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Legal Implications of airport privatization in India

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Propositions relating to the dissertation *Legal Implications of Airport Privatization in India*

by Moses George

1. Privatization of airports has not resulted in an efficient solution to the problems related to State ownership of airports, taking into account the opinion of international organizations.
2. The privatization of airports in India has resulted in the monopolization of airports.
3. The monopoly created as the result of privatization of airports in India does not conform to the State's constitution, policy and aviation laws.
4. Privatization of airports in India led to improper usage of the licensing rules.
5. In India, the aerodrome licencing powers of the State are governed by private contacts. Considering that aerodrome licencing is a public task, this procedure does not comply with the provisions of the Chicago Convention, in particular Article 28, and its Annexes.
6. Airport charges introduced in India after privatization are taxes, not charges which is contrary to the provisions of the Chicago Convention and related air law rules.
7. The introduction of airport charges after privatization in India does not conform to the Chicago Convention, the ICAO guidelines on charges and the national laws.
8. Privatization of airports has resulted in higher airport charges in many States in general taking into consideration the user agencies' reports and India in particular.
9. In the event of privatization of airports effective economic regulation is necessary to avoid abuse of monopolistic power.
10. Synchronization and harmonization are entirely different in case of music.
11. The Indian concept of *Dharma* is better suited for international law than the concept of sovereignty.
12. Modern environmental ideas are nothing new, it is only repackaging of traditional knowledge.
13. Achieving the intangible is more profitable than achieving the tangible.
14. Sometimes the answer to a complex problem can be as simple as being compassionate.