

(c) the details of steps taken by Government to make the ATC establishment into corporatized body to make air traffic safe and to keep with best practice to prevailed in United States and Europe?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) and (b) No, Sir. Presently, there are 1973 ATCOs in position as against 2407 sanctioned posts and the process of filling up the posts is in progress.

(c) The process of establishment of separate body for managing the Air Traffic Services in India is sought to be achieved in two stages. In the first stage, a new post of Member (Air Navigation Services) has been created on the Airports Authority of India (AAI) Board. The incumbent has already joined the post, and all the activities related to Air Navigation Services are being consolidated under him.

Non-updation of Navigation database by AD

1410. SHRI A. ELAVARASAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the National carrier Air India faced a major embarrassment recently when Air Traffic Control (ATC) at Abu Dhabi threatened to refuse its aircraft permission to take off from Dubai airport because it had not updated a crucial software system;

(b) whether it is a fact that the software in question was the navigation database that includes the aircraft flight path which should be updated every 28 days and an aircraft with an old database could be on a conflict path with another flight; and

(c) if so, the details thereof and the decision of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) : (a) to (c) Yes, Sir. UAE airspace had changed certain terminal procedures which were effective in the NAV database cycle 3.6.2010 to 1.7.2010. However, there is a DGCA provision of a grace period of 7 days, within which the Navigation Database should be updated in the aircraft. The aircraft was dispatched under this provision but this resulted in previous NAV databases being in use when the aircraft entered Dubai terminal area.

Subsequent to the incident, instructions have been issued to all concerned to ensure that new Navigation Database is uploaded before the expiry of the Navigation Database cycle and aircraft operating to UAE must be released with current and latest Navigation Database only. DGCA provisions for grace period are to be evoked only under extreme exigencies.