

**DEPARTMENT- RELATED PARLIAMENTARY STANDING
COMMITTEE ON TRANSPORT, TOURISM AND CULTURE**

230th Report

on

Issues related to Security at Airports in India

The Two Hundred Thirtieth Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture on the ‘Issues related to Security at Airports in India’ was presented to both the Houses of Parliament on the 21st December, 2015. The Committee consists of 30 M.Ps and is chaired by Dr. Kanwar Deep Singh, M.P.

2. The Department-related Parliamentary Standing Committee on Transport, Tourism and Culture decided to take up the “Issues related to Security at Airports in India” for examination and Report after the violent incident which occurred at Karipur International Airport at Kozhikode on 10th June, 2015 involving the employees of Airports Authority of India and Central Industrial Security Force.

3. The Ministry of Home Affairs *vide* their communication dated the 14th December, 2015 informed the Committee that the four cases registered on the Calicut airport incident are still being investigated by the local police and charges are yet to be filed.

Violent incident at Kozhikode International Airport, Karipur

4. The Committee condemns the violent incident which occurred at Karipur Airport on 10th June, 2015 and demanded that the Government should ensure that such incidents do not occur in future. The Committee notes that six months is more than sufficient time to complete the investigation. The Committee recommends that the investigations may be completed at the earliest and the guilty may be punished.

5. The Committee finds that the violent incident involving employees of Airports Authority of India and the Central Industrial Security Force at Karipur Airport in Kozhikode on 10th June, 2015 raises a question mark over the effectiveness of the existing co-ordination mechanism between various agencies involved in providing security at Indian airports. When the issue was raised during the deliberations of the Committee, both the Home Secretary and Civil Aviation Secretary assured the Committee to look into the matter and to address the shortcomings in the system. The Committee hopes that apart from conducting various meetings to address the issues

related to airport security with agencies involved in the process, both the Ministries will have a periodical review of the performance of the co-ordination mechanism so that any grey areas identified could be addressed immediately.

(Para 48, 49 & 105 of the Report)

Security at Delhi Airport

6. The Committee was appalled to see the existing interface between the Delhi Police and DIAL in respect of security related issues at the Delhi International Airport. The Committee noted the various concerns expressed by Delhi Police as regards the Security at Delhi International Airport. BCAS and the Ministries of Civil Aviation and Home Affairs also appeared to have remained unconcerned in this regard. IGI Airport, being one of the most sensitive Airports in the existing security scenario, such gaps are sure to lead to any disaster at any time. The Committee observes that the issues are very serious and need immediate attention of the Ministries of Civil Aviation and Home Affairs and various other stakeholders involved. The Committee recommends that the Ministry of Home Affairs may take immediate decision in those matters as the Delhi Police is under that Ministry, discharging sovereign function of maintenance of security in and around the IGIA. The Committee recommends that all the issues need to be considered for immediate redressal.

(Para 58 to 65 of the Report)

Slums at Mumbai Airport

7. The Committee observes that at the Chhatrapati Shivaji International Airport, Mumbai, there exists 35 pockets of slums in airport, wherein 80,000 families having four lakh people are residing. There is also hillock full of slums overlooking the operational area of the airport. The problems are persisting for the last so many years. The Committee feels that the Governmental agencies, both at the Centre and the State level, could not rationally judge the menace of slums inside the airport area as a potential security threat. Mumbai is the commercial capital of the country. Any breach of security at the airport will have far reaching consequences. The threat is perennial and no amount of policing could provide adequate security to the airport if the slums are allowed to exist and flourish inside the airport. The Committee feels that the Government agencies are happily unconcerned about the airport security at CSIA, Mumbai. In Mumbai International Airport, a disaster is waiting to happen at any moment in view of these dangerously placed encroachments overlapping operational areas, of the Mumbai Airport. The Committee called upon all the agencies such as AAI, Ministry of Civil Aviation, BCAS, State Government of Maharashtra and MIAL to wake up from their slumber and see the danger looming large on the Mumbai Airport. The Committee expresses its serious concern on this and strongly recommends that all the slums must be removed and relocated from the airport area. There is no justification for allowing encroachers inside the airport area and Committee is of the view that so long as this area is occupied by the

slum dwellers, the Mumbai airport is sitting on a ticking bomb until it is relocated. The Committee recommended that MIAL along with Government of Maharashtra should come forward immediately with adequate proposals to rehabilitate the slums taking support of various Governmental agencies. The Committee also hoped that the Government of Maharashtra will expedite its approval for the Airport Specific Slum Rehabilitation Scheme for CSIA, to enable the slum rehabilitation process quickly.

(Para 85, 86 & 108 of the Report)

Airport security should be a Sovereign Function

8. The Committee observes that National Security cannot be compromised. Civil Aviation Security is a very integral and important element of national security. Airport complex is a crucial infrastructure. Any large scale damage/terrorist attack on the airport complex will be catastrophic with far reaching grave implications for the citizens and the economy. Investments flowing into the country depends on the state of the security and safety. The Committee further notes that the airports have been categorized as hyper-sensitive, sensitive and normal. Operational airports in hyper-sensitive categories are 26 out of which only 18 airports have been provided with CISF security cover. Which means that eight hyper-sensitive airports are not provided the security cover of CISF. In sensitive category, there are 56 airports, out of which 37 are covered by CISF and 19 are not covered. In the normal category of 16 airports, only 4 are provided with CISF security and 12 are not covered. Thus, out of 98 functional airports, only 59 are covered with CISF security cover and 39 are not under CISF. Explanations given to the Committee was lack of funds for providing CISF security cover at all the 98 airports.

9. The security must be adequate and in proportion to the threat perception. Funds should not come in the way of providing security. The Committee recommends that the security component of PSF needs to be enhanced to commensurate with the security expenditure and ensure that security is not compromised at all the airports in India and the PSF security component must be deposited in the Consolidated Fund of India.

10. The Committee recommends that since Airport Security should be absolute and Security of the Airports is an integral part of National Security, adequacy of PSF Security component collection should not be the criteria for providing security. The Committee therefore recommends that providing security should be a sovereign function.

(Para 95,96 & 97 of the Report)

11. The Committee observes that ideally, the CISF security cover should be provided to all the 70 odd airports which are having normal scheduled operations. But to begin with, the Committee recommends that all the Airports rated hyper-sensitive from security angle be given to CISF as soon as possible followed by the sensitive airports. In view of shortages of manpower and logistics available with CISF, security of normal airports can

continue with State Police for the time being. But these airports also be given all modern equipment, training etc.

(Para 97A of the Report)

12. The Committee was at a loss to find that the post of the Commissioner of Security, BCAS, the Appropriate Authority for the development, implementation and maintenance of National Civil Aviation Security Programme of India, is lying vacant for the last two-and-a-half years. The Committee wanted to know the reasons for keeping this important and sensitive post vacant for more than two years.

(Para 104 of the Report)

13. The Committee also feels that the issue of deficiency of security gadgets and installation of CCTV cameras and clearance of shadow zones at various airports should be taken up on priority so that such deficiencies do not become a cause for concern in the Indian airport security system.

(Para 106 of the Report)

14. The Committee desires that vacant posts in the Aviation Security Group of CISF which is manning the Indian airports through the length and breadth of the country are filled up at the earliest so that the existing security apparatus is strengthened.

(Para 109 of the Report)

The full report is available on the website of Rajya Sabha <http://rajyasabha.nic.in> →Committees→Department related RS→Committee on Transport, Tourism and Culture-→ Reports)