

**GOVERNMENT OF INDIA  
CIVIL AVIATION  
LOK SABHA**

UNSTARRED QUESTION NO:2691

ANSWERED ON:13.03.2013

AIRPROX INCIDENTS

Gaikwad Shri Eknath Mahadeo;Semmalai Shri S.

**Will the Minister of CIVIL AVIATION be pleased to state:**

- (a) whether Airports Authority of India officials have allegedly been fudging airprox data over the last few years;
- (b) if so, the details thereof and the reasons therefor during each of the last three years and the current year;
- (c) the details of airprox incidents investigated during the above period and the action taken against air traffic controllers responsible for airprox during the above period; and
- (d) the steps taken by the Government to check recurrence of airprox incidents?

**Answer**

Minister of State in the Ministry of CIVIL AVIATION (SHRI K. C. VENUGOPAL)

(a): No, Madam.

(b): Does not arise.

(c): Details of airprox incidents for 2010, 2011, 2012 and January 2013 are as at Annexure-A.

(d) : Steps taken to check airprox incidents are as under:-

1 .Equipage of aircraft with TCAS (Traffic Alert and Collision Avoidance System) provides collision avoidance protection, generates traffic alert and suggests avoiding action to pilots. It also permits pilots to have situational awareness about traffic.

2.Air Traffic Control Centres are equipped with Safety Alert tools which generate alerts to controllers well before two aircraft come in close proximity.

3.Integration of radar data from various Radars has provided improved radar surveillance thus enabling controllers to continuously see aircraft on their display and have better situational awareness.

4.Cross coupling / remote operation of VHF frequencies has provided reliable communication between aircraft and the controllers.

5.Data Link Communication System which is used to issue pre-departure clearances to aircraft via Data Link, has been implemented at metro airports. The system eliminates human errors and ensures enhanced safety and efficiency of operations.

6.Integration of data from various Radars has provided enhanced, overlapping radar surveillance enabling controllers to continuously see aircraft on their display and have better situational awareness.

7.ATS Interfacility Data link Communications (AIDC) which is a data link application, has been provided at ATC Centres. This has capability to exchange flight data between automated ATC systems located at different Air Traffic Control Centres. It has reduced the controllers workload and eliminated human errors during inter units coordination.

8.Performance Based Navigation Standard Instrument Departures (PBN-SIDs) and Standard Arrivals (STARs) has reduced workload of controllers and pilots and enhanced safety and efficiency of aircraft operations through segregated structured traffic flow through control areas.