

AVI-NEWS

October, 2018 INDIA

A MONTHLY NEWSLETTER

MH-370 THE FINAL REPORT – NOT SO FINAL



Dear Friends,

A final investigative report issued by Malaysian civil aviation authorities provides no conclusive communications, navigation or surveillance-based evidence as to what caused the March 2014 disappearance of Malaysia Airlines Flight 370. Lack of access to the aircraft's cockpit voice recorder, flight data recorder and main wreckage prevent them from establishing conclusive evidence as to what caused the aircraft to disappear from air traffic control radar screens.

MH370, a Boeing 777 carrying 239 people, disappeared from civilian air traffic radar coverage March 8, 2014. Despite reviewing every recorded aircraft communications addressing and reporting system and satellite communications transmission emitted by the aircraft, interviewing every controller and flight dispatcher involved and checking all maintenance and performance records of the aircraft itself, the four year investigation into what caused the disappearance of MH370 has only left investigators with possibilities that they cannot rule out.

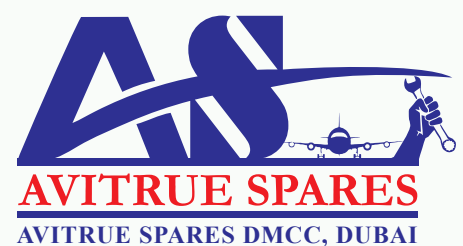
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What conclusions the investigators could draw still leave the families of those onboard the aircraft with a lack of closure around the incident. While investigators titled the report "final," there is still a need for closure and a real conclusion. The wreckage has not been found, no victims have been found. "The search must go on."

Happy Landings.

Gp Capt Sanjiv Aggarwal

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Air India plans to sell four subsidiaries

The government plans to soon initiate the strategic sale process for at least four subsidiaries of loss-making Air India, including Airline Allied Services Ltd (AASL) and Hotel Corporation of India (HCI).

Besides, plans are on the anvil for selling the headquarter building of Air India in the

national capital as well as various other land assets and buildings of the airline in different parts of the country.

The government has prepared a list of the airline's assets that could be hived off as part of the strategic sale plan for Air India and its subsidiaries.

The disinvestment process is likely to be initiated soon for four Air India subsidiaries

—AASL, HCI, Air India Air Transport Service Ltd (AIATSL) and Air India Engineering Service Ltd (AIESL).

While AASL, under the name Alliance Air, provides regional air connectivity, HCI owns and operates two hotels in Delhi and Srinagar, among others. AIATSL provides ground handling and cargo handling services. AIESL is mainly into maintenance, repair and overhaul of engines.



- Compliances
- Developing CSR strategies
- Conducting studies and research (need assessment, baseline and impact assessment studies).
- Operational plan
- Undertaking due diligence of implementing partners
- Exhibitions
- Workshops
- Seminars
- CSR Ratings and others

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SkyShuttle launching shared business Jets and helicopter flights



The Indian skies are set to see an Uber-like revolution in the business Jet space with SkyShuttle launching shared business Jets and helicopter flights. The company is launching scheduled business jet flights between Mumbai and Bengaluru and helicopter services from Juhu airport to industrial towns such as Vapi and Tarapur. The flights on the Mumbai-Bengaluru route will be operated by an aircraft

between 6 and 14 seats, depending on the bookings.

As per Kanika Tekriwal, founder of SkyShuttle these will essentially be flights with luxuries of a business Jet flight but with a schedule. So, a passenger will not have to be at the airport two hours before the flight and will be saving time in Bengaluru too because the flight will be landing at the old airport in Bengaluru within the city.

OUR NEW NEPAL OFFICE TO COME UP NEXT MONTH

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NAL-Mesco pact for 2-seater Hansa light aircraft production

The National Aerospace Laboratories, Bengaluru, Friday inked a pact with Delhi based Mesco Aerospace Ltd for the design, development, production and marketing of the Hansa-Next Generation aircraft.

The NAL said in a release that the NG aircraft development project has been approved by the Council of Scientific and Industrial Research (CSIR), under which NAL operates, and Department of Scientific and Industrial Research, New Delhi.

The two-seater aircraft will be ready for its first flight by next year around September or October and would begin its commercial flight from 2020. Once the project starts its commercial operations, it will ease the availability of indigenous aircraft for pilot training to obtain private pilot and commercial pilot licenses.

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BIRD ACADEMY SIGNS ON AS IATA'S REGIONAL TRAINING PARTNER



Bird Academy, the education vertical of Bird Group today took a step further in strengthening its position as a regional aviation-learning hub by collaborating with the International Air Transport Association (IATA) in becoming their 'Regional Training Partner' in India. The partnership was made official during a signing ceremony between Mrs. Radha Bhatia, Chairperson, Bird Group and Mr. Alexandre de Juniac, IATA's Director General and Chief Executive Officer. Speaking on the partnership, Mrs. Radha Bhatia, Chairperson, Bird Group said, "We are delighted to collaborate with IATA as

Regional Training Partner. India is among the fastest-growing aviation markets globally and expected to become the third largest aviation market by 2025. We believe that the most important building block to any industry's success is its people

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and this joint initiative will help build a talent pool of trained professionals across all facets who will lead the industry's growth."

"Today aviation supports 7.5 million jobs in India. With the number of people traveling to, from or within India expected to treble to 520 million by 2037, the demand for trained aviation professionals will continue to grow. Appointing Bird Academy as an IATA Regional Training Partner means that we are able to better support India's talent needs by offering IATA courses that were previously unavailable," said Clifford.

The partnership will allow Bird Academy to host training by IATA that cover the full spectrum of the industry. Some of the key IATA trainings initially offered in New Delhi will include Passenger Assessment and Travel Document Checks, Document Control Systems, Safety Management Systems (SMS) for Airlines, and Passenger Fares and Ticketing.

Regarded as a benchmark in the aviation industry, these trainings are internationally recognized and have a strong demand world-over.

AVITRUE HAS TIE UP WITH FAA AND EASA APPROVED SHOPS IN US AND EUROPE FOR COMPONENT REPAIR

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A white quadcopter drone is shown from a low angle, flying against a clear blue sky. The drone is carrying a white medical box with a red cross on its bottom. The word "dia" is written in yellow on the left side of the image.

standards laid down by the Directorate General of Civil Aviation." There are no chances of any interference with normal air traffic, as we will be flying much lower, and in areas where there is no air traffic," he added. Millions of units of blood are discarded every year because of limited shelf life after donation and the lack of cold-chain infrastructure required for transport and storage in rural areas, Sharma claimed. Lack of timely availability of blood, plasma or platelets often causes maternal mortality, he added. India has an annual shortfall of three million units of

blood. Use drones, data science and cloud-based inventory management system can solve logistical problem. Providing blood on demand to remote and inaccessible areas, with predictive inventory patterns is the aim of the company. to leapfrog all challenges. We are a team of three like in the Amir Khan-starrer 'Three Idiots'," Sharma claimed. Countries, which are experimenting with drones for supplying bloods, are the US, Switzerland, New Zealand, China, Japan, Rwanda, Iceland, Costa Rica and the Scandinavian nations.

As part of the contract, ST Engineering will provide an integrated suite of engine MRO solutions, including off-wing engine maintenance support, on-wing services as well as technical support. These services will be provided over a period of six years starting from 2019 at ST Engineering's engine MRO facilities located in Singapore and China.

New Drone regulations issued

Categories of Drones under the Drone Regulations

The Drone Regulations categorize drones into the following five classes, based on their total weight:

- those less than or equal to 250 grams ("Nano Drones");
- those greater than 250 grams and less than or equal to 2 kilograms ("Micro Drones");
- those greater than 2 kilograms and less than or equal to 25 kilograms ("Small Drones");
- those greater than 25 kilograms and less than or equal to 150 kilograms ("Medium Drones"); and
- those greater than 150 kilograms ("Large Drones").

APPLICATION PROCESS FOR Drones imported into India

- an equipment type approval from the Department of Telecommunication for operating a drone in de-licensed frequency bands (an "ETA");
- an import clearance issued by the DGCA for each drone (except for Nano Drones), upon an application.
- an import license from the DGFT, which shall be based on the import clearance from the DGCA;
- a unique identification number (a "UIN")⁷ issued by the DGCA, upon an application and after receiving the import license; and
- an unmanned aircraft operator permit (a "UAOP")⁹ issued by the DGCA, upon an application and after receiving the import license.

APPLICATION PROCESS FOR Drones purchased in India

Any entity, which has purchased a drone within India shall obtain the following permits, in sequential order, for each make and model of a drone:

- an ETA;
- a UIN issued by the DGCA
- a UAOP issued by the DGCA

Platform for applications

The Drone Regulations have introduced a portal called the 'Digital Sky Platform' (the "Platform"). Every drone user, operator and owner must register themselves, as well as the drone they intend to operate, on the Platform.

REQUIREMENTS FOR A UIN-Ownership of the drone

The Drone Regulations state that a UIN will only be granted to drones, which are wholly owned by the following persons or entities:

- a citizen of India; or
- the government of India or a state within India, or any company owned or controlled by either of such governments; or
- a company or a body corporate: (i) which is registered and has its principal place of business within India; (ii) whose chairman and at least two-thirds of whose directors are citizens of India; and (iii) whose substantial ownership and effective control is vested in Indian nationals; or
- a corporation registered outside India, which has given on lease the drone to any organization mentioned in paragraphs (b) or (c) above.

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A UAOP is valid for a period of five years from the date of issue. However, if the operator obtains a fresh security clearance from the MHA, the UAOP may be renewed. It is also important to note that a UAOP cannot be transferred.

Drone operators not requiring a UAOP

Without a UAOP, an operator cannot operate a drone. Doing so may attract penalties. However, the Drone Regulations state that operators operating the following types of drones will not require a UAOP:

- a. Exempted Nano Drones;
- b. Micro Drones operating below 200 feet or 60 meters above ground level in uncontrolled airspace or enclosed premises. However, the operator or user is required to inform local police authorities of any drone operation, at least 24 hours prior to the conduct of actual operations; and
- c. Drones owned and operated by the NTRO, the ARC or Central Intelligence Agencies. However, the relevant agency is required to inform local police authorities and the concerned Air Traffic Service units, prior to the conduct of actual operations.

Security and safety requirements

If a drone is lost, the operator must report this loss immediately to the local police authorities, the BCAS as well as the DGCA. In case of an accident involving a drone, except an Exempted Nano Drone, the operator shall be responsible for notifying the Director of Air Safety under the DGCA. If a drone is irreparably damaged, the operator must notify the DGCA so that the UIN for the drone can be cancelled.

Additionally, every drone operator is required to obtain insurance for any damage that may be caused to any third party, from an accident or incident involving a drone.

The Drone Regulations also state that a drone which carries a UIN shall not be sold or disposed of in any way to any person or firm, without permission from the DGCA.

A UAOP, unlike other licenses, is issued to a drone operator and not to any single drone. A drone operator, or a remotely piloted aircraft operator, is defined in the Drone Regulations as “a person, organization or enterprise engaged in or offering to engage in an aircraft operation

To apply for a UAOP, drone operators must apply to the DGCA through the Platform, at least 7 working days prior to the actual commencement of drone operations.

Avitrue Spares DMCC Dubai appointed as single window agency for repair and overhaul by Tandem Aviation Inc, USA



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