

CIVIL AVIATION ADMINISTRATION IN INDIA

Dr. Vimlesh Kumari*

ABSTRACT

Civil Aviation industry plays a significant role in the growth and development of Indian economy. It offers saving in time that cannot be match by surface transport over long distances. Air transport helps to optimize technological, managerial and administrative skills in a resource scarce economy. The real progress in civil aviation started in 1920 when the government constructed a few aerodromes. The civil aviation started in 1920 when the government constructed a few aerodromes. The civil aviation department was set up in 1927 and numbers of flying club were founded. The progress was very slow. It was during the Second World War and later that considerable progress was achieved. More airplanes were purchased, new services were started and their frequency increased. In 1946, the government of India laid down its aviation policy to encouragement and development of internal and external transport services through a limited number of sound and reliable private commercial concerns with necessary government help. In 1946, the government set up the Air Transport License Board which gave 11 licenses. This created overcrowding in air transport and inflicted heavy losses in the companies.

In 1950, the Air Transport Enquiry Committee known as Rajadhyaksha Committee was appointed. The committee recommended the integration of all of all companies into four companies so that remove cut throat competition and secure scientific and zonal distribution of work. But since the private companies did not voluntarily integrate, the government had to nationalize civil aviation on three grounds: Nationalization would raise operational efficiency. (B) It would result as better organization in civil aviation and enable the government to get trained technicians, pilots, etc. (C) It would reduce duplication of services, wastage of flying hours and thus would reduce costs and losses.

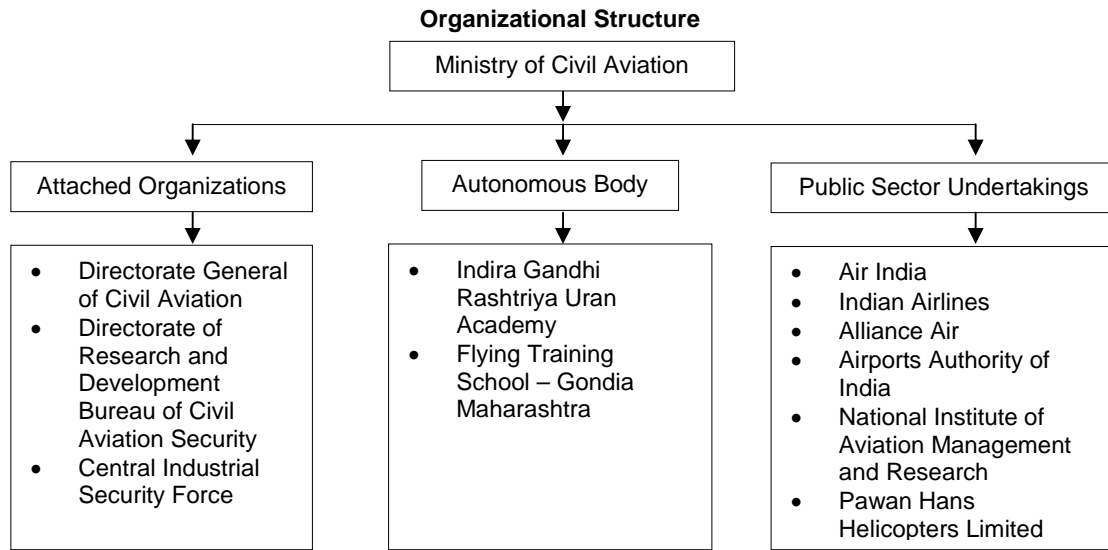
In 1953, the parliament passed the Air Transport Corporation Act under which the Indian Airlines Corporation was to run internal services and Air India International was to run external services. Since nationalization, improvements in all directions have taken place. New aerodromes have been constricted. Both internal and external services have extended. There are a number of agencies which are providing civil aviation services in India. While Air India, Indian Airlines and Vayudoot provide air services, Directorate General of Civil Aviation, Bureau of Civil Aviation Security, Indira Gandhi Rashtriya and Development, Flying Training School – Gondia, Maharashtra, National Institute of Aviation Management and Research and Airports Authority of India are provided infrastructural facilities in India.

KEYWORDS: AAI, DGCA, IGRUA, AI, IA, Civil Aviation.

Introduction

Ministry of Civil Aviation is located in Rajiv Gandhi Bhavan at the Safdarjung airport complex in New Delhi. The ministry is responsible for the formulation of national policies and programmes for the development and regulation of civil aviation and for devising and implementing schemes for orderly growth and expansion of civil air transport. Its functions also extend to overseas the provision of airport facilities, air traffic services and carriage of passengers and goods by air, safeguarding civil aviation operations, regulations of air transport services, licensing of aerodromes, air carriers, pilots and aircraft maintenance engineers. The following chart shows the organizational structure of Ministry of Civil Aviation:

* Lecturer, Shree Tagore College, Kuchaman City, Nagaur, Rajasthan, India.



Directorate General of Civil Aviation

The Directorate General of Civil Aviation (DGCA) has its headquarter at New Delhi. This organization is headed by the Director General. It is assisted by Joint Director General and Deputy Director General. Presently ten directorates are working under DGCA these are as follows:

- Directorate of Regulation and Information
- Directorate of Air Transport
- Directorate of Airworthiness
- Directorate of Air Safety
- Directorate of Training and Licensing
- Directorate of Aerodrome Standards
- Directorate of Flying Training
- Directorate of Flight Inspection
- Directorate of Research and Development
- Directorate of Administration

Functions

The directorate General of Civil Aviation is the regulatory body in civil aviation industry. The main functions of the Directorate General of Civil Aviation are as follows:

- Regulation of air transport services in India accordance with the provisions of the Aircraft Rules, 1937.
- Licensing of pilots, aircraft maintenance engineers and monitoring of flight crew standards.
- Co – ordination of the work related to International Civil Aviation Organization
- Investigation of minor air accidents and incidents and rendering technical assistance to the courts and committees of inquiry appointed by the government.
- Supervision of training activities of flying and gliding clubs
- Licensing of aerodromes and air carriers
- Rendering advice to the government on matters pertaining to air transport including bilateral air services agreements with foreign countries
- Development of light aircraft, gliders
- Laying down airworthiness to such aircraft
- Processing amendments to the Aircraft Act 1934 and the Aircraft Rules 1937, and other Acts relating to aviation, with vies to implementing in India the provisions of the Chicago convention of annexes and other international conventions relating aviation.
- Type certification of aircraft.
- Registration of civil aircraft

Directorate General of Civil Aviation

- Deputy Director General
- Deputy of Administration
- Deputy of Aerodrome Standards
- Deputy of Air Safety
- Deputy of Air Transport
- Deputy of Airworthiness (Inspection)
- Deputy of Flight Inspection
- Deputy of Flying Training
- Deputy of Regulations and Information
- Deputy of Research and Development
- Deputy of Training and Licensing
- Representative of India on the Council of I.C.A.O.

Directorate of Research and Development**Functions**

Research and Development Directorate has following functions are:

- Type certification of civil aircraft, engines and propellers
- Type approval of equipment, instruments and accessories of aircraft
- Approval of design organization engaged in design and development of civil aircraft and aircraft parts
- Development of design and airworthiness codes and civil aviation requirements
- Approval of modifications and repair schemes of civil aircraft
- Airworthiness and operational monitoring of Cockpit Voice Recorders and Digital Flight Data Recorders
- Development testing of indigenous aircraft materials, parts, equipment etc.
- Laboratory investigation of service field parts and components of samples including aircraft
- Economic of aircraft operation and performance evaluation
- Human resource development on airworthiness engineering and regulatory aspects through training courses and seminars.

Bureau of Civil Aviation Security

The Bureau of Civil Aviation Security (BCAS) is headed by in Indian police service officer of the rank of director general of police, designated as commissioner of security civil aviation. The BCAS has its headquarter at New Delhi and four regional offices located at Delhi, Kolkata, Mumbai and Chennai airports each under a Regional Deputy Commissioner of Security. The commissioner of security (Civil Aviation) BCAS, has been designated as the appropriate authority for civil aviation security in India. The BCAS is also responsible for issue of airport entry permit to the personnel of organizations like airlines, Airports Authority of India, Airport Security Units and Aviation Security Group etc. they have certain duties at the airports. The national Civil Aviation Security Training Programme is approved by the Government of India and being implemented by all agencies concerned to have aviation staff better trained. The bureau has training – cum – demonstration center, equipped with the latest audio – visual aids at its New Delhi headquarter and four regional offices where trainings of aviation security are organized for the staff of airport operators regulated on cargo agents and aviation security group of central industrial security force, police officers of the rank of sub inspectors and above.

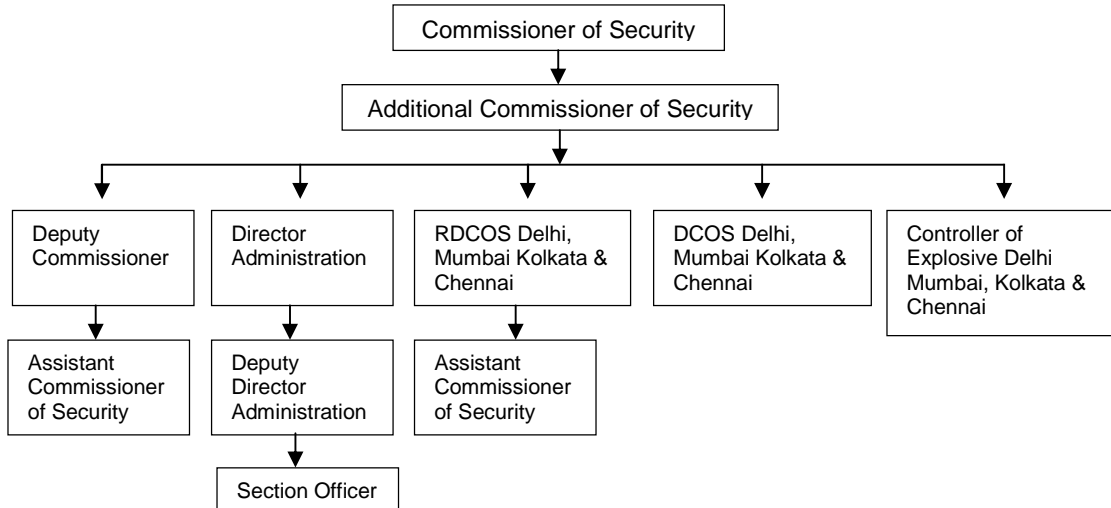
Functions

Functions of the Bureau of Civil Aviation security are as follows:

- Laying down aviation security standards accordance with annex 17 to Chicago convention of International Civil Aviation Organization for airport operators, airlines operators and their security agencies responsible for implementing AVSEC measures.
- Monitoring the implementation of security rules and regulations and carrying survey of security needs
- Ensure that the persons implementing security controls are appropriately trained and possess all competencies required to perform their duties

- Planning and co – ordination of aviation security matters
- Surprise and dummy checks to test professional efficiency and alertness of security staff.
- Mock exercise to test efficiency of contingency plans and operational preparedness of the various agencies

Bureau of Civil Aviation Security

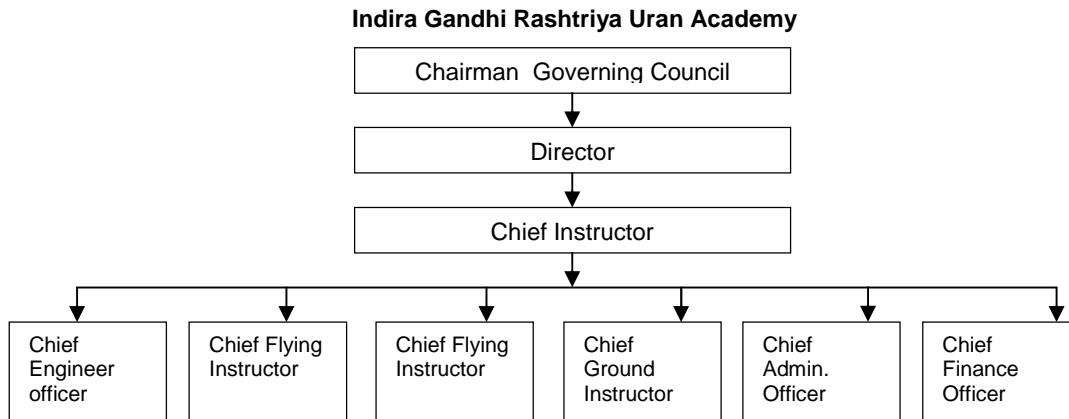


Central Industrial Security Force

Security functions at all the airports in the country were performed by police personnel requisitioned from State Government till January 2000. In the back drop of hijacking of India airlines aircraft (IC - 814) in December 1999, airport security matters were reviewed by the Ministry of Civil Aviation. It was decided that in order to bring uniformity of practices and procedures and ensure effective control and supervision of the Ministry of Civil Aviation, airports security should be entrusted to a single dedicated force instead of different state police force with divergent work culture and practices. In additions they have been able to bring about a higher level of security awareness among all agencies operating at the airports, including the passengers. Aviation security group of CISF is passenger friendly without compromising of security; ASG is committed to provide a safe and secure environment at all the airports under its charge. The dual objective of the ASG is to ensure that air travel is absolutely safe and passengers can carry a pleasant experience of airport security.

Indira Gandhi Rashtriya Uran Academy

The Indira Gandhi Rashtriya Uran Academy (IGRUA) was established on 21 march 1985 as a national flying school near Rar Bareilly in Uttar Pradesh, and was intended to produce well trained pilots and to bring out a major improvement in standards of flying and ground training of commercial pilots in the country. The Academy is equipped with audio-visual and simulator aids, computer based training system and facilities for ground training with its own runway, air traffic control and two hangers. A review of the existing infrastructure of Indira Gandhi Rashtriya Uran Academy was undertaken by committee set up under the chairmanship of Captain N.K. Dawar Ex-Director, Indira Gandhi Rashtriya Uran Academy. The committee has recommended suitable modernization, renovation and up gradation of infrastructure of the Indira Gandhi Rashtriya Uran Academy, with a view to enhance the number of trainees being trained at Indira Gandhi Rashtriya Uran Academy from 40 to 100 trainees per course for commercial pilot license (CPL) Action is in hand to implement this recommendation by taking up requisite civil construction, procurement of aircraft and other training related items. In order to commence the ab-initio to CPL training course, Indira Gandhi Rashtriya Uran Academy has procured 6 Zlin Z 242L aircraft from M/s Moravan Aeroplanes of Czech Republic at an estimated cost of Rs. 616.64lakh. All six aircraft have been delivered and two of these have already been inducted in the training programme of Indira Gandhi Rashtriya Uran Academy.



Flying Training School – Gondia, Maharashtra

The Ministry of Civil Aviation has proposed to establish a premier pilot training institute at Gondia, Maharashtra to augment the ongoing efforts of Flying Training schools for increasing the number of qualified and well trained pilots, to tackle the huge demand for pilots in the industry, The planning commission has approved the proposal “in principle” for setting up of a Primer Flying training Institute of Gondia, Maharashtra during the tenth five year plan period. The Airports Authority of India has taken over the existing land measuring 321.54 hectares from the State government of Maharashtra on 31 December 2005 at Gondia. Additional land measuring 84.38 hectares has also been taken over on 31 December 2005 from Maharashtra Government by airports Authority of India on payment basis. The terms and condition of payments would be finalized in the MOU which is to be signed between Airports Authority of India and Government of Maharashtra. The proposed institutes to be registered as a subsidiary company of Airports Authority of India and is eventually planed to be run on JV basis with the participation of aviation stakeholders.

Air India

Air India was established in 1953 under the Air Corporation Act, 1953 to provide safe effective adequate economical and properly co-ordinate internal air transport services. The undertaking of Air India was transferred to and vested in Air India Limited, a public limited company under the companies act, 1956 with effect from 1st march 1994, after the Air Corporations (transfer of undertaking and repeal) ACT, 1994 came into effect. Air India owns a fleet of 16 aircrafts consisting of two B747-300, six B747-400 and eight A310-300. In addition, Air India has inducted five B747-400, one B747-400 (Combi), three B777-200ER and twelve A310 - 300 aircraft on dry lease basis. Thus taking the total number of aircraft in air India's fleet to 37. Air India operated 200 flights per week serving 56 stations. These are 43 international and 13 domestic. Out of the 43 international points, Air India's own aircraft operate to 19 points, code share points account for 15 and air India's own along with code share flights account for the balance 9 during the year 2004-05 air India carried approx 4.4 million passengers by its scheduled flights Air India has four subsidiary companies viz. Hotel Corporation of India Ltd. Air India Charters Ltd Air India air Transport Services Ltd and Air India Engineering Services Ltd.

- Air India Air Transport Services Ltd incorporated to bring the ramp and ground handling activities under one agency to reduce cost platform and to offer competitive rates to other of airlines with a view to furthering the ground handling business of Air India. Air India Transport Services Ltd. has started its operations in the year 2005 and is providing ground handling services to Air India flights at Ahmedabad Amritsar and Calicut
- Air India Engineering Ltd. Incorporated to carry out engineering and other allied activities for Air India as well as for third parties and airlines.
- Air India express a budget carrier was launched on 29 April 2005 under the aegis of Air India Charters limited. The fleet comprises of three B737-800 leased aircraft, one of them which operates from Mumbai and Delhi to Abu Dhabi and Muscat and two aircrafts operate from Kerala to Dubai, Abu Dhabi and Muscat Alain and Salalah.

- The Hotel Corporation of India Limited is a public limited company wholly owned by Air India Limited and was incorporated on 8 July 1971 under the Companies Act, 1956. When Air India decided to enter the hotel industry in keeping with the prevalent trend among world airlines. The objective was to offer the passengers a better product, both at the international Airports and at other places of tourist's interest, thereby also increasing tourism in India. However, in 2002-2003, three properties of Hotel Corporation of India viz. Indo Hoke Hotel Limited (Centaur Hotel Rajgir), Centaur Hotel, Juhu Beach and Centaur Hotel, Mumbai airport were sold of the remaining units of Hotel Corporation of India are Centaur Hotel Delhi Airport, Centaur Hotel Lake View, Srinagar and Flight Kitchens at Delhi and Mumbai.

Indian Airlines

Indian Airlines was set up under the Air Corporation Act, 1953 with an initial capital of Rs. 3.25 crore at its corporate headquarter at Delhi. The undertaking of Indian Airlines was transferred to and vested in Indian Airlines Limited with effect from 1st March 1994 in pursuance of the Air Corporation (transfer of undertaking and repeal) Act 1994. It has four regional offices located at Mumbai, Kolkata, Delhi and Chennai. Its main objective is to provide safe, efficient, adequate, and economical and properly co-ordinate air transport services. Indian Airlines is the major domestic air carrier of the country. Indian Airlines operates to 58 domestic stations along with its wholly owned subsidiary airlines Allied Services Ltd. (Alliance Air). Besides Indian Airlines also operates to 19 international stations. The Indian Airlines presently has fleet of 67 aircraft comprising -3A-300s, 47A-320s (including 17 leased), 11 B-737s, 02 Dornier Do 228 and 4 Air-42-320 leased. All B-737 and ATR aircraft are operated by Alliance Air. The government has approved the proposal of Indian Airlines Limited for acquisition of 43 aircraft comprising of 19 A319, 4A320 and 20 A 321 all powered with CFM-56-B engines from Airbus on 29 September 2005. The purchase agreement has been executed on 20 Feb 2006.

Alliance Air

The Alliance Air was set up on 15 April 1996 as a separate company envisioned to function as profit centre of Indian Airlines Limited to effectively utilize the Boeing 737 aircraft fleet and to improve productivity and profitability of Indian Airlines Limited by aiming optimum utilization of available resources (including manpower) with Indian Airlines Limited and wherever considered essential to be supplemented by Alliance Air. Alliance Air has taken on lease 4 ATR-42 aircraft and commenced scheduled operation in the North East Region with effect from 2 January 2003. These aircrafts have been deployed exclusively in the North East Region in terms of MOU with the North Eastern Council. In return a budgetary support of Rs. 175 crore is being provided over a period of five years (annual budget of Rs. 35 crore) by the NEC during the 10th Year plan. Throughout the period of this MOU, North Eastern Council is required to facilitate Alliance Air in obtaining concessions on ATF, landing RNFC rates, etc., wherever available. The MOU is effective from the financial year 2002-03 for a period of five years. Besides the ATR aircraft, Alliance Air operates B 737-200 aircraft on various regional and trunk routes.

Airports Authority of India

The International Airports Authority of India (IAAI) was set up in 1972 for managing the international airports at Bombay, Kolkata, Delhi and Chennai. Trivandrum was also designated as an international airport on 1st January 1991 and entrusted to IAAI for its management. The National Airports Authority (NAA) was established in June 1986 by an Act of Parliament to provide safe and efficient air traffic control service across Indian air space, including over flights, aeronautical communications services, rescue and fire fighting services, and also plans, develop and construct domestic civil aerodromes across the country and to update navigational and communication systems in the country.

Liberalization of the air transport in the early 1990 brought with it the need for an apex body to control the airport network in the country. This led the government to merge the two nodal agencies, International Airport Authority of India and National Airport Authority into one amalgamated organization – The Airports Authority of India (AAI) which came into existence on 1 April 1995 and since its inception, has made marked attempts to improve the airport infrastructure in the country to sustain manner. AAI has laid emphasis on developing capacities of the major airports and also modernization in air traffic management systems. To improve the navigational, surveillances and communications system, AAI installed doppler very high omni range equipment at strategic aerodromes like Nagpur, Bhubaneswar, Leh, Srinagar and Trivandrum, among others as also instrument landing systems and high power distance measuring equipment at major airports in the country. In a major technological development, the authority has embarked on a change of technology from ground based to satellite based communications,

navigations and surveillance system. Airports Authority of India(AAI) manages 126 airports, which include 13 international airports, 89 domestic airports and 265 civil enclaves at defenses airfields. AAI provides air navigation services over 2.8 million square nautical miles of airspace. AAI's sphere of activities spreads over multiple domains to achieve its corporate mission of progress through excellence and customer satisfaction with world airport and traffic services fostering economic development some mean activities of Airport Authority of India are as follows:

- **Passenger Facilities**

Improvement of passenger facilities is a continuous process. Airports Authority of India has to cater to much demand of customers who work up in globalization have the exposure to the best of facilities are available on other international airports in the world over and the airlines operators virtue in their nature. Operations are exposed to the best of facilities and services available at other international airports. Airports Authority of India has been continuously striving to meet these challenges Customer satisfaction surveys conducted periodically by outside agencies has been a vital source of feedback on the deficiencies of the system has also the expectations of the travelling public. It has been our endeavor in Airports Authority of India to address these issues on priority.

- **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 and Development Agency, European Union, Air services Australia and the French Government, Co-operative projects and studies and initiated to gain their experience. Through these activities more and more executives of Airport Authority of India are being exposed to the latest technology modern Practices and procedures are being adopted to improve the overall Performance of airports and air navigation services.

- **Security**

Security arrangements at airports have become an important parameter for airports and airline operations. A number of security systems like x-ray baggage inspection system. door frame metal detector, hand held metal detectors, close circuit television etc. have been installed at various airports .Airports Authority of India is now Concentrating on making the security arrangements for more Passengers friendly. Security personnel are being trained to be Courteous and avoid physical frisking of the passengers but at the same time to be cautious and vigilant. Security personnel are also being trained to provide assistance to passengers at the airports. More number of frisking kiosks, x-baggage inspection system etc. are being added to speed up transit of passengers through the security gates. More open and spacious look has been given to the terminal building by replacing the opaque partition walls with low level glass partitions.

- **Human Resources Development and Training**

A large pool of trained and highly skilled manpower is one of the major assets of Airports Authority of India. Development and Technological advancements and consequent refinement of operating standards and procedures, new standards of safety and security and improvements in management techniques call for continuing training establishments, viz. National Institute of Aviation Management and Research (NIAMAR) in Delhi, Civil Aviation Training College(CATC) in Allahabad, Fire Training Centers at Delhi and Kolkata for inhouse training of its engineers, air traffic controllers, rescue and fire fighting personnel, etc. NIAMAR and CATC are member of International Civil Aviation Organization TRAINAIR Programme under which they share standard training packages from a central pool for imparting training on various subjects .Both CATC and NIAMAR have also contributed a number of central pool under international Civil Aviation Organisation TRAINAIR programme. Foreign students have also been participating in the programmes being conducted by these institutions.

- **Information Technology Implementation**

Airports Authority of India appreciates the role of information Technology in enhancing operational and managerial efficiency and Improvement of its overall performance. It is being progressively inducted in various departmental functions to enhance transparency and efficiency of the organization. Major airports have already been networked and video conferencing facility has been

provided on this network to facilitate speeding up the decision making process. Dissemination of information on this network has not only ensured reliability of communication but also improved facilitation to the customer as well as to the employees of Airport Authority of India.

- **Future Airport Building Concepts**

The new concept for upcoming terminal building include features such as structured steel with toughened glass glazing, granite stone and vitrified tiles for floors, vertical air conditioning system for terminal buildings, aerobridges with glass walls, walkway, online baggage screening system, integrated building management system, intelligent terminals, improved traffic management on the city side etc.

- **Strength of Airport Authority of India**

Trained, experienced and skilled manpower, modernized air traffic system, sound infrastructure base for further development, IN- house training facilities for all disciplines of airport operation consistently good financial performance, sufficient internal resources, availability of land and surplus capacities of airports are some of identified strengths of AAI.

- **Safety Management System**

Current activities include implementing International civil aviation organization universal safety oversight audit programme Airports Authority of India is also undertaking the aerodrome certification and establishment of safety management system Airports Authority of India has co-ordination Indian Meteorological Department who is preparing a road map for the upgradation of meteorological facilities at the airports This would include provision of new and upgraded equipments, web based meteorological information, interfacing of Met computers with air traffic services automation system at Delhi and Mumbai for enhancing the efficiency of pilots and controllers .Advanced surface movement guidance and control system is being installed to support the category III BLS operations at Indira Gandhi International Airport This system will enhance the ground surveillance and facilitate efficient air traffic control functions to ensure safe movement of aircrafts and vehicles on ground in the operational area especially during poor visibility conditions

- **Global participation and Global Co-operation**

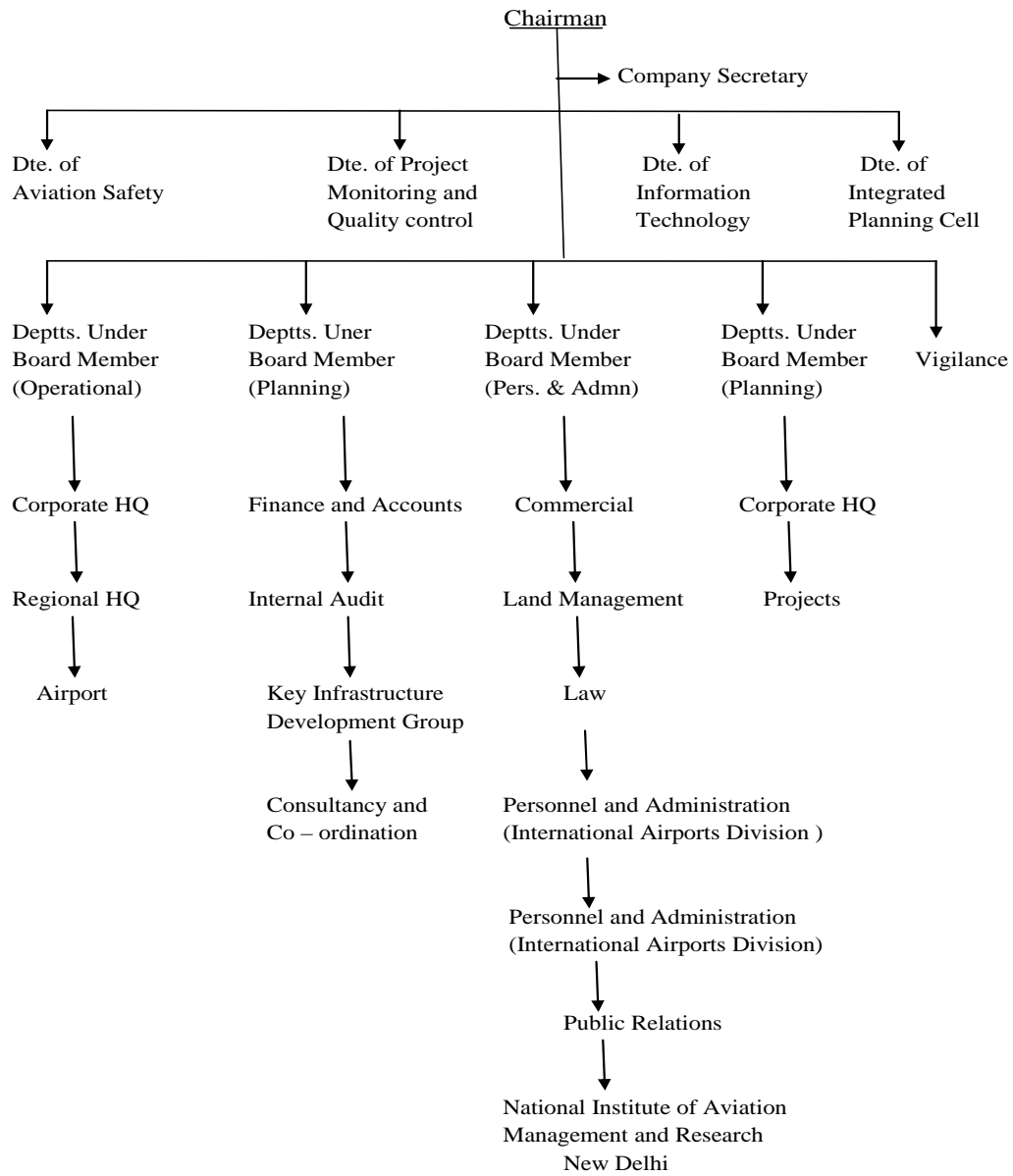
Airports Authority of India is a member of Airports Council International and Civil Air Navigation Services Organization (CANSO) whose headquarters are situated at Geneva and Zurich respectively Recently the Chairman Airports Authority of India was elected to executive committee of CANSO Airports Authority of India has signed memorandum of understanding with other international aviation organizations like air services of Australia Federal Aviation Administration and Aero Thai for enhanced co-operation activities related to air traffic services The memorandum provides for exchange of information about the developments taking place in field related to air traffic services activities

Functions

The main functions of Airports of Authority of India are as follows:

- Control and Management of the Indian airspace extending beyond the territorial limits of the country, as accepted by International Civil Aviation Organization.
- Design, development, operation and maintenance of international and domestic airports and civil enclaves.
- Construction, modification and management of passenger terminals.
- Development and management of cargo terminals at international and domestic airports.
- Provision of passenger facilities and information system at the passenger terminals at airports.
- Expansion and strengthening of operation area viz. runways aprons, taxiway etc.
- Provision of visual aids
- Provision of communication and navigational aids viz.

AIRPORTS AUTHORITY OF INDIA



National Institute of Aviation Management and Research

Airports Authority of India conducts courses in all technical and non-technical disciplines of airport management namely, airports operation ,air cargo, airport engineering construction, airport commercial ,airport finance aviation law, human resources development including personnel management, non scheduled programme are also organized and conducted depending on the needs of various functional department. 51 programmers were organized with the trainee output of 1063 from April to December 2008.

Pawan Hans Helicopters Limited

The Pawan Hans Helicopters Ltd.(PHHL) is one of India's leading helicopter companies and is known for its reliable helicopter operations. Pawan Hans is a leader in providing offshore helicopter support in India. Its helicopters fly under a variety of conditions for carrying out ONGC tasks at Bombay High and Hardeep Exploration of Chennai. It also meets the requirements of the government of Punjab (VIP transportation) and PSUs such as NHPC for carrying men and material to their project sites. PHHL also maintains Dauphin AS 365N3 helicopter owned by the Government of Karnataka.

During the season (May- June and September-October), the company also operates regular passenger flights to Kedarnath Shrine from Augustmuni. Pawan Hans Helicopter Ltd. has two helicopters on wet lease basis to outside party for running passenger services to Shri Amarnath Dham during yatra season. The company has been maintaining excellent financial results year after year and paying dividends to its shareholders. Its corporate office is located at Delhi with regional offices at Delhi and Mumbai. The Directorate General of Civil Aviation approved training school which is being run for the technical personnel and simulators are installed at Delhi and Mumbai. The Directorate General of Civil Aviation approved training school which is being run for the technical personnel and simulators are installed at Delhi and Mumbai to provide periodic instrument training to the pilots. Pawan Hans Helicopter Ltd. has an approved maintenance centre to carry out servicing of Dauphin series helicopters and is part of Eurocopter network of Authorized Maintenance Centres worldwide to carry out the above servicing in India and other South-East Asian countries.

Conclusion

Really it is a recommendation that is in addition to re-defining the responsibilities of the government and the private sector. Now it is proposing an approach to aircraft inspection system. Both are attached each other. Proposing guidelines for administrative, should be assured aircraft safety on the standard level. Aviation Council's recommendations also reflect the change in the environment of the aircraft. Inspecting system in Japan as well as overseas. The government is requested to implement the measures required on the basis of this recommendation without fail and soon as possible. Review of the aircraft inspection system will mean re-definition of the responsibilities of the government and private firms. At any rate, it goes without saying. The government takes a step in all relevant administrative solutions to increase aircraft safety. Apparently the private firms should also realize that their responsibilities for assuring aircraft safety. It is necessary to increase new areas for they will be delegated responsibility. They are called upon to satisfactorily fulfill their new roles. Along with the progress in aerospace technologies and changes in the international situation the environment surrounding the aircraft inspection system will witness changes both at home and abroad.

References

- ❖ Annual Report(2005-06): Ministry of Civil Aviation, Government of India Delhi.
- ❖ Annual Report(2008-09): Ministry of Civil Aviation, Government of India, New Delhi.
- ❖ Datt Rudder and Sundharam K.P.M.(2006): Indian Economy, S. Chand and Company Ltd. New Delhi.
- ❖ India (2007): Ministry of Information and Broadcasting Government of India New Delhi.
- ❖ www.hci.com
- ❖ www.igrua.com
- ❖ www.dgca.nic.in
- ❖ www.airindia.com
- ❖ www.bcasindia.com
- ❖ www.airportindia.org.in
- ❖ www.indianairlines.com

