8th Annual Conference on
AIRPORT DEVELOPMENT IN INDIA
New Opportunities and Best Practices
January 22-23, 2014, The Imperial, New Delhi

Organiser:
Co-sponsor so far*:

*Lead and Co-sponsorship slots are still available
The year 2012-13 was a tough one for the Indian civil aviation sector. The country’s air traffic fell for the first time in over a decade. The airline industry also reeled under the double pressure of increasing crude oil prices and higher cost of capital, leading to poor financial performance.

However, on a positive note, airport traffic has shown an upward trend in the first five months of 2013-14 (April-August), increasing by 6.9 per cent over the same period of 2011-12 to 70.3 million.

The government has also launched various initiatives to stabilise the sector. On the one hand, the MoCA has opened up the FDI route for foreign carriers to invest in Indian companies. On the other, it has taken up the issue of state levied taxes on ATF with various state governments and the Ministry of Petroleum. The opening up of FDI has led to various players such as Etihad Airways and AirAsia preparing to enter the market, which is sure to translate into better connectivity to Indian airports.

The AAI is doing its bit to create additional capacity at airports. It has completed the modernisation of 40 non-metro airports, along with the modernisation of the Kolkata and Chennai international airports. The AAI is currently in the process of privatising the operations of 15 major airports, six of which, including Kolkata and Chennai, will be bid out in the first phase. Requests for qualification documents have been floated for all six.

The metro airports are mostly complete and are now focusing on city-side development. Meanwhile, the MoCA has drafted a policy for improving regional connectivity. As part of the exercise, about 110 Tier III cities have been identified, where airports will be built or the existing airstrips upgraded, to make them ready for air services.

Among greenfield airports, the ministry’s priority project remains Navi Mumbai, followed by others such as Pune, Sriperumbudur, Patna and Goa. Of the 15 greenfield airports approved, the Durgapur Aerotropolis is the only one to have been inaugurated. It is essential for all stakeholders to ensure faster progress on these projects.

At the same time, there is much to learn from the experience of Delhi, Mumbai, Bengaluru and Hyderabad, in areas such as non-aeronautical revenues, user fees and airport operations. The airports have also served as case studies for operational challenges faced by developers, providing lessons for future projects.

The airport industry like other sectors is also under pressure to focus on sustainability and energy efficiency. The other areas of attention are safety and use of smarter technologies.

The mission of this conference is to focus on the new airport development opportunities – six AAI airports being privatised, Navi Mumbai and other greenfield airports, low-cost airports, etc. It will also showcase noteworthy projects, best practices and most promising technologies.

Target Audience

The conference is targeted at:

- Existing airport operators
- Airlines
- New/Potential airport operators
- Airport service providers
- Aviation fuel sellers
- Engineering and construction firms
- Market analysts
- Management consultants
- Policymakers and regulators
- Technology and product marketers
- Financial institutions
- Legal firms, etc.

Previous participants

The organisations that participated in our previous conferences on “Airport Development in India” include AAI, AECOM, Air India, Alcatel Lucent, ARUP, Autodesk, Axis Bank, Bahrain Airport Services, Bangalore International Airport, Basler & Hofmann, Bengal Aerotropolis Projects, Beumer Technology, Bird Group, BPCL, BPW Consulting & Marketing, Bureau of Civil Aviation Security, Canada High Commission, CAPA, Cavotec, CH2M Hill, CIDCO, Cochin International Airport, Creative Group, Delhi International Airport, E&Y, Elg, EIL, Essar, Frischmann Prabhhu, Gammon, Gmp International, Garfild Automation, Gannan Dunkerely, GE, GIDB, Gildepath, GMR, Guneb, HCL, Hochfeld, Honeywell Automation, HPCL, HUDCO, Hyderabad International Airport, ICICI, IDFI, IL&FS, Indian Airlines, ICIL, Indian Oil Sky Tanking, IndiGo Airlines, Indra Sistemas, ITD Cementation, JSPL, KPMG, Lahmeyer, Lanco, Larsen & Toubro, Lockheed Martin, Lodha Group, Louis Berger, Meg, MBL, McNally Bharat, Merlinhawk Aerospace, MIDC, Mitsubishi Corporation, Mott MacDonald, Morpho Detection, Mumbai International Airport, Mundra Port & SEZ, NACO, NATS, Populous, Puri Lloyd, PwC, Regional Airport Holdings, Reliance Infrastructure, RITES, Rolta, SAI Consulting, SBI Capital, SAP, Schindler, Shell Bitumen, Siemens, Siemens ADB, Simplex, Spain Business Overseas, SpiceJet, TCE, TIDCO, Tyco Security, UNISYS, Vander Lande, Vinci Concessions, Wipro, etc.

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AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK
- What have been the key sector trends over the past couple of years?
- What are the key areas of concern for the sector?
- What is the future outlook?

GOVERNMENT PERSPECTIVE
- What have been the key policy initiatives taken in the past one year?
- What are the key areas of concern?
- What are the future priorities?

REGULATOR’S (AERA) VIEWPOINT
- What has been the experience of AERA so far?
- What have been the key challenges?
- What are the future priorities?

UPDATE ON METRO AIRPORTS
- What is the status of ongoing projects at metro airports (Delhi, Mumbai, Hyderabad, Bengaluru)?
- What are the future expansion plans/priorities at key metro airports?
- What are the key challenges and lessons?

AAI’S PERSPECTIVE
- What is the status of project implementation at various AAI airports?
- What has been the experience? What have been the challenges?
- What are the priorities for the next five years?

PRIVATISATION AT AAI AIRPORTS
- What are the AAI’s plans with respect to privatisation of its airports?
- What are the terms and structures for these contracts (contract value, scope of work, expected rate of return, etc.)?
- What are the expected timelines?

FOCUS ON LOW-COST AIRPORTS
- What are the plans for the development of low-cost airports?
- What models will these be based on?
- How is the AAI planning to finance these airports?
- What steps are being taken to enhance regional connectivity?

GREENFIELD AIRPORT DEVELOPMENT I – UPDATE ON NAVI MUMBAI AIRPORT
- What is the current status?
- What are the targets for the next few months?
- What challenges are being faced at present?

GREENFIELD AIRPORT DEVELOPMENT II – PROGRESS ON OTHER AIRPORTS
- What are the new project announcements (Durgapur, Goa, Kannur, Chakan, Sriperumbudur, etc.)?
- What is the current status of key projects?
- What is the roadmap going forward?
- What are the key challenges?

DEVELOPING CARGO AND MRO MARKET
- What projects/initiatives have been taken for developing cargo and MRO infrastructure at airports?
- What are the opportunities going forward?
- What strategies need to be followed to support development of such infrastructure?

NEW AIRPORT MODELS AND CITY-SIDE DEVELOPMENT
- What are the key projects that have been undertaken so far at airports?
- What are the plans at key airports going forward?
- What are the global best practices?
- What are the opportunities?
- What are the key issues?

CHALLENGES IN AIRPORT OPERATIONS AND MANAGEMENT
- What are the operational challenges faced by airport developers (meeting energy and water requirements, technology integration, passenger communication, baggage sorting, ground handling, airside congestion management, etc.)?
- What strategies are being followed to address these challenges?
- What are the global best practices?

CONSTRUCTING SMARTER AIRPORTS
- What are the recent advancements in technology at airports?
- What can be learnt from global experience?
- Which technologies going forward are best suited to Indian airports?

FOCUS ON SUSTAINABLE/GREENER AIRPORTS
- What are the green techniques being used for construction of airports?
- What are the global best practices (carbon footprint reduction, mitigating airport pollution, etc.)?
- How can Indian airports focus on cleaner operations (ground handling etc.)?

ENHANCING SAFETY AT AIRPORTS
- What are the safety challenges for the future?
- What strategies are being followed to make airports safer?
- What technologies are being deployed globally in this area?
- What can be emulated from global best practices?

Delegate Fee
- The delegate fee is Rs 22,500 for one participant, Rs 37,500 for two, Rs 52,500 for three and Rs 67,500 for four. There is a special low fee of Rs 5,000 per participant from AAI.
- A service tax of 12.36 per cent is applicable on the registration fee.

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Registration Fee

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Organisers

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