

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110003
Telephone No. 24622495, 24622499, 24622500

AV.14015/06/2014-AT.I

Dated: 06.05.2014

PUBLIC NOTICE

It is hereby informed to the General Public that M/s TATA SIA Airlines Ltd. has applied for grant of Air Operators Permit (Scheduled) for the purpose of providing Scheduled Air Transport Services in India. The documents submitted by the applicant are being processed in this office.

In order to comply with the requirements of Schedule XI of Aircraft Rules 1937, a notice is hereby given to the public and all the persons likely to be affected by the grant of this permit to M/s TATA SIA Airlines Ltd for the purpose of providing Scheduled Air Transport Services in India, to submit their objections or suggestions, if any, within twenty days of issue of this public notice, setting out the specific grounds on which representation is made alongwith a certificate to the effect that a copy of the representation has been provided to M/s TATA SIA Airlines Ltd. For details of Letter of Intent submitted by M/s TATA SIA Airlines Ltd. please refer to DGCA web site www.dgca.nic.in. The application of M/s TATA SIA Airlines Ltd. shall be taken into consideration by this office after expiry of thirty days of issue of the public notice and disposal of objections or suggestions.

Objections or suggestions, if any, may be addressed to the Director General of Civil Aviation, opposite Safdarjung Airport, New Delhi-110003 or through email to vedprakash.dgca@nic.in.



(DR. PRABHAT KUMAR)
Director General of Civil Aviation

TATA SIA AIRLINES LIMITED

March 6, 2014

To,

Directorate General of Civil Aviation
Aurobindo Marg,
Opp Safdarjung Airport,
New Delhi 110 003

Sir,

SUB: Statement of Intent to apply for an Air Operators Permit (AOP) to operate scheduled passenger airline services in the civil aviation sector in India by TATA SIA Airlines Limited

1. GENERAL BACKGROUND

- 1.1 We, TATA SIA Airlines Limited, a company incorporated under the laws of India, hereinafter referred to as the “**Applicant**”, propose to engage in domestic scheduled passenger airline services in the civil aviation sector in India and to undertake ancillary activities related to airline services including but not limited to air transport carriers (of freight), cargo handling incidental to air transport, renting and leasing (except financial leasing) of aircrafts and other services incidental to air transport services.
- 1.2 TATA SIA Airlines Limited is a joint venture (the “**Company**”) between Tata Sons Limited (“**TATA**”) and Singapore Airlines Limited (“**SIA**”), with TATA holding a majority stake of 51% (Fifty One per cent) in the Company, while SIA holds the remaining 49% (Forty Nine per cent).
- 1.3 In accordance with Press Note No. 6 of 2012 Series dated September 20, 2012 (“**Press Note 6**”) and paragraph 6.2.9.3 of the consolidated FDI policy dated April 5, 2013, circular 1 of 2013 (“**FDI Policy**”), TATA and SIA have sought and received the approval of the Government of India through the Foreign Investment Promotion Board (“**FIPB**”) for the induction of foreign equity of up to 49% (Forty Nine per cent) amounting to USD 49,000,000 (United States Dollars Forty Nine Million) by SIA into the Company.
- 1.4 Pursuant to the FIPB approval, the Applicant applied for an initial No-Objection Certificate (“**NOC**”) to operate scheduled passenger airline services in the civil aviation sector in India from the Ministry of Civil Aviation (“**MoCA**”), New Delhi on December 26, 2013.

TATA SIA AIRLINES LIMITED

- 1.5 In preparation for the formal application phase to obtain an Air Operator's Permit ("AOP") with the Directorate General of Civil Aviation ("DGCA"), the Applicant expresses its intent to formally apply for an AOP.

2. MEETING SOUGHT

- 2.1 In light of the foregoing, the Applicant, seeks your acknowledgement of our statement of intent and requests that the DGCA schedule a pre-application meeting as soon as possible.

3. SUPPORTING DOCUMENTS

- 3.1 Please find enclosed 3 (Three) complete sets of this statement along with all the necessary documents enclosed and with an index for ease of reference.
- 3.2 In support of the Statement of Intent, we enclose the following:

Annex	Particulars
Annexure 1	Checklist for Statement of Intent

Appendix	Particulars
Appendix 1	Areas of operation and routes proposed
Appendix 2	Operational control mechanism planned
Appendix 3	Qualifications of nominated post holders

4. GENERAL / CONTACT INFORMATION

- 4.1 This letter, together with the Annexure and Appendix, is being filed in commercial confidence. This letter or the Annexure or Appendix, if made publicly available, will cause prejudice and harm to us and will harm our competitive position. Accordingly, you are requested to accord it protection under Section 8 of the Right to Information Act, 2005. You are requested to disclose to us all requests received for any information relating to the above. No order in this regard should be passed without providing us a personal hearing and an opportunity to present our case.
- 4.2 We will be pleased to respond, by self or through our attorneys, to any queries that you may have and provide any clarifications that you may require.

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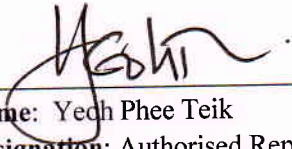
TATA SIA AIRLINES LIMITED

4.3 Primary Contacts:

Name: Sanjay Singh
Designation: Vice President
Telephone: 011-23326275
Fax: 011-23326855
Email: sanjaysingh@tata.com
Address: Jeevan Bharti Tower I, 10th Floor, 124 Connaught Circus,
New Delhi 110001

We sincerely trust that the above information meets your Statement of Intent requirements. We thank you for your time in considering this and look forward to receiving your approval to proceed with the pre-application meeting at the earliest.

Yours sincerely,



Name: Yech Phee Teik
Designation: Authorised Representative of TATA SIA Airlines Limited

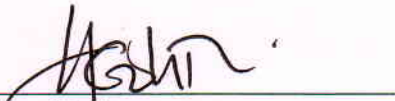
STATEMENT OF INTENT TO APPLY FOR AOP

1.1.1 Pre-Application – Statement of Intent Information		
a.	Type of Operation	TATA SIA proposes to engage initially domestic and eventually international full service scheduled passenger airline services in the civil aviation sector in India and to undertake ancillary activities related to airline services including but not limited to air transport carriers (of freight), cargo handling incidental to air transport, renting and leasing (except financial leasing) of aircrafts and other services incidental to air transport services.
b.	The type(s) of aircraft	Airbus S.A.S. A320-200 Current Engine Option (“A320-200 CEO”) and Airbus S.A.S. A320-200 New Engine Option (“A320-200 NEO”) type aircraft.
c.	Aircraft owned or leased	The aircraft will be leased.
d.	Type and duration of the lease agreement	The A320-200 CEO and A320-200 NEO aircraft will be acquired on dry lease from Wilmington Trust SP Services (Dublin) Limited (not in its individual capacity but solely as trustee). The duration of the lease agreement is 6 (Six) years for the A320-200 CEO aircraft and 12 (Twelve) years for the A320-200 NEO aircraft.
e.	The aircraft registration	The aircraft will be registered in India and an application for the import of the aircraft has been submitted. Further details will be furnished when they are made available.
f.	Areas of Operation and routes proposed	The details of the proposed route plan are attached in Appendix “1” .
g.	Operational Control Mechanism planned	Details of the operational control mechanism planned are attached in Appendix “2” .
h.	The nature of the aircraft and/or simulator training and operational facilities	Simulator training shall be conducted at a DGCA approved facility in India or at an Airbus approved training facility. Line training shall be provided in accordance with the applicable DGCA CAR Section 8 Series F, Part 1 & II, Issue 1 and other relevant DGCA requirements.
i.	Location of the administrative, maintenance and operational facilities	The main administrative, maintenance and operational facilities will be located in the NCR. The administrative facilities will be in Gurgaon while the maintenance and

		operational facilities will be housed in Terminal 3 of Indira Gandhi International Airport. Other satellite facilities will be set up at stations to support proposed operations.
j.	The qualification of Nominated Post Holders	The qualification of each of the nominated post holders is included in Appendix "3" .
k.	The planned company trading name	The company has been registered as TATA SIA Airlines Limited.
l.	The approximate date of commencement	The approximate date of commencement is 1 Sep 2014.

Certified that the statements made/information given in this application are true.

Yours sincerely,



Name: Yech Phee Teik

Designation: Authorised Representative of TATA SIA Airlines Limited

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1. PROPOSED ROUTE PATTERN

1.1 TATA SIA Airlines Limited will be based in New Delhi (DEL). TATA SIA Airlines Limited will require other bases in India in later years, depending on the rate of fleet growth.

1.2 TATA SIA Airlines Limited's planned frequencies for the first four years are listed in Table 2 below.

JVCo Route Network	Weekly Frequency			
	Year 1	Year 2	Year 3	Year 4
DEL-BOM vv	14	14	35	49
DEL-BOM-GOI vv	7	14	14	14
DEL-BLR vv	14	14	21	28
DEL-HYD vv	14	14	21	21
DEL-AMD vv	14		7	
DEL-AMD-BOM vv		14	14	21
DEL-SXR-IXJ vv	7	9	9	14
DEL-SXR vv	3	5	5	
DEL-PAT vv	7	7	14	14
DEL-IXC vv	7	7	7	14
DEL-MAA vv		14	21	21
DEL-LKO vv		14	14	14
DEL-PNQ vv		14	14	14
DEL-VNS vv		7	7	14
DEL-JAI-BOM vv		7	7	14
DEL-CCU vv		7	7	7
DEL-CCU-GAU vv		7	7	7
DEL-ATQ vv			14	14
DEL-IXB-GAU vv			7	7
DEL-IDR vv			7	7
DEL-COKvv				7

TABLE 2: TATA SIA AIRLINES LIMITED'S PROJECTED PROPOSED ROUTE NETWORK

1.3 All flights, including linked flights, will originate in Delhi and all aircraft will return to Delhi to nightstop.

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1.4 TATA SIA Airlines Limited will comply with the route dispersion requirements as mandated by DGCA CAR Section 3 Series 'C' Part II. The planned capacity deployment for CAT I, II and II routes is given in Table 3 below.

Capacity Deployment	CAT I		CAT II		CAT II-A		CAT III	
	ASKs ('000)	ASK's (%)	ASKs ('000)	ASK's (%)	ASKs ('000)	ASK's (%)	ASKs ('000)	ASK's (%)
Year 1	20,136	59.4%	1,974	5.8%	313	0.9%	11,510	33.9%
Year 2	35,822	59.5%	3,837	6.4%	402	0.7%	20,049	33.4%
Year 3	53,348	59.3%	6,270	7.0%	1,118	1.2%	29,221	32.5%
Year 4	61,920	57.0%	6,270	5.8%	1,341	1.2%	39,029	36.0%

TABLE 3: PLANNED CAPACITY DEPLOYMENT BY ROUTE CATEGORY

1.5 All airports on TATA SIA Airlines Limited's planned route network have runways and handling equipment to cater to either of the aircraft.

1 OPERATIONAL CONTROL MECHANISM**1.1 CORPORATE OVERSIGHT**

A brief overview of the proposed operational set-up is provided in Appendix 3. In addition, through the various Divisions established in TATA-SIA, as enumerated in the attached Organisation Charts, especially the Operating Divisions, the daily operations are managed through an integrated Operations Centre. This Centre is described in the paragraphs below.

The primary function of TSAL OCC is to ensure that the Company's passenger and freighter services operate with the least possible disruption or delay and that where services are disrupted or delayed these services are rescheduled with the least possible inconvenience to passengers and at a minimal cost level consistent with safety, efficiency and service.

1. TSAL OCC is responsible for the following actions:

- oversee the smooth operation of the Company's passenger and freighter services by monitoring the departure and progress of each flight;
- re-routing due to major flight delays;
- re-routing due to airspace restrictions;
- re-scheduling due to weather, airport limitations, civil disturbance, crew duty time or sector limitation;
- over-flight due to weather, airport limitations, crew duty time or sector limitations;
- technical calls to meet payload requirements or crew duty time limitations;
- diversions for commercial and compassionate (urgent medical cases) reasons;
- requests to delay a flight for commercial and compassionate (urgent medical cases) reasons;
- requests to delay a flight to uplift AOG spares or relief aircrew and maintenance personnel;
- requests to delay a flight for reasons other than those specified above;
- requests for urgent charters or urgent extra flights;

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- positioning or relief flights;
 - requests to operate or divert a flight to assist civil or military authorities in search operations;
 - re-allocation of aircraft, re-scheduling of services, positioning of crews due to aircraft unserviceability;
 - recalling flights due to engineering, operational or commercial reasons;
 - recalling crew or amending their roster pattern for operational or compassionate reasons.
2. To facilitate decision-making, it is essential that TSAL OCC be informed immediately by Commanders and/or Station Managers/Station Representatives, as the case may be, of any event or situation likely to disrupt or delay scheduled and non scheduled services. Information of this nature includes:
- Aircraft unserviceability and serviceability;
 - Allocation or re-allocation of aircraft;
 - Spare deficiency or position;
 - Deficiencies of aircraft or ground equipment;
 - Load information or load disposal;
 - Industrial dispute or action, whether actual or imminent, likely to disrupt or delay the Company's flights;
 - Weather warnings
 - Civil disturbances;
 - Airport closures or limitations;
 - Fuelling or refuelling problems;
 - Late connecting flights;
 - Loading and unloading problems;
 - Crewing problems at slip stations.
3. It is important to stress that in order to function efficiently TSAL OCC must be fully and immediately informed of every phase of a delay

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including proposals or plans for the positioning of aircraft spares, the flight number of the service on which the spares will be arriving, the departure and the arrival times and the estimated time it will take for rectification work to be carried out.

4. Under the authority of the Director Operations, his nominated designate shall:
 - (a) manage, on a day to day basis, the oversight of operational matters in relation to the delegated duties, and
 - (b) in this regard, remain contactable on a 24-hours basis.
 - (c) duly advise TSAL OCC in any operational issue, as may be required.

1.2 FLIGHT SERVICES SECTION

- a) The arrangements for the provision of meteorological documentation, aeronautical information, computerized flight plans and relevant applicable information from the NOTAM, AIP, AIC and AIRAC for each flight;
- b) The ordering, checking and updating of Jeppesen Manuals and providing a revision service for maps, charts, etc.
- c) Essentially, Flight Services ensures procedures in place are strictly followed for the preparation and dissemination of pre-flight aeronautical information essential for the safety, regularity and efficiency of air navigation.

1.3 CREW SCHEDULING SECTION

- a) Supplying crew administration services, which include the tracking, monitoring and rostering of crew in coordination with rostering staff.
- b) Ensuring that all elements of the CAR with respect to the Flight Time Limitations and crew fatigue are adhered to.

1.4 MAINTENANCE CONTROL SERVICES

MAINTROL co-ordinates maintenance activities and deploys resources where needed.

Departure

1. When a defect occurs during pre-departure and the Ground Engineer is not in the vicinity, crews are to contact MAINTROL immediately.

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2. Crew may contact MAINTROL for technical advice if the defect occurs during taxi or after takeoff.
3. If the commander decides to turn back, MAINTROL should also be informed so that maintenance personnel and equipment can be expeditiously deployed.

Arrival

1. In-flight, ACARS / ATSU automatically sends out signals from aircraft to printers in FCC and Line Maintenance for ECAM-related warning messages. For defects which do not generate ECAM messages, or for specific events e.g. lightning strikes or turbulence encounters, crew can downlink details to MAINTROL via ACARS / ATSU.
2. In any case crew should contact MAINTROL when within VHF range and report details of defects. This is to ensure that appropriate maintenance resources are deployed in a timely manner.