

School of Business

Course Code : BBAV2001

Course Name: Aviation Law, Rules & Civil Aviation Requirements



Name of the Faculty: Neha Bhatia

Program Name: BBA Aviation Management

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Mission

“ To BE THE FOUNDATION of an enduring Indian aviation network, providing high quality, safe and customer - oriented airport and air navigation services thereby acting as a catalyst for economic growth in the areas we serve.”

Vision

AAI's vision till 2026 is: Airports Authority of India commits as follows:

- To be the pre-eminent Air Navigation Service Provider with Global Recognition
- To adopt state of art technology to drive safe navigation in the Indian airspace
- To maintain highest standards of excellence in providing sustainable, modern and robust airport infrastructure;
- Support in improving air connectivity at unserved and under-served airports;
- Have an effective organization equipped to face the emerging challenges from the exponential air traffic growth;
- Focus on profitable operations at Major airports through continuing efforts on cost reduction and enhancing non-aeronautical revenue.

Airports Authority of India (AAI)

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. 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.

AAI manages 137 airports, which include 24 International Airports (including 3 International Civil Enclaves), 10 Customs Airports (including 4 Customs Civil Enclaves), 80 Domestic Airports and 23 Domestic Civil Enclaves at Defence airfields. AAI also provides Air Traffic Management Services (ATMS) over entire Indian Air Space and adjoining oceanic areas with ground installations at all Airports and 25 other locations to ensure safety of Aircraft operations.

All major air-routes over Indian landmass are Radar covered (29 Radar installations at 11 locations) along with VOR/DVOR coverage (89 installations) co-located with Distance Measuring Equipment (90 installations). 52 runways are provided with ILS installations with Night Landing Facilities at most of these Airports and Automatic Message Switching System at 15 Airports.

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AAI's successful implementation of Automatic Dependence Surveillance System (ADSS), using indigenous technology, at Calcutta and Chennai Air Traffic Control Centres, gave India the distinction of being the first country to use this advanced technology in the South East Asian region thus enabling effective Air Traffic Control over oceanic areas using satellite mode of communication. Use of remote controlled VHF coverage, along with satellite communication links, has given added strength to our ATMS. Linking of 80 locations by V-Sat installations shall vastly enhance Air Traffic Management and in turn safety of aircraft operations besides enabling administrative and operational control over our extensive Airport network. Performance Based Navigation (PBN) procedures have already been implemented at Mumbai, Delhi and Ahmedabad Airports and are likely to be implemented at other Airports in phased manner.

AAI has undertaken GAGAN project in technological collaboration with Indian Space and Research Organization (ISRO), where the satellite based system will be used for navigation. The navigation signals thus received from the GPS will be augmented to achieve the navigational requirement of aircrafts. First Phase of technology demonstration system has already been successfully completed in February 2008. Development team has been geared up to upgrade the system in operational phase.

AAI has also planned to provide Ground Based Augmentation System (GBAS) at Delhi and Mumbai Airports. This GBAS equipment will be capable of providing Category-II (curved approach) landing signals to the aircrafts thus replacing the existing instrument landing system in the long run, which is required at each end of the runway.

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The Advanced Surface Movement Guidance and Control System (ASMGCS), installed at Delhi, has upgraded operation to runway 28 from CAT-IIIA level to CAT-IIIB level. CAT-IIIA system permits landing of aircrafts up to visibility of 200mtrs. However, CAT-IIIB will permit safe landing at the Airports at a visibility below 200mtrs but above 50mtrs.

AAI's endeavour, in enhanced focus on 'customer's expectations', has evinced enthusiastic response to independent agency, which has organised customer satisfaction surveys at 30 busy Airports. These surveys have enabled us to undertake improvements on aspects recommended by the Airport users. The receptacles for our 'Business Reply Letters' at Airports have gained popularity; these responses enable us to understand the changing aspirations of Airport users. During the first year of the millennium, AAI endeavours to make its operations more transparent and also make available the instantaneous information to customers by deploying state-of-art Information Technology.

The specific training, focus on improving the employee response and the professional skill up-gradation, has been manifested. AAI's four training establishments viz. Civil Aviation Training College (CATC) - Allahabad, National Institute of Aviation Management and Research (NIAMAR) - Delhi and Fire Training Centres (FTCs) at Delhi & Kolkata are expected to be busier than ever before.

AAI has also undertaken initiatives to upgrade training facilities at CATC Allahabad and Hyderabad Airport. Aerodrome Visual Simulator (AVS) has been provided at CATC recently and non-radar procedural ATC simulator equipment is being supplied to CATC Allahabad and Hyderabad Airport.

AAI is having a dedicated Flight Inspection Unit (FIU) and it has fleet of three aircrafts fitted with latest state-of-art fully automatic flight inspection system capable of inspecting.

ILS up to Cat-III

- VOR (CVOR/DVOR)
- DME
- NDB
- VGSI (PAPI, VASI)
- RADAR (ASR/MSSR)

In addition to in house flight calibration of nav aids, AAI also undertakes flight calibration of nav aids for Air force, Navy, Coast Guard and other private Airfields in India.

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Course Name: Aviation Law, Rules & Civil Aviation Requirements



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Name of the Faculty: Neha Bhatia

Program Name: BBA Aviation Management

1. Passenger Facilities

The main functions of AAI inter-alia include construction, modification & management of passenger terminals, development & management of cargo terminals, development & maintenance of apron infrastructure including runways, parallel taxiways, apron etc., 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



2. Air Navigation Services

In tune with global approach to modernization of Air Navigation infrastructure for seamless navigation across state and regional boundaries, AAI has been going ahead with its plans for transition to satellite based Communication, Navigation, Surveillance and Air Traffic Management. A number of co-operation agreements and memoranda of co-operation have been signed with US Federal Aviation Administration, US Trade & Development Agency, European Union, Air Services Australia and the French Government Co-operative Projects and Studies initiated to gain from their experience. Through these activities more and more executives of AAI are being exposed to the latest technology, modern practices & procedures being adopted to improve the overall performance of Airports and Air Navigation Services.



Continued:

Induction of latest state-of-the-art equipment, both as replacement and old equipments and also as new facilities to improve standards of safety of airports in the air is a continuous process. Adoptions of new and improved procedure go hand in hand with induction of new equipment. Some of the major initiatives in this direction are introduction of Reduced Vertical Separation Minima (RVSM) in India air space to increase airspace capacity and reduce congestion in the air; implementation of GPS And Geo Augmented Navigation (GAGAN) jointly with ISRO which when put to operation would be one of the four such systems in the world.



3. Security

The continuing security environment has brought into focus the need for strengthening security of vital installations. There was thus an urgent need to revamp the security at airports not only to thwart any misadventure but also to restore confidence of traveling public in the security of air travel as a whole, which was shaken after 9/11 tragedy. With this in view, a number of steps were taken including deployment of CISF for airport security, CCTV surveillance system at sensitive airports, latest and state-of-the-art X-ray baggage inspection systems, premier security & surveillance systems. Smart Cards for access control to vital installations at airports are also being considered to supplement the efforts of security personnel at sensitive airports.



4. Aerodrome Facilities

In Airports Authority of India, the basic approach to planning of airport facilities has been adopted to create capacity ahead of demand in our efforts. Towards implementation of this strategy, a number of projects for extension and strengthening of runway, taxi track and aprons at different airports has been taken up. Extension of runway to 7500 ft. has been taken up to support operation for Airbus-320/Boeing 737-800 category of aircrafts at all airports.



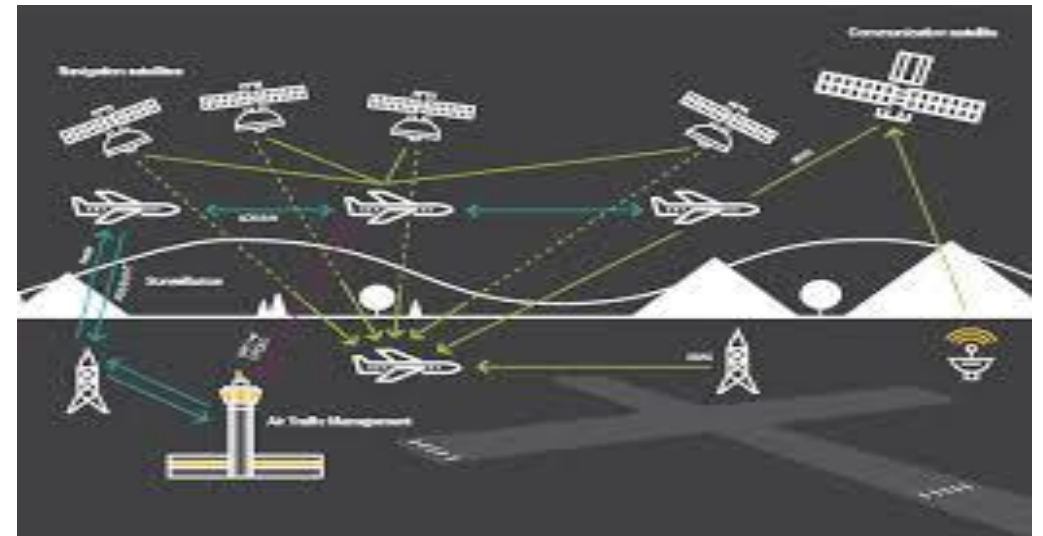
5.HRD Training

A large pool of trained and highly skilled manpower is one of the major assets of Airports Authority of India. Development and Technological enhancements and consequent refinement of operating standards and procedures, new standards of safety and security and improvements in management techniques call for continuing training to update the knowledge and skill of officers and staff. For this purpose AAI has a number of training establishments, viz. NIAMAR in Delhi, CATC in Allahabad, Fire Training Centres at Delhi & Kolkata for in-house training of its engineers, Air Traffic Controllers, Rescue & Fire Fighting personnel etc. NIAMAR & CATC are members of ICAO TRAINER programme under which they share Standard Training Packages (STP) from a central pool for imparting training on various subjects. Both CATC & NIAMAR have also contributed a number of STPs to the Central pool under ICAO TRAINER programme. Foreign students have also been participating in the training programme being conducted by these institution



6. IT Implementation

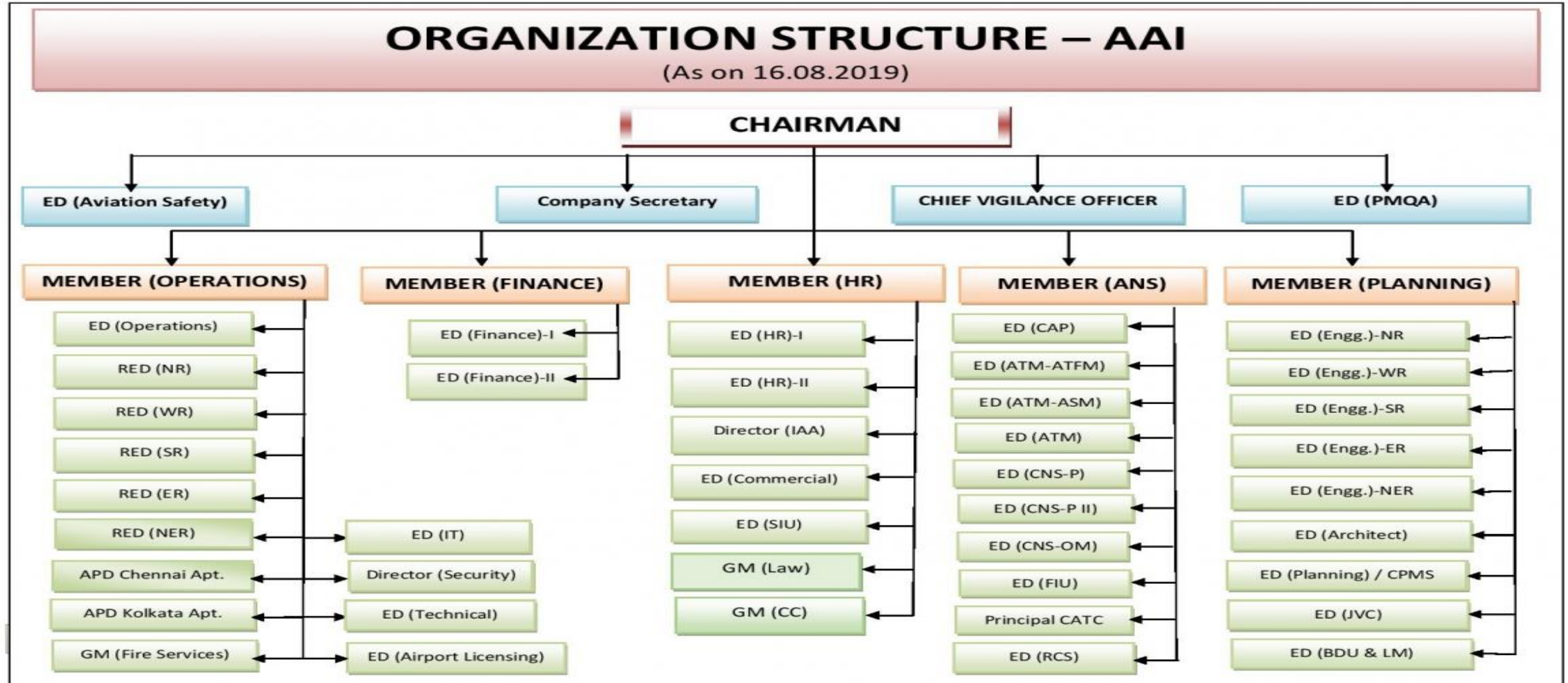
Information Technology holds the key to operational and managerial efficiency, transparency and employee productivity. AAI initiated a programme to indoctrinate IT culture among its employees and this is most powerful tool to enhance efficiency in the organization. AAI website with domain name www.airportsindia.org.in or www.aai.aero is a popular website giving a host of information about the organization besides domestic and international flight information of interest to the public in general and passengers in particular.



The functions of AAI are as follows:

- 1.Design, Development, Operation and Maintenance of international and domestic airports and civil enclaves.
- 2.Control and Management of the Indian airspace extending beyond the territorial limits of the country, as accepted by ICAO.
- 3.Construction, Modification and Management of passenger terminals.
- 4.Development and Management of cargo terminals at international and domestic airports.
- 5.Provision of passenger facilities and information system at the passenger terminals at airports.
- 6.Expansion and strengthening of operation area, viz. Runways, Aprons, Taxiway etc.
- 7.Provision of visual aids.
- 8.Provision of Communication and Navigation aids, viz. ILS, DVOR, DME, Radar etc.





LIST OF AAI AIRPORTS

<u>Agartala</u>	<u>Bagdogra</u>	<u>CarNicobar</u>	<u>Dibrugarh</u>	<u>Hassan</u>	<u>Jamshedpur</u>
<u>Agatti</u>	<u>Balurghat</u>	<u>Chakulia</u>	<u>Dimapur</u>	<u>Hindon</u>	<u>Jharsuguda</u>
<u>Agra</u>	<u>Bathinda</u>	<u>Chandigarh</u>	<u>Diu</u>	<u>Hubli</u>	<u>Jodhpur</u>
<u>Ahmedabad</u>	<u>Behala</u>	<u>Chennai</u>	<u>Donakonda</u>	<u>Hyderabad</u>	<u>Jogbani</u>
<u>Akola</u>	<u>Belgaum</u>	<u>Cochin</u>	<u>Gandhinagar</u>	<u>Imphal</u>	<u>Jorhat</u>
<u>Allahabad</u>	<u>Bellary</u>	<u>Coimbatore</u>	<u>Hadapsar</u>	<u>Indore</u>	<u>Juhu</u>
<u>Along</u>	<u>Bengaluru</u>	<u>CoochBehar</u>	<u>Gaya</u>	<u>Jabalpur</u>	<u>Kailashahr</u>
<u>Amritsar</u>	<u>Bhavnagar</u>	<u>Cuddapah</u>	<u>Goa</u>	<u>Jaipur</u>	<u>Kamalpur</u>
<u>Asansol</u>	<u>Bhopal</u>	<u>Daman</u>	<u>Gondia</u>	<u>Jaisalmer</u>	<u>Kandla</u>
<u>Aurangabad</u>	<u>Bhubaneswar</u>	<u>Daporizo</u>	<u>Gorakhpur</u>	<u>Jalgaon</u>	<u>Kangra-</u>
	<u>Bhuj</u>	<u>Dehradun</u>	<u>Guwahati</u>	<u>Jammu</u>	<u>Gaggal</u>
	<u>Bikaner</u>		<u>Gwalior</u>	<u>Jamnagar</u>	<u>Kanpur-Cantt</u>
	<u>Bilaspur</u>				
	<u>Calicut</u>				

LIST OF AAI AIRPORTS

Kanpur-Civil
Keshod
Khajuraho
Khandwa
Khowai
Kishangarh
Kolhapur
Kolkata
Kota
Kullu
Lalitpur
Leh

Lengpui
Lilabari
Lucknow
Ludhiana
Madurai
Malda
Mangalore
Muzaffarpur
Mysore
Nadirgul
Nagpur

Nanded
Pakyong
Palanpur
Pantnagar
Passighat
Pathankot
Patna
Porbander
Portblair
Puducherry
Pune
Purnea

Puttaparthi
Raipur
Rajahmundry
Rajkot
Ranchi
Ratnagiri
Raxaul
Rupsi
Safdarjung
Salem
Satna

Shella
Shillong
Shimla
Silchar
Solapur
Srinagar
Surat
Surendranagar
Tezpur
Tezu
Thanjavur

Tiruchirapalli
Tirupati
Trivandrum
Tuticorin
Udaipur
Vadodara
Varanasi
Vellore
Vijayawada
Visakhapatnam
Warrangal
Zero

REFERENCES

➤ <https://www.aai.aero/en>

➤ DGCA Website

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