Chapter - 4

EMERGENCE OF AIRPORT AUTHORITY OF INDIA

India occupies a central position on the aviation map of the world especially because of her geographical location and topographical situation in the international air route pattern. The enormous size of the country, the need to cut down upon large distances that separate the main centres of its population in the hinterland and her special potential and charm for the international tourists can be enumerated as some of the factors which underline the need for development of real modern and well equipped airports. But the concept of planning, designing and constructing a modern airport is a very complex technical exercise which involves an immense magnitude of work and massive financial investments to build and develop airports of various sizes and for all weathers. The introduction of the jet aircraft, and a gradual increase in the size of the aircraft, passenger air traffic increased considerably resulting in serious congestions and delays at the airports. To review this situation and to recommend measures which would enable civil aviation in India to keep abreast of World Wide developments, the Government appointed a Committee under the Chairmanship of Mr. J.R.D. Tata in July, 1967. Based on this Committee's recommendations, 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, viz., Bombay, Calcutta, Delhi and Madras.²

**IAAI Steps for Better Facilities**

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. In an effort to provide advance information regarding incoming and outgoing flights, the IAAI management at the airport was contemplating the installation of automatic answering machines, so that people can get advance information about the arrival and departure of flights without coming to the airport.³ In addition, plans were also afoot to install a remote controlled noise emitting device to effectively dealing with the bird menace in and around the airport.

According to a report of Indira Gandhi International Airport (IGIA), New Delhi, the airlines in Delhi are handling nearly six million passengers a year. On an average 20,000 passengers are either coming in or going out through the Indira Gandhi International Airport on the International as well as domestic sectors in addition to scores of the travels of eminent personalities.
Out of the one hundred and fifty flight movements per day, at least hundred covered the domestic routes while fifty to sixty are operating on international routes. Despite the increase of eight to nine percent in international passenger traffic and nearly 10 percent increase in domestic passenger traffic, the airport management is fully geared to extend maximum facilities to the passengers. To effectively deal with the bird menace at the international airport, the Authority had deployed sharp shooters along the main run-way. In 1989, no bird hit incident took place inside the airport.\textsuperscript{4}

The IAAI increased the number of counters in the international terminal building. In addition to the construction of four new bays for the new air buses, the Authority was planning to add ten more bays to provide parking facilities. Regarding the tightening of security in and around the airport, the IAAI has already 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.\textsuperscript{5} According to the IAAI sources, the secondary run-way was being extended to ensure adequate landing facilities for domestic as well as international aircrafts. It also proposed to recarpet the main run-way at a cost of Rs. 2.5 crore.
Some of the projects which the IAAI had completed since its inception are Phases I and II of the international terminal building at Bombay, the new domestic terminal building at Madras and the Indira Gandhi International Airport at Delhi. Due to Inadequacy of funds provided in the Five-Year Plans, lack of integrated development of the aviation industry, While the national airlines, viz., Air India, Indian Airlines and foreign airlines operating to India geared themselves to the traffic growth and expanded, the IAAI could not keep in step with this expansion, mainly because of lack of funds. Increased requirements of infrastructural facilities during the concentrated peak hour traffic and under-utilisation of these facilities at other hours of the day the IAAI had been handicapped. The magnitude of this imbalance at the international airports in India is abnormally high due to its geographical position and night curfews at airports in the East and the West.

**Establishment of National Airports Authority**

The "National Airports Authority (NAA) was established by caring out the Directorate of General Civil Aviation (DGCA) on June 1, 1986 through an act of parliament. It was enacted by Parliament in the Thirty Sixth year of Republic of India. It was managed by a board consisting of a Chairman, four full-time members and eight part-time members. The NAA manages all
domestic civil airports and civil enclaves to a total of hundred and sixteen. The NAA provides all the essential facilities to make flights possible by managing the runways, the technical buildings, air traffic control services, radio navigation, security and ensure the safety of all operations.\(^9\)

The Central Government constituted an authority to be called the National Airports Authority. The Authority was a body corporate by the name aforesaid having perpetual succession and a common seal, with power, to acquire, hold and dispose of property both movable and immovable, and to contract and shall by the said name sue and be sued. The Authority consisted of a Chairman to be appointed by the Central Government, the Director-General of Civil Aviation, ex offices and not less than eight and not more than fourteen members to be appointed by the Central Government. The Chairman elected by the central government was a whole-time member. They were supposed to have a special knowledge in air transport.\(^10\)

**Objectives of the NAA**

The objectives of the NAA 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 IAF and the
Indian navy and to ensure quick and efficient passenger handling facilities at
domestic airports.

**Major Responsibilities of the NAA**

The major responsibilities of the NAA consist of the management of air
routes and air space in the country for domestic airports, aeronautical
communications, navigational and radar services at domestic and international
airports, visual aid and ground safety service at domestic airports, airport
environment, civil aviation training centres and organisation of search and
rescue through out the Indian air space for which India is responsible.

**Achievements of the NAA**

The achievements of the NAA are as follows

i. Construction and commissioning of new airports in places like
   Shimla, Agatti, Calicut and Pondicherry.

ii. Construction and extension of terminal building, commissioning of
    new civil air terminals at Jammu, Len, Gorakhpur, Ranchi, Trichy,
    Lucknow, Trivandrum and Varanasi.
iii. Commissioning of airports for Vayudoot operations at Ziro, Along, Daparijo, Kamaipur, Malda, Thanjavur, Shofapur, Jagdalpur, Kolhapur, Ballurgbat, Ksilasbhar, Passighat, Neyveli, Shimla, Biiaspur, Rojouri and Desa.


v. Consultancy Services rendered to State Governments and Private Organisations at Amravati, Neyveli, Kolhapur, Sholapur, Hubli, Latur, Sagar and Kangra.

vi. Flight Calibration and Consultancy Services to foreign countries such as Angola, Bhutan, Bangladesh, Laos, Nepal, Vietnam and Maldives.

vii. Installation of Doppler with Very High Frequency Omni Range (DVORS) at Bombay and Madras.

viii. Installation of very High Frequency Omni Range (VOR) at Gulbarga, Rajkot, Udaipur, Sikanderabad, Dibrugarh and Jamaiu.

facilities for air ground communication on Single Side Band (SSB) mode provided at 28 airports. Automatic Message Switching System commissioned at Delhi, Bombay and Hyderabad airports. Flight calibration for two Dornier (DO—228) aircraft fitted with Automatic Flight Inspection System (FIS) have been procured for calibration of Radio Navigational Aids.

x. Installation of Airport Surveillance Radar at Bombay.


xii. Installation of Solar Powered Obstruction Lights at Udaipur and Khajuraho.

xiii. Introduction of 52 High Capacity Modern Crash Fire Tenders at major airports.¹¹

The Role of the NAA at International Airports

In addition to 88 domestic airports, the National Airports Authority provides all technical services and exercises air space control to Bombay, Calcutta, Madras and Delhi airports which are being managed by International Airports Authority of India (IAAI) by providing Air Traffic Control Service, Communication, Navigation and Radar facilities, Instrument 'Landing System
(ILS), Very High Frequency Range (VOR) and Distance Measuring Equipment (DME), Airport Surveillance Radar (ASR), Air Route Surveillance Radar (ARSR), Precision Approach Radar (PAR) and Intercommunication services co-ordinating operation by various airlines.¹²

In the 4th year of its monumental existence the NAA is continued to match the high standards of performance, it has set for itself since its inception. The air traveller can now reach the remotest corner of the country through operators inducted into these interactable regions by the dedicated personnel of the Authority. Next only to the USA, our country can today boast of a vast network of well-managed and adequately equipped aerodromes and the country is proud and inspires the NAA to forge ahead to meet the Civil Aviation challenges of the 21st Century.

Civil Aviation in the country does not merely depend upon the acquisition of new state-of-the-art aircraft by the national operators. The NAA is working silently day and night to make the flights possible, in the first place, and safe and comfortable in the greatest measure. Faster and more sophisticated aircraft cannot appear on the aviation scene before the required facilities are provided by the NAA.¹³ The NAA is, indeed, the 'mainstay of civil aviation' in the country and it is proud of its vital contribution to the
national endeavour to hasten the process of social and economic development of the country.

**Fig:6 FORMATION OF AIRPORT AUTHORITY OF INDIA**

**STATUTORY BODY, AAI ACT, 1994**

- **Ministry of Civil Aviation of India**
  - **International Airport Authority of India (IAAI)**
    - 1971 International Wing
  - **Planning, Managing and Development**
    - India’s International Airports - Mumbai, Delhi, Chennai, Kolkata, Thiruvananthapuram
  - **National Airport Authority (NAA)**
    - 1986 Domestic Wing
  - **Planning, Managing and Development**
    - India’s Domestics Airports
  - **Airports Authority of India (AAI)**
    - Merged in 1995
Airports Authority of India

The Airport Authority of India (AAI) was constituted on 1st April, 1995 in the forty fifth year of Republic of India, to take up the challenges both at the national and international levels as the civil aviation has made rapid progress over the years.\textsuperscript{14}

The vision of airport authority of India was “To be a world-class organization providing leadership in air traffic services and air transport management and making a major hub in Asia Pacific region by 2016” and its mission being, “To achieve highest standards of safety and quality in air traffic services and airport management by providing state-of-the-art infrastructure for total consumer satisfaction, contributing to economic growth and prosperity of the nation”.

Establishment of Airports Authority of India

Airports Authority of India (AAI) was constituted by an Act of Parliament and came into being on 1 April 1995 by merging erstwhile National Airports Authority and International Airports Authority of India. The merger brought into existence a single Organization entrusted with the responsibility of creating, upgrading, maintaining and managing civil aviation infrastructure both on the ground and air space in the country. The AAI manages 126 airports
including civil enclaves (12 international airports, 8 customs airports, 28 civil enclaves and 81 domestic airports). The AAI provides CNS and ATM services at all civil airports in the country, which covers over 2.8 million square nautical miles (land area 1.05NMz ad Oceanic area 1.75 NMz). The CNS and ATM services are provided by the AAI at 9 other airports also which are not managed by the AAI at Delhi, Mumbai, Bangalore, Hyderabad, Cochin, Lengpui, Diu, Putaparthiy and Vidhyanagar airports.

**Functions of the AAI**

The main functions of the AAI include construction, modification and management of passenger terminals, development and management of cargo terminals, developments and maintenance of airport infrastructure including runways, parallel taxiways, provision of communication, navigation and surveillance which includes provision of DVOR, DME, ILS, ATC radars, visual aids, etc., Provision of air traffic services, provision of passenger facilities and related amenities at its terminals thereby ensuring safe and secure operations of aircraft, passenger and cargo in the country.

**Achievements of the AAI**

The AAI is a partner in joint venture companies for the development of Delhi and Mumbai Airports where its stake is 26%. The AAI’s stake in each of
the two Greenfield airports recently developed at Bangalore and Hyderabad is 13%. The AAI is providing CNS– ATM services.

The AAI is a MoU signing organization with the MOCA and its performance over a period of time has been excellent. It has consistently been a profit making organization. The AAI has earned a revenue of Rs. 4289.21 crores with the net profit of Rs. 1081.87 crores. The AAI has incurred a capital expenditure of Rs. 1980.23 crores for the development of various infrastructure facilities. The AAI has also paid a dividend of Rs. 216.38 crores.

**The AAI’s Inhouse Capability for Flight Calibration**

The AAI has its own flight calibration unit which is equipped with ground laboratory for testing and calibration of on-board flight inspection equipment and a fleet of aircraft. The aircrafts are fitted with the fully automatic flight inspection unit.

**Development of 35 Non- Metro Airports by the AAI**

The AAI has undertaken the development and modernization of 35 Non Metro Airports by providing world class infrastructure facilities at airports. The 35 Non Metro Airports identified are Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai, Mangalore, Agathi,
Aurangabad, Khajuraho, Rajkot, Vadodara, Bhopal, Indore, Nagpur, Trichy, Vizag, Bhubaneswar, Coimbatore, Patna, Port Blair, Varanasi, Agartala, Dehradun, Imphal, Ranchi, Raipur, Agra, Chandigarh, Dindigul, Jammu and Pune.\textsuperscript{16}

The development works for the terminal buildings and Airsides have already begun at most of the airports. The work was completed at 24 airports in 2009 and other 11 airports by 2010.

\textbf{Development of Additional 13 Non Metro Airports}

The AAI has also undertaken development of 13 other Non metro Airports. These airports are Akola, Belgaum, Calicut, Cooch Behar, Dibrugarh, Gondia, Hubli, Kullu (BHuntar), Mysore, Rajahmundry, Surat, Srinagar and Vijayawada Airports.\textsuperscript{17}

\textbf{Operationalization of 32 Non-operational Airport}

The AAI has appointed a consultant to study and submit its report for the operationalization of 32 non-operational airports. These airports are Akola, Asansol, Balurghat, Behala, Bilaspur, Chakulia, Cuddapah, Deesa, Dona Konda, Hadapsar, Hossan, Jhansi, Tharsuguda, Jogbani, Kailashahar, Kamalpur, Khandwa, Khowai, Lalitpur, Maldah, Muzaffarpur, Mysore, Panna,
The AAI’s Training Institutions

The AAI imparts training through its own dedicated training institutions (i.e) civil aviation training college, Allahabad for various operational areas such as Air Traffic control, Radars, Communication and National Institute of Aviation Management and Research (NIAMAR) at Delhi for imparting various aviation management training programmes and refresher courses. The AAI also has Fire Service Training School at Narayanpur near Kalkata and the Fire Training centre at New Delhi.

Airports are presently classified in the following manner:

1. International Airports

   International airports are scheduled for international operations by Indian and foreign carriers. Presently, Mumbai, Chennai, Delhi, Calcutta and Thiruvananthapuram are in this category. (Annexure No. II)

2. Custom Airports

   Customs airports have immigration facilities for limited international operations by national carriers and for foreign tourist and cargo charter flights.
These include Bangalore, Hyderabad, Ahmedabad, Calicut, Goa, Varanasi, Patna, Agra, Jaipur, Amritsar and Tiruchirappali.

3. Model Airports

Model airports are domestic airports which have a runway length of 7500 feet and adequate terminal capacity to handle air bus 320 type of aircraft. These can cater to limited international traffic, if required. These include Lucknow, Bhubaneshwar, Guwahti, Nagpur, Vadodara, Coimbatore, Imphal and Indore.

4. Other Domestic Airports

All other airports are covered under domestic airports. For details refer Annexure No.III.

5. Civil Enclaves in Defence Airport

There are 28 civil enclaves in defence airfields.

AAI’s Global Participation

The AAI is a member of the global bodies such as Airports Council International (ACI) and Council Air Navigation Services Organisation (CANSO). The AAI has also signed international co-operation MoU’S with a number of international organizations such as the FAA (USA), Air services
The AAI envisages taking up consultancy work abroad. The AAI has a full–fledged consultancy and co-ordination wing and has signed MoU for technology cooperation for taking up turn key consultancy projects abroad.\textsuperscript{21}

**Revenue**

The AAI’s revenue is generated from landing and parking fees and fees collected by providing air traffic control services to aircraft over the Indian airspace.

The AAI is involved in a tussle with the Ministry of Civil Aviation over the issue of privatization of its two most profitable airports, Delhi airport and Mumbai airport.

All these development plans prepared and launched by the International Airports Authority of India for the renovation and modernization of the four metropolitan airports of India represent the nation’s urge to compete with other developed countries of the West in aviation administration. It is a field where a nation cannot afford to be non-international. Airport administration and the aviation facilities provide the first look to the international visitor who tends to form his image about the country from the glimpse of the transit lounge.
Fig:7 FUNCTIONAL CHART OF AAI

Chairman

Company Secretary

Dept. of Aviation Society

Project Monitoring & Quality control

Dept. of Information Technology

Integrated planning cell

Dept. under Board Members (Operations)

Dept. under Board Members (Finance)

Dept Under Board Members (Administration)

Dept. under Board Member

Vigilance

Corporate HQ

Regional HQ

Airports

- Finance & Accounts
- Internal Audit
- Key Infrastructure Development Group
- Consultancy & Co-ordination

Commercial
Land Management
Law
Personnel
Administration
Public Relations
National Institute of Aviation Management and Research (New Delhi)

Corporate HQ

Projects
The international crew and their aircrafts expect certain minimum standards technical services and physical amenities commonly available to them on the leading airport terminals of the Western world. National prestige apart, it is a question of handling mounting number, where inefficiency not only threatens lives but brings a disrepute to the country which ultimately has to suffer in terms of foreign exchange earnings. The problems of administering the metropolitan airports of India are not only gigantic and complex but they certainly represent the trails of developmental rebirth. The meager resources of the country cannot afford the desired development of airports but unless the airports are developed and modernized, the country cannot enable herself to make a mark in international trade and foreign exchange earnings. Hence the challenge is to develop the metropolitan airports and their aviation administration in commensurate to national resources immediately with a deep and penetrating insights into the problems of future. The busy bureaucrats in the Ministry of Aviation feel it but are overwhelmed by the procedures which neutralize their efforts even when made in right earnest. The establishment of the International Airports Authority of India represents a serious institutional effort to solve the problems of aviation administration in India on a continuous basis. The International Airports Authority of India has made a remarkable beginning and three years (1972-1975) is hardly a reasonable span of time
where in the evaluation of plans and measures of an agency like the International Airports Authority of India can ever be attempted in depth with the meager data available.
END NOTES, Chapter -4

1. Government of India, The International Airports Authority Act, 1971, Act of 48 of 1971, New Delhi, Chapter I,

2. Ibid, Chapter I

3. The Civil Aviation Department, Annual Report 1979-80, Chapter III, New Delhi.


5. Ibid, Chapter –IX.

6. International Airports Authority of India, Tomorrow’s Airports (Cyclostyled), p.1

7. Ibid, p.3


9. Ibid, Chapter I.

10. Government of India, National Airport Authority Act of India, Chapter II, No.64, New Delhi.

11. The Ministry of Civil Aviation, National Airports Authority of India, Chapter III, New Delhi.

12. Government of India, op.cit, Chapter –I.
13. B. Israni, *Planning and Managing our Airports*, International Airports Authority of India, New Delhi, p.15.


15. Ibid, Chapter – I.


17. Ibid, Chapter – III.

18. Ibid, Chapter – III.


21. Ibid, Chapter – III.