineers.

These firms fear that the tried and tested formula of depending on external pilot and engineering training schools may lead to a shortage both in supply and quality.

The quality of training in flying schools in India leaves a lot of gap and Air India wants to ensure quality in its next generation of pilots, said a senior executive at the Tata Sons-owned airline. Air India wants to be in control of the supply of the next generation pilots. It would also be crucial for the carrier's long-term talent pipeline. The carrier also wants to enhance the quality of training in the country, the source added.

Meanwhile, the airline has set up its own training centre in Gurugram in partnership with Airbus and US-based L3 Harris that has six simulators. Similarly, other airlines like IndiGo and SpiceJet also have branded training programmes affiliated with independent flight schools in India and abroad.

Gopinath of GMR said the same is in case of aircraft engineers. "Often, we have found that when a fresher joins our MRO, there are gaps in his training and he is not industry ready. So, he needs to be trained further which leads to wastage of man hours," he said.



It is estimated that India's MRO industry will grow from \$1.7 billion in FY22 to \$4 billion by FY31. Besides, the MRO work coming in from the defence and foreign airlines will require a significant number of engineers. According to Gopinath, the skilling of domestic manpower will reduce imported MRO services and increase the country's share in the MRO segment. Currently, over 50% of aviation MRO services are imported due to a significant shortage of skilled manpower, further exacerbated by the opening of the defence sector to civil MRO services.



The Air India Aviation Academy At Kidzania is Designed to offer Young Enthusiasts An opportunity to Participate in Activities That Simulate Real-life Aviation Tasks



Air India announced the launch of its Air India Aviation Academy in partnership with KidZania, the globally acclaimed educational entertainment brand, located in Sector 38, Noida, and R City Mall, Ghatkopar, Mumbai. Through this collaboration, Air India aims to cultivate a new generation of aviation enthusiasts by providing a platform for children to engage in realistic role-playing scenarios, such as piloting an aircraft and working as cabin crew.

The Air India Aviation Academy at KidZania is designed to offer young enthusiasts an opportunity to participate in activities that simulate real-life aviation tasks. It will serve as an authentic and dynamic platform to ignite children's curiosity and imagination. Through this initiative, children can discover, explore, and learn about the aviation industry in a fun and engaging manner.

At the Academy, children will have the chance to assume the roles of pilots and cabin crew aboard a model aircraft, featuring the airline's new branding, colors, and livery. The experience is curated to help children understand the nuances of careers as pilots and cabin crew in the aviation industry. The academy also aims to strengthen psychomotor, cognitive, emotional, and social skills among children.

Sunil Suresh, Head, Marketing, Air India, said, "Air India aims to create meaningful experiences for children and inspire upcoming generations. The Air India Aviation Academy at KidZania's Noida and Mumbai theme parks will provide young enthusiasts with hands-on training in aviation skills, fostering an understanding of the industry and the importance of safety and teamwork."



Centre Amends Rules, Commercial Pilot Permits Now Valid For 10 Years

GOVERNMENT EXTENDS PILOT LICENCE VALIDITY TO 10 YEARS



The government has amended aviation rules to make commercial pilot licences valid for 10 years now. This move is in line with the government's efforts to further improve the ease of doing business in the aviation sector.

The civil aviation ministry amended the Aircraft Rules, 1937. Among various changes made, the validity of licenses in relation to Airline Transport Pilot License (ATPL) and CPL holders has been increased from five years to ten years. This change is expected to reduce the administrative burden on pilots and aviation authorities such as the DGCA, promoting a more streamlined and efficient licensing process.

Besides, rules have been amended to address concerns related to the display of lights in the vicinity of an aerodrome. It has also been clarified that the term 'light' encompasses lantern lights, wish kites and laser lights. Also, the government's jurisdiction over those exhibiting such lights has been extended from 5 kilometres to 5 nautical miles around an aerodrome.

When the source of the observed light is unidentifiable or if it shifts locations, the airport or airline operator is obligated to promptly report the incident to the local police station, initiating potential criminal proceedings. "It is made explicit that the government possesses the authority to take action against individuals displaying lights that disrupt the safe operation of aircraft or pose hazards to the operating crew. Should such lights remain unattended for 24 hours, the government is empowered to enter the location and extinguish them," the ministry said.

Another amendment is that the requirement for validation of foreign licenses has been removed. "This change signifies aligning the regulations with the evolving needs of the aviation sector," the ministry said



Cabinet Approves Development of Lal Bahadur Shastri International Airport, Varanasi



The Union Cabinet chaired by Prime Minister Shri Narendra Modi today approved the proposal of Airports Authority of India (AAI) for development of Lal Bahadur Shastri International Airport, Varanasi including Construction of New Terminal Building, Apron Extension, Runway Extension, Parallel Taxi Track & Allied works.

The estimated financial outgo will be 350 million USD for enhancing the passenger handling capacity of the airport to 9.9 million passengers per annum (MPPA) from the existing 3.9 MPPA. The New Terminal Building, which encompasses an area of 75,000 sqm is designed for a capacity of 6 MPPA and for handling 5000 Peak Hour Passengers (PHP). It is designed to offer a glimpse of the vast cultural heritage of the city.

The proposal includes extending the runway to dimensions 4075m x 45m and constructing a new Apron to park 20 aircraft. Varanasi airport will be developed as a green airport with the primary objective of ensuring environmental sustainability through energy optimization, waste recycling, carbon footprint reduction, solar energy utilization, and incorporation of natural daylighting, alongside other sustainable measures throughout the planning, development, and operational stages.



How Has The Russia-Ukraine War Affected The Supply Chain

EFFECT OF THE RUSSIA-UKRAINE WAR ON THE GLOBAL SUPPLY CHAIN



The invasion of Ukraine has had far reaching effects on the aviation and the aerospace industry, with Russia traditionally one of the largest suppliers of raw materials. It has the largest natural reserves in the world and had one of the largest platinum reserves globally. In 2020, Russian companies dominated the exports market, exporting over \$8.5BN worth of unprocessed platinum, \$8BN of nickel and \$7BN of unprocessed aluminum in 2020. At the same time, Russia was also a major exporter of oil and gas, exporting over \$200BN of oils, and oil products.

The Russian company Novatek alone exported over 1.1 MN tons of Jet A1 in 2020, making it one of the most critical stakeholders for the aviation and aerospace industry. Similarly, Ukraine was also one of the largest exporters of neon, palladium and C4F6 (hexafluoro butadiene), all of which are critical raw materials for manufacturing semiconductors, avionics, communication systems and radars.

Global jet fuel prices have also rocketed, almost doubling from \$2.45 per gallon. While the prices have started to decrease, its effects on global aviation can still be felt. Furthermore, fuel consumption also rose on routes connecting Europe and Asia, which have flown around Russian airspace due to no-fly zones during the war. This has forced airlines to identify suppliers in alternative locations such as the Middle East and South Asia to source their fuel.



The global dependence on Russian raw materials is extensive. Over 370,000 businesses globally rely on Russian suppliers. Meanwhile, over 240,000 businesses rely on Ukrainian suppliers for spare parts and raw materials, 90% of which are in the US. 100% of titanium used in Embraer aircraft, 65% of titanium used in Airbus aircraft, and almost 35% of titanium used in Boeing aircraft is sourced from Russia. Major engine manufacturers Rolls-Royce and Safran also source 20% and 50% of their titanium respectively from Russia. The US and the EU have imposed sanctions on Russia, stopping the supply of spare parts and accessories to Russia, directly impacting the Russian aviation sector, (75% of which is composed of American and European aircraft from Boeing and Airbus).

Economic sanctions have stopped exports, creating a short-term shortage of high-performance parts such as Aircraft Turbine (Engine) Blades, compressor wheels, etc. Russian sanctions have also affected global copper exports – as a result, spares such as heat sinks and electromagnetic valves are also in short supply. Additionally, major airlines such as Lufthansa, Qatar and Silver Airways are reportedly facing shortages of cabin panels, pneumatic/hydraulic hoses, and oil filters.

Although Russia's role in the world economy is not like that of China, which is a manufacturing power and plays an important role in global supply chains, Russia is like a big "gas station". Once this "gas station" closes, it could be crippling for those who depend on it, especially Europe, which imports nearly 40% of its natural gas and 25% of its oil from Russia.

Impact on trade from financial restrictions could be even greater, as they cut off Russian imports and exports to Russia.

Total segment-based freight tonnes carried by air to, from and within Russia and Ukraine accounted for 0.9% of the global total cargo traffic in 2021. That number captures both traffic that starts in the two countries, and traffic which only transits there. Transit traffic is sizeable due to large air-cargo-only carriers based in both markets. The importance of flights for global heavy-weight cargo is significant, and the corresponding capacity will be difficult to replace. Both domestic and international dedicated cargo flights for Russia deteriorated markedly since the conflict escalated. International flights are 19% down year-on-year basis.

Disconnecting Russian banks from the SWIFT international payment system has also prevented Russian commerce, given the fact that payments often are made through the financial system operated by the United States. Depending on what happens in Ukraine, the most significant effects on global trade could be long-lasting. After more than two years of the global supply chain being disrupted by the pandemic, new challenges are causing delays in the transportation of goods and higher delivery costs. As a result, goods using the global supply chain have increased in price. More is yet to come.

