



एयरपोर्ट्स अथारिटी एम्पलाइज यूनियन
Airports Authority Employees' Union
(Regd. No. 3515 & Recognised)



All India President : Com. S.R. SANTHANAM, Ph. (R) (040) 27768269, (O) 27902721, (M) 09490681924
General Secretary : Com. BALRAJ SINGH AHLAWAT, (M) 09871717521

No. AAEU/CHQ/Misc./2023

Dated: 18.10.2023

To

The Chairman

Airports Authority of India,
Rajiv Gandhi Bhavan,
New Delhi 110 021.

Subject: Transfer posting of Select List employees of PPP Airports– Unfair Labour practice of AAI Management.

Sir,

Reference is invited the discussions the undersigned had with your good office at various occasion and this union letter No. AAEU/CHQ/2023, dated 26.04.2023 on the subject captioned above.

2. It is disheartening to the note that, despite of repeated appeal made by this union explaining the legal provisions of RFP/Concession agreement related to the select list employees, AAI Management thoughtlessly going ahead with dislocating the all the select list employees except to the extent covered under recent Circular dated 10.10.2023 regarding formation of Administrative Support Unit (ASU) at PPP Airports.

3. It is also pertinent to mention that AAI Management has totally ignored the requirement of supporting manpower to the CNS/ATM services which are being reserved services as per clause 20.2.1 of Article 20 under the head "Reserved Services" of the concession agreement. Under reserved services, AAI being appointed GOI agency shall continue to provide the AAI services pertaining to CNS/ATM, which includes maintenance & protection of all CNS/ATM installations & equipment's (As per Schedule-1 of Schedule Q) of concession agreement.

4. All such CNS/ATM services requires the support of various other discipline, such as MT Drivers, Mechanics, Fire personnel to man the Fire control room of NATS building & HR, Finance, Housekeeping & Engg personnel for Maintenance of Quarters meant for ATM/CNS officials etc., as has been carried out by AAI personnel prior to handing over of operations to Adani Enterprises Limited.

5. While on the subject, we would also like to draw your kind attention to the article 6

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Balraj Singh Ahlawat

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(2)

Obligations of the `Authority ` clause 6.5.10 of the ``sub` head `Authority Employee` which stipulates that " if at the expiry of the deemed deputation period, the number of Accepting Employees of Employment offer by AEL is less than 60% of Select Employees (Defined as Deficit Employees), the concessionaire shall from the expiry of the Deemed Deputation period, pay to the Authority, on a monthly basis such amounts as may be indicated by the Authority in respect of such Deficit employees.

6. *Sir, you would appreciate that, as on date not even 1% of select list employees have accepted the offer of employment by AEL and thus entire 60% of select list employees have become deficit employees. In terms of concessionaire agreement, M/s. AEL is liable to pay the cost of deficit employees which shall be mutually identified by the parties not later than 3 (three) months prior to the expiry of Deemed Deputation period.*

7. *As it is the liability of the concessionaire to pay the cost of the mutually identified deficit employees till retirement or other separation from Authority, mass dislocation/ deployment of such deficit employee to other Airports operated by Airports Authority of India would create the room to M/S. AEL to go for legal litigation/ raise the dispute / invoke arbitration etc., seeking the exemption on payment of cost of such deficit employees posted at other AAI Airports.*

8. *Further, it is also pertinent to mention that under CNS/ATM services the total number of officials (ATC & CNS) posted at PPP airports were in the range of 100 to 150 which requires adequate number of supporting staff to meet their establishment to the good level. In addition average of 200 retired officials from various disciplines, are continue to avail their retirement benefits viz., medical EDCPS, EPS & CAD pension etc., which needs the support from the establishment staff viz., HR, Finance etc., Even in the case of small airports under AAI where ATC/CNS official strength are very minimum, the other supporting establishment viz., HR, Finance, MTD, Engineering etc., are maintained with sufficient strength.*

9. However, the officials who are willing to move on transfer and accepted the transfers may

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(3)

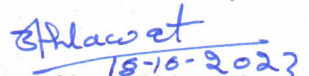
kindly be allowed to continue at PPP airport till completion of the present academic year i.e. up to March / April 2024 on the grounds of their Children Education on request basis and be relieved after 31.03.2024.

10. In view of the foregoing submission, this union once again request the Hon'ble Chairman to take the pragmatic view on the issue for retaining the sufficient non-executive supporting staff for CNS/ATM services viz., HR / Finance, MT Driver, Mechanics, Fire crew for NATS building & Engineering staff for AAI residential colony etc. It is submitted and emphasized that employees posted at PPP airports deserve dignified treatment not like enemy of AAI management. Transfer (kick out) everyone does not listen anyone.

11. In case the AAI management is reluctant to maintain the sufficient staff at those PPP airports, this union would not hesitate to elevate the issue to the higher level viz., MoCA / PMO besides initiating massive industrial action across the country for which the entire onus rest with AAI Management.

Thanking You,

Yours faithfully,


(Balraj Singh Ahlawat)
General Secretary
15-16-2023

Copy to:

1. Secretary, Civil Aviation with the request to intervene and give the suitable direction to the management of AAI.
2. Dy. CLC(Central), Conciliation authority regarding PPP airports.