

FOURTEENTH REPORT
PUBLIC ACCOUNTS COMMITTEE
(1991-92)

(TENTH LOK SABHA)

BLOCKING OF FUNDS—IDLE EQUIPMENT

[Action Taken on 119th Report of PAC (8th Lok Sabha)]

MINISTRY OF CIVIL AVIATION



Presented to Lok Sabha on 3rd April, 1992

Laid in Rajya Sabha on 3rd April, 1992

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CONTENTS

	PAGE
COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE.....	(iii)
INTRODUCTION.....	(v)
CHAPTER I Report.....	1
CHAPTER II Observations/Recommendations that have been accepted by Government.....	5
CHAPTER III Observations/Recommendations which the Committee do not desire to pursue in the light of the replies received from Government.....	9
CHAPTER IV Observations/Recommendations replies to which have not been accepted by the Committee and which require reiteration	12
CHAPTER V Observations/Recommendations in respect of which Government have furnished interim replies.....	14
APPENDIX I	
Observations/Recommendations	15
PART II	
Minutes of sitting of Public Accounts Committee held on 17 March, 1992.....	17

**THE PUBLIC ACCOUNTS COMMITTEE
(1991-92)**

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INTRODUCTION

I, the Chairman of the Public Accounts Committee as authorised by the Committee, do present on their behalf this Fourteenth Report on action taken by Government on the recommendations of the Public Accounts Committee contained in their Hundred and Nineteenth Report (8th Lok Sabha) on 'Blocking of Funds—Idle Equipment'.

In their earlier Report, the Committee had urged the Government to investigate the reasons for abnormal delay in installation of equipment and resorting to import of VORs* when the infrastructural facilities were not even available and to fix responsibility for the lapses. The Ministry of Civil Aviation in their action taken note have stated that appropriate advance planning had been undertaken to ensure readiness to receive the imported VORs by the delay was on account of delay in acquisition of land and construction of buildings. As regards fixation of responsibility, the Ministry of Civil Aviation have, on the one hand, tried to pin-point the responsibility for the delay on the C.P.W.D. officials, while on the other contended that it is not possible to fix responsibility in the case of DGCA officials as the concerned officials have since retired. Even in respect of CPWD officials the Ministry have expressed their inability as the officers have been transferred and interaction with CPWD has considerably come down after the formation of National Airports Authority. In this Report, the Committee have expressed surprise at this contention of the Ministry of Civil Aviation and have urged the Ministry to take up the matter with the Ministry of Urban Development for initiating appropriate action against the concerned CPWD officials. The Committee have also desired that similar action be initiated against the officials of DGCA wherever possible.

3. The Committee considered and adopted this Report at their sitting held on 17 March, 1992. Minutes of the sitting form Part II of the Report.

4. For facility of reference and convenience, the recommendations of the Committee have been printed in thick type in the body of the Report and have also been reproduced in a consolidated form in the Appendix to the Report.

5. The Committee place on record their appreciation of the assistance rendered to them in the matter by the office of the Comptroller & Auditor General of India.

NEW DELHI;
March 23, 1992

Chaitra 3, 1914 (Saka)

ATAL BIHARI VAJPAYEE,
Chairman,
Public Accounts Committee.

*Very High Frequency Omni Directional Radio Range.

CHAPTER I

REPORT

1.1 This Report of the Committee deals with the action taken by Government on the Committee's recommendations/observations contained in their 119th Report (8th Lok Sabha) on Paragraph 51 of the Report of the Comptroller and Auditor General of India for the year 1985-86, Union Government (Civil), Volume-I relating to Blocking of Funds-Idle Equipment.

1.2 The Committee's 119th Report (8th Lok Sabha) was presented to Lok Sabha on 6 April, 1988. It contained 9 recommendations/observations. Action taken notes on all these recommendations/observations have been received from the Ministry of Civil Aviation. These have been broadly categorised as follows:

- (i) Recommendations and observations which have been accepted by Government:
Sl. Nos. 3, 5, 7, 8 and 9.
- (ii) Recommendations and observations which the Committee do not desire to pursue in the light of the replies received from Government:
Sl. Nos. 1, 4 and 6.
- (iii) Recommendations and observations replies to which have not been accepted by the Committee and which require reiteration.
Sl. No. 2
- (iv) Recommendations and observations in respect of which Government have furnished interim replies:
-Nil-

Delay in installation of equipment and fixation of responsibility for lapses. (Sl. No. 2 - Paragraph 22)

1.3 Commenting upon the abnormal delay in installation of equipment, the Committee in paragraph 22 of their 119th Report had observed as follows:

“The Committee agree with the Secretary, Civil Aviation that there has been a total lack of planning. They are of the opinion that right from conceptualisation to actual commissioning, project planning and implementation had been tardy and weak. While on the one hand import of equipment involving foreign exchange was resorted to, on the other there was inordinate delay in the installation of equipment due to lack of infrastructural facilities and

by that time the indigenous VORs had also started arriving. The import of the equipment involving precious foreign exchange was thus an exercise in futility. The guarantee period of both indigenous and imported equipment had already expired by the time these were installed. The Committee deprecate this lackadaisical approach of the Government and would urge them to investigate the reasons for abnormal delay in installation of equipment and resorting to import of VORs when the infrastructural facilities were not even available and to fix responsibility for lapses. The Committee would like to be apprised of the results of such investigations”.

1.4 In their action taken note, the Ministry of Civil Aviation have stated as follows:

“When the decision for import of VORs (Very High Frequency Omni Directional Radio Range) was taken, appropriate advance planning action had been taken by Directorate General Civil Aviation to ensure readiness to receive the VORs while site surveys for VOR sites had been completed in time. The delay in installation of VOR has been mainly due to the following reasons:—

- (i) Delay in acquisition of land;
- (ii) Delay in construction of building; and
- (iii) Completion of electrical works.

After the formation of National Airports Authority, the following measures have been taken to reduce the delay in installation of equipment:—

1. In the D.G.C.A. set up, C.P.W.D. was responsible for the above works. National Airport Authority has made it a policy to interact directly with State Governments for land acquisition. The response has been much faster than through C.P.W.D.

2. Since land acquisition of isolated pieces of land from private owners poses serious difficulties, efforts are being made to locate VOR facility within airport boundaries so far as possible, as long as such sittings are consistent with operations requirements.

3. Streamlining of procedure for approval/sanction in N.A.A.

4. Establishment of Engineering Cell in N.A.A.

As regards fixation of responsibility, the following comments are offered:—

In the D.G.C.A. set up, the entire responsibility of execution of civil and electrical works for VOR building was that of C.P.W.D. The role of D.G.C.A. officers was to—

- (i) give detailed information on sites, areas of land required, standards of preparation of sites.

- (ii) give detailed technical information in civil and electrical works to be done; and
- (iii) maintain liaison and coordination with CPWD both at Hqrs.' level with SSW-AVN, Chief Engineer and at Division level with concerned Superintending Engineer/ Executive Engineer.

Most of the officers in C.P.W.D. have undergone transfer and after the formation of N.A.A. interaction with C.P.W.D. has considerably come down. Therefore, it is not feasible to determine the responsibility of C.P.W.D. officers for delays in execution of works.

In so far as, D.G.C.A. officers are concerned, the concerned DDGs and Director of Communication have since retired, therefore in the case also, it is not possible to fix responsibility. The officers presently available in N.A.A. have taken up the task of completion of installation of VOR as a result of which all the VORs have been installed except VOR at Bagdogra”.

1.5 The Ministry are stated to have made “appropriate advance planning” to ensure readiness to receive imported VORs. However, from the inordinate delay in installation of VORs due to delays in acquisition of land and construction of building and completion of electrical works, it is evident that either the advance planning in this case did not take into account the ground realities or sufficient care was not taken to translate the planning into timely action. While the Ministry of Civil Aviation have, on one hand, tried to pinpoint the responsibility for the delay on the CPWD officials, on the other hand, it has also been contended that it is not possible to fix responsibility in the case DGCA officials as the concerned DDG and Director of Communications have since retired. What causes grave concern to the Committee is that even in the case of CPWD officials, the Ministry of Civil Aviation have expressed their inability to take action because either the officers in CPWD have been transferred or interaction with CPWD has considerably come down after the formation of National Airport Authority. The Committee are surprised at this contention of the Ministry particularly so when CPWD is a Government department and urge the Ministry of Civil Aviation to take up this matter with the Ministry of Urban Development for initiating appropriate action against the CPWD officials found responsible for these lapses. The Committee also desire that similar action be initiated against the officials of DGCA wherever possible. Keeping in view the fact that the Ministry of Civil Aviation are finding it difficult to take action against the erring officials because of their transfer or retirement, the Committee would like to point out that the reasons for the inordinate delay should have been investigated and appropriate action taken by Government

much earlier without waiting for the Committee to recommend the same. That it was not done is regrettable. The Committee hope that the Ministry would draw appropriate lessons from this case with a view to avoiding recurrence of such instances.

CHAPTER II

OBSERVATIONS/RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation

The Committee find that the Department of Civil Aviation obtained sanctions stressing the urgent need of the VORs, to improve safety, reduce flying time and fuel cost besides minimising cockpit workload. During evidence, the Chairman, NAA accepted this position. The Committee feel that the delay in installation of the VOR have not only blocked the capital amount spend on their procurement but this has also resulted in additional fuel cost which would have been saved due to reduction in the flying time. They urge the Government to take expeditious steps to install all the VORs so that efficient and economic operations of aircraft is ensured.

[Sl. No. 3—Para No. 23 of Appendix D of 119th Report
of PAC (8th Lok Sabha)]

Action Taken

Concerned and expeditious steps have been taken to provide the infrastructure and complete the installation of VORs. A persual of following table will indicate the progress made in installation of VORs.

<i>S. No.</i>	<i>Station</i>	<i>Present Status</i>
1	2	3

IMPORTED VOR (SIX)

- | | | |
|------------------|---|--|
| 1. Bellary | } | VOR installed and in operation. |
| 2. Kancheepuram | | |
| 3. Mangalore | | |
| 4. Baroda | | |
| 5. Visakhapatnam | | |
| 6. Gulbarga | | |
| | | VOR installed and in operation with effect from 26.9.88. |

INDIGENOUS VOR (NINE)

- | | |
|-----------------|---|
| 1. Bangalore | VOR installed and in operation. |
| 2. DRC&D Units | Equipment being used for evaluation of VOR sites by installing it at proposed site (s). |
| 3. Secunderabad | VOR in operation. |
| 4. Rajkot | Installation completed in May '89. |

1	2	3
5. Mohanbari	VOR in operation.	
6. Udaipur	VOR installed and in operation with effect from 12.4.89.	
7. Jammu	VOR has been installed and given on test operation basis.	
8. Bagdogra	Prefabricated shelter is ready for transportation to site, installation of VOR will be taken up by December, 1989.	
9. Chandigarh	Equipment meant for Chandigarh has been diverted to Calicut where it has been installed and commissioned.	

Recommendation

The Committee are unhappy that the reports from field stations indicated that imported equipment was more stable than the indigenous one and that adjustments were required to be carried out more often in indigenous equipment than in imported ones. The Committee are of the view that reasons for relatively unsatisfactory performance of indigenous equipment should be critically analysed in consultation with the designers and producers of the equipment and appropriate remedial measures taken with the promptitude to improve the quality of equipment manufactured indigenously to obviate need for imports.

[Sl. No. 5—Para No. 25 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

The National Airports Authority has decided not to take VOR of old technology from Bharat Electronics Limited. Bharat Electronics Limited has also stopped manufacturing this equipment. Recently, an agreement for transfer of technology for manufacture of DVOR/VOR has been signed between Gujarat Commission and Electronics Limited, Baroda and AWA Limited, Australia. N.A.A. would now procure State-of-Art VORs from GCEL to meet its future requirements.

Recommendation

The Committee observe that audit in their Advance Report 1979-80 had pointed out that on an earlier occasion the DGCA obtained sanction for procurement of 2 VORs but delayed their installation by 3 to 6 years on the ground that selection of suitable sites and acquisition of land were long drawn processes. Even being aware of the impediments of this nature, the Ministry preferred to accord sanction for procurement of VORs from indigenous sources as well as their import without ensuring that adequate steps are taken to remove these limitations. This indicates lack of monitoring and vigilance on the part of the Ministry. The Committee need hardly emphasise that delays in project implementation have grave

financial and economic implications. Organising project completion actively to synchronise completion of various components of the project to ensure timely completion was, therefore, a responsibility of not only the DGCA but also of the Govt. The procedure, practices and organisation involved in completion of projects require critical analysis and review. The Committee hope that the Govt. will learn a suitable lesson from this experience and will be careful in according sanctions in future, besides ensuring that the specific centres of responsibility and accountability are clearly indentified and defined at the time of issue of sanctions. Once such sanctions are accorded, these should be implemented within the prescribed schedule so that there is no time and cost overruns.

[Sl. No. 7—Para No. 27 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

Earlier, the powers for sanction were vested with the Civil Aviation Ministry. After the formation of National Airports Authority (NAA), the NAA Board is competent to accord sanction for projects upto Rs.10 crores. Necessary care is being exercised at very senior levels by holding periodic review meeting to ensure timely implementation of projects.

Recommendation

The Committee note that the Department have not been able to instal the VORs at different stations for their not being able to acquire land in time. According to Secretary, Civil Aviation, CPWD took enormous time (in some cases as long as 33 months) in the construction of buildings and other infrastructure facilities. The Committee found that the plea taken by the Ministry/Department are not wholly substantiated by the facts. At the time of according sanction for procurement of VORs, the Ministry advised the Department to use urgency clause in case they apprehend difficulty in the acquisition of land. It is disquieting to note that neither the urgency clause was invoked even once for land acquisition nor the negotiations with land owners, for quicker take over of the land was even thought of. Besides, when CPWD failed to complete the construction of buildings within a certain specific time, the DGCA could have taken up the matter at the appropriate level. But there is no evidence to show that the Department treated the matter with the seriousness it deserved. The Committee are inclined to agree with the statement of the Secretary, Civil Aviation that DGCA had not taken steps to coordinate with concerned authorities so that on arrivals of the equipment it could be installed. The Committee hope that the Govt. will now examine the issue in greater depth and issue detailed instructions so that there is sense of urgency in resolving such impediments and delay in execution of such projects of vital importance is avoided in future.

[Sl. No. 8—Para No. 28 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

After its formation, the NAA is not solely dependent upon CPWD for execution of its works. The work is awarded to CPWD only in such cases where it has not been possible to get other suitable works agencies. In such cases also, regular coordination is maintained at level of DG—Works for timely completion. Other measures taken by NAA to ensure timely provision of infrastructure for its projects are:—

1. Creation of Engineering Cell
2. Hiring of Expert Consultants such as RITES, IAAI etc.

It is a fact that the Department did not apply Urgency Clauses in the instant case but henceforth it will be ensured that Urgency Clause is applied in cases of land acquisition, wherever considered necessary.

A serious and concerted effort has been made now for early provision of infrastructure. Some of the measures taken in this direction are:—

- (i) Period review of progress of works at very senior levels.
- (ii) Regular correspondence with DG, Works—CPWD at Member's level for all cases where the progress has been slow.
- (iii) Visit to site by Headquarters and field officers.
- (iv) Urgency Clause is being resorted to where difficulty is envisaged in acquisition of land.
- (v) Now NAA has made it a policy to interact directly with the State Govts. for acquisition of land. The response has been encouraging as compared to CPWD.

Recommendation

The Committee note that a perspective plan till the year 2000 has been drawn. They hope that the plan will be implemented in accordance with the prescribed schedule and care will be taken to review and modify the plan every year taking into account the exigencies of situation and constraints.

[Sl. No. 9—Para No. 29 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

A perspective plan till the year 2000 A.D. has been drawn. This plan covers five years period 1985-90, 1990-95, 1995-2000, which coincide with 7th, 8th and 9th Five Year Plan. The VORs and DMEs will be provided as per this plan subject to availability of funds. This plan is, however, subject to review and modification taking into account exigencies of operations.

CHAPTER III

OBSERVATIONS/RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN THE LIGHT OF THE REPLIES RECEIVED FROM GOVERNMENT

Recommendation

The Committee note that as proposed by the Ministry of Tourism and Civil Aviation in August 1975 the Govt. accorded sanction in February 1978 for procurement of 15 VORs and 10 TVORs at an estimated cost of Rs. 275.50 lakhs with a foreign exchange components of Rs 52.75 lakhs, for installation at 15 different airports. The Committee are surprised that the Govt. took 2 1/2 years to accord sanction to a proposal involving safety and economy of flying of aircrafts and are constrained to observe that this shows lack of seriousness and urgency on the part of the Govt. This estimate had to be revised time and again due to slippages in supply by the indigenous supplier, i.e. Bharat Electronics Ltd., on whom the initial supply order was placed. Even though a separate sanction was obtained in March 1980 for import of 6 VORs at an estimated cost of Rs. 87 lakhs with a foreign exchange component of Rs. 48 lakhs, to meet immediate requirement, their installation was inordinately delayed. Not only that, by the time the imported equipments were received in the country and despatched to the site, the indigenous VORs too started arriving in the last quarter of 1983. Thus supply from both sources was almost simultaneous even though a lot of foreign exchange was spent on import of the 6 VORs on grounds of so called urgency. The Committee do not consider that such extraordinary urgency was justified in view of the delay that occurred in the installation of both imported and indigenous equipment.

[Sl. No. 1—Para No. 21 of Appendix D of 119 Report of PAC (8th Lok Sabha)]

Action Taken

The delay of 2 1/2 years in issue of sanction is mainly due to administrative procedures wherein clarifications on file are asked and the file keeps on moving back and forth between the Department and the Ministry, the comments on proposal from appraising agencies are sought and these are replied to, the final meeting takes place, its minutes are issued and in the end the sanction letter is issued. With the formation of National Airports Authority, processing time for obtaining a sanction has drastically come down to a few months.

Since the BEL was running behind the schedule for supply of 10 Nos. of VORs ordered on them, it was decided to go in for import of VORs. The

delay on the part of BEL was also realised by DOE who allowed the then DGCA to import the equipment

The reasons for delay have been indicated in reply to Para 22. It is, however, stated that larger percentage of imported equipment have already been installed as compared to the indigenous equipment which were ordered subsequent to the order for imported VOR.

Recommendation

While seeking sanction for procurement of the VORs the Department/ DGCA considered it necessary to install the VORs at certain stations lacking the necessary facilities. The Committee note, however, that on receipt of the equipment, it was discovered that their installation at those stations could be deferred without affecting much of their efficiency. The Department further discovered that there are many more stations/airports, existing or being developed where installation of VORs is necessary on priority basis. One VOR procured for Chandigarh was shifted to Calicut with a view to meeting the immediate need at Calicut. The Committee are of the opinion that this is clearly indicative of total lack of planning and foresight as the Government did not consider the requirements of the country as a whole and the problem was tackled on ad-hoc basis. The Committee deprecate this casual approach of the Govt. and hope that the Govt. will now have careful appraisal of their requirements in totality to take up planned development of airports and provide requisite facilities therein. The Committee also hope that the Govt. draw a lesson from this experience and suggest that Govt. plan a comprehensive timebound programme for provision of VORs and DMEs at all airports and en route and strengthen the project planning and implementation machinery to minimise time and cost overruns.

[Sl. No. 4-Para No. 24 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

In the DGCA set up, there was considerable time gap between framing of a proposal and receipt of equipment/installation of equipment. In the intervening time if urgent operational requirement for installation of VOR at another site arose, there was no alternative but to divert the equipment from earmarked site to the operationally more urgent station. The diversion of equipment from approved list of stations is also necessitated to cater to more pressing operational requirements projected by Airline Operators for effective Air Traffic Control and air safety. In the instant case, installation of VOR at Calicut was operationally more urgent than that at Chandigarh.

In view of above, it may be seen that diversion of equipment from earmarked station to another station was operationally justified.

Recommendation

The Committee have been informed that National Airports Authority has been created as there were inherent limitations in the erstwhile DGCA system to watch and monitor timely implementation of Projects. The Committee hope that the establishment of NAA would result in efficient utilisation of resources and fulfilment of objectives.

[Sl. No. 6—Para No. 26 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

After formation of National Airports Authority, some of the measures taken to watch and monitor timely implementation of the projects are:—

- (i) Interactive coordination with concerned agencies.
- (ii) More effective guidance and supervision of field staff.
- (iii) Streamlining procedures for approvals and sanctions.
- (iv) Creation of Engineering Cells.
- (v) Hiring of expert consultants.

CHAPTER IV

OBSERVATIONS/RECOMMENDATIONS REPLIES TO WHICH HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH REQUIRE REITERATION

Recommendation

The Committee agree with the Secretary, Civil Aviation that there has been a total lack of planning. They are of the opinion that right from conceptualisation to actual commissioning project planning and implementation had been tardy and weak. While on the one hand import of equipment involving foreign exchange was resorted to, on the other there was inordinate delay in the installation of equipment due to lack of infrastructural facilities and by that time the indigenous VORs had also started arriving. The import of the equipment involving precious foreign exchange was thus an exercise in futility. The guarantee period of both indigenous and imported equipment had already expired by the time these were installed. The Committee deprecate this lackadaisical approach of the Government and would urge them to investigate. The reasons for abnormal delay in installation of equipment and resorting to import of VORs when the infrastructural facilities were not even available and to fix responsibility for lapses. The Committee would like to be apprised of the results of such investigations.

[Sl. No. 2— para No. 22 of Appendix D of 119th Report of PAC (8th Lok Sabha)]

Action Taken

When the decision for import of VORs (Very High Frequency Omnidirectional Radio Range) was taken, appropriate advance planning action had been taken by Directorate General Civil Aviation to ensure readiness to receive the VORs while site surveys for VOR sites had been completed in time. The delay in installation of VOR has been mainly due to the following reasons—

- (i) Delay in acquisition of land;
- (ii) delay in construction of building; and
- (iii) completion of electrical works.

After the formation of National Airports Authority, the following measures have been taken to reduce the delay in installation of equipment:—

1. In the D.G.C.A. set up— C.P.W.D. was responsible for the above works. National Airports Authority has made it a policy to interact directly with State Governments for land acquisition. The response has been much faster than through C.P.W.D.

2. Since land acquisition of isolated pieces of land from private owners poses serious difficulties, efforts are being made to locate VOR facility within airports boundaries as far as possible, as long as such sitings are consistant with operations requirements.

3. Streamlining of procedure for approval/sanction in N.A.A.

4. Establishment of Engineering Cell in N.A.A.

As regards fixation of responsibility, the following comments are offered:—

In the D.G.C.A. set up, the entire responsibility of execution of civil and electrical work for VOR building was that of C.P.W.D. The role of D.G.C.A. officers was to—

- (i) give detailed information of sites, areas of land required, standards of preparation of sites.
- (ii) give detailed technical information in civil and electrical works to be done; and
- (iii) maintain liaison and coordination with CPWD both at hqrs. level with SSW-AVN, Chief Engineer and at Division level with concerned Superintending Engineer/Executive Engineer.

Most of the officers in C.P.W.D. have undergone transfer and after the formation of N.A.A. interaction with C.P.W.D. has considerably come down. Therefore, it is not feasible to determine the responsibility of C.P.W.D. officers for delays in execution of works.

In so far as, D.G.C.A. officers are concerned, the concerned DDGs and the Director of Communication have since retired therefore in this case also, it is not possible to fix responsibility. The officers presently available in N.A.A. have taken up the task of completion of installation of VOR as a result of which all the VORs have been installed except VOR at Bagdogra.

CHAPTER V

**RECOMMENDATIONS AND OBSERVATIONS IN RESPECT OF
WHICH GOVERNMENT HAVE FURNISHED INTERIM REPLIES**

—NIL—

NEW DELHI;
23 March, 1992

Chaitra 3, 1914 (Saka)

ATAL BIHARI VAJPAYEE,
Chairman,
Public Accounts Committee.

APPENDIX I

Statement of Observations/Recommendations

Sl. No.	Para No.	Ministry/ Department concerned	Observations/Recommendations
1	2	3	4
1.	1.5	Ministry of Civil Aviation	<p>The Ministry are stated to have made “appropriate advance planning” to ensure readiness to receive the imported VORs. However, from the inordinate delay in installation of VORs due to delays in acquisition of land and construction of building and completion of electrical works, it is evident that either the advance planning in this case did not take into account the ground realities or sufficient care was not taken to translate the planning into timely action. While the Ministry of Civil Aviation have, on one hand, tried to pinpoint the responsibility for the delay on the CPWD officials, on the other hand, it has also been contended that it is not possible to fix responsibility in the case of DGCA officials as the concerned DDG and Director of Communications have since retired. What causes grave concern to the Committee is that even in the case of CPWD officials, the Ministry of Civil Aviation have expressed their inability to take action because either the officers in CPWD have been transferred or interaction with CPWD has considerably come down after the formation of National Airports Authority. The Committee are surprised at this contention of the Ministry particularly so when CPWD is a Government department and urge the Ministry of Civil Aviation to take up this matter with the Ministry of Urban Development for initiating appropriate action against the</p>

1**2****3****4**

CPWD officials found responsible for these lapses. The Committee also desire that similar action be initiated against the officials of DGCA wherever possible. Keeping in view the fact that the Ministry of Civil Aviation are finding it difficult to take action against the erring officials because of their transfer or retirement, the Committee would like to point out that the reasons for the inordinate delay should have been investigated and appropriate action taken by Government much earlier without waiting for the Committee to recommend the same. That it was not done is regrettable. The Committee hope that the Ministry would draw appropriate lessons from this case with a view to avoiding recurrence of such instances.

PART II

MINUTES OF THE SITTING OF PAC HELD ON 17 MARCH, 1992
The Committee sat from 1600 hrs. to 1700 hrs. on 17 March, 1992.

PRESENT CHAIRMAN

Shri Atal Bihari Vajpayee

MEMBERS

2. Shri Girdhari Lal Bhargava
3. Shri Arvind Netam
4. Shri R. Surender Reddy
5. Shri Pratap Singh
6. Prof. (Dr.) S.P. Yadav
7. Shri Dipen Ghosh
8. Shri Vishvjit P. Singh
9. Shri Ish Dutt Yadav

SECRETARIAT

1. Shri S.C. Gupta — *Joint Secretary*
2. Smt. Ganga Murthy — *Deputy Secretary*
3. Shri K.C. Shekhar — *Under Secretary*

REPRESENTATIVES OF AUDIT

1. Shri N. Sivasubramanian — *Addl. Dy. C&AG (Reports)*
2. Shri A.K. Banerjee — *Pr. Director Reports (Central)*
3. Shri S.C. Anand — *Dr. General of Audit (P&T)*
4. Shri P.K. Lahiri — *Pr. Director (Direct Taxes)*
5. Shri P.K. Bandhopadhyay — *Pr. Director (Indirect Taxes)*
6. Shri Dharendra Swarup — *Pr. DACR (II)*
7. Shri K. Krishnan — *Director (Direct Taxes)-I*
8. Shri Kulvinder Singh — *Director (Direct Taxes)-II*
9. Shri K.C. Gupta — *Dy. Director*
10. Shri Birendra Kumar — *Dy. Director (P&T)*
11. Shri R. Parathasarthi — *Director (Railways)*

2. The Committee took up consideration of the following draft Reports:

Draft Report on the recommendations contained in the 119th Report of PAC (8th Lok Sabha) regarding Blocking of Funds — Idle Equipment.

3. The Committee adopted the draft Report..... without any modification.

4. The Committee authorised the Chairman to present the Reports to the House after, incorporating therein modifications/amendments arising out of factual verification by Audit.

The Committee then adjourned.