

THE VICE-CHAIRMAN (SHRI M.A. BABY): Now, we will take up further discussion on the working of the Ministry of Civil Aviation.

Shri Kapil Verma.

SHRI SURESH KALMADI (Maharashtra): But the Minister for Civil Aviation is absent.

THE VICE-CHAIRMAN (SHRI M.A. BABY): There are representatives of the Government.

SHRI CHIMANBHAI MEHTA (Gujarat): I have taken the consent of the Deputy Chairman.

SHRI VISHVJIT P. SINGH (Maharashtra): Mr. Vice-Chairman, I was allowed by the Deputy Chairman to raise a matter immediately after the special mentions are over. May I now raise it?

THE VICE-CHAIRMAN (SHRI M.A. BABY): But unfortunately, it is not... (*Interruptions*).

Shri Kapil Verma.

#### DISCUSSION ON THE WORKING OF THE MINISTRY OF CIVIL AVIATION—CONTD.

SHRI KAPIL VERMA (Uttar Pradesh): Sir, the first thing that the Government has to do is to restore the confidence of people, airlines travellers, which, needless to say, has been badly shaken because of the recent incidents, accidents, and the grounding of A-320s. I welcome the announcement of the Government and the Minister from time to time that they will not compromise on the safety of the travelling public. But I want to say that many things are lacking in maintenance and some other important aspects. For example, our airports are not equipped with proper navigational aids and that is a very important point. If navigational aids are not there, then it would be very difficult.

I hope the Minister will resolve one particular controversy to which I will make a special mention. I am told that Bombay and Delhi have Grade-II landing instruments, but there is a controversy about it. The airport authority says that it is all right but the pilots are not using it. On the other hand, the pilots say it is not working. This controversy must be settled.

The second thing is that the International pilots are wary of using Delhi and Bombay airports. They are hesitant and reluctant. They say that they must have modern landing systems. So, you should not only resolve the controversy but equip these places, these airports, with modern landing systems, landing aids and all that, so that there may be no difficulties.

Then, for pilot training, there is an institute, flying academy, in which there is some rivalry about which our Minister is well aware. They say they are short of aircraft. I do not think they should be starved of resources. Something must be done quickly.

Another reason for accidents is bird-hit. Their rules, laws and regulations require that within ten kilometres there should be no meat shop. I think these rules are not being observed strictly by the local authorities and the local people. That is why so many bird-hits take place. All jhuggis and jompris around airports should be taken note of it. These bird-hits cause not only accidents but loss in crores and crores of rupees. Precious foreign exchange is needed and money is needed for repairs. So, something is to be done in this regard.

Then, with regard to the controversy about A-320 aircraft, I will request the honourable Minister to place all the papers about this major controversy which has arisen on

[Shri Kapil Verma]

the Table of the House so that the Members can see for themselves as to what is right and what is wrong. I have very great respect for the Minister whom I have the privilege of knowing for a long time, particularly for his secular credentials, and hardly anyone will have any doubt about that, and, therefore, I am a little pained when it is said—I hope he has no hand in it—that efforts are being made to malign some people on this issue. The story of the missing file is not a convincing one because it was raised here in this House the other day and it is being published in the newspapers, as to how it has been lost, what has happened really. All this is very mysterious and I hope no political advantage will be made out of this. Probably, the best solution is to lay all the papers on the Table of the House.

There is one more aspect about which I am a little troubled. When the technical experts and the Inspector, Mr. K.N. Singh or somebody, have said that it is a human error, that it is the pilot's error, and it was not the error of the machine, and when the Court of Inquiry is going on and the final report is yet to come, why an announcement has been made that these aircraft will be leased out or sold out? After all, when we have grounded this aircraft, why should somebody else use it? After all, human life anywhere is precious. So, on moral grounds, when it had been decided not to lease out this aircraft or to sell it, why has that decision been changed now and why is the Government going ahead with its decision to lease it out? This is troubling me a little, this moral aspect of the question. There is also a story—I do not know how far it is true—that the Indian Airlines has incurred losses and it wants to sell this aircraft on a premium so that it can make up the losses. I think this is rayopic because we need

aircraft and if we place orders now, we will get them only after five years. After all, we need aircraft, if not this aircraft, at least some other aircraft and if we place orders now, it will take years. What will happen then? Therefore, it is a short-sighted policy to lease this out or sell it. Why don't they wait till the final report comes? This is what troubles me.

I will make one point about Lucknow and then I will finish. I am sure the Minister also must be using the Lucknow airport. It is in his home State. It is in a pitiable condition. I hope he will include it in the plans for modernization. There is hardly any decent place there for the passengers to sit. The amenities are very poor. There is hardly anything. There is no proper system for informing the passengers about the arrivals and departures of the planes. Even if announcements are made, if you want to find out from your house, which is 16 kms. away from the airport, about the timings, it is very difficult to get a satisfactory answer and a lot of time is wasted. As the Minister knows, the Delhi Luknow flight comes here and goes back and sometimes, it comes at 1 o'clock and sometimes at 12 o'clock and it is very difficult to get satisfactory replies. I hope the Minister will do something about this.

The other troublesome aspect is that there is a very unsatisfactory transport service at the Lucknow airport. The airport bus service has been stopped and this is causing a lot of concern and difficulty to the passengers. Then, passenger amenities are very poor, as I mentioned earlier. You cannot get a glass of drinking water. I had raised this question two or three years ago in this House when Mr. R. Venkataraman was the Chairman and I had related various incidents also. But very little has been done.

Now, I will come to the question of the difficulties being faced by Members of Parliament because they are all very busy people. We are all very busy and we have to rush at the last moment. That is hardly any facility given to us, any concession or any special consideration, given to us at the airport. Hardly any courtesy is shown to us. I hope the Minister will do something in this respect. Considering the fact that we have very little time and we have to go from one meeting to another, it should be of much help if we are told that the plane is arriving or departing at such and such time so that we also need keep the other concerned people waiting. If proper information is given or intimation made, a lot of difficulties can be avoided. I hope the Minister will look into it.

**SHRI BHADRESWAR BURAGOHAIN (Assam) :** Sir, I was waiting to be called to speak on this subject for long. Anyhow, I have at last been called to speak. But, Sir, whatever points I wanted to make have been dealt with by Mr. Morarka I was in the House then. Whatever points I wanted to cover, he had already covered. Also, Mr. Kalmadi has dealt with many points which I wanted to make. So, my submission will be very brief. I will try to go into the affairs or the working of the Ministry from a very narrow angle.

Some honourable Members have said that the Vayudoot service is going to cater to the needs of the North-Eastern region and they have also said that this is the only means of communication in the North-Eastern Region. I would like to tell these Members one thing. Most of the small airfields in the North-East; are airfields only in name and many of these, say, Rupsi, Itanagar, the capital city of Arunachal Pradesh, have never seen an aircraft. Not even a single aircraft has landed there. So, how can these people say

that this is the only means of communication or means of transport in the North-East ? Not even a helicopter has landed. So, it cannot be said that the Vayudoot service is meant for the North-East. I am from Assam. But I would like to ask as to how many flights there are to Shillong to Mizoram, etc. ? Only one flight to Dimapur. When that is the case, how can you say that it is the only means of transport in the North-East ? It is not at all correct.

Then, Itanagar, Rupsi, Passighat, Daparizo Aizwal, Shillong, etc. do not have any service, even once a week. How can you say that this is the only means of travelling there ?

The Indian Airlines is our domestic airline and it has got 51 aircraft out of which 12 have been grounded, the Airbus A-320 aircraft, since the bangalore accident. IA has got only 39 aircraft. How can a country like India, with a huge population and with a huge travelling public, manage with just 39 aircraft ? Is it not a mockery ? I say it is a mockery.

My submission point is that more aircraft should be acquired and added to the fleet to be able to cope with the increasing rush of travelling public.

Most of the Members have spoken about the behaviour of the aircraft personnel. At the airport when we ask, "What is the departure time of the aircraft ? What is the arrival time of the flight ?" or for any other simple information, the behaviour of the airline staff looks like that of feudal barons of the olden days. They behave like feudal lords. They have not the least courtesy to reply politely that the flight will depart at 4 p.m. or 5 p.m. or as the case may be. For hours together we keep on waiting without any idea of the flight movement. Once I waited at Guwahati for long six hours continuously when the

[Shri Bhadreswar Buragohain]

flights were delayed. On one occasion after we spent six hours in the aircraft, it was announced that the flight was cancelled. And the announcement further said, "kindly bear with us"! After six hours of waiting, after paying Rs. 4,000, you dare say, "kindly bear with us"! Why cannot you tell us in good time about the flight movement so that we are spared of all the harassment and inconvenience, so that we could go out and come back at the appropriate time? Whatever we ask, the crude and curt reply we get is, "I don't know, we don't know." So this situation should be remedied. The Minister concerned is not present here. I hope the Minister will see to it that the airline staff do not behave like feudal lords but show due courtesy to the passengers.

There are so many points and most of them have been talked about by other Members. However another point about the inflight crew, the airhostesses and stewards. Anything we ask for or inquire about, the stock reply is, "Please don't ask us", "Please go to the ground engineer or ground personnel at the airport; don't come to us", "If you have anything to say, say it to the authorities". The Minister should see to it that appropriate instructions are issued to all the concerned staff members to be courteous and polite to the passengers and be helpful to them instead of being so indifferent.

Shri Hanumanthappa has already dealt with food, the kind of food that is served in the aircraft. I give you an instance of the food that was served on a flight from Guwahati to Calcutta. It was stale. I do not know when it was prepared. Only one singhara was served. Only one singhara which costs just 25 paise outside was served while we were charged Rs. 450 towards the fare. Anyway, this is our standard. But more interesting is another episode. When I was coming to take my

oath as a Member of the House during the last Session, food was served on the flight. All of us, the passengers, ate the food. And abruptly came the announcement, "No water in the aircraft, we cannot serve tea and water; kindly bear with us"! No water? What is it? No water in the aircraft? And they ask us to bear with it? Why did the aircraft take off if it had no water? And how could we bear without water when we had already eaten the meal? I cannot bear with it. (Interruption)

Another interesting incident is about three-four months back I went to Dehradun by a Vayudoot flight. The Vayudoot flight could not land at Dehradun and the flight directly came back to Delhi. And when the flight landed at Delhi, an announcement came,

हमें आशा है कि आपकी यात्रा सुखद रहेगी। We went to Dehradun but we came landed at Delhi. How can it be? And all the passengers, except me, were foreigners. They had nothing but to laugh.

"हमें आशा है आपकी यात्रा सुखद रहेगी"

They have got a piece of paper. They have to read that out. These are the activities of your Ministry. So kindly look into all these.

May I submit a few words regarding Air-India? I have travelled by almost, I can say almost, all aircraft, including the Concord, and I have personal experience and I can say that the Air-India service is the worst. (Time bell rings)

I have got two or three suggestions, because I am new.

According to international analysis and my personal experience, the Indian Airlines services are the worst. And this has been published

in a paper also: the Egyptian Airlines Chinese Airlines are worse, while the Indian Airlines services are the worst.

I have travelled in the Economy class also. They call the Economy class as the 'cattle class'. It should be a human class, I suggest.

Then, I come to North-east, because I come from the North-east.

I am finishing within two minutes.

Assam is a flood prone State for six months we have to live in water. Air links are being disrupted, road links are being disrupted and so are national highways—only one National Highway No. 52; it is being run as a sub-way. In view of that, to maintain the supply of foodstuff, all the districts head quarters of Assam should be air-linked. This is my submission.

Moreover, I think that Dibrugarh district is India's second most resourceful district. It has all the resources in the district. It has got very heavy traffic at the airport. I suggest that right-landing facilities be provided at the Dibrugarh airport.

Then, I come to my last point. We are celebrating the birth anniversary of our first Chief Minister, Shri Gopinath Bardoloi, this year it is the Centenary celebration. I suggest that as in the case of Madras and other airports, the name of Guwahati airport should be re-named as Gopinath Bardoloi Airport. Further we are just near to Bangkok, Hong Kong and other areas. So it should be made an international airport. If you go from Guwahati to Bangkok it will take only one hour. If you go to Hong Kong it will take one and half hour. Sir, we do not come all along to Calcutta. So the Guwahati airport should be upgraded to an international airport and it should be re-named as Gopinath Bardoloi Airport.

Thank you.

SHRI AJIT P.K. JOGI (Madhya Pradesh) : Sir, about the genuine

problem of drinking water which the hon. Members, mentioned, may I request the hon. Minister that he might consider the alternative of providing chilled beer or champagne if water is not available? That might help a few.

SHRI SANTOSH BAGRODIA (Rajasthan) : Mr. Vice-Chairman, Sir, I am very happy that the hon. Minister has come back to the House. I appreciate that this particular discussion has stretched a lot and he was also stretching his legs. In the meantime the history of airlines in our country is not very old. The Indian Airlines started probably in 1953. I am a regular traveller from 1958, practically once or twice every week. I have travelled on on Dakotas to North-Eastern region. Fokker, Viscount, Caravelles, 737, Airbus and A-320. This is how it has been developing. (Interruptions) Yes Dornier also. Dornier is mostly in the South. I got the opportunity of travelling on it once or twice. This is how it has been progressing during the last 30 or 35 years. It was going to progress more. But the new Government is trying to stall that progress. This is what I want to impress upon the Government. It was really flying with flying colours. We can speak for hours together. There was no water, bad food, etc. But I can tell you from my personal experience. We must give some credit to the staff operating there. There are lot of constraints from Guwahati. They do not have good food supply. We can say all these things for Calcutta also. But I know their difficulties. Still am not trying to say that everything is satisfactory. Lot of things are to be done. In the process Vayudoot was developed. Pawankaj has come. Now air taxis have come. These aircraft are going all over the country. In fact, they are going on different routes all over the world. This is not a mean achievement. This a great achievement.

Now I come to the controversial point A-320. I am not here to discuss the history. The hon. Mini-

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ster himself a has said in the Consultative Committee, I understand, that the Air India and Indian Airlines have progressed tremendously during the last 35 years. In spite of that, when he speaks in the House, he becomes political. He starts saying that everything was bad, when he speaks in Parliament. When we come to A-320, there was a news item that... (Interruptions)...

देसाई जी बोलते हैं ऐसा चार्ज मत लगाओ। अगर कोई चार्ज है तो मैं उसको दिदड़ा करता हूँ। जब मेरे भाई बोलते हैं तो मैं वह चार्ज दिदड़ा करता हूँ।

Now I come to the point about the missing file of A-320. Since this Government has come into power, are they seeing everything with a suspicious eye. They had suspicion on A-320 also from the beginning, I want to ask a question. Why did they not take care of this file properly even when there was a suspicion? If I have a suspicion, I start keeping the papers properly. Why was the file not taken care of for 4 or 5 months? I would like to charge the Government that the file is not lost and that it has been taken away politically, for political motives. I charge the Government that his file is not lost. It has been taken away by some responsible people, by the Ministry officers. I do not know. It is for them to find out who is responsible for taking away this file and for putting the entire issue in a mess so that this Government could have a political mileage. Sir, if you have been seeing the newspapers, only one piece of paper out of this file was published in the newspapers. And the other papers are missing. How could this paper be leaked out to the press when it should be with the Government? I request the hon. Minister one thing. You have been a Minister earlier also. I appreciate your guts. Please continue with those guts. Do not depend on the Prime Minister's

Office only. Do not be guided by them. You should act with your conscience. If you work with your conscience, many things will improve and the country will know what the facts are because then you will not take only political decisions, but you will take commercial decisions also whether you should have grounded these aircraft or not. Crores and crores of rupees are going down the drain. In the history, it is not the PMO but you will be held responsible. If you do not behave today and if you do not now take a right decision, nobody is going to listen to you if you say that somebody else did it. It is under your Ministry. Then you will be doing something which harms the interests of the country. Please look into it. Of course, safety is very important. As I said, I am travelling every week. I want this should be safe. But if you see the papers, you will see one small thing. That is about the training of pilots. Pilots have been trained specially for A-320 aircraft. You will be surprised to know, Sir, that all over the world if the pilots are trained for 20 hours, our pilots have been trained for double the time, for 40 hours. So, they are really well trained. Even the standard of the Aeroformation course was modified, and in some respects increased to reflect the needs of the Directorate-General of Civil Aviation. It has been done for our pilots. Similarly, Aeroformation has received about 32,000 trainees from different countries. Of these, 7,000 trainees were flying crew members. So, we can put the blame politically on our poor pilots. But it is not true. They are very well-trained. And the aircraft also are definitely the best in the world.

[The Deputy Chairman] in the Chair

Everyday I see in the newspapers one thing or the other. It is said, 'Airbus firm may move the Delhi

court'. Why? Then there was about the A-320 crash. All these questions are there. I need not go into those questions because you already know those questions. Now, it is very obvious that it is only politics that is behind your decision either to sell or lease these A-320s. There is no commercial decision in this action or in this desire. I cannot understand the morality behind this also. If they are not air-worthy, how can you think that others will buy them or take them on lease? I am not going again into those details that 500 aircraft have been ordered or 23 countries or 17 countries are running them. All right, I will give you this credit. They are all fools, they may be developed, but they do not understand the air-worthiness of these aircraft. You grounded them. But you cannot in the meantime sell them without a full enquiry. At least let us have the enquiry. Let us also know that they are really air-worthy. And if they are not air-worthy, do you not have a clause in the agreement that if wrong aircraft have been supplied, all the money should be refunded with the claims? You cannot simply say that 'we do not like the shape of these aircraft.' You have to prove it to the suppliers because, as a businessman, I know that if I supply something wrong, not as per the specifications, not as per the norms, you are at liberty to return them. But I don't think anybody has been able to prove it either from the Government or through your enquiries. And before that, you are in a hurry to sell them, to give them on lease. I do not know what is the motive because you sell them or you lease them and you want to have more capacity by taking on lease other aircraft. I really do not know what is the political motive behind it. (Time bell rings) All right, I will not go into too many details because Madam has come and she is very harsh.

THE DEPUTY CHAIRMAN:  
Somebody has to abide by time.

4 P.M.

SHRI SANTOSH BAGRODIA:  
Madam, I am going to abide by time I am just coming to the straight points. The A-320s have been purchased at the price which is given to the first buyer. It is known as 'launch buyer price' I believe. Today, the price has gone up by 100 or 50 per cent. Therefore, there may not be any loss if you try to sell them. But I am interested in the passenger. How does he travel? How does he get the ticket to travel? Only a few days ago, Mr. M'n'ster, I made a request that somebody died in Bangalore and I wanted you to give two seats from Calcutta to Bangalore. I personally requested you, but nothing happened. May be, you had your own problem of communication. I am not trying to say that you d'd not want to do it. Perhaps, the aircraft was absolutely full. But the point is, these aircraft are just lying idle. In the meantime, you have not drawn up any plans. Why don't you do it fast? If you want to take some aircraft on lease, please take them on lease immediately. You should do it fast so that the passengers do not suffer. If you want to take a political decision, please take it. After all, you are politician. Whether the country dies or lives, one is not bothered. The point I am making is, you may take a political decision, but please do something. Please help the travelling public. To hell with the A-320s. You decide. If these people are guilty, hang them. I am not bothered. But I am only interested in the passengers. I am only interested in the poor passengers who go to the airport to get their tickets and who wait for days and days together. Please do something about them.

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Then, there was another news-item which said 'The wheel comes off in the pilot's hands'. This was in regard to 737 aircraft. I only hope that you do not ground the 737 aircraft also in our country because the wheel came off in the hands of the pilot somewhere outside the country. I only hope that you do not decide that the 737 aircraft is not airworthy, by your standards. If you do so, we had it. Or, you decide that we shall not have any aircraft. As Mr. Dipen Ghosh said the other day, let us not have the elitist approach and let us have bullock-carts. Let us go by bullock-carts from Rajasthan to Assam and we will take one-and-a half month to reach there! You decide that way. But let us know what is your perspective plan.

SHRI M. M. JACOB (Kerala): The Minister has been grounded here for the last two weeks.

SHRI JAGESH DESAI (Maharashtra): I think he will climb now.

SHRI M. A. BABY (Kerala): What about the wheels of the previous Government?

SHRI SANTOSH BAGRODIA: Madam, this aircraft is one of the most modern aircraft, in its range. It is computerised. It has three computers. If one fails, the other will take over and so also the third, if required. Therefore, there are no chances of things going wrong. It has also been mentioned that this aircraft is too sophisticated. But when our pilots can fly MIG-29s and Mirage-2000s, why not A-320s? These kinds of reasons are not going to satisfy the public.

As I said, we should have a perspective plan. We want the Minister to let us know what is

the perspective plan for the next ten or fifteen years. We should know. We should have a plan. We should decide whether we should fly or we should go by rail or by car or even by bullock-cart. But we should know what we are going to do for the next ten or fifteen years.

Another thing is, why don't you make people compete? There is monopoly. It is all right. I am not going to say that you should privatise. But why don't you have two aircraft public sector companies operating on the same route? Why don't you allow them to compete? This may improve the situation.

Now, I come to certain specific issues. As you know, Jaipur is a very important airport. Many foreigners want to go to Jaipur as soon as they land in Delhi. The Delhi Airport is unnecessarily crowded. Jaipur is about 200 kms., from here. Why don't you make it an international airport? This will ease the position in Delhi. People who want to go to Rajasthan first and then to the rest of the country, can land in Jaipur directly. This will also help in the development of tourism in Rajasthan.

In regard to the Calcutta Airport, I have written to you. I have not received a reply yet. I hope you will send me a reply after the Session is over. The Manager of the International Airports Authority has been there for quite some time. He is absolutely negligent. The airconditioner in the lounge is not working. I requested him to come and see. Shrimati Rajendra Kumari Bajpai was also present. He refused to come. They are least bothered. The telephone in the lounge is not working for the last fifteen days. Nobody is bothered to look into it. If this is the state of affairs, why do you keep such officers there? Why don't you send them to Ita-

nagar where there is no aircraft going? It will be much better. He will be peaceful and we will be peaceful.

SHRI G. G. SWELL (Meghalaya): I take strong objection to this remark. Itanagar or Aizawl is not the dumping ground for the refuse of India. Please do not mention it. While I agree with you in what you say about the officers and all that, please do not use these aspersive remarks.

SHRI SANTOSH BAGRODIA: I did not mean that. Mr. Swell,...

SHRI G. G. SWELL: My name is Swell.

SHRI SANTOSH BAGRODIA: I said, Mr. Swell. Please do not feel hurt about it. My intention was not to hurt you. My purpose was to send him somewhere so that the public do not get hurt. If not to Itanagar, send him somewhere where there is no aircraft. Send him anywhere.

One more thing about the entry passes at the Calcutta airport. This gentleman does not give entry passes to MPs, their employees as to their secretaries. Entry passes are meant for those who can give him some money so that they could go inside the airport. I do not know why MP or his secretary is denied an entry pass. This is for your information.

At Delhi airport there is no ticket counter outside the terminal. It causes a lot of inconvenience to the public. See if you can put up a ticket counter outside the terminal. It will help. Then, toilets are terrible. See if you can have some better flush system on the toilets.

THE DEPUTY CHAIRMAN: Now, Mr. Bagrodia, will you please conclude? You are eating up the time of your other Member.

SHRI SANTOSH BAGRODIA: The other Member is not there, Madam.

THE DEPUTY CHAIRMAN: Other Members are there. I have got the names. Let your flight land at least now.

SHRI SANTOSH BAGRODIA: Just two minutes more, Madam.

I must compliment the Minister. Mr. Minister, would you like to listen to the compliment also that this new system of free checking is really very good. It has helped. Initially, some baggage had gone to some other place but in the long run this is the additional convenience that you have offered and we are grateful to you as passengers.

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): Thank you.

SHRI SANTOSH BAGRODIA: On 8th of May a flight to Hyderabad was cancelled. Passengers were stranded for three days. In spite of my personal request to the duty manager, the passengers were not allowed to board the second, third, fourth or even the fifth flight. They could not go for three days. They had to spend their own money staying in a hotel. (Interruptions). It is allowed for the first day only. For the second night it is not allowed.

The travel agent who gives wrong timings on the ticket, please take care that such travel agents are black-listed immediately.

Luggage should be handled softly. Otherwise, it gets damaged.

[ Shri Santosh Bagrodia ]

Coming to my own experience, whenever we come from Jaipur, we land at 10.00, 10.30, 11.00 or even sometimes at 12.00, 12.30. I have requested you and also requested the earlier Minister about this. Why don't they provide two step ladders, one on the front and one on the rear side? There is no other aircraft at Delhi airport at that time landing. Still there is only one ladder so that the last man in the end takes 15 minutes to alight. We have all the facilities at the airport but I do not know why they are not provided. If you check it for yourself, you will find how troublesome it is.

THE DEPUTY CHAIRMAN:  
Are you on the last step? Alight now.

SHRI SANTOSH BAGRODIA:  
Just last but one point. I understand, Madam, only about 30 percent of India's airports have proper landing aid. If you improve upon landing aid on rest of the 70 per cent airports, it will really give more confidence to the travelling public. Also the size of this Airlines probably has become very big. If you like, you can make two airlines. There will be competition and the size will be manageable in that case.

Coming to the last point, my colleague Pramod Mahajan had mentioned last time about changing the name of Bombay airport. I am not going into the merits of whatever name you put. You put whatever name you like, because whatever name you put, I am sure, will be that of an important national leader.

SHRI JAGESH DESAI: Why are you reopening it?

SHRI SANTOSH BAGRODIA :  
I am not reopening it. I am only trying to suggest, if you have taken any decision that any airport anywhere in the country will be renamed or if the last Government has taken a decision please do not change it because that

will establish a wrong precedent. This is my only request. I am not going into the merits. It is entirely the Government's prerogative, and I have no objection to that.

With these words, Madam, I thank you very much because, though generally you are hard, you have been soft towards me this afternoon.

THE DEPUTY CHAIRMAN:  
Thank you very much.

### ANNOUNCEMENT RE. RESOLUTION OF HOUSE ON SHRI K. K. TEWARY'S STATEMENT AGAINST CHAIRMAN

THE DEPUTY CHAIRMAN:  
Now, I have to make an announcement.

As honourable Members are aware, the House had unanimously adopted a Resolution on May 24, 1990 regarding contempt of the House by Shri K. K. Tewary by a statement purporting to be issued by him and published in the newspapers on that date. By the said Resolution the House had desired that "It is confirmed that Shri K. K. Tewary has issued that statement, Shri Tewary be summoned to the Bar of the House before the end of the current Session and be reprimanded."

In pursuance of the Resolution, Secretary-General had sent a letter to Shri Tewary on May 24, 1990 asking him to confirm whether he had issued the said statement. In his letter dated May 27, 1990 Shri Tewary did not in so many words confirm whether he issued the said statement. Therefore, another letter was sent to him yesterday, May 29, 1990 asking him to state whether he had issued the said statement. He was given time up to 10.30 A.M. this morning to send his reply. At about 11.45 A.M. we have received a letter from Shri Tewary. Therein he has, *inter alia*, stated that he has publicly withdrawn