



CC/ATCG/Ops/2021/10

11th October 2021

**The Member (ANS),
Airports Authority of India,
Rajiv Gandhi Bhawan,
New Delhi – 110003**

Sub: Policy on posting of CIC/ATS In-charge at various airports --reg.

Sir,

As discussed with your good office in the meeting held on 29.09.2021, ATC Guild (India) would like to submit following facts and suggestions for your kind perusal on the subject matter.

As per the Aircraft Rule 1937, ATCOs in India are licensed at par with the ICAO standards. After the introduction of ATC licensing by Regulator (DGCA), ATCOs are subject to various regulatory standards such as currency, recency of license and stringent medical fitness requirements. All the trainings and licenses are subject to DGCA approval. We understand that these are regulatory requirements and all ATCOs are abiding by all these requirements to keep the best safety aviation standards. But at the same time, proper guidance and efficient role of management is inevitable to upkeep these requirements in order to provide smooth ATC services in accordance with the various regulatory civil aviation requirements promulgated by DGCA.

Apart from the normal aircraft operations, ATCOs are backbone of various flagship schemes of Government of India like RCS Udan scheme. In the past 4-5 years the number of RCS airports has increased drastically, which has contributed to a significant increase of air traffic movements in Indian skies. It has become a herculean task for AAI management to provide skilled manpower to these stations due acute shortage of ATCOs. Also, the ATCOs posted at tier-2, tier-3 and RCS airports are entrusted with extra responsibility of airside operations, terminal management and other non-ATC assignments given by APDs due to various reasons, which are best known to all. ATC officers of the rank of Manager and below posted as ATS In-charge seldom or never oppose the additional non-ATC work assigned to them at smaller airports because of official hierarchy due to which facilities required for provisioning of Air Traffic Services take a back seat in comparison to other works at Airports. AM level officers are working as Safety Managers at many airports.

With the introduction of various regulatory requirements, it has become quite difficult for the ATS in-charge of the level of Manager or AM, to devise the procedures which take care of implementation of various regulatory requirements and safety assessments. A senior and experienced level officer, of the rank of GM at tier-2 and tier-3 airports (like Lucknow, Varanasi, Amritsar, Patna, Guwahati, Trivandrum, Cochin etc.) and the officer of the rank of DGM/AGM at RCS airports shall be posted which will take care of the implementation of various regulatory requirements in order to provide smooth ATC services. This will not only

ensure the compliance of regulatory requirements but will also optimize the operational capabilities of these airports.

For your reference a case study is provided; In late nineties ATC Setup of IGI Airport was a total of about 60 officers managing 250 plus arrivals and departures and the Officer in charge was General Manager (ATM). But in 2020, the same ATC Setup was having 400 plus officers managing 1450 plus arrivals and departures and still the officer in charge is only a General Manager (ATM). Same is the case with other lower-level posts, where the shift in charge and other subsequent level officers are managing 5 to 10 times more officers without an increase in posts at higher levels. The density of officers, below a reporting/reviewing authority in safety critical ATC cadre is much higher than in any other main cadre of AAI.

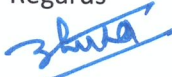
Based on the traffic volume handled, VIP movements, airspace complexity, no. of ATCOs posted, no. of license/rating units available at a station, handling of various safety audits, safety assessments, compliance to various national and international regulatory civil aviation requirements, ATC Guild (India) suggests following nomenclature:

1. All Regions shall have ED (ATM-Region) to look after the various regulatory compliances and best safety standards with latest automation systems available in time.
2. All Metros shall be headed by ED (ATM) rank officers, along with WSO, Training Cell, SQMS, CAP, SAR, AIS In-charge etc. of the rank of GM (ATM).
3. All stations having 24 Hrs operation or aircraft movement more than 50 or State Capital towns or having all rating license units shall be headed by GM (ATM) with an established Training Cell, SQMS, CAP, SAR, AIS In-Charge of the rank of DGM/JGM.
4. RCS airports and other small stations shall be headed by DGM/AGM rank officers.
5. No CIC/ATS In-charge at joint venture Airports shall be below the rank of DGM/Jt.GM with minimum 10 years of ATC experience.

In view of the above, ATC Guild (India) requests your good office to give necessary instructions to concerned officials to calculate the number of such posts required on PAN India basis on priority.

Assure you best cooperation.

Regards



(Alok Yadav)

General Secretary

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