

**INTERNATIONAL AIRPORTS AUTHORITY OF INDIA
(GENERAL MANAGEMENT, ENTRY FOR GROUND HANDLING
OF AIR TRANSPORT SERVICES) REGULATIONS, 1984**

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STATEMENT OF OBJECTS AND REASONS The international airports at Delhi, Bombay, Calcutta and Madras are the aerial gateways of India, and are becoming increasingly important in developing India's trade and tourism. Owing to the rapid growth of traffic, and the increasing impact of technological development in the shape of large capacity sub-sonic and super-sonic jet aircraft the organisation and management of these four international airports will assume increasing importance in the years to come. 2. To determine and advise Government on the action required to be taken to provide these international airports with the buildings, equipment, facilities and organisation necessary to cater to the needs of passengers and goods traffic, baggage and cargo handling, and other related matters, a high powered International Airports Committee was appointed in July, 1967 under the Chairmanship of Shri J.R.D. Tata. The Committee has made a number of recommendations for the phased development of the four international airports spread over a period of fifteen years, corresponding to three Five Year Plans commencing from April, 1969. The recommendations of the Committee would involve an estimated total expenditure of Rs. 106.12 crore-Rs. 63.56 crore to be spent in the Fourth Plan (1969-74), Rs. 35.54 crore in the Fifth Plan (1974-79) and the balance of Rs. 7.02 crore to spill over to the Sixth Plan. A provision of about Rs. 37.00 crore (excluding Rs.

10 crore for provision of communication and navigational aids) has been made for the aforesaid four international airports in the Fourth Five Year Plan of the Civil Aviation Department. 3. An important point made by the Committee is that the success in spending effectively the large outlays for the creation of the new airport facilities will depend largely on the speed and flexibility with which the project is launched and administered keeping in view the compulsions of Government procedures, the Committee urged that a Corporation should be set up under the Indian Companies Act, and all the present and future assets of the four international airports placed under its ownership and management, except for the functions of aeronautical communication, navigation and air traffic services as well as weather forecasting services which should continue to be under the control of the Departments of Civil Aviation and Meteorology respectively. In the opinion of the Committee, only a commercially oriented organisation with sufficient flexibility and autonomy in financial matters, and freed from the requirements of regular Government procedures, would be able to provide the drive and speed so necessary for the quick development and business-like management of these airports. A sub-Committee appointed by the International Airports Committee in this regard had come to the definite conclusion that the creation of an autonomous Airport Authority would not cause any additional burden or liability on the Central Government budget and would in fact have definite functional advantages. 4. The proposed Airports Authority will be engaged in creating, maintaining and providing, services and facilities, rather than in the production of or trade in goods. For the purposed of coordination with various Government agencies, a Joint Stock Company under the Indian Companies Act may be ill-suited. The decision of Government on the recommendations of the Administrative Reforms Commission is that the statutory corporation form is preferable for enterprises providing public utilities which are primarily intended to develop basic infrastructure facilities, as is the case here. It is accordingly proposes to constitute a statutory Authority for the development and management of the four international airports of Delhi, Bombay, Calcutta and Madras. Power has also been conferred on the Central Government to apply the provisions of the Act to any other airport where international air transport services are operated or are itended to be operated. 5. The Bill seeks to achieve the above object. 6. The notes on clauses appended to the Bill explain the more important, provisions of the Bill. New Delhi The 15th May,

1971. Karan Singh. [Gazette of India, Extraordinary Pt. II. S. 2, dated 15-5-1971 pp. 412-13].

1. Short title and commencement :-

(1) These regulations may be called the International Airports Authority of India (General Management, Entry of Ground Handling of Air Transport Services) Regulations, 1984.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Application :-

These regulations shall apply to the International Airports at Bombay (Santa Cruz), Calcutta (Dum Dum), Delhi (Palam) and Madras (Meenambakam) and any other aerodrome notified by the Central Government under sub-section (3) of Section 1 of the said Act.

3. Definitions :-

In these regulations, unless the context otherwise requires,-

(a) "apron" means a defined area of the airport intended to accommodate aircraft for purposes of loading and/or unloading of passengers and/or cargo, refuelling, parking or maintenance;

(b) "competent authority" means the Chairman and Includes any other officer authorised by the Chairman In this behalf ;

(c) "manoeuvring area" means the part of the airport to be used for take-off and landing, of aircraft and for movement of aircraft associated with the take-off and landing, excluding apron;

(d) "movement area" means part of an airport intended for the surface movement of aircraft including the manoeuvring area and aprons;

(e) "ground handling" means ramp handling and traffic handling.

4. . :-

No person shall enter into or remain in the movement area for operating any vehicle or other equipment for ground handling of any aircraft at the airports except as provided in Regulation 5.

5. . :-

Entry into and remaining in the movement area for operating any vehicle or other equipment for ground handling of any aircraft

whether private or belonging to any airline, as the case may be, at any of the airports shall be restricted to,-

- (a) the employees of the International Airports Authority of India;
- (b) the operator or the owner of such aircraft or his bona-fide whole-time employee subject to such condition as may be specified from time to time by the competent authority having regard to all aspects including safety, security and proper and efficient management of the airport ;
- (c) any other operator or agency being an operator or agency who or which was engaged in the performance of such handling of any such aircraft immediately before the 18th day of January, 1972 and who or which has been specially permitted by the competent authority to carry on with such performance subject to such terms and conditions as may be specified from time to time by the competent authority having regard to all aspects including payment of licence fee, safety, security and proper and efficient management of the Airport:

Explanations-The activities under the continuance of such performance after 18th January, 1972 shall remain limited to the exact job and to the airline, which was performed earlier by the operator or agency, as the case may be.

- (d) employees of Air India and Indian Airlines subject to such conditions as may be specified from time to time by the competent authority having regard to all aspects including payment of licence fee, safety, security and proper and efficient management of the airport.

Provided that nothing contained hereinabove shall confer any right on any operator, owner, agency or airline, as the case may be, to carry on the business of ground handling of any aircraft at any airport unless specific prior permission of the competent authority has been obtained in writing:

Provided further that in case all or any ground handling of any aircraft at any airport it is taken over by the International Airports Authority of India, no operator, owner-agency, airline or Its employees shall enter into or remain in the movement area in connection with such ground handling.

6. . :-

Contravention of any regulation shall be punishable with a fine which may extend to five hundred rupees and in the case of a continuing contravention with an additional fine which may extend to twenty rupees every day during which such contravention continues after conviction for the first such contravention. Capt. A.M. Kapur, Chairman I.A.A.I. International Airports Authority of India