

that lack of confidence among the small investors is mainly due to unhindered delinquency in the stock market. Government's failure to combat the same and also in a way reappearance of players like Harshad Mehta?

Will he agree that this unhindered delinquency creates a situation of uncertainty and does affect seriously the morale of the small investors?

SHRI P. CHIDAMBARAM: Sir, I cannot agree with a statement of that kind. Please remember that this year the Sensex touched a figure of a little over 4,000 in the month of June. Now what has happened since June to draw any conclusion that there has been an increase in unhindered delinquency? I think the stock markets are driven by sentiment, psychology, stock marketing discount a number of factors, among them political factors.

SHRI GURUDAS DAS GUPTA: What is the sentimentality he is referring to off and on? (*Interruptions*).

MR. CHAIRMAN: Sentimental market.

SHRI GURUDAS DAS GUPTA: What is 'sentimental'? Is it the psychological factor? Does he refer to the psychological factor?

SHRI P. CHIDAMBARAM: Markets discount a number of factors—political factors and economic factors. Markets respond to what is happening around them. Markets are not driven by any formula or any equation. When we announce a package of incentives or what are termed 'concessions' to investors, yet the markets do not rise. Half-yearly results of companies come. Some do well and some do not so well. So, markets respond to that. When we do nothing for some time, for a period of two weeks or three weeks, when no major decisions are taken, we find that sometimes markets rise and sometimes fall. One cannot really predict the behaviour of markets. The most important thing that I have learnt is that the small investor is still

hesitant to invest in the stock market. He is discounting political factors and economic factors in his mind. He has got other instruments where he can invest. Other instruments give attractive returns. Particularly, debt instruments give attractive returns. But when quality paper comes into the market, he is willing to come and invest. When the IDBI, the IFCI and the ICICI came into the market only two months ago, with quality papers, they were oversubscribed. The investor is not shying away from every kind of paper. The investor responds to good quality paper. The investor is apprehensive, generally, about the quality of the paper that comes into the market and he is also being influenced by the general sentiment that prevails in the market. That is the best I can say. But I sincerely hope that the sentiment will improve and the investors will come back to the market. The primary responsibility of luring the small investor back to the market lies with the players—the stock brokers, the merchant bankers and the institutional investors. These are the ones who must lure the small investor back to the market.

MR. CHAIRMAN: Question No. 162.

Development of airports for international Operations

*162. **DR. ALLADI P. RAJKUMAR:**
SHRIMATI RENUKA
CHOWDHURY†:

Will the Minister of CIVIL AVIATION be pleased to state;

(a) whether Government propose to develop airports in various parts of the country for international operations;

(b) if so, the details thereof; and

(c) the target set up for completion of the airports with modernisation of all traffic services?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM):

†The Question was actually asked in the floor of the House by Shrimati Renuka Chowdhury.

(a) and (b) Yes Sir. Airports Authority of India is developing 12 model airports in various parts of the country in addition to Ahmedabad and Goa to cater to limited international operations.

(c) Modernisation of Air Traffic Control System of Mumbai and Delhi airports has been taken up at an estimated cost of Rs. 423.89 crores. The equipment is being installed and tested. The Air Traffic Control System at Calcutta airport is being augmented and the work is likely to be completed in May, 1997. In addition, communication and navigational facilities at other airports of the country is being updated/modernised in a phased manner.

SHRIMATI RENUKA CHOWDHURY: Sir, I want to put a specific question in relation to Andhra. In Andhra Pradesh, the Hyderabad Airport was earmarked for recognition as an international airport nearly 10 years ago when I first raised the issue in this august House. There are several passengers who have been travelling from Hyderabad to Singapore. Does the Minister have anything immediately in the pipeline as regards allowing international airport facilities at the Hyderabad Airport to service the Singapore sector? What are the other sectors that you have already permitted Hyderabad to operate on?

SHRI C. M. IBRAHIM: Sir, at present we are having five airports which have been declared as international—Delhi, Mumbai, Calcutta, Chennai and Tiruvananthapuram. We have taken up 12 model type airports of which Hyderabad is also one. In that model airport, facilities for international flights are also available. As far as Hyderabad airport is concerned, the work is going on. Now recently, we have started some new flights and again, we are thinking of starting some more flights from Hyderabad to Jeddah, Hyderabad to Muscat because there is a shortage of flights. But we are trying to have more routes to serve the needs of various

parts of the country and the twelve model airports are also included in them.

SHRIMATI RENUKA CHOWDHURY: The reply given by the Minister is self-contradicting. On the one hand, he said that they have got twelve model airports earmarked, and on the other hand, he said that there is a shortage of flights to operate at and hence they are not able to operate the level at which the Hyderabad airport is earmarked, as per the outlay. I would like to know as to what the total cost outlay that they have earmarked for each model airport is. What is the prerequisite for the modal airport? How many flights will it service? What are the routes that they have decided on?

SHRI C. M. IBRAHIM: Sir, I don't have the separate cost outlay figures in respect of airports. But the total cost in respect of twelve model airports is Rs. 423.89 crores. As far as model airport is concerned, it is the facility. *(Interruptions)* Now, I have got the figures. The cost outlay in respect of Hyderabad airport is Rs. 43.66 crores.

SHRIMATI RENUKA CHOWDHURY: What is the time factor involved?

SHRI C. M. IBRAHIM: It will be ready by December 1997. That is the time factor. But still it has not been completed. I have already given instructions to take up the work speedily to complete it in time. As far as new routes are concerned the utilisation of hours by aircraft has been increased. Earlier, they were using the aircraft for about 2,000 hours. Now, we have increased it to 3,400 hours. So, there would be more utilisation of hours by aircraft. I think, in this way, we can utilise the services and once the NCIR is finalised, I think we can develop the new areas. As per the international law, Indian Airlines has been allowed to have a limited international operations right now. It is going to the various parts of the world like Dubai, Muscat, Singapore,

Sharjah and other places. As far as utilisation of hours in respect of Indian Airlines is concerned, we are diverting some new routes to that area, and on 2nd, we are starting a flight from Bangalore, and 3rd, we are starting a flight from Trichy to Sharjah and from Sharjah to Bangalore also.

SHRIMATI RENUKA CHOWDHURY: Sir, a protest is being registered by the local people that these international airports which have been earmarked nation-wide, are happily named by the Centre. The sentiments of the local people or the local legendary are not taken into consideration while naming these airports and these names are forced down on our throat all across the country. So, I would request the Minister to reconsider the naming of the international airports and to keep in mind the sentiments of the local people while naming them. Would the Minister give an assurance on that?

SHRI C. M. IBRAHIM: Sir, as far as naming of the international airports is concerned, since the new Government came into power, we have taken only one decision in respect of Amhedabad, that is, the Sardar Vallabhbhai Patel Airport. I think for that name, nobody should have any objection. The Chief Minister of Gujarat has also accepted this name and the whole country will appreciate this decision.

MR. CHAIRMAN: This is obviously the most popular question because I am flooded with requests for supplementaries.

DR. KARAN SINGH: Mr. Chairman, Sir, way back in the early seventies, when I was dealing with the Aviation a decision had been taken that Srinagar would be developed as an international airport. A quarter of a century has since elapsed, but unfortunately, that has not happened. the present runway in Srinagar needs an additional thousand feet in order to be able to take a full load of Boeing 747. Will the Minister kindly assure the House

that the work on the extension of the runway at Srinagar will be taken up on an urgent basis because if we have to restart tourism—national and international—in Srinagar, it is essential that we have an adequate airport.

SHRI C. M. IBRAHIM: Sir, I want to tell the hon. Member that so far as the new package to Jammu and Kashmir is concerned,—we are seriously thinking of having a limited operation of international flights from Srinagar—the only thing is—Sir, our Finance Minister is sitting here; I want his fullest cooperation—to develop this airport, I need a lot of money, and, Sir, this Srinagar airport is a civilian airport which belongs to Defence and the length of this runway is also about 9,000 ft., but we can operate here only 300. I am seriously thinking of starting international flights from some of the airports, whether it is in the North-East or in Kashmir. With the clearance of the Defence and the Home Ministries, we want to start some flights directly from Srinagar to places outside India. By that letters, it will give a message to the world outside that Srinagar is directly accessible to the outside tourists also. I have already written a letter to the Defence and the Home Department to give their views on that.

श्री सुन्दर सिंह भंडारी: श्रीमन्, जवाब में लिमिटेड इंटरनेशनल आपरेशन की बात की गई है और अहमदाबाद का उल्लेख है। मैं मंत्री जी से यह जानना चाहता हूँ कि जब अहमदाबाद में एअर इंडिया फ्लाइट्स उतर रही है और उसके लिए साग इक्वूपमेंट जो जरूरी है वह आवश्यक उपलब्ध है, तो दूसरी एअर लाइन्स को भी अहमदाबाद में उतरने के लिए इजाजत क्यों नहीं दी जा रही? क्या उसकी कुछ खास वजह है?

श्री सी० एम० इब्राहीम: इसकी वजह यही है, सर, कि अगर आप इंटरनेशनल एअरपोर्ट डिक्लेयर करते हैं तो दुनिया की हर लाइन्स को हक होता है वहाँ के रूट्स के पूछने का। हमारे दो काम होते हैं, एक तो एअरपोर्ट्स को डवलप करना और दूसरा काम इसके साथ यह देखना कि एअर इंडिया और इंडियन एअर-लाइन्स की कमाई में कोई घाटा न हो। अगर ज्यादा बाहर की लाइन

उतरने लगीं तो अपना घाटा जो है वह कम होगा। ... (व्यवधान) ... इसलिए हम चाहते हैं कि जितने रूट्स हमको बाहर की कण्ट्रीज वाले देते हैं, उसी के बराबर जो है हम बायलेटरल, जो है एंथ्रीमेंट में उनको रूट्स देते हैं। यहां तक अहमदाबाद का सवाल है हम चाहते हैं कि इंटरनेशनल एअरपोर्ट डिकलेयर करें और जब सरदार बल्लभभाई पटेल का नाम रख दिया है तो हम चाहते हैं कि इसको इंटरनेशनल एअरपोर्ट डिकलेयर करने के पहले पूरी इंटरनेशनल टाइप की सुविधाएं यहां होनी चाहिए। वहां पर जब एक बार वह सुविधाएं मुकमल हो जाएंगी तो उसको इंटरनेशनल एअरपोर्ट के नाम से डिकलेयर किया जाएगा। कल या परसों जो है, इसकी एक मीटिंग हम बुला रहे हैं और 7 तारीख को प्रधानमंत्री जी अहमदाबाद जा रहे हैं, अगर 7 तारीख के दिन तक मुझे पूरी जानकारी आ जाएगी तो हो सकता है कि उसी दिन हम इसको डिकलेयर करें, यह इंटरनेशनल एअरपोर्ट का जो है उसी दिन डिकलेयर कर सकते हैं।

SHRI BRATIN SENGUPTA: Sir, has the Minister undertaken any discussion with the Ministry of Defence and the Indian Air Force and has he initiated the necessary formalities for upgrading Badgogra to an international airport? Is there any schedule for commissioning of equipment at Calcutta airport where midnight over-flying facilities are quite alarming for air-safety of our Indian sky?

SHRI C.M. IBRAHIM: Sir, I did not have any personal discussion with them, but I had directed my Ministry to have a discussion with the Defence and Air Force people about the arrangements existing at the airports in the country.

श्री नरेन्द्र मोहन: श्रीमन्, मैं मंत्री जी से जानना चाहूंगा कि यह जो 12 प्रमुख हवाई अड्डों का विकास हो रहा है, इसमें उत्तर भारत के कौन-कौन से अड्डे हो सकते हैं? दूसरी खास बात मैं जानना चाहूंगा, जैसे दिल्ली में इंदिरा गांधी हवाई अड्डे पर उपकरण आए पड़े हैं वर्षों से, लेकिन भवन न होने की वजह से उनका आज तक सही उपयोग नहीं हो सका है। उत्तर प्रदेश में कानपुर में विमान इसलिए नहीं उतर पाते क्योंकि वहां रात्रि में विमान उतरने की सुविधा नहीं है। लखनऊ में फॉग होने के कारण विमान उतरने की सुविधा भी नहीं है। एक ओर तो नए हवाई अड्डों के विकास की बात की जा रही है, दूसरी ओर कृपया मंत्री जी यह बताएं कि जो और

देश के हवाई अड्डे हैं, वहां की दुर्दशा को दूर करने के लिए उनके मन में क्या योजना है?

श्री सी०एम० इब्राहीम: सभापति जी, जहां तक 12 एयरपोर्ट्स का प्रश्न है उसमें हैं—जयपुर, लखनऊ, नागपुर, इंदौर, बड़ोदरा, कालीकट और कोयम्बटूर, जो फेस-1 में कम्पलीट होने वाले हैं और फेस-2 में, जो मार्च, 1997 में कम्पलीट होने वाले हैं, उनमें हैं—गोहाटी, पटना, भुवनेश्वर और हैदराबाद और इम्फाल कम्पलीट होने वाला है 1999 में।

सर, जैसे ही मैंने इस विभाग को संभाला, उसके दो महीने बाद चीफ एयर मार्शल, जनरल सेठ की अध्यक्षता में एक कमेटी इमने बनाई और दो महीने पहले कमेटी बनाकर मैंने उस कमेटी से अनुरोध किया है कि वे बताएं कि देश के एयरपोर्ट्स की स्थिति आज क्या है वैसे तो मुझे डी०जी०सी० से, एयरपोर्ट अथारिटी से, अपने विभाग से उसकी पूरी जानकारी मिल रही है लेकिन इसके बावजूद मैंने यह उचित समझा कि बाहर की किसी ऐसी एजेंसी से, जिसको इसमें काफी मालुमात हों, उनके जरिए एक कमेटी के माध्यम से इसकी जांच कराई जाए, उनकी रिपोर्ट ली जाए और रिपोर्ट आने के बाद जो आगे कार्य करना होगा, उस पर हम फैसला करेंगे।

SHRIMATI KAMLA SINHA: Sir, I would like to know from the hon. Minister whether he has any plan to develop Gaya airport as an international airport. Gaya is an internationally famous place for the Buddhists and the Hindus. Hundreds of thousands of people visit and perform religious rites in Bodh Gaya and Gaya. Buddhists organisations all over the world, specially from Japan, are interested in investing some money for the development of a Buddhist circuit connecting Bodh Gaya, Gaya, Banares and other places. The Government of Bihar has been appealing to the Central Government for a long time to develop Gaya as an international airport. I would like to know from the Minister what he is doing in this regard and how soon it will be done.

SHRI C. M. IBRAHIM: Sir, at present there is no plan to convert Gaya into an international airport. Now facilities for landing only 50-seater planes are available. As I have clarified earlier, people are now thinking that the Civil

Aviation Ministry is very adamant and it is not allowing any foreign investment in the civil aviation sector. That is not correct. Now we have given it priority. I have mentioned about the infrastructure facilities which are necessary for the growth of the civil aviation industry. Now we are formulating a policy on construction of airports and building of infrastructure. We will definitely welcome foreign investment. Shortly we are announcing a policy under which private people can participate in the development of airports. Once this policy comes into being, if any private investor comes forward, we will definitely keep it in mind and whatever places of tourist importance are there, they will be taken into consideration.

SHRIMATI KAMLA SINHA: Unfortunately, the Minister is not visualising the potential result of the development of these areas. Hundreds of thousands of tourists are coming every year. If the airport is developed and if the Buddhist circuit is developed, we will have double the number of tourists from abroad and it will generate money and improve the situation. The Minister should take a review of the situation and he must expedite the matter.

SHRI C. M. IBRAHIM: Hundred per cent we will do it, Sir. There is no counter-argument on her argument. We have accepted it. Gaya is such a place where tourists are coming in thousands and lakhs. Unfortunately, I am constrained. There is no money. But I am trying my level best to modernise every place... (Interruptions)... That is why I have said, once the policy comes out in the open, we will have a lot of foreign investors and private investors who will take up the work. We are not only thinking of airports, we are also thinking of hiring hotels and shopping centres so that it becomes more attractive to the customers and they

earn more revenue. This thing has been taken up. We will keep this definitely in mind. This will be given utmost consideration.

श्री संजय निरूपम : सभापति महोदय, मैं मंत्री महोदय से दो बातें कहना चाहता हूँ। यह खुशी की बात है कि उन्होंने अहमदाबाद एयरपोर्ट का नाम पुनः बदला है। मुंबई में दो एयरपोर्ट्स हैं, एक अंतर्राष्ट्रीय हवाई अड्डा है और दूसरा अंतर्देशीय हवाई अड्डा है। एक सहर एयरपोर्ट है और दूसरा सांताकुंज एयरपोर्ट है। पिछले कई सालों से मुंबई की जनता और महाराष्ट्र की सरकार यह मांग कर रही है कि मुंबई के सहर एयरपोर्ट को छत्रपति शिवाजी महाराज के नाम से जाना जाए और सांताकुंज हवाई अड्डे को जे०आर०डी० टाटा के नाम से जाना जाए। इस बारे में हमारी सरकार ने कई बार सिविल एविएशन मिनिस्ट्री को लैटर्स लिखे हैं लेकिन अभी तक कोई फैसला नहीं किया गया है। आखिर यह फैसला लेने में विलंब क्यों हो रहा है?

श्री सी० एम० इब्राहीम: जहां तक मुंबई का सवाल है, हमारे आने के पहले ही फैसला हो चुका है। फैसला यह है कि पंडित जवाहरलाल नेहरू के नाम से इसको नामांकित किया जाए।

SHRI K. R. MALKANI: If a wrong decision has been taken, it can be changed... (Interruptions)...

श्री संजय निरूपम : महोदय, महाराष्ट्र की जनता की इच्छा यह है कि अंतर्राष्ट्रीय एयरपोर्ट का नाम छत्रपति शिवाजी के नाम पर रखा जाए। पंडित जवाहरलाल नेहरू भी श्रद्धेय हैं। उनके नाम पर कोई और एयरपोर्ट दिया जा सकता है।

MR. CHAIRMAN: You will have to take this up separately... (Interruptions)... Please sit down if you want an answer... (Interruptions)...

श्री राजनाथ सिंह: आप इस पर पुनर्विचार करिए, यह हमारी मांग है।

श्री सी० एम० इब्राहीम: यूनियन कैबिनेट पहले ही सहर इंटरनेशनल एयरपोर्ट का नाम जवाहरलाल नेहरू के नाम से रखने का फैसला कर चुकी है। कई दिनों पहले यह फैसला हो चुका है। अब अगर आप मांग रखेंगे तो कैसे होगा? जब पहले यह फैसला हो चुका है... (व्यवधान)

श्री के०आर० पलकानी: फैसले बदले जा सकते हैं। यह जनता की मांग है।

MR. CHAIRMAN: The question is not of naming airports. It can be taken up separately... (Interruptions)

श्री एस०एस० अहलुवालिया: सभापति महोदय, अभी एक सवाल के जवाब में मंत्री महोदय ने बताया है कि पटना एयरपोर्ट को सेकेंड फेज में रखा गया है। यह सब लोग जानते हैं कि पटना बिहार की राजधानी है और इसके साथ जुड़ा हुआ है बोधगया, जहां गौतम बुद्ध को निर्वाण प्राप्त हुआ था और जुड़ा हुआ है पावापुरी, जहां जैनियों का बहुत बड़ा मंदिर है। पवित्र स्थान है और यह जुड़ा हुआ है सिखों के गुरु गोविन्द सिंह जी के जन्म स्थान पटना साहिब से, यह बुद्धिस्ट, जैनिस्ट और सिखों का एक सर्किट है और यह हिन्दुओं के लिए बहुत बड़ा पवित्र स्थान है और इस स्थान पर बहुत दिनों से हमारी मांग चल रही है कि यहां पर शुरूआत की जाए कि यहां इंटरनेशनल फ्लाइट चले। सभापति महोदय, सिर्फ यह धार्मिक नहीं, पर मिडिल ईस्ट में जो कामगार लोग जाते हैं उनकी संख्या देखी जाए तो उसमें बिहार के बहुसंख्यक लोग हैं। यहां पर इंटरनेशनल फ्लाइट खोलने से कम से कम मिडिल ईस्ट को डायरेक्ट फ्लाइट जा सकती है, इसका प्रावधान किया जा सकता है। जब तक आप उसको इंटरनेशनल एयर पोर्ट का दर्जा नहीं देते तो कम से कम बुद्धिस्ट लोगों को आने के लिए या सिखों को आने के लिए या जैनियों को आने के लिए चार्टर फ्लाइट वहां लैंड कर सके, क्या उसका प्रावधान करने जा रहे हैं और उसके लिए क्या व्यवस्था करेंगे, यह कृपया सदन को बताएं?

श्री सी०एम० इब्राहीम: जहां तक फेज-2 है, वह कोई बड़ा लम्बा नहीं है। मार्च, 97 में पूरा हो जाएगा। जहां तक पटना का संबंध है... (व्यवधान)

श्री एस०एस० अहलुवालिया: सभापति महोदय, मैं इन्हें बतलाना चाहता हूं, यह कहते हैं कि पूरा हो जाएगा। पर यहां तो रोज पटना एयरपोर्ट बंद होता है क्योंकि नील गाय देखी जाती है। तो उसका क्या प्रावधान करेंगे? चरखी दादरी जैसी दूसरी छटना पटना एयरपोर्ट पर घटेगी... (व्यवधान) वहां पर रोज नील गाय देखी जाती है। Everyday they are announcing that a blue bull is sighted on the runway.

श्री सी०एम० इब्राहीम: अध्यक्ष महोदय, इसके बारे में मैं अवश्य देखूंगा जहां तक सेकेंड फेज है, वह 1997 में पूरा हो जाएगा। जिन बातों और विचारों का

आपने सुझाव दिया है, हम उनका अवश्य ही ध्यान रखेंगे।

MR. CHAIRMAN: Q. No. 163. Shri Iqbal Singh.

SHRI BALBIR SINGH: Sir, it is an important question about Punjab. Punjab is being discriminated against every time.

MR. CHAIRMAN: I have called Mr. Iqbal Singh.

SHRI SATISH PRADHAN: We would like to have a Half-An-Hour Discussion on this.

MR. CHAIRMAN: Please give notice. If there is time I will consider it.

Opening of New Hospitals in Punjab, Delhi, U.P., M.P. and Rajasthan

*163. SHRI IQBAL SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to open new hospitals in Punjab, Delhi, Uttar Pradesh, Madhya Pradesh and Rajasthan during the current year; and

(b) if so, location-wise details thereof; and the time by which construction of these hospitals is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI SALEEM IQBAL SHERVANI): (a) and (b) As Health is a State subject under the Constitution, the responsibility of establishing new hospitals is of the individual States.

Government has availed of assistance from the World Bank in promoting upgradation of health facilities including district hospitals in the States of Andhra Pradesh, Karnataka, West Bengal and Punjab as part of the State Health Systems Development Project. As far as the States of Delhi, Uttar Pradesh and Madhya Pradesh are concerned, they have been asked to prepare revised proposals for seeking external assistance for upgrading their existing health facilities (including hospitals) at the