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Mid Term Examinations - October 2026

Date: 05/10/2026 **Time:** 11:45 AM - 01:15 PM

Course Code: LAW3012 **Course Name:** Air and Space Law

Semester: Sevent Semester **Max. Marks:** 50 **Weightage:** 50%

CO - Levels	CO1	CO2	CO3
Marks	30	40	20

ANSWER KEY

PART A: Answer Following Questions. 10 M

Q.N.	Questions	M	CO	BT
1	The Aircraft Act, 1934 provided the statutory framework for regulating aircraft, air navigation, safety and related aviation activities in India. It empowered the Central Government to make rules and regulate civil aviation.	2	CO1	BT1
2	The Air Corporations Act, 1953 provided for the establishment of air corporations and the nationalization of air transport services in India.	2	CO1	BT1
3	The 1994 Act facilitated the transfer of the undertakings of Air India and Indian Airlines and repealed the earlier statutory framework governing the nationalized air corporations, supporting the liberalization of India's aviation sector.	2	CO1	BT1
4	The Airports Authority of India (AAI) is a statutory authority responsible for functions including management and development of airports and provision of air navigation services at designated airports and airspace.	2	CO1	BT1
5	The Act applies to international carriage by air and incorporates the applicable international liability regime governing carriage of passengers, baggage and cargo by air.	2	CO1	BT1

PART B : Answer Any 1 Following Questions. 10 M

Q.N.	Questions	M	CO	BT
6	Airworthiness refers broadly to the condition in which an aircraft is considered fit and safe for flight in accordance with applicable technical and regulatory requirements. Airworthiness involves: Aircraft design Construction Maintenance Inspection Certification Continuing airworthiness Its importance lies in preventing accidents caused by mechanical or structural deficiencies. Aviation authorities establish technical standards and certification systems to ensure aircraft remain compliant throughout their operational life.	10	CO1	BT2
7	AAI has important statutory functions relating to air navigation services. These include systems and facilities relating to: Air traffic services Communication Navigation Surveillance Aeronautical information Airspace management Air navigation services are critical because aircraft must be safely separated and guided through controlled airspace. AAI's role therefore extends beyond airport infrastructure to the broader management of aviation navigation systems entrusted to it by law.	10	CO1	BT2

PART C: Answer Any 1 Following Questions. 10 M

Q.N.	Questions	M	CO	BT

8	he principal issue is State sovereignty over airspace. Under Article 1 of the Chicago Convention, every State has complete and exclusive sovereignty over the airspace above its territory. Permission from State C does not automatically authorize the airline to enter State B's airspace. The airline must have the appropriate authorization to exercise the relevant traffic or overflight rights. The relevant concept is the First Freedom of the Air, but the freedom to overfly another State operates within the applicable international legal framework. Therefore: State B retains sovereignty over its airspace. State C's permission does not bind State B. The airline must comply with State B's applicable requirements. Unauthorized entry may result in regulatory action.	10	CO2	BT2
9	The central issue is compliance with applicable airworthiness and maintenance requirements. The investigation would examine: Maintenance records Regulatory requirements Contractual allocation of responsibilities Airline's oversight Maintenance organization's compliance Certification and inspection procedures Delegation of maintenance does not necessarily remove all regulatory responsibilities from the operator. The relevant aviation authorities may investigate whether statutory safety requirements were violated and identify responsibility based on the applicable legal framework.	10	CO2	BT2

PART D: Answer Any 1 Following Questions. 10 M				
Q.N.	**Questions**	**M**	**CO**	**BT**
10	The claim falls within the international carriage-by-air liability framework applicable through the Carriage by Air Act, 1972 and the relevant international convention regime. The passenger's rights depend upon: Nature of the injury Circumstances of the occurrence Applicable convention Whether the journey qualifies as international carriage Applicable liability provisions Applicable compensation rules The liability regime for international carriage is not necessarily identical to ordinary domestic negligence law. Therefore, the applicable convention-based rules must first be identified.	10	CO2	BT2
11	Air navigation services are fundamental to safe and efficient aviation. The investigation should consider: Applicable statutory duties ICAO standards Technical maintenance requirements Communication infrastructure Contingency arrangements Whether the failure was foreseeable Whether emergency procedures were followed Actual consequences for aircraft operations	10	CO2	BT2

PART E: Answer Any 1 Following Questions. 10 M				
Q.N.	**Questions**	**M**	**CO**	**BT**
12	The Aircraft Accident Investigation Bureau (AAIB) is responsible for investigating aircraft accidents and certain serious incidents in accordance with the applicable Indian legal framework and international standards. Its functions include: Investigating aircraft accidents. Investigating specified serious incidents. Determining probable causes and contributing factors. Examining operational and technical evidence. Collecting flight data and records. Interviewing relevant personnel. Examining aircraft wreckage and components. Making safety recommendations. Coordinating with relevant authorities. Promoting prevention of future accidents.	10	CO3	BT2
13	Experience alone does not substitute for compliance with applicable licensing requirements. The airline must verify: Validity of the licence. Required ratings. Medical requirements. Recency/proficiency requirements. Applicable DGCA regulations. A pilot must satisfy the applicable regulatory requirements before exercising the privileges of the licence. The airline should not permit a pilot to operate merely on the basis of past experience if mandatory regulatory requirements are not satisfied.	10	CO3	BT3

ANSWER KEY