

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 37

(To be answered on the 29th January 2026)

ADOPTION OF MODERN NAVIGATION SYSTEMS

37. **SHRI MANISH TEWARI**

Will the Minister of CIVIL AVIATION **नागर विमानन मंत्री** be pleased to state:-

- (a) whether the Government is aware that globally Non-Directional Beacons (NDBs) are being decommissioned due to high maintenance costs and obsolescence, with authorities such as the US FAA planning to withdraw all NDB-based approaches by 2030 and similar phase-outs in Australia, Canada and Europe in favour of satellite-based navigation and if so, the details thereof;
- (b) whether RNAV/RNP and other Performance-Based Navigation (PBN) procedures are internationally recognised as safer and more efficient, particularly for constrained airports and if so, the details thereof;
- (c) the reasons for certifying a new NDB at Sindhudurg Airport by the DGCA on 1 January 2026 despite these global trends;
- (d) the present status of night-landing and instrument approach facilities at Chandigarh International Airport including any operational restrictions due to terrain, airspace or equipment limitations; and
- (e) the steps being taken to prioritise RNAV/RNP-based procedures at Chandigarh Airport and other regional airports to enhance safety, reduce diversions and improve operational efficiency?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Murlidhar Mohol)

(a): The Airports Authority of India (AAI) has undertaken action to phase-out NDBs. To meet minimum aerodrome licensing requirements under Directorate General of Civil Aviation (DGCA) Civil Aviation Requirements (CAR) Section 4, Series F, Part I, NDBs are retained or installed at select airports where Doppler Very High Frequency Omnidirectional Range installation is not feasible.

(b): The International Civil Aviation Organization (ICAO), in 37th assembly resolution, has urged all states to implement RNAV & RNP air traffic services (ATS) routes and approach procedures. All procedures including RNAV/RNP and other Performance Based Navigation procedures are designed and promulgated in accordance with ICAO and DGCA guidelines, with due consideration to safety.

(c): At Sindhudurg Airport, the satellite-based Required Navigation Performance instrument approach procedures for Runways 09 and 27 have been published and are operational, enabling day and night Instrument Flight Rules operations independent of ground-based navigational aids. The Non-Directional Beacon at Sindhudurg Airport has been installed as a supplementary and contingency navigational aid to meet aircraft homing and regulatory requirements under applicable Civil Aviation Requirements.

(d) & (e): Chandigarh Airport belongs to the Indian Air Force (IAF), where civil operations are enabled through a Civil Enclave. IAF maintains Instrument Landing System (ILS) CAT - II facilities at runway end 29 along with CAT-II approach light for night landing facilities. Airports Authority of India is providing ILS CAT - I facilities at runway end II along with CAT-I approach light for night landing facilities.

Being an IAF airport, the provision of Air Traffic Services and implementation of navigation procedures fall under the purview of the IAF.
