

at some point of time bring some commonness in the entire process.

Tax on Domestic Air Travellers

*102. SHRI CHATURANAN

MISHRA:†

SHRI SURAJ PRASAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have decided to tax domestic air travellers to build a fund for modernisation of airports;

(b) if so, the details thereof; and

(c) whether this is one of the recommendations of the Tata Committee?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER):

(a) and (b) There is a proposal to levy passenger service fee at the rate of Rs. 10 per head on all embarking domestic passengers.

(c) Yes, Sir.

श्री चतुरानन मिश्र : सभापति महोदय, मैं सरकार से जानना चाहता हूँ कि सारे एयर पोर्ट्स के माडर्नाइज करने में कितना एस्टीमेटेड कास्ट है और यह 10 रु० प्रति पैसेंजर जो अयेगा उससे कितनी अनुमानित रकम आने वाली है ?

SHRI JAGDISH TYTLER: Sir, the National Airport Authority has come about six months ago. We are not getting any budgetary support from the Government of India and everything has to be generated from our own resources. We had formulated a proposal for introduction of passenger service fee of Rs. 10 per head on all the embarking domestic passengers. The International Airports Authority is also proposing to introduce passenger service fee of Rs. 10 per

domestic passenger. Both these facilities have been approved in principle and the modalities are being worked out. The International Airports Authority estimates to collect Rs. 4 crores per annum and the National Airport Authority which is looking after all the national airports expects to collect Rs. 4.31 crores through passenger service fee from embarking domestic passengers.

श्री चतुरानन मिश्र : सभापति महोदय, एस्टीमेटेड कास्ट क्या होगी इसके विषय में मंत्री जी ने नहीं कहा इसलिए मैं आप पर ही छोड़ देता हूँ कि उनको क्या कहना चाहिए ? मेरा दूसरा सप्लीमेंटरी प्रश्न यह है कि माडरनाइजेशन कहां से विलीन होगा, जो कम्परेटिवली फनिश है उस एयरपोर्ट से या जो सबसे ज्यादा बैकवार्ड है उससे ? ये कहां से शुरू करेंगे ?

SHRI JAGDISH TYTLER: We have taken up development plans in the country. When we talk of modernisation, we are going to do modernisation of A.T.C. facilities in Bombay and Delhi which are being looked after by the National Airport Authority. Then we are going to do the development of Port Blair Airport for Airbus operation. We are going to undertake the construction of an airport in Jammu and Kashmir. We are going to develop new airports in the North-eastern region at Gangtok, Assam and Lungai in Mizoram. Gang-Itanagar, Tura in Meghalaya, Miza in Assam and Lungai in Mizoram. Gangtok is in Sikkim and Itanagar is in Arunachal Pradesh. Then there is the modernisation of Civil Aviation Training Centre at Allahabad.

SHRI VISHWA BANDHU GUPTA: Mr. Chairman, Sir, the hon. Minister has very kindly told us about modernisation. But is he aware that several of the airports including Safdarjung and Indira Gandhi International Airport have very poor maintenance? I would like to know whether with this fund that is being collected, which I think is quite a heavy fund

†The question was actually asked on the floor of the House by Shri Chaturanan Mishra

for the passengers to pay, he is going to take up the improvement of maintenance of the airports.

SHRI JAGDISH TYTLER: Surely Sir, the airports which the hon. Member has referred to are being looked after by the International Airports Authority. We will make sure that money is spent on them and not necessarily the money which we are collecting from them.

MR. CHAIRMAN: Shri Kalmadi. *(Interruptions)*

SHRI SURESH KALMADI:* *(Interruptions)*

MR. CHAIRMAN: The questions and answers between the Members will not be recorded.

SHRI SURESH KALMADI: I believe that certain people have taken the matter to the court about this increase.

SHRI JAGDISH TYTLER: What you are referring to is of the third question.

SHRI SURESH KALMADI: I believe, even the Rs. 10 increase also comes within the ambit of the court..

MR. CHAIRMAN: The Minister is right. You will be more relevant in the next question than in this. Mr. Kapil Verma.

SHRI KAPIL VERMA: Sir, the hon. Minister intends to levy a passenger service fee. That is why I want to know whether the Minister is aware of the hardships being faced by the passengers who travel by the aircraft about the fall in the standard of amenities, late announcements of the late flying of the aircraft, fall in the service of food and high cost of snacks served at the airports. I would further like to know whether the Tata Committee has also looked into the amenities provided for the passengers and if so what recommendations have they made.

SHRI JAGDISH TYTLER: Sir, the hon. Member has referred partly to the Indian Airlines and partly to the Authority. But I would like to inform him that all our efforts are to see that the amenities provided to the passengers are brought every day to a better position. Sir, the whole problem is that I do not have enough funds because I do not get any budgetary support. So, every pie I have to generate to run the airports, maintain them and also to give modernisation facilities. And I would like to inform the hon. Member that looking at the resources I have, I am utilising them to the best of my ability. And that is why I have come to you that I would like to increase Rs. 10 so that we could provide the amenities which I just spoke to the Member who had asked me.

SHRI KAPIL VERMA: Improvement in the behaviour of the staff can at least be made without any cost.

MR. CHAIRMAN: That has nothing to do with the Rs. 10 levy.

SHRI JASWANT SINGH: Mr. Chairman, Sir, I presume that modernisation is inseparable from efficiency and enhanced efficiency. I would submit through you, Sir, to the hon. Minister that currently the best work of fiction, best contemporary work of fiction in India is the airline schedules of the Indian Airlines. They are so full of mythical and fictional assertions. That is one. Secondly, if modernisation be inseparable from enhanced efficiency, then what impost does the Government intend placing upon itself so that we could have more efficient functioning of the airlines and all the attendant services?

SHRI JAGDISH TYTLER: Sir, of course, this question again refers to the Indian Airlines. The whole question is based on the National Airport Authority which is looking after the air traffic control and maintenance

of the airports and runways. But I can assure the hon. Member that sometimes, well, we do change the frequency of the aircraft or rather we re-route the aircraft. It is based on certain requests we receive from you and the public. Apart from that, nature comes in a big way which hampers us in a big way that we cannot keep to the schedule. But we will make sure that we will try to give as best as possible.

SHRI KAMALENDU BHATTACHARJEE: Mr. Chairman, Sir, I understand the word modernisation is a relative term and it relates to some airports which are not properly modernised. So far as my airport, that is, the Silchar airport in Assam is concerned, it is primitive by all standards. Sir, there are two Vayudoot flights and three Indian Airlines flights, Boeing flights, and the airport can accommodate hardly 30 passengers. I would like to know from the hon. Minister whether he is going to take some steps to bring some other modernisation in the Silchar airport.

SHRI JAGDISH TYTLER: Yes, we have in mind doing this. I would also like to inform the House that we are going to make sure that we ask the State Government to come and help us so that wherever there is a possibility of funding the projects by the State Government I do not mind returning the money back without interest, we would request the State Governments to help us because there are a lot of reports, there are a lot of demands and the air transport is increasing in such a gigantic way that it is sometimes difficult to cope with the money that I have.

कुमारी सईदा खान : सभापति जी, क्या आदरणीय मंत्री जी मध्य प्रदेश के उन जिलों में जहाँ कि पर्यटन स्थल मौजूद हैं या साइनिंग स्थल हैं, वहाँ हवाई अड्डों की स्थापना करने की कोशिश करेंगे ?

श्री जगदीश टाईटलर : जहाँ-जहाँ जरूरत होगी, लेकिन पहले मुझे अपने वाले ठीक करने दो, जो अभी यहाँ इस्तेमाल कर रहे हैं।

SHRI GHULAM RASOOL MATTO: Sir, the hon. Minister has stated that by levying this, he will be able to collect Rs. 4 crores and another Rs. 4 crores from Air India. He has also indicated about the schemes that he is going to undertake. To my mind, this Rs. 4 crores is peanuts compared to the expenses that he is likely to incur. So, I would like to know (a) what will he do to mobilise the resources for the modernisation as he has envisaged, and (b) along with the passengers will he consider imposing 1 per cent surcharge on freight carried by Indian Airlines to augment the resources?

SHRI JAGDISH TYTLER: Sir, I would like to inform the Members that already the Indian Airlines and Air India by their good performance — that is how they are able to generate more funds — Rs. 35 crores have been advanced to the National Airport Authority by Indian Airlines and Air India. They were supposed to pay Rs. 40 crores, and Rs. 35 crores they have already given. No, they have not given. They were to give during 1986-87 Rs. 35 crores to the National Airport Authority on which the Government has taken the decision. And, the total non-Plan revenue expenditure it is not Rs. 4 crores, it is Rs. 68.45 crores, and the revenue receipt is about Rs. 51.10 crores. That is why it is necessary for me to come back and ask for more funds in the next question. We are raising more money through the Indian Airlines so that we can meet the expenses of five-six projects which I will tell you.