Civil aviation can be called the youngest of all modes of transport. Before the outbreak of the First World War it was regarded as an infant industry. It made rapid strides since then and today it is one of the well developed industries in most of the countries. The Second World War has contributed to its tremendous progress. It brought the people of the world so close together that now the distances are measured not in kilometers but in hours and minutes. It has become an indispensable part of the modern system of transport.

Man’s conquest of air and space represents one of the most glorious chapters in the history of human achievements. The story of this struggle has centuries of dreams, aspirations, study, speculation and experimentation by all kinds of men in all times and all claims. The flight of birds was studied and even after several hundred years of contemplation and experiments, even a wing- flapping machine which could carry human beings in the sky could not be built. Leonardo Da Vinci, a fifteenth century artist, is credited to have made sketches of bird-like machine models. The students of ornithology and biology continued to do research to determine how birds can easily soar and glide
through the air without flapping their wings. According to this if a bird can move itself up and down in the air without so much of stirring at the wings then it should not be impossible for man, by long practice, skill and experience to overcome his limitations of nature.

**Exploratory Period (1782-1903)**

In 1782 two French gentlemen known as Montgolfier Brothers, invented ‘the globe a’érostatique or hot air balloon. By the close of the 19th century the heavier –than-air flight and man-carrying glides was built by aviation engineers. Sir George Caylay planned and manufactured the first ever man-carrying gliders in 1853. Another Briton sea-captain, J.M. Le Bris, made a better man-carrying glider in the shape of an albatross in 1856. In 1865 a Frenchman named Louis Mouilllard made attempts to fly a gliding machine in Algiers. His efforts did not succeed but the book he wrote about his experience ‘L’ Empire de e’air’ provided an important source of inspiration for the later experimenters who did a pioneering work in the field of aviation.¹

Tentative experiments and abortive attempts with gliders continued with varying results. It was German Engineer named Otto Lillienthal who finally succeeded in flying and controlling gliders in the sky. He built a couple of monoplanes and devised gliding techniques to fly gliders successfully. It was
the widespread descriptions and photographs of his flying and the tragedy of his death in a gliding accident (1896) that directly encouraged the Wrights in America, Percy S. Pilcher in England and many less successful pioneers in the field to model updated versions and flying machine.\(^2\)

**The Wright Brothers**

The American brothers Wilbur Wright and Orville Wright of Dayton were among the successful aviation pioneers who could succeed in handling the effective powered, sustained and controlled machine in aviation history. They carefully studied the available literature on flying and experimented with a large kite in 1899. Later, they designed and constructed three biplane gliders near Kitty Hawk, N.C. expanded North Carolina. In 1902 the Wright Brothers set out to construct their powered airplane, called “The flyers”. Orville Wright had mentioned it as “The Machine” in his diary. “The Flyer” was deliberately made unstable so as to be controlled continuously in the air. This inaugurated the era of ‘heavier than – airflight’ in the aviation history of the world. The successful flight of the Wright Brothers made them heroes and also encouraged them to perfect
another airplane in a field near Dayton. In 1905 they built and developed their powered ‘Flyer no.3’, which could really be called a practical airplane in history. This plane could bank, turn, circle, make figures of eight and keep flying easily, and the same was used until the year 1910.

**History of Civil Aviation in India**

The evolution of civil aviation in India dates back to the British period when balloon flying was a common form of adventure. The contemporary press recorded a few balloon flights in Bombay and Calcutta. From the columns of the ‘Englishman’ it is found that Mr. Joseph Lynn of Bombay made a flight from the Lal Bagh Gardens in Bombay at 4.40 pm on November, 24, 1877 and ascended to an altitude of about 7,500 ft. and landed near a stone quarry at Dadar. After three days he made another flight from the same place. This time he was accompanied by an English gentleman named Gratton Geary. After an hour’s flight the balloons had a forced landing into the Arabian Sea. The record of Calcutta press also mentions similar flights. In one of his balloons named ‘Empress of India’, Mr. Percival Spencer gave a public demonstration on Mar.19, 1889. Although all these balloon flights on Indian soil were mostly made by foreign adventurers yet they generated a good deal of interest in aviation among the people of India.
The exact date of birth of air transport in India was the 18th of February 1911. It is on this day 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. The mails which were carried by arrangement with the local postal authorities were duly delivered in thirteen minutes’ time. This piece of pioneering enterprise on the part of the Indian postal authorities, along with the passing of an Act regulating in great details the flight of aircraft over the territory of India at a time when the motor car was still a novelty, indicates that the then Government of India was one of the air-minded governments of the world. 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. The first segment to Cairo was inaugurated in the same year and the time for India to become a vital link was suddenly near at hand in Empire and commonwealth communications.
The Indian Air Board was an advisory committee of the senior officials of the Government of India. It was entrusted with the task of formulating governmental policy pertaining to the establishment and development of air transport within and outside the subcontinent of India. In 1926 the Air Board submitted a memorandum to the Government of India.

It made a number of specific recommendations, which included proposal for:

(a) the whole-time appointment of a Director of Civil Aviation;
(b) all landing grounds in India and their necessary equipment should be the property of the Government of India who should be responsible for the provision of wireless and Meteorological facilities;
(c) the Government of India should claim in future to be consulted at all stages in the terms of any contract for an external air service touching India and to participate as a principal agency in any such contract;
(d) as far as internal air services were concerned, the Government should accept the principle of subsidizing such service in the earlier years; and
(e) a systematic survey of main trunk routes.  

The recommendations of the Indian Air Board were approved by the Government of India and the Indian legislative Assembly. As a result of this the Directorate of Civil Aviation was created in India in January 1927, with a
Director as its organizational head. The Directorate was placed under the then Department of Industries and Labour for administrative purpose. Prior to this, there was a post called Chief Inspector of Air Craft, to the Government of India.\textsuperscript{9} In 1927 the new post of the Director of Civil Aviation was created. In pursuance to the recommendations contained in a memorandum submitted to the Government of India by the Indian Air Board, both the Civil Aviation and the Posts and Telegraphs Department were placed under the Departments of Industries and Labour. This administrative arrangement continued up to November 1937 until a separate Department of Communication was established with control over Civil Aviation, Meteorology, Posts and Telegraphs, Broadcasting and Road Transport.\textsuperscript{10} This organizational set-up continued till the emergency of independence. In Aug, 1947 the Department of Communications was redesignated as Ministry of Communications and later on subjects like Civil Aviation and meteorology, were placed under its jurisdiction.\textsuperscript{11}

In the 1930's the scheduled air transport came to India, 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. After the termination of the First World War the task of
maintaining peace and order in Egypt, Palestine and Iraq was entrusted to Britain which had a number of Royal Air Force Squadrons in these countries. Winston Churchill, the then Secretary of State for Air, suggested to forge a link in the Imperial Chain of communications by organizing an air route that would connect London with Baghdad via Cairo. It was this air route which in the subsequent years was expanded to India.  

The Imperial Airways Limited

The Imperial Airways Limited Britain was incorporated on 31\textsuperscript{st} March, 1924. It was made the instrument for implementing the policy of opening up of the Imperial Air Communications. The company took over the London – Cairo route. In Dec 1926 it was further extended to Basra in the Persian Gulf. Passengers bound for India used to be transferred to steamers at the port of Basra thus saving about five days on the normal journey to India. The ground organization on this route was imperfect. The type of aircraft employed on the route was the De Havilland 66 or Hercules bi-plane. It had a maximum speed of 110 m.p.h. This route, however was not extended up to Karachi for a long time due to the refusal of the Persian government. In 1929, after a series of negotiations with Persia, the Imperial Airways Limited was permitted to fly along the Persian coast once a week in each direction.
The inauguration of England – India Service took place on 30th Mar 1929 when the First air craft left Croydon at 10 a.m and reached Karachi on the 6th April at 8 a.m. “The City of Baghdad” carrying the first Indian mail and freight left Karachi for Croydon on the 7th April and completed its journey in about the same time. With the linking of London with Karachi, it became almost necessary to make adequate arrangements for the extension of air services from Karachi to Delhi, which stationed the headquarters of the Government of India. By this time the Government and the people of India had realized the importance of having a well organized air transport system to serve the principal metropolitan cities of Delhi, Bombay, Calcutta and Madras. The Government of India also evinced interest because it realized that a well organized air transport system was bound to play a significant role in the socio-economic, political and industrial development of the country.

The Imperial Airways delivery of Postal airmail at Karachi airport on the west and Calcutta in the east of the Indian sub-continent, forced the Government of India to establish the first, though short-lived, Indian state Air service as a link between Karachi and Calcutta. The Government of India, resorted to a transparent device of sub-contracting to imperial airways the extension to Delhi under a charter arrangement for a period of two years.
Under this agreement, while the operations were in the name of the Indian State Air Services all technical as well as operational control was left in the hands of Imperial Airways. The operation, however, proved very expensive and resulted in huge loss which brought about the abandonment of the venture in 1931, and the reason was on the economic depression of the World. After a brief interlude, the task of carrying air mail between Karachi and Delhi was entrusted to the Delhi Flying Club, while the transport of passengers by air was, for the time being, discontinued. The newly formed Delhi Flying Club came to the rescue of the Government with one Gypsy moth plane and one Indian pilot. Though it was a stop gap arrangement yet it operated efficiently until July 1933.

**Tata Sons Limited – 1932**

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. The first service of Tata Sons Limited was inaugurated on the 15th Oct 1932, with a Push Moth which Jehangir Ratanji Dadabhoy Tata himself flew from Karachi to Bombay via Ahmedabad. R.A.F Vincent and his associate J.S. Nesoall came to India in 1929 and surveyed a number of possible air routes. In 1932 the Tata Sons
Limited charter commissioned a weekly service between Karachi and Madras with intermediate halts. Its fleet consisted of two light - single engine planes. Their freight comprised almost all mails carried under contract with the Government of India or offered privately. In 1934 the Tata Airline doubled the weekly frequency for the same service. In 1935 the airline started a weekly service between Bombay and Trivandrum. By 1937, it further extended its activity by starting a bi-weekly service between Bombay and Delhi. In the mean time, one more airline, the Indian National Airways limited, also came into existence. With its headquarters at Delhi, this company started a weekly service between Karachi and Lahore and linked it with the Imperial Airways Service at Karachi.

J.R.D. Tata’s Pushmoth Flight
Map:1 Tata’s Route Map
All the services operated only during fair weather and there was no operation during the rainy season or when climatic conditions were inclement. In those days, Karachi aerodrome had radio and night landing facilities whereas Madras and Bombay aerodromes were not all-weather aerodromes. The Bombay ‘airport’ was a dried mud flat near the sea, serviceable only during eight months of the year. At high tide during the monsoon, the aerodrome was more or less at the bottom of the sea. Those days night flying was not possible as there were no lighting facilities at any of the airfields. Tata Airlines, during its first year of operation flew 1,60,000 miles with an unbroken record of regularity.20

The Aviation Department of Tata Sons Limited, which later assumed the names of Tata Airlines, Air India Limited, Air India International Limited, was the pioneering private enterprise which created a place for India as an aerial country of the world. The Tatas deserve the credit of being the first to operate scheduled air services in India on a permanent basis. The first indigenous air transport flew the mails between Karachi and Delhi for the Government of India from Dec, 1931 when the charter arrangement with Imperial Airways lapsed.
Indian National Airways – 1933

Mr. Goven Grant floated his own air company which was subsequently known by the name of the Indian National Airways, headquartered in Delhi.\textsuperscript{21} The Indian National Airways air-linked Lahore and Karachi in 1934 with the increase in the Postal mail traffic caused by increased frequency on the Karachi – Madras route. In order to exploit the potential air traffic market of the various regions connected by their operation “the twin sisters of India operated promotional air services”. The operation of the promotional air services was as under Tata Sons and Indian National Airways in 1935, it started operating weekly between Bombay, Goa, Cannanore and Trivandrum. And in 1937, air operation was between Bombay and Delhi via Lahore, Bhopal and Gwalior.

Indian National Airways established air service between Calcutta, Dacca and Rangoon, but abandoned as it proved to be a chronic loss.

The Empire Airmail Scheme

The empire airmail scheme envisaged rapid transportation of letter mail among the various dominions and states under the British sway. This scheme had its salutary effects in stimulating Indian commercial aviation and to quicken its equipment and reorganization. Both, the Govt. of India and that of Ceylon, jointly participated in the scheme. This scheme facilitated the speedy
distribution of Empire mail brought by the Imperial Airways upto Karachi and to all those points air-linked by the Imperial Airways between Australia and England. The service operated by the twin sisters of the Indian Commercial air transport were best suited to translate this scheme into practical reality of commercial value. They entered into a contract for carrying the heavy mails that Imperial Airways brought from London to Karachi.\(^2\) During this contractual period which ended with the beginning of the World War II in 1939 the Indian commercial air transport industry made rapid progress in the modernization of its fleet and in total operating revenues.

The period between 1932 and 1939 may be called the period of infancy for the Indian Internal Air Transport. During this period its progress was slow but steady, certain but circuitous. The empire air mail scheme had enabled the two pioneering air enterprises to lay down a solid foundation on which the edifice of the future Indian airlines corporation and Air India of 1953 had been built and reinforced. Prior to the outbreak of the World War II, the airlines, both internal as well as international, were operating within and across India.\(^3\) The deatails of the Internal Services are as follows

(i) Karachi – Ahmedabad – Bombay – Hyderabad – Madras – Colombo by the Tata Sons – 5 times a week.
(ii) Karachi – Jacobabad – Multan – Lahore by Indian National Airways – 5 times a week.

(iii) Delhi – Lahore by Indian National Airways – twice a week.

(iv) Delhi – Gwalior – Bhopal – Indore – Bombay by the Tata sons – once a week (Oct-Apr).

Following are the details of International Services


Indian Air Transport and the Second World War

The Second World War affected the operations of air transport and aviation administration in India quite seriously. The Empire Services, on the international routes, were drastically curtailed and reduced. The “all-up” air mail scheme was given up and only two flights were operated a week on England – India – Australia route. Heavy surcharges were imposed on mails, and the passenger traffic was also controlled in a vigorous manner. When Italy entered the war and France fell to the Axis powers, the flying boat route through the Mediterranean was closed down. Later on, it was replaced by the famous “Horseshoe” route around Africa. In Dec 1941, Japan made an entry into the eastern theatre of war. This resulted in the closure of route to Australia, east of Rangoon in Feb 1942. As a result of the Japanese occupation of the Netherland East Indies, Calcutta, became the eastern terminus of all services from the West. To avoid uncertain air communications, air transport services restarted with Australia via Colombo, using consolidated “catalina” amphibious flying boats. This was the longest non-stop route sector in the world.

On the domestic front also the air transport was geared to the needs of war. Many of the air services had to be discontinued to cope with the changing
requirements of war. The mail contracts of 1938 were suspended and new contracts were entered into. Under these contracts, the total operating capacity of the two airlines were placed at the disposal of the then Government of India. Spare capacity was made available only for commercial traffic. Flexible basis of payment was adopted under which the Government paid all fixed standing charges in addition to an agreed rate per mile, and shared with the companies any commercial revenue earned. Although this was disrupted and curtailed by some of the air services but it also created new opportunities for expansion and diversification of aviation operations in the country.

The task of carrying war equipments of the R.A.F (Royal Air Force) to Iraq, transporting the civilian refugees from Burma and maintenance of the R.A.F equipments were handed over to the airlines. The two air line companies were in collaboration with the Royal Air Force Transport Command, with the operation of services in different areas in increasing intensity according to the requirements of the Government. They carried freight, military personnel, mails and civil passengers of high priority. The airlines activity was extended and intensified. Many modern lease-land aircraft was introduced and utilized and the technical personnel were trained and employed in an increasing number. When the war ended, an opportunity for operating air transport on a
larger scale was made available. The lease – land aircraft was withdrawn, and the companies utilized the technicians by purchasing Dakotas from the United States. With bigger aircrafts and the addition of further routes, Tata Sons Limited increased the average monthly ton-mileage flight from 1,22,507 in 1945 to 3,09,604 in July 1946 and the monthly average of passengers carried from 1,075 in 1945 to 3,727 in July 1946.  

Second World War and Aviation

War led to 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 contributed by the war. India was very fortunate in this regard. India had forty four aerodromes for the aviation administration of the country. Advancement was brought during the war period in the technique of flying and radio communication. Now air transport drew the attention of the people and flying was established as a safe, efficient and comfortable means of transport and the trend of traffic was indicated a sharp upward rise. There was no licensing of air transport services in the pre-war days.

The operation of services and selection of routes were left to the discretion of the private airline companies. These caused little problems, but
the demand of air transport by the public increased in March 1944. The Government of India, anticipating competition in the field of aviation, assumed powers of licensing undertakings of air transport. The Indian Aircraft Act was amended and the operation of air transport without a license was prohibited. The Air Transport Licensing Board was established and two new air transport companies viz., the Air Services of India and the Deccan Airways Limited were born in the first few months of the year 1946.

The TATA Sons Limited converted its aviation department into a Public Limited company and the Air India Limited was established on July 19th, 1946 under a new name. This new limited company took over the aviation department of the Tata Sons Limited with all its aircraft, equipment, engineering facilities, air mail contracts and trained personnel, along with the experience of a period of fourteen years of air transport. By the end of July 1946, the following four air transport companies were operated from the Indian soil:

1. The Air India Limited
2. The Indian National Airways Limited
3. The Air Services of India, and
4. The Deccan Airways
Other Private Air Companies

In 1947 one more air company called the Himalayan Aviation Limited started to carry out non-scheduled operations and undertake air survey. This company operated night services and the licensing Board provided it with a provisional license valid for a period of three months from Oct 15th 1949. This company operated over the Delhi – Nagpur – Madras and Bombay – Nagpur – Calcutta routes and started Night Services. Kalinga Airlines was established in 1946 and was given an operative licence for freight.27

Gradually eleven air companies came into existence, after the establishment of the Licencing Board. The most important of these, however, was Air India Limited. It took over from the Tata Airline a fleet of 15 twin-engine aeroplanes of which four were held on long lease from the American Government. The Air India Limited purchased few additional aircraft and by 1946, the company had a total staff of 2,650 out of whom 71 were pilots. By 2009 the Air India employed a total staff of 33,000.

1946, as a Landmark in Civil Aviation

Jan 1st, 1946 was a landmark in the field of Civil Aviation as it attained the commercial status in India.28 Captain F.C. Tymms, was appointed by the Government of India as Captain- on- special duty to prepare post – war plans
for the development of civil aviation in the country. Captain Tymms, the
Director of Civil Aviation submitted a series of papers on various aspects of
post-war aviation. He suggested a plan of properly regulated, well-organised,
public aided air transport industry. He also recommended for the adequate
development of aircraft, ground equipment and man-power. The Government
of India broadly approved Tymms recommendations. Consequently the Indian
Air Craft Act was amended and the rules were revised to provide for the
appointment of regulatory governmental agency which was to be called the Air
Transport Licensing Board of India.

The Tymms Plan faced considerable difficulties in its implementation.
By September, 1946, the Interim Government comprising nationalist leaders
came to power in New Delhi. It did not agree with one of the essential
recommendations, that the number of Airlines operating scheduled air services
in India, should be reduced to three or at the most four. The calculations and
reasonings embodied in the Tymms plans were rejected and declared
unacceptable. The Licensing Board also failed to serve the purpose, because
the Board was established as an autonomous body but in fact it was never
allowed to function independently. Pressures aggravated by the conflicts and
passions generated by the impending partition of the country and the Ministry
took active interest in controlling the day-to-day administration of the Board. Partition of the Indian Union made the situation complicated. Karachi the western gateway of undivided India became the capital of Pakistan. The air routes to Karachi by the Indian operators were abandoned. One of the new airlines transferred its allegiance to the newly born dominion of Pakistan and its headquarters were located at Karachi.

**International Organization**

Air transport is still a comparatively young industry. The first airlines were formed little more than forty years ago. Air travel in the nineteen-thirties was still an unusual experience for most people, and it was not until after the second world war that the International flights were introduced on any large scale. Yet in the past fifteen years or so, civil aviation has become one of the world's biggest businesses, and it is still expanding.

Every year, more people "go by air," more freight is carried by the airlines, and more miles are flown on scheduled services. The world revenue from scheduled air services, excluding the USSR and Communist China, has reached about £2,000 million a year and is still rising.

Two great organizations, the International Air Transport Association, IATA, and the International Civil Aviation Organization, ICAO, both of which
were formed in 1945 and have their headquarters in Montreal, play vital part in shaping the pattern of the air transport industry.

**The International Civil Aviation Organization**

The aims and objectives of the International Civil Aviation Organization are in its own words to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport, so as to ensure the safe and orderly growth, of international civil aviation throughout the world; encourage the arts of aircraft design and operation for peaceful purposes; encourage the development of airways, airports, and air navigation facilities for international civil aviation; meet the needs of the people of the world for safe, regular, efficient and economical transport; prevent economic waste caused by unreasonable competition; ensure that the rights of contracting states has fully respected and that every contracting state has a opportunity to operate international airlines; avoid discrimination between contracting states; promote safety of flight in international air navigation; promote generally the development of all aspects of international civil aeronautics.
Each member State is represented on the Assembly, which in turn elects the Council responsible for reaching decisions and issuing recommendations, with the assistance of a number of committees and a large secretariat.

ICAO has fifteen sets of international standards and recommended practices; these concern: Licensing of operating and maintenance personnel, Rules of the air, Meteorology, Standardization of aeronautical charts, Reduction in the variety of dimensional units used in air, to-ground communications, Specifications to ensure safety in the operation of aircraft, Aircraft nationality and registration marks, Uniform procedures for the airworthiness certification and inspection of aircraft, Facilitation-simplifying the formalities concerned with the movement of an airliner, its passengers, baggage, cargo and mail across international boundaries, Standardization of communications systems and radio air navigation aids, Establishment and operation of air traffic control, flight information and alerting services, Search and rescue, Aircraft accident inquiry, Characteristics and equipment for airfields used in international air navigation and uniformity in the methods of collecting and disseminating aeronautical information.
The International Air Transport Association

The International Air Transport Association is the world organization of scheduled airlines. The members of the IATA are the airlines that carry the great bulk of the world scheduled international and domestic air traffic, under the fiat of more than seventy countries.  

The IATA’s major purpose is to ensure that all airline traffic anywhere moves with the greatest possible speed, convenient and efficiency and with the utmost economy for the airline and the public. It has thus become the means by which the airlines have knit their individual routes and traffic handling practices into a worldwide public service system.

The IATA is the collective personality of the ninety-two companies who carry most of the world’s regular air traffic. The IATA is the servant of the airlines, of governments, and of the general public. For the airline, the IATA is their machinery for finding joint solutions to problems beyond the resources of any single company. It is an international pool of experience and information and the administrator of many joint services and enterprises. It is the world parliament of the airlines and their representative in other international organizations.
For governments, the IATA is the medium for the negotiation of international rates and fares agreements. It provides the only practicable way of drawing upon the resources and experience of the airlines. Through its members it helps carry out the fast and economical transport of the international air mail, and make certain that the needs of commerce and the safety and convenience of the public are properly served.

For the general public, the IATA is a watchdog of high standards of operation, of proper business practice by airlines and their agents, of the greatest possible convenience and freedom from red tape, of the lowest possible fares and rates consistent with sound economy.

The IATA is the maid-of-all-work for the airlines. Membership is open to any operating company which has been licensed to provide scheduled air service by a government eligible for membership of ICAO. Airlines engaged directly in international operations are active members, while domestic airlines are associate members.

The IATA co-operates closely with twelve other international bodies, including the ICAO, the International Telecommunications Union, the World Meteorological Organization, the International Standards Organization, the Universal Postal Union, and the World Health Organization. Like the ICAO,
the IATA makes use of a number of specialist committees legal, financial, technical, medical and traffic advisory to supervise and carry out much of its creative work, while, international fares and rates are agreed at traffic conferences.32

Civil Aviation in the Post Independent Period

The airlines licensed after independence lacked in proper administrative organization, equipment, training and operational standards. Many routes for which licenses were granted failed to operate properly, which resulted in great loss and therefore became highly uneconomical. The Licensing Board, confronting with the situation of un-remunerative routes for the operations of airlines, resorted to a policy of licensing a number of operators on the same route. For example, on the Bombay-Calcutta route alone nearly three operators were licensed simultaneously. Each operator was restricted to a single daily flight. In short, by 1950, the industry as a whole was operating at a huge loss of about Rs. 1.10 crores of which Rs. 37 lakhs were met from a subsidy in the form of a rebate on petrol duty.33

The situation was in fact, worse as most of the airlines were not in a position to provide for any depreciation of their assets. On 8th Feb 1956, the Government of India appointed the Air Transport Inquiry Committee to
enquire the structure and working of the air transport industry. The committee submitted its report on September, 1950 after scrutinizing the air transport industry. It confirmed that the unsatisfactory condition of the air industry was primarily due to the unsound and indiscriminate work of granting incense in the industry. Issuing of licenses to many operators had resulted in wasteful competition, increased costs and reduced revenues for all. The committee suggested that only four operators can be licensed. The same was already emphasized by Tymms six years ago.

**Nationalization**

The Air Transport Enquiry Committee, examined in great details the possibilities of feasible means to ensure systematic development of civil aviation industry in India. The committee suggested the development of private air industry under governmental aid and control. The other suggestion was the governmental take over or nationalization of the air industry of the country. To take a final decision, the Government of India again constituted a select committee from among the members of the parliament to advise the executive committee in this policy decision-making process.\(^{34}\) The Air Corporations Bill was introduced in the Indian Parliament in 1953. The committee advised to have a single Air Corporation; but the opposition put forth by the private sector
headed by J.R.D. Tata suggested for two Air Corporations. So the legislation nominated two Airline Corporations. The main reasons for the nationalization of air transport was to utilize the available resources in equipment, workshop capacity, technical personnel to the maximum advantage, for defence operation by the state, to develop air transport for public utility service rather profit oriented.

The Air Corporations Act, 1953 brought the two Air corporations viz, Indian Airlines Corporation (Domestic) and the Air India (International) which were constituted on 15th June 1953 and the Government of India took over the undertaking of the eight air transport companies with effect from August 1953. The Air Corporations Bill, 1953, was signed by the then President of India on May 28, 1953 and the two state corporations namely, (a) Indian Airlines Corporation and (b) Air India Corporation were established. It closed down the private operators.

The operation of Indian Airlines was limited to domestic and short range international services to neighbouring countries. The Air India was assigned with the task of all international services. Air India Corporation took over the assets and liabilities of Air India International Limited. It built its own workshop, ground services and commercial organization. This happened
without the interruption in both the external services of Air India International and the internal Services of Air India limited absorbed by Indian Airlines Corporation. The boards of the nationalized Corporations had a majority of common members including the Chairman and General Managers which made the task easier. This promoted coordination and mutual collaboration, which resulted in successful joint ventures. Thus the nationalization of the Indian air transport was a historic event or a milestone in the history of India’s civil aviation industry.

The evolution of civil aviation in India, the pioneering enterprise of the Indian postal authorities, the formation of the directorate of civil aviation, the commendable improvement in the department of aviation, the introduction of different types of aviation and services both national and international, have improved the Indian commercial transport industry.
Fig: 1 INDICATES THE ORGANIZATION OF DIRECTORATES IN THE DIRECTORATE GENERAL

The Director General of Civil Aviation

Deputy Director General

- Director of Administration
- Director of Air Routes and Aerodromes
- Director of Communication
- Director of Regulation and Information

Deputy Director General

- Director of Transport
- Director of Training & Licensing
- Director of Aeronautical Inspection
- Director of Research & Development
- Chief Inspector of Accounts
- Secretary A.T.L.B
The rapid strides that it has made, since then and today is noteworthy. Its contribution to the economic structure of the country an the role it has played in domestic and international communication is commendable. Aviation has also become a necessary feature for the country’s defense and political security.

The aviation industry has played a dynamic role in the field of tourism which will be dealt more elaborately in the succeeding chapter. The birth of aviation in India certainly is one of the most glorious chapters, in the history of the country.
END NOTES, Chapter-2


2. Ibid, p.63


5. Ibid, p.73


30. www.icao.int

31. www.iata.com

32. www.wikipedia.org

33. www.infrastructure.gov.au


Note: The select committee on the Air Corporation Bill, 1953, was composed of 36 members chosen from among the members of the Indian Parliament. Pandit Thakur Das Bhargava was the chairman of the Committee.