INTERNATIONAL CONFERENCE ON

EMERGING NEEDS AND DEMANDS OF AIRPORTS AND AIRLINES – A GLOBAL PERSPECTIVE

(11th & 12th of February, 2011)

Organised by:
Aviation sector is one of the core infrastructures and a cardinal segment that has been a rapidly growing segment of every economy including the Indian economy, and is one of the fastest budding industries. With the increasing globalization, and opening up of economies, consequential liberalization and revamping of freshly enriched aviation policies, new technological innovation, developments in civil aviation and liberal managements, privatization of airlines and airports, liberal and open skies bilateral and multilateral agreements are just some of the recent developments in the global aviation industry.

Deregulation and intensified global competition are compelling the aviation industry globally, to become increasingly responsive, competitive and resultantly more efficient by focusing on their consumer requirements and operations. The technological, infrastructural, institutional, economic and human challenges have prompted those in charge of airlines and aviation-related agencies to effect a shift in their policies and adapt to the latest innovative trends in the managements as well the usage of the technology in administration and better networking. The rapidly growing economies of India and China are no exception to the same.

New concepts of ownership and management, leasing and financing are the some of the emerging trends in India. From being a primarily, state owned industry opening up to the private players both in terms of Aviation & Airline operations had resulted in the aviation industry the phenomenal growth of the aviation industry leading to be dominated by a large number of private players, and low cost carriers. While most commercial airports belong to the public
sector, and it is complicated to get enough money or construct efficient
management teams within the controlled regulated governmental world. With
the privatization of Mumbai and Delhi airports, and the green field airports of
Bangalore and Hyderabad, and one such proposed airport at Navi Mumbai, are
evidences of such changing milieu of the aviation sector, and the transforming
attitude of the government towards privatization of the airport infrastructure.
The city side development has also taken the shape of a PPP (Public-Private
Partnership) model. In order to face these rapid changes in the industry, the
airport owners and operators are devising various schematic designs and
working out modules and one such scheme is that of the privatization of airports
to redress the grievance of the operators.

NALSAR University of Law, is organizing a two day International
Conference to focus on the emerging needs and demands of Airport and Airline
sectors for a sustained growth of the Aviation Industry, and to increase
awareness of the issues and requirements of this sector. For this reason, the
conference will focus primarily on the Airport Sector on the first day of the
conference, i.e., 11th February, 2011, and the Airline Sector shall be the area of
focus in the session conducted on 12th February, 2011. The conference will
provide a forum for government officials, industry leaders, academicians,
business executives and students to discuss the current trends in the said areas,
and to exchange best practices, develop solutions, and publicize new initiatives.
We have scheduled some of the most distinguished industry experts as speakers
from India and abroad representing both the sectors.

Further, research papers are invited on the broad themes mentioned. The
papers may be submitted on any of the above sub-themes, or any other relevant
theme within the ambit of the conference’s main theme. Abstracts should not be
of more than 1000-1500 words, and full papers are subject to a word limit of
8000-10000 words.
Invited Research Papers:

Civil Aviation Law is a sector of growth where there is a severe dearth of Legal professionals. What are the Key features of an engineering contract of the airport? Do we require a regulatory regime for airport bidding? These are some of the question that the conference seeks to answer through well researched discourse and discussions. Legal data therefore on the matter is much in demand and with this perspective the conference seeks to address certain issues of immense significance and invites research papers for the same.

SESSION ON OWNERSHIP AND MANAGEMENT OF AIRPORTS

1. Privatization, Commercialization and Related Policy Issues

With the increasing commercialization, the civil aviation policy needs to accommodate environmental concerns as well as air field/air space planning. The privatization of Delhi and Mumbai airports, the recently completed Greenfield airports in Hyderabad and Bangalore brought with them a series of legal issues of diverse natures ranging from slot allocation to airport safety, aero contractual claims vis a vis ADR, due diligence investment, security etc.

2. Joint Ventures and Public Private Partnerships

Research on PPP is also invited in the light of numerous governments around the world turning to privatization, as has been seen with Brussels Zaventem International Airport, to attract requisite investment capital and management expertise for their airports. This practice involves legal issues of
due diligence drawing and research from detailed reviews of airline/airport/lessor/supplier finances and operations is invited. Presenters can focus on their research under other broader themes viz. Joint ventures and project finance also.

SESSION ON AIRPORTS AND EMERGING LEGAL ISSUES

1. **Land Acquisition, Rehabilitation and Other Related Issues**

   Compensation is a major bone of contention in development of airport and civilians end up faced with tedious and lengthy litigation in courts. The conspicuous absence of a proper policy or body of accountability is one of the reasons for the current state of land acquisition litigation. The conference will address these issues and propose a policy to meet the current demands of the problems involved.

2. **Bidding, Leasing, Concession Agreements and Tender Contracts**

   Major bidding players are coming from the indian market as was seen in the recent victorious gmr group bidding war against aeroport de paris of charles de gaulles construction of the $360-million airport in male. While, the bidding of exeter international airport (uk) has shown that projects are moving at an ever increasing pace, the requirement for a separate bidding regime needs to be looked into.

SESSION ON SEZs AND OTHER ECONOMIC ISSUES

1. **SEZs Development**

   While Mundra Port & Special Economic Zone (MPSEZ) is planning to build an international airport in Mundra, two SEZs in Mumbai and Chennai are
also planning to have airports within the SEZ area. The MTHL Bridge, in Navi Mumbai, the proposed International Airport SEZ all contribute to enhance the premium commercial nature of the Ulwe (Airport) SEZ as an institutional hub and research on the legal issues of an SEZ airport is required.

2. Cost Effective Measures

The burgeoning economic success of ‘India Inc.’ is unquestionable. However in a time of ever increasing inflation rates the cost effective measures like low cost airports and examining the current re-fueling trends in airports must be employed to meet the requirements of the common man. Researchers can look into the legal possibilities and requirements of low cost airports.

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**DAY TWO**

**FEBRUARY 12TH 2011**

**AIRLINES AND EMERGING ISSUES**

The Conference seeks to foster discussions on policy making in the backdrop of Aviation industry having undergone a paradigm shift with Indian Aviation recording over 20% growth just before the economic crisis. Civil aviation Minister Praful Patel recently said that the airline industry in Asia has grown by 400% in a short span of about six-and-a-half years with emerging economies like China and India. Carriers in the Asia-Pacific region have posted highest profits ever of $7.7 billion in 2010, overtaking airlines in North America and Europe. With Globalization, Liberalization and Privatization of Aviation Industry comes a series of emerging policy related Legal and Economic Issues that need to be addressed for the smooth and unimpeded growth of the industry. The Conference seeks to address the ever expanding Airline sector’s requirement of think tanks in the form of personnel skilled in Business Development, Aviation Marketing law, Safety and Security, Aviation Law
Experts, Air Transport Managers, Human Relations Managers, Environmentalists etc.

Among the numerous issues emerging on the theme of AIRLINES, the conference will be divided into sessions that will seek to address the following sub-themes. Researchers are invited to present papers on themes mentioned blow or any topic of their choice related to the same.

SESSION ON CONSOLIDATION IN THE SKY:

While looking at survival of low cost airlines the conference will address developments in Project finance, Mergers, joint ventures and leasing. These being an indispensable part of the aviation industry it is essential that the issues arising out of these broad themes be addressed in the form of effective mechanisms. After Air India and Indian Airlines, Air Deccan airlines and Kingfisher Airlines merger resulted in a single entity operating since 2008. Jet Airways has inter-line agreements with 133 international airlines.

The Jet-Sahara deal has aroused much fear among other domestic airlines. Immediately after the merger announcement, smaller airlines such as GoAir, IndiGo, Air Deccan and Kingfisher had talks on forming an alliance. With the entry of new players in Indian skies viz. Mega Airways, Megapode Airlines, Easy Air, Star Air, Magic Air, Air One, Pioneer, Jagson, Indus Air and MDLR airlines, the sheer competition will force companies into mergers and joint ventures.
SESSION ON AIRLINE INSURANCE AND CONSUMER PROTECTION:

1. Aircraft and Passenger Insurance:

Following the terrorist attacks, aircraft crashes and other issues that have plagued the air transport industry, the European Union (EU) and some other countries have taken a notable interest in insurance requirements in the aviation industry. With the common transport policy in view and in order to foster consumer protection, the EU is attempting to ensure a proper minimum level of insurance to cover liability of air carriers in respect of passengers, baggage, cargo and third parties. While Passenger liability protects passengers riding in the accident aircraft that are injured or killed, in many countries this coverage is mandatory only for commercial or large aircrafts.

2. Liability, Consumer Protection and Related Issues:

On account of dramatic rise in the number of air travel customers suffering at the hands of delays, cancellations, expulsions of volcanic ash, strikes by Airways’ cabin crew, shortage of pilots and a plethora of other problems it is imperative to safeguard the consumer from Canceled flights, Lost/Delayed luggage, Fare decreases. In the light of legislations like the EU Regulation 261/2004 the conference seeks to establish discourse on measures to be adopted by Civil Aviation Authority bodies around the world. With Rynaa Airline reporting a loss of 50 million euros due to volcanic ash, we need to ensure a careful balancing of interests, since excessive rights to consumers may potentially result in massive loss to the airline due to the sheer volume of sequestered passengers.
SESSION ON DEVELOPMENT OF ALTERNATIVE FUELS AND ENVIRONMENTAL ISSUES:

Major Environmental concerns need to be tackled in the light of research that unambiguously proves that Emissions from international aviation has doubled between 1990 and 2008 (growth of 110%), with a stabilization in 2008. The average annual emission growth since 1990 has been 4.2%. The research in noise policy is inadequate as is blatantly obvious from the increased litigation, legislation, and feeble attempts at regulation. After looking at all the regulations, starting from multilateral treaties (e.g., Chicago Convention), bilateral air service agreements (e.g., US-EU Open Skies), regional agreements (e.g., European Noise Directive), and national agreements (e.g., US Airport Noise Directive) to local ones (e.g., specific airport balanced approach) this session will seek to address the following sub-themes also:

1. Maximizing technology and bio-fuel opportunities
2. Developing a global framework for aviation and Environment
3. Collaboration on operations
4. ATF and Taxation Issues

SESSION ON OPEN SKIES LIBERALIZED POLICY:

The conference will hold a panel to discuss the competition law, liberalized entitlements with UK, US, Australia and France which are being introduced to induce growth in the civil aviation sector. Apart from Mumbai, Delhi, Chennai and Kolkata, carriers from UK are being granted access to Bangalore, Hyderabad, and Cochin. Further, Indian carriers fly to Glasgow, Edinburg, and Bristol in addition to London, Manchester and Birmingham.
SESSION ON SAFETY, SECURITY AND TERRORISM

1. Safety:

With recent tragic events of Air India Express flight 812, the Libyan Afriqiyah Airways Crash in Tripoli, Poland crash, Hudson mid-air collision, Merpati Airlines crash in Indonesia and many others it is abundantly clear that stronger measures to monitor safety are inevitably required.

2. Terrorism:

The incidents of the failed Nigerian bomber aboard Delta airlines, Heathrow Airport, New York’s KFK Airport have shown that Terrorism will continue to raise its ugly head globally and while we adopt ever-more stringent measures to combat terrorism we must ensure that in the frenzied state of post-terrorism we do not overstep individual freedoms and liberties. After the 9/11 attacks countries around the world have started re-shaping their policies for greater security.

The Bureau of Civil Aviation in India in 2005 unveiled India’s new policy taking power to shoot down a plane if required. The Federal Constitutional Court of Germany struck down similar provisions of the law, in 2006 stating such preventive measures were unconstitutional and would essentially be state-sponsored murder, even if such an act would save many more lives on the ground. The conference will re-look the Tokyo, Montreal and Hague conventions and discuss legislations that are shaping our policies on the same.
SESSION ON AIR CARGO INDUSTRY AND RELATED ISSUES

Developments across India on the air cargo front in Nagpur, Mumbai and other cities has been unprecedented over the past few years calling for a policy overhaul to maximize benefits thereby inviting private investment in the sector. The conference will touch national and international legal issues, legislations and developments in this field to effectively come out with a policy to deal with the demands of the growing air cargo industry.

CONFERENCE STRUCTURE

The first session of the conference shall focus on issues and concerns related to liberalization and privatization of airline industry while on the second session focus will be on issues pertinent to airport privatization. Each session will have two interactive sessions consisting of keynote addresses, paper presentations and discussions. Each session will explore a particular theme on airline and airport liberalization and privatization and the issues connected to it. Selected abstracts shall be published in the Book of Abstracts.

CONFERENCE VENUE

The venue of the conference will be the R.N. Jhunjunwala Conference Hall, NALSAR, University of Law, Hyderabad (Justice City Campus, Shameerpet). The air-conditioned conference hall is equipped with multimedia projection capabilities and can accommodate up to 200 delegates. Depending on the requirement of the conference other well-equipped venues for managing parallel sessions within the campus shall be arranged.
IMPORTANT DATES

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<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>20&lt;sup&gt;th&lt;/sup&gt; January, 2011</td>
<td>Last date of submission of abstracts.</td>
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<tr>
<td>25&lt;sup&gt;th&lt;/sup&gt; January, 2011</td>
<td>Last date for receiving final decision on abstracts.</td>
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<td>1&lt;sup&gt;st&lt;/sup&gt; February, 2011</td>
<td>Last date for registration, submission of power point presentation.</td>
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<td>5&lt;sup&gt;th&lt;/sup&gt; February, 2011</td>
<td>Declaration of final schedule</td>
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<tr>
<td>11&lt;sup&gt;th&lt;/sup&gt; and 12&lt;sup&gt;th&lt;/sup&gt; February, 2011</td>
<td>Conference</td>
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CONFERENCE FEES

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<tr>
<th>PARTICIPANT TYPE</th>
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<tbody>
<tr>
<td>CORPORATES/ PROFESSIONALS/ INDUSTRY</td>
<td>:: Rs. 5,000</td>
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<tr>
<td>ACADEMICIANS/ STUDENTS/ RESEARCH SCHOLARS</td>
<td>:: Rs. 1,500</td>
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NOTE: The University shall provide the accommodation and transport for keynote speakers and shared accommodation for other participants. We will extend all necessary hospitality and make arrangements for Projectors where ever needed.
REGISTRATION DETAILS

Filled in Registration Forms along with the Demand Drafts drawn in favour of “Registrar, NALSAR”, should be sent couriiered to the following address, latest by 1st February, 2011.

Prof. (Dr.) V. Balakista Reddy
Professor of International Law &
Head, Centre for Air & Space Law (CASL)
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The Centre for Air and Space Law (CASL) at NALSAR University of Law, Hyderabad, founded in 2005, has been functioning under the stewardship of Prof. (Dr.) V. Balakista Reddy (Head, Centre for Air & Space Law), and ever since the CASL has been working towards the process of spreading literacy in the fields of Air and Space Laws. The Centre specializes in legal and policy issues regarding aviation and space activities in the broadest sense of the word.

Its objective is to contribute to the development of aviation and space laws and related policies by conducting and promoting research and teaching at all levels. The centre possesses a modern library and organizes numerous courses and conferences on all aspects of aviation and space laws & policies. Suffice it to say, the role of lawyers in this arena is very essential in order to face the imminent and important legal challenges which are destined to come up because of the development of technology e.g. the space property rights, remote sensing data etc. Hence, this centre recognizes the role of the lawyers in this science based field and works in pursuance towards the goal of providing quality education in these fields.

The Centre has also launched the first ever 'Post Graduate Diploma in Aviation Law and Air Transport Management (PGDALATM) in India/Asia since 2009-10 in Asia. It has given students ample opportunities to unleash their potential by taking active part in every activity of the Centre. Moreover fistful of students at CASL have also pursued their further research in air and space laws in some of the prestigious universities of the world like McGill and Leiden with full scholarships.
Centre has invited in the recent past most illumined air and space experts, Government Officials from Ministry of Civil Aviation, officials from Air India, GATI, consultants from International Civil Aviation Organization (ICAO) and other industry professionals. In addition to them, the members from judiciary, prominent advocates from the Apex Court as well as the High Court’s engaged in air and space laws and researchers, have also actively participated in the activities of the Centre.
ABOUT THE INSTITUTE OF APPLIED AVIATION MANAGEMENT (IAAM)

Aviation industry in India, Middle East and Asia-Pacific regions are poised to grow (notwithstanding the current setback) at an exponential rate and there is an acute shortage of aviation management professionals around the world. While it is so, there are only very few Universities/Management Institutions imparting professional aviation management education across the globe.

To overcome this deficiency, a team of aviation experts from India, USA, Europe and Middle East have joined hands to launch 'Institute of Applied Aviation Management (IAAM)' with an objective to impart world class aviation management education, with a global perspective to build competitive edge to meet the emerging challenges in the aviation industry, at an affordable cost.

IAAM is managed on business principles, to provide cost effective quality education being delivered by well experienced and highly qualified international faculty who have held top positions in the aviation industry/universities/management institutions, thus providing the best academic-industry mix and the Global perspective.

IAAM in India is registered under the Indian Trust Act with the registered office at Calicut in Kerala, India with regional Centres at Bangalore, Cochin, Hyderabad, Mumbai and New Delhi. Additional Centres in India would be opened subsequently. IAAM will soon open its international Centres in the UAE, Africa, Europe and South Asia.
CONTACT PERSONS:

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