Chapter -8

CONCLUSION

Air transport made revolutionary changes in the lives of the great masses of the people. To recapitulate the benefits, civil aviation has assured communications to remote areas of the globe. It has opened new sources of food and raw materials and has facilitated the migration of populations. It has contributed to the economic recovery and stability of many countries. It has stimulated the exchange of teachers, students, scientists, technicians and artists and it has helped in the improvement of business. It has strengthened the bonds of religious faith by the ability of quick movement and it has made possible the quicker solution of political problems by frequent personal meetings of the world’s statesmen. The necessity of international co-operation in civil aviation becomes obvious if we were to bear in mind that, in less than every six seconds of the day or night, an aircraft is taking off for a scheduled flight somewhere in the world. This would be impossible without international cooperation, agreement and understanding.

Air transport is probably the most regulated business in the world. It is governed by a mass of national regulations and international standards covering aircrafts, operations, crews, facilities, commercial rights, fares, rates
and conditions of carriage. International airline operation is unique. Regardless of how many aircraft are flying, or how many companies fly them, it involves a high degree of cooperation and coordination to realize the full value of the service. This full value is quick, reliable transport with complete understanding along the line as to fares, rates, conditions of carriage and assured connections from one point to another.

The role of civil aviation in the world, overcoming as it does geographic, linguistic, religious and economic frontiers, is one of prime importance to mankind.

The dynamic relation between transport and tourism will not only flourish manifestly in the future but would act as a determining factor in the mutual advancement and progress of both. Greater co-ordination between the transport and tourism industries would assure enhancement of these benefits for themselves, their countries and the world.

Aviation through tourism is generating income to the country in many different ways, generation of foreign exchange, promotion of air import and air export, development of infrastructure, creating new avenues of employment opportunities and enhancement of cultural resources. There are the direct
benefits received from aviation industry. In this air age air travel has become the most important mode of travel in the modern times.

Aviation has promoted tourism in lapse and bounds. And has contributed immensely to the economy and development of the nation. Such a study on the history of aviation and its impact on tourism is of universal value to the modern times. The benefits of aviation are innumerable.

The invention of wheel changed the very style of the mankind, the invention of air craft revolutionized his living. The air travel became the mark of the transport system of comfort and sophistication. It took man to the sky and enabled him to overcome the challenges of time and distance of transport barriers. Air became the medium of transport added to the traditional means namely surface and ocean. The introduction of aeroplanes has reached a century of changes in a short interval. The impact and impetus to growth is tremendous. It is an important factor as it has brought a great impact on the promotion and growth of the tourism industry in India. This is an attempt to trace and record the growth and challenges of the aviation industry from the time of its inception in India, that is in 1911 to 2003, the year from which flying become within the reach of common man. The present study is to trace the history of aviation in India and its development, it also focuses on the
problems with which aviation industry is facing. It is also a modest attempt to initiate more academic research in this direction in the future.

The present thesis entitled “History of Indian Civil Aviation A.D. 1911-2003” is an investigation of the Indian aviation industry. The airline gave wings to the dream of flying to every common Indian. The investigation on the growth of Indian Civil Aviation has been documented. History has shown that every phase of development in the form and means of transportation has influenced the life of man tremendously. Transport is at once a personal need and activity that has grown into a vast and highly complex industry. It is an essential element of nearly all kinds of economic, social and political activity. While it is an indispensable ingredient to the satisfaction of individual and collective demand for the movement of the people, it also plays a highly strategic role in the exploitation of natural resources, in the movement of raw materials, essential commodities of consumption and products, in industrialization, in domestic and international trade, commerce and tourism.

The Birth of Aviation and Its Arrival in India traced the history of aviation beginning from its birth in India in the year 1911. Civil aviation can be called the youngest of all modes of transport. Second World War has contributed to its tremendous progress. Man’s conquest of air and space
represents one of the most glorious chapters in the history of human achievements. It is on this year that Mr. Henry Piquet, a French aviator, carried a bag of messages, in a Humbar bi-plane, from the exhibition grounds of Allahabad to Naini Junction a distance of some six miles from the point of actual flight. But nothing remotely connected with the air transport happened in India until after the First World War. In 1925, the British Air Ministry for the first time entered into a regular contract with the Imperial Airways for the operation of regular air service between London and Karachi from 1925, the scheduled air transport introduced to India from 1930, when the imperialistic powers of Europe, especially the British, the French and the Dutch were engaged in extending their empire of air services to and across the sub-continent of India. The Imperial Airways Limited of the Great Britain was incorporated on 31st March, 1924. The Tata Sons Ltd was the first Indian commercial airline manned and managed by the Indians with the indigenous capital and labour, native ingenuity but with foreign operating equipment in 1932.

The Aviation Department of Tata Sons Limited, which later assumed the names of Tata Airlines, Air India Limited, Air India International Limited were the pioneering private enterprise which created a place for India as an aerial
country of the world. The construction of new aerodromes, equipped with long concrete runways and notable expansion of meteorological services, radio communications and landing aids were some of the far-reaching and long term benefits to civil aviation. Improper administrative organization, equipment, training and operational standards into airlines led to the nationalization of the Indian air transport, a historic event or a milestone in the history of India’s civil aviation industry.

Nationalisation of Indian Air Transport and its Development was discussed in detail. The merging of the seven domestic services into a new domestic carrier was a great task to mould all the units into one single integrated organisation with uniform standards of operation, administration, common scales of pay and conditions of service. It was equally challenging to rationalise routes and ground organisation and reduce their costs and improve efficiency. After nationalisation, the Government of India had endeavoured to evolve an integrated administrative set up with a unified control over all the branches of aviation administration in India.

The study of the nationalization of Indian air transport and its development reveals that Air India and Indian Airlines Corporations have been free and competitive enterprises. The nationalization changed its character only
to the extent that its functions under the broad and overall supervision of the Minister of Tourism and Civil Aviation. The composition and hierarchical relations envisaged between the Board of Directors and the Ministry point out towards the fact that the organizations represent a combination of private efficiency with public responsibility for the attainment of public ends.

The nationalization of air transport led to the emergence of Airports Authority of India. The International Airports Authority of India (IAAI) was set up in April, 1972 to plan, develop, construct and maintain the four international airports in India namely, Bombay, Calcutta, Delhi and Madras. The International Airports Authority of India had taken several initiatives to provide passenger facilities dealing with increased problem of environmental control and maximum security in and around the airport terminal buildings and for operational preparedness at the Indira Gandhi International Airport, New Delhi. The installation of automatic answering machine for advance information of incoming and outgoing flights, planting the device to deal with the bird menace in and around the airport. The International Airport Authority of India (IAAI) increased the number of counters in the international terminal building. In order to tighten the security measures the IAAI launched various schemes like fencing, laying new roads for patrolling to check infiltration,
construction of watch towers for stricter surveillance, night vision binoculars and Television.

The National Airports Authority of India (NAAI) was established by caring out the Directorate of General Civil Aviation (DGCA) on June 1, 1986 through an act of parliament. The objectives of the NAAI are for the maintenance of efficient air traffic services at domestic and international airports to ensure the highest standards of air traffic control system using modern communication systems, radars, navigational and landing aids, maintenance of international standards in air traffic control and ground safety operations, maintenance and upkeep of domestic airports and civil air terminal at airports controlled by the Indian Air Force and to ensure quick and efficient passenger handling facilities at domestic airports.

Construction and commissioning of new airports, Construction and extension of terminal building and commissioning of new civil air terminals, Commissioning of airports, Extension, strengthening of runways and pavements, Consultancy Services rendered to State Governments and Private Organisations, Flight Calibration and Consultancy Services to foreign countries, Installation of Doppler with Very High Frequency Omni Range (DVORS), Installation of very High Frequency Omni Range (VOR),
Commissioning of Instrument Landing System, Installation of Airport Surveillance Radar, Night Landing Facilities, Installation of Solar Powered Obstruction Lights and Introduction of 52 High Capacity Modern Crash Fire Tenders at major airports were the achievement of National Airport Authority of India (NAAI). Airports Authority of India (AAI) was constituted by an Act of Parliament and came into being on 1st April 1995 by merging erstwhile National Airports Authority and International Airports Authority of India. Thus the merging of IAAI and NAAI avoided the unnecessary expenses and it further helped in focused development.

The liberalization policy of the then Government brought Re-privatisation of Airlines. Open skies policy is the hallmark of tourism industry in India. The policy of Re-privatisation aim’s at moving from a planned closed economy towards a much de-regulated market system. The Air Corporation Act was repealed to end the monopoly of the public sector and private airlines were reintroduced. The Air Corporation Act, 1953 changed the landscape of airline industry in India. It was in 1994 that the air corporation act was repealed and this allowed private operators to operate in the domestic airline and aviation industry.
In order to promote travel and tourism, India adopted an open skies policy. The earlier policy restricted the access of foreign airlines. As a result, potential tourists were not offered a choice of airlines or seats while travelling to India. This problem irritated the travelers during the holiday season when it is difficult, if who were unable to get a seat either into the country or out of it. It was reiterated arguend therefore, that India should adopt an open skies approach to any foreign carrier wanting to fly into India, which literally meant allowing them unlimited service, ports of call. Other reasons for re-privitisation are the promotion of economic efficiency, Reduction of the involvement of the state in the provision of goods and services, The generation of benefits for consumers, The promotion of an enterprise culture and the achievement of wider share ownership. So the reprivatization was both strategic and financial. Government welcomed this in order to reduce their budget deficits. It allowed room for reducing taxes, or shifting the financial burden to the private sector. Indian Aviation Industry witnessed a major change in 2003, when Air Deccan introduced budget flying by lowering the fare to a mere seventeen percent of what the other airlines were charging. The Aviation Industry considered this to be a revolution. Airlines which were considered to be the luxury of the Maharaja have now become affordable to all.
The Aviation industry is certainly one of the marvels of our age. The maximum number of foreign travelers who come to India, use air transport because it is one of the most recognized and convenient mode of transports. The hazards in air travel are many and critical. They may be disasters, technical failures and even human error. The problem of weather, miscalculation by various instruments like instrument landing system and precision Approach Radar, and the pilots’ error of judgement. The air transport is facing many challenges from all the quarters. The repercussions of an air accident which takes place in any part of the globe are many and they are broadcasted and widely televised. The consequences of air accidents are many like Poor landing conditions on the metropolitan airports of the country, the failure of the landing gear system, wrong recording of weights, the pilots error due to oversight, ill health and careless recordings of pilots had been some of the major causes for air crashes. The Physical situations like bird hits and striking against vultures and kites damage and bring down aeroplanes. It is a sad point to note that India lost some of the eminent personalites also along with the other passengers in the air crashes. The natural, organizational, navigational and human factors individually and collectively contribute to the hazards of aviation.
The impact of aviation industry on tourism was also discussed for a better understanding of the advantages of Aviation industry in the economy of our nation. The Aviation administration played a major role in the promotion of tourism and tourist industries because the majority of the tourists everywhere traveled by air on the international as well as domestic sector. In order to attract a constant flow of tourists to this country, the Air India and the private carriers had introduced special discount fares. The new youth fares also helped to release the untapped potential that existed in this sector. Studies in the field demonstrate that youth travel was increasing quite rapidly in the world. To cater to the needs of all age groups the airlines have introduced Special Group Fare schemes. These schemes or devices have enabled the Airlines to increase their net revenues and also to help in the promotion of tourism and tourist trades in all parts of the country. Next to oil, tourism is the largest industry of the world. It involves a massive movement of millions and millions of people from one end of the globe to the other. The civil aviation system plays the most significant role in making this movement possible, profitable and prompt. The post-war years have witnessed a phenomenal growth of international tourists and tourism in India. The records prove that the number of foreign tourists to India is on the increase especially those who
travel by air. The enclosed annexure prove that the industry of aviation and tourism are inter dependent.

**Summation**

This study is divided into eight chapters. The first chapter is introduction to the travel industry in general and Air travel in particular. The second chapter is denoted to trace the Birth of Aviation and its arrival in India. The third chapter focuses on Nationalization of Indian Air Transport and its development. The fourth chapter covers the Emergence of Airport Authority of India. The fifth chapter deals with the Re-privatization of Airlines. The sixth chapter focuses on the Challenges of Air travel. The seventh chapter brings out the aviation industry and its impact on tourism. The last chapter summarises the conclusions reached in the course of study and ventures.

Having done this historical and comprehensive study of the History of Indian Civil Aviation A.D. 1911- 2003 concludes that certainly this industry has made a great impact from the time of its inception. It was a matter of concern that while much serious research literature exists about railways, shipping and road transport, not much research study has been undertaken to explore the ways and means necessary for the promotion of air age education in India.
The historical methodology is followed and the narrative is in chronological sequences. This study helped in making a careful documentation of the birth, growth and impact of the aviation industry in India.

SUGGESTIONS FOR FURTHER RESEARCH

The present study points out there are several unexplored areas of research in this same field. The history of Emergence of Airports Authority of India and its development after 2003 could be studied at length. The role of women in the Indian Civil Aviation Industry, The other impacts of Civil Aviation on Economy, Environment, Socio –Cultural impact may be separately taken up for research. A more ambitious and challenging task could be comparative study of the aviation industry of India and other countries. Such a study is likely to unearth the differences and growth of aviation globally. A separate study on the history of open skies and its impact on world tourism.