GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:1347
ANSWERED ON:04.03.2010
RADAR FAILURE AT IGI AIRPORT
Tewari Shri Manish

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there was a failure of the Air Traffic Control Radar at New Delhi airport on January 14, 2010;

(b) if so, the number of aircraft were in the air during the radar failure whose movements were being monitored by air traffic control;

(c) if so, the number of times the radar systems gone non-functional from January 1,2004 to February 2010 at various Air Traffic Control locations;

(d) the name of the company which had supplied and installed the radar system at New Delhi airport and the total number of similar system of the country; and

(e) the steps taken by the Government to check the recurrence of such incidents?

Answer

MINISTER OF THE STATE (INDEPENDENT CHARGE) IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a): Yes, Madam, the Air Traffic Radar Control (Automation system) at Delhi Airport failed on 14.01.2010.

(b): There were 34 aircrafts in the air during the radar failure whose movement were being monitored by air traffic control.

(c): During the period from January 2004 to February 2010, radar system failed at CSI airport Mumbai on 3rd October 2007 and at IGI airport Delhi on 14th January 2010.

(d): M/s Raytheon, a United States (US) based company had supplied and installed existing auto track-II system at New Delhi airport. Similar system has also been installed by the same company at Mumbai Airport.

(e): Airports Authority of India (AAI) has been advised to:

(i) review the existing Software and Adaptation maintenance download procedure and re-run several times to ensure the effectively and reliability; (ii) introduce a standard and well defined documented training program including refresher courses for the personnel working in DMS & Automation Maintenance team and a rating/ certification programme for ATM and CNS personnel; (iii) keep at least an expert from M/s. Raytheon in Delhi & Mumbai for assistance and Guidance to handle the automation system;(iv) have a similar independent parallel automation back up system with different source of power supply to avoid such type of catastrophic failure in future; (v) establish a standard coordination procedure among Ratheon Company, DMS team and automation maintenance team and to record a communication system among them;(vi) make available expert level of password with designated officers in DMS and automation maintenance team with sufficient level of expertise; (vii) put in place a procedure to cross check the actions made by such officers to avoid error in executing actual command while downloading any new software; (viii) modify the software to display automated warnings/ alerts/ reconfirm windows before system executes download command; (ix) update Auto Track system software/ adaptation download tool to prevent maintenance operator to select all sub system to download, a warning to be generated with an abort option upon doing a download indicating that the action may affect the operational system; (x) duties and responsibilities of CNS Group and DMS Group to be defined and both the groups to work in close coordination; (xi) ensure availability of trained manpower and carry out the safety assessment of the system.