

के लिए की गई थी। लेकिन पिछली फरवरी से इस एन.एफ.डी.सी. का मेट्रो चैनल की फिल्मों के लिए भार सौंप दिया गया है। यह देखा गया है कि पीछे दरवाजे से बहुत से प्रोग्राम ऐसे हैं, कुछ निर्माताओं को एन.एफ.डी.सी. की फिल्मों को निकाल कर दूरदर्शन मेट्रो चैनल पर दिखाए जाने की नीति निर्धारित की गई है। कुछ यह देखा गया है कि जिससे एन.एफ.डी.सी. की फिल्मों का भुगतान दूरदर्शन को नहीं हो रहा है। इस तरह से इनकी जो विज्ञापन आय है, इन फिल्मों के द्वारा जो विज्ञापन आय होनी थी।

MR. CHAIRMAN: Please ask the question.

श्रीमती वीणा वर्मा : जी हाँ। तो उसका आधा अर्थात् 50-50 प्रतिशत विज्ञापन आय का दूरदर्शन को भुगतान करना था। इस तरह से कितना भुगतान हुआ है और ऐसे कितने प्रोड्यूसर हैं जिनकी एन.एफ.डी.सी. की फिल्में मेट्रो चैनल पर दिखाई गई हैं और भुगतान नहीं हुआ है? इन चैनलों का क्या राष्ट्रीय चैनल बनाने पर सरकार विचार करेगी?

सभापति महोदय, दूरदर्शन पर मेट्रो चैनल पर जो दोबारा फिल्में दिखाई जा रही हैं, दोबारा भी कई फिल्में दिखाई जाती हैं, मैं यह जानना चाहती हूँ कि इसकी नीति क्या है? कई बार यह देखा गया है कि मेट्रो चैनल पर भी धारावाहिक आ रहा है।

MR. CHAIRMAN: Please conclude now.

श्रीमती वीणा वर्मा : और दूरदर्शन पर भी आ रहा है या दूरदर्शन पर भी चित्रहार आ रहा है और मेट्रो चैनल पर भी चित्रहार आ रहा है तो क्या इसको इस तरह से कोयॉर्डिनेट नहीं किया जा सकता कि एक तरफ यदि चित्रहार हो तो दूसरी तरफ कोई और अच्छा कार्यक्रम हो ताकि जो दर्शक चित्रहार न देखना चाहे क्या दूसरी तरफ उनको कोई और अच्छा कार्यक्रम दिखायेंगे?

SHRI K. P. SINGH DEO: Sir, the hon. lady Member is also the Chairperson of the Standing Committee on Media. She is also a very valued Member of our Consultative Committee. All her suggestions would be given the best consideration.

MR. CHAIRMAN: Question No. 202.

SHRI S. JAIPAL REDDY: It is a reply to the Member rather than to the question.

MR. CHAIRMAN: She did not object.

SHRIMATI VEENA VERMA: Sir, I seek your protection. (Interruptions).

Expansion of Balgaum Airport

*202. SHRI JOHN F. FERNANDES:†

SHRI PRABHAKAR B. KORE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Balgaum airport is proposed to be expanded so that Boeing 737 can land there;

(b) if so, when was this proposal cleared and what was the amount of financial sanction;

(c) whether the State Government has made available the required land; and

(d) if so, what is the proposed length of the runway and by when the work will commence?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) The National Airports Authority has at present no proposal to expand Belgaum airport for Boeing-737 operation.

†The Question was actually asked on the floor of the House by Shri John F. Fernandes.

SHRI JOHN F. FERNANDES: Mr. Chairman, Sir, the hon. Minister has replied that there is no proposal to expand the Belgaum airport at the present moment. But yesterday, the hon. Minister has replied in the other House that there is a proposal with the Government to spend 12 crores of rupees during the Eighth Plan for the three airports—Bangalore, Mangalore and Belgaum. May I know from the hon. Minister whether the work at the airport was stalled in the past after calling the tenders due to paucity of funds?

SHRI GHULAM NABI AZAD: Sir, I would like to mention here the present status of the Belgaum airport. The runway is about 5785 feet and it has an apron of 300 feet x 200 feet, which is capable of accommodating two aircraft simultaneously. It has also a small terminal building to handle 45 passengers; it is equipped with radio navigational aids like NDE, VOR and DME. The Indian Airlines has requested the National Airports Authority to upgrade this airport suitable for 737 operation. It is true, as the hon. Member has said, that an outlay of Rs. 17.5 crores was required to upgrade this and to extend the runway by 1700 feet. But, Sir, taking into consideration the current density of passenger traffic and most importantly, the non-availability of funds, it has been decided to defer the upgradation for the time being. At the moment, we have an Avro which flies between Bombay-Kolapur and Belgaum-Bombay and the load factor in respect of this Avro is only 50 per cent. If this Avro is not able to cater up to 100 per cent, how can we have a Boeing-737 there? So, first it has to fulfil the requirements of the Avro and then only we will think of the Boeing. But, at the same time, in the Eighth Plan, we are spending about 11 lakhs of rupees on the construction of the operational hall. On the development of airport, we are spending another 15 lakhs of rupees; on the recarpeting of runway, we are spending Rs.

200 lakhs; on aeronautical communication services, we are spending Rs. 119 lakhs; on ground and safety services, we are spending Rs. 87 lakhs and on simple approach lighting system, we are spending Rs. 50 lakhs.

SHRI JOHN F. FERNANDES: Mr. Chairman, Sir, I agree with the hon. Minister that this is a backward area and there is not much air traffic. But the main thrust of my question was that this airport is very close to the Goa airport. It is 150 kms away from Goa airport. The next closest airport is the Bombay airport which is 600 kms. away. In Goa airport, we are receiving about 10 chartered flights per week — international chartered flights — and these flights have priority for landing. As far as parking space is concerned, Goa airport can receive only two planes at a time. As a result, the domestic traffic is diverted to Bombay. The main thrust of my question was that Belgaum being the nearest airport, it should also be expanded so that the traffic at Goa can be diverted to this airport. I would like to know whether the hon. Minister will see to it that this work is done on a priority basis.

SHRI GHULAM NABI AZAD: Sir, this is a very pertinent question, that we have the inflow of chartered flights from different parts of the world. For Goa, Belgaum is one of the nearest airports which is almost 150 kms. away from Goa. That can definitely be utilised whenever we have congestion in the air space. That is why in the Eighth Plan, we are spending a lot of money. As far as the navigational aids are concerned, Rs. 5 crores are being spent on that. After some time, maybe, in the Ninth Plan, we will definitely see to it that we extend the runway so that it is capable of receiving the bigger aircraft. (Interruptions)

MR. CHAIRMAN: Mr. Fernandes, you have already put two supplementaries.

SHRI JOHN F. FERNANDES: That was the main question. My second supplementary is that the smaller airports in the country are maintained by the National Airport Authority and this Authority has no funds. So they borrow the funds from the International Airport Authority who are maintaining the larger airports and who are financing our viable airports. And usually they borrow the funds from the International Airport Authority and the funds are denied to them. So, this is a duplication of work. May I know from the hon. Minister whether he will merge both the Authorities and have one common Authority for equitable development of all the airports in the country?

SHRI GHULAM NABI AZAD, Sir, it is under active consideration of the Government.

SHRI PRABHAKAR B. KORE: Sir, the Minister has replied in the other House that these airports in Karnataka—Bangalore, Mangalore and Belgaum—will be upgraded in the Eighth Five Year Plan. May I know from the hon. Minister what amount out of these 12 crores of rupees is spent and how much amount has been earmarked for upgrading the Belgaum airport? That is my first question.

May I know from the hon. Minister by when this work will be taken up and whether priority will be given to the Belgaum airport so that the development of this backward region is done? As the Minister has replied, in the running of Avro between Bombay and Kolhapur, Belgaum and Bombay the occupancy is 50 per cent, Sir, the distance, between Belgaum and Bombay is 500 kms. and the fare charged by Vayudoot is Rs. 1,700/- whereas the distance Bombay and Bangalore is more than double, i.e., more than 1,000 kms. Indian Airlines is operating Airbus, Boeing or whatever it is and their fare, I think, is Rs. 1,200/- or

Rs. 1,300/- Because of this costly... (interruption) ...

MR. CHAIRMAN: Please conclude your question.

SHRI PRABHAKAR B. KORE: I am coming to that. Because he has replied that... (interruptions)... Because I come from Belgaum, I am asking this. This is a costly fare. Because of this costly fare and that Vayudoot is not regularly operating, sometimes at the eleventh hour the passengers are told that the flight is cancelled. This is the position. People don't want to pay this much amount but prefer to wait for one more day.

MR. CHAIRMAN: Now, please frame your question.

SHRI PRABHAKAR B. KORE: This is the first instance. The second is....

MR. CHAIRMAN: No; Kindly frame your question.

SHRI PRABHAKAR B. KORE: I am putting my question. Part (b) of my question is this. The Government has taken a decision to phase out the aircraft which are more than 20 years old. Are you going to utilise the runway of Belgaum. Unless it is expanded to take up the Boeing or other aircraft, ... (Interruption)... This is the first. As Indian Airlines have no smaller plane than Boeing 737 and Vayudoot...

MR. CHAIRMAN: Please don't make a statement. You must put your question.

SHRI PRABHAKAR B. KORE: Sir, Vayudoot is going to be wound up because of running a loss. May I know from the hon. Minister if it will be financially advantageous for the Government to purchase a smaller plane or spend a little more amount for expanding the runway to operate this airport?

SHRI GHULAM NABI AZAD, Sir, the first part of the hon. Member's question was, how much money we

[Shri Ghulam Nabi Azad]

... spending as far as Belgaum airport is concerned. I have already said that in the Eighth Five Year Plan we will be spending four crores and eighty two lakhs of rupees. And as far as the carpeting is concerned, because at the moment the runway is very rough, we are starting the recarpeting this year only and on that Rs. 2 crores are being spent. So far as that part is concerned, that is being taken care of.

The hon. Member has said that the tariff from Belgaum to Bombay and Kolhapur is very high. Sir, as compared to other parts, maybe to Delhi, Chandigarh or Kullu, this is even half of that. The charges are not much because the operational charges of Vayudoot are much more and in spite of this we are running a loss of Rs. 1,85,00,000 per month. So, we are not getting even the operational charges by running this Vayudoot service at the moment. As far as the third part of his question whether the Vayudoot is being replaced by other new aircraft is concerned, that is under the consideration of the Government.

SHRI GUNDAPPA KORWAR: Sir, I want to know from the Minister whether the Government is aware that crores of rupees were spent on the Gulbarga airport and still it is incomplete. I want to know from the Minister when it is going to be completed.

SHRI GHULAM NABI AZAD: Sir, we don't have any service at the moment for Gulbarga. There is no aircraft service between Gulbarga and other places. I think the State Government is spending some money on this. I will send to the hon. Member the details with regard to Gulbarga.

प्र० आई० जी० सन्दी : आदरणीय सभापति जी, बंगलौर कर्नाटक की राजधानी है। व्यापार और टूरिज्म से उसका संबंध है और दुनिया के प्रमुख राष्ट्र से

है। बम्बई का सहर और दिल्ली का इंदिरा गांधी अन्तर्राष्ट्रीय विमान पत्तन जसी सेवायें वहाँ पर नहीं हैं। मैं माननीय मंत्री जी से पूछना चाहता हूँ कि सरकार बंगलौर को इंटरनेशनल एयरपोर्ट बनाने के लिए क्या सोच रही है? अगर सोच रही है तो उसके लिए कितना धन खर्च करूँगी और कब तक यह काम पूरा हो जाएगा?

SHRI GHULAM NABI AZAD: Sir, as far as the Bangalore airport is concerned, we were previously thinking of having new airport. A committee was set up in 1991, the Committee had given a report and that had been referred to the Government. We thought it might take one decade to complete that because of acquisition of land and so many other things. Meanwhile, we thought we must upgrade the existing airport. So, the Government has already taken a decision for the construction of a new airport which, of course, will take time. Therefore, in order to upgrade the Bangalore airport to international standard a plan is being worked out. Architects have been appointed to finalise the design of the proposed building. The conceptual drawings have also been finalised which will take care of the necessary facilities like light systems, emigration counter, exchange counter to cater to international traffic, aerobridges and additional buildings. The construction is likely to take about 18 months from commencement. A detailed plan, structural design and detailed estimates, is currently under preparation and it is expected to be available within three months.

श्री महेश्वर मिश्र : सभापति होशियार, मुझे इस बात की प्रसन्नता है कि राज्य सरकार के मंत्री होशियार ने स्वयं यहाँ स्वीकार किया कि जो किराया कल्ल-दिल्ली का वायुदूत या अन्य जो हवाई टैक्सियाँ हैं वे चार्ज कर रही हैं, वह सर्वाधिक है। मैं आपके माध्यम से

मंत्री महोदय और माननीय सदन के ध्यान में लाना चाहूंगा कि आज तक पर्यटक को कुल्लू जाने के लिए यहां से आने-जाने का किराया लगभग 4 हजार 80 रुपया खर्च करना पड़ता है। तो मैं मान्यवर मंत्री महोदय से आपके माध्यम से जानना चाहूंगा कि यह जो सरा सर किराए के नाम से लूट मचाई गई है, इस किराए को कम करने पर क्या मंत्री महोदय विचार करेंगे? दूसरा मंत्री महोदय, क्या इस बात से अवगत है कि आज जो कुल्लू की हवाई पट्टी है उसकी कुल लंबाई 3700 फुट है और वहां पर एयरो फ्लाइट जाती है जिसके लिए वांछित लंबाई 4800 फुट चाहिए। 800 फुट (?) लंबाई कम है, जिसके फलस्वरूप कभी भी वहां दुर्घटना हो सकती है। तो क्या उस लंबाई को बढ़ाने के लिए मंत्रालय कोई योजना बना रहा है?

श्री गुलाम नबी आजाद : सर, जहां तक लंबाई का सवाल है यह आपको तो हिमाचल प्रदेश के बारे में जानकारी है कि हिमाचल प्रदेश में लंबाई करना हमारे बस का काम नहीं है। किसी, के बस का काम नहीं है।

श्री महेश्वरी सिंह : आप अधिकारी को भेजिए और सर्वे करवाइए।

श्री गुलाम नबी आजाद : वरना अगर वहां जगह होती तो हम न सिर्फ बोर्डिंग 737 बल्कि 320 और एअर बस के लिए जरूर एअरपोर्ट बनाते क्योंकि वहां स्कोप है, पोर्टेसियल है।

श्री महेश्वर सिंह : आप सर्वे तो करवाइए।

श्री गुलाम नबी आजाद : अगर मेबर साहब कहीं भी एअर बस के लिए या 747 के लिए भी जगह देने को तैयार हों तो मैं आज ही सेक्शन करने के लिए तैयार हूँ, लेकिन जगह नहीं है। सर, मैंने कंसल्टेटिव कमेटी में आन्डरेबल मेबर को बताया था कि अगर कुछ भी, थोड़ा भी 10-20 फीट भी बढ़ सकता है तो हम बढ़ाने का

पूरा प्रयास करेंगे। जहां तक किराएहै के संबंध में आपने फरमाया, यह सच और यह कोई छिपी हुई बात नहीं है कि कुल्लू और दिल्ली के बीच में किराया काफी है, लेकिन जैसेकि उसके साथ ही मैंने यह भी बताया कि ऑपरेशनल कास्ट इस पर बहुत ज्यादा है। अभी हर महीने 1 करोड़ 85 लाख रुपए का नुकसान हमें यह जहाज चलाने में आता है और अगर हम यह जहाज नहीं चलायेंगे तो हमें सिर्फ 60 लाख रुपए या 65 लाख रुपए का नुकसान होता है। तो चलाने से 1 करोड़ 85 लाख का नुकसान होता है।

श्री महेश्वर सिंह : यह घाटा क्या कुल्लू की फ्लाइट से है ?

श्री गुलाम नबी आजाद : इसलिए जहां बड़े जहाज जा सकते हैं, वहां से भी हमने यह सर्विस विद्रा की है ताकि इतने लासेंस गवर्नमेंट को न हों, लेकिन कुल्लू ऐसी जगह है या नार्थ इस्ट ऐसी जगह है जहां कि बड़े जहाज नहीं जा सकते। वहां हम लासेंस के बावजूद भी यह सुविधा पैसेजर्स के लिए पहुंचा सकते हैं।

श्री महेश्वर सिंह : मंत्री महोदय, क्या कुल्लू की फ्लाइट में लासेंस है ?

MR. CHAIRMAN: Mr. Minister, you need not answer this question. It has already taken a long time. Question No. 203.

रेशम का उदारीकृत आयात

† 203. डा० नौनिहाल सिंह :

श्री कमल मोरारका :

क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने रेशम के आयात पर लगे सभी प्रतिबन्ध हटा लिए हैं ;

(ख) यदि हां, तो इससे देश को किस तरह से लाभ होने की आशा है ;

† समा में यह प्रश्न डा० नौनिहाल सिंह द्वारा पूछा गया।