

CHAPTER-23

CIVIL AVIATION

23.1 In December 1912, the first domestic air route was unwrapped between Delhi and Karachi by the Indian State Air Services (in collaboration with Imperial Airways of the UK). This marked a new beginning in India. Then countries' first air mail service was started by the Tata Airlines in 1912. Although Tata Airlines was started as an air mail service but later it endeavored in carrying scheduled passenger traffic. Tata Airlines was renamed as Air India in 1946.

23.2 The air transport industry is a major generator of employment and economic activity in a country. Civil aviation sector is vulnerable to economic cycles, oil price volatility, natural disasters, epidemics and political upheavals. The Indian civil aviation industry has managed to exhibit resilience to the recent global economic slowdown. Some of the key developments during the last decade, which aided the growth of the Indian aviation, include: a) Domestic 'open-skies policy', which allowed several new carriers to enter the market b) Arrival of Low Cost Carriers (LCC) in India with the launch of Air Deccan, and, subsequently by Spicejet, IndiGo and Go Air c) Airport modernization plans combined with encouragement of greenfield airport development d) Liberalization of the international sector with private players permitted to operate overseas, e) Greater access of foreign carriers and opening up of international routes at regional airports f) Increased foreign direct investment limits for airlines and other sub-sectors of the industrylike airports, air cargo, ground handling etc.

23.3 Governance & Infrastructure : The **Ministry of Civil Aviation** is the authority responsible for policy formulation, development and regulation of the Civil Aviation industry in India. The Ministry oversees the planning and implementation of growth and expansion programmes in the civil aviation sector, airport infrastructure and air navigation services.

23.4 Air Port Transport Directorate and Office of The Director General of Civil Aviation under the Ministry of Civil Aviation governed the Air Transport Services in the country by the Rule 134 and Schedule XI of Aircraft Rules 1937. Besides this, the Civil Aviation Requirements (CAR) Section 3 Series C Part I to VI deal with the minimum requirements and procedures for issue/renewal of Scheduled/Non-Scheduled Operators Permit in different categories like passenger/cargo/charter.

23.5 Airports Authority of India (AAI) is an organization working under the [Ministry of Civil Aviation](#) that manages most of the [airports](#) in India. It is entrusted with the responsibility of creating, upgrading, maintaining and managing civil aviation infrastructure both on the ground and air space in the country.

23.6 The Civil Aviation industry has ushered in a new era of expansion, driven by factors such as low-cost carriers (LCCs), modern airports, Foreign Direct Investment (FDI) in domestic airlines, advanced information technology (IT) interventions and growing emphasis on regional connectivity.

23.7 Source of information on Civil Aviation Statistics : The Statistics Division of the **Air Transport Directorate** is responsible for maintaining data on aviation parameters governed by Aircraft Rules. Schedule XI of the Aircraft Rules, 1937 lays down that every person to whom a permit has been granted by DGCA under the Schedule shall submit to the DGCA the following:

- Monthly returns regarding the operations of the permitted air transport services
- Annual returns showing the financial results of the services or operations during each calendar year.

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