

एयरपोर्ट्स इण्डिया

OCTOBER 2016  
VOL V, ISSUE 1

# Airports

INDIA



## BENGAL'S ARISTOCRATIC DURGA PUJA

यह पत्रिका एएआई की संपत्ति है। कृपया पत्रिका को अपने साथ न ले जाएं।

This magazine is provided by AAI for your reading pleasure. Please return it for others to enjoy

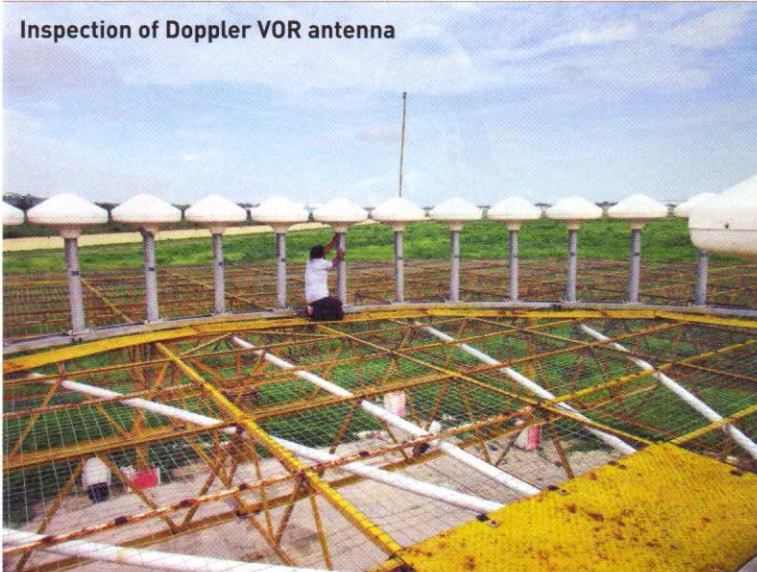
To read "Airports India" Magazine visit [www.airports-india.com](http://www.airports-india.com)



भारतीय विमानपत्तन प्राधिकरण  
Airports Authority of India

# Human Resources in next generation Aviation

Inspection of Doppler VOR antenna



ATC Work Station - Area Control Centre

With the growth of traffic in Indian airspace touching 21% and expected to be sustained in the double digit growth rate in the next decade, India is tipped to be the 3rd largest aviation market in the globe by the turn of 2030. As with every such growth story, this aviation growth is also having its due share of challenges to be met.

Ensuring sustained safety levels while simultaneously enhancing both airspace and aerodrome capacities, improving route structures for efficient aircraft operations resulting in reduced fuel burn and the resultant reduction in carbon foot print are the identified strategic objectives to meet the twin goals of economic growth and protection of environment.

In pursuit of meeting the strategic objectives of the International Civil Aviation Organization (ICAO), human resources for the next generation of aviation is a challenge recognized by ICAO resulting in various initiatives like Next Generation of Aviation Professionals (NGAP) programme. Many states/regulatory authorities, international organisations, industry players and educa-

tion/training institutes around the globe are in support of this NGAP programme. The ICAO NGAP task force have brought out the list of competencies (identified as essential to manage next generation of aviation systems) for both Air Traffic Controllers (ATCOs) and the Air Traffic Safety Electronics Personnel (ATSEP). ICAO has also brought out guidance materials in the form of training manuals for both ATCOs and ATSEPs outlining a structured training programme using systems approach towards competency based training development through its flagship TRAINAIR Plus Programme (TPP).

In India, the Ministry of Civil Aviation (MoCA) of Government of India (GOI) has unveiled the country's maiden National Civil Aviation Policy (NCAP) on 15th June 2016, aiming to sustain the growth momentum in this sector and to leverage for maximum socio-economic benefits. All the other players forming part of the civil aviation industry including the regulatory authority, the Director General of Civil Aviation (DGCA) of India and Airports Authority of India (AAI) are gearing up to

meet the demands of the unprecedented growth of air traffic in this part of the globe.

Airports Authority of India (AAI) as the Air Navigation Service Provider (ANSP) in India has taken lots of initiatives to meet the demands of this growth scenario. Harmonization of Upper airspace, Performance Based Navigation (PBN) Route structures using concepts of RNAV and RNP, Reduced Vertical Separation, Continuous Descend Operations (CDO) etc are some of the advanced ATM techniques that are introduced/being introduced so as to enhance the airspace capacity to accommodate the growing air traffic. To realize the above operational procedures and the associated benefits in ATM, the ATSEP (Air Traffic Safety Electronics Personnel - CNS maintenance and operations personnel) of AAI have put in place a number of CNS/ATM systems that include remotely controlled VHF communication systems for augmented VHF coverage and increased number of surveillance sensors (RADARS and ADSB Receivers) to plug the surveillance gaps in the airspace and provide an integrated ATM automation system with

