

where they are often not as amenable to requests for space. In reality, therefore, the choice of facility positioning may be somewhat limited. Despite this, necessity will overcome these limitations and available space will be found. Additionally, the demand for maintenance will increase with the expected growing number of aircraft on dry lease or purchased, and this will cause access to, and costs of, maintenance to become a factor in competitiveness.

## ENGINES AND SPARES

There are good facilities in India for piston engine overhaul such as at the Bombay Flying Club. However, there are no facilities for small turbine overhaul. There are a number of small operators importing spare parts. Among the larger of them, and professing to be dealers for a number manufacturers, are Cama Aviation Ltd, Bombay and Atherton Eng., Calcutta (See Appendix O).

## AVIATION FUEL

Aviation turbine fuel (ATF) is supplied by three corporations in India: Indian Oil Corporation; Bharat Petroleum Corporation; and Hindustan Petroleum Corporation. All three corporations supply ATF for jet and turbo prop aircraft at the five international airports, Bombay, Delhi, Calcutta, Madras, and Trivandrum. The Indian Oil Corporation supplies ATF at 95% of the NAA's 116 airfields. The retail price for ATF is between Rs. 12 and Rs. 14 per litre. Supply throughout the country is good and all three corporations state that it will continue to be so.

Fuel for piston engined aircraft, Avgas, is not refined in India and is available solely through the Indian Oil Corporation and only at selected airfields - in principal, the state capitals. Avgas is imported variously from Australia, Venezuela, and Italy, depending on price. It is 100 octane LL (low lead). In 1992 the Indian Oil Corporation imported 4,500 kilolitres, which is sold at the reasonable price of Rs. 14.50 per litre. ATF sales effectively subsidise the sale of Avgas, which obviously finds favour with the state governments that use it.

Obtaining Avgas at airfields other than state capitals is difficult and most piston operators maintain their own stock in 45 gallon drums, moved by road transport. The Indian Oil Corporation's Aviation Manager suggests it will continue to import Avgas for at least five years, and will attempt to hold the price close to its current level.

## AVIATION MEDIA

There are a number of aviation magazines that report the changes in Indian civil aviation. Four of these in particular have excellent coverage (Subscription details are provided in Appendix P):

INDIAN AVIATION Civil and Military	Weekly
SKYWAYS Aviation Magazine of Asia	Monthly
The STAT Trade Times	Monthly
VAYU AEROSPACE REVIEW	Bi-monthly

As is to be expected, INDIAN AVIATION, being weekly, provides the most up to date information. In addition, there are two national daily English newspapers that have good aviation reporting: The Times of India and Indian Express.