

[Shri Gopal Singh G. Solanki]

me and kill me also. I gave all that in writing to almost all the concerned authorities.

THE VICE-CHAIRMAN (SHRI M. A. BABY): Okay, please sit down.

SHRI GOPALSINH G SOLANKI: So, Sir, I submit to the honourable House to take action against him.

THE VICE-CHAIRMAN (SHRI M. A. BABY): It is a very serious matter. The honourable Member has said that he has been threatened, that he would be killed and all that. I hope there would not be any two opinions in this House that the privileges of an honourable Member should not be threatened and degraded like this. I hope the Government will take due note of it. The honourable Minister of Parliamentary Affairs is also present here.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): Sir, I have taken note of it, and the Government will take appropriate action.

SHRI S. B. CHAVAN (Maharashtra): Are you going to make a statement on this or not? It is a question of privilege of a Member of the House. You have to make a statement on the floor of the House as to what action has been taken.

THE VICE-CHAIRMAN (SHRI M. A. BABY): I hope the Government will collect the information.

SHRI S. B. CHAVAN: Appropriate action does not necessarily mean that they have to make a statement here.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): So far as the statement is concerned, I cannot commit it just now.

SHRI S. B. CHAVAN: You have to inquire from them get the details and thereafter make a statement.

SHRI SATYA PRAKASH MALAVIYA (Uttar Pradesh): That the Government will do

SHRI DINESHBHAI TRIVEDI (Gujarat): The hon. Member should be given some protection or he meanwhile.

THE VICE-CHAIRMAN (SHRI M. A. BABY): Definitely. That, I think the Government will take care of.

Resolution Re Modernising Indian Airports

SHRI SURESH KALMADI (Maharashtra): Sir, I move the following Resolution:

"Having regard to the fact that—

- Several airlines have complained of the inadequacy of navigational and landing aids at Indian Airports;
- instrumental landing system category II provided at Delhi Airport meant for bad weather and poor visibility conditions has not been made operational; and
- modernisation plans drawn up many years ago for Delhi, Bombay and other airports have not so far been implemented;

this House urges upon Government to take immediate steps to modernise Indian airports to match the superior technology of modern planes so as to obviate chances of any mishaps."

Sir, I am happy that the Civil Aviation Minister, in spite of being sick, not being well, has come here when this important Resolution is being moved in public interest.

Well, usually, we discuss civil aviation matters only after an air crash takes place. The discussion is more sound than light, and we hardly get the time to assess the situation of the navigational aids and safety aids in a cool and proper manner. Hence, through this Resolution, I would try to highlight the problems facing civil aviation.

I would start off with complimenting the Civil Aviation Minister for as soon as he took over he got the Airbus A-320 to fly again. A grave injustice was done to the aircraft itself. The nation

lost Rs. 500 crores on a decision of the Government which did not bother about the economy of the country, did not bother about what could have fetched Rs 500 crores, what could have set right the entire civil aviation sector. With Rs. 500 crores put into the civil aviation network in terms life-safety, nav-aids, radars, today there would have been a different Indian civil aviation picture. But, unfortunately, the last Government, out of vindictive action, had grounded the aircraft. I congratulate the Minister for having airborne the aircraft because there was no fault. Cobwebs were all around the aircraft. He cleared the cobwebs, and he set the aircraft to fly. I am sure, with the aircraft now airborne, we will now see what is required to ensure air-safety including that for the A-320.

SHRI DINESHBHAI TRIVEDI (Gujarat): I just want to make one observation, if you permit me. Thank you.

It is a very small portion of the fleet of A-320 that has been airborne. I would like to ask the hon. Minister, through you, Sir, if the Government has found the aircraft to be fit—there are losses as my friend, Mr. Kalmadi says, and I agree with him—why only a small portion of the fleet is flying and why not the entire fleet of the aircraft. The country is losing a lot of money.

SHRI SURESH KALMADI: The Minister would answer this in his reply later on. But I would like to say that all the aircraft are not taking off due to the bungle of the previous Government. It had kept the aircraft stored in far away places. There was absolutely no maintenance done. This Government and this Ministry has to make sure that the aircraft which are lying on the ground for one year, are okay. They have not been checked up at various times, and maintenance has not been done. So, each aircraft has to be checked up, proper maintenance done and proper pilot-training done. As the aircraft are ready and as the pilots are ready, the aircraft are taking off. That is the right approach.

Sir, modern aircraft are getting more and more sophisticated. But, unfortunately, the matching equipment on the ground have not been thought of. At the same time, the number of aircraft is increasing. We are opening our skies to air-taxis. This is Visit India Year, and we hope a lot of charters will be coming into the country. But our entire ground-aviation system is obsolete. Our radars cannot differentiate between a flock of birds and an aircraft. That is the situation today. If there is one big aircraft coming in to land and also another small aircraft is there coming in, your radar shows only one aircraft. This is the problem in short with the aviation scene and with the ground equipment in India today.

Air traffic control also needs to be automated. They have not taken much steps in that direction.

About night air traffic, you know most of the international flights are coming to India at night. We don't cater to alternate airfields in case of emergency. We are bogged down because of equipment problem. And if the equipments are there at the airports, there are no personnel to man them. So, I shudder to fly at night, because on the route from Bombay to Delhi you hardly have one or two airfields enroute which are available for an emergency landing. Same is the case throughout the country. I have seen ten to fifteen years back we had more airfields which operated with the night-landing system in case of emergency than what we have today. This is indeed a very very grave situation. When an emergency occurs, it does not give any notice. It will occur and there could be a crash any time. Therefore, we must pay attention to various airfields which should provide emergency night-landing facility.

The traffic volume is growing. Today we have 90 airports in the country, both national and international airports. Delhi and Bombay are currently having the maximum traffic. They have in Delhi about fifty movements an hour and as days go by, you might have one landing per minute. So, this is the problem.

[Shri Suresh Kalmadi]

I may say that today air travel can no longer be considered a luxury. Today it is not confined to the rich. Even if you want to send a parcel of ten kg, it is cheaper to send it by air from Bombay to Delhi than if you are sending it by train or by bus. It reaches faster. Even Airbus-300 takes more passengers from Delhi to Madras in a year than the Tamil Nadu Express. So, it is not a luxury. It is now being used more and more by the middle class travelling public.

We had, as I mentioned in my Resolution, the modernisation plans for Delhi and Bombay airports. I think the cost was about Rs. 240 crores. That included automation of the air traffic control and integrated communications system, radar coverage at least to a secondary radar level, an airport radar for surveillance, nav-aids, the ILS, the VOR, the DME and the terminal VOR etc. It may be costly, but even if they prevent one accident, it is still worth having. All these were part of the modernisation plan for Bombay and Delhi. But unfortunately, implementation has been tardy and lethargic. In Delhi, we have the Cat-2 planning system. It was installed at the Delhi Airport sometime back, but unfortunately it cannot be used as a Category 2. It is used by the Indian pilots as Category-I. Category-2 is that you can come upto 400 metres in poor visibility and cloud base of 30 metres. So, even if the Delhi airport is in the fog, if you have Cat 2 system, you can still land your aircraft. But today we see if there is fog at the Delhi Airport, you cannot land the aircraft there. You will be diverted here and there in spite of the fact that you have got Cat 2 system. So, I would like to know from the Government whether the Cat 2 is functioning all right at the Delhi Airport. If it is functioning all right, then why are the pilots not landing the aircraft during foggy weather? Is there something wrong with the pilots' training? I understand the international carriers are using the Cat 2, but the Indian pilots are not using it. Is it a fact? Also, I believe the pilots should have two beams. Today

it is a single beam. If it is in a glide stroke, the glide stroke is not functioning properly at the terrain which is there at the Palam Airport. It is a two-phased localisation which is required. I mean it is a question of safety at the Delhi airport which is of vital importance. May I know from the Minister whether the category-2 system is functioning in the manner in which it is designed? If it is not functioning, why it is not functioning? It is just like paying money for the Contessa car and getting the worth of a scooter. That is how it is functioning today. Some of the advanced countries have got category 3 system. Actually Delhi airport was meant to have category-3 and Bombay category-2 system. Under category-3 you can land the aircraft almost under fog conditions. So actually Delhi should have category-3 system. Anyway forget about category-3 system. What about category-2 system which you have got? That is good enough for our purpose. Let us maintain it. If we buy equipment we have to really think 50 years ahead. Just thinking for one or two years is not enough. The whole aircraft industry is going fast ahead. We have to keep pace with those developments. The supersonic aircraft are there in the near future. Whatever decisions you take must be taken on long term plan. You are aware that at least Delhi airport can take a lot more of expansion. But unfortunately in the State from which I come, Maharashtra, Bombay airport is so congested that an alternative airport is the need of the hour. Efforts must be made by the International Airports Authority of India to find out a location for a second airport for Bombay. I would urge upon the Minister to speed up this project. I am sure the Maharashtra Government will not lag behind in cooperating with you. Sir, the need all over the country is to consolidate. We must utilise our scarce resources. On the air-fields where we have already traffic, we should not fritter away our resources. We had a young man, a young genius called Mr. Harsh Vardhan. His aim was to fly the aircraft in every district of the country. He wanted to create 242 air-fields with

just a 14 aircraft fleet. He wanted to create the fastest growing airline in the world. That was the claim of Mr. Harsh Vardhan. I am surprised how the Civil Aviation Ministry played up to him and they worked for small, small wayside towns. They created infrastructure which is lying waste. There is only one aircraft going there in a month and hardly two passengers are travelling in that aircraft but yet that was created. If it is faster to travel from A to B in a bus, why in a bullock cart? Because people did not rely on Vayudoot. Mercifully Mr. Harsh Vardhan has been removed from Vayudoot Airlines. He has created mess in Vayudoot. He has not shown his balance-sheet (*Interruptions*)

Now, I come to the safety requirements at various air-fields. I would like to come to the Ahmedabad air-crash. That was a matter of grave concern. The aircraft was coming in on ILS landing. But unfortunately that day the ILS was only partially working and the court of inquiry has brought out various matters. Of course, one would tend to blame the National Airports Authority. How can you blame them? How many notes the National Airports Authority have to put up before the Government for more financial aid? Has the financial aid been given to them? Why cannot we get an ILS? The finances must be found. Wherever Boeings are landing we must have an ILS system and there must be an operating ILS system. That is very, very important. I hope after the Ahmedabad air-crash we should learn a lesson. On the same day we had an air-crash at Guwahati airport also. There also the ILS system has failed and the aircraft went haywire. It went away from the glide mark. Are we going to have proper ILS system in the country? If you aren't are we going to maintain the present ILS system? If we do not do this, then, we are in for a lot of trouble when a multitude of aircraft are coming at our airport. You are aware that there was a pilot agitation at that time. The pilots decided to overfly the airfields which did not have the minimum safety standards or the safety equipment and they overflew

And finally a plan was drawn up for spending Rs. 400 crores for improvement of these airfields. And when the plan was drawn up, the pilots association, ICPA, had agreed to land here. And the Rs. 400 crore plan included Precision Poppy, Approach Light, Obstruction Light, DNE, ILS 29 sets, 11 sets, 7 sets Airport Surveillance Radar 7 sets, Air-Route Surveillance Radar 6 sets, etc., all very important. But I would like to say that it has been two years since then. What has been achieved? A commitment was given to the country that they would do it within six months. Two years have since passed. What has happened? Nothing has happened. Just 10 per cent of the promised things have happened. That is because the then Government the V. P. Singh Government, was more busy in grounding the Airbus, taking them off and regrounding them. They were busy in all other matters but matters of flight safety. It is very unfortunate. There is another reason for the Bombay-Delhi Airports Modernisation Plan and this Rs. 400 crore plan not taking off. There is infighting between the National Airports Authority and the Department of Electronics. If any equipment has to be imported today, it has to be imported only after the recommendations of the DOE and therein lies the problem. The NAA wants all the equipment from abroad to keep with the latest technology. But the DOE wants them to try out indigenous stuff. Now the airports have tried indigenous stuff. The HAL has failed. Many of the organisations have failed so far. If they can come up with anything really worth it, we can understand. But is very important that they should be proven stuff. We cannot experiment. I think now the NAA and the DOE have reached some form of agreement by which they would import equipment and that will be the licensed production in a year which is a good idea. But again, the DOE is not agreeing to a number of CKD packs which should come into the country. So, I think this is the time when the Government must give clear directions. Otherwise we will be bogged down by the delay. The value of the delay which is caused will be

[Shri Suresh Kalmadi]

more than the amount involved in the dispute. There is need for a firm political line on this. The Ministry must give a direction as to what should be done. Unfortunately, I must say, last year the V P Singh Government did not have any time to look into these major areas when you buy, whether is indigenous or imported, you must take proven systems. That way, patriotism won't do. It has to be proven. It should be a design of today and tomorrow. It cannot be experimental. If you buy something new, it must have been designed for tomorrow and there must be commonality of equipment. That is very important. You cannot have too many types of equipment. When you don't have trained personnel, when you don't have enough space, there must be commonality of equipment. When you buy imported equipment, please make sure of this. I know of so many cases. There are so many radars which you have imported. There are only five or six radars which are there all over the world. You won't get spares if a model is no more. Buy a system which is there in 100 areas already. You can always get spares. There are enough companies which keep coming to you and upgrading their technologies on the existing systems. Buy from reputed companies. Don't go by this tender system. This tender system does the maximum damage. When you go in for tender, you get the worst equipment and within four or five years it bangles off. You should go in for reputed companies' equipment which go on for 20 years and which are there in all the leading airports all over the world. It might cost you a crore or two crores of rupees more. But the equipment will last 20 years. And there is the flight safety angle which, Mr Minister, is your duty to examine. When buying equipment, one point to be noted is that you should always keep an eye on the future. That is most important.

I would like to come to the finance angle. The International Airports

Authority, of course, has good profits. They are very lucky. All the revenue comes to them from all the four airports but the.

THE VICE-CHAIRMAN (SHRI M A BABAY) Not four but five. You forgot Trivandrum

SHRI SURESH KALMADI Right. I will come to Trivandrum. All the equipments in these airports are financed by the National Airports Authority but the revenue is going to the International Airports Authority. They must somewhere finance the N A A. Commonly, if I remember correctly, the Government has budgetary support for the National Airports Authority because the National Airports Authority is to look after the equipment. The International Airports Authority does not have to look after it. They are looking after the buildings of the four airports. Even in Delhi and Bombay, the responsibility, if I am right, of the equipments and the radar etc lines with the N A A. The landing charges go to the International Airports Authority. The National Airports Authority does not have money to look after the equipment. So there is need that some part of the revenue should come to the N A A. Otherwise, definitely, budgetary support must be given to the National Airports Authority and I would still go one step further in dividing the duties between the International Airports Authority and the National Airports Authority. I would suggest that the International Airports Authority should take over all the airports in the country--all the buildings of all the airports and the National Airports Authority should look after all the equipments in the country. This divided thing is not working out too well. The National Airports Authority should look after all the equipments in the country. The International Airports Authority should look after all the buildings, all the holdings areas etc. The Minister should really give a thought to such an idea. It might be a working

idea Also, I do not know why we give subsidy to Defence. Defence people are using their aircraft. They are in a position to pay At least, a lumpsum amount must be taken from Defence for use of civil airfields. Why not? If a civil aeroplane goes and lands in a Defence airfield, don't they charge the civil aeroplane? They do charge and why can't we ask them to pay? I know a case of my town, Pune, where the Civil Aviation Ministry have been asking for a little land from the Defence where Airbus A-320 can land. In spite of not wanting it at all, it won't be used for the next 500 years, the Defence is reluctant to give the land to the Civil Aviation Ministry. When you are cooperating so much and when you want a little piece of land so that the airport can be advanced and new generation aircraft could land there, there is enough parking space, they are not ready to give. Why do you leave them of their landing charges? You must take them. Otherwise, at least, they should give some answer or a lumpsum payment from Defence should be there.

Mr Vice-Chairman, Sir, you just mentioned about Trivandrum. The opening was there the day before yesterday and that is a good thing. That airport has been handed over to the International Airports Authority. I am sure, people of Kerala are happy. The International Airports Authority has got money and they will be able to do up your airport etc. But still the runway is about 10,000 feet. I think, for really good aircraft to land, the runway will have to be extended by 4,000 feet or so and the State Government also, through your good offices, should give the land. It is about 60 acres or so. The State Government also must be a part of this venture. This is such a big operation and unless you have a co-operation of the State Government, you cannot really have growth in air services and I am sure, through your good offices, that 68 acres of land, which is required by the International Airports Authority to extend the runway, will be given. Anyway, for

such big cities like Bombay, a separate airport for Bombay might cost anything between Rs. 8,000 and Rs. 10,000 crores. There is need to think in terms of joint ventures. There is need to think about projects where other people could participate. Today, all the landing charges go to the International Airports Authority. There could be some sharing between the National Airports Authority, maybe the International Airports Authority, maybe the State Government may give some land or give some facilities. That would be your share capital in it. Maybe, a number of airlines themselves must invest in this. They could also pump part of the share capital. So joint ventures for very big projects should be thought of by the Civil Aviation Ministry. In the Eighth Plan, I think, it is about Rs. 700 crores. There has always been a gap between the planning and the actual growth. In the last plan about 6 per cent growth rate on civil aviation was envisaged but actually it turned out to be 8 to 9 per cent. So I think more money needs to be pumped in the Eighth Plan which is Rs. 675 crores which is a little inadequate.

Sir, coming to the flight safety angle, I would say, buy one aircraft less, buy one aircraft less, maybe costing Rs. 60 to 70 crores and buy equivalent worth of equipment. That should be your priority. There is a mad rush for aircraft. There are no parallel equipments on the ground. Therefore, my plea is have simulators. You must go in for simulators for pilot training. We have very few simulators. Air India is also going in for simulators for their 747s and with all these aircraft coming in, simulators are needed where the pilots get a lot of training on the ground and I hope I can draw your attention to that.

The other point I would like to make is about bird-hits. On many aircraft approaches, we have birds and as per the rules, around the air-fields for 10 kms there should be no meat shops etc. That must be taken up with the civic authorities. There

[Shri Suresh Kalmadi]

should be no butcher shop or meat shop for 10 kms from the point of runway, otherwise this bird menace is increasing in a very very big manner. I would also like to warn the Government

PROF. SOURENDRA BHATTACHARJEE (West Bengal). Any restrictions for the birds?

SHRI VIREN J. SHAH (Maharashtra) It depends upon what kind of birds.

SHRI SURESH KALMADI. About air-taxis It is a good thing and there is a little bit of competition. But I would only like to warn the hon. Minister against too many types of aircraft coming into the country. You will have so many aircraft coming in it is uncontrolled. I would request to standardise on four bigger aircraft and four smaller aircraft. You have various types of aircraft, Russian, Western and all that. But you don't have trained engineers, you don't have proper maintenance equipment, you don't have proper space. There are hundred types of air-taxis coming into the country. How it is possible to maintain them, it beats me. It is all right in the western world where there is so much of infrastructure but we don't have that sort of infrastructure; otherwise the whole policy will go haywire. I think it is most essential that you streamline the air-taxi into the smaller aircraft, medium aircraft and bigger aircraft so that you will have commonality of equipment. Sir, I am very happy that Mr Chavan is here because I think in his time there was a 15 per cent passenger traffic tax impost, but at that time we were told that a part of this money was to be spent for the improvement of aircraft. Unfortunately, no money is coming in for improvement of aircraft. The whole money is taken away in some other place. You have a petrol hike. In that hike 5 per cent was going to be spent for improvement of airports but I don't know how much of it is really going for improvement of airports. Here

too, there is 15 per cent tax. A part of this money should be spent for airport development and equipment. If there is a finance crunch, I would suggest a 5 per cent airport safety cess. I don't think a single passenger will object to it if that full amount is going to be spent for this navigational equipment for flight safety. Passengers will be ready to pay 5 per cent. But this they must know, that this money is not going to go anywhere else, that it is not going to be mishandled and that it is going for purchase of flight safety equipment. I would strongly urge upon you to go ahead with this thing. I would also like to say, instead of modernising the airports, having luxurious lounges, the need is to have proper equipment, the money should go to proper equipment, to proper radar. I am sure you would think in that direction. I would also like medals to be given to the airport technician who comes in torn clothes, who handles various equipment, he makes even very old equipment work, he makes the old radar work. We should salute that technician who has to handle such old equipment. I would also plead for induction of the radar, the viewer and the DOE for every 100 kilometres. What we have are not air-routes, we have air-ways all over the country.

Before I end I definitely like to mention about the great Airbus bungling. It is indeed very sad that this aircraft was grounded for no fault of its for ten months. A huge amount has gone down the drain. There were allegations about the purchase of this aircraft. There were doubts about the engine. I was also one who voiced it. But thinking back in retrospect we feel what a good, wonderful, decision it was. The same aircraft today is costing twice as much. The B-2500 engine which we opposed earlier is today considered the most fuel-efficient and a good engine. The aircraft crashed in Bangalore. Yes, you grounded the aircraft. But instead of the Indian Airlines grounding it, it was our Government of India's decision. It never happened that it was

not the Indian Airlines Board but it was the Government which said "ground it". It was a Cabinet meeting which said "ground it". It is surprising...

SHRI DINESHBHAI TRIVEDI. For reasons of safety about which we are talking. That was the reason why it was grounded. Everything was clarified in this very House.

SHRI SURESH KALMADI Okay, I accept your answer

SHRI DINESHBHAI TRIVEDI: Ramdas Committee said it.

SHRI SURESH KALMADI Okay, whatever you say, I can accept it, that at that point of time the grounding of it was the proper decision. But the methodology was wrong. They were trying to point out that the purchase was done in a hanky-panky manner. You never brought the Indian Airlines into the picture at all. The decision may have been right at that time till the reason was found how the crash occurred. An inquiry committee was appointed. Then the voice recorder was found. The voice recorder said it was not the aircraft's fault. One could make it out through the voice recorder. The Director (Accidents) of DGCA said it was not the fault of the aircraft. After all this was known at least they should have started flying it again. Nowhere else in the world is an aircraft grounded for years. There are A-320s all over the world. Nobody grounded it.

PROF. SOURENDRA BHATTACHARJEE. The Government was there for only 11 months. How could it ground it for years?

SHRI SURESH KALMADI I never said years. Check your ears. I said 11 months.

THE VICE-CHAIRMAN (SHRI M. A. BABY) Please conclude now.

SHRI DINESHBHAI TRIVEDI: The Government at that point of time never declared that the aircraft was unsafe or safe. It was the total structure we were talking about.

SHRI SURESH KALMADI I am very happy that he talked about the infrastructure. What has your Government done in the last seven months to improve the infrastructure for the Airbus? They made the aircraft lie idle and collect dust. Did you bother about improving the infrastructure during those eleven months?

SHRI DINESHBHAI TRIVEDI. But you people purchased the aircraft.

THE VICE-CHAIRMAN (SHRI M. A. BABY). Please do not convert the discussion into a conversation between two Members.

SHRI SURESH KALMADI. If they had improved the infrastructure during those eleven months, I would have saluted them. If they had done that during those eleven months, if they had brought the infrastructure on par, and if they had carried out the pilots' training during that period, I would have saluted them. But you people did not bother about it. You wanted only to file the FIR for nothing. The grounding of the aircraft was not on technical grounds, the grounding was not on flight safety consideration, but the grounding was a political decision and it was on political grounds only. But I am very happy because the honourable Minister has rectified that situation and this Government has started on a very right note by making the Airbus fly again. So, justice has been done to that aircraft and the airline has started receiving revenues which were due to it particularly in the present state of the economy. The V. P. Singh Government has left the country in a shambles. The economy is in a shambles because of their casual attitude towards matters like the Airbus issue (Time Bell) and so much money was lost.

Sir, I hope that the year, 1991, will be a year of consolidation, of the airlines, of the various airfields, and flying would indeed be very memorable. Thank you, Sir.

The question was proposed.

SHRI VIREN J. SHAH (Maharashtra): Mr. Vice-Chairman, Sir, to speak

[Shri Viren J Shah]

on a subject like this, which has great technicalities involved in it, after the Mover of the Resolution, who has been an Air Force pilot and whose knowledge, I think, is the best on the subject in this House is a bit difficult I stand here to support the Resolution moved by the honourable Member, Shri Suresh Kalmadi

I have a few points only to make because the basic issues have been covered by him. The thrust of the Resolution is on the modernization plans drawn up many years ago for Delhi, Bombay and other airports which have not so far been implemented. To my mind, the problem is not of a particular Ministry or a particular Department. But I think that delay in the execution or implementation of any project or any plan has become an endemic aspect of Government in our country.

(The Vice-Chairman, Dr. Nagen Saikia, in the Chair)

It has become an endemic aspect and that is why I would advise the honourable Minister not to take it as a problem of his own Ministry only. There may be limitations on him. Yet, even with those limitations with regard to moving the machinery of the Government, you may be able to do certain things though you may not be able to bring about systematic changes in the whole Government and I think that he can act at least in those matters that come within the purview of the Civil Aviation Ministry. That is why I am referring first to the modernization programme. I will come to the question of ILS also. Now, take certain specific things. What has happened is that on paper there is a justification for everything. You will find that the files move within the Ministry, between different groups in the same Ministry, between the Ministry and the Ministry's Financial Adviser and between this Ministry and other Ministries, and then there will be reasons for delay and there will be a justification for the delay on grounds of finance and other reasons.

While the savings in expenditure may be illusory, it may mean a much greater expenditure, more so in this particular case. As explained by Mr Kalmadi, one crash means loss of many lives of people and one crash means cost also because of the damage to aircraft. So, spending a little more means making things happen and saving time which are of value. In this context, I would like to say that I received a letter from the honourable Minister—I am grateful to the Minister—on 26th December, referring to a Special Mention that I had made in the Rajya Sabha on the 2nd of May, about the need to improve the working of the DGCA, and it was particularly with reference to the safety aspect. And interestingly, and again I cannot hold him responsible in the sense that he has to forward what the Department prepares—it is a two page note prepared and sent out and it has been sent to me—which states yes we are doing this, trying this, etc. And the last thing is about the bud-hit aircraft programme also, Inspector of Aerodromes, safety measures, to prevent potential accidents. Now, what do they say? And I am quoting from that

“On the basis of such investigation, safety recommendations are made which are implemented by the concerned agencies in an effort to ensure that similar incidents do not recur”

I would request the hon Minister to take two or three specific examples. The best way to get result is all right, let us look at last three such recommendations, safety recommendations, based on accidents, and satisfy you how much implementation took place in the time-frame and what were the causes that delayed or they did not do and how you as a Minister can help to remove such causes for future. That would be a constructive way of looking at things and moving forward it. There is a mention that inspection of aerodromes takes place and the DGCA carries out periodic inspection of aerodromes, etc. Now,

this is a very interesting thing. There was a reference to the instruments landing system Category II, which is functioning as Category I. So we invested money. We advised not only our own airlines but we advised international airlines operating in our country that now we have Category II ILS while, in effect, it is functioning only as ILS-I. Why? What caused it? Since how long is it in that particular position? And all over the world when it operates well, what are our difficulties? The technological skill even of a mechanic of India is no less than that of any other country. In fact, the individual skill as such of an Indian is generally better than that of most other countries, I won't say the best in the world, but generally better, provided he is given the right kind of training, motivation and instruments to do that. Now, why should there be non-functioning of ILF and other facilities if such a tremendous amount of money is spent? Honourable Shri Chavan is here, and as a former Finance Minister, or the present Finance Minister can explain. When you are in Finance, you have this whole problem of seeing that you do not spend money, you do not release fund, and yet finally, including foreign exchange which is very valuable for us more money is spent. Yet it does not function. Why is it so? One of the reasons I have found is that our system of maintenance is not proper. The other day I was flying from Delhi to Bombay. An Airlines pilot was sitting next to me. He operates 737. I was surprised to hear what he said—I spoke to the Director of Airports Authority, he was not in agreement with that—he said that several aircraft facilities are not good enough as what they should be. I could not ask him detailed questions because I was not qualified and equipped to do that. But this is the impression, right or wrong. He also said in passing—if I might mention, I would like to bring it to your notice—he said that a pilot's licence is like a rag, that a motor driving licence of ours is much better than the flying licence of a pilot,

which is a rag, because it is done by the DGCA and they don't bother about pilots. But that is not relevant just now. I was at an airport, not at one of the international airports but at a national airport, and there I was talking to a Maintenance Engineer and I asked him what were his duties. He said that his duty is really to be at the airport once a day and sometimes once on alternative day; even though it is a very large town, he has nothing to do except to go there. He goes and comes back. And if there is the slightest problem, even if a tyre has to be changed or any problem, they have no recourse. The Maintenance Engineer is kept there and some staff under him, for which we pay. The Government wants to reduce expenditure. I am not suggesting we remove that. What I am suggesting is that we should make a proper use of it by maintaining certain spares, not at every airport—that is impracticable, but at such airports nearby from which it can be reached by cars, rather than waiting for another aircraft to come from Bombay, from Delhi or from Calcutta or from Bangalore or from Hyderabad with the spare part or the tyre. And particularly it is going to affect in your Tourism Year because a number of foreign tourists find that they land at Agra or Jaipur and they have to move further to Khajuraho, and suddenly there is problem, the aircraft cannot be repaired, and the tourists are stuck up there. This is not the way to encourage the tourism.

I would recommend, I would strongly reinforce the argument the point suggestion given by hon Shri Suresh Kalmadi about thinking of joint investments, Joint ventures for building up of new airports. We have a tremendous shortage of funds. And I think, if proper efforts are made, (a) we could get some of the foreign airlines to invest in that, and (b) it

[Shri Viren J Shah].

would also bring in foreign exchange of which we are tremendously short, and (c) because of that, implementation of the decision would be much quicker. I think, you might like to keep that in mind

Lastly, Mr Vice-Chairman, Sir, though slightly unrelated to the Resolution, but related to this, today even in New Delhi airport at Palam, the security clearance facilities are awfully inadequate. The Indian Airlines flight is ready to take off on time, but the police security system is such that the policemen are so busy guarding so many lives of VIPs, ex-VIPs and non-VIPs that they are not available right there to take care of the passengers to move and ensure an early security clearance so that the Indian Airlines flight can take off on time. And it is a whole circuit. If it is delayed once in Delhi, everywhere it is going to be delayed getting a bad name for the Indian Airlines for no fault of the Indian Airlines in this particular cause.

Mr Vice-Chairman, Sir, I am very grateful to you, and I sincerely hope that this Resolution will be carefully considered by the hon Minister, and somehow the constructive suggestions made may be thought of and implemented.

श्री विठ्ठलरव मधवरव जधव (महाराष्ट्र) : उपसभाध्यक्ष महोदय, मेरे मित्र श्री सुरेश कलमाडी जी यह जो प्रस्ताव लाये हैं उसका मैं पूरी तरह से समर्थन करता हूँ। सुरेश जी इंडियन एयर फोर्स के भूतपूर्व पायलट होने के नाते इस विषय की यात्रिकी साइड्स को

अच्छी तरह से जानते हैं। मगर एक पसेन्जर जो हवाई जहाज से जाने वाला होता है वह सब मुसीबतों को देखता है। इसलिए इंडियन एयर लाइन्स, एयर इंडिया और हमारी जो अन्य वायु सेवाएँ हैं उनमें क्या मुसीबते हैं उनका कुछ पैमाने पर मैं आपके सामने रखना चाहता हूँ।

मैंने विदेशों में, अमेरिका और वेस्टर्न कन्ट्रिज में देखा है कि अमेरिका में अमेरिकन एयर लाइन्स जो है वह एक कम्पनी है। उसके पास एक हजार हवाई जहाज हैं। पैन एम अमेरिका की इन्टरनेशनल एयर लाइन्स है। उनके पास पाँच सौ हवाई जहाज हैं। हमारी इंडियन एयर लाइन्स, एयर इंडिया और वायुदूत के पास सब मिलाकर दो सौ से ज्यादा हवाई जहाज नहीं होंगे, ऐसा मुझे लगता है। 22 हवाई जहाज तो एयर इंडिया के पास हैं और सौ से कुछ ज्यादा इंडियन एयर लाइन्स के पास होंगे। फिर जब हम देखते हैं, जब हवाई प्रवास करते हैं तो हवाई जहाज घंटे, दो घंटे लेट चलते हैं, कभी भी समय पर नहीं आते हैं। अभी कुछ सर्विस में सुधार किया गया है। एक बात के लिए मैं मंत्री जी को धन्यवाद देना चाहता हूँ और वह यह है कि यह जो हवाई जहाज ए-320 पिछले 11 महीनों से बंद पड़े थे वे आपरेशन में आ गये हैं। उनके बारे में काफी बातें मेरे मित्र श्री सुरेश कलमाडी जी कह चुके हैं। मैं सिर्फ उसके बारे में एक बात बताना चाहता हूँ कि सारी दुनिया में ए-320 एयर बसेज तकरीबन दो सौ आपरेशन में हैं। हमारे पास उनमें से 11 या 12 हैं और वे सब अच्छी तरह से चल रहे हैं। इस संबंध में मेरी जो जानकारी है और जो मुझे भूतपूर्व सिविल एविएशन मिनिस्टर ने दी है, वह यह है कि ये जो ए-320 हवाई जहाज मैनूफैक्चर करने वाली कम्पनी है उसके पास 12 सौ एयरक्राफ्ट के ऑर्डर पड़े हुए हैं। यह दुनिया का एक बहुत आधुनिकतम और अच्छा हवाई जहाज है। मगर फिर भी राजनैतिक दृष्टि से प्रेरित होकर पिछली सरकार ने एक साल के लिये उसको ग्राउंड कर दिया और उससे हमारे देश को 5 सौ करोड़ रुपये का नुकसान हुआ। इसके बारे में सबह सबाल

उठा था, इसलिये इस बारे में मैं ज्यादा विस्तार में जाना नहीं चाहता। उपसभाध्यक्ष महोदय, अभी हमारे देश में जो हवाई सेवा है, एयर इंडिया की, इंडियन एयर लाइंस की, वायुदूत की और एयर टैक्सी जो शुरू होने जा रही है, मेरा मंत्री महोदय से अनुरोध है कि जो सेवा वे उपलब्ध करवा रहे हैं वे उसका तात्त्विक बाज़, उसकी टेक्निकल साइड जो है उसको स्ट्रांग बनाने की ओर ज्यादा ध्यान दें। मेरे मित्र कलमाडी ने तात्त्विक प्रश्न उठाया है और अगर आपको हवाई व्यवस्था मजबूत बनानी है तो उसमें जो तात्त्विक कमियां हैं उनको दुरुस्त करना होगा, ऐसा मैं मानता हूं।

उपसभाध्यक्ष महोदय, पंचकुशलिटी की बात की गई। महोदय, मैं नानदेड से आता हूं, जहां से हमारे चौव्हाण साहब आते हैं। वहां चार-पांच साल पहले से वायुदूत सेवा शुरू हुई थी। पहले हफ्ते में तीन दिन चलती थी बाद में पांच दिन चली। जब एयर ट्रेफिक बढ़ता है तो उसके दिन बढ़ जाते हैं लेकिन यहाँ फिर पांच दिन से तीन दिन हो गया और अब सात दिनों में जोरो दिन हो गया। एक दिन भी हवाई जहाज नहीं चलता। पिछले 6 महीनों से वायुदूत सेवा वहाँ बंद है और इसके कारण हमें काफी कठिनाइयों का मुकाबला करना पड़ता है। नानदेड मराठवाड़ा का एक प्रमुख शहर है। यहाँ नानदेड और औरंगाबाद दो प्रमुख शहर हैं और वह इंडस्ट्रियल हिसाब से भी बेवेल हो रहा है। अगर इस तरह से इसका रास्ता काट दिया गया, उसकी रस्सी काट दी गई तो इससे वहाँ का विकास नहीं हो सकता है। इसलिये मेरा मंत्री महोदय से अनुरोध है कि वहाँ के लिये जो वायुदूत सर्विस बंद हो गई है उसको तुरंत शुरू करें। इसके साथ साथ मैं यह भी अनुरोध करना चाहता हूँ कि जो वहाँ डोरनियर जाता है उसमें सिर्फ 17 पैसेंजर जा सकते हैं। बाज़ वक्त ऐसा होता है कि बंबई हवाई अड्डे पर औरंगाबाद इंटरनेशनल सेक्टर होने के कारण वहाँ बहुत से टूरिस्ट आते हैं।

इसके कारण हमको सीट नहीं मिल पाती है। सिर्फ 5 सीटें नानदेड में रिजर्व होती हैं। इसलिये मेरा मंत्री महोदय से निवेदन है कि डोरनियर की जगह पर अगर वहाँ डकोटा शुरू कर दिया जाये तो उससे 30-40 सीटें होने के कारण नानदेड वालों को बहुत सुविधा हो जायेगी।

तीसरी बात यह है कि एयर स्ट्रिप वहाँ पर बहुत दिन पहले की बनी हुई है। उसमें सुधार लाने की जरूरत है। दिन-ब-दिन शहर बढ़ते जा रहे हैं। आप देख रहे हैं कि शहरो की आबादी बढ़ती जा रही है और देहातो की आबादी कम होती जा रही है। जहाँ लोगों को व्यवसाय मिल सकता है, जहाँ उद्योगधंधे होते हैं, वहाँ पर लोग, बड़े पैमाने पर आते हैं। इसलिये ऐसी जगहों पर याता सुविधायें बढ़ाने की जरूरत है। इस लिहाज से मेरा मंत्री महोदय से निवेदन है कि नानदेड, हैदराबाद और औरंगाबाद, जो ए-1 सेंटर है इसलिये बंबई-नानदेड-हैदराबाद एयर सेवा अगर आव शुरू करें तो यह काफी एकानामीकल सेवा होगी। इस के बारे में आवश्यक कार्यवाही करना जरूरी है और इसके लिये पहले वहाँ की एयर स्ट्रिप को मजबूत करना जरूरी है, उसको बढ़ाना जरूरी है ताकि ये एयर क्राफ्ट वहाँ पर आसानी से उतर सकें।

उपसभाध्यक्ष महोदय, इसके साथ ही मैं एक बात की ओर आपका ध्यान दिलाना चाहता हूँ। अगर एयर इंडिया काफी अच्छी सर्विस कर रही है, देश के बाहर इंटरनेशनल लेवल पर। मगर जो एयर इंडिया में बातें चल रही हैं वे बहुत ही घृणास्पद बातें हैं। मैं इन बातों को मंत्री जी नजर में लाना चाहता हूँ। एयर इंडिया का जो पायलट होता है उसको कितनी तनख्वाह मिलती है? आप इसकी कल्पना कर सकते हैं कि इनकम टैक्स इन्क्लूड करके उसको 40 हजार रुपया मिलता है, एयर इंडिया के पायलट को जब कि इंडियन एयर लाइंस के सीनियर पायलट को इनकम टैक्स एक्सक्लूड करके 30 हजार रुपया मिलता है। तो इसका नतीजा यह हो रहा है कि पिछले 23 सालों में एयर इंडिया में जो पायलट कैंप्टन होते हैं

[श्री विठ्ठलराव माधवराव जाधव]

वे वहां किसी दूसरे को आने-ही नहीं देते। पिछले साल जो पायलट का चुनाव हुआ, जो पायलट का इंटरव्यू हुआ उसमें 10 लोग लिये गये। इनमें से 9 कैप्टन के संस लिये गये और एक बाहर का लिया गया। इसके बारे में एक समाचार-पत्र में निवेदन आया है उसको मैं यहां पर पढ़ कर सुनाना चाहता हूं।

"CORRUPTION, NEPOTISM AND MALPRACTICES IN THE SELECTION OF TRAINEE PILOTS IN AIR INDIA"

Air India, the country's flag carrier seems to be run by the pilots, and for the pilots' children. For the second year in succession, a large

number of those recruited as pilots, written tests and other procedures notwithstanding, happen to be the wards of serving pilots and other big officials of the corporation.

Air India's Managing Director, Subrier, seems to be run by the pilots charges of nepotism and corruption. And the examining authorities have contended that pilots' children selected were purely on merit and qualification. But there is more than what meets the eye, if the details of the way the examinations were conducted for the second year in succession are scrutinised.

The meaning is that only pilots' sons have merit and they only are eligible for selection by the Air India. It has been further said here

"There were ten vacancies for pilots last year and when filled in, nine of those selected happened to be sons of pilots. This year again, on September 13, written tests were held for filling 12 vacancies. Ninety-three candidates, including seven girls, appeared. But the way the test was held made the whole exercise intriguing. The time fixed was 2 p.m. But it was arbitrarily postponed every half-an-hour and it was finally held at 5-15 p.m. The question papers brought to the examination centre should have come in a sealed

cover. But this was not so. The answer books were only numbered, bearing no name, or signature of the examinee. With no checks and balance in holding this crucial examination, it is possible for the examining authorities to manipulate the numbers.

Correcting/assessing 93 answer papers should take some reasonable time. But within twenty minutes of the completion of the examination, 26 candidates were declared successful. This should be faster than any computer.

The list of the successful candidates was displayed on a notice board the next day. But it was taken off within a few hours. Probably to facilitate the examination of three fresh candidates from Kanpur.

After the selection, another three candidates from Kanpur were examined.

"This examination was held on September 17, flouting all norms. No record is kept of who examined them.

Many of those who appeared for the examination had the previous year's question paper with them. And the question paper this year was exactly the same. This has been testified by the candidates and Air India's own staff. They alleged that some candidates managed to leave the examination hall with the question papers and reappeared with their answer sheets complete. It is alleged that a former Mayor of Bombay, Ramesh Prabhu, was present at the examination hall because his son was appearing for it. And he was not the only parent present."

It has been learnt from very senior and authentic journalists that he had come with a handful of money to bribe the authorities and got his son selected. This is the information I have. It says here further.

"Any airline conducting entrance examination is expected to put out the syllabus at least twenty days in advance. Air India did not do so.

The Corporation's rules clearly stipulate that graduates among the candidates should get a preference. But this has consistently been given a go-by to favour the sons and wards of serving pilots.

It is also alleged that the Air India management favours pilots trained at the Indra Gandhi National Flying Academy, Rae Bareilly. Their tests are not taken or they are shown much indulgence."

I brought all these facts to the notice of the then Prime Minister, Shri V P Singh, and the then Civil Aviation Minister, Shri Arif Mohd Khan. Shri Arif Mohd. Khan told me that he had ordered a stay. I pointed out that all sorts of malpractices are going on in Air India. I approached Mr Harmohan Dhawan also. I have also brought to his notice all these facts. Therefore, I earnestly request the hon. Minister through you, Sir He should cancel this examination. An impartial examination should be held and only meritorious candidates should be selected. How was it that not a single lady candidate was selected? Seven girls appeared for the test for selection of trainee pilots. How was it that not even a single women candidate was found eligible? We proclaim that we should give equal rights to men and women. There is also a Constitutional provision. Not only that. Though there is reservation for the Scheduled Castes and the Scheduled Tribes, not a single vacancy is filled by them. The posts are kept vacant and later on they are filled through backdoor with sons of pilots.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA) Mr Jadhav please conclude.

श्री विठ्ठल राव माधव राव जाधव: मैं अभी समाप्त कर रहा हूँ।

दूसरी बात जो मैंने उठाई जो पेपर में भी आई थी वह मैंने मंत्री जी के ध्यान में लाई है। हम यह देखने हैं कि बाजेंज में बढ़ोतरी हो रही है। आप यह देखें कि एक साल पूर्व 100 रुपये जो बाजेंज थे वह अब दो सौ तीन सौ रुपये

हो गये हैं। मैं नहीं समझता कि पूरी दुनिया में इस तरह से बढ़ोतरी हो रही है लेकिन हिन्दुस्तान में क्यों हो रही है? इसका मतलब तो यह है कि आम आदमी कभी एयर ट्रेवल कर ही नहीं सकता है। जिसके पास ब्लैक मनी है केवल वह जा सकता है या जिसके पास सरकारी टिकट है वह जा सकता है। अभी चौधरी देवीलाल जी ने यह कहा है कि जो धोती कुर्ता पहनता है उसको रियायती दरों पर दो दिन आई. टी. डी. सी. के होटलों में ठहरने की सुविधा दी जाएगी। मैं क्या कहूँ, उनको बढ़ाई द या उनको क्विट-साइज करूँ... (व्यवधान) मैं पूरे तीन साल अमेरिका में रहा था। उन्होंने 250 डालर में मुझे 5 डेस्टीनेशन का कूपन दिया था। 5 डेस्टीनेशन मतलब चार या पांच घंटे की भी फ्लाइट हो तो किसी भी डेस्टीनेशन में आप जा सकते हैं। इतनी सुविधाएं वो दे चुके हैं क्योंकि यू. एस. ए. और अन्य जगहों में सारी एयर लाइन्स प्राइवेट हैं लेकिन हमारे यहाँ पब्लिक अण्डरटेकिंग हैं बात तो समाजवाद की करते हैं मगर सारी सुविधाएं बड़े-बड़े लोगों को दते हैं। अगर कोई कंपटीशन में आ सकता है और आप चला ही नहीं सकते तो मेरा सरकार से अनुरोध है कि उनको आने दें।

पांच साल पहले श्रीरंगनाद से दिल्ली आने का टिकट 700 रुपये था वह आज 1700-1800 रुपये हो गया है। पांच साल में क्या सौ फीसदी इन्फ्लेशन हो चुका है? एयर टिकट्स में हमेशा इतनी बढ़ोतरी होती जाती है कि उसका मतलब यही होता है कि कामन आदमी हवाई जहाज से न जाये, उसमें प्रवेश न करे। यह बात हमें बदलनी चाहिए। हमें यह देखना चाहिए कि उसकी कास्ट आफ रनिंग या कास्ट आफ द एयरक्राफ्ट कितनी होती है कितना खर्च होता है। यह बात तो ऐसी है कि अगर फाइव स्टार होटल में गये तो 25 रुपये में चाय पीकर आये और हमारे खेत में काम करने वाली जो एक गरीब औरत है वह चार आने में चाय पीती है। ऐसी बात हो चुकी है। हमारे देश में यह रखने वाली बात नहीं है।

[श्री विठ्ठलराव माधवराव जाधव]

मैं आपके माध्यम से मंत्री महोदय से अनुरोध करता हूँ कि सारी दुनिया में लिबलाइजेशन हो रहा है सोवियत यूनियन में भी लिबलाइजेशन हो चुका है और अमेरिका में तो हर चीज प्राइवेट है इसलिए अगर आप चला नहीं सकते हैं और अगर कोई प्राइवेट लोग या प्राइवेट फर्म का ग्रुप आगे आये तो उनको चलाने को दीजिए और दश की हवाई सर्विसेज में जरा सा राहत दीजिए। इतना ही मैं आपसे अनुरोध करता हूँ। धन्यवाद।

THE VICE-CHAIRMAN (DR NAGEN SAIKIA). Mr Santosh Bagrodia I think you would complete in minutes as you have said

SHRI SANTOSH BAGRODIA (Rajasthan) I will try to be very fast because I am myself in hurry.

Thank you, Mr Vice-Chairman, for giving me this opportunity. I must congratulate Mr. Suresh Kalmadi for bringing about a Resolution which is most essential in the present circumstances. I will be failing in my duty if I do not congratulate the present Civil Aviation Minister also for bringing A-320 aircraft back to the service, but I would like to go a little into the history of the A-320 aircraft. When this accident took place in Bangalore there was a big hue and cry, without knowing anything everybody all over the country started talking, especially the leaders who were in the Government at that time started saying that this is an aircraft which is an aircraft which is technically faulty. So, all the airbuses which were supposed to come or which were already in hand were grounded, losing Rs. 25 crores only in terms of interest per week. This huge loss was incurred for political reasons because this has been fully proved and the hon. Minister will also clarify that not only the Secretary of the Department but the then Minister, even the Cabinet, had approved that this aircraft be put to further use, but I do not know why the then Prime Minister Mr V P

Singh decided to keep it grounded till Mr Dhawan took over the Ministry. Probably, Mr V P Singh knew much more about the aircraft than many of these technical experts. Sir, there is a strong rumour that at that time it was not allowed to take off because the Boeing authorities, I am told, were putting political pressure and also there was some kickback so that these aircraft are not used. I would like to know from the hon Minister I would like to know from the Minister if there was a kickback at that time, who was responsible for this kind of a thing and under what circumstances it happened. If he has any information that the Boeing company gave kickbacks, to which Minister, which authority, which officer, we will be glad to be enlightened on this matter also.

Recently, while I was in the USA, only two months back, I wanted just to find out what is happening to A-320 because I am one of those travelling by air for the last 30 years. I say, Sir, the worst thing which this Government has done is, the credibility of the aircraft is completely lost. After travelling for 30 years, even if Mr. Suresh Kalmadi tells me or even if the Minister tells me to go by this aircraft—luckily I have a choice—I will start thinking if I should really go by A-320. Jadhavji was saying that America has placed orders for 1,200 of these aircraft. It is not 1,200 but it is for 2,000 of this kind of A-320 that orders are pending with them, which is supposed to be on the top of the line in the world today. In spite of that, our country has lost money and our passengers also have suffered. Sir, the inquiry has also proved that it was a pilot's error. Mr. Minister, if I am not wrong, if it was so our point is very well proved that it was a political decision.

Before I come to the problems of the passengers, I have a small point to make. Only today something has been mentioned in the *Economic Times* about Air-India pilots, and I just want

to put it on record. It says, "The Union Government has taken a serious view of Air-India's practice of paying "its flight crew incentive money in US dollars "At this point I would like to ask, is this payment being made underhand, without any permission from the Reserve Bank or with the permission of the Finance Ministry? It appears it is just being paid—from which source I do not know—because the report also says, 'Official sources believe that the agreement between Air-India management and the Pilots' Guild is not only just in contravention of all rules but it also makes clear both parties' intention of bypassing the prevailing rules regarding conservation of foreign exchange.' Sir, through you I would like to seek a clarification on this point from the Minister because it has been published only today. It further says, "Such payments were necessary for retaining pilots and other technical staff." If that is so, why not we introduce more training programmes for them? So, what plans do you have so that more pilots can be trained in our country, or, does it bar you from employing out-siders? Is that so or are the pilots taking us for a ride?

Sir, with regard to the problems of passengers, I will just take a minute or two to explain what has been happening from the beginning. You go to buy tickets in the City Office. There is a long queue. A lot of improvement has taken place now, I am not saying that it is not so, but it is a question of attitude. They give you a ticket and your turn comes after half an hour. Somehow, after modernization with the computer system, it is much better and tickets are available and they immediately tell you the position and all that. You take the ticket and after one or two hours you go to the airport. At the airport entry, all right, for security reasons you spend some time. But when you go to the counter, the staff at the counter is so rude as if you are flying free of charge, as if you are a beggar. They do not give the right information even to the MPs, I repeat it, even to the MPs. In spite of our telling them that we are busy in a

meeting, the check-in has already been done by the secretary, please tell us the flight time, they will say, "Oh, yes, the flight is on time." This is all on the telephone. But when you go there you will find that the flight is late by one hour. Knowing for certain that the flight is late by one hour, still they do not give you the correct information.

Now, I happen to come from Jaipur every now and then. When we fly by Boeing 737, there is a provision in that plane for two exits. Honourable Minister, I have written at least 20 letters, if not more, on this point. At 11 30 when the flight lands, there is only one step-ladder for getting down. Because everybody has to get down from only one exit, the result is that it takes at least 15 minutes to come down. We are so much tired by that time, it just becomes impossible to attend to any other work. While going back you will find that they take away the step-ladder on the rear side 15 to 20 minutes before the flight time, and when I question them why they do this, they say that then the flight can go early. This aircraft costs 200 million dollars or something like that, and for that you don't have a small staircase which costs two or three lakhs of rupees. That is taken off. There is a separate driver for that. There is a separate helper for that. Still it is taken off. I have seen literally old people and small children going through the front gate, passing through everybody till the last row and troubling everybody in the process. Mr. Hon. Minister, I request you humbly. Please take it up seriously. It is not happening all over the country. It is happening only just below our nose in Delhi itself.

I can challenge it. I can prove it. Every evening if you go to the airport, you will find that the airport is unclean. Nobody can go into the toilet. If you just go there, you will find that it is stinking. Mr. Hon. Minister, kindly look into these small things for passengers.

I am not talking about the food. I think the time has come when the

[Shri Santosh Bagrodia]
passengers will have to carry their tiffin carriers with them I carry it anyway But, I am sure very soon everybody will carry them because it is impossible to eat what is served there, especially from Calcutta when the flight takes off . . . (Interruptions)
The food is so awful They just do not care about the quality of the food

The last point, now coming to the main Resolution, is that for all these facilities which should be available in modern India, the provision was made earlier I do not know what happened I request the hon Minister so that these landing facilities are provided at the earliest so that the remaining aircraft can also be used For this any kind of help from the world should be welcome either from the public sector or the private sector or the international sector I do not know This is a question of development of the country If you have better communication, faster movement, the country will move faster

Thank you very much, Sir

THE VICE-CHAIRMAN (DR NAGEN SAIKIA) Now, if Mr Reddy agrees, I will call Mrs Bijoya Chakravarty She will speak for two minutes

Mrs Bijoya Chakravarty.

SHRIMATI BIJOYA CHAKRAVARTY (Assam) Thank you, Sir

I must congratulate my colleague, Mr Suresh Kalmadi for bringing a very timely issue in the House because in the absence of a modern, mechanised landing-system, we passengers who travel by air have to face many difficulties, and sometimes we risk lives. Probably we are saved by providence and sometimes by the dexterity of the pilot The safety measures in most of the Indian airports are conspicuous by their absence I hope the hon Minister will adequately explain the points

Regarding the airports of the North-Eastern region, the less said the better The recent Vayudoot accident near Guwahati is a pointer I do not like to explain more on this point The Minister must know this. I hope he will explore it.

There is no adequate night-landing facility at the Guwahati and Bagdogra Airports although sometimes the aircraft have to land at night I hope the hon. Minister will kindly listen. I want to say that there is no night-landing facility at the Guwahati Airport and at the Bagdogra Airport. Sometimes the aircraft have to land there during night. So, the pilot has to land the aircraft at a great risk to his life and that of the passengers.

Another point that I want to mention here is that most of the airports have not got modern facilities to repair the aircraft. That is why most of the passengers have to face trouble because suddenly the pilot announces that a snag has developed and that, therefore, he could not fly the aircraft We have to stay in a minor hotel or something. I have faced this many times at the Bagdogra Airport In this connection I have made many important recommendations I hope the hon Minister will seriously consider all these points and take care to modernise the airports of country so that the travel will be safe and secure and we poor passengers will be safe in his hands

With these words, I thank you, Sir, and I congratulate the hon Minister again

*DR NARREDDY THULASI REDDY (Andhra Pradesh)

Mr Vice Chairman sir, no one can predict what will happen the next moment No one can even dare to think of changing the destin Our Civil Aviation system is also functioning on the same lines.

More than 40 years have passed since Independence but instead of improving and expanding our Civil Aviation system, we are suffering from lack of basic amenities This is really a shameful state of affairs Last year on 1st January i.e. on New Year's day Indian Airlines aeroplane Boeing 737 on a flight scheduled from Guwahati to Calcutta dished against a buffalo at Guwahati airport and was destroyed Sir, this incident is an example which gives us a clear picture of our deteriorated and hopeless state of affairs

*English translation of the original speech made in Telugu.

In India, we are operating sophisticated aircraft of tomorrow on the airports of yesterday by compromising the safety requirements

Mr Vice Chairmen Sir, if jet aeroplanes are to land safely we have to introduce and make use of modern instrumental landing system. But unfortunately in our country 90 per cent of our airports do not have these ILS facilities. In other countries they are making use of computers and modern RADAR system for controlling air traffic and avoiding accidents. But in our country we are still depending on the age-old systems and obsolete technology. In our country only 20 per cent of air space is under RADAR survey. 80 per cent of the air space is controlled by the controllers in the control towers and the regulate to and fro movement of aircraft. These control towers do not have sufficient number of controllers and those available are not adequately trained. The controllers are not trained on modern techniques of flight traffic control.

Mr. Vice-Chairman Sir, now I come to Pilots. Their recruitment itself is not on a proper basis. After recruitment, they are not trained either in cockpit management or team work. They are not exposed to modern technical developments. Sir, our National Airports Authority is suffering from lack of funds. Our Airport Authority is functioning with 30 per cent deficit in air crew. Annual allocation of funds to Airport Authority is not enough to maintain the whole system. If this is the state of affairs how can we think of modernising and updating the system?

I do not understand from where we will manage to get funds. Mr Vice Chairman Sir, the Navigation system in the airports should be checked every three months but it is not being done even once in two years. If we start finding faults, there will be no end to it.

Many countries in the world have adopted 3-dimensional RADAR system. This 3-dimensional RADAR system is the state-of-the-art technology used to ensure that the aircrafts' landing and take off is safe.

This system should therefore be introduced in our country also. Sir, these days we are using aerobridges to board the aircraft. But in many countries of the world they are using planemates. These are mobile buses which facilitate to carry the passengers to and from the aircraft. This system can be introduced in our country also.

Sir, in our country the airports of cities like Bombay, Calcutta, Madras, Delhi are over-crowded. So new airports should be constructed in these cities.

Mr. Vice-Chairman Sir, now I have to tell you about a small problem which my Guddapah district of Andhra Pradesh is facing. During the Second World War the Britishers established an airport in Guddapah district. But it has remained unused since then. Due to improper runway it was used only for a few days. It is very unfortunate, if we are not able to develop the runway and use this airport even after so many years of Independence. The Guddapah district lies in the centre of the main routes like Bombay, Hyderabad, Vishakapatnam, Vijayawada, Madras and Bangalore. So, it is all the more necessary, that this airport should be renovated. Mr. Vice Chairman Sir, as I said earlier let us not start enumerating the defects. I hope that Shri Harmohan Dhawan, Minister of Civil Aviation in our new government will look into the problems and try to improve the civil aviation system on modern lines.

Mr Vice-Chairman Sir, I conclude with the hope that the hon Minister will consider my suggestions. I thank you for giving me an opportunity to speak on this resolution moved by the Hon Member Sh Suresh Kalmadi.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA) Shri V Narayanasamy Please make your speech brief because the mover of the Resolution also wants to speak.

SHRI V NARAYANASAMY Pondicherry) That is a pre-condition?

THE VICE-CHAIRMAN (DR NAGEN SAIKIA) Though it is not palatable yet.

SHRI V NARAYANASAMY Thank you for giving me this opportunity to speak on the Resolution moved by the hon

[Shri V. Narayansamy]

Member of this House, Shri Suresh Kalmadi: The Airlines in this country, whether it is Air India, Indian airlines or Vayudoot, they have got monopoly. They are treated as public sector companies and there is no one to compete with them. In all fields, there is slackness. They are not catering to the needs of the travelling public. The flights which are being run by other Airlines of foreign countries in our country are better than our Airlines. They render good service. They take more care for the passenger amenities. I will give you a small example of the passengers not being cared by the Indian Airlines. It starts from the Information Counter. When the passenger goes and asks for any information the Air-Hostess and the person who is sitting by her side don't bother what the passengers are asking them. They don't respond properly. They half-heartedly hear what the passengers have to say. Fortunately computers have been installed to help the passengers. In spite of this they take more time in giving information. The person who makes the announcements at the airport and the lady who sits by his side they keep on chatting with one another without caring for the passengers. Mr Minister (*Interruptions*) I would like to draw the attention of the Minister also because the Minister is here.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA). You address the Chair.

PROF SOURENDRA BHATTACHARJEE Mr. Narayansamy, since no ladies are here, you complaining against them at will.

SHRI H. HANUMANTHAPPA (Karnataka) Smt Satya Bahal is here. Is she not a lady?

SHRI V. NARAYANASAMY Whenever a flight is delayed, they have a usual slogan. They feel sorry for the delay and they go in their own way. Even when there is a little snag in the flight, the equipment for the purpose of repairing—I am referring to the Madras sector specially—have to be brought from Bombay. Till the mechanic comes with the equipment,

the flight has to be kept there. Therefore, the entire sector which has been connected by that flight is affected.

Then I come to the horrible condition in which passengers are kept in airports. Now airports have become railway platforms. Passengers have no facility to sit. Passengers who go to the checking counters have to stand in long queues. At least now they have introduced a system that the passengers can go to any counter and get the boarding card.

SHRI H. HANUMANTHAPPA: Not in all airports.

SHRI V. NARAYANASAMY: Of course, it has been introduced in two or three airports. The passenger can get the boarding card from any one of the counters. By that system, the rush has been reduced a little. Otherwise, if you go to airports, especially in Calcutta, Bombay and Delhi, passengers are suffering. A heavy rush of passengers is there at peak hours and not even the minimum facility has been given to passengers.

Then, in the last Session of Parliament, I raised an important point about the Instrument Landing System which was installed, spending Rs 200 crores, in Bombay Airport. It is not utilised. The reason given by the authorities is very peculiar. They say that they do not have the proper personnel to operate it. They do not have trained personnel. And the pilot also do not know how to get the signal. I raised it as a special mention that the Instrument Landing System is not utilised. The Minister has not replied to me. If you go to other countries, especially the countries affected by snowfall, there smooth landing of flights even if there is fog. In Delhi Airport, and in any airport around Delhi if there is a little fog, the passengers can rest assured that the flight will take off only after 12 o'clock in the noon. When air services are getting profits, they have to take care of passenger facilities also. For the simple reason that due to bad weather or fog the flight could not take off, the passenger has to wait in the flight itself. Sometimes the passenger gets the boarding card and goes to the flight and has to wait in the flight itself till the fog is cleared. This is the sorry

state in which air services are being rendered in our country.

We have got a very modern airport in Madras, both for international and for national services. Such airports have to be developed in the country, especially in areas where there is heavy rush. Airports have to take care of passenger amenities. My demand is that courteous service should be there by the airlines authorities. Especially the persons who are taking care of passengers, should be courteous. I am talking about the comments of the passengers. I am not talking about something else. Whenever any passenger boards a flight, one cannot bear the comments made by him. They say, they are charging so much. There is no competition in the field. They are not taking care of the passengers. These are the comments of the passengers who are going by air every time in this country. That criticism has to be avoided by airlines giving minimum basic facilities to them.

Another horrible thing, as Mr. Santosh Bagrodia has said, is that the passengers are not being cared for by the air hostesses (*Interruptions*). If the passengers call them three-four times, they will go in such a way as if they have not heard what the passenger has said. That kind of discourteous service is there. The training which you are giving to the air hostesses is defective. It is not proper. I was flying in the Russian Aeroflot. I saw how the service is being rendered. I saw it in Air France how the passengers' amenities have been taken care of by them. Even our air hostesses know how they are doing service for the passengers. In spite of that, they are not doing their job properly. These are the basic and small things which the Minister has to take note of and then cure the defect in the system. Supposing there are three-four companies operating the flights. Will Indian Airlines behave like that? I don't think so. Then to compete with the other companies, you will definitely improve the system.

Then, there is a complaint of charging enormous amount. The MPs from Kerala have raised their voice about it in this

House. From Dubai to Cochin, you are charging Rs. 8,000. From London to Delhi, you are charging Rs. 8,000. What is the difference? What is the distance in Kms? The reason given is peculiar. They say because in this sector more passengers are there, Airlines is getting more revenue in this sector. Simply because passengers are flying in that sector, can you tax the passengers? You have to draw a guideline as to what amount is to be charged from the passengers on the basis of kms. or according to the guidelines you have. Two types of replies are given about changing the tariff. The Petroleum Minister says, tariff will be reduced. (*Time Bell*). Sir, I will take only five minutes.

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): Please conclude within a minute.

SHRI V. NARAYANASAMY: Will the Minister reply?

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): Yes.

SHRI V. NARAYANASAMY: Sir, I will conclude within two minutes. I am very much on the subject. Mr. Minister, as soon as you assumed office as the Civil Aviation Minister, you have taken a bold decision to fly Airbus A-320. You have taken a very good decision and the credit goes to you and your Cabinet. (*Interruptions*) That is what I said. The credit goes to the entire team.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): Thank you very much.

SHRI V. NARAYANASAMY: But the thing is, we want a judicial probe into the whole matter as to why Airbus A-320 was grounded by the previous Government, especially, the Prime Minister and the Civil Aviation Minister because we know certain facts and figures about this matter. When Arif Mohd Khan was the Civil Aviation Minister, we have demanded from him in this august House whether he is fixing the responsibility for grounding the Airbus A-320. He said, "yes, I personally hold the responsibility." That is on

[Shri V Narayansamy]

record. Now the inquiry which was conducted came to the conclusion that it was only the pilot's error, not the engine defect. Therefore, when the Cabinet had taken a decision, when the Ministry had approved that this flight could be operated in this sector in our country, why did the Minister concerned and the Prime Minister take a decision which caused a loss of more than Rs 171 crores to this country? They should be squarely blamed for it and they should be held responsible for it. I want the Minister to take a bold decision in hauling up the persons who were responsible for taking the decision to ground the aircrafts Airbus-320 so that the country would know the wrong decision taken by those persons would not be tolerated anymore.

With these words, I conclude, Sir

SHRI DINESHBHAI TRIVEDI Mr Vice-Chairman, Sir, I rise to support the resolution moved by my colleague, Sureshji. He has spoken about the technical aspect. I fully associate myself with him. It is only on the political aspect which he talked about, I have a difference of opinion. So I will very briefly deal with A-320. He has made an excellent representation and I am totally, hundred and ten per cent with him that this country definitely needs to think in terms of safety of the airport, the aircraft and what have you. But when we come to the political angle, then unfortunately things get a little different. Sureshji did mention

SHRI SURESH KALMADI You look beyond the political aspect

SHRI DINESHBHAI TRIVEDI That is what I am doing. (Interruptions) I was talking about the working of the Civil Aviation Ministry. I spoke with my heart like you normally do. As far as A-320 is concerned, we have known that the Ramdas Committee was appointed just to find out and the Government was not in a position to say whether the aircraft was safe or unsafe. If I remember correctly, I think, there has been too much of hue and cry made here regarding Government's certifying the aircraft as not being safe. I don't think,

and even the Minister concerned, if I mistake not, mentioned that we were not in a position to say it. Today also we are not in a position. Only the technical expert committee can say whether the aircraft is safe or unsafe. And there is another angle, not only whether the aircraft is safe or not safe which is the infrastructure.

You talked about the bullet train of which the Minister concerned had given the example and I would like to repeat it. The bullet train in Japan may be very, very safe, but can we import the same bullet train and lay it down on the track in India and say, well, it is running in Japan, it is running in France, why can't it run in India? Yes, it can run in India provided you have the infrastructure and that is where I make my observation that today if this Government has declared this aircraft safe, then what is holding the Government from flying the entire fleet? Why only five aeroplanes? Why not the entire fleet? Because the major portion of the fleet is sitting on the ground! We are still losing money, Mr Kalmadi. We are still losing the same amount of money, may be, even more. The reason you know, I know and the world knows it is basically the infrastructure. The pilots have told me that there are not too many pilots specifically trained. There is a question-mark on their training programme itself.

SHRI SURESH KALMADI I would like to know what your Government, V P Singh Government, did in the last eleven months for improving the infrastructure for A-320 and what they did towards pilot training in the last eleven months.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA) He is not supposed to give any clarifications. Mr Trivedi, please carry on.

SHRI DINESHBHAI TRIVEDI We had appointed the Ramdas Committee and at present the induction which is being done, I am sure, is done as per the Ramdas Committee's recommendation,

SHRI SURESH KALMADI: Ramdas Committee has nothing to do with the grounding of the aircraft or its re-induction. Ramdas Committee only went into the gamut of safe operation, what should be done for safe operation.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA): Pleased don't interrupt. You make your point when you are called to sum up.

SHRI DINESHBHAI TRIVEDI: Sureshji has answered his own question that the Government felt that the operation of that aircraft particularly was not safe because the confidence of the travelling public was reducing to zero. That is why, let there be cost factor but we cannot jeopardize the life of the travelling public in India. As far as that is concerned, I personally fully backed up the decision of the grounding of that aeroplane.

Another point is just by enhancing and modernising the airports I am not sure whether we are going to reduce the chances of air mishaps (*time-bell*). Sir, I have not even taken my breath. For three minutes he interrupted me (*time bell*). I will just take up the main points. We just have to sit in an aircraft to see the real secularism. You see the faces of the travelling public. Somebody calls Allah, somebody takes the name of Jesus Christ, someone else takes the name of Krishna, before the aircraft takes off because they are not sure whether they will get another chance or not. That speaks for itself that air safety in this country is totally neglected. And I have a lot of hopes in this young Minister. I have known him. He is full of enthusiasm and with an open mind, and I am sure the safety angle would be considered and it will be on the top of his mind. I would like to mention here that for safety the agency concerned is the DGCA and I say with full responsibility that it is the DGCA who should be held the culprit, because he is totally callous. We have had so many courts of inquiry, so many reports are coming. But the recommendations are never taken into consideration, they are never taken seriously. There is a kind of *bhai bandi* which is used in colloquial language between the people. It is very

easy to put the blame on pilot error. Are we going down to the details as to why the pilot error took place? Why are we promoting that pilot when he is not fit to fly the aircraft? Again *bhai bandi*. There is no system. We can have the most modern equipment and the most modern aeroplanes, everything most modern, but unless and until you have a proper system to monitor, a proper accountability, nothing is going to change, in spite of the best equipment you have. That is where I would like to draw the attention of the honourable Minister, that this Safety Department of the DGCA should not have the same boss. In other words, the DGCA should not be reporting to the Ministry of Civil Aviation because that is where *bhai bandi* comes. I am not casting any aspersion on anyone. But out of our basic nature *bhai bandi* starts. *भई वह अपना आदमी है कही कवर अप करो इसको*. I will give you

one specific example. There was a near air mishap in Calcutta. I made a Special Mention about it. There was a report of the Safety Officer and he held directly the pilot in command responsible. Now I do get a reply from the Ministry concerned, "No, there was nothing wrong found with the pilot", because some of the bureaucrats must have said it. But I have a copy of the report of the Safety Officer. So, these things have to be taken into consideration.

I do mention about licensing of the airports (*time-bell*). I will take only two minutes. In conclusion only I am saying that there must be licensing of the airports. If an aircraft has to have a licence, if the pilots have to have a licence, if the engineers have to have a licence, why not the airports? Once we have licensing of the airports, everything will have to be checked on a day-to-day basis, because we have equipment, as Sureshji very rightly said, which don't work. A small thing like the fire fighting equipment—the truck was not starting because the batteries were down. Once we have the licensing of the airport like they have in other countries, some of these things would be eliminated. As far as the question of bird-hit is concerned, it is a very important thing. But I am

[Shri Dineshbhai Trivedi]
afraid that airports like that of Bombay are having problems because we do not know where the *jhparpatti* hutments start and where the runway ends. If this is the way we are going to carry on, I am afraid, in spite of the best efforts we are going to be in for a very very dangerous situation as far as air safety is concerned.

Once again, Sir, I congratulate Sureshji and I support the Resolution moved by him. Thank you.

SHR KAPIL VERMA (Uttar Pradesh):
Sir, I begin by lending my support to the Resolution moved by my valued colleague, Shri Suresh Kalmadi, who knows much about the subject.

Sir, I support the demand of my colleagues for a proper inquiry into the reasons why the Airbus A-320 was grounded and, as was suggested in the morning, it would be much better if it is done by a Joint Parliamentary Committee. The Report of Mr. Justice Bhatt on this accident has already come and it has confirmed the findings of the DGCA been that it was a human error. In fact, I have been demanding that this Report of Mr. Justice Bhatt should be tabled. The Minister also had promised that he would table it But so far he has not done it.

SHRI HARMOHAN DHAWAN I
would do it in this Session itself.

SHRI KAPIL VERMA: Also tell us about the follow-up action that you are taking to see that such disasters are avoided in the future. In any case, Sir, it is good that the Minister has decided to reinduct these aircrafts. But I would like to say one thing. We have about 90 airports or so and most of them are ill-equipped. The main thing is that the ILS, the radars, the VOR equipment and other such things must be provided in proper way and other equipment modernised. In fact, there is a controversy about the ILS in Delhi. The pilots say that it is defective. I had raised this question even during the time of Mr. Rajiv Gandhi. But the then Minister said that it was all right. But the pilots say that it is defective. The International Airports Authority of

India on the other hand says that the pilots are not properly trained. So, I would like to suggest to the honourable Minister Let this controversy be settled and for this let there be an inquiry by an expert committee into it. In the meantime, the pilots also should be adequately trained. When you are thinking of having a Grade III ILS for Delhi, at least you must have proper people to operate and if it is not properly working, then it is scandalous. I hope the Minister will reply to this question when he deals with this as to what has happened. In fact, the commercial pilots' Association says that about thirty per cent of the airports have poor navigational aids and they are outdated. Also, the Non-Directional Beacons at least in twenty airports were defective and some corrective action had to be taken. The Minister must look into it. The Rs 240-crore modernisation plan for Delhi and Bombay has been delayed because of the controversy between the Civil Aviation Ministry and the Department of Electronics because the latter has been insisting on the use of indigenous equipment and machines. But we know that the indigenous instruments have not been working satisfactorily. Even the Air Force have rejected the radars manufactured by the HAL at Dundigul and the radars that are being put in various places as produced by HAL are not functioning well. So you have to get them imported. Then, the VOR equipment at Bombay, I am told, is not functioning very well.

The Gujarat Electronic ILS is not working properly. The Minister should tell us about it. The HAL has stopped the functioning of this. The new factory that has been allotted production of this has not started it. What are you going to do? I would like to know. Then the BEL secondary surveillance radar system that you installed at Bombay eleven years ago has not been functioning well. You have to look into it.

Now, Sir look at the airport at Lucknow, the capital of the biggest State in India. I do not know whether the Minister has ever visited that airport. It is almost in an antiquated condition. There is no proper waiting room. There

are only two small counters. You cannot get a glass of water, one day some time ago. Once there were heavy rains and some aeroplanes were diverted from Delhi to Lucknow. And will you believe me, here were no staircases available? So a staircase that is used for white-washing was put there. It is most scandalous.

SHRI HARMOHAN DHAWAN:
When did it happen?

SHRI KAPIL VERMA: Now, I see from the replies of questions that Rs. 25 lakhs has been proposed and proposals framed for modernisation of Lucknow airport. What is Rs. 25 lakhs? Even for Banaras airport I have no quarrel with this allocation because it is very close to my home town—the allocation it is Rs. 195 lakhs. It is all right. It should be Rs. 195 lakhs. But compared to that Lucknow is much more important. I would suggest to the Minister that you please increase the allocation for the modernisation of Lucknow airport and then make it a respectable place because all kinds of flights are coming there now. The facilities that are available at present are most inadequate. The amenities available for the travelling public, as already pointed out are most inadequate. When Mr. Dhawan was not a Minister, he himself must have faced all the problems that are faced by Members of Parliament there and the ordinary travelling public coming there. The most important thing is that you are given wrong information on arrival and departures. At that last moment you are told that after some time say now in half-an-hour more or one hour more the plane will go. This press goes on increasing at least the young Minister must be something I am not demanding any special provision for Members of Parliament, but for the general public the amenities must be improved because the ticket fares are going up. Something must be done about it. Newspapers say that there were irregularities in repairs at seven workshops at Bombay. This is something scandalous. You must look into it and tell us what you are going to do about it. There must be a crash plan formulated for improving

and modernisation of these things. When you have a open sky policy inviting all kinds of tourists here there must be modernisation of airports and equipment. You are spending Rs. 1000 crores on purchase of A-320. I think a part of it should have been diverted for having some proper infrastructure like ILS radars, VOR and these things. At least you must look into these things. (Time Bell rings) Thank you.

PROF. SOURENDRA BHATTACHARJEE, Mr. Vice-Chairman, Sir, my only qualification for participating in this debate on airlines is my few hundred flights as a Member of Parliament in Indian Airlines, or earlier, at Government expense. At my own expense, it was perhaps on two occasions that I could travel and at a cost of not more than Rs. 125. So, I do not agree with Mr. Suresh Kalmadi or even with Mr. Kapil Verma that it has anything to do with the common man of the country in general. It concerns mainly the affluent class. It goes without saying. But even, then, their lives are also valuable or no less valuable. Mr. Kalmadi's Resolution is a well-timed Resolution, no doubt. It highlights certain aspects of the functioning of our airlines which can be neglected for long only at great peril. But, Mr. Kalmadi had to dive from which is more or less a technological area to a political arena under political compulsions. The question of grounding of A-320 does not, perhaps, start from there. He himself has referred to that point—whether our country has been able to keep pace with the sophistication of the originating country, in this case France which produced the Airbus A-320. Sir, I was acquainted with wire pulling but not fly by wire. Before A-320 crashed at Bangalore airport at the cost of so many lives including the pilots and that is the way of the aircraft; when it perishes, everyone perishes. I have been in the habit of telling at the end of every flight that I have survived yet another flight. I do not tell it in my home. Once there was a bird-hit, and immediately the news travelled there. And had a lot of difficulty for more than one month; I was not allowed to travel

[Prof. Sourendra Bhattacharjee]
by air. So, the question of air safety is very important. Very important indeed is that where we are importing a very sophisticated aircraft, the essential pre-requisites are not ignored. I travelled perhaps on five occasions in these A-320 aircraft. It seems to me to be a premier aircraft, no doubt. But had I been in that Bangalore flight? Anyway, when the previous Civil Aviation Minister grounded it, it was on the question of air safety. He said, safety first, safety second and safety last. If Mr. Kalmadi or Mr. Narayanasamy and other challenged that, let them come out with that. But why had they not challenged their own Government which, without looking at the essential pre-requisites for importing such an aircraft, purchased this aircraft at a great cost? And I am not going into the question of kick-backs or the other thing. I say, everything is worked out. But does that mean that you exonerate everything, every indiscretion, every thoughtlessness with which this aircraft was inducted into the Indian Airlines. I am sure Mr. Kalmadi would reply to it. He is a well-versed person in this particular field. I beg to be excused that I wouldn't be able to listen to his reply but I will go through the record later on, of course, for my knowledge. But the question is, this is not a good habit. Since 1980, it was the Janata Government which was responsible for all the misdeeds in the country. Now it is the 11-month period of V. P. Singh's Government which has turned the country upside down, which was put on an even keel by Mr. Rajiv Gandhi. If this is the attitude it is not, I would say, a scientific attitude; it is not a proper attitude, and therefore, should best be avoided while we raise our voice over which there is total agreement. Let there be an enquiry into the entire matter, to apportion the responsibility.

To my mind, it seems, the Prime Minister in the morning was correct or near correct when he said that there was some indecision in this matter. So far as I remember if my memory does not fail me—the Gulf Indians were transported by this A-320 aircraft. If

Gulf Indians could be transported by this aircraft, why not the peninsular Indians? What is the fault? Why it could not be done? In that respect, a question was raised, and the Minister himself would later clarify this point and how the aircraft was inducted again.

Whenever we try to criticise somebody or the Government on some issue, we should try to put it in a proper perspective. That is my request. Mr. Kalmadi's Resolution, so far as it goes, is wholly supportable. I do wholeheartedly support it and I would request the Government to announce a decision, making its priorities clear, taking into account the number of passengers, the proportion of the public that enjoys a large investment compared to other who constitute the major bulk of the population. The Government should make its priority clear. Let the Government give its decision in the matter.

In the meantime, I would request the Government not just Mr. Kalmadi as is the practice, to withdraw the Resolution, but to indicate its own mind on the issues involved, keeping in view the prime consideration of passengers, safety. Thank you, Mr. Vice-Chairman.

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA). Now Dr. Abrar Ahmad. He said that he would complete it in two minutes. I am giving him three minutes.

डा० अब्बार अहमद (राजस्थान) :
उपसभाध्यक्ष महोदय, सबसे पहले तो मैं माननीय मंत्री जी को एयरबस-320 को चलाने के लिए बढ़ाई देना चाहता हूँ जिससे हमारे देश का करोड़ों रुपये का नुकसान हो रहा था। मैं आगे आपसे, आपके सहयोगी मंत्रियों और सरकार से उम्मीद करता हूँ कि इस पाँच सौ करोड़ से अधिक का नुकसान जिन लोगों ने इस देश को इस बड़े को जमीन पर उतारकर पहुँचाया है, उसकी जाँच करके निश्चित रूप से जो भी लोग इसमें दोषी पाये जाएंगे वे उनको सजा दिलवायेंगे।

समय बकि दो मिनट दिया है इसलिए मैं मुँदे की ही बात करूँगा। कलमाडी जी

ने जो संकल्प रखा है मैं उसका पूरा समर्थन करता हूँ। इन्होंने बहुत आगे की बातें कहीं हैं। मैं अपने राज्य राजस्थान के बारे में ही कुछ बातें मंत्री महोदय के ध्यान में लाता चाहूँगा। राजस्थान एक ऐसा प्रदेश है जिसको अगर पिछड़ा प्रदेश कहा जाए तो कोई अतिशयोक्ति नहीं होगी। राजस्थान में कुल तीन एयरपोर्ट्स हैं, जयपुर, जोधपुर और उदयपुर। मुझे याद नहीं आता कि विगत कई वर्षों में इन तीनों में से किसी एक में भी कोई आल्टरनेशन या मोडिफिकेशन हुआ हो या उनमें कोई नयी चीज जोड़ी गयी हो। जैसे वे वर्षों से चले आ रहे हैं आज भी उसी रूप में चले आ रहे हैं जबकि जयपुर का सागानेर हवाई अड्डा इतना महत्वपूर्ण है कि जिसके लिए काफी अर्से से यह सुनने में आ रहा है कि उसको अंतर्राष्ट्रीय हवाई अड्डा बनाया जायेगा।

क्योंकि पर्यटक दृष्टि से, व्यापारिक दृष्टि से, विभिन्न प्रकार की दृष्टियों से उसका अत्यधिक महत्व है।

तो मैं माननीय मंत्री-महोदय से इस कम समय में कहना चाहूँगा कि उस जयपुर के हवाई अड्डे की तरफ भी अपनी दृष्टि डालें और उसको इंटरनेशनल हवाई-अड्डा बनाने के लिए आवश्यक प्रयास करें, जिससे राजस्थान की स्थिति सुधर सके। बाकी जो एयरपोर्ट्स हैं, उनको भी आप माडिफाई करें।

इसके अलावा वहाँ अभी हाल ही में जो एयर सर्विसेज चल रही थीं, उनमें से काफी बंद हो गई हैं। जोधपुर में जहाँ चार सर्विसेज जाती थी, मात्र दो रह गई हैं। वायुदूत करीब-करीब राजस्थान में सब जगह बंद हो गये हैं। तो जो महत्वपूर्ण स्थान हैं राजस्थान में, वहाँ पुनः वायुदूत चालू किया जाए और उसमें एक जगह सवाई माधोपुर—जहाँ से मैं कुछ ताल्लुक रखता हूँ, लेकिन इसलिए मैं बात नहीं कह रहा हूँ कि मैं खुद ताल्लुक रखता हूँ, लेकिन सवाई माधोपुर जो वहाँ पर्यटन के दृष्टिकोण से आज सबसे महत्वपूर्ण है, क्योंकि रणथम्भौर टाइगर प्रोजेक्ट वहाँ है और हजारों विदेशी वहाँ प्रति वर्ष

जाते हैं। वहाँ गणेश जी का हिंदुस्तान का सबसे बड़ा मन्दिर है, तो धार्मिक दृष्टि से वह बहुत महत्वपूर्ण है।

रणथम्भौर दुर्ग, जिसका हिस्टारिकल दृष्टिकोण से बहुत महत्व है, ऐसी महत्वपूर्ण जगह पर वहाँ एयरपोर्ट होने के बावजूद भी आज तक वायुदूत सेवा या किसी प्रकार की एयर सेवा नहीं चली है।

तो सवाई माधोपुर के अंदर मेरा आपसे निवेदन है कि कम से कम वायुदूत सेवा तो चलायें, क्योंकि आए दिन रणथम्भौर टाइगर प्रोजेक्ट के महत्व की वजह से वहाँ सैकड़ों विदेशी रोजाना जाते लेकिन एयर सर्विस नहीं होने की वजह से उन्हें अत्यधिक असुविधा होती है।

धन्यवाद।

SHRI W. KULABIDHU SINGH (Manipur) Mr. Vice-Chairman, Sir, I thank you for giving me this opportunity to say something on this important Resolution.

I fully agree with the Resolution of Mr. Kalmadi so far as the contents of the Resolution are concerned. But I take exception to what he said later, while speaking on his Resolution, insinuating the previous Government regarding the alleged loss of Rs. 500 crores and about the findings of the Committees.

Before I come to that point, I would like to point out one thing in regard to Manipur which State I represent here. Earlier, we had the Delhi to Imphal service for 11 years, from 1979 onwards till 18th February, 1990. For more than 11 years, the people of Manipur were having daily air service from Delhi to Imphal via Patna and Guwahati and vice-versa. But from 18th February, 1990, after the Bangalore crash, this service was cut off. We have only the service from Imphal to Calcutta. It takes two days to reach Delhi from Imphal. I had the privilege of raising this issue in the October Session of Parliament by way of a Special Mention. I had also the privilege of meeting the new Civil Aviation Minister, Mr. Harmohan Dhawan, and I explained the matter to him. I pointed out to him the plight of the people

[Shri W. Kulabidhu Singh]

of Manipur. He was very kind enough to assure me that this flight would be resumed soon I thank him very much for that. Today, I take this opportunity again to remind the hon Minister. He should take steps to resume the daily service between Imphal and Delhi via Guwahati and Bagdogra. This is my request.

The next point I would like to make is, Mr. Suresh Kalmadi and some other friends from the other side have made insinuations in regard to the grounding of the A-320 aircraft. We had two Committees, the Ramdas Committee and the other Committee, in relation to the Bangalore crash and the quality of the A-320 aircraft. The reports of these two Committees slightly vary. I do not want to go into the details. But our friends from the other side accusing the previous Government in regard to this grounding is very unfair. Only this morning, the Prime Minister appealed to all of us, Members of the House, not to press for this. The reason given by the Prime Minister was that it would expose us to the world. That means, our pilots will be exposed, the credibility of the Indian nation will be exposed. What will be its implications everybody knows. So, if you want to expose our pilots by saying that they were not duly trained for the sophisticated aircraft and all that, I think it will not be good for the nation. I appeal to the Members on the other side not take political advantage and not to put blame on the V. P. Singh Government or the previous Government for its technicalities.

SHRI SURESH KALMADI: Whom to blame?

SHRI W. KULABIDHU SINGH: With these words, I thank you very much.

श्रीमती लक्ष्मी बहिन (उत्तर प्रदेश) :
उपसभाध्यक्ष महोदय, मुझे आपने बोलने के लिए समय दिया है इसके लिए धन्यवाद मैं माननीय मुरेश कलमाडी जी को धन्यवाद देना चाहती हूँ कि इन्होंने ग्रहम मसले को यही पर एक विधेयक के माध्यम लाया है। आज हमारी जो इंडियन एअरलाइन्स या एअर इंडिया है इनकी जो सर्विसेज हैं, सेवाएं हैं, मैं समझती हूँ कि पड़ने इसकी विश्वसनीयता भी,

उस विश्वसनीयता को गत एक वर्ष में काफी घटका लगा है। जहां तक एअरपोर्ट के रख-रखाव के बारे में है वहां भी मैं समझती हूँ कि बहुत कुछ उसमें सुधार नहीं हुआ है और उसकी कोई अच्छी व्यवस्था नहीं रही है। जब यात्री कहीं जाता है तो सही टाइम से चले और अपने गंतव्य स्थान तक सुरक्षित पहुंच जाए, सब से बड़ी सुरक्षा की चिंता है। गत एक वर्ष में जब से बंगलौर में एयरबस 320 का एक्सीडेंट हुआ तब से ऐसा माहौल बना दिया। इसका राजनीतिकरण कर दिया था कि लोगों को हवाई जहाज से यात्रा करते हुए डर लगने लगा था, उनका दिल दुख-दुखाने लगा था कि पता नहीं हम सही पहुंच पायेंगे या नहीं पहुंच पायेंगे। जबकि वास्तव में ऐसा कुछ नहीं था। उसके तकनीकी पहलुओं की तरफ मैं नहीं जाना चाहती हूँ क्योंकि समय बहुत कम है। मैं बताना चाहती हूँ कि यदि जहाँ कहीं तक तकनीकी कमी हमारी जो हवाई यात्राओं में सुरक्षा है उसकी तरफ तो विशेष ध्यान देना ही चाहिए दूसरी बात इसकी सफाई के बारे में है। माननीय मंत्री जी से अनुरोध करना चाहूंगी कि मुझे पिछले दिनों बंगलौर जाने का अनुभव हुआ। बंगलौर या बंगलौर से बम्बई के लिए, वहां पर समय की तो कोई बात नहीं है, किन्तु यहां से जाइये तो कभी एक घंटे से लेकर कभी-कभी 6-6 घंटे तक पालम एअरपोर्ट ही पर इंतजार करना पड़ा। हमेशा इस बात को एनाउंस करते रहे कि आधे घंटे के बाद जहाज जाएगा, एक घंटे के बाद जाएगा जबकि यात्री वहां एअरपोर्ट से घर तक जा नहीं सकता। अगर पहले से बता दिया जाए कि फ्लाइट 6 घंटे लेट है तो 6 घंटे में आदमी अपने अपने घर आ जाए और अपना अन्य काम कर सके और खा-पीकर बाद में चला जाए। लेकिन उसको बहकाते रहते हैं, धोखा देते रहते हैं कि अभी आधे घंटे में फ्लाइट जाएगी, एक घंटे में फ्लाइट जाएगी। तो मान्यवर, मुझे एक बार हवाई जहाज के अन्दर एक ऐसा अनुभव हुआ कि वहां जैसे ही यान में

घुसते हैं तो इतनी मक्खियों के दर्दन हुये कि बहुत मक्खियां भिनभिना रही थी, महसूस ही नहीं हो रहा था कि हवाई जहाज में बैठे हैं या कहीं कूड़ेदान में आ गए हैं। इसलिए इन सब बातों की तरफ भी ध्यान देना चाहिए और खास तौर से खाने की तरफ, आप सुकह जाइये, शाम को जाइये, दोपहर को जाइये, कभी भी जाइये, एक ही तरह का खाना मिलता है, उसमें कोई वैरायटी नहीं होती। न कोई उसमें सुधार या परिवर्तन है। मैं मंत्री जी को धन्यवाद देना चाहूंगी कि पिछले दिनों टी.वी. में भी देखा था, समाचार-पत्रों में भी देखा था कि मंत्री जी स्वयं निरीक्षण हेतु यात्रा किए हैं और उसमें कुछ खाने की व्यवस्था में सुधार लाने की इन्होंने कोशिश की है लेकिन कहां तक इनकी कोशिश सफल हो सकती है, मैं नहीं जानती? हो सकता है कि मंत्री जाए उस दिन खाना अच्छा मिल जाए और बाद में यात्रियों को फिर वही खाना मिले।

मान्यवर, जो हवाई उड़ानों में दिलम्ब होता है उसके लिए मैं मंत्री जी का ध्यान दिलाना चाहूंगी कि इसकी तरफ विशेष ध्यान दिया जाना चाहिए। यात्रियों को दिलम्ब के सबध में ज्यादा असुविधा नहीं होनी चाहिए। धन्यवाद।

SHRI HARMOHAN DHAWAN: Mr. Vice-Chairman, Sir, I am so sorry to say that I was sick, I came late in the House, I came in the afternoon and with sore throat I will not be able to speak much. I tried to attach great importance to Mr. Suresh Kalmadi's Resolution and I saw to it that I must be present here to listen to him and to other hon. Members on the Resolution.

SHRI SHABBIR AHMAD SALARIA (Jammu and Kashmir): I had given my name. At least we should have been told that I would not be allowed to speak. Your honour should have been kind enough to tell me that I will not be allowed to speak. At least, I would have gone somewhere else instead of waiting here.

THE VICECHAIRMAN (DR. NAGEN SAIKIA): You did not give your name earlier. It is Private Members' Business and you...

SHRI SHABBIR AHMAD SALARIA: You should have told me that I would not be allowed to speak.

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): No, no, you are not allowed to speak now.

SHRI SHABBIR AHMAD SALARIA: What is painful is...

डॉ० अब्दुल अहमद (राजस्थान) : उपसभाध्यक्ष महोदय, मेरा व्यस्तता का प्रश्न है। शुक्रवार को जब प्रायवेट मेंबर्स बिल आता है, अगर वह 7 मं शुक्रवार को समाप्त नहीं होता तो अगले शुक्रवार को ले लिया जाता है।

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): I have already asked the Minister to speak. He is now speaking. Please don't interrupt him.

श्री अनन्तराम देवशंकर दवे (गुजरात) : पांच बजे तक जवाब देना ही चाहिए, ऐसा कोई रूल नहीं है। इस शुक्रवार को नहीं तो अगले शुक्रवार को यह प्रायवेट मेंबर्स रिजोल्यूशन आ सकता है। अभी 5 मिनट बाकी थीं, तो हमको एक-एक मिनट दे दीजिए।

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): Today is a Private Members' day and we shall have to complete this discussion before five o'clock, and Government's views also have to be placed. Otherwise the whole discussion will become fruitless... (Interruptions)... Honourable Member, you gave your name too late; you should have given it earlier.

श्री मोहम्मद सलीम (पश्चिमी बंगाल) : सदस्य के बोलने के अधिकार को मत छीनिए।

श्री शब्बीर अहमद सलारिया : वह हमारे ऊपर जुल्म है।

THE VICE-CHAIRMAN (DR NAGEN SAIKIA): Please let the Minister speak because time is going out of our hands. I request you to please take your seat. (Interruptions) Please take your seat. The Minister has already started his speech. Please. Time is going out of our hands.

श्री अनन्तराय देवशंकर बबे: कम-से-कम आप हमें बता दीजिए कि आपको बोलने का टाइम नहीं मिलेगा।

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): This is Private Members' business and we have to complete this business before five o'clock, and Governments' views-point is also to be placed here. Otherwise the whole discussion will become fruitless. You are not listening to me. (Interruptions) You are only speaking.

श्री शबबीर अहमद सलारिया: हम किसके आगे रोना रोएं, किसके पास जाएं? ... (व्यवधान) ... हम भी खुदा के बदे हैं।

THE VICE-CHAIRMAN (DR NAGEN SAIKIA): You kindly take your seat. You should have given your name earlier. (Interruptions)...

श्री शबबीर अहमद सलारिया: आप चेयरमेन हैं या ये चेयरमेन हैं। मैं जनाब को एड्रेस कर रहा हूँ। ... (व्यवधान) ... खुदा के वास्ते हमारी हालत पर रहम करें। हम को क्या बना दिया है? हम तो ऐसा महसूस कर रहे हैं कि हमारी कोई वकत ही नहीं है और हाउस में हम आए हैं तो हमने क्या गुनाह किया है? हम मेंबर आफ पार्लियामेंट बन गए, हमारी कोई सुनता ही नहीं। हम को एक मिनट नहीं देते। हम अपनी कांस्टीट्यूंसी में क्या सुनाएं कि हमारी क्या दुर्गति होती है? हमारी जो बेइज्जती होती है, खुदा के लिए हमें इससे बचाइए हम तो आपका रहम चाहते हैं। हम पर जुल्म हो रहा है।

श्री मोहम्मद तलीम: मेंबर के सेंटि-मेंट्स पर गौर कीजिए और एक मिनट उन्हें बोलने दीजिए।

श्री शबबीर अहमद सलारिया: हम कहा जाएं? खुदा के वास्ते हम को अपनी बात कहने दीजिए। जनाव ने सबको इजाजत दी ... (व्यवधान) ... हमारे खिलाफ हास्टाइल डिस्कमिनेशन हो रहा है। हम गुनाहगार हैं क्योंकि नार्थ के रहने वाले हैं ... (व्यवधान) ...

THE VICE-CHAIRMAN (DR NAGEN SAIKIA): Mr Salaria, I request you kindly to take your seat. You should have given your name earlier. (Interruptions) Will you listen to me? Are you listening to me? You gave your name too late. You should have given it earlier.

SHRI SHABBIR AHMAD SALARIA: Two hours ago I have given by name. You should have asked me to go out because my name would not be called. At that time if you had told me, had I been forewarned, I would have gone. I had very important work.

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): Mr Salaria, please listen to me. Knowing fully well that today is a Private Members' day and knowing fully well that Private Members' business has to be completed before five o'clock, you gave your name too late, just half an hour before. Please don't waste the time of the House. (Interruptions)...

SHRI SURESH KALMADI: You can walk out. (Interruptions)

SHRI SHABBIR AHMAD SALARIA: Why should I walk out? Who are you to advise me? Is Mr Kalmadi holding a parallel Chair here or what. Sir, your honour is sufficient to talk, sufficient to point out, sufficient to put us down, but why should he also come in here? Has he also taken the role of a marshal or what? For a minute only I wanted to speak. We have very pressing matters to state but unfortunately, we have been throttled.

THE VICE-CHAIRMAN (DR NAGEN SAIKIA): Please make your points, Mr Minister.

SHRI A. G. KULKARNI (Maharashtra): How can we finish now? (Interruptions)

SHRI HARMOHAN DHAWAN: Sir, very important and vital issues were raised by Mr Suresh Kalmadi and other

honourable Members. There is paucity of time today and I am going only to shortly touch on those, but I would like to assure the honourable Members that I have taken exhaustive notes of all the comments and suggestions which the individual honourable Members have made, and we will take care of them and come back to you as quickly as possible.

Sir, I am grateful to the honourable Members that they have commented upon our induction of A-320 and complimented me and our Government. I am extremely grateful to them and I assure them that the way we have inducted A-320 is in a phased manner. Dineshji has said that out of the 18 only five or six are in operation and that it is costing the country heavily. I would like to inform him that seven such planes are in operation right now, and the rest, as we said, are going to be inducted in a phased manner. There is a Pilot Refresher Course going on, and when more and more pilots get trained, we will be inducting them in a phased manner. We do not want to act in haste or the way the thing was done. When we got this fleet, the Indian Airlines was not at all prepared. We must admit this. In handling such a sophisticated aircraft things went wrong somewhere. But we do not want to do anything in haste. We are trying to do it and trying to re-induct the entire fleet as quickly as possible.

SHRI A. G. KULKARNI: Just, would you please yield for a moment? Sir, it is five o'clock. We are waiting for the last three days for clarifications at five o'clock.

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): It will come, it is coming. We are going to take it up.

SHRI A. G. KULKARNI: How can we continue with this Resolution?

SHRI SURESH KALMADI: He will finish it. Mr. Minister, finish it.

SHRI A. G. KULKARNI: I am very sorry, he cannot continue. How can you say that he will continue?

THE VICE-CHAIRMAN (DR. NAGEN SAIKIA): He is concluding. He is going to conclude.

[The Vice-Chairman, Shri Bhaskar Annaji Masodkar, in the Chair]

SHRI SURESH KALMADI: Your watch is fast.

SHRI A. G. KULKARNI: You just see, it is 5-01.

SHRI V. NARAYANASAMY (Pondicherry): Please correct your watch.

SHRI A. G. KULKARNI: My watch is already corrected. I don't want to be told how the watch is to be seen.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): The time for the Private Members' Business is up, and we must proceed to other business.

SHRI A. G. KULKARNI: Not clarifications?

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Of course, clarifications are there.

The Hon. Minister's reply is inconclusive. What can be done? We must follow the procedure. The Resolution has been talked out.

SHRI S. JAIPAL REDDY (Andhra Pradesh): The Minister is not well. He can reply later. The Resolution has already been discussed.

THE MINISTER OF FINANCE (SHRI YASHWANT SINHA): In one minute, two minutes he will finish. Let us complete this formality.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): There is no question of withdrawal. It has been talked out, it has been discussed.

Mr. Kulkarni, if you have no objection, one minute.

SHRI A. G. KULKARNI: I have got no objection. But I am in the queue for the last four days. Not me alone, but there are many of my friends. Are we getting a chance? Otherwise tell us. We will go out instead of waiting for another half an hour. I have got no objection to Mr. Suresh Kalmadi's Re-

[Shri A. G. Kulkarni]

solution being discussed further; I have got no objection at all. How can he finish in one minute? Go as per the rules.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR). Please finish it in two minutes

SHRI HARMOHAN DHAWAN: I can. If the hon. Members allow me to do it, I can finish it in one minute.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR). You can.

SHRI HARMOHAN DHAWAN: Sir, I have taken note of the suggestions which have been made. Very important points and issues have been raised by Mr Suresh Kaimad, and other hon. Members. I have taken exhaustive notes.

SHRI SHABBIR AHMAD SALARIA. The time has been extended for the hon. Minister.

ओ एन के पी० लॉन्गे. मरे भाई बैठो...

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR). Mr. Minister, you please continue.

SHRI SHABBIR AHMAD SALARIA: [Mr. Salve, I will request you not to talk like that, not to do it. You are a very honourable, a very seasoned Member. But don't talk like that

SHRI HARMOHAN DHAWAN: I would like to assure the Members that we are concerned about the safety of the passengers and the facilities which are available at our airports.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): One minute. Mr Salaria has some point to make. He will write to you. You may consider it.

SHRI HARMOHAN DHAWAN: Certainly, Sir.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Salaria, you please write whatever points you want to make.

SHRI HARMOHAN DHAWAN: I will welcome that, Sir.

SHRI ANANTRAY DEVSHANKER DAVE: Sir, my name was also there. Permit me also.

SHRI SHABBIR AHMAD SALARIA. I may be allowed to raise it now.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): All of you can write to the Minister.

SHRI S S AHLUWALIA (Bihar): He is raising a technical point...

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR). He can write to the Minister

SHRI S. S. AHLUWALIA: ...about the proceedings of the House

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): What is the point of order?

SHRI SHABBIR AHMAD SALARIA: On this Resolution I have to make a small submission which I may be allowed to make. The submission is that...

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Look, the time is up.

SHRI ANANTRAY DEVSHANKER DAVE: His point of order is that the time for the Private Members' Business is over. How can the Minister give his reply?

SHRI SHABBIR AHMAD SALARIA: In case it is allowed to the hon. Minister, it should be allowed to us also.

SHRI S S. AHLUWALIA: Correct.

SHRI ANANTRAY DEVSHANKER DAVE: One minute may be given to us.

SHRI S S. AHLUWALIA: The Minister is not a Member of the House. This is a Private Member's Resolution of this House. When you are extending time for the Minister, why will you not extend the time for the Members of this House? That is the technical point. (Interruptions).

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): It has been discussed. Five minutes have lapsed already.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Just listen. The time allotted for the Private Members' Business is over. Now the Minister was replying.

SHRI S. S. AHLUWALIA: He can speak next time.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Next time it lapses, as you are aware. So, let him complete the reply.

SHRI SHABBIR AHMAD SALARIA: That way I should also be allowed to say.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): All right, I will give you one minute.

SHRI ANANTRAY DEVSHANKER DAVE: Two minutes, Sir. My name is also there I want only one minute.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): I think, I will have to close the Private Members' business (*Interruptions*)

SHRI A. G. KULKARNI: Sir, we are breaking the conventions very liberally. There must be some convention in this House. Why are we all along breaking the conventions? So, you please stop it. Nothing of it should go on.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): I agree with you.

SHRI SURESH KALMADI: Sir, the Private Members' business was to start at 2.30. It started at 2.40. Therefore, I request the Minister should be allowed to reply.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Let us follow the convention. I am sorry. My view is that we must follow the convention. Since it is beyond 5 o'clock, its time is over.

SHRI SURESH KALMADI: The Minister would reply in a minute.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): No. Then other Members will also have to be given time.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, convention should be honoured on both the sides. The discussion should have started at 2.30 and then it should end at 5. I am supporting the convention.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Now, the Private Members' business is over. The speech given by the hon. Minister remains inconclusive. Now, we proceed to the next item.

SHRI V. NARAYANASAMY: Sir, we hope the Minister will send reply on the suggestions made by the Members.

PERSONAL EXPLANATION

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Jaipal Reddy, you have to make a personal explanation.

SHRI S. JAIPAL REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, I wanted to rise on a point of personal clarification in the morning, but the Chairman was pleased to state that I could do so after the Prime Minister gave the reply.

Yesterday, Mr. R. K. Dhawan made some remarks which I could not hear on account of the din. As I went through the records, I found Mr. R. K. Dhawan had said that I had gone to him and begged for a Rajya Sabha seat. I would like to set the record straight. That is the reason why I rose today on a point of clarification. I was thrown out of the Congress party way back in 1975 for my vehement opposition to emergency. I have since been uncompromisingly opposed to the Congress (I). When I came to the Rajya Sabha this time, I came from my State. We have surplus votes. I don't know how Mr. Dhawan made this preposterous and presumptuous claim. It is utterly untrue and unfounded. I may