



6th Annual Conference on

AIRPORT DEVELOPMENT AND MODERNISATION

Strategies for Sustainability and Growth

January 30-31, 2012, Hyatt Regency, New Delhi

Organiser:



Sponsors:



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AIRPORT DEVELOPMENT AND MODERNISATION

Mission

- The year 2010-11 was positive for the airport sector with a passenger traffic growth of 16 per cent over the previous year. Cargo traffic witnessed higher annual growth at 20 per cent in 2010-11. Even in the first five months of 2011-12, passenger traffic grew by almost 16 per cent though cargo traffic registered a marginal drop of 0.4 per cent, as compared to the corresponding period in the previous year.
- Airport infrastructure is stepping up to global standards – the new integrated passenger terminal, T3, at Delhi airport and the domestic terminal, T1C, at Mumbai airport have been operationalised, and the Airports Authority of India is focusing on the modernisation of Kolkata, Chennai and several non-metro airports. Also, bids for Navi Mumbai airport are expected to be invited soon.
- Further, to improve connectivity and expedite development in Tier II and Tier III cities as well as the north-eastern region, 15 greenfield airport projects have been approved. Financial, economic and social sustainability of these projects needs to be ensured.
- As the airport infrastructure expands, ancillary services such as cargo facilities are likely to pick up. This will be true for both metro and non-metro airports. The industry has the potential to develop specialised cargo hubs with good margins being offered by this segment. Once these opportunities are tapped, Indian airports will be portrayed as international cargo hubs.
- With the increase in traffic and improved infrastructure as well as services, the bottom lines of airlines are showing signs of improvement, although most companies are still in the red. Among low-cost carriers, IndiGo and SpiceJet reported net profits in 2010-11, while Jet Airways was the only airline to register net profits among the full service carriers. Meanwhile, aggressive fleet augmentation is afoot to keep up with the surging demand. Most companies are expanding routes to Tier II and Tier III cities, while low-cost airlines are fast entering international skies.
- The doubling of investments in the Twelfth Plan will provide the necessary boost to the sector, which is preparing for the next level of growth. Approval for private participation in city-side development of non-metro airports is another positive step. Airports will have to focus on the generation of non-aeronautical revenues to survive. The Airports Economic Regulatory Authority promises to ensure a fair rate of return to airport operators. While private airport operators have submitted their proposals for the user development fee, the final approach towards airport tariff setting is still under scrutiny.
- **The mission of this conference is to assess the progress of the sector, focusing mainly on projects, business models, technologies and new opportunities. It also aims to identify the key challenges and discuss the future road map.**

Target Audience

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

Delegate Fee

- The delegate fee is Rs 25,000 for one participant, Rs 42,500 for two, Rs 60,000 for three and Rs 77,500 for four.
- There is a special low fee of Rs 5,000 per participant from the Airports Authority of India.

Organisers

The conference is being organised by **India Infrastructure Publishing**, a company dedicated to providing information on the infrastructure sectors through magazines, newsletters, reports, directories and conferences. The company publishes **Indian Infrastructure** (a magazine devoted to infrastructure policy and finance), **Aviation News** (a weekly newsletter) and reports on **Airport Development in India**, **Logistics in India** and **Transport Infrastructure in India**

AGENDA/STRUCTURE

CURRENT SCENARIO AND OUTLOOK

- ❖ What have been the key sector trends over the past 10 years?
- ❖ What are the future traffic projections and outlook?
- ❖ What are the key areas of concern for the sector?

GOVERNMENT (MOCA) PERSPECTIVE

- ❖ What are the challenges being faced by the sector?
- ❖ What have been the significant policy initiatives in the past two-three years?
- ❖ What is the ministry's plan for the next five years?

REGULATOR'S (AERA) VIEWPOINT

- ❖ What has been the role of AERA in airport development?
- ❖ What are the key regulatory issues and challenges?
- ❖ What can be expected from the regulator in the next few years?

AAI'S PERSPECTIVE

- ❖ What are the current challenges in project implementation?
- ❖ What has been the experience so far (Chennai, Kolkata, non-metro airports, private joint ventures, etc.)?
- ❖ What are the new initiatives planned for the coming years (city-side development at non-metro airports, safety and security at airports, etc.)?

PRIVATE OPERATOR'S PERSPECTIVE

- ❖ What has been the experience of private operators in airport development?
- ❖ What are the key issues and challenges facing the developers?
- ❖ What suggestions do the developers have for addressing industry concerns?

GREENFIELD DEVELOPMENT: FOCUS ON NAVI MUMBAI

- ❖ What is the current status of the project?
- ❖ What are the key features of the project? What are the new timelines/milestones?
- ❖ What can be expected in the next three-four months?

SUSTAINABILITY OF REGIONAL AIRPORTS

- ❖ What is the current status of regional airport development in India?
- ❖ What has been the progress so far on these projects?
- ❖ What are the key challenges and opportunities?
- ❖ What is the economics of these projects (capex, opex, etc.)? What strategies need to be adopted to make them viable and sustainable?

PROJECT SHOWCASE

- ❖ What are some of the noteworthy airport projects (completed or under implementation)? What are their key features?
- ❖ What issues were/are being faced during implementation?
- ❖ What lessons can be drawn?
- ❖ Which best practices can be followed for future projects?

NEW DESIGNS IN AIRPORT DEVELOPMENT

- ❖ What are the new trends in airport designs worldwide?
- ❖ Which of these are relevant to the Indian scenario?
- ❖ How do some of the new Indian airports compare with global airports?

AIRLINES' PERSPECTIVE

- ❖ What is the experience so far with modernisation of airports?
- ❖ What are the challenges faced by airlines?
- ❖ What are the future needs and requirements?

FOCUS ON ANCILLARY SERVICES - CARGO

- ❖ What is the current status of cargo infrastructure at Indian airports?
- ❖ What are the key challenges?
- ❖ What are the future opportunities?

FOCUS ON ALTERNATE REVENUE SOURCES

- ❖ What are the non-aeronautical revenue sources available at airports (retail shops, hotels, advertising, etc.)?
- ❖ What is the current status of city-side development at key airports?
- ❖ What needs to be done to further develop these revenue streams?

TECHNOLOGY AND PRODUCT SHOWCASE

- ❖ What are the key technology initiatives at recent airport projects?
- ❖ What are some of the promising technologies for airports going forward?
- ❖ What new products are being used to improve airport processes?

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Each session will be split into two parts. The first part will feature presentations by speakers. The second part will be devoted to Q&A and floor discussions. The conference will feature the points of view of all the key stakeholders – existing/potential airport developers, customers (airlines), policymakers, financiers, consultants, and technology and service providers.

Participants at previous conferences

Organisations that participated in our previous conferences on "Airport Development and Modernisation" include: 3i, AAI, Air India, Air Works India Engineering, Alcan Composites, Alcatel Lucent, Anand Rathi, ARUP, Autodesk, Axis Bank, Bahrain Airport Services, Bajaj Electricals, Bangalore International Airport, Basler & Hofman, Bengal Aerotropolis Projects, Bentley, Bird Group, Boon Edam Entrance Technology, Bose India, BPCL, British High Commission, Bureau of Civil Aviation Security, C&C Constructions, Canada High Commission, CAPA, Cavotec, CH2M HILL, Chitale & Chitale, CIDCO, Cochin International Airport, Consulting Engineering Services, Crescent Foundry, Dalmia Cement, Delhi International Airport, DHL Lemuir Logistics, Dynamic Logistics, E&Y, Edelweiss, Egis India, EIL, ELP, Emaar MGF, Essar Oil, Essar Projects, Fichtner, Fraser, Frishmann Prabhu, FS Walker Hughes, Gammon, GE, GIDB, Glidepath, GMR, Grant Thornton, Halcrow Consulting, HCC, HCL, Hochtief, Honeywell Automation, HPCL, HSH Nordbank AG, HUDCO, Hyderabad International Airport, IBS Technologies, ICICI, IDBI, IDFC, IL&FS, India Flysafe, Indian Airlines, Indian Oil, Indian Oil Sky Tanking, IndiGo Airlines, Indra Sistemas, International Finance Corporation, IRB, ISS SDB Security Services, ITD Cementation, Jaiprakash Associates, JICA, JSPL, KFW, Kingfisher Airlines, Knight Frank, KPMG, Lahmeyer, Lanco Infratech, Larsen & Toubro, Lockheed Martin, Louis Berger, Marg, MBL, Mine & Young, McNally Bharat, Merlinhawk Aerospace, Metso, MIDC, Mitsubishi Corporation, Mott MacDonald, Mumbai International Airport, Mundra Port & SEZ, NACIL, NATS, Punj Lloyd, PwC, Reliance Infrastructure, RITES, Rockwell Automation, Rolta, SAP, Schindler, Sika India, Scott Wilson, Shell Bitumen, Siemens, Siemens ADB, Simplex, SpiceJet, SREI, Taj Air, Tata BlueScope Steel, Tata Realty, TCE, Thorn Lighting, TIDCO, TUV India, Tyco Security, UNISYS, Vander Lande, Wadhia & Ghandy, etc.

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Strategies for Sustainability and Growth

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Registration Form

I would like to register for the conference. I am enclosing Rs _____ vide cheque/demand draft no. _____ drawn on _____ dated _____ in favour of **India Infrastructure Publishing Pvt. Ltd** payable at New Delhi.

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Registration Fee

Delegates	One	Two	Three	Four
INR	25,000	42,500	60,000	77,500
USD	550	940	1,330	1,720

Sponsorship opportunities are available

- There is a special low fee of Rs 5,000 per participant from the Airports Authority of India.
- Registration will be confirmed on receipt of the payment. To register online, please log on to <http://indiainfrastructure.com/conf.html>

Payment Policy:

- Full payment must be received prior to the conference.
- Conference fee includes lunch, tea/coffee and conference materials.
- Conference fees can not be substituted for any other product or service being extended by India Infrastructure Publishing Pvt. Ltd..
- Discount offers cannot be combined with any other offer.

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