



ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 46: Other issues to be considered by the Technical Commission

LICENSING OF AIR TRAFFIC CONTROL SERVICE PERSONNEL IN INDIA

(Presented by India)

EXECUTIVE SUMMARY

This working paper indicates the status of India's progress to comply with the Standard and Recommended Practices (SARPs) contained in Annex 1 — *Personnel Licensing* on the licensing of air traffic services personnel and the process initiated for licensing of air traffic control service personnel in India.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>References:</i>	Annex 1

1. INTRODUCTION

1.1 The requirement of licensing of air traffic services personnel is laid down in Annex 1 — *Personnel Licensing* to the Convention. Paragraph 4.3.1 of Annex 1 stipulates the provision for unlicensed State employees to operate as air traffic controllers on condition that they meet the same requirement as stipulated for issuing the air traffic controller licences.

2. DISCUSSION

2.1 Historically in India, the air traffic services were provided by government agencies, i.e. by the Civil Aviation Department, in accordance with the provision contained in Annex 1, as was the practice worldwide. After the passing of the National Airports Authority Act by the Government of India, these services were placed under a public sector undertaking, i.e. the National Airport Authority of India which was also directly functioning under government control. Subsequently, in 1994 these services were further placed under the organization of the Airport Authority of India (AAI) and are functioning under AAI at present.

2.2 Various countries have already moved towards the licensing of air traffic control personnel. Based on recommendations of various committees appointed by the Government of India to review the provision of air traffic services, a decision was taken to introduce a licensing system for the air traffic services personnel in India.

2.3 After taking the above policy decision, one amendment was carried out in the Aircraft Act, 1934 in 2007. The amendment made by the Government in the Aircraft Act, 1934 empowers the licensing of air traffic services and certification of communications, navigation and surveillance (CNS) of air traffic management facilities services.

2.4 Following the above mentioned amendment in the Act, further process involved the following steps:

- a) rule making for licensing of ATCO under the Aircraft Rules, 1937;
- b) creation of the necessary infrastructure, within the Civil Aviation Department/DGCA, to deal with the licensing of air traffic services personnel;
- c) laying down necessary explanatory and guidance material for licensing; and
- d) an implementation strategy.

The steps taken and planned for these purposes are described in following paragraphs.

2.5 Rule making for licensing of ATCOs

2.5.1 A committee was appointed within the Directorate General of Civil Aviation (DGCA), to formulate the draft rules. The committee consisted of technical experts drawn from the civil and military air traffic services organization as well as legal experts. While formulating the draft rules, the committee has taken Annex 1 as a guiding document to harmonize the licensing requirement in line with the Standards and Recommended Practices (SARPs) of ICAO.

2.5.2 The draft rules also contain the schedules wherein requirements for various types of licences were indicated. The schedule also contains the procedures for the issue of licences and supplementary regulation requirements for dealing with the air traffic services personnel licensing.

2.5.3 After formulation, the draft rules were circulated for comments from concerned stakeholders. The rules have been finalized and have been processed for approval and notification by the Government.

Creation of necessary infrastructure with regulator

2.5.4 A new directorate has been created within the office of the Director General of Civil Aviation with the name "Airspace and Air Navigation s Services". As the name suggests, this directorate deals with issues related to airspace management, licensing of air traffic personnel, CNS certification and regulatory oversight of the meteorological services. The directorate has already been established with appointment of a Director and a procedure for filling the sanctioned posts is underway. Beside the regular recruitment, a few personnel have been taken on secondment from the Air Navigation Service Provider to initiate functioning of the directorate.

Preparation of guidance material

2.5.5 Once adequate manpower is available in the new directorate, the process of formulation of the guidance material in the form of a syllabus for the air traffic service personnel training, examination, approval of the training organization, medical assessment, unit training plan for on-the-job training, approval of examiners, and assessment of the air traffic control officers (ATCOs) at unit level for rating, etc., will be undertaken.

Implementation Strategy

2.5.6 As described in the preceding paragraphs, at present the air traffic services are provided by the personnel employed by the Airports Authority of India. The organization fulfils the requirement for the air traffic services personnel as laid down in Annex 1. Since there is large number of ATCOs already employed by AAI, it is proposed that the licensing system be introduced in two steps:

- a) licensing of personnel already employed in the air traffic services; and
- b) licensing of new personnel introduced in the system after notification of licensing requirements.

2.5.7 After completion of the above documentation and procedures, it is expected that licensing procedures for air traffic services personnel will be implemented in India.

2.5.8 The DGCA is also undertaking work to formulate rules for certification of CNS systems. The draft rules have been framed and are in the process of inviting comments. The process for formulation of documentation and procedures will then be undertaken along the same lines as described for ATCO licensing.

2.5.9 The safety oversight system in the DGCA shall be further widened to include these two areas of activity after implementation of licensing of air traffic personnel and certification of CNS facilities.

2.6 The meeting is invited to note the information contained in this paper.