

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:4970

ANSWERED ON:09.12.2010

AUTONOMOUS ATC ORGANIZATION

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Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether most countries like Australia, US, UK, France and Spain have autonomous ATC organizations;
- (b) if so, whether following Charki Dadri mid-air collision Justice Lohati Committee recommendations for an autonomous ATC organization has not yet been implemented by the Government;
- (c) if so, the reasons therefor;
- (d) whether Air Traffic Controllers, constitute mere 7 per cent work force of aviation sector in India as against 65-70 per cent in above countries;
- (e) if so, the reasons therefor;
- (f) the extent to which the Air Navigation Services Corporation is likely to help in this field; and
- (g) the steps taken to implement other recommendations of the committee?

Answer

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

(a),(b)&(c): Yes, Madam. However, in USA, an independent Air Traffic Organization is still a part of FAA. After the incident of Charki Dadri mid air collision the Court of Inquiry made 15 recommendations out of which 3 were concerned with Air Traffic Control (ATC). The Government has approved the proposal to hive off ANS as a Government Entity in a two steps process. In the first step all ANS activities should be aggregated under a separate Member (ANS). Subsequently, the ANS services should be hived off.

(d) & (e): There are 1962 Air Traffic Controllers available in India. No data is available in respect of work force in other organizations in the aviation sector for comparison.

(f): Autonomy for decision making and better management of Air Navigation Services would enable:

- i) Focused attention to Air Navigation Services, provision in line with ICAO Global Plan initiatives.
- ii) Timely and expeditious planning and implementation of new technology and procedures as approved by ICAO.
- iii) Human resource and training planning.
- iv) Harmonization with other global initiatives in line with the ICAO Global and Regional Air Navigation plans.
- v) Optimization of airspace and improved ATC procedures.
- vi) Development of next generation air navigation system in India.

(g): i) Modernization of ATC system at Delhi and Mumbai already implemented.

ii) Uni-directional ATS routes have been implemented in Delhi Terminal Control Area.

iii) A post of Member (ANS) has been filled up in AAI.

iv) Three sectors are operational in Area Control Centre and two sectors are operational in Approach Control at IGI Airport in order to reduce the controller's workload and have the better situational awareness and surveillance of air traffic.