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## AIRPORT AUTHORITIES

In a country the size of India, where major industrial and commercial centres are spread out and surface transport is inhibited by poor roads, rough terrain and severe climatic conditions, air transport assumes significant economic and social importance.

As in most countries, civil aviation in India is a federal responsibility. The Central Government, through the Ministry of Civil Aviation and Tourism, frames policy guidelines and exercises executive control. The management of airports and air space in India is carried out by two government bodies: the International Airports Authority of India and the National Airports Authority.

The International Airports Authority of India (IAAI), established in 1971, is responsible for the development and operation of India's five international airports at Bombay, Calcutta, Delhi, Madras and Trivandrum. An IATA Working Group, which closely examined the airport facilities (most of which were built in the 1960s) has suggested that the capacity of the international terminals could be increased by 35 % if facilitation procedures for passengers and cargo were improved. There is also scope for making technological improvements in other areas of airport operations as well. The IAAI also has a mandate to provide consultancy services for airport developments in India and abroad. The areas of jurisdiction of the IAAI are outlined in Appendix A, and a short note on the developments made by the IAAI at the international airports is given in Appendix B.

In 1985, the National Airports Authority (NAA) was created out of the Directorate General of Civil Aviation (DGCA). The NAA manages a vast network of 88 domestic airports and civil enclaves at 28 defence airports. India's airport network is the sixth largest in the world in terms of airports with scheduled airline services. The NAA is also responsible for air space management, provision of air traffic services, aeronautical communication, navigation aids and meteorological services at airports under its jurisdiction, as well as those under the jurisdiction of the IAAI. The areas of jurisdiction of the NAA are outlined in Appendix C and a short note on the developments made in the last six years by the NAA at domestic airports is given at Appendix D.

## DOMESTIC AND INTERNATIONAL TRAFFIC

In 1988, a Working Group appointed by the Government of India Planning Commission categorized India's airports as follows:

- a) 5 International Airports: Bombay, Calcutta, Delhi, Madras and Trivandrum.
- b) 7 Restricted International Airports: Amritsar, Bangalore, Goa, Hyderabad, Patna, Tiruchirapalli and Varanasi.
- c) 7 Major Domestic Airports: Agartala, Ahmedabad, Cochin, Guwahati, Jaipur, Lucknow and Srinagar.
- d) Minor Domestic Airports: Agra, Aurangabad, Belgaum, Bhubaneswar, Coimbatore, Imphal, Jabalpur, Khajuraho, Mangalore, Nagpur, Port Blair, Raipur, Rajkot, Ranchi, Tirupati and Udaipur.

Foreign carriers operate scheduled services from all five international airports. In addition, Air India and Indian Airlines operate limited international flights to neighbouring countries from the seven restricted international airports. Foreign charter flights are permitted to land at any of the international or restricted international airports. It is worth noting that airports listed in a), b) and c) above handle 100% of India's international and 80% of its domestic traffic, while a number of other airports only receive one flight per day, and some others only 2 or 3 flights per week.