

## Chapter 8

### *Security Infrastructure*

#### *8.1 Security Management at the airports*

ICAO Standards and recommended practices specify security standards in the field of aviation. In India, the Bureau of Civil Aviation Security (BCAS) is responsible for laying down standards and measures in respect of security of civil flights at international and domestic airports in India.

The Central Industrial Security Force (CISF) is in charge of security at most of the airports. For the services rendered by CISF, the Authority incurs expenditure (both revenue and capital) which forms a significant portion of the total expenditure of the Authority. These are recovered by the Authority through the Passenger Service Fee.

While reviewing the security infrastructure at airports, the following points were noticed in audit.

#### *8.2 X-ray Baggage Inspection (X-BIS) Machines rendered surplus*

The Authority placed (September 2002), a consolidated order of Rs.49.55 crore for the supply of 220 X-BIS machines for all the airports of which 130 were meant for the international airports and the balance for domestic airports. These X-BIS machines were capable of identifying organic and inorganic materials but technically not suitable for identifying explosives. As per ICAO recommendations (April 2002), effective from 1 January 2006, hold baggage should be screened for explosives prior to loading them on aircraft engaged in international operations and the Bureau of Civil Aviation Security (BCAS) also directed the Authority to install X-BIS system capable of detecting explosives. The Authority had also issued global pre-qualification tender notice for such X-BIS machines with last date of submission of applications as 16 October 2006. By installation of these machines, the stand alone machines presently positioned in the security check area were to be dispensed with. Thus, despite being aware of the ICAO recommendations issued in April 2002, the Authority went ahead with the procurement of 130 X-BIS machines valuing Rs.39.09 crore for the international airports in September 2002 which would become surplus if the new X-BIS machines capable of detecting explosives were installed. The Management replied (August 2006) that the machines procured during 2002-03 were as per the then prevailing BCAS technical specifications and also capable of detecting explosives. The reply is not acceptable, as it was stated in the proposal for the procurement of new machines that these machines were incapable of detecting explosives and that was the main reason for floating fresh global tender.

#### *8.3 Discrepancies in allocation of X-BIS machines*

Out of the 90 X-BIS machines procured for domestic airports, 11 were meant for the six airports in North Eastern region and these were received between February and May 2003. On arrival of the machines, it was observed that seven machines were either not required or

distribution was wrongly planned. Finally based on re allocation decision, order was placed (January 2004) at cost of Rs.1.90 lakh for shifting one machine from Guwahati to Agartala, one machine from Lilabari to Dibrugarh and five machines to other regions. Installation of the shifted machines at Agartala and Dibrugarh was completed only in February-March 2004. Thus due to wrong distribution, seven machines costing Rs.1.67 crore remained idle for about eight months. Audit also observed other cases of uninstalled/unused machines. One machine was received at Calicut in February 2003 but was lying in packed condition without installation till September 2004 when it was dispatched to Trichy airport. Similarly, one machine at Guwahati airport installed during August 2003 was never utilised as the airlines were using their own machines. These machines cost around Rs.42 lakh each. The Management stated (September 2006) that the procurement was initially made based on the requirement received from various regions/airports. The delivery of the equipment was also made to the airports/units accordingly. Subsequently, some of these machines had to be shifted to other units/airports due to urgent operational requirements. The reply was not acceptable as the requirement was not assessed properly before procurement was made. Audit physically observed during visit to Amritsar airport (July 2006) that the machine procured for that station was still lying outside the terminal building unpacked and unused.

***Recommendations***

- Before procurement of security equipment, the latest ICAO/DGCA/BCAS guidelines in this regard should be studied for requirement and compliance.
- Utilisation of all X-ray machines should be reviewed and early action should be taken for commissioning of all uninstalled machines.