Operating in India
Requirements and Challenges

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India

Overview

- General Facts
- Permits
- Major airports and hours
- Visa, Customs, and Immigration Requirements
- Ground services
- Flight Planning
- Weather

Sources: enter sources here
India
General Information

- GMT + 5:30 (no DST)
- Population: 1.25 Billion
- Capitol: New Delhi
- Official Language: Hindi with 15 other languages spoken

- 3 Major Ethnic Groups
- 9 Major religions
- 212 Scheduled Tribes/Castes
India
Major Airports

- Ahmedabad – VAAH
- Mumbai – VABB
- Kolkata – VECC
- New Delhi – VIDP
- Jaipur – VIJP
- Lucknow – VILK
- Bangalore – VOBL
- Hyderabad, Rajiv Gandhi Intl – VOHS
- Chennai – VOMM

Major AOE & Commonly Used Military Bases
- Goa – VAGO (also AOE)
- Pune – VAPO (also AOE)
- Agra – VIAG (also AOE)
India

• Both forms of permits are required for charter and private flights.
  – O/F 3 business days*
  – Private Landing 7 business days*
  – Charter Landing 10 business days*
  – Military Landing 30 business days*
  – Entry / Exit points / Full route

• Permits are good for 48 hours from the approved date and time.

• Permits over water region are **not** required. However, it is suggested to verify the ATS routes to avoid any last minute problems.

*days to obtain can vary
What basic information is needed to obtain a permit?
Permit

Basic information needed to obtain overflight/landing permit:

• Operator
• Aircraft Type
• Crew and Passenger List
• Father’s Name (landing)
• Purpose of Flight
• Route
  Entry & Exit Points
Route
• Identify Entry & Exit Waypoints
• Identify Entry & Exit FIR

Ex: LLLL-VABB
ROMAM UT43 BEPER UM728 DOKAR UN604 RUTOM UM601 KFN
UM872 PLH UL604 SALUN Q680 DBA UM872 FYM UM872 WEJ UL604
GAS UL308 DAROR UP559 NALPO P559 DESDI M677 SERSA P307
VAXIM L301 NOBAT M638 BBB DCT
Entry Point: RASKI
Entry FIR: VABF

ROUTE INBOUND: VABF / RASKI
L301 NOBAT M638 BBB VABB
Must include permit number in Item 18 of ICAO RMK Section

Ex: YA/N/0807/03/220622

(FPL-XXXX-IG
-GLF5/M-SDE1E2E3FGHIJ4J5M1RWXY/HB1D1G1
-LFLL2045
-N0480F410 ROMAM UT43 BEPER UM728 DOKAR UN604 RUTOM UM601 KFN UM872
PLH UL604 SALUN/N0471F410 Q680 DBA UM872 FYM/N0470F450 UM872 WEJ
UL604 GAS UL308 DAROR UP559 NALPO P559 DESDI M677 SERSA
P307 VAXIM L301 NOBAT M638 BBB DCT
-VABB0803 VAHH
-PBN/A1B1C1D1 DOF/150322 REG/N3PG EET/LIRR0048 LIBB0124 LIRR0139
LGGG0144 HECC0228 OEJD0346 OBBB0447 OMAE0537 OOMM0557 VABF0647
SEL/JSBG CODE/A31BEC ORGN/KHOUARCW PER/C RMK/ASLLFLLD000001529 SAUDI
ARABIA 15GACA507C OMAN DGMAN DATS001 17 **INDIA YA N 0807 03 220622**
Landing at Military Bases

• Need a PPR and landing permit to land at any military base.
  – Tolerance is +/- 1 hour.

• Can request landing permit just after the PPR is requested, but it will not be issued until the PPR is.

• Very specific information necessary for the PPR.
  – Sponsor, parents’ name, passport info, etc.

• Any revisions will cause the process to start over.

• Takes 30 days to receive the confirmation from the time the PPR is completely requested.
Landing at Military Bases (Cont.)

• Parking is limited at most military airports and long/overnight parking is prohibited.
  – Examples include Agra, Pune, and Goa.

• Airport diagrams and approach plates are not available from Jep and other sources.

• Flights generally limited from dawn to dusk and are subject to military operations.
Airport Hours and Details

• Major AOE{s are available 24 hours.

• GA traffic is restricted at some airports during small windows.
  – Only commercial and VVIP movements are permitted during these times. Ex. Mumbai / VABB

• No GA movements between (0230Z-0430Z & 1200Z-1400Z).

• Major airports have been modernized over last several years to accommodate increase in traffic and business.

• Most of the airports are slot coordinated.
  – If slots are not approved, aircraft can be diverted.
Visa Requirements

• Visas are required for all crew and passengers.

• Some locations can provide crew visas on arrival (east India) while others cannot (west India).

• Where available, crew visas on arrival only issued if making one stop in India and they are valid for 72 hours.

• Even though visas are available on arrival at some of the airports, it is faster and a safer to get them in advance.

• Visas for passengers must be obtained prior to arrival.
Visa Requirements (cont.)

Other Visas available:

• Crew can receive Business Visa on arrival at 1 or 2 locations.
  -not recommended, as this can be a lengthy process.

• Passenger Visa is not available upon arrival.
• Passengers can arrive with electronic Visa
  -Takes approx. 30min to obtain the clearance
Visa Requirements (cont.)

Visa Restrictions

• Crew can arrive with only valid Indian Business Visa.

• Passengers can arrive with Tourist or Business Visa.
Customs and Immigration

• All crew/pax must clear at main terminals except at VABB.
  – VABB has GA terminal available.

• More GA facilities are being finalized in VIDP, VOBL, and VOHS.

• It is necessary to clear CIQ when first arriving in country and then again when leaving.

• Customs seals the aircraft upon arrival.
  – Can only be unsealed in the presence of customs officials.

• Customs will charge a duty on remaining fuel in tanks at the initial AOE if making multiple landings in country.
Customs and Immigration (cont.)

General Procedures:
• Escorted by agent to terminal building
• Taken to pre-coordinated immigration counters with prefilled forms.
• Time approx. 2-3 min to get passport stamped for each passenger.
• After clearing immigration, passengers are taken through customs channel with baggage.
  - Bags are in trollies with porters.

• Day of departure agent will escort passengers through immigration, customs, and security to the aircraft.
Customs and Immigration (cont.)

• Crew declaration required.

• Additional Documents to ensure you have:
  – Incoming GD (stamped).
  – Custom’s fuel duty invoice.
  – Original and revised India Permits.

• No airside clearances available.

• Crew outbound clearances:
  – Use Checked luggage Clearance
  – Advance payments.
  – Allow extra time.
Ground Services
Parking

• Need to have full tow bar with pin onboard when operating to airports where Power-in / Power-out stands are not available.
  – Written confirmation is required to get PPR and/or slots in some locales.

• Slots for the airport will not be confirmed until parking is if RON.
Ground Services (cont.)

• If parking is granted, leave the aircraft brakes off so it can be moved about the ramp as this is common.

• Always have a written confirmation for handling and ground services on hand.

• Ensure the handling agent has complete crew and pax information to help with customs.

• Parking is scarce at many airports with repositioning a possibility.
Ground Handling (cont.)
Transportation and Hotels

• Avoid using taxis and other non-secure local transport.

• Have service provider set up a car & driver through the handling agent or a secure ground transportation company.
  – SGTCs have travel and ransom insurance.

• Hotel rooms are very expensive during peak tourist season.
  – Many hotels do not offer cancelation policies during this time.
    Mid-September to Mid-April
Flight Planning

- RVSM airspace has been in place for several years. FL290 – FL410

- Plan for hold delays due to ATC congestion.

- Airspace available to FL450, but ATC typically only grants up to FL410.

- Check FIR NOTAMs for restricted airways and areas.

- W airways for domestic carriers only. (Can only be used if absolutely necessary)
Flying into VIDP during the winter months, what weather challenges can you expect?
Weather

• Winter: December – February

– Average daily temps of 50ºF–60ºF, but it can drop below freezing in higher elevations of the north. Typically dry during this season in northern India. The temperature difference not as great in the south due to moderating effect of surrounding water bodies.

• Summer: March – June

– Average temperature around 90ºF, but in western region can have max temps well above the average. Hot wind, “Loo”, in northern India.
Weather (cont.)

• Advancing Monsoon: June – September
  – Most of yearly rainfall received at this time. Approach of the monsoon brings severe t-storms.

• Retreating Monsoon: September – November
  – Rain starts letting up in September and almost completely done by November. Southern India gets hit by Western Monsoon
Weather (cont.)

• Fog/smoke reduces visibility.
  – VIDP, VIAG, VECC, VILK, and VIAR most effected.
  – Try to schedule flights between 0530Z-1230Z to avoid delays.

• Tropical Cyclones
  – Season has no official bounds, but storms typically form in North Indian Ocean between April and December, with peaks in May and November.
Summer

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Winter
Weather (cont.)

• Jet stream and turbulence near the Himalayas = moderate-severe.

• Thunderstorm activity over the Bay of Bengal and southern India is very common year round.

• Rain showers and thunderstorms often occur due to daytime heating.

• Persistence weather can be expected.

*Seasonal Rule of thumb:*
What has occurred in recent days, will continue today.
Refueling

Options:

• Hydrant Refueling

• Bowser Refueling
Refueling (cont.)
Procedures

General Procedures to be Followed:

• Fueling of Aircraft must be done outdoors

• Not less than 15 meters (49.2 ft) from any building

• Aircraft engines shall not be started or turned and ignition switches must be in “off” position.

• Aircraft electrical radar and ration systems shall not be operated and the switches relating there to shall remain in the “off” position.
Cabotage & Foreign Registry

• Cabotage does exist
  Requires special permission in advance when cabotage traffic is expected.

• Foreign Registered Aircraft
  No restriction for any foreign registered aircraft to operate into India.
What basic information is needed to obtain a permit?
A) Operator, Aircraft Type, Crew and Passenger List, Purpose of Flight, Route.
B) Operator, Aircraft Type, Purpose of Flight, Address while in India.
C) Operator, Aircraft Type, Crew and Passenger List, Preferred Fuel Supplier.

What is required to obtain a Landing Permit at a Military Base?
– Sponsor, parents’ name, passport info, etc. and can take up to 30 days
True or False?

Flying into VIDP during the winter months, what weather challenges can you expect?
Mostly dry conditions. True or False?
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