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29th IFATCA Asia-Pacific Regional Meeting

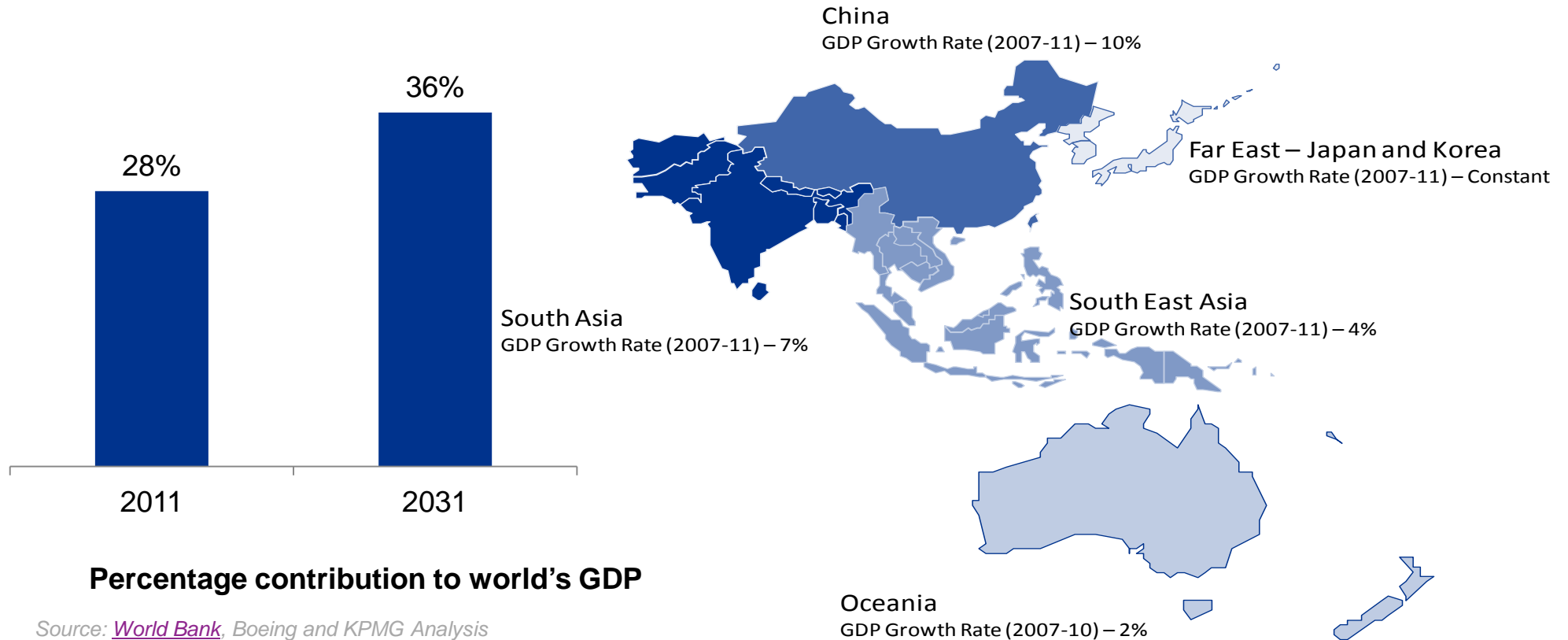
The Future of ANS Structure: Asia- Pacific Perspective

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Asia Pacific region – growth engine of the world especially in the global economic downturn

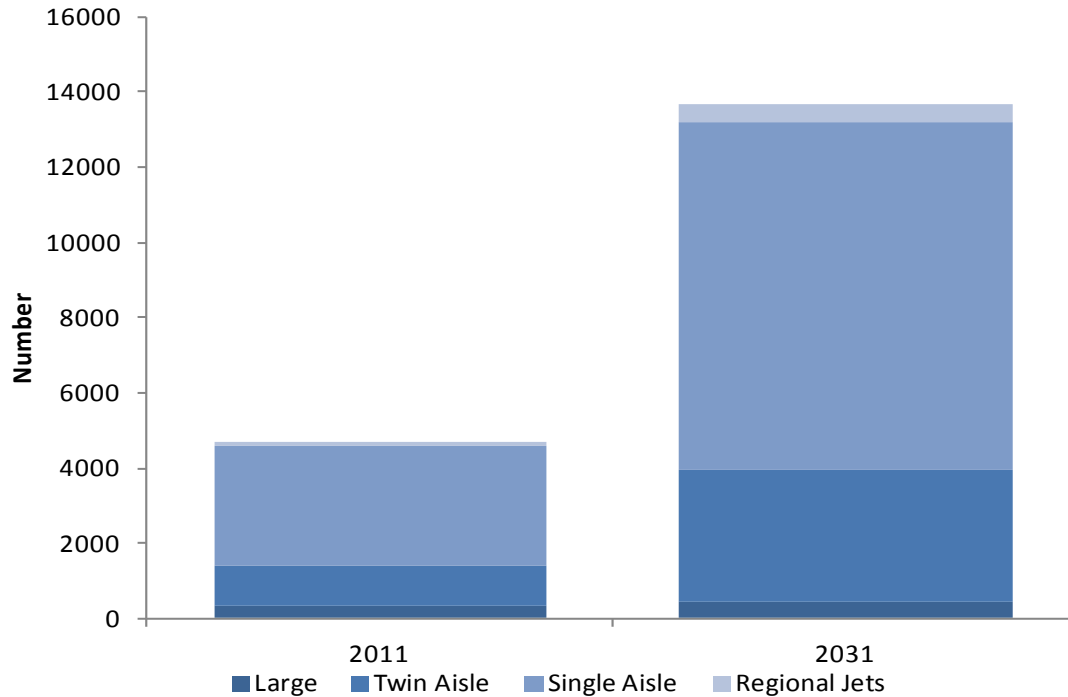
Asia Pacific Region – Historical GDP Growth trends



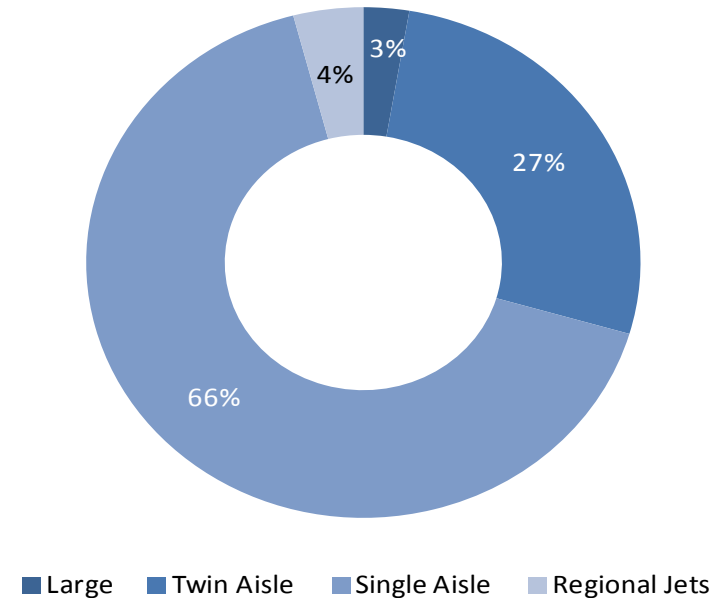
Economic activity in Asia Pacific region set to grow faster as compared to the rest of the world

Growth in economy of ASPAC would have a direct bearing on growth of aviation in the region

Fleet Statistics plying in the Asia-Pacific region



Breakup of additional fleet envisaged for the next 20 years in the Asia-Pacific region



Source: Boeing and KPMG Analysis

- Nearly half of the world's air traffic is expected to originate or destined to Asia-Pacific region – 6.4% growth for next two decades
- 12,000 additional aircrafts needed to join the existing fleet of 4,700 aircrafts

Handling the congested skies efficiently would require...

- Need for large capital investments to upgrade ANS technology and infrastructure
- Skill sets of ANSP and airport operators to be upgraded on priority
- ANSP training budgets to be increased manifold
- Greater collaboration with global ANSPs
- Greater coordination between defense and civil airspace

ANSPs of the future will need to be more skilled, nimble-footed and independent

Independence of ANSPs is a key imperative

Various models exist:

- Independent directorate under the federal administration eg FAA, USA
- Corporate entity with private sector majority – eg NATS (UK), NavCanada etc
- Corporate entity independent of government eg in Indonesia
- Corporate entity with government ownership eg Ger, Fra, Aus, NZ, SA etc

The overwhelming majority is that of a corporatized ANS entity under government control

Most of the global ANSPs were corporatized in the 80s and 90s...

S No	Country	Corp Name	Year	ATC Revenue model
1	United States	FAA	2004*	Taxation
2	Canada	NavCanada	1996	100% user fees
3	United Kingdom	NATS	1996	mostly user fees
4	Russia	Magadan	1995	Transition
5	Austria	Austria Control	1994	60% user fees
6	Ireland	IAA	1994	100% user fees
7	Czech Republic	ATC Admin.	1993	mostly user fees
8	Germany	DFS	1993	100% user fees
9	Latvia	LGS	1993	100% user fees
10	South Africa	AT&NS Co.	1993	100% user fees
11	Ukraine	UK SATSE	1993	Transition
12	Portugal	NAV-EP	1998	100% user fees
13	Australia	Air Services Australia	1988	mostly user fees
14	Switzerland	Swiss Control	1988	100% user fees
15	New Zealand	Airways Corp.	1987	100% user fees
16	Thailand	AeroThai	1948	100% user fees

* Managed on a day-to-day basis by a COO, reporting to the FAA administrator. The COO is supported by an advisory committee

India needs to corporatize its ANSP and align itself with the global trend

Recommended by several government-appointed committees...

- Ajay Prasad Committee 2008
- Roy Paul Committee 2006
- Naresh Chandra Committee 2003
- Julka Committee 1997
- Justice Lahoti Committee 1996
- Tata Committee 1976

This will also facilitate similar reforms in other countries in the ASPAC region



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Thank you!

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