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**REGIONAL AVIATION IN INDIA**

**(ABSTRACT)**

Alliance Air, an Indian Airlines subsidiary was introduced in 1996 with the objective of serving the regional air travel market; it failed to meet that objective. When the second Indian aviation boom started around 2003, the Indian concept of regional aviation, an adapted mutation of the hub-and-spoke model, was mooted as a response to the wanton proliferation of airline routes connecting big cities at the cost of neglecting the rest. In 2007, the Director General of Civil Aviation (DGCA) introduced a regulatory mechanism for promoting “air connectivity between specific regions and to enable more efficient air travel within the region, as well as linking such regions and expand air travel services for Tier II and Tier III cities within the country’s aviation network”. This laudable objective has, however, not been achieved in the four years since the promulgation of the policy. The single major reason for this has been the lack of adequate airports with the support infrastructure necessary for the sustenance of efficient operations safely. This paper will address all the infrastructure issues related to regional aviation in India and make prescriptive suggestions.