

CASE#1 : Irregularities in NOC for height clearance

In this case, a committee (headed by CVO, MoCA) was constituted to look into an article published in website www.pgurus.com written by Mr. S. Balakrishnan highlighting alleged irregularities in height clearances by AAI and alleged victimization of two officers namely Smt. S. Mangala and Shri K.S.L Narsimhan. The committee, so constituted, examined the case and recommended following Systematic Improvements :

- (i) The physical inspection of a building/land should be done at 03 stages, in each and every case. These three stages are (a) For site coordination and site elevation (when construction not started) (b) When construction is at plinth level (c) At the time of Occupancy Certificate.
- (ii) AAI provides the ATC services at Mumbai but is not responsible for identifying obstacles and/or following up their demolition with the Municipal Authorities.
- (iii) Follow up activity with Municipal Authority must be done by a Government agency i.e. AAI.
- (iv) The present system is reactive and not proactive as a result of which such large numbers of obstacles are detected during the aeronautical survey of obstacles.
- (v) It is important for the airport operator/ AAI to carry out surprise checks with powers to impose on the spot stiff penalties in case violations of height restrictions are noticed. This will also act as a deterrent for other builders harbouring the desire to violate height restrictions.

CASE#2 : Irregularity in Global E-tender of Airfield Crash Fire Tenders (ACFT)

In this matter, a complaint was received from Central Vigilance Commission regarding irregularity in Global E-tender of Airfield Crash Fire Tenders (ACFT). Initially, CVO/AAI examined the case and submitted a report to the Commission. Subsequently, CVC asked CVO, MoCA to examine the role of Board Level Officer involved in the case. Accordingly, CVO, MoCA examined the case and submitted a report to CVC along with following suggestions for systemic improvement :

- (i) In an open tender, if there are response from three or more different tenderers, but resulting in a single valid bid, it should be treated as 'single tender' not the 'open tender'.
- (ii) Procurement Manual should be same for all the Directorates of AAI and it should be applicable to all Directorates.
- (iii) While seeking approval of tender or other important decision, the Delegation of Power should also be linked.

CASE#3 : Review of Commercial Manual of AAI

In this case, CVC had asked CVO, MoCA to study the guidelines available in the Commercial Manual, AAI(2010) on Vehicle Parking Rights Contract and see whether any change is required. Accordingly, a Committee (headed by CVO,

MoCA), was constituted as per CVC's advice, which recommended following changes to be incorporated in Commercial Manual of AAI :

(a) Differentiation of various Categories of Airports: The present provisions of Commercial Manual related to Vehicle Parking Contracts are not differentiating the requirements of various categories of Airports but specify uniform treatment to all airports. It has been suggested for making provisions which take care of the requirements of each category of Airport separately instead of a treating all airports in a same manner.

(b) Empanelment of Vehicle Parking Contractors: The validity of the empanelment of Vehicle parking contractors is 2 years extendable by one year, as per the provisions in Commercial Manual 2019. In order to avoid cartelization by these empaneled contractors, the validity of the empanelment may be fixed to 2 years and no further extensions should be allowed.

(c) Delay in Finalization of Tenders: In order to avoid delay in finalization of tenders, provision have been made in Commercial Manual read along with the Delegation of Powers of AAI, for accepting tenders by Airport Directors wherein H1 offer/bid is above 110% of MRLF, and any offer below 110% needs approval from the next higher Authority. However, in order to avoid delay in decision related to bids/offers below 110%, timelines should be fixed for the Higher Authority to convey the decision.

(d) Extension of contracts: AAI has been advised for discouraging extension of contracts. However, committee suggests for making provisions to consider extensions of contingent facilities which are essential for operation of the Airport for a short period, keeping in view the interest of the organization, SOPs to be framed for monitoring and reporting of the contracts under extension, to CHQ in a periodic manner for having a control on the extensions.

(e) Policy for Food Court facility: The provisions of Commercial Manual 2019 related to Food Courts states that "Policy guidelines under formulation at CHQ". Considerable time has elapsed but the policy guidelines have not been finalized. It has been recommended for finalizing and incorporating the policy guidelines for Food Court facility in the Commercial Manual.

(f) Space Audit: Though provisions have been made in the New Commercial manual for Space Audit, but the same are not sufficient to prevent occupation of excess/additional area by the licensees. In order to overcome this, it has been suggested for a preventive mechanism like formation of dedicated groups at Airport level to regularly monitor the area allotted to the Licensees and bring any discrepancy to the notice of Airport Director/Commercial Directorate.