10th Annual Conference on

AIRPORTS IN INDIA

Trends and Developments; Opportunities and Challenges

January 28-29, 2016, Hyatt Regency, New Delhi

Organiser:

Co-sponsors*:

*Lead and Co-sponsorship slots are available
With the government releasing the New Draft Civil Aviation Policy (NCAP 2015) for public consultation, and with traffic growth back to pre-crisis levels, the Indian civil aviation sector is set for exciting times ahead.

After a 12.5 per cent revival in 2014-15 over 2013-14, passenger traffic growth is being sustained in the sector during 2015-16. During the first seven months of 2015-16 (April-September), passenger traffic at Indian airports increased by 16.8 per cent over the same period 2014-15, recording footfalls of around 91.2 million passengers.

Further, the buoyant growth in air traffic is expected to be maintained at 12-14 per cent per annum over the next two years.

NCAP 2015 will be launched with a vision of creating an ecosystem enabling 300 million domestic ticketing by 2022 and 500 million by 2027. The draft has addressed several critical areas such as route dispersal guidelines, taxation of MRO services, code-share agreements, airport charges, and the ground handling of aircraft. It also lays particular emphasis on providing affordable regional connectivity across the country.

In terms of airport infrastructure, most major airports had already completed terminal expansions in previous years, and the focus is now shifting to technological upgrades. Advanced baggage handling systems have been installed at Kolkata and Chennai, while pilots are planned for Mumbai and Bengaluru. Other passenger-facilitating technologies such as mobile boarding passes, self check-in kiosks, and handheld ticket validators are also gaining popularity.

Following the trend of improved passenger facilitation, AAI is also planning to introduce automated self check-in and baggage drop systems at 13 airports. In addition, the roll-out of baggage reconciliation systems at 36 AAI-managed airports has begun and the system is expected to be operational by 2016.

On the greenfield airports front, however, progress has remained slow. Of the 21 greenfield airports with in-principle approval, only the Durgapur airport (Assam) has commenced commercial operations. The two biggest greenfield projects in terms of investment, Mopa (Goa) and Navi Mumbai (Maharashtra), have remained under bidding for the past year.

Meanwhile, the operationalisation of GAGAN has been a significant step in putting India on the ANS map. Further, the installation of new technical block-cum-control towers is planned at airports in Kolkata, Jabalpur, Guwahati, Khajuraho and Shillong, among others.

The safety and security aspects of airports are also receiving increased attention. In April 2015, the US Federal Aviation Administration upgraded Indian aviation to Category 1 under its International Aviation Safety Assessment Program, a year after the rating was cut, following corrective action by the DGCA.

The sustainability of airport projects is also being focused on, with developers investing in greener designs and increased energy efficiency. As part of the green initiative, AAI is laying special emphasis on setting up solar power plants at airports in Kolkata, Jaipur, Chandigarh, Jaisalmer, Bikaner, Kishangarh, Amritsar and Lucknow.

The mission of this conference is to provide an update on the recent trends and developments in the sector and to examine NCAP 2015 and its likely impact. The conference will also focus on best practices in airport operations as well as the most relevant technologies and solutions. It will also discuss the challenges facing greenfield airport development.

The conference is targeted at:

- Existing Airport Operators
- New/Potential Airport Operators
- Policymakers and Regulators
- Aviation Fuel Sellers
- Airport Service Providers
- Airlines
- Market Analysts
- Engineering and Construction Firms
- Airport Security & Technology Firms
- Communication Solution Providers
- Architecture & Design Consultants
- Equipment Manufacturers
- Management Consultants
- Technology and Product Marketers
- Financial Institutions
- Legal Firms
- etc.

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.

A service tax of 14.50 per cent is applicable on the registration fee.

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**AGENDA/STRUCTURE**

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

**NEW DRAFT CIVIL AVIATION POLICY (NCAP 2015)**
- What are the key features of the policy?
- What changes in regulations (route dispersal, 5/20, regional connectivity, etc.) have been introduced for airlines?
- What is the likely impact (medium and long term) on the sector? What are the long-term goals?

**REGULATORY VIEWPOINT**
- What has been the experience (milestones and challenges) of AERA so far?
- What are the regulatory changes introduced under NCAP 2015?
- What are the future priorities?

**AAI PERSPECTIVE**
- How has the experience of operating airports been over the past few years?
- What are AAI’s plans for expansion at airports? What are the plans and timelines for the Jaipur and Ahmedabad O&M contracts?
- What are the steps being taken to improve financial and operational efficiency at airports?

**PRIVATE PERSPECTIVE**
- What has been the experience so far?
- What are the key issues and challenges and what are the lessons learnt?
- What are the future expansion plans, priorities and new opportunities at PPP airports?

**UPDATE ON NAVI MUMBAI AND MOPA**
- What is the current status of the Navi Mumbai and Mopa airports?
- What are the timelines?
- What are the key issues and the lessons learnt?

**REGIONAL AIRPORT DEVELOPMENT**
- What is the current status? What are the new project announcements?
- What are the challenges faced? Are they likely to be resolved?
- What is the way forward?

**DEVELOPING ANCILLARY INFRASTRUCTURE (Cargo and MRO)**
- What is the current status of ancillary infrastructure (cargo and MRO) in India?
- What is the likely impact of NCAP 2015 on the ancillary sectors?
- What are the key challenges being faced? What are the opportunities, going forward?

**AIR NAVIGATION SERVICES**
- How has the experience with GAGAN been so far?
- What are the steps being taken to improve ANS, CNS, and air safety?
- What initiatives can be expected in the next few years?

**CUSTOMER/AIRLINE PERSPECTIVE**
- What has been the experience at Indian airports so far?
- What are the key issues and challenges being faced?
- What are the future needs and requirements of Indian airports?

**SMART AIRPORT DESIGNS**
- What are the recent advancements in airport designing?
- What are the global best practices?
- Which design technologies are best suited to Indian airports going forward?

**TECHNOLOGY FOR AIRPORT SECURITY**
- What are the new technologies being used to improve security at airports?
- What can be learnt from the global experience?
- What are the key challenges being faced in securing Indian airports?

**PASSenger FACILITATION: FOCUS ON BAGGAGE HANDLING AND PIS**
- What are the new technologies being deployed to improve baggage management (automated check-in; handling, sorting, reconciliation; tracking and recovery; etc.)?
- What new technology measures are being introduced to improve passenger experience (information and display systems; self check-in kiosks; etc.)?
- What can be learnt from the global experience?

**IMPROVING COMMUNICATION INFRASTRUCTURE**
- What role can advanced communication technology play in improving airport operations?
- What are some of the technology solutions (data, voice, and wireless solutions) in use?
- What are the global best practices and which ones are relevant to Indian conditions?

**FOCUS ON ASSET MANAGEMENT**
- What are some of the global best practices for optimising maintenance? What has been the Indian experience so far?
- What role can technology play in minimising asset maintenance costs?
- What are some of the noteworthy technology solutions for cost-effective maintenance?

**FOCUS ON GREENER SOLUTIONS: IMPROVING EFFICIENCY, REDUCING CARBON FOOTPRINT**
- What are the techniques being used to improve energy efficiency at airports?
- What are the technologies available for reducing the carbon footprint at airports (solar paneling, rainwater harvesting, etc.)?
- What are the greener techniques being used globally for the construction and operation of airports?
Registration Form

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Organisers

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