

Authority

Passed

The International Airport Authority (Amendment) Bill, 1985

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): Madam, I beg to move:

"That the Bill to amend the International Airports Authority Act, 1971, be taken into consideration."

Madam, I submit that the International Airports Authority was constituted on 1st February, 1972. Its first Chairman and whole-time Member were appointed in 1972. The conditions of service of the Chairman and the whole-time Member of the Authority were governed by rules framed according to section 36 of the International Airports Authority Act of 1971. These rules were framed and notified in November, 1973. Therefore, there was a need to implement them with retrospective effect. The Committee on Subordinate Legislation in the Fifth Lok Sabha which examined these rules pointed out that section 36 does not permit rules to be made with retrospective effect and, therefore, this section should be amended to regularize the matter.

The 1973 rules only covered the major terms and conditions of service. According to rule 7 in these rules, other allowances and conditions were to be determined by the Central Government at the time of the appointment of the Chairman and other Members of the International Airports Authority. The same Committee which examined these rules also pointed out that rule 7 of the 1973 rules was not consistent with the letter and spirit of section 36 of the International Airports Authority Act. Separate action will be taken to amend the said rule.

The amendments proposed in this Bill have been made in pursuance of the recommendations of the Committee on Subordinate Legislation of the Fifth Lok Sabha. These amendments will provide necessary powers to make rules and regulations as

to the conditions of service with retrospective effect.

We have taken care that while making the amendments no rules or regulations made with retrospective effect shall adversely affect the interests of any person who may be governed by such rules or regulations.

Section 37 of the Act confers powers on the Government to frame rules for regulating service conditions of other employees. Keeping in view the recommendations of the Committee on Subordinate Legislation, it is also proposed to amend section 37 of the 1971 Act to allow the Government to frame rules in this section also with retrospective effect, without adversely affecting the interests of any person to whom such rules may be applicable.

Section 37 of this Act does not provide rules framed under this section to be laid laid before each House of Parliament. It is proposed in this Bill to amend section 37 suitably to provide for laying any rule of regulation made under section 37 before each House of Parliament. Necessary modifications are also being made in section 36 (3). This would fulfil the recommendation of the Committee on Subordinate Legislation of the Fifth Lok Sabha regarding laying of rules before each House of Parliament.

It is also proposed in this Bill to validate the rules made under section 36 of this Act before its present amendment and also all orders made under rule 7 of the 1973 rules.

Madam, as mentioned by me earlier, these amendments to sections 36 and 37 of the International Airports Authority Act of 1971 are being made with the primary objective of fulfilling the recommendations of the Committee on Subordinate Legislation of the Fifth Lok Sabha. I would, therefore, commend that the Bill be taken up for consideration by the House.

The question was proposed.

*SHRI O. J. JOSEPH (Kerala):
 Madam, Vice-Chairman, this is a simple and innocuous amendment. This Bill has been brought to enable the making of rules and regulations as to conditions of service etc. etc., of the Chairman, officers and employees of the Airports Authority. I do not want to go into the amendment as such.

However, I feel that it is necessary to make a brief mention of the light of our air services and airports. Madam, we have four international airports in our country—Bombay, Delhi, Madras and Calcutta. Although we have four international airports, only two are functioning effectively, while Delhi and Bombay are effectively functioning as international airports, Madras and Calcutta are practically ignored. There are no worthwhile air services from these two airports. There are no repair facilities there. Therefore, I do not know whether our Government is pro-west or pro-north west. Anyhow the fact is that out of the four international airports, two have been practically ignored.

Madam, we often claim that our country is making fast progress. But the pity is that we do not feel the necessity of having another international airport. I do not know why we are not more liberal in such matters. Can we not adopt a broader view in such matters.

Last year our air services claim to have earned a profit of Rs. 60 crores. If we have a closer look at the operations of our services we can find from which sector we have earned this profit. It is from Sectors like Trivandrum Gulf Sector that we have earned the major part of this profit. It is not a small amount. That comes to about Rs. 100 crores. In a sense this Government is robbing the people of Kerala. This is a sort of daylight robbing of the hard earned money of the people working in gulf countries by means of airfares. The airfares for a direct flight from Trivandrum to the gulf is almost equivalent to the flight via Bombay to the gulf. Thus we can find that when a direct passenger is compelled to pay the fare from Trivan-

drum to gulf via Bombay. He is being robbed of Rs. 2000 by the airlines. He is paying 1000 rupees in excess to the usual for one side. Is it not robbery, Madam? Why cannot they change this arrangement? I am afraid that they are afraid of some foreign airlines breaking our monopoly if Trivandrum is converted to an international airport. Can we not reduce the present rate of airfare?

Another painful aspect is that these passengers are almost being treated as untouchables. They must go to the gulf countries and must give their blood and sweat for earning the precious foreign exchange for the country. But while they travel in our air services they are being treated like untouchables. Why do not we stop these things? I do not know when wisdom will dawn upon them. Why cannot we treat these passengers to the gulf as human beings. They are earning foreign exchange to the tune of Rs. 360 crores a year. Do they not deserve better treatment? There are no such considerations. Now what is the treatment meted out to them when they land in our airports. Our customs authorities would rob them more than half of the items which they have brought by spending their hard-earned money. News reports in pro-Congress newspapers like Mathru Bhoomi and Manorama indicate that these kinds of malpractices are being indulged in by the customs officials by using code words etc. Is it not robbery, Madam.

This Bill is for making provisions for the salary, allowances, service conditions etc. of officials and employees. We cannot say anything about it at the moment without having the details of such things before us.

Madam, now conferences are held and Committees are formed in and around India. There are flights to Japan, China etc. Then why do we not do something to develop and improve the Calcutta airport? Now for one who goes to any of the above places has to come to Delhi and fly to Moscow or something like that resulting in circuitous passage and wastage of time. This is the present state of affairs. There-

*English translation of original speech delivered in Malayalam.

fore Calcutta airport needs to be developed and repair facilities made available there. Similarly the Madras airport also must be developed. Today we are operating about nineteen air services to places like Sri Lanka, Mahe and the gulf countries from Trivandrum. Therefore I would like to know what is the difficulty in converting an airport like Trivandrum to an international airport. I do not know, as some Kerala Minister had recently said that "whether we should also go the Punjab or the Assam way to make our voice heard". If we want to curb the parochial tendencies then we must be prepared to concede the legitimate demands and aspirations of the people of the different parts of the country. Now with the change of leadership into the younger generation and with a youthful Minister in charge of the Ministry I hope these long-standing grievances of the people would be looked into and more consideration would be shown to us. With these words I conclude.

Thank you.

SHRI RAOOF VALIULLAH (Gujarat): Madam, Vice-Chairperson, I rise to support the International Airports Authority (Amendment) Bill, 1985 to amend the International Airports Authority Act, 1971 as brought to this House by the Honourable Minister for Civil Aviation, Shri Jagdish Tytler.

Madam, in the Statement of Objects and Reasons, it is proposed to amend section 36 of the International Airports Authority Act, 1971 suitably to remove the defects pointed out by the Committee on Subordinate Legislation and to validate the said rules and orders.

Madam, such a power as mentioned in the Memorandum regarding delegated legislation is necessary to give effect to decisions for improving the conditions of service of persons governed by the said rules or regulations with retrospective effect. Now, it is the same conditions of service of the personnel that I want refer today.

I would like to draw the attention of the Honourable Minister as to how the powers have been grossly misused by the ex-Chairman and Members of the International Airports Authority of India. Madam, the

International Airport at New Delhi was planned as one of the most modern and most beautiful international airports in the world. I know for certain that about four or five months back the officials of the International Airports Authority of India were telling the world that it will be more beautiful than the Singapore international airport which is considered today as the most beautiful airport in the world.

This Airport constructed at an exorbitant cost of Rs. 100 crores and covering an area of 61,500 square metres was to provide super efficient and ultra sophisticated services to handle 3.5 million passengers and nearly 70,000 tonnes of cargo annually. This was the magnitude of the International Airport to be built in New Delhi. Named after the Late Prime Minister, Smt. Indira Gandhi, this International Airport was to be inaugurated on November 19, 1985, her birth anniversary. What happened? The inauguration never place. Instead the Government suddenly set up an inquiry and I want to congratulate here, Mr. Minister, that he took note of the delays, the faulty construction, the use of sub-standard materials and much more. One day later, that is on November 20, 1985, we read in the newspapers that the top brass of the International Airport Authority of India the Government owned body, incharge of the Metropolitan Airports have been sacked. Who were those people? Captain, A. M. Kapur, former IAAI Chief and the Chairman of both—Air India and Indian Airlines, he was asked to go on leave. Only yesterday. I was surprised to know what he said—he was not asked to go no leave but he has tendered his resignation and the Government has accepted it. After bungling to the tune of nearly Rs. 100 crores,— he has the guts to say that he has resigned and nobody has asked him to go on leave. I would like to know from the Hon'ble Minister what the actual position is? Madam, the IAAI acting Vice-Chairman, Air Vice Marshal, Mr. Dere was reverted and the contract of Mr. H. S. Bhatia, the Member (Engineering) of the IAAI was terminated. This unhappy episode was revealed by whom? Again it is a big surprise. Who revealed all this bungling? On November 20, 1985, the Additional

Authority

Passed

[Shri Raoof Valiullah]

Secretary in the Prime Minister's Secretariat, Mrs. Otimia Bordia wrote to the Civil Aviation Secretary, Mr. Sidhu. I quote:

"The Prime Minister has been concerned about the progress of construction of the new Indira Gandhi International Airport. Prime Minister has desired a full report into the status of the project, the time-table for its completion and the reasons for the delay as well as of faulty execution. Prime Minister has also desired that the responsibility on each person may be fixed in the lapses that have occurred".

The lapses are too many to narrate here. I would like to take some more time from you Madam, because I want to give exactly what the situation is regarding the famous International Airport at New Delhi? The Airport was initially estimated to cost Rs. 63.95 crores in 1981 but the latest figure of Rs. 95 crores and another Rs. 15 crores may have to be spent before it is finally ready for use. This should have been finished in October last, i.e. October 1985 but now as recently as yesterday, officials were saying that everything would be in readiness by November, 19, 1985. It is not so and in fact, it was at the instance of the then Chairman of the International Airport Authority that the inauguration was fixed on November, 19, 1985. Yet, as Mr. Tytler has now discovered, the work is far from over and would take at least one or two years more before the whole thing is ready. Madam, Mrs. Otimia Bordia, Additional Secretary in the PM's Secretariat, conveyed in no uncertain terms Mr. Rajiv Gandhi's annoyance and the hon. Minister of State for Civil Aviation ordered the shifting and shuffling around of the men who have been in charge of the IAAI and instituted an enquiry into the lapses committed by various officials including Mr. Kapoor, Mr. Dere and Mr. Bhatia. I understand that the hon. Minister is reported to have said that he was always under the impression that the nation was going to get something extraordinary, but what he noticed was poor quality work, sub-standard material and unreasonable cost escalations.

And at whose cost? The nation's cost, of course. And the project has not been completed in four years. He has only said that he cannot allow public money to be squandered by irresponsible people. I congratulate him, but what has he done while Mr. Kapoor has squandered away crores of rupees? He has done nothing in the matter.

Madam, while the final enquiry report into the project will come after a month, preliminary investigation has revealed. (1) Over 150 major cracks in the taxi runway built at a cost of Rs. 3 crores; they appeared because of structural defects and faulty supervision. (2) Uneven and poor equality flooring in both arrival and departure lounges. (3) An uneven and weak false ceiling which cost Rs. 330 per sq. metre as against Rs. 2.50 per sq. metre for the Bombay airport at Sahar. (4) Very low ceiling, only seven feet high, in 40 per cent of the passenger area. You can actually touch the ceiling. (5) Seventeen of the 22 tubewells dug for water are not functioning and even today they are not functioning. (6) Five out of 22 toilets were defective. They are defective everywhere, whether you go to Ahmedabad or Bombay. Toilets are of much lesser concern. (7) Choked sewer lines. (8) Wrong ducting for the air-conditioning system. (9) Incomplete waterproofing of the roof, leading to seepage of water in various places. (10) Incomplete and poor quality electrical fittings in the entire complex. Now what is left out? If all these things are defective, what is left out?

Curiously all these lapses have occurred despite a regular monitoring done at the highest level by Mr. Siddhu and, of course, by over half a dozen Ministers who have preceded the present Minister. In spite of all this monitoring, all these things have happened.

Planning had started even earlier in 1978 during the Janata Party rule, when the IAAI submitted a proposal for Rs. 42 crores. This was later raised to Rs. 63.95 crores, and finally it has come to Rs. 95 crores and another Rs. 15 crores which may be required additionally. So it

is over Rs. 110 crores now, from Rs. 42 crores in 1978. Who is responsible for all this? Madam, cracks in the taxi tracks and links built over the past two years were noticed as early as June this year. But no pressure was put on the contractor to improve the design and material quarry all these several issues about the were often two to three inches wide and a new contract for filling up the cracks was handed out at the rate of Rs. 475 per sq. metre. Now this is an addition to all that expenditure. Inexplicably—this is yet to be explained by the Government—the IAAI chose the same technique that has been used at Bombay Sahar airport, built three years ago.... even though three of the six taxi bays at Sahar Airport had developed cracks and the IAAI had to spend Rs. 76 lakhs on repairs in Bombay. But the most striking lapse seems to be the selection of suppliers for the rubber flooring in the airport complex. The International Airports Authority originally planned to provide only for stone flooring. Later this was changed to rubber flooring. And, according to preliminary reports submitted to the Minister, a former official of the IAAI gave orders worth Rs. 50 lakhs to a firm in Andhra Pradesh although it had no manufacturing facility and could boast of little more than a letter-head when the contract was awarded. I would like to get the explanation of the Minister whether this charge which I am putting right now is true and which firm this was and who was connected with this firm. A Chief Engineer recorded on the concerned file that the firm should not have been given any order but his objections were overruled. I want to know who the person was who overruled this decision. Yet another official was forced to quit the IAAI because he objected to placing orders for the airconditioning plant with a firm which was not the lowest bidder. He also put his foot down on the purchase of aerobridges from Japan worth over Rs. 2 crores which is being investigated by the CBI. The Government is also looking into the justification by the IAAI for its decision to buy weighing machines worth Rs. 1 crores from an intermediary firm. It is getting curiously and curiously, as they say. Instead of directly ordering from the manufacturers—indeed most airports in the world do not

buy their own weighing machines which are normally the responsibility of the airline—here it was curious that it was decided that the weighing machines would be bought by the IAAI. I would like to know who took the decision and why such a decision was taken. The IAAI also came under attack for major faults in the decision and project phasing. Just one day before the Parliament Session started we all read in the newspapers that the biggest *faux pas* of the aviation history has been committed in New Delhi. The IAAI engineers forgot to provide for construction of a heavy cargo terminal which is a must for an international airport. In the whole design there was no complex for cargo. And till last week the IAAI has not placed orders for a luggage lift, and its flight information system had not even arrived. Some officials whom I talked to, have admitted that even if they start working for 24 hours from today, it will take at least six months to complete the project and another two months to commission it, and if they are to remove all the faults, they will require Rs. 15 crores more than what has been provided in the Budget. I do not know whether the Finance Minister has obliged Mr. Tytler to provide for Rs. 15 crores. Perhaps, the most inexplicable of all the decisions of the IAAI is the recruitment of over 300 new people at a combined monthly salary of Rs. 7 lakhs to run the airport which has not even started and which is not likely to start for another two years. And that work is still on. The staff has neither the place to sit nor the chairs nor any work. And it has become an additional hazard to the Minister. This is what is going on at the international airport. Madam, a preliminary post mortem by the Engineering Department and the Audit party revealed that several changes have been made in the original design for the airport, thus giving an opportunity to the contractors to churn out more money. Over seventy per cent of the original specification was changed and contractors were handed out at arbitrary rates for various items. Who was the In-charge who doled out the contracts in this manner and the money from the national exchequer? There was also some controversy over the selection of architects and the interior decorators

[Shri Raoof Valiullah]

who were awarded the contracts without the tenders having been invited from the other leading architects with experience in the airport work. As a consequence, with the changes in the original designs, the cost per sq. ft. of the passenger terminal has gone up to Rs. 650 which is more than twice the normal rate of Rs. 300. In fact, the Government's Projects Investment Board allows the cost of construction per sq. ft. at Rs. 250 only. Why then did you allow Rs. 650 in this case? As the inquiry into this and the other lapses will continue, I hope the Minister will be firm in dealing with the culprits. I have met the Civil Aviation Minister and I know he is very firm in dealing with the culprits. But I want to know from the honourable Minister what stern action he is going to take against these culprits.

With these words, Madam, I support the Bill and I hope the Minister will clarify all these several issues about the New Delhi Airport. Thank you.

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): Now, Mr. Aladi Aruna.

SHRI ALADI ARUNA *alias* V. ARU-NACHALAM (Tamil Nadu): Madam, Vice-Chairman, I support this piece of legislation.

Madam, the object of this amendment is to rectify the errors mentioned by the Committee on Subordinate Legislation. The Committee on Subordinate Legislation pointed out certain defects in giving retrospective effect regarding the conditions of service of the Chairman and the other permanent members of the International Airports Authority of India. It has also observed certain inconsistencies in framing the rules. Therefore, Madam, the honourable Minister has proposed to amend sections 36 and 37 of the principal Act, namely, the International Airports Authority of India Act, 1971. I welcome this move.

Madam, I think it is appropriate to say something about the international air service and about the security of the airports. Owing to the growing menace of terrorism throughout the world, the important task which compels the Government is

none other than the security of the airports. If you compare our security arrangements with those at the airports in Western countries, you will find that our arrangements are quite insufficient. Madam, in order to have adequate security arrangements, it is reported, the Government has given training to about more than a thousand police constables in handling hijackers, bomb detection techniques and frisking. But these constables have not been absorbed in the airports and most of these constables are working in profitable police stations rather than at the airport! I do not know why the Government has allowed these constables to work in other areas. In security matters, Madam, explosives detection technique is more important. Now we are using PD-4. No doubt, it is an effective equipment and the experts have approved this device. But, at the same time, the civil aviation experts have stated that it has got limited capability only. Another developed device is Model 70 which is based on electronic capture principle. It is being mostly used in the British Army. But the most sophisticated device is Model-85 which is being utilised in the Houses of Parliament in Britain. It is considered as a 'world sniffer'. So, I request the honourable Minister to purchase all the latest devices for the security at our airports.

SHRI JAGDISH TYTLER: What is the last one you mentioned?

SHRI ALADI ARUNA *alias* V. ARU-NACHALAM: It is Model-85 which is being utilised in the Houses of the British Parliament. Sir, unfortunately, air crashes are occurring one after another in our country. But so far we have not come forward to establish an independent Air Safety Board. There was an air crash in 1972 in U.S.A., in which Senator Cutting lost his life. Soon after that air crash the Government of the U.S.A. established National Transportation Safety Board. But in our country, despite many air crashes, we are still reluctant to form such independent board.

Sir, I have to remind this House that our hon. Prime Minister, during his valo-

dictory address in the Aeronautical Society of India, assured that an independent Board would be formed in India. But that promise has not so far been fulfilled.

Now, the secret information is that at the time of the Kanishka air crash, our Director Mr. Salinder Singh, was not able to rush to Cork in the first available flight. The reason is that he was not possessing a valid passport. He did not renew the passport. The date of expiry of his passport was 14th March, 1980. For the past five years he did not renew his passport. So he arrived at the spot by the next flight available. It shows how our officers are working with lack of readiness and without responding to the exigencies with swiftness. So the Government must come forward to form Air Transportation Safety Board.

After the construction of new airport in Madras for national service, the old airport which is at present exclusively reserved for international airport, is not provided with cargo service and direct flight service to western countries. Every year in the month of January at least 2200 tonnes of handloom garments are exported from Madras to western countries. But there are no cargo service facilities at Madras international airport. Therefore, the exporters are compelled to transport garments by surface from Madras to Bombay. I may inform the House that during the last week of December 1984 alone, nearly 350 trucks, each carrying 324 tonnes garment cargo left from Madras to Bombay, because there is no available cargo direct service from Madras airport to other countries. Regarding this matter the Government of Tamil Nadu has written so many letters to this Ministry. Our hon. Minister, Mr. Swaminathan, Minister for Handlooms, also has written so many letters to this Government, explaining the difficulties and requesting this Ministry for the introduction of cargo flight service to the western countries. But so far this Ministry has not come forward to provide those facilities. If it is not possible to introduce regular direct cargo flight service from Madras to western countries, at least, for the time being, direct service may be operated during the

seasonal months, that is, from December to March. The Ministry may be aware of the fact that some of the western countries like the U.S.A. have prohibited the small aircraft, I, therefore, request you to introduce big aircraft like Jumbo from Madras to western countries. More than that, high level loader, fork lifter, warehouse facilities are not available in Madras international airport. Immediate attention is necessary to provide these facilities.

Even though Madras has got more inflow and outflow of traffic from the West and East, there is no direct flight from Madras to Bangkok and Japan. I understand that British Air Service and Thai Air Service have applied to operate air service from Madras to Bangkok and Japan.

If it is not possible for our Government to operate direct service from Madras to these countries, at least we can allow these countries to operate from Madras to other countries.

I would also like to say something about the domestic service of our country. There is no air service on every Sunday from Coimbatore to other areas. Regarding this matter, so many agencies have written letters to you. Our hon. Member of this House, Mr. Varadaraj, has written so many letters to you. The reply from the Government is that the Airport Authority has expressed its inability. In fact, there are so many airport where the airforce Authority is allowing this facility of air service on every Sunday. I would like to mention the airports: Agra, Baghdogra, Bangalore, Chandigarh, Cochin, Goa, Kharagpur, Jammu, Jamnagar, etc. There are nearly 20 stations where we are having air service to Sundays. What is the reasons for not giving that service to Coimbatore along? The reason is that the Government has not exercised its power and it has not come forward to pressurise the Defence Department to allow the airlines to have service on every Sunday. (*Time bel rines*).

I have to thank our hon. Minister for opening an airport at Tuticorin. I know

[Shri Aladi Aruna Alias V. Aruna-chalam]

it will take another 4 to 5 years to complete the work. My suggestion is that till you build the airport, a Vayudoot service may be allowed to operate between Madurai and Kayatar. Kayatar has a runway which was constructed during the British days. It is in good condition. Utilising that runway, a Vayudoot service may be allowed to be operated between Madurai and Kayalara till we build the airport at Vahaikulam near Tuticorin.

Regarding the revenue, the Southern region has made impressive progress. The collection in the Southern region in the year 1984 was Rs. 145.87 crores. The target was only 135 crores. The all-India increase is only 22 per cent. But the increase in the Southern region is 24 per cent. Despite that increase in the revenue of the Southern region, our air services are mostly disturbed. The House is aware of the fact that for the last 4 or 5 years we were enjoying the facility of a direct air service between Madras and Delhi. It has been disturbed now. This is one of the longest service which is being operated by the Indian Airlines. Perhaps our hon. Minister may justify by saying that an Air Bus has been introduced. I am not against the operation of the Air Bus. (Time bell rings) But it has not served the purpose. In air service, time factor is very important. Therefore, I would request the Minister kindly to restore our direct air service between Madras and Delhi. We were enjoying it earlier. With these words, I conclude my speech.

SHRI P. N. SUKUL (Uttar Pradesh): Madam Vice-Chairman, I rise to support this very simple Bill, the International Airports Authority (Amendment) Bill, 1985, which only seeks to amend the original Act so that the rules made under the Act may be applied with retrospective effect. This Bill has been brought for our consideration just to fulfil this one technicality. So, there cannot be any objection to it and I support the Bill.

As regards our international airports, though the number of flights have increased, though the number of points that we now cover has increased, certain basic facilities are still lacking at these airports. By basic facilities, I mean the facilities like sitting accommodation, etc. Even in Delhi or at Bombay, whenever I go to the airport, I find the lounge jam-packed and people have to loiter outside the lounge and there are no seats. So, at least, we can provide sitting accommodation to all those passengers who are travelling to other countries. At both Bombay and Delhi, I have found this lack of accommodation. In the last month, I had to go outside, and there was a long queue at the exchange counter of the Delhi airport. Before passing through the security, you have to have the exchange money. At the State Bank's counter there was a long queue. The queue was such a long one that I could get it just two minutes before the departure time, and I was the last person to board the plane. So, more such counters should be provided for exchange purposes.

Madam, I would also suggest that more retiring rooms should also be provided. People coming late in the night and who may have to go to some other town may like to stay in the retiring room at the airport itself. They may like to stay in the retiring rooms instead of going out in the night. So, more retiring rooms should be provided both at Delhi and Bombay and, perhaps at Madras also as the case may be. But at least in Bombay and Delhi more retiring rooms have to be provided.

Madam, there is no doubt that the International Airport Authority of India has done some very good work. By having its own design and its own technique, it has been able to reduce the cost of construction and also the maintenance cost by about 20 per cent. And because of our good work, we have also been able to secure orders from other countries like Yemen, Libya, Tanzania.

In so many countries, our people are doing the runway construction and all that. So, they have done a good work. But as I was mentioning, our facilities have not increased commensurate with the increase in the number of flights and the number of points covered.

Madam, now, I would like to take this opportunity to suggest one thing. I have found that some other airlines give some kind of discount to attract passengers. Our Indian Airlines does not give discount at all to the passengers, to my knowledge at least. So, if possible, by way of discount or by way of concession, something should be devised by our Air-India also so that passengers who would like to travel by other airlines because of this discount factor are attracted towards our own flights.

Madam, some eight or ten months back, there was an advertisement for recruiting civil engineers by the Airport Authority of India. And these posts were upto the level of Director. But after the advertisement, nothing has been heard so far. Nobody has been recruited and no posting has been made. So, I would like the hon. Minister to kindly look into this matter as to why appointments have not been made so far.

Madam, in 1982, in this very House, the then Minister informed us that radar facilities were existing in Delhi, Calcutta, Bombay and Madras and that those facilities would also be extended to a few other cities, viz. Ahmedabad, Nagpur, Varanasi, Hyderabad, Guwahati and Trivandrum. I am not sure whether all these places have been provided with the radar facilities or not. Only the Minister can tell us. As a matter of fact, these facilities should be everywhere.

As far as possible, all our airports should be covered with this radar system and radar facility. Similarly, Madam, in 1982 we were also assured by the then Minister, Mr. Shrama, he was the Minister then, that Ahmedabad, Amritsar and Patna, Trichy, Trivandrum and Varanasi airports would be air-conditioned but they have not yet been air-conditioned. You see, Madam, three or four years have already elapsed but that

assurance is still in cold-storage. Now a young Minister has come and I am hopeful that the young and dynamic Minister will be able to translate that assurance into action and also extend this facility to a few other airports also.

Madam, four new airports had to be constructed at Gangtok, Kohima, Itanagar and Aizawal at an estimated cost of about Rs. 13 crores. That too has not been done during the last three or four years. This must be done at least in the case of Aizawal. The Minister must be knowing that Aizawal is the farthest point and if you do not have an airport you have to travel by road from morning till evening. I had to go in a committee and it was a very long trek and so Aizawal needs an air service and that air service must be started.

श्री जगदीश दाईटलर : परसों शुरू करने वाले हैं . . . (व्यवधान)

SHRI P.N. SUKUL: Then I withdraw my suggestion for Aizawal but not for other places.

Similarly, Madam, as Mr. Valliullah was saying the Indira Gandhi International Airport was to be inaugurated on the 19th of November, her own birthday, but it has not been possible for us to have that airport opened. Its inauguration has been in waiting. These are the things that should be expedited and as far as possible it should be done.

Similarly, Madam, Safdarjung airport was also to start functioning from the 12th December, 1984 for vayudoot services. It was stated that for Vayudoot Services the Safdarjung air port would be used and that this service would be started from the Safdarjung Airport from the 12th December, 1984. Now about a year has already passed and I do not know when it is going to be inaugurated from there.

Similarly, there was a very good proposal of the Government to have a Helicopter Corporation of India. Wherever vayudoot services cannot go, vayudoot has its own limitations, we could have the helicopter service, at least as regards the hill districts of Garhwal, Kumaon, and other such places. Or to such places where railway trains and buses take a long time in going, we

[Shri P. N. Sukul]

must have the helicopter services. The Chadha Committee was to have submitted its report by March 1985. I think it must have been submitted. This Corporation should start functioning as early as possible and it would be a real feather in the cap of our young Minister.

Now, I would suggest that for VIPs there are special lounges or reserved lounges at various places. But these reserved lounges are not to be found everywhere. So, Members of Parliament, senior officers or Ministers who go there if the flight is delayed, then they have to wait, but they should have a suitable place to wait. For security reasons also it is necessary that the Ministers and others should have a suitable place from the security point of view. I would suggest that this facility should also be extended to other places. For example, I saw at Cochin that that lounge is at a very wrong place. Even if you have to go to a restaurant, you cannot go.

4.00 P.M.

It is a very long route that one has to pass through. So, it should not be so far away.

Then in Vijayawada, I saw there were only four chairs in a small room. If 2-3 officers come, if some Ministers come, if some Members of Parliament come, they cannot be seated there. It is a very small VIP room. So, I would suggest to the hon. Minister to look into this aspect and try to have more of these reserved lounges.

Now, for three years, I was a member of the Consultative Committee of this Ministry and had been suggesting, and suggest it again that some point in the North India should be connected with Bombay. Now, Lucknow for example, is a very important point. I made this suggestion two-three times. I don't know whether anything has been done about it. I now understand that from Varansi it has been done. It is very welcome. So, Kanpur should also be connected.

I entirely agree with Mr. Aruna Aladi for a direct flight to Mardas, because otherwise a lot of hardship is being faced.

I would also suggest a Boeing service for Allahabad. Allahabad is quite farther from Kanpur; it is about 120 miles more. So, we would like to have a Boeing Service, if possible from Delhi to Allahabad and onward, just as we are having a flight to Patna via Kanpur.

With these words, I support the Bill

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): Mr. Bapu Kaldate, not here. Mr. Vaghela.

श्री शंकर सिंह वाघेला (गुजरात) :
मैडम वाइस चैयरमैन, जैसे हमारे मित्र माननीय वलीउल्लाह जी ने बताया आई०ए०ए०आई० के बारे में जितना भी कहे, उतना कम है। आप एक पैसेंजर के हिसाब से टिकट लेने के लिये जाते हैं, वहां से तकलीफ शुरू होती है, उतर कर आप जब तक घर पर नहीं पहुंचेंगे या जहां आपको जाना है, वहां नहीं पहुंचेंगे, तब तक आपको अपने आप पर भरोसा नहीं होगा कि आप को जहां जाना है, वहां पहुंचेंगे या नहीं। कम्प्यूटर-सिस्टम आपने जो इन्वोल्व किया है, जितने हो सके, उतने ज्यादा एयरपोर्ट में इन्वोल्व करें। लेकिन इसकी एफेसियेन्सी और जिस हेतु से इसका उपयोग सुविधा के लिये होता है, वह सुविधा ही बने असुविधा न बने, इसका भी आपको ख्याल करना होगा। आप जैसे दिल्ली एयरपोर्ट पर जाते हैं, जो भी काउन्टर पर आपको जाना है, उसी काउन्टर पर इतनी भीड़ होती है, तो अगर काउन्टर पर 25-30 पैसेंजर से ज्यादा है, तो दूसरा काउन्टर खुलवा दें। इसके लिये माननीय मंत्री जी का जितना भी आभार हम मानेंगे, उतना कम होगा।

सिक्वोरिटी के बारे में भी, जहां दो-दो, तीन-तीन, चार-चार या पांच-पांच बार होती हैं और पचास-पचास, साठ-साठ लोग एक-एक घण्टे खड़े होने के बाद परेशान रहते हैं, तब वहां की जो पुलिस है, वह पुलिस दिल्ली पुलिस होती है, वह भी सिर्फ सिक्वोरिटी की जिम्मेदारी होती है। इसके लिये मेरा निवेदन है कि लोकल पुलिस

के अलावा हमारी पुलिस जैसे अगर इण्डियन एयर फोर्स की पुलिस को सिक्योरिटी चैकिंग के लिये लगायें, लोकल दिल्ली की नहीं, क्योंकि वह जिम्मेदारी है कि हमारी जिम्मेदारी पूरी हो गयी वाकी मर्रो। इसलिये इंडियन एयर लाइन्स को, या इंडियन एयर फोर्स की पुलिस को वहां लगायें तो ज्यादा अच्छा होगा। इसके अतिरिक्त जब हमारा कोई प्लेन कहीं से हाईजैक होता है, तो सब मुसाफिर जितने भी उसमें होते हैं, ऊपर वाले के भरोसे ही रहते हैं। इसके लिये जो पायलेट होते हैं, उन पायलेट के ऊपर दो ऐसे मास्क हों और पूरे हवाई जहाज में ऐसी सुविधा हो कि एक-एक क्लिप दवाने से पूरा हवाई जहाज ऐसी गैस से भर जाये, एक घण्टे के लिये, आधे घण्टे के लिये कि यात्री अनकांशस हो जायें और...

पाइलट अनकांशस नहीं होना चाहिये। हाईजेकर पैसेंजर और हास्टेस सब एक घण्टे के लिये अनकांशस हो जायें। ऐसा हो जाये तो हवाई जहाज एक घण्टे में कहीं नजदीक लैंड हो सकता है और यह जो खतरा है, पैसेंजर्स के ऊपर और टैरिस्ट्स की ब्लैक मेलिंग का वह दूर हो सकता है।

दूसरे, फ्लाइट का जो एनाउंसमेंट होता है वह माइक की गड़बड़ी से सुनाई नहीं पड़ता। मैंने देखा है कि पैसेंजर बैठे रहते हैं जबकि उनका हवाई जहाज छूट जाता है। एनाउंसमेंट के लिये माइक की सुविधा हर एयरपोर्ट पर अच्छी होनी चाहिये, जिससे पैसेंजर ठीक से सुन सकें।

अहमदाबाद में जो हमारा एयरपोर्ट है, उसकी हमारे जूतों और सामान से सफाई होती है। वहां कई-कई दिनों तक सफाई नहीं होती। इन्टर-नेशनल लेवल के पैसेंजर्स उतरते हैं, एयरपोर्ट पर। उतरते ही सफाई का जो इम्प्रेशन उन पर पड़ता है, उससे उनको लगता होगा कि कैसा क्या चल रहा है।

ट्रैफिक बहुत बढ़ रहा है। 21वीं सदी में जायेंगे तब जायेंगे, लेकिन 21वीं सदी में पहुंचने से पहले ही ट्रैफिक 15 मिलियन से 60 मिलियन हो जायेगा और हमारे आज के एयरपोर्ट इस ट्रैफिक को हैंडल करने में सक्षम नहीं हैं। इसलिये आज के एयरपोर्टों को ऐसे डेवलप किया जाये कि आने वाले दिनों में वे 60 मिलियन लोगों के ट्रैफिक को संभाल सकें।

ईस्टर्न रीजन में छोटी-छोटी जगहों पर वायुदूत का इम्प्लीमेंटेशन हो। एक नेशनल अथॉरिटी आफ इंडिया बने जो रीजनल लेवल पर ट्रैफिक संभाले।

देश में कुछ अनयूटिलाइज्ड या अण्डर-यूटिलाइज्ड हवाई पट्टियां हैं, जैसे सूरत में, मैसाना में, जिनका उपयोग आज नहीं हो रहा। ऐसी हवाई-पट्टियों का भी उपयोग होना चाहिये, उन पर लाखों रुपया खर्च हुआ है।

[उपसभ्यक्ष (श्री संतोष कुमार साहू) पीठसंन हुए।]

गुजरात में, अहमदाबाद का ट्रैफिक है, आउट आफ इंडिया जाने वाले ट्रैफिक को बम्बई जाना पड़ता है। इसलिये अहमदाबाद को और सौराष्ट्र में राजकोट का इन्टरनेशनल एयरपोर्ट का दर्जा दिया जाये, जिससे बम्बई का भार हल हो सके। आप ऐसा करेंगे तो हम बहुत आभारी होंगे।

गुजरात में जितने एयरपोर्ट हैं उतने और किसी रीजन में नहीं हैं। उन सबका ट्रैफिक दिल्ली आने के लिए पहले बम्बई आता है, फिर दिल्ली आता है। इसलिये आप सौराष्ट्र राजकोट से सीधे दिल्ली के लिये एक फ्लाइट दें, तो वह बहुत अच्छा होगा।

चेयरमैन और दूसरे होल-टाइम कर्म-चारियों की नियुक्ति के समय उनकी एनुअल कानफीडेंशियल रिपोर्ट्स को देखा जाये, स्कूटिनाइज किया जाये, क्या

[श्री शंकर सिंह बाघेला]

इन आफिसरों ने भूतकाल में बंगलिया नो नहीं की, ये करप्ट तो नहीं हैं, एफीशियंट है या नहीं। अभी बताया गया कि एक्म-चैयरमैन ने यह किया, वह किया।

उन्हीं शब्दों के साथ मैं आशा करता हूँ कि आप मेरे मुझावां पर कार्यवाही करेंगे और जिससे कि एफी-मियेंसी बड़े।

श्री कल्पनश राय (उत्तर प्रदेश) : आदरणीय उपसभाध्यक्ष महोदय, मैं मंत्री जी द्वारा प्रस्तुत विधेयक का समर्थन करता हूँ। मैं नये मंत्री जगदीश टाइटलर जी को बधाई देता हूँ कि आज ही मैंने अखबारों में पढ़ा कि दिल्ली और सिगापुर को वह डाइरेक्ट एयर इंडिया सर्विस से जोड़ने जा रहे हैं। मैं फिर उनको दुबारा बधाई देता हूँ कि उन्होंने हैदराबाद से जद्दा को जोड़ने का भी फैसला किया है 19 तारीख से।

आदरणीय उपसभाध्यक्ष महोदय, मुझे विश्वास है कि श्री टाइटलर जी को देखरेख में हिन्दुस्तान की विमान सेवा दिन दूनी रात चौगुनी अच्छी होगी और देश के विभिन्न क्षेत्रों की मांगों को मद्देनजर रखते हुए काम करेगी और पूरे राष्ट्र को एक अच्छी सेवा देने की दिशा में वे प्रयत्न करेंगे।

श्रीमन्, मुझे सबसे ज्यादा तकलीफ हुई है यह सुनकर, जैसा हमारे मित्र श्री बली-उल्लाह ने अभी कहा, कि अंतर्राष्ट्रीय हवाई अड्डे का जो निर्माण हो रहा था उसमें भारी भ्रष्टाचार है। उन्होंने उसके बारे में विस्तृत बातें कही। आदरणीय उपसभाध्यक्ष महोदय, मैं उनकी बातों से सहमत हूँ कि अंतर्राष्ट्रीय हवाई अड्डा बने और उसमें करोड़ों रुपये का भ्रष्टाचार हो और भ्रष्टाचार करने वाले वैसे ही चले जायें। श्रीमन्, अंग्रेजों ने हमारे देश को गुलाम बना कर रखा था। उन्होंने भी पार्लियामेंट का भवन बनाया या हजारों रेलवे स्टेशन बनाए, रेलवे लाइनें बनाई, उनके द्वारा बनाए गए भवनों से, रेलों से हम आज भी नाम

ले रहे हैं, वे भी इतने मजबूत थे। लेकिन आज हिन्दुस्तान आजाद है, आज हम हिन्दुस्तान के आजाद नागरिक हैं, आजाद हिन्दुस्तान के इंजीनियर हैं, ठेकेदार हैं, नागरिक हैं। अगर इस तरह का भ्रष्टाचार होता है तो यह देश कैसे जिन्दा रहेगा, कैसे देश की आजादी को बचाए रखा जा सकता है अगर हम भ्रष्टाचार के खिलाफ कदम नहीं उठाते? यदि उनकी बातों में सच्चाई है तो जो लोग भ्रष्ट हैं उनको पद से ही न हटा दिया जाए, प्राइमरी फैसी को होना चाहिए, यदि अपराध साबित होता है तो उनको जेल में डालना चाहिए। सौ करोड़ रु० का ग़ज़न करके पद से रिटायर होकर या इम्तीफा देकर कोई चला जाए, अगर इस तरह का भ्रष्टाचार हम नहीं रोक सकते हैं तो देश कैसे तरक्की करेगा? हमारे आदरणीय आरिफ मोहम्मद खान उत्तर प्रदेश के नज़ारे मंत्री हैं, उत्तर प्रदेश में शारदा सहाय नहर पूरी होनी चाहिए थी सन् 1982 में, लेकिन आज 1985 हो गया, वहां जाइए तो पता चलेगा कि ठेकेदार, इंजीनियर सब पैसा खा गए। नहीं बन सकी वहां नहर। मस्जिदों का निर्माण नहीं हुआ गांवों में चले जाइए, हरिजन वस्त्रियों को जो जोड़ने वाली मस्जिदें हैं उसका पैसा ठेकेदार खा गए। इस तरह की बातें इस मुल्क में कब तक चलती रहेंगी? मैं आप से निवेदन करना चाहता हूँ कि अगर इस मुल्क को जिंदा रखना है, अगर इस मुल्क की आजादी को जिंदा रखना है तो एक मीनिफ़म स्टैंडर्ड हमें मेनटेन करना चाहिए। सौ रुपये अगर खर्च हो रहा है तो 80 रुपये तो उस पर खर्च हो, 20 रुपये भले ही ठेकेदार इंजीनियरों की जेब में चला जाए। श्रीमन् ईंदिरा गांधी के नाम पर अंतर्राष्ट्रीय हवाई अड्डे का निर्माण दिल्ली में हो रहा है और करोड़ों रुपयों का ग़वन एयर इंडिया के चैयरमैन की देखरेख में हुआ है तो उसका पद से ही क्यों हटाया गया, क्यों नहीं उसे गिरफ्तार किया गया, क्यों नहीं प्राइमरी फैसी केस लगाकर, उसके खिलाफ चार्ज सीट लगाकर उसे जेल में डाला गया? मैं कांग्रेस पार्टी के हमारे मित्र बली उल्लाह द्वारा लगाए गए आरोपों को सुनकर हैरान हूँ कि श्रीमन् ईंदिरा गांधी, जिसके नाम पर करोड़ों रुपयों का यह हवाई अड्डा बन रहा है, जो ग़हीद हो चुकी है, जिनके अगल-अगल में जगदीश टाइटलर जी उनका साथ देने के

लिए दौड़ते थे उनके नाम पर हवाई अड्डा बने तो उसमें भ्रष्टाचार नहीं होना चाहिए। मैं आपके माध्यम से आदरणीय प्रधान मंत्री जी से निवेदन करना चाहता हूँ कि जब हिन्दुस्तान के संचार के साधनों को बढ़ाकर, दुनिया को आप जोड़ रहे हैं तो हमारा अंतर्राष्ट्रीय हवाई अड्डा भी िगापुर, हांगकांग, या जापान के एयरपोर्ट की तरह बहुत ही अच्छा बनाना चाहिए ताकि देश-विदेश के यात्री जो हमारे हवाई अड्डे पर उतरें तो उनको भी हमारे हवाई अड्डे को देखकर श्रीमती इंदिरा गांधी की याद आये और वे उनकी तारीफ करें।

मुझे विश्वास है कि आपकी लीडरशिप में अब भविष्य में भ्रष्टाचार नहीं होगा। उपसभाध्यक्ष महोदय, मैं उत्तर प्रदेश से आता हूँ। उत्तरप्रदेश में वायुदूत, एयर सर्विस है, इसकी बड़ी समस्या है। लखनऊ में दिल्ली एयर बस सर्विस होनी चाहिए। मैंने लखनऊ हवाई अड्डे को देखा है। बोइंग पूरी भर गई है और 200 आदमी वेटिंग लिस्ट में है। लखनऊ इज मोस्ट क्राउडेड। जितने हवाई अड्डे हिन्दुस्तान में हैं उनमें सबसे ज्यादा क्राउडेड लखनऊ है। बोइंग 737 के माध्यम से हम लखनऊ के ट्रैफिक की समस्या को हल नहीं कर सकते। आप जानते हैं कि लखनऊ के लंगड़े आम और दुसहरी आम सारी दुनिया में मशहूर है। कच्चा माल सारी दुनिया में भेज सकते हैं। मैं आपसे चाहूंगा कि आप लखनऊ को एयर सर्विस से जोड़ें।

मैं पूर्वी उत्तर प्रदेश का रहने वाला हूँ। गोरखपुर महात्मा बुद्ध का जन्म स्थल है, कुशी नगर, लुम्बिनी, गीता प्रेस गोरखपुर, गोरखपुर एक अन्तर्राष्ट्रीय केन्द्र है। वहां पर एयर सर्विस का पहले यह हाल था दिल्ली से जहाज एवगे उड़ती थी वह कानपुर जाती थी और वह कानपुर से गोरखपुर जाती थी। कानपुर तक तो बोइंग से कनेक्ट कर दिया लेकिन गोरखपुर सर्विस का यह हाल है कि एवगे से आप उतरेंगे तो एक मील दूर उतरेंगे। जो वेटिंग करने वाले व्यक्ति हैं, वह एक मील दूर खड़े होकर इंतजार करते हैं। क्योंकि यह एयर फोर्स का हवाई अड्डा है इसलिए अन्दर कोई नहीं जा सकता।

करीब दो मील अन्दर को आना पड़ता है। जितने वहां रिसीव करने वाले व्यक्ति है वे सड़क पर ही खड़े रहते हैं। मैं चाहूंगा आप व्यक्तिगत रूप से गोरखपुर जाइये और जाकर वहां की स्थिति का जातकारी लीजिए। नेपाल बोर्डर पर है गोरखपुर और महात्मा गौतम बुद्ध को वहां पर कुशी नगर में निर्वाण हुआ था। चीनी, जपानी बहुत से यात्री हजारों, लाखों की तादाद में आते हैं। कपिलवस्तु वस्ती वहां इसके बगल में है। गोरखपुर रेलवे का एक बड़ा हैडक्वार्टर है। यह बहुत बड़ी जगह है उत्तर प्रदेश की। मैं आपसे निवेदन करना चाहूंगा कि गोरखपुर को बोइंग 737 से जोड़ा जाए। आदरणीय उपसभाध्यक्ष महोदय, मुझे एक बात कहनी है कि हमारी जो सर्विस है आप बनारस से, दिल्ली से पहुंच जाएं तो गोरखपुर एयर पोर्ट पर एक घंटा रुकना पड़ता है। अपने सामान को, अटेची को अगर बाहर निकालना है तो करीबन एक घंटा एयरपोर्ट पर रुकना पड़ता है। मेरा यह कहना है कि बड़े देशों में ऐसा नहीं है। 10-15 मिनट के अंदर आप को लगेज मिल जाता है। दुनिया के अन्य देशों में जिस नई टेक्नोलोजी से नये ढंग से काम किया जाता है उसी प्रकार आपका एयर ट्रेफिक भी होना चाहिए। यहां पर भी ऐसा ही चाहते हैं कि यहां कोई डिमोरे-लाइज न हो, वहां पर घंटों खड़े हो कर अपने सामान की इंतजार न करनी पड़े, कोई कंजेशन एयर पोर्ट पर पैदा न हो, ऐसी स्थिति आपको पैदा करनी चाहिए। मेम्बर पार्लियामेंट हो, संसद के सदस्य हों या मिनिस्टर हों अगर किसी को अटेची ले कर बाहर निकालना पड़ता है तो घंटों इंतजार करना पड़ता है। आपसे यह अनुरोध है कि आप इसको करें।

मैं आपको बधाई देना चाहता हूँ कि बनारस से बम्बई को डायरेक्ट सर्विस से जोड़ा है। यह वहां के पूर्वी उत्तर प्रदेश की मांग रही है। उसी तरह से मांग है कि लखनऊ से बम्बई को डायरेक्ट जोड़ा जाए। लखनऊ बनारस से बड़ी जगह है और उत्तर प्रदेश की राजधानी भी है। 12 करोड़ 35 लाख की आबादी है उत्तर प्रदेश की। दुनिया के पांच देश उत्तर प्रदेश के बराबर भी नहीं हैं। इसलिए उत्तर प्रदेश की समस्या को महेंजर रखते

[श्री कल्पनाथ राय]

हुए वहां की एयर सर्विस की सेवा को और भी सुदृढ़ बनाने की कोशिश की जाए।

शिमला में सन् 1980 से एयर पोर्ट बन रहा है। शिमला कश्मीर से भी अच्छा है। लेकिन शिमला अगल जाना है तो दो दिन में पहुंचेंगे। सन् 1980 से वहां एयरपोर्ट बन रहा है। मैं आपसे निवेदन करना चाहता हूं आप शिमला खुद जाइये और अगर शिमला का एयर पोर्ट बन जाए तो मैं समझता हूं कि हिन्दुस्तान के जो यात्री हैं वे शिमला और हिमाचल प्रदेश की यात्रा करना पसन्द करेंगे क्योंकि हिमाचल प्रदेश के लोग ईमानदार और सच्चे आदमी हैं। वहां कोई चोरी, डकैती, कत्ल, राहजनी की कोई घटना नहीं घटती।

वहां के लोग पूरी तरह से फ्रीडम एनजोय करते हैं। वहां पर हिमालय का जो लावण्य है, जो प्राकृतिक सौन्दर्य है वह हमें अन्यत्र बहुत कम दिखाई देता है। शिमला हिमाचल प्रदेश में सुन्दरतम स्थान है। इसलिए मेरा निवेदन है कि शिमला में आप एयरपोर्ट का निर्माण शीघ्र से शीघ्र करवायें। यह पूरे हिन्दुस्तान की मांग है। यहां पर अगर एयरपोर्ट बन जाएगा तो पूरे हिन्दुस्तान की सेवा होगी। इन शब्दों के साथ मैं श्री जगदीश टाइटलर जी को धन्यवाद देता हूं। वे प्रगतिशील विचारधारा के व्यक्ति हैं। मैं उनको पिछले 10-12 साल से जानता हूं। दुनिया में जो लेटेस्ट टेक्नोलॉजी है उसको हम अपनाना चाहते हैं। हमारे प्रधानमंत्री जी इस देश को 21वीं शताब्दी में ले जाना चाहते हैं। एयर सर्विस दुनिया में संचार के साधनों में सबसे ज्यादा आधुनिक प्रणाली है। रेलवे अब आउट-डेटेड बन गई है। बस सेवा भी पुरानी पड़ गई है। लेकिन एयर सर्विस आधुनिकतम साधन है। हमें पूरा विश्वास है कि हमारे प्रगतिशील मंत्री इस सेवा को और भी अधिक एफिशिएंट और अच्छा बनाएंगे जिससे दुनिया की कोई भी एयर सर्विस हिन्दुस्तान की सेवा का मुकाबला न कर सके और न ही दुनिया के पायलट हमारे पायलट का मुकाबला कर सकें। हमारे पायलट दुनिया के सर्वश्रेष्ठ पायलट में से हों।

हमारी विमान परिचारिकाएं सबसे अच्छी परिचारिकाएं हों। और उनका कोई मुकाबला न कर सकें। अगर हमारे देश की विमान सेवा अच्छी होगी तो विदेशी लोग भी हमारे देश में अधिक संख्या में आएंगे और हमको फारन एक्सचेंज प्राप्त होगा। हमारे टूरिज्म डिपार्टमेंट का भविष्य भी इसी विभाग पर निर्भर करता है। अगर हमारे देश में विमान सेवा अच्छी होगी तो टूरिस्ट्स के अधिक आने से टूरिज्म विभाग भी उन्नति करेगा। कभी-कभी देश में आन्दोलन होने के कारण भी विदेशी लोग हमारे देश में कम आते हैं। कभी काश्मीर में आन्दोलन हो जाता है तो कभी हैदराबाद में आन्दोलन हो जाता है। इसमें भी यात्रियों की संख्या कम हो जाती है। काश्मीर में आन्दोलन होने के कारण बहुत कम यात्री वहां गये हैं जिससे वहां की पूरी टूरिस्ट इंडस्ट्री को धक्का लगा है। इसलिए मैं चाहूंगा कि आपके गतिशील नेतृत्व में इस विभाग में अच्छा काम हो और हमारी टूरिज्म मिनिस्ट्री का अधिक से अधिक विकास किया जाय। जितनी ही हमारी विमान सेवा एफिशिएंट होगी उतना ही अधिक हॉ फारन एक्सचेंज प्राप्त होगा और हमारा जो अभी विदेशी मुद्रा का इम्बैलैन्स है वह भी पूरा हो सकता है।

आखिरी बात मैं यह कहना चाहता हूं कि हमारे देश में एयर सेफ्टी के लिए एयर सेफ्टी बोर्ड का गठन किया जाना चाहिए। आपको इसके लिए एक एयर सेफ्टी बोर्ड का विधेयक यहां पर लाना चाहिए क्योंकि आज बढ़ती हुई दुनिया में एयर सेफ्टी की बहुत आवश्यकता है। इन शब्दों के साथ मैं इस संशोधन विधेयक का समर्थन करता हूं और आशा करता हूं कि आपके गतिशील नेतृत्व में हिन्दुस्तान का एयर ट्रेफिक अधिक से अधिक विकास करेगा। जहां तक हवाई जहाजों में खाने-पीने की चीजों का सवाल है, जब हम सुबह हवाई जहाज में बैठते हैं तो जो लंच हमें मिलता है वह उतना संतोषजनक नहीं होता है जितना होना चाहिए। जो ब्रेकफास्ट हमें मिलता है वह भी संतोषजनक नहीं होता है। मैं चाहता हूं कि आप बिना सूचना दिए एक बार जहाज पर जायें और स्वयं ब्रेकफास्ट और लंच को देखें... (व्यवधान)। आपको इन चीजों की तरफ

भी ध्यान देना चाहिए। इसके साथ-साथ आपको पंचकुली की तरफ भी ध्यान देना चाहिए। जिस विमान का वक्त 7 बजे पहुंचने का हो तो उसको 7 बजे पहुंच जाना चाहिए। अगर विमान सुबह 5 बजे हुंछा हो और वह 9 बजे पहुंचे तो यह ठीक नहीं है। इसलिए आपको पंचकुली की तरफ भी ध्यान देना चाहिए और विमानों में भी जन की व्यवस्था अच्छी होनी चाहिए।

साथ ही साथ पैसेजर्स के सामानों के क्लेरेंस में बहुत कम समय लगना चाहिए। इन सारी बातों को मद्देनजर रखते हुए एयरपोर्ट्स पर जितनी ही अच्छी व्यवस्था होगी, मैं समझता हूं कि उतना ही इस इंडस्ट्री का भविष्य उज्ज्वल होगा। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं। धन्यवाद।

SHRIMATI USHA MALHOTRA (Himachal Pradesh): Sir, before you call the next speaker, I would just like to add two words of appeals to the hon. Minister and also I think Mr. Kalpnath Rai for pleading on my behalf for an airport for Himachal Pradesh. I am very grateful to him, and I hope the hon. Minister will look into it.

SHRI JAGDISH TYTLER: This has gone into my head, and it will be done.

SHRIMATI USHA MALHOTRA: And also for the Kangra valley.

SHRI SUSHIL CHAND MOHUNTA (Haryana): Sir, I am happy that the follow-up action on the recommendations of the Committee of Parliament on Subordinate Legislations has been taken quite promptly. The hon. Minister needs to be congratulated on that part.

While supporting the Bill, I would like to take the opportunity of joining with other Members of the House in making some suggestions regarding the air service and the maintenance of the airport. I have not had many opportunities of going abroad. But on one or two occasions I have been afforded an opportunity of going abroad in a parliamentary delegation. What I found abroad is that even Asian countries—of course, the European countries are the foremost—those countries which were far behind

us in matters of maintaining airport are far ahead of us. I really cannot understand this. India is a huge country. It is a big country. It occupies the foremost position on the Asian map and the world map. We have such an important airport in Delhi. But it does not meet even the most basic necessities or amenities which are provided in those airports.

For instance, probably—I do not know—we still think ourselves to be in the bicycle age. In our country we have not adopted the system of escalators in places where there are too many people who are going to climb stairs. We do not have them. Even on the platforms of the New Delhi Railway Station, the Old Delhi Railway Station and other Delhi Railway Stations and at the airports we do not have escalators. There are so many people going up and so many people coming down. We charge them for the air service and try to give them good service. We charge them very heavily. But when they go to the airport, they have to climb all the stair. Some are old, some are invalids. They have to be lifted. They have to be taken on wheel-chairs. There is no other method by which we can help them. It means that we are still at a stage at which those countries were probably 20 years ago. We have not yet crossed that mark.

Then, when we go to board a plane, we do not have air corridors. In every other airport you find that there are corridors. You just walk through the corridor and sit in the plane. You do not have to climb ladders. There are the most essential, basic type of amenities. It is needed keeping in view that countries like Thailand, Hong Kong, Japan, South Korea have them. South Korea built them after its independence. I also ask one thing. In the Korean War South Korea was completely devastated. Today you find, it is having those facilities. All European countries have them. Everywhere you will find them. In India especially in airports like Delhi, there is no corridor.

Then you may have to cover long distances. After all you will be carrying your handbag. It will be sometimes heavy. And you may have to carry it for long distances.

[Shri Sushil Chand Mohunta]

But when you have to walk a long distance, then the job become difficult. In that case in foreign countries there are sliding rollers. You can just stand on it then it will take you from this end of the airport to the other end. You don't have to exert yourself too much. These types of facilities are completely missing at Delhi airport.

Sir, we know that there is a lot of air traffic at Bombay, Calcutta, and Madras. There we can find that the number of canteens are very few. The eatables are not upto the mark. The service is hopeless, because the customers are many, and the counters are very few. The service is below expectation. Therefore, I would suggest that these things can be taken care of easily. I do not know why no attention is paid in regard to these problems.

Most of the hon. Members have mentioned about the air-services to Gorakhpur, Lucknow and Varanasi, because they come from Uttar Pradesh and they have something natural beauty to see there. They have also mentioned about Shimla. I am asking . . .

SHRIMATI USHA MALHOTRA: Sir, I am on a point of order. It is the capital of the Himachal Pradesh State which has not been connected so far by air.

SHRI SUSHIL CHAND MOHUNTA: I am not opposing you. In fact, I am supporting you.

SHRIMATI USHA MALHOTRA: Instead of going roundabout, you plead your case . . .

SHRI SUSHIL CHAND MOHUNTA: I am not opposing your proposal. In fact, I am recommending it. But, on the other hand, I want to make a point that there is a State which is just closeby.

SHRIMATI USHA MALHOTRA: Then, you say in addition.

SHRI SUSHIL CHAND MOHUNTA: Not a single place in my State has been covered by air service. At one time there was a skeleton type of easily a useless vayudoot service operating three days a week from Delhi-Hissar-Chandigarh. But what

Passed

is the utility of that service? Chandigarh is already covered by a direct flight. So I would suggest that you could have a regular good air service from Delhi-Sirsa-Ganganagar-Bikaner. These areas have been completely neglected. By introducing this flight to these areas both Haryana and Rajasthan will be benefited.

We know that Haryana is a fast progressing state. At least those three points in Haryana need to be covered by air service. For instance, Ambala can also be covered. Since there is a direct flight to Chandigarh I do not want to press for a flight to Ambala because it is nearly Chandigarh. It need not be covered. But certainly places like Sirsa, Hissar, Kurukshetra and Karnal can be covered easily considering the rapid progress Haryana is making and the place of pride it occupies in the developmental activities of this country. On the tourism map we have got very beautiful places and tourist complexes, which could be made use of by air service. Lack of air service to any part of Haryana is a matter which affects us from the tourist point of view.

I also suggest to the Honourable Minister to see that air service is provided to the nearby Delhi places of interest which can become profitable. I am sure with the introduction of air service in Haryana, it would not lag behind. As I said earlier, by introducing the air service to the above places, you will also be covering a portion of Rajasthan which has been completely neglected.

Another thing which I would like to say is about comforts which are normally given to passengers in other countries. Those comforts are lacking here as well as other facilities because now-a-days, probably, because of the security checks, the reporting time at the airport is, near about 1-1/2 hour earlier to the flight that means a person has to be at the Airport 1/2 hour before the flight commences, or that particular period he must have a proper place where he can comfortably sit and spend that time. But the place is so overcrowded, the floors are so dirty that you do not feel like looking towards the floors. They are not regularly cleared and I must say that some sort of improvement is also needed in your staff maintaining that Airport. There are certain people who

Authority

are very new to this sort of air travelling. They are completely lost because of the fact that they do not know as to which counter they should go to inquire about the details involved in an air journey. So, there should be a proper arrangement and such persons should be properly guided in that respect so that they can easily and comfortably travel. So, these services at the Airport must be made efficient. Courtesy is to be given special preference. Another thing which I want to say is that when our delegation went to France. Mr. Jaipal Reddy, a member of the Lok Sabha, who too was a member of this delegation he is handicapped inasmuch as he is polio stricken from the very beginning and it is difficult for him to move, when they came to know about this fact that there was one person in the aeroplane who had a difficulty in movements at the time when he was to get down, an electric car, I do not know what type of a car it was very silent, made no noise, was at the mouth of the corridor and when Mr. Reddy got down from the aeroplane, they asked him, you kindly sit on this car, On their own, they said this. I think, this sort of humanitarian service and help must be available at these Airports. Just a word of caution.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Please conclude.

SHRI SUSHIL CHAND MOHUNTA: This International Airport at Delhi has been mentioned. I think I have written letter to you, Mr. Minister, I know of a case. If you want to go into it, you can call me at any time. I can give you further information on it. has been brought to my notice that a person, who had no experience of building contracts, who procured fake certificates saying that he had experience in construction of such and such buildings which building never existed which contract was, not given to him of having completed crores and crores of rupees of projects some crores of rupees worth of contracts were given to that person. The reality of it was known to the Airport Authority. In spite of that, some crores of rupees worth of contracts was given to him for construction over there.

He has completely hoodwinked the Department. He has completely hoodwinked the Authority. I do not know as to who are the other people who are involved in it? It is for you to make an inquiry. My suggestion may be wrong but I think, the details that I have tried to give you in my letter are correct. You must have either received that letter or that letter must be on its way to you. Kindly take action on such like things where national question is involved, where national prestige is involved, there should be no compromise with inefficiency. No compromise with merits. You must see to it that our face when others see to it must be bright, good, honest and sincere. It should not be such that people say, here is a country where this prestigious project like the one under discussion, was scheduled to be opened up on the 19th of November, 1985 but it will take more time to be completed because big fraud has taken place. There should be some checks on the system which is working. I think having an Airport Authority itself is not sufficient. You must see to it.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Please conclude.

SHRI SUSHIL CHAND MOHUNTA: You must see to it that some other checks are there and things do not happen the way they are happening, which only brings us discredit.

SHRI K. L. N. PRASAD (Andhra Pradesh): Sir, I rise to support this simple amendment, the International Airports Authority (Amendment) Bill, 1985. If any country has to progress and develop and also make headway academically, politically, culturally and socially, effective steps have to be taken to build up infrastructure in two areas, in my opinion: one is communication and the other is transport. And one of the important wings of transport is civil aviation, about which we are discussing now. All the speakers who have spoken before me have said several things and brought to light many things which are not known to people. I am glad Mr. Valiullah has brought out very vividly

[Shri K. L. N. Prasad]

candidly the things that have happened in the matter of construction of the international airport at Delhi, the national Capital. It is really a shameful thing to be told that such things are happening. If at the seat of power, in Delhi itself, such things are happening how do we control the rest of the country? The new airport was to be inaugurated in the name of the great leader and world statesman Mrs. Indira Gandhi, and a date was fixed for 19th November. But we could not inaugurate it. And until then, nobody knew that it was going to be postponed. The young, dynamic and energetic Minister for Civil Aviation had taken over a few days earlier and it was he who realised that the airport was not ready for operation. Then he stopped it and after that, several things have come to light. If a Rs. 100—crore project like this is left in the hands of people who do not know how to handle it, how to plan it, how to execute it, what can we say? It is a very sorry state of affairs.

Today we are in the jet age. The days of bullock-carts have gone. We have to move fast to catch up with the rest of the world. In this situation if things are happening like this, stern action must be taken. Whoever are the persons responsible, however high they may be, whatever be the influence they may be wielding, I am sure the young Minister will take care of these things so that at least such things are not repeated by other elsewhere.

So, while on this, I would like to take this opportunity to make some observations about the functioning of our airlines, particularly Air-India and the Indian Airlines. It is necessary in these days to have the most modern and technologically advanced airports to handle the traffic that we are having today. The traffic is increasing like anything. Although the fares are going up from time to time, the traffic is also increasing.

Traffic is not decreasing. In this situation unless proper care is taken, unless proper people are put in right places, things will not move in the right direction. Much has been said about the construc-

tion of the international airport at Delhi. The most surprising things is the taxiways and runways which have been just built, have already developed cracks. It means substandard material must have been used. I am told that samples of these materials are supposed to be sent to the ISI-Indian Standards Institute—for testing the strength of the material. Instead, I am told, they are sent to a private institution for doing this job. How far it is correct, I do not know. It is for the Minister to find out whether there is any truth in this. Planning also seems to be defective from the very beginning. One friend has said just now that they did not think of the cargo complex. How can an airport be conceived of without a proper cargo complex? This indeed is a very sad state of affairs. Who should be blamed for this? Whoever is responsible, action must be taken against him. The main reason for the developing of cracks on the taxi- and runways, I am told, was that instead of laying blocks, they have made it with sort of cement slabbing instead of fixing blocks of 2' x 2' or 3' x 3' or 4 x 4. Some provision must be made for some contraction or expansion occurring due to the climatic changes. That is the job of the engineers. The Engineering Section has to take care of such things. Why such a lapse has occurred, we do not know. Another aspect which has come to my notice is the restaurant built at the new airport is not sufficient even to accommodate a hundred persons. A 747 Boeing carries 360 to 370 passengers. Delhi being the central point from East to West and West to East, there are always some transit passengers at the airport. If two or three 747 Boeings arrive at one time, where can you accommodate the passengers of all the three Boeings? The transit lounge, I am told, is very small. Another engineering defect in planning, I am told, is this. Normally passengers arriving at Delhi will have to disembark at the arrival lounge. Instead, the arrangements now turned out that they will disembark at the departure lounge and come down by stairs or by escalators, to the arrival lounge, or one has to walk a long distance. This is the type of defects found in the construction of the international airport at Delhi, the capital city of India.

After all, we are not the first people to build a modern airport in the world. Many airports already been built in other countries. Our people must have visited those airports. If they do not know, at least they could have seen the other airports and copied from them. either the airport at Singapore or Hong-kong or the JFK Airport or even the Heathrow Airport.

Then, in the matter of aerobridges also, some bungling has taken place. The modern aerobridges have not been ordered. Further, these bridges should have arrangements to connect the First Class, Economy Class and the Executive Class passengers and such an arrangement, I am told, is lacking here. This also should be looked into. I am saying all these things because when we are building such a big project like this, we have to be careful. We cannot build everyday one Indira Gandhi International Airport in the country. We build such airport once in century and it must remain at least for about fifty years or even hundred years, and we should go on developing. Provision has to be made for that also, for the future development. But if we start bungling from the very first day, it will be very difficult to rectify those mistakes later on. So, this is all about the airports.

Now, I would like to make a few observations about the other aspects. I am glad that the Minister was kind enough to grant what we have been asking for a long time. We have been asking for international services from Hyderabad and we have been asking for making Hyderabad an international airport. I am glad now that he is inaugurating an international service on the 19th of this month to Jeddah. Now it is only a beginning. Flights have to be introduced to other places in the world also, particularly to the United States. There are thousands of people from Andhra Pradesh and the neighbouring States who are living in Europe and the United States. Hundreds of passengers are going there and they are catching their flights either from Bombay or from Delhi and, in the process, they are experiencing a lot of difficulties and inconvenience. The connecting flights one has to

take either at Bombay or at Delhi one has to wait for six hours to eight hours. For six hours or seven hours, where do they go? They have to remain at the airport itself and there are no rooms at the airports, they do not have the proper conveniences for their stay except some iron and steel chairs and that too, not many being available. Therefore, I would request the honourable Minister to take all these things into consideration and to see that the maximum comforts are provided to these passengers. I agree that it is not possible to introduce direct flights from all the airports at one and at the same time. But, at least, the connecting flights may be increased in course of time.

Another aspect which I would like to bring to his notice is that Air-India allows two bags of luggage to go to the USA or while coming from the USA. But the moment people land at Bombay or Delhi, the trouble starts. It is because here the rule is 20 kgs. and there the rule is two bags irrespective of their weight. And, Sir, what an amount of harassment is there to these passengers, one has only to see to know it. I have brought this to his notice earlier also in the Consultative Committee meetings. But nothing has happened so far. Well, these are some of the difficulties.

Now, about the ground services of Air-India, I must say. Mr. Minister, that the services are very poor. In-flight service is good. But the ground services are horrible. Nobody looks at you and nobody bothers to know. Enough staff is there. But they do not attend. And this is my experience and the experience of many people.

Coming to the Indian Airlines, they have been frequently changing the schedules. If one aircraft is under repairs or if it has to be overhauled, again the schedule is changed. It is not a healthy habit; it is not a healthy sign. Once you introduce some flights, taking into consideration the traffic and its potentiality, you should not change the timing too often. That would create a lot of inconvenience. Earlier for Hyderabad we were having three flights. Now the progress is that they are reduced to two. I would request the

[Shri K.L.N. Prasad]

Minister in this regard to please go and see at the airport at the time when the Hyderabad flight leaves, the crowds that are there at the counters. Even people with okay tickets cannot reach the flight counter because the waiting people will be standing, in big numbers. There is no queue; there is nothing. It is a very deplorable sight. I do not know what is the difficulty in handling these flights in such peak hours. We have only one airline, the Indian Airlines. There are several counters, one for Lucknow, one for Bombay, one for Jaipur and soon. But when you have a system of computers, there is no point in allocating a particular counter for a particular place. Anybody can go to any counter and then make booking and to any place. This is what is done in Europe, in America and other places. Earlier it was a different affair because we never had any computers and all that. Now that we have computers, we can certainly open all the counters so that people do not have to stand in the queue. It is really a pathetic sight. So I do not know what technical difficulties they have in this regard. I would request the Minister to get it examined whether all the counters could be opened. You can easily say that it is a normal sight at the Delhi national airport or other ports also, whereas one counter is very full, the people at other counters will be biting their nails, doing nothing. So these things are very small things. But only some attention should be paid to... (Time Bell Rings).

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Please conclude.

SHRI K. L. N. PRASAD: Sir, another thing is IATA regulations. We have the same set for places like the USA, UK and the Gulf. From Bombay to Dubai the flight is for 2 hours and 15 minutes, and from Trivandrum it may be about three hours. But the fare that is charged is the IATA fare. In some cases the people in the south feel that they are being fleeced. No doubt, Air India is making money, but the people's reaction has also to be taken into consideration at the same time. And for a flight of 3 hours if you

have to pay Rs. 6000, it is really fleecing.

I would like to bring to the notice of the Minister one other aspect, now that he is going to inaugurate there on the 19th. There is a terrific scope for cargo traffic. Eggs, meat, vegetables, etc. can be exported from Hyderabad provided facilities are available. For your information, 75 per cent of the egg production is controlled by a company in Hyderabad, and they have branches all over. But the facilities are not there to export to Dubai and other Gulf countries. We can earn a lot of 5.00 P.M.

foreign exchange. Sir, there are so many other things to be brought to your notice. But the time is short. I won't like to take more time. My only request is that please do not stop this international flight only with a Jeddah flight and try to give us a service to other places. There are one or two small stations. I have brought to his notice about Vijayawada earlier. It is a very important place and a commercial centre. We have only Avro Aircraft going everyday. But you will never get a seat. It is very difficult even for M.P.s. Even for them it has become difficult to get a seat. By extending the runway with a little bit of expenditure without much expenditure, you can have a Boeing service. I would request you kindly to examine this matter thoroughly. Vizag is another important place. We have a service there and there is nothing much to be done. But at Vijayawada and Tirupathi you can have a Boeing service by extending the runway. That is the only thing that has to be done. There are many other places to which he has to extend the Vayudoot service. We will bring those places to his notice separately. I do not want you to ring the bell again. Thank you.

श्री बी. सत्यनारायण रेड्डी (आंध्र प्रदेश) : जनार्दन बाइस-चेयरमैन साहब, यह जो इंटरनेशनल एयरपोर्ट्स अथॉरिटी (एमेन्डमेंट) बिल, 1985 है इसके लिये पांचवीं लोक सभा की सबोडिनेट लेजिस्लेशन कमेटी ने सिफारिश की थी ताकि रूल्स, रेगुलेशन्स और सर्विस कन्डीशन्स में सुधार लाया जा सके। रूल्स, रेगुलेशन्स और सर्विस कन्डीशन्स में सुधार लाने के

लिये जो बाधाएं आ रही थीं उनको दूर करने के लिये यह बिल लाया गया है। इसका मैं समर्थन करता हूं।

इसके साथ-साथ मैं केन्द्रीय सरकार का और खासकर मंत्री जी का ध्यान इस तरफ खींचना चाहता हूं कि हिन्दुस्तान एक बहुत बड़ा देश है। इसमें कई राज्य हैं और उन कई राज्यों में जिले हैं। यहां पर जो राज्य और जिले हैं वे इतने बड़े हैं कि वे यूरोप के कई देशों के बराबर कर सकते हैं। हमारे हिन्दुस्तान में कई जिले तो ऐसे हैं जो यूरोप के देशों के बराबर हैं। इतना बड़ा देश होते हुये भी हमारे देश में केवल चार इंटरनेशनल एयरपोर्ट्स हैं... (व्यवधान)। हो सकता है, और भी इंटरनेशनल एयरपोर्ट्स हों, लेकिन मेरे लिहाज से सिर्फ चार इंटरनेशनल एयरपोर्ट्स हैं।

उपसभाध्यक्ष (श्री संतोष कुमार साहू) : हैदराबाद भी हो जायेगा तो पांच हो जायेंगे।

श्री बी० सत्यनारायण रेड्डी : मैं उस पर आ रहा हूं। मैं सिर्फ यह कह रहा था कि हमारा मुल्क इतना बड़ा है, लेकिन यहां पर केवल चार इंटरनेशनल एयरपोर्ट्स हैं। हमारी यह मांग रही है कि न केवल आंध्र प्रदेश में बल्कि जहां जहां पर जरूरत हो वहां पर इंटरनेशनल एयरपोर्ट होना चाहिये। आंध्र प्रदेश को यह मांग है कि हैदराबाद में इंटरनेशनल एयरपोर्ट होना चाहिये। उसी प्रकार से केरल व अन्य राज्यों की भी मांग रही है। हमारा कहना यह है कि जहां जहां पर इस प्रकार के एयरपोर्ट की जरूरत हो वहां पर इंटरनेशनल एयरपोर्ट बनाया जाना चाहिये। हैदराबाद में आपने कुछ सहुलियतें दी हैं। जद्दा से बम्बई और बम्बई से हैदराबाद को आपने विमान सेवा दी है और उसी प्रकार से हैदराबाद को जद्दा से जोड़ा है। इस बारे में जब हमने मंत्री जी को पत्र लिखा तो उन्होंने जवाब दिया कि इसका एलान करने की जरूरत नहीं है। हमने सहुलियतें दे दी हैं, सब कुछ ठीक हो जायेगा। लेकिन हमारा कहना यह है कि उसमें फर्क है।

जब भी आप इंटरनेशनल एयरपोर्ट का एलान करें—वहां से दूसरे मुल्कों के लिये भी लोग जाते हैं और दूसरे मुल्कों से वहां भी आते हैं—तो जितनी सहुलियतें एक इंटरनेशनल एयरपोर्ट के लिये जरूरी हैं, ये तमाम सहुलियतें इसके अन्दर होनी चाहिए। आपने जद्दा से जोड़ दिया लेकिन तमाम सहुलियतें इस एयरपोर्ट को देंगे या नहीं देंगे यह भी एक सवाल है। मेरे कहने का मतलब यह है कि आप एलान करें कि यहां पर एक इंटरनेशनल एयरपोर्ट की तमाम सहुलियतें होंगी। इंटरनेशनल एयरपोर्ट जहां भी हों, चाहे वह आंध्रप्रदेश में हो या दूसरे राज्यों में जहां आप एलान करने वाले हैं, केरल में, त्रिवेंद्रम, मद्रास में सब जगह इस बात का ध्यान जरूर रखा जाना चाहिए।

इसके साथ-साथ कई साथियों ने कहा कि हमारे जो एयरपोर्ट्स हैं, ये इंटरनेशनल एयरपोर्ट हों या दूसरे एयरपोर्ट हों वहां पर जो इंतजाम होने चाहिए वह नहीं है। वहां की हालत इतनी खराब है कि जब बाहर के आदमी आते हैं तो उन्हें ताज्जुब लगता है। मैं एक उदाहरण देना चाहता हूं जिससे पता लगता है कि बाहर के आदमी का यहां के बारे में क्या इम्प्रेशन होता है। इन एयरपोर्ट्स में जो बैसिक नेससिटी होनी चाहिए वे भी वहां नहीं हैं। एक महिला यूरोपीय कन्ट्री की थी। उसके साथ एक छोटा सा लड़का था। हैदराबाद एयरपोर्ट में वेटिंग लिस्ट में मेरा नाम था। मैं काउन्टर पर गया ओके कराने के लिये तो मेरे साथी ने उस लड़के से पूछा कि हाऊ डू यू लाइक इंडिया एंड हाऊ डू यू लाइक दिस एयरपोर्ट तो उसने कहा कि डटिस्ट आई हैव मोन। यह एक छोटा सा बच्चा बोल रहा था। हम भी हैरान हैं। हम भी विदेश गये हैं, मैं लंदन गया, रोम गया, जर्मनी, चीन गया, सिंगापुर गया यहां तक कि मलेशिया हम से बहुत बाद में आजाद हुआ वहां के एयरपोर्टों की हालत बहुत अच्छी है। उनका जो तरीका है, जिस ढंग से जिम फूर्ति के साथ एयरपोर्ट के लिये पूरी एमेनिटीज का निर्माण कर रहे हैं वैसे हमारे यहां कुछ भी

[श्री बी० सत्यनारायण रेड्डी]

नजर नहीं आता। चीन को देखिये वहां पर बेहतरीन और मॉडर्न एयरपोर्ट्स हैं। इसी तरह सिंगापुर में हैं। पता नहीं क्यों हमारे यहां ऐसा नहीं है। हमारे अंदर कमी कहाँ है? सरकार को सोचने में कोई खराबी है या जो अथॉरिटी इसको इम्प्लीमेंट करने वाली है वे सिरियर नहीं हैं या हमारे पास एक्सपर्ट्स नहीं हैं और अगर एक्सपर्ट्स हैं तो इस तरह ठीक से तबज्जह नहीं दे रहे हैं। कहाँ खराबी है यह बात मेरी आज तक समझ में नहीं आई है। इसलिये मैं मंत्री महोदय का ध्यान इस तरफ खींचना चाहता हूँ कि जो हमारे एयरपोर्ट्स हैं, या जो बनने वाले हैं या डिक्लेयर करने वाले हैं और जहाँ पूरी सहायित्व नहीं है वहाँ पर पूरी सहायित्व मुहैया कराई जाये ताकि पता लगे कि ये सही मायनों में इंटरनेशनल एयरपोर्ट्स हैं।

दूसरी चीज यह है कि और जैसा कि अभी हमारे कई साथियों में बताया, मैं इसकी ज्यादा तफसील में नहीं जाना चाहता लेकिन एक चीज बताना चाहता हूँ कि वहाँ इतनी भीड़ होती है कि बाहर से घुसना पड़ता है। हमारे पालियामेंट के मेम्बर खड़े रहते हैं और उनको एक एक करके बुलाया जाता है। एक बार एक महिला आई। उसका भी टिकट ओ० के० था। वह अपना नाम देकर सामने लेने गई इतने में टाइम हो गया और उन्होंने डेक्लेयर कर दिया कि आपका कोई इंतजाम नहीं होगा। इसलिये ऐसा कोई इंतजाम होना चाहिए। जो कि टिकट ओ० के० हो जाये—यह ठीक है यात्रियों को समय पर आना चाहिए लेकिन हो सकता है कि किसी को 5-10 मिनट की देरी हो जाये तो इसका मतलब यह नहीं कि उसकी यात्रा रद्द कर दी जाये और उसको भीतर आने का मौका न मिले। इसके साथ ही जो लगेज हम ले जाते हैं उसको आइडेंटिफाई करना पड़ता है। ठीक है करना चाहिए। लेकिन इसका जो मौजूदा तरीका है, पद्धति है, उससे दिक्कत पैदा होती है।

इतना लोगों के पास समय नहीं होता कि हर एक के सामान को आइडेंटिफाई किया जाये। (तमस की घंटी)

SHRI B. SATYANARAYAN REDDY:
I have just now started.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): You are allotted only three minutes. You have already taken eight minutes. Please try to conclude.

SHRI B. SATYANARAYAN REDY:
I have to express my views on so many things.

उपसभाध्यक्ष (श्री संतोष कुमार साहू) :
तीन-चार मिनट में खत्म कीजिये।

श्री बी० सत्यनारायण रेड्डी : ये चंद चीजें हैं जिनकी ओर मैं मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। मैं कहना चाहता हूँ कि जो हमारे एयरपोर्ट्स हैं उनमें सभी सहायित्व होनी चाहिए जो कि सही मायनों में एक इंटरनेशनल एयरपोर्ट पर होती हैं। कई साथियों ने भी कहा और अखबारों में भी इंदिरा गांधी एयरपोर्ट के बारे में हंगने पड़ा है। मुझे बड़ा ताज्जुब हुआ कि यह कैसे हुआ? इसके बारे में मैं आपसे कुछ मालुमात जानना चाहता हूँ। मैं यह जानना चाहता हूँ कि एयर मार्शल कपूर को दूसरे कोई इंजीनियर को निकाला गया या वे खुद रिटायर हो गये। यह बात साफ नहीं हुई है। इसकी वजुहात क्या हैं, यह भी बतायें। क्या वे इन्कम्पीटेंट थे या करप्ट होने की वजह से हुआ या कोई दूसरा इसका कारण है, यह भी साफ साफ बतायें ताकि सारा देश जाने की असल में गलतियाँ कहाँ हुई कहाँ करप्शन हुआ। यह जो इंदिरा गांधी इंटरनेशनल हवाई अड्डा है, 19 नवम्बर, 1985 को इसका इस्तेदा होना चाहिये था, जब इसका कंटेक्ट किया गया तो उसमें क्या शर्त थी, यह कंटेक्ट किस समय दिया गया, कितने समय में इसको कम्पलीट किया जायेगा क्या यह बातें उसमें थी? कोई कंटेक्ट जब देने हैं तो उसमें यह तय होता है कि यह कितने समय में

पूरा किया जायेगा। जहाँ तक हमारे पास इनफार्मेशन है यह जो कंटेक्ट हुआ, आज अखबारों में भी वाक्यांश आया है कि 19 नवम्बर तक यह कम्पलीट नहीं होगा, क्या ऐसी राय दी गई कि 19 नवम्बर को इसका इनआगुरेशन हो जाने दो बाकी काम बाद में पूरा किया जायेगा क्योंकि अभी इसको पूरा होने में कई नहीं ले लेंगे, यह बातें आप हटा करके साफ कर दें। सरकार की तरफ से, मंत्रालय की तरफ से डिपार्टमेंट की तरफ से यह कहा गया कि इंदिरा गांधी जी के वर्थ डे पर इसका इनआगुरेशन हो जाये बाद में दूसरे काम कम्पलीट किये जायें। उसका यह दूसरा वर्शन है। इसके बारे में आप बतायें। मैं यह जानना चाहता हूँ कि इस एयरपोर्ट को बनाने का कंटेक्ट एअर मार्शल कपूर के ओहदा संभालने के बाद या संभालने के पहले दिया गया? जो टेंडर काल किये गये, उसका कंटेक्ट आपने किस कम्पनी को दिया? अभी एक दो सस्थियों ने बताया कि एक ऐसी कम्पनी को कंटेक्ट दिया गया (व्यवधान) ऐसी कौन सी कम्पनी है जिसने सर्टिफिकेट हासिल किया है, करोड़ों रुपयों का काम किया है या ऐसी कौन सी कम्पनी है जो इसके लिये इलोजीबल है? मैं यह जानना चाहता हूँ कि जो आफिसर्स इसके लिये रिसर्पोसिबल हैं, जो करण्ट हैं, अनेबल हैं, इनएफिशियेंट हैं, आपने उनको हल्ज और रेगुलेशंस के तहत क्या सजा दी है, क्या कार्यवाही की है? मैं यह जानना चाहता हूँ कि 19 नवम्बर तक आपने वेंट क्यों किया इसके पहले इसके बारे में आपने कदम क्यों नहीं उठाया? यह काम हो रहा है या नहीं हो रहा है इसके बारे में रोज का रोज डेवलपमेंट और कंस्ट्रक्शन की प्रोग्रेस रिपोर्ट आपके सामने आती ही है तो आप खामोश क्यों बैठे रहे? तीसरी यह है कि इनको जो मेटिरियल की जरूरत पड़ती है, सीमेंट की, स्टील की यह चीजें बराबर मप्लाई की जाती थी या नहीं की जाती थी? इसकी डिले होने की क्या वजह है? इन तमाम चीजों के बारे में सरकार को, मंत्रालय को पूरी जानकारी है या नहीं? इसी वजह से यह हवाई अड्डा 19 नवम्बर तक कम्पलीट नहीं हो सका इसकी वजह यह है या दूसरी कोई है? यह देश बहुत बड़ा है। यहाँ पर राज्य भी

बहुत बड़े हैं, हर राज्य में जितने भी इन्फे बड़े हैं कि कई फारेन कंट्रीज भी ऐसे हैं जिनकी इतनी पापुलेशन होती है। मैं नुंगी कि एक जिले को दो तीन तिनों का एक सेंटर बना कर के क्यों न वायुदा संश का वहाँ पर इंजाम कर दिया जाए? अभी मैं आसाम गया था, वीरा किया है एक हफ्ते पहले। एत जिले से दूसरे जिले में जाइये तो दिक्कत है। डिब्रूगढ़ तक है मगर दूसरे जिलों में जान के लिये न कोई रेल है न कोई एयर सर्विस का इंजाम है, करीब-करीब 6 घंटे बैठकर वापस आना पड़ा। इसलिये लोगों को कितनी दिक्कतें होंगी, ऐसे दूर के इलाके हैं, मुकामात हैं, चाहे एक राज्य के अन्दर क्यों न हों जहाँ कि न रेल का इंजाम है न दूसरा कोई इंजाम है इसलिये कम से कम वायुदा या ऐसा कोई इंजाम जरूर होना चाहिये पूरे आसाम और आंध्र प्रदेश में भी। अभी आंध्र प्रदेश के बारे में मेरे साथी ने बताया। वहा 2-3 जिलों के लिये वायुदा सर्विस होनी चाहिये जैसे आदिलाबाद बहुत दूर है, कोई इंजाम नहीं है, वारंगल है, करीम नगर है, वैसे ही दूसरे जिले हैं रायलसीमा बरौरह में जहाँ कि ये मछालयतें दी जा सकती हैं (समय की घंटी) इसके बारे में मंत्रालय को विचार करना चाहिये इतना हो कहते हुये अपना भाषण समाप्त करता हूँ और आपको धन्यवाद देता हूँ।

श्रीमती शांती पट्टाडिया (राजस्थान) : श्रीमन्, पहले तो मैं जिस विधेयक पर चर्चा हो रही है उसका स्वागत करती हूँ और आपने जो समय दिया उसके लिये आपको बहुत-बहुत धन्यवाद देती हूँ। श्रीमन्, अभी जो हमारे उधर के भाई बोल रहे थे तो हर जगह जिले वाइज नहीं तो स्टेटवाइज वायुदा की सर्विस होनी चाहिये क्योंकि बहुत सी ऐसी जगहें हैं जहाँ बहुत विदेशी आते जाते हैं। हमारे भरतपुर को ले लीजिये, वहाँ घाना सैंक्चुरी है, बहुत बड़ी बर्ड सैंक्चुरी है, यहाँ दिसम्बर, जनवरी और फरवरी तक काफी विदेशी लोग आते हैं और हमारे यहाँ जो विदेशी आते हैं वे बड़ा दुख पाते हैं, कोई रोड से बस में जा रहे हैं, ट्रेन भी नहीं हैं, कोई टैक्सी लेकर जा रहे हैं। कितनी फ्लाइंटें अपने यहाँ से

[श्रीमती शान्ति पहाड़िया]

आगरा जाती हैं या जयपुर जाती हैं तो ऐसी फ्लाइटें भरतपुर के लिये भी कर दें। वहां पहले मैं मंत्री जी से कहूंगी कि एक हवाई पट्टी बना दी जाय तो मेहरबानी होगी। यह बहुत ही प्रार्थना के साथ कह रही हूँ, यह तो कर ही दें, यह अच्छा रहेगा। आगरा भी जो लोग जाते हैं, घाना सैक्यूरी को देखते हैं। जो लोग फ्लाइट करते हैं, जयपुर से आगरा जाते हैं तो यह भरतपुर बीच में ही रह जाता है। यह बनाने से हो सकता है गवर्नमेंट को लाभ ही हो नुस्सान नहीं होगा। मैं और भी बहुत बोलना चाहती हूँ लेकिन कई मेम्बरों ने बहुत कुछ कह दिया है लेकिन एक बात मैं यह कहूंगी कि यह जो हवाई जैक होता है यह किस कारण से होता है? या तो असफरों से हवाई जैक करने वाले होते हैं वे पाइलट और एयर होस्टेस जहाँ से जाती हैं उस रास्ते से निकलते हैं। कई दफा मैं विदेश गयी हूँ, लंदन में, अमेरिका में देखा है कि एक टेली-विजन होता है और उसमें कितने लोग पाइलट के साथ जा रहे हैं, कितने पैसेंजर जा रहे हैं, कितने लोग दूसरे रास्ते से जा रहे हैं—हालांकि दूसरे रास्ते खोलने नहीं चाहिये तो यह हाइजैक की प्रॉब्लम न रहे—यह पता चलता है। इसलिये हमारे देश में भी ऐसी मशीनरी आ जाये तो समझती हूँ कि बहुत से भाइयों की जो जान जाती है वह नहीं जायेगी। हमारे मंत्री जी नये हैं, युव है और नयी नयी चीजें जरूर करेंगे आगे को, इससे मुझे बहुत खुशी होगी, वे नये नये प्लान बनाकर लायेंगे।

एक बात मैं यह भी कहूंगी कि जो हमारी फ्लाइट्स में खाना या नाश्ता दिया जाता है, मुझे ज्यादा नहीं कहना चाहिये क्योंकि मैं राजधानी में गयी हूँ एक दो बार, बाम्बे राजधानी में उसमें आपकी फ्लाइट के खाने से बेंटर खाना मिलता है, बड़ी अच्छी तरह से पैक कराया, गर्म और शुद्ध खाना मिलता है। फ्लाइट्स में इतना बोर खाना होता है कि तबियत नहीं करती है खाने की इसलिये इस पर ध्यान देने की जरूरत है क्योंकि बहुत सी चीजें ऐसी होती हैं कि जिससे खाने में बच्चों या अन्य लोगों को हानि हो सकती है।

इसके अलावा और ज्यादा मैं क्या बोलूँ अभी बहुत से भाई बोल गये हैं। मैं तो इतना ही कहना चाहती हूँ। धन्यवाद।

SHRI VISHWA BANDHU GUPTA (Delhi): Mr. Vice-Chairman, Sir, I would like to congratulate the Minister for bringing forward this Bill. I think, it is a very worthwhile Bill. Not because we need aviation, but because, I believe, aviation is the only and the major agency which is going to propel us into the twenty-first Century as we want to be propelled at a decent level.

Sir, Arthur C. Clarke, one of the very famous scientists, had once said that telecommunications is the key of human development. If we have faster transportation, then, there would be very little need for telecommunications. But if we have very fast system of telecommunications, that is, if we are able to talk to anybody else in the world anywhere easily, then, there would be less need for travel. For example, between Bombay and Delhi, because the telephones are better, there is less travel. But if there are more facilities for people to travel, then, they would make less telephone calls. In any case, to me, Sir, aviation is the key to our future.

I would, therefore, propose and recommend to the Minister that he could consider the setting up of a committee to review the present status of all the airports in India. As he knows very well, there are a large number of airports, disused airports, which are already in existence in India, which are not being used. I think, it would be possible to make use of them and set up a quick network whether Vayudoot or Indian Airlines, to make use of them for better facilities for the citizens of India.

I think, the most important thing for us would be that a committee should be set up, may be consisting of some Members of Parliament or people who are experts in the field, to look at as to what would be the needs of aviation, civil aviation etc., in the 21st Century. I think, the blueprint should be ready now, so that we do not get into the kind of pro-

blems that we have get into with these new airports. As an example, I would like to refer to the kind of difficulties that are being faced today. At Kulu airport, at Bhunter, for example, the transmitter is only 50 KV. It is not possible to remain in contact with Delhi, Palam or Safdarjung, for days together. Take for example, the flight on the 4th by Vayudoot from Delhi to Bhunter. It was not possible to know whether the aircraft was coming at all, five minutes before it landed at Kulu airport. I think, this is a simple kind of thing which can be remedied. I believe, there are 400 watt transmitters available with the Communications department. Something should be done for the improvement of this. Similarly, the runway, for example, at the Kulu airport is short. It is not long enough, but it can be easily extended. I believe, there is a scheme to extend it. I suggest that some action may be taken by the Minister to extend the runway in order to improve tourism in Himachal.

Sir, the other point which I would like to mention is of the present. At Palam Airport, there is a cable TV which is supposed to give inflight information. I would like to check from the Minister, rather, I would like him to check up how many of the TV sets which are installed there are in operation in Delhi and what kind of information is given to the passengers. The passengers are not informed whether the aircraft has landed, whether it is coming in, how much it is late etc. It just says, 'security clearance' of 'passengers proceed to the aircraft'. Much more information can be given on the TV sets, which are already installed. It does not cost anything more. It is only a question of will and the procedures which have to be adopted. Sir, these airports and the Airport Authority of which he is thinking of would certainly keep in mind also the growth of airports in the country which is going to come up. I think in the next 15 years there will be a great spurt, almost an explosion, in the airports in our country. For this I think some of these points should be borne in mind. Consideration should be given to the construction of hangars and other facilities, for

example, you might have to think of providing inexpensive living accommodation for pilots who will be travelling from one place to the other, or for the officials who will be travelling from one place to the other. So far as airports are concerned, that would also be a kind of helpful thing for the growth of aviation in our country.

Sir, I would not like to take more time. I would like to thank the Minister for bringing the Bill before Parliament. I rise in support of the Bill and wish that he would set up a Committee to prepare us for the Twenty-first century.

SHRI JAGDISH TYTLER: Sir, first of all, I would like to thank all the Members from both the sides, ruling as well as the opposition, for supporting the Bill. Of course, the Bill deals with just two amendments, sections 36 and 37 of the International Airports Authority Act, 1971, but many valuable suggestions were given by the Members from both the sides. I can only assure the Members that whatever is possible within the framework of the money we get, we will do it. I myself am as keen to have as many airports, as many existing airports to be connected with the Vayudoot service or the Indian Airlines and have, of course, also the international flights stretching more airports. But there are certain constraints, like not enough traffic, not enough budget being given by the Finance Minister to go in for expansion. But I can assure you that whatever money is given, we will make sure that it is fully utilised on a priority basis. Connecting of any new airport is not within the Airport Authority. This has to go through a proper procedure and the Cabinet has to approve of it. But I can tell you that the Vayudoot service is the fastest airlines growing in world to day. We have already connected 42 stations. I would be going sometimes next week where our two stations at Arunachal will be connected with Vayudoot and with that we will be finishing our December 1985 target.

Some of the Members had mentioned about Gangtok, Simla and other places and the places to be connected with Heli-

[Shri Jagdish Tytler]

copter Corporation of the North Eastern region. Now, it is true that the Helicopter Corporation came into being only last month. We have got the Helicopter Corporation registered. We have also had the Officer on special duty appointed. Only last week I have taken the Secretary, Civil Aviation. My Joint Secretary, the gentleman concerned, Wing Commander Saini, and personally saw the place where we are going to have the Helicopter Corporation set up in Bombay at the Juhu Airport. Then we went to the Bombay High. It is going to be a priority as far as the helicopter service is going to be used by the ONGC people. All these things would have taken two-three months but we did it in two-three days and we finished the formalities.

Regarding acquiring of the aircraft, we have already taken action and the letter of intent has been given. Our first priority after the ONGC is of North Eastern region. We will make sure that whichever station has to be connected will be connected. The survey for the Gangtok Airport is on. My officers had gone there about 15 days back. As far as Simla is concerned, the gentleman who had raised it, he is not here. I would like to tell him that Simla airport, probably next year some time, will be ready. Fifty per cent of the work is over. Money has been sanctioned. I have already told the Chief Minister that he should hurry up with the work. As soon as the work is over, my aeroplane is waiting to take off so that we can land at Simla as quickly as possible.

Many Members spoke of the international flights and declaring an airport as international airport.

SHRI SUSHIL CHAND MOHUNTA: Haryana has not attracted your attention.

SHRI JAGDISH TYTLER: Sorry, I would like to give you the good news that yesterday I had ordered the Vayudoot people to go and order out the feasibility as far as Hissar... (*Interruptions*) Let me speak, please. I am the one who is going to tell you what we are doing. So I have asked them to find out if we can start

Delhi-Hissar-Patiala-Delhi service. As soon as this survey is done, we would like to tell you and we will start it. I am myself very keen that Haryana should be also connected.

Now, I was talking about the international airports. Many Members spoke...

SHRI SUSHIL CHAND MOHUNTA: I would just like to say that you have chosen Patiala but Punjab already has a number of airports. So why not Hissar-Sirsa-Ganganagar? This could be much better and viable.

SHRI JAGDISH TYTLER: As I said earlier, if you had listened to me carefully, wherever there is enough traffic on the routes which have already been passed, I do not mind starting. But I must have enough service, enough infrastructure at the airport so that I can do the service. Probably I can look into what suggestion you are giving also.

Now coming back to the international airports, first of all I would like to inform the House that there are only four international airports in our country. There could never be a fifth till it comes in the Parliament...

SHRI B. SATYANARAYAN REDDY: Including Hyderabad.

SHRI JAGDISH TYTLER: I have not yet completed my sentence. Why don't you allow me to complete the sentence? There is no bar that we cannot use any airport in the country for international service. There is no bar. And this is what we are doing on the 19th in Hyderabad, we are doing on the 19th in Hyderabad, maybe as time goes, as we move further in time, probably we would be needing more international airports...

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Including Srinagar.

SHRI JAGDISH TYTLER: Yes, I said there is no bar for me to legally use any airport in the country for international service and I think... (*Interruptions*) Anyway, now I would like to put this at rest that international airports are only

four in this country—i.e. Delhi, Bombay, Madras and Calcutta. Some Members raised that Calcutta airport is not being utilized properly. In any agreement that we have with the foreign airlines, we cannot have control on what airports they will be using. We have an agreement country-to-country. BOAC wanted to leave Calcutta which they have already left. We tried our level best to see that they do not go. I think there is some talk going on between some company connected with BOAC if they can use the Calcutta airport.... You are right. As far as cargo is concerned, I myself when I took charge of this thing, many people had approached me that the cargo service is not adequate. So we are trying our level best to extend the cargo service of Air-India and if we can get enough cargo from Madras or Calcutta, I am sure that we could also extend the Air-India Cargo service, by acquiring aeroplanes, the cargo planes or taking them on lease, whichever way it is possible. I am myself very keen because lakhs of tonnes of cargo goes out of the country from the Commerce Ministry, from other Corporations and Air-India does not have enough planes. So I am going to set it up in the years to come, in the months to come, I will be able to give you a well set cargo service in the country.

As far as security is concerned, no doubt I will never compromise with security, even if you have to stay at the airport for one hour, I have already made sure that no unauthorised person enters the airfield . . . so much so that only four people have I allowed that can take their car inside. Except foreign dignitaries, the President, Vice-President, Prime Minister and Chief Justice of India, nobody else can. This applies to all senior Government officers as well as Ministers. I am going to make sure that security is our first concern. I am happy that most of the Ministers, Secretaries and other people have co-operated in this except a few people who initially did not, but when they were told how strict we were going to be, they too agreed. It is not that once luggage is checked at the counter the security check is over. We have a certain other process—we go through another exercise inside—

which I would not like to say for security reasons and I think you will have to bear with me on this.

Sometimes it happens that an aircraft comes late. Because it has to do two or three sectors in a day, automatically this aircraft is late on all the sectors. But sometimes this delay can be avoided. It is not that all the time this delay is there and it is unavoidable. I think if you go through the record of the last one month, the period of delay has already come down and, please, bear with me, wherever it is possible we would like to bring down this delay as much as possible.

Mr. Gupta has spoken on a point which I think is very important. He mentioned about navigational facilities and suggested of a committee being formed, which should go and survey the airports. I would like to tell him that we have already thought of it, and on the 23rd of January next year we are going to have a big conference in Delhi where all navigational facilities—the latest—and aviation in the next century will be considered. It is very important that all the commercial aircraft we buy from foreign countries have the latest technology, but sometimes we do not get the navigational facilities in our country. I have recently got a report.....(Interruptions).... It is not on my table but I am told it is being submitted to the Ministry where a survey was done, where we will have the survey of the turnkey project, if we could have, at a Bombay airport. The same way I am trying to do in all the four international airports so that we can have the basic navigational facilities matching the latest aircraft which we will be getting from next year, of a higher technology—the latest one probably—which we have ordered now.

There was a talk about aerobridges, the latest technology that people are having in all their airports. I would like to inform hon. Members that in Bombay as well as in Delhi we have the new air ports which are incomplete—which have come in for a lot of criticism and to which I would like to come later on—aerobridges are there. Even in Bombay, in the second phase aerobridges

[Shri Jagdish Tytler]

are there. Also in Madras we are thinking of starting the aerobridges. No doubt this is the latest technology—the latest one we have already. But there is one which does not have wheels. Anyway, that is for the people in the Airports Authority to see that we do not get second hand.

Now I would like to say something. Many people were agitated and some people wanted to know what exactly had happened that I had taken those actions. Mr. Shanker Singh Vaghela spoke and talked of certain technical things—as if I had done something wrong and I took those actions without going through the whole thing properly. This is the impression I got and I hope this is what he said otherwise. Other Members of Parliament from Gujarat had mentioned it and I am happy that he too had mentioned it. There were certain things brought to my knowledge. The airport was to open on the 19th, but on the 19th it could not be opened because many things were noticed, which were not right. When we went minutely to find certain other things, we found certain more things going wrong. Why I did not want to comment is because I thought there should be an enquiry of all the things. Let me tell you that I will never compromise, whatever may happen to any officer who misuses the Government money. A Member asked why I sent him on leave and why I accepted the resignation. You cannot expect me to have the man who is responsible for something which, I think, is wrong, sitting on my head and saying what is going wrong, being part and parcel and sitting there. No. May be the only way out, as the rules and regulations stand, is that he had to resign. Accepting his resignation does not mean that the enquiry is over. Once the enquiry establishes these things which came to my notice, the severest punishment which is possible in this land would be given to the officer who misused the Government money. This,

I can assure this House. (Interruptions) Well, anyway, let me get the thing fully established. Let me answer. There are certain things which have to be established beyond doubt. I just cannot take action because the next action is a very severe one. So, I cannot take it because an enquiry has to fully establish it. I will look into it and see that my very competent officers are doing this, and as soon as this enquiry is complete, the next step will automatically follow.

SHRI B. SATYANARAYAN REDDY: Has the enquiry committee been constituted or not? That is my question.

SHRI JAGDISH TYTLER: I said, as soon as the things had been brought, I sent them to the enquiry. Very competent and very senior officers of my Ministry are doing it. As soon as I get the report, it will go to Vigilance. As soon as it is established by Vigilance, I will see that, if there is a substantial thing, it will go to the CBI for proper action to be taken.

Some people apprehended that probably the International Airport would not be completed and that it would take another two years. I can assure Members that we held a meeting recently in which we went into the details of every little thing which is connected with the International Airport. I can tell you that within the next few months we will have the Airport open, and a good airport we will give you.

SHRI B. SATYANARAYAN REDDY: It has been reported that cement and steel are not available.

SHRI RAOOF VALTULLAH: Sir,...

SHRI JAGDISH TYTLER: Would you like to believe me or believe in something which has been reported in the papers.

SHRI RAOOF VALIULLAH: What has been the cost escalation?

SHRI JAGDISH TYTLER: That I have not calculated. About the cost escalation from Rs. 62 crores, it is not

only that everything has been misused. The price escalation has been there also. And, no doubt, there were certain things like the ones you had pointed out. This is something which was brought to my notice also. On the basis of that the enquiry was ordered. Just as I said initially, once it is established, the people will have to answer for it.

SHRI VISHWA BANDHU GUPTA: The blue print for the 21st century.

SHRI JAGDISH TYTLER: I am sorry, I did not complete my sentence. Mr. J. R. D. Tata is also heading that committee. I have also formed that committee, and their meeting is going to be held some time next month. There is a blueprint for the next 25 years. I have put, for aviation in our country, keeping with the latest technology as far as the aircraft is concerned, the latest technology as far as the ground navigational facilities are concerned.

Also, we have already made, as I said initially also in this House, a beginning on training pilots and engineers at Furstaganj where an academy is going to be built. I hope to have the academy ready by the 1st of June, in which initially the first batch of pilots will start getting the training. That is also a part and parcel of my future aviation programme in our country, in which we will be able to feed Vayudoot. the Vayudoot will feed the Indian Airlines and the Indian Airlines will feed the Air India and we will be self-sufficient. Of course, I can tell you that there is also a talk going on and there is paper work going on. We would also like to introduce air taxi also. . . . Wherein we can generate lot of employment opportunities for our young boys who are interested in this scheme.

SHRI SHANKER SINH VAGHELA: What about international airport status to Ahmedabad airport?

SHRI JAGDISH TYTLER: Any airport I can declare for the international

service. I do not have to go again and again into that matter.

I think, Sir, I have answered most of the questions. With these words, I conclude. . . (Interruptions).

SHRI RAOOF VALIULLAH: The Minister has not replied to my two very important questions. Sir, in view of the numerous cases of bungling by official Chairman, Mr. Kapoor of I.A.A.I. and recently by Mr. Uppal, Chairman, Bombay Port Trust which is a multi-crore scandal, whether the Government is thinking of appointing eminent public men as the Chairman of the I.A.A.I. or Port Trust and not the officials. I would like to have an assurance from the Minister as to whether this is being considered or not?

Secondly, regarding security as much as the Minister is concerned, we are also equally concerned about it. In the Supplementary Demands for Grants that have come up, Rs. 3.52 crores has been ear-marked for the equipment of security arrangements by I.A.A.I. I would like to know what is the type of equipment and at which airports it will be installed? Whether they are being imported?

SHRI JAGDISH TYTLER: Naturally, when we have gone through such a period we would be very careful in appointing persons to such key positions.

As regards hon. Member's second question, that is, security equipment, it is being assessed what kind of equipment is needed. They have identified sensitive airports and also the airports where there is a lot of traffic. Naturally we will give preference to install this new equipment at these airports.

SHRI B. SATYANARAYAN REDDY: In my speech. I have raised this question: Whether it is a fact that the delay in construction of the international airport is due to non-supply of cement and steel as one of the reasons?

SHRI JAGDISH TYTLER: That is what I have said. I hope I have not

[Shri Jagdish Tytler]

understood you, the way in which you wanted to put it. This could be a part of the delay. But this cannot be a part of work which is sub-standard or any other thing which has been pointed out by some hon. Members. As I said earlier, once this enquiry is over you would know, what caused this delay? Why it was done? Why it was misled?

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): The question is:

"That the Bill to amend the International Airports Authority Act, 1971, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 to 4 were added to the Bill.

Clause 1, the Enacting Formula and the title were added to the Bill.

SHRI JAGDISH TYTLER: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Now, Shri Janardhan Poojari to lay Papers on the Table.

PAPERS LAID ON THE TABLE— Contd.

Exempting of Pig Iron from the basic customs duty in excess of 25 per cent ad valorem

SHRI JANARDHAN POOJARI: Sir I beg to lay on the Table, under section 159 of the Customs Act, 1962, a copy (in English and Hindi) of the Ministry of Finance (Department of Revenue) Notification No. 356/85-Customs, dated the 9th December, 1985

exempting pig iron of all varieties irrespective of phosphorous content, from the basic customs duty in excess of 25 per cent *ad valorem* together with an Explanatory Memorandum thereon. [Placed in Library. See No. LT—1571/85]

I. STATUTORY RESOLUTION DIS-APPROVING PAYMENT OF BONUS (AMENDMENT) ORDINANCE 1985, (NO. 6 OF 1985).

II. STATUTORY RESOLUTION DIS-APPROVING PAYMENT OF BONUS SECOND AMENDMENT) ORDINANCE, 1985, (NO. 8 OF 1985)

III. THE PAYMENT OF BONUS (SECOND AMENDMENT) BILL, 1985.

श्री प्यारेलाल खंडेलवाल (मध्य प्रदेश) :
श्रीमान्, मैं यह प्रस्ताव करता हूँ कि—

"यह सभा राष्ट्रपति द्वारा 27 सितम्बर, 1985 को प्रख्यापित बोनस संदाय (संशोधन) अध्यादेश, 1985, (1985 का सं० 6) का निरनुमोदन करती है।"

SHRI SHANKER SINGH VAGHELA: Sir, I beg to move the following resolution:—

"That this House disapproves of the Payment of Bonus (Second Amendment) Ordinance, 1985, (No. 8 of 1985) promulgated by the President on the 7th November, 1985."

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH):

Sir, I beg to move:

"That the Bill further to amend the Payment of Bonus Act, 1965, as passed by the Lok Sabha, be taken into consideration."

Sir, this Bill seeks to replace the Payment of Bonus Amendment Ordinance, 1985 (Nos. 6 and 8 of 1985) promulgated on 27th September, 1985 and 7th November, 1985 respectively.