

Name:

Enrolment No:



UNIVERSITY OF PETROLEUM AND ENERGY STUDIES
End Semester Examination, December 2020

Course: Aviation Law and Insurance
Programme: MBA Aviation Management

Semester: III

Time: 03 hrs.

Max. Marks: 100

Instructions:

Section- A 20 Marks

Statement of Question	Marks	CO
1. First hijacking reported in the history of civil aviation in the world 1) 1976 2) 1931 3) 1971 4) 1944	5	CO2
2. BCAS came into existence in the year of 1) 1934 2) 1937 3) 1987 4) 2001	5	CO3
3. Appropriate authority on Safety in India? 1) ICAO 2) Commander of concerned airports 3) BCAS 4) DGCA	5	CO4
4. In which year the first convention formed? 1) 1937 2) 1944 3) 1947 4) 1934	5	CO2
5. Which one is the Standard Practice? 1) PEC 2) SLPC 3) ABC 4) d) SSLC	5	CO2
6. Which does not include in "the Act of Unlawful Interference"? 1) Hijacking	5	CO3

2) Sabotage		
3) Disruption of communication facility		
4) d) pilferage		

Section-B		(50 Marks)	
Statement of Question	Marks	CO	
1. Please list and briefly describe the principle legislation and regulatory bodies, which apply to and /or regulate aviation in your jurisdiction?	10	CO2	
2. Explain all the steps to attend AOP by a new airline ?	10	CO3	
3. Role of D.G.C.A in India towards compliance of ICAO standards and practices	10	CO3	
4. Any 8 general conditions of flying as contained in part II of Aircraft Rules, 1937?	10	CO1	
5. . Explain in brief Cape Town Convention?	10	CO2	

Section-D : Case study	(20 Marks)
<p>Mergers and acquisitions in the transportation sector are typically explained as attempts to capture economies of scale and scope through shared infrastructure and related cost-saving measures. In the airline industry, the past 15 years have seen an increasing number of international mergers and acquisitions that would have been blocked under prior regulatory regimes. This activity suggests that there are indeed gains from increasing airline size.</p> <p>Such gains may be largely financial in nature. One benefit to a merged airline could be greater market power over particular routes and hubs after merger, as well as improved contract structure and bargaining power in operations, although greater de-regulation and more competition internationally makes these arguments less compelling. In many cases, gains may be unique to specific airlines or operational situations. Thus, the issue addressed in this chapter is whether, in general, increasing the size or scope of airline operations enables them to function more efficiently and whether this effect is sustained across all sizes of airline. More pointedly, the chapter examines whether there exist measurable efficiency gains that can help explain the variety of mergers and acquisitions in the industry.</p> <p>In 2007 alone, Indian aviation saw three mergers -- Kingfisher Airlines acquiring Air Deccan at Rs 550 crore (Rs 5.5 billion) and Jet Airways acquiring Air Sahara at Rs 1,450 crore (Rs 14.5 billion) besides the forced merger of national carriers Air India and Indian Airlines.</p>	

The aviation industry in India is growing at 20 per cent per annum, making it one of the largest in the world.

Six major Indian carriers with around 400 aircraft catered to 143 million passengers, including 38 million international, in 2010-11.

Out of the 38 million international passengers, Indian carriers flew 35 per cent of them in 2010-11.

Industry analysts say Kingfisher's merger with Air Deccan gave the merged entity rights to fly international.

1. Competition – M&A in the airline industry help to reduce competition significantly. Explain this with example?	CO4,CO4	10
2. Efficiency- Airline M&A can lead to cost efficiency of the operators by the elimination of overlapping routes. For the travellers however, this often leads to lesser frequency of flights, Explain this scenario ?	CO1,CO3	10