

**Centre for Aerospace & Defence Laws (CADL)  
DIRECTORATE OF DISTANCE EDUCATION  
NALSAR UNIVERSITY OF LAW, HYDERABAD**

**M.A. (AVIATION LAW & AIR TRANSPORT MANAGEMENT)**

**Advanced Diploma in Aviation Law & Air Transport Management**

**Academic Year: 2024-2025**

**Second Semester Repeat Examination (May, 2025)**

**Paper I - 1.2.4. Domestic Air Laws in India**

**Duration of the Examination: 2 ½ hours**

**Total Marks: 70 marks**

**INSTRUCTIONS TO CANDIDATES**

- a) Read the instructions carefully and adhere to the same.
  - b) Please mention your DDE ID No., date of the exam, name of the programme & subject on the Answer Sheet and the Additional Answer Sheets, if any.
  - c) The questions to be interpreted as given and no clarification can be sought from the Invigilator.
  - d) Clearly indicate the question numbers while answering them. Answers without question numbers / wrong question numbers will not be evaluated.
  - e) Write the answers clearly and neatly. Answers in illegible handwriting will not be taken into consideration.
  - f) Candidates are prohibited to carry phones or any other electronic devices, books, material etc. in the Examination Hall.
  - g) Copying is strictly prohibited and is considered as a serious academic misconduct and the University will take action as it deems fit.
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**Section – A**

**Answer FIVE questions out of SEVEN questions and each question carries 10 marks.  
(5 x 10 marks = 50 marks)**

1. Does the principle of mutuality and bilateral agreement govern the determination of cabin crew complement, and can the alteration or reduction of such complement be considered a condition of service under applicable labor laws or employment terms? Discuss in the light of judicial pronouncements.
2. Discuss in detail the history and development of aviation law in India.
3. Discuss in detail the various principles under the International Convention on Air Navigation 1919.

4. To what extent has India complied with international safety standards and recommended practices (SARPs) established by ICAO, and how effectively do the legislative and regulatory measures—such as the role of the DGCA, incorporation of ICAO conventions, and implementation of safety audits—reflect India's commitment to aviation safety and global harmonization? Discuss.
5. In light of privatization, globalization, and evolving aviation practices such as code-sharing and aircraft leasing, how can States maintain effective safety oversight and regulatory control, particularly when aviation operations transcend national jurisdictions, and what challenges do such developments pose to the implementation of uniform international safety standards and the exercise of State sovereignty? Discuss.
6. How are the contractual, regulatory, and operational aspects of dry and wet lease arrangements governed in India, and what challenges arise in ensuring compliance with DGCA regulations, especially in the context of cross-border leasing and the growing reliance on leased aircraft by airlines? Discuss.
7. Discuss the role of FDI in aviation sector.

## **Section – B**

**Write notes on any FOUR questions out of SIX questions and each question carries 05 marks. (4 x 5 marks = 20 marks)**

- A) Domestic Implementation of Air Law in India
- B) Regional Connectivity Scheme
- C) Functions of the Aircraft Accident Investigation Bureau
- D) The definition of 'dangerous goods' under the Aircraft (Carriage of Dangerous Goods) Rules, 2003
- E) What is Safety Oversight Responsibility?
- F) Liability Norms relating to Death or Injury sustained by the passenger during transportation by air