Vol.:7, Issue:43

AVI-NEWS

Jan-Feb, 2023 INDIA

A BI-MONTHLY NEWSLETTER

Happy News for air travellers

Dear Friends,

A good news to start the New Year with. Due to rapid expansion of air services sometimes, Airlines downgrade passengers (tickets). For example when a passenger who has booked a ticket on 1st class, business or premium economy, is downgraded to a lower class at the time of check-in due to reasons like unserviceable seats, change of aircraft, overbooking, etc. To cater to such situations, DGCA is in the process of amending its Civil Aviation Requirement to protect the rights of air travellers.The amendment will allow the passenger, to receive the full value of ticket including taxes as refund from the airline and the airline will carry the passenger free of cost in the next available class. However, this proposal will go through stakeholder consultation and the final regulation shall be published and made applicable afterwards. The existing provisions specified in CAR which provides compensation as below remain unchanged:

1. Denied Boarding: Scenario/ Compensation

- If airline has done overbooking in a flight
- Airline to ask for volunteers in exchange of benefits
- If airline has denied boarding to a passenger against confirmed bookings for travel on the flight
- No compensation if airline arranges alternate flight within 1 hr of original departure
- If airline has denied boarding to a passenger against confirmed bookings for travel on the flight
  - Compensation if alternate flight is within 24hrs of original dep.: 200% of one way fare + fuel charge (Max. Rs. 10,000/-)
  - Compensation if alternate flight after 24hrs of original dep.: 400% of one way fare + fuel charge (Max. Rs. 20,000/-)
- In case passenger does not opt for alternate flight: Full refund and 400% of one way fare + fuel charge (Max. Rs. 20,000/-)

2. Flight Cancellation: Scenario/ Compensation

- If airline expects cancellation of flight Airline to inform & arrange alternate flight at least two weeks in advance
- If airline cancels a flight in less than two weeks before and up to 24 hrs of booked flight, Airline to arrange alternate flight within 2 hrs of original departure or refund the ticket.
- If airline cancels a flight in less than 24 hrs of booked flight, Airlines to refund the air ticket and provide compensation as follows:
  - Block time < 1 hr: One way fare + Fuel charge (Max. Rs. 5,000/-)
  - 1hr <Block time <2 hr : One way fare + Fuel charge (Max. Rs. 7,500/-)
  - Block time > 2 hr: One way fare + Fuel charge (Max. Rs. 10,000/-)

* No obligation in case of force majeure event.

Fly Safe and be informed

Sanjiv Aggarwal

VOLUME: 7

ISSUE: Jan-Feb, 2023

PERIODICITY: Bi-Monthly

PUBLISHER:
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DGCA's eGCA strives to make services simpler and user-friendly

- **Pilot e-logbook in eGCA now integrated with operator's internal software through API**
- **Operator's AOC data base also integrated with MOCA's Heli-Sewa portal**
- **Process related to issuance of Certificate of Airworthiness & Airworthiness Review Certificate refined.**

Last year, DGCA launched eGCA, a single window e-governance platform aimed to provide transparency, accountability and ease of doing business to its various stakeholders. eGCA brought into its fold all the approvals, certificates and licenses issued by DGCA, which have now become accessible to DGCAs stakeholders online, for submission of applications and related documents and get approvals/certificates/licenses to their respective portals. Since then, DGCA has been continuously engaging with its stakeholders and has strived to make these services simpler and user-friendly.

As a part of continuous enhancement eGCA has been integrated with two external portals through API (Application Programming Interface) and a functionality for issuing certificates to aircraft at foreign delivery locations. The details are enumerated below:

A. Integration of pilot e-logbook in eGCA with operator's internal software through API

Making entries of flying records/ details in the logbooks is a very important aspect of the Pilots functioning. Timely capture of these details in the pilots' logbooks enhances their efficiency and safety of operations by providing them more time for their skill enhancement. The need for integrating airlines software with eGCA was felt immediately after the launch of the project. DGCA engaged with all the scheduled airlines to integrate eGCA software with their internal software, whereby pilots' flying records can be directly transferred into their

e-logbooks on eGCA portal, which will not only minimize the time taken for filling of e-log books, but also eliminate manual intervention.

TCS developed an API through which various airlines would channel their pilot data from their system to the eGCA. Airlines in turn, were to make changes in their system so that they can channel their data through this API into eGCA. Out of eight airlines which participated in the integration process, Indigo Airline has already implemented this interface. Indigo pilots' flying records are now getting directly populated in elogbook in eGCA software from Indigo's AIMS software. Other airlines viz. Air India/Air India Charters, Air Asia, Go Air, Spicejet, Vistara and Blue Dart are in the final stages of testing and are also expected to implement the same in another one-two months.

Apart from fetching real time pilots flying hours with accuracy, this will help in timely submission of applications by the pilots for the issuance, renewal & endorsement of licenses by removal of multilayer data-validation steps. As the manual intervention in the process has been reduced to almost negligible, the integration will also help DGCA in faster processing of applications as the verification of flying data in submitted applications will be considerably reduced.

B. Integration of operator's AOC data base with MOCA's Heli-Sewa portal

Through API Heli-Sewa portal of Ministry of Civil Aviation, facilitates operators to file their online helicopter landing requests and intimate the district authorities in the State Governments using this digital platform to undertake commitments at short notice for the corporate, charter, VIP flying, medical sorties, etc.

In order to use Heli-Sewa Portal, Air Operator logs in with eGCA credentials/ID linked to their AOC issued by DGCA through the interface between eGCA and Heli-Sewa. The applicants/ helicopter operators AOC details are available in Heli-Sewa portal through the interface, thereby removing duplication of efforts. This has considerably reduced the workload on the part of applicants/ helicopter operators, as they can access both eGCA and Heli-Sewa portal through same ID and their requests and intimations can be processed faster.

C. Issuance of C of A / ARC in respect of newly inducted aircraft by airlines/operators

Process related to issuance of Certificate of Airworthiness (C of A) & Airworthiness Review Certificate (ARC) has been enhanced, wherein operators are now issued C of A/ ARC at foreign delivery locations through the eGCA portal for ferrying the aircraft to India. The process replaces the erstwhile process wherein these certificates (partially filled) were prepared at DGCA Headquarters and carried to foreign locations for issuance.

A SERIES OF REFORM MEASURES UNDERTAKEN TO PROMOTE INDIA'S UPCOMING DRONE INDUSTRY

The Indian Government has undertaken a series of reform measures to promote India's upcoming drone industry which are as follows:

(i) Drones Rules, 2021 notified on 25 August 2021 provide the necessary regulatory framework for commercial use of drones. These rules cover various aspects like type certification, registration and operation of drones, airspace restrictions, research, development and testing of drones, training and licensing, offences and penalties etc.

(ii) Drone Airspace Map published on 24th September 2021, has opened nearly 90% of Indian airspace as a green zone for drone flying up to 400 feet.

(iii) On 30th September, 2021, the Government notified the Production-Linked Incentive (PLI) scheme to promote the growth of drone manufacturing by private companies. The scheme provides for an incentive of Rs 120 crores, spread over three financial years. The PLI rate is 20% of the value addition over three financial years.

(iv) UAS Traffic Management (UTM) Policy Framework was published on 24th October 2021.

(v) Drone certification scheme was notified on 26th January 2022, making it easier to obtain type certificate by drone manufacturers.

(vi) Drone import policy was notified on 9th February 2022, banning import of foreign drones and freeing up import of drone components.

(vii) Drone (Amendment) Rules, 2022 notified on 11th February 2022, abolished the requirement of a drone pilot license.

(viii) Guidelines for operation of Production-Linked Incentive (PLI) scheme for drone and drone components was notified on 29th November 2022.

Ministry of Civil Aviation has proactively engaged with various Union Ministries and State/UT Governments across the country to promote drone applications. They have in turn taken several initiatives for promoting the widespread adoption of drones in commercial logistics, agriculture, mining, large-scale mapping and industrial inspection.

The Government is utilising services of Drone service providers for vaccine delivery, inspection of oil pipelines and power transmission lines, anti-locust operations, agricultural spraying, survey of mines, land mapping under SWAMITVA scheme for issuance of digital property cards, etc. Drone Training Schools have also been set up in various States which have the potential of being a game changer in the promotion and development of drone applications.

With the implementation of the liberalised drone rules, Production-Linked Incentive (PLI) scheme and the drone import policy, it is estimated that the annual sales turnover of the Indian drone manufacturing industry may grow from approximately INR 60 crore in 2020-21 to approximately INR 900 crore by 2024-25.

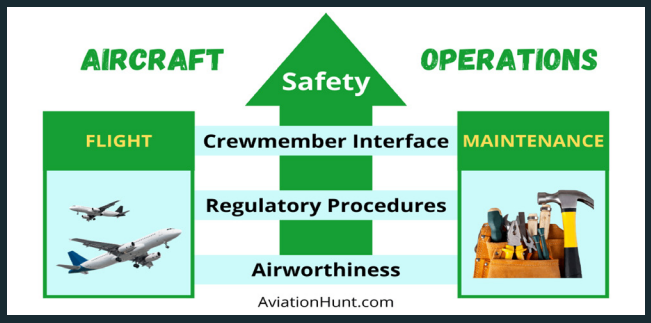
With its traditional strengths in innovation, information technology, innovative engineering and its huge domestic demand, India has the potential of becoming a global drone hub.

India's improvement in Aviation Safety Ranking

ICAO team has informed DGCA that the Effective Implementation of India has increased to 85.49% from the previous 69.95%.

A team of Auditors from International Civil Aviation Organisation (ICAO) conducted an audit of Directorate General of Civil Aviation (DGCA) from 09.11.2022 to 16.11.2022. During the closing briefing, the ICAO team informed DGCA that the Effective Implementation of India has increased to 85.49% from the previous 69.95%. The draft report of the audit will be provided by ICAO within 90 days after the last day of on-site activity (16.11.2022).

DGCA is the safety regulator for ensuring safety of aircraft operations within India and has laid down a mechanism of conducting surveillance, spot checks, night surveillance etc. of the airlines to ensure safety of passenger and aircraft. The observations/ findings made during surveillance, spot checks and night surveillance are provided to the airline for taking corrective action. The action taken to correct the observation are reviewed and the finding closed. All occurrences are mandatorily reported to DGCA. These occurrences are thoroughly analysed, and severity is determined. Based on severity, these occurrences are investigated. Appropriate action is taken on the outcome of investigation. In addition, special audits are also carried out as per the risk perceived. DGCA does not conducts Based on the violations found



during surveillance, spot checks, night surveillance, DGCA initiates enforcement action against the airlines/ operator as per the procedure given in Enforcement Policy and Procedures Manual (EPPM) which includes warning, suspension, cancellation of approval/licence including imposition of financial penalty on the personnel involved/ airline.

Infrastructure considerations for the future of urban air mobility

eVTOLs are expected to significantly cut journey times relative to conventional ground transportation systems, while offering decreased pollution footprints, as well as increased operational safety, among other benefits.

Electric vertical take-off and landing aircraft, or eVTOLs, are expected to begin operating in the next few years. Dozens of companies around the world racing to develop eVTOL air taxis, with plans calling for fleets of the novel aircraft to transport passengers as early as 2024. Not only in travel is VTOL very useful, in rescue operations as well as in military and law enforcement applications it is often supremely important to be able to touch down and take off from a spot, rather than an airfield/airport.

But to make the dream of AAM a reality, those fleets of eVTOL aircraft will need dedicated places to take off and land, and most communities lack the needed infrastructure. It is thus necessary for developers of these vehicles to consider the need for new infrastructure to support eVTOL operations. Changes in Air Traffic Management needs also to be considered, especially as the number of eVTOL aircraft and uncrewed aircraft systems (UAS) operating in the national airspace increases.

Similarly infra and SOP's for Unmanned vehicles, is another area that needs to be developed because many of these aircraft will eventually be remotely operated or autonomously piloted

The feasibility of the advanced air mobility market will also depend on vertiports located across communities in urban, suburban, and rural areas , In order to see this

industry grow at the rate people are expecting. It's going to have to be rural enough to be neighbourhood-level and easily accessible as one does when he takes a bus ride in a public transport.

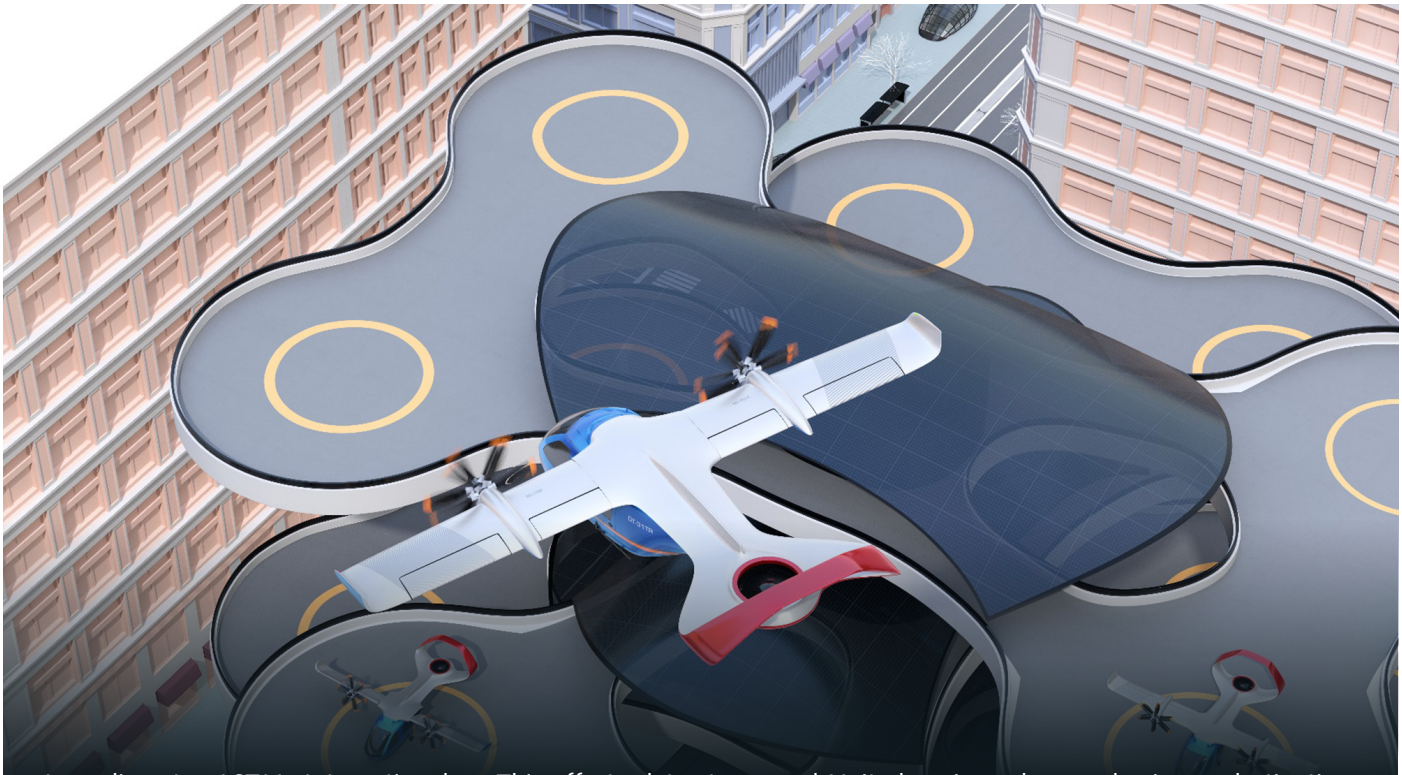
Vertiports will need to offer eVTOL aircraft a space to recharge, take off, and land, while providing an indoor facility where passengers can rest and prepare to board their flights. Besides vertiports needs to be easily scalable, meaning that additional landing pads and passenger facilities can be added as demand for eVTOL flights increases.

While eVTOLs can—and will—take off from conventional heliports, vertiports support a greater volume of operations. Vertiports will also incorporate charging and electric infrastructure.There will be the need for infrastructure to support electric power or batteries to be charged on the ground with Fast charging capabilities.

In August, ASTM International, a standards development organization, published a new standard providing guidance on the design and development of vertiports for states and municipalities The new ASTM International standard supports the design of civil vertiports and vertistops. The standard (F3423) is the result of a five-year effort by ASTM's unmanned aircraft systems committee .

A vertiport is a section of land, water, or structure intended for either manned or unmanned vertical takeoff and landing of aircraft, along with the associated buildings and facilities. A vertistop has the same geometry and airspace as a vertiport but no fuelling, defueling, scheduled maintenance, scheduled repairs, or storage of aircraft is permitted. A vertistop facility is meant for the discharge of passengers or cargo only. These structures fall under the category of advanced air mobility infrastructure (AAM).

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

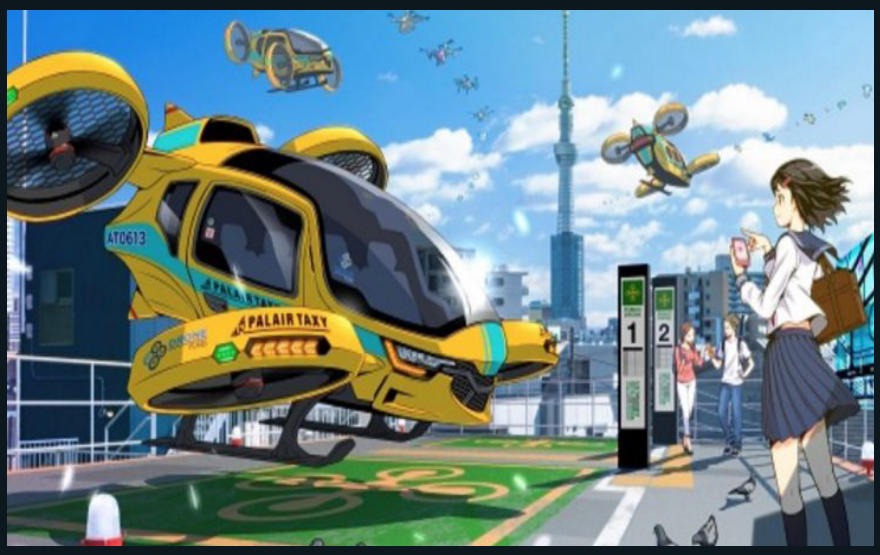


According to ASTM International Fellow Jonathan Daniels, the newly published F3423 will provide scalable specifications to guide states and municipalities in the development process of their AAM infrastructure. "Everyone involved in the development and implementation of AAM transportation, and its supporting infrastructure will find this standard extremely helpful," says Daniels. This new standard is the foundation for additional working groups supporting automated

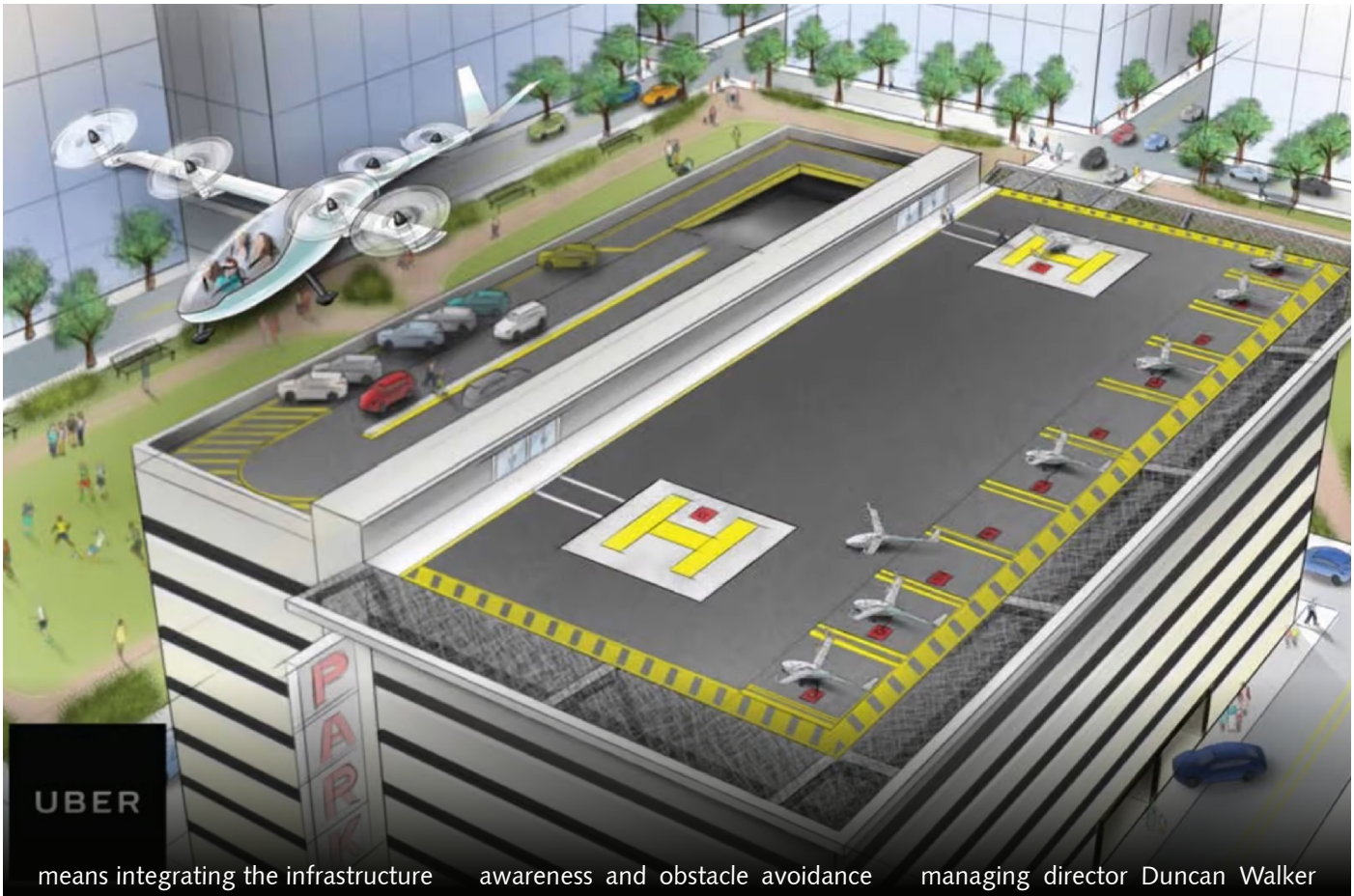
vertiports and connections through the vertiport supplementary data service provider (SDSP) work item.

"The challenge in developing this standard was in balancing safety with practicality", says Rex Alexander, ASTM International member and working group volunteer. "Without empirical aircraft performance data to rely on, the team's goal was to develop a practical standard as a starting point that is not only safety centric but provides municipalities with a common-sense path forward."

This effort relates to several United Nations Sustainable Development Goals, such as affordable and clean energy , decent work and economic growth , reduced inequalities , sustainable cities and communities , and climate action .



Vertiports. Ideally, would be constructed and/or placed in the heart of a city and serve as major sites for both cargo and passenger on-boarding and off-boarding and take offs and landings. As such, operators would need to place them in and around primary destinations such as central business districts, shopping centres, and other transportation such as trains and subways, since the first and last part of the passenger journey and cargo delivery should be integrated with other modes of ground transportation. Vertiports will likely need to accommodate multiple eVTOL vehicles at any given time but could nevertheless require significantly less space. Vertiports also need to be located where the demand is. In most cases, this



means integrating the infrastructure into urban areas, which comes along with challenges such as land use and airspace compatibility.

vertiport development needs to consider the surrounding airspace and potential obstacles. Existing heliport design guidance and standards include strict recommendations for obstacle-free areas. "But as eVTOLs can fly in and out of a vertiport at much steeper angles there's no need to have the same limitations for the environment as for a heliport. In regard to air traffic management, eVTOL operators have to ensure that the aircraft will be able to fly according to the existing airspace rules. In addition, seamless inter-aircraft communication demands effective integration of existing airspace management systems with UTM, allowing operators to interact with multiple eVTOL aircraft flying simultaneously. A UTM system will need to provide common situational awareness and obstacle avoidance in any airspace, while complying with multiple systems that govern flight rules— especially since the elevated future of mobility may see a dramatic increase in the number of aircraft in the skies at any one time, especially at lower altitudes.

UK startup Skyport is acquiring rooftop spaces in London that it intends to eventually convert to vertiports. The company has already bought the rights of 15 rooftops in London. Talking about Skyport's expansion plans in August 2018, managing director Duncan Walker said, "We want to scale that up to 80 to 100 over the course of the next 18 months."

Whilst AAM is commercially attractive, there are still some risks which need to be mitigated if the industry is going to scale. Social licence surrounding safety, noise, visual amenity, privacy, affordability and accessibility may well prove to be the biggest factor in determining the success of this industry.

Continued collaboration between AAM manufacturers, airport authorities, government agencies, and aviation industry stakeholders can hasten development of the critical infrastructure necessary to bring about safe, secure, resilient, and reliable vertiport operations.

Air taxis are no longer technologies of the future. eVTOLs will take flight sooner than many realize. The time to prepare for critical AAM infrastructure has arrived.

New Terminal Building at Bangalore

Hon'ble Prime Minister inaugurated the Terminal 2 of Kempegowda International Airport at Bengaluru today, built at a cost of around Rs. 5000 crore. The terminal will double the passenger handling capacity of the airport to 5-6 crore passengers per annum, from the current capacity of about 2.5 crore.

Terminal 2 is designed as a tribute to the Garden city of Bengaluru and the passenger experience is meant to be a "walk in the garden". Passengers will travel through 10,000+ sq mts of green walls, hanging gardens and outdoor gardens. The Airport has already established a benchmark in sustainability with 100% usage of renewable energy across the campus. Terminal 2 has been created with sustainability principles woven into the design. Based on the sustainability initiatives, Terminal 2 will be the largest terminal in the world to be pre certified platinum rating by US GBC (Green Building Council) prior to commencing operations. The theme of 'Naurasa' unites all the commissioned artworks for Terminal 2. The artworks reflect the heritage and culture of Karnataka as well as the broader Indian ethos.

Overall, the design and architecture of Terminal 2 have been influenced by four guiding principles: Terminal in a garden, sustainability, technology and art & culture. All these facets showcase T2 as a terminal that is modern yet rooted in nature and offers a memorable 'destination' experience to all travellers.

25 Airports in India earmarked for leasing over the years 2022 to 2025

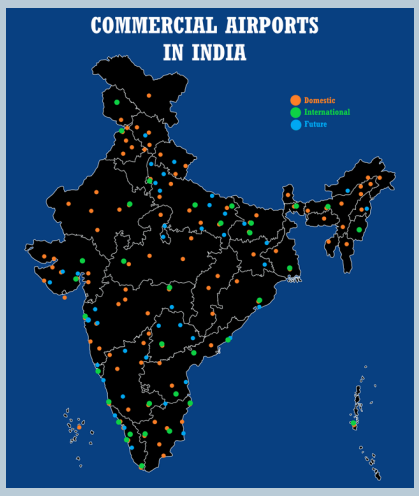
As per National Monetization Pipeline (NMP), 25 Airports Authority of India (AAI) airports namely Bhubaneshwar, Varanasi, Amritsar, Trichy, Indore, Raipur, Calicut, Coimbatore, Nagpur, Patna, Madurai, Surat, Ranchi, Jodhpur, Chennai, Vijayawada, Vadodara, Bhopal, Tirupati, Hubli, Imphal, Agartala, Udaipur, Dehradun and Rajahmundry have been earmarked for leasing over the years 2022 to 2025.

AAI has leased out eight of its airports under Public Private Partnership (PPP) for operation, management and development on long term lease basis. Details of airports along with the Concessionaires are as under:

(1) Indira Gandhi International Airport, Delhi - M/s Delhi International Airport Limited (DIAL)

(2) Chhatrapati Shivaji Maharaj International Airport, Mumbai - M/s Mumbai International Airport Limited (MIAL)

(3) Chaudhary Charan Singh International Airport, Lucknow - M/s Lucknow International Airport Limited (LIAL)



(4) Sardar Vallabhbhai Patel International Airport, Ahmedabad - M/s Ahmedabad International Airport Limited (AIAL)

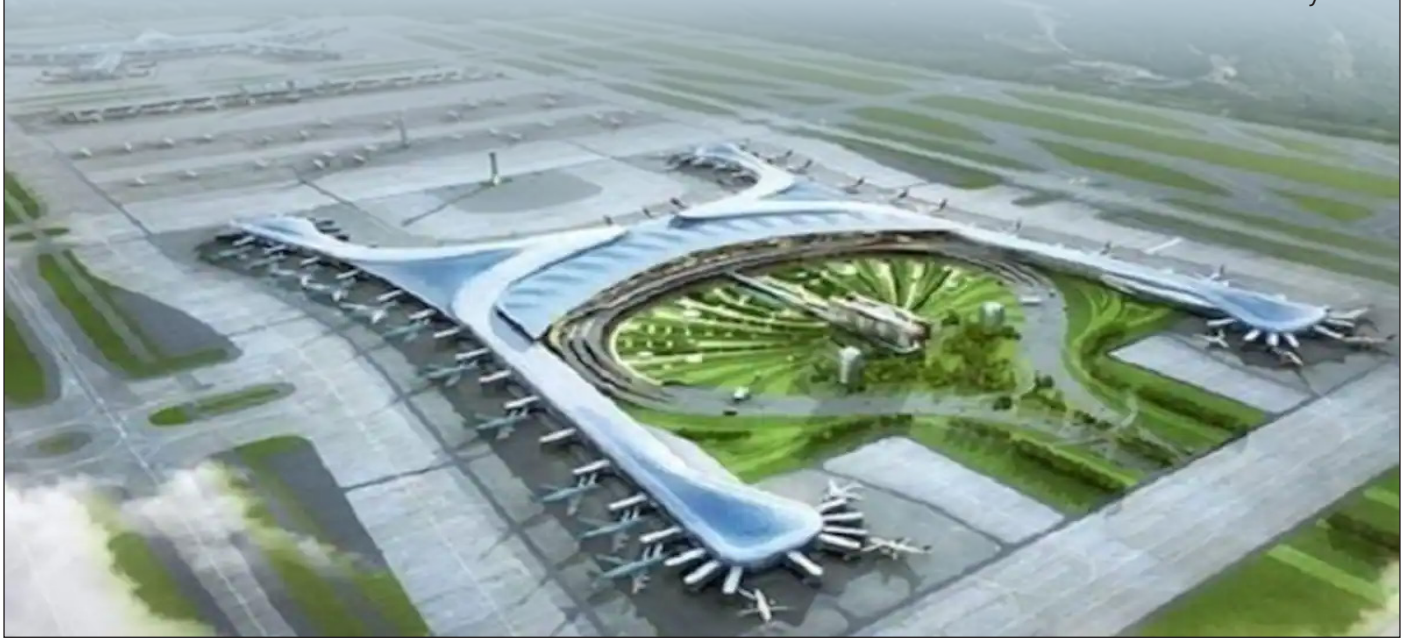
(5) Mangaluru International Airport - M/s Mangaluru International Airport Limited (MaIAL)

(6) Jaipur International Airport - M/s Jaipur International Airport Limited (JIAL)

(7) Lokpriya Gopinath Bordoloi International Airport, Guwahati - M/s Guwahati International Airport Limited (GIAL)

(8) Thiruvananthapuram International Airport - M/s TRV-Kerala International Airport Limited (TIAL)

Airports of AAI are being leased out in public interest for their better management utilizing private sector efficiency and investment. States and passengers will be the ultimate beneficiary of enhanced airport infrastructure and facilities created by private partner, who operates, manages and develops the leased airport under PPP. Airports have emerged as a nucleus of economic activities and have multiplier effect on the economy of the State. The revenue received by AAI from the leased airports is also utilized in development of airport infrastructure across the country.



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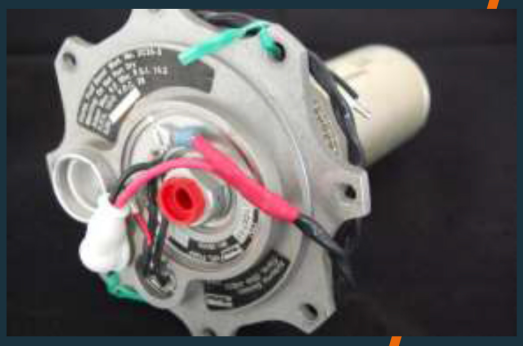
Highest service level

Lowland Aerospace has vast knowledge of and experience in the aviation industry and in particular the **AW109 helicopter.** We can provide you with a broad product portfolio, exchanges and MRO solutions. All against competitive prices and with highest service level standard.



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