



GOVERNMENT OF INDIA
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDARJANG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
SECTION 9 – AIRSPACE AND AIR
NAVIGATION SERVICES STANDARDS
SERIES L PART VII
ISSUE I, 24TH DECEMBER 2018

EFFECTIVE: FORTHWITH

F. No.: DGCA-21048/13/2018-ANS

Subject: Watch duty time limitations and rest requirements of air traffic services personnel engaged in air traffic services.

1. INTRODUCTION

Rule 116 of the Aircraft Rules, 1937 stipulates that every holder of an air traffic controller's licence shall follow the watch duty time limitations specified by the Director General.

This Civil Aviation Requirement (CAR) lays down the prescriptive limitation regulations in respect of air traffic services personnel engaged in air traffic services and is issued under the provisions of Rule 133A of the Aircraft Rules, 1937.

2. APPLICABILITY

The watch duty time limitations contained in this CAR are applicable to air traffic services personnel engaged in air traffic services.

3. DEFINITIONS

Airport Acceptance Rate: - A dynamic parameter specifying the number of arriving aircraft that an airport, in conjunction with terminal airspace, ramp space, parking space and terminal facilities can accept under specific conditions during any consecutive 60-minute period.

ATC capacity: - It is the maximum number of aircraft which can be accepted over a given period of time within the airspace or at the aerodrome concerned.

Note-The most appropriate measure of capacity is likely to be the sustainable hourly traffic flow. Such hourly capacities can, for example, be converted into daily, monthly or annual values

Duty: - Any task that air traffic controller is required by the air navigation service provider to perform this task include those performed during time-in-position, administrative work, training.

Non-duty period / Rest Period: - A continuous and defined period of time, subsequent to and/or prior to duty, during which personnel are free of all duties.

Time-in-position (Operational duty): - The period of time when an air traffic controller is exercising the privileges of the air traffic controller's licence at an operational position.

Unforeseen operational circumstance: - Unexpected conditions that could not reasonably have been predicted and accommodated, such as bad weather or equipment malfunction, which may result in necessary on-the-day operational adjustments.

4. **AIR NAVIGATION SERVICE PROVIDER'S RESPONSIBILITY**

- 4.1 The ANS provider should prepare and publish duty roster sufficiently in advance to provide air traffic services personnel the opportunity to plan adequate rest.
- 4.2 ANS provider shall ensure that watch duty time limitations are not exceeded and that non-duty period /rest period requirements are met, specified in this CAR.
- 4.3 The ANS provider through the computerised system shall ensure that air traffic services personnel are within the watch duty time limitation before permitting him to operate the watch.
- 4.4 The ANS service provider shall identify a process for assigning unscheduled duties that allow the air traffic controllers to avoid extended period of being wake.

5. **AIR TRAFFIC SERVICES PERSONNEL RESPONSIBILITY**

An air traffic services personnel shall not perform duty beyond the watch duty time limitations.

6. WATCH DUTY TIME LIMITATIONS

6.1 DUTY PERIOD

Period which starts when an air traffic controller is required by an air navigation service provider to report for or to commence a duty and ends when that person is free from all duties.

6.1.1 Limit on duty period

6.1.1.1 The duty period shall not exceed 12 hours.

6.1.1.2 The aggregate of duty period hours shall not exceed 50 hours within a defined period of 144 consecutive hours or 6 consecutive days.

6.1.1.3 The aggregate of duty period hours shall not exceed 200 hours within a defined period of 720 consecutive hours or 30 consecutive days.

6.1.2 Interval between duty period

There must be at least 12 hours between the end of one duty period and the beginning of the next duty.

6.1.3 Limit on and interval following Consecutive duty period

6.1.3.1 No more than 6 consecutive days of duty shall be worked.

6.1.3.2 If the maximum number of consecutive days of duty is rostered, there shall be a minimum interval of 24 hours between the end of one consecutive period of duty days and the next.

6.2 OPERATIONAL DUTY (Time-in-position)

The period during which an air traffic controller is exercising the privileges of the licence at an operational position.

6.2.1 Limit on operational duty

No period of operational duty shall exceed 2 hours, wherever H24 operations are in place in an ATC unit or the number of aircraft movements are more than 50% of defined airport acceptance rate/ ATC unit capacity.

6.2.2 Break in operational duty

No operational duty shall exceed 2 hours, without there being a break taken during or at the end of that period, wherever H24 operations are in place in an ATC unit or the number of aircraft movements are more than 50% of defined airport acceptance rate/ ATC unit capacity.

6.2.2.1 A break shall not be less than 30 minutes.

6.3 NIGHT DUTIES

A period of night duty shall be defined as starting at 0130 IST and ending at 0529 IST, except for the air traffic service units in the north eastern states where the night duty shall be defined as starting at 1130 IST and ending at 0359 IST.

6.3.1 Limit on night duty

6.3.1.1 A duty which covers all or part of the period of night duty shall not exceed 12 hours.

6.3.1.2 No more than 3 consecutive duties shall be worked which cover all or part of the period of night duties.

6.3.2 Interval after night duties

A minimum period of 48 hours shall occur between the end of duties which cover all or part of the period of night duty and the commencement of the next period of duty.

7 VARIATION FROM WATCH DUTY TIME LIMITATIONS

7.1 The DGCA at its discretion may vary any limitations provided in this CAR. Such variations may be made either as a requirement of the DGCA, or in exceptional or extraordinary circumstances, on the request of an air navigation service provider. Application for variation needs to be communicated in writing to the DGCA.

7.2 The Application of variation from watch duty time limitations shall include the following details;

- a) The published operational hours of the unit/station;
- b) The reason for the need to deviate;
- c) The extent of the deviation;
- d) The period/date and time of enactment of the deviation;

- e) A safety case, outlining mitigations, to support the deviation,
- f) Such other information considers to be relevant.

7.3 Variation from watch duty time limitations may be made or granted by DGCA upon such conditions, duration as considered appropriate.

8. RECORDS

8.1 The ANS provider to ascertain that the prescriptive limitation regulations are functioning, therefore the records shall be kept for 24 months of the duties performed and rest periods provided.

8.2 The ANS provider shall ensure that these records include for each air traffic services personnel at least:

8.2.1 The start, duration and end of each operational duty period;

8.2.2 The start, duration and end of each duty period;

8.2.3 Non-duty periods /rest periods.

9. Oversight

DGCA may carry out inspection/audit of ANS provider/ air traffic services personnel at any time to ensure compliance of the provision of this CAR. Relevant records and log books shall be provided promptly to DGCA officers during such inspections / audits.

(B S Bhullar)
Director General of Civil Aviation