

Ramanathan Committee has recommended that a separate Bangalore International Airport Authority be created as an independent subsidiary of the NAA. The NAA, the Karnataka State Government, Air India, Indian Airlines and Indian Oil Corporation would all have equity stakes in the new venture. Investment may also be opened to domestic and foreign private companies. The project has already attracted the interest of several international airport developers to possibly carry out the project on a turnkey basis. Completion of the project is slated for 2001.

A site inspection has already been done for a new airport at Goa, but the site proposed by the State Government was found to be unsuitable. The NAA plans to construct a new terminal, expand the existing apron to accommodate two wide-bodied aircraft at a time, and upgrade the navigation and ground safety equipment at a cost of Rs. 95 million. This will provide separate international and domestic terminals capable of handling 600 arriving and departing passengers concurrently. Rs. 27.5 million has been approved for 1993-94.

Citing good traffic potential, the Kerala State Government has decided to create the Kochi International Airport Development Society (KIADS) to develop and manage a new international airport at Nedumbanchery, near Cochin. The KIADS proposes to raise the Rs. 1.0 billion needed to fund the project from Kerala non-resident Indians. KIADS has already begun acquiring 1,500 acres of land. Of this, 850 acres will be used for the airport, 350 acres will be kept for future expansion, and the remaining 400 acres will be sold at a premium to private developers. Plans are to build an engineering and refuelling base, a cargo complex, a three-star hotel and tourist attractions. The NAA has promised to give all possible support to this project. It has delegated the work of preparing a detailed project report, costing Rs. 2.5 million, to a private firm. The airport architects, Mahesh and Iyer, have promised to design the airport free of cost. The project manager is Mr. V.C. Kurian, an Officer on Special Duty.

Gateway Airport

There is no world class airport in South Asia, comparable to those in Singapore or Hong Kong. Industry professionals feel that if one looks at the air traffic corridors and density of aircraft movements, a good case can be made for developing one Indian airport to become the gateway not only for India, but for all the countries in South Asia. Delhi has been suggested because there are 5,200 acres of land already owned by the airports authorities, whereas Bombay is already congested and has no space to expand. The IAAI sees merit in the suggestion and has a three year old plan to construct a second runway, with three interlocking taxiways, five more terminals, for a total of six on a concentric ring between the two runways (three would be for domestic traffic and three for international). A new access road is currently under construction, that fits into the overall plan, and construction of the first domestic terminal is slated to start within the next two years. No concrete plans have been made for the other terminals, but it is certain that outside financing will be required.

Air Traffic Management and Navigation Systems

Over the past few years, there has been mounting pressure on the Indian Government to improve the navigation facilities at its airports, principally out of an increasing concern over safety. In December 1992 and March 1993 respectively, the NAA awarded contracts to Westinghouse and Raytheon to provide four Monopulse Secondary Surveillance Radars (MSSR) and four ASR-9 Airport Surveillance Radars (ASR) at Trivandrum, Ahmedabad, Hyderabad and Guwahati for en route airspace requirements, and to modernize the air traffic control systems at the Bombay and Delhi international airports (See Appendix E for details on Indian air space management, as well as completed and recently contracted projects).

In response to work action taken by the Indian Commercial Pilots Association (ICPA), the Director General of Civil Aviation (DGCA) has ordered the installation of navigation aids at defence airports where civil aircraft are