

[Shrimati Usha Malhotra]

This is surprising since after the Bhopal gas tragedy there has been an increasing awareness of the dangers of gases and the Government has been stressing on the industrial units, using hazardous substance, the need to take adequate precautions. The venting into the air of such huge quantities of natural gas is also resulting in waste of this precious source of energy worth crores of rupees. We find that this unit does not have the flaring facility so far. Will the Government kindly look into this? At the same time, it is a national waste also. Why, because crores of rupees worth of this gas is vented out into the air and a million cubic metres of natural gas at a naphtha replacement value of Rs. 2,500 per 1,000 cubic metre would cost about Rs. 25 lakhs. Keeping in view that over a million cubic metres of this natural gas is being vented out daily can work out to crores of rupees for the last two months and keeping in view that this natural gas was diverted from those users of Maharashtra, who have continued to utilise this gas till such time as Kribhco could have had this flaring facility. I would request the Hon'ble Minister to kindly look into it and see that this national waste is checked, the safety measures are taken and flaring facilities are provided immediately. Thank you.

THE NATIONAL AIRPORTS AUTHORITY BILL, 1985

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

"That the Bill to provide for the establishment of an Authority for the management of aerodromes and civil enclaves whereat domestic air transport services are operated or are intended to be operated and of all communication stations and for matters connected therewith, as passed by the Lok Sabha, be taken into consideration."

Madam Deputy Chairman, I submit, there has been a remarkable increase in civil aviation activity during the post independence period, particularly, after the formation of two Air Corporations Indian Airlines and Air India. The introduction of sophisticated Jet Aircrafts, the required improvement of infrastructural facilities at aerodromes, very high frequency telephoning, radio navigational aids, such as non-directional beacons, radio range, short wave radars etc. Responsibility for construction and maintenance of domestic aerodromes, procurement, installation and maintenance of navigational aids, provision of telecommunication, navigational and air control services, regulatory functions such as licensing, training, airworthiness and air safety control rests with the Director General of Civil Aviation. More than 65 aerodromes through which scheduled transport operation takes place are being maintained by this Directorate which discharge this function through 15 specialised units at its headquarters and

field offices throughout the country. The dynamic aviation industry today often requires almost minimum augmentations of the facilities and work has to be carried out with great speed and meticulousness. It has been our experience that the DGCA has, during the recent years, found it increasingly difficult to function efficiently to the level expected of it because of certain constraints. This is mainly due to the system of execution of civil works through the CPWD, purchases through the DGS&D and recruitment through the UP-SC. All these steps involved in getting clearance from these organisations entail considerable delay which is particularly deleterious for an organisation catering to the needs of an industry like civil aviation. Certain institutional reorganisation was, therefore, considered imperative—if organisation was to function to the level of efficiency required of it. A committee of experts was set up to examine this issue which recommended that a statutory civil aviation authority with necessary flexibility and autonomy in functioning should be set up and that the duties and responsibilities presently being performed by the DGCA should devolve on this authority. The recommendations of the committee were examined and discussed and we came to the conclusion that there was need for setting up a statutory authority which would be responsible for construction, maintenance and development of aerodromes and installations/facilities. Bilateral matters, investigation of accidents, licensing, airworthiness, control, research and development and other economic and regulatory functions would, however, continue to remain with the Civil Aviation Department. There would thus be a clear division of functions: the new authority will be responsible for development and maintenance of aerodromes and the facilities to be provided in such aerodromes, while the Civil Aviation Department would

discharge regulatory functions. The setting up of this authority would ensure that the construction and maintenance of domestic aerodromes and the installations and equipment required, would be carried out efficiently and expeditiously. The experience of the International Airports Authority of India set up in 1977 has been a happy one. I have every reason, therefore, to believe that this progressive piece of legislation will help develop our domestic aerodromes to compare favourably with aerodromes in other countries of the world.

Madam, I submit that this Bill, along with the amendments proposed by the Government, has been passed by the Lok Sabha on the 19th November, 1985. With these words, I would like to commend the Bill for the consideration of the House.

The question was proposed.

*SHRIMATI ILA BHATTACHARYA (Tripura): Madam Deputy Chairman, first of all, I congratulate the Minister and then request him, through you, to use the ear-phones because I am going to speak in Bengali.

Madam, today in the House a new Bill, namely, the National Airports Authority Bill, 1985, has been moved by the Hon. Minister. This Bill has been introduced all of a sudden. I do not know with what intention the Government has done so. It is clear that this Bill has been introduced on the basis of the recommendations made by Raje Committee. No discussion ever took place in Parliament about the constitution of Raje Committee. The Ministry constituted that Committee without knowledge of Parliament about the constitution of Raje Committee. The Ministry constituted that Committee without knowledge of Parliament. The present Bill, which is before us for consideration, was drafted on the basis of the recommendations made by Raje Committee.

*English translation of the original speech delivered in Bengali.

[Shrimati Ila Bhattacharya]

It has been proposed in the Bill that the present department will be converted into an autonomous National Airports Authority. In other words, a Government Undertaking is being converted into a private organisation. When today there is a persistent demand for nationalising all private industries, an effort is being made to turn a public undertaking into a private undertaking. Is it not surprising to all of us? I would like to know from the Hon. Minister whose interests are being safeguarded through such a measure?

Madam, it is very surprising that the Central Government has made certain adverse remarks against the workings of certain Government departments in the Statement of Objects and Reasons. In support of introducing this Bill, it has been said that weaknesses have been noticed in the functions of U.P.S.C., C.P.W.D. and D.G.S. and D. It has also been said that the functions of these departments have been found difficult. So, the Government has suddenly found defects with the functionings of these departments.

Madam, C.P.W.D is an important department. It is charged with the maintenance of important buildings like Parliament House and Rashtrapati Bhawan. U.P.S.C. is constituted under the authority of the Constitution of India. Its respect is as sacred as the Supreme Court of India. But now doubts have been expressed about the functioning of U.P.S.C.

It is heard that a few days ago, the U.P.S.C. conducted an interview for the posts of some Aerodrome Officers. Some licence holders Commercial Pilots, who are very close to higher-ups in the administration, appeared in that interview for selection. But those Commercial Pilots were not selected by the U.P.S.C. Should I think that this reason prompted the Government

to find fault with the functioning of U.P.S.C.? With the constitution of National Airports Authority, the recruitments and transfers of Officials will remain in the hands of an autonomous body. Consequently, the Government will lose control over those matters. My apprehension is that there will be unlimited corruption over appointments and transfers of Officials.

Madam, it is stated under clause 11 that the Statutory Authority will act on business principles. So, the principle of service will not be given any importance. In other words, the motive of this Statutory Authority will be nothing but profitmaking. Consequently, the air service for backward, difficult and remote areas in our country will be neglected. This will lead to the growth of serious regional imbalances. I find that the proposed authority will act only on the principle of profitmaking. Consequently, no new airport will come up in remote and backward areas. Since the existing airports in those areas are found to be unprofitable, the Government may even consider to close down those airports. In such a situation the national integration will be jeopardised. Besides, the regional imbalances will grow to a serious proportion for want of communication difficulties.

It is proposed in the Bill that the Statutory Authority will be entitled to offer service contracts to any agency. Consequently, the standard of sophisticated service will come down. Air-service may also be involved in any type of accident. Thus, the Authority will play with the safety of passengers.

Madam, Clause 34 gives power to the Central Government to direct the Authority to entrust the management of any aerodrome to a person as may be specified in its order. In this manner, efforts are being made to turn a public sector undertaking into a private property.

Madam, in 1969, Shri K. G. Appu-swamy Committee made certain re-commendations for the development of Airports. It was stated in those recommendations that enough space should be there in Airports for park-ing of aircrafts and their repairing works. In Dum Dum Airport all these facilities are available in ample measure. But the Government is neg-lecting that airport in various ways. Under the circumstances, I cannot support this Bill.

I would like to place a few ques-tions before the Hon. Minister. What traditional advantages will be derived from the new Authority? Why the re-commendations of the Raju Committee were not placed on the Table of the House? What is the position of jour-ney of aircrafts based in Dum Dum airport?

Madam, I have also a few sugges-tions to make. Those suggestions are like this. The Government should improve Government departments and root out corruption therefrom. The Government should develop all air-ports in the country. The Govern-ment should increase air-communication throughout the country. The Go-vernment should be guided by the principle of national development so far as air-service is concerned. The Government should see to it that the new autonomous Airports Authority will aim at running its service on non-profit making lines.

Thank you.

*SHRI GANESHWAR KUSUM (Orissa): Madam Vice-Chairperson, I rise to support the National Airport Authority Bill, 1985. The workload of the Director General of Civil Aviation has been increasing day by day. As many as 65 aerodromes are presently under the control of the Directorate General of Civil Avi-

ation. The main objective of this Bill is to set up a National Airport Authority and thereby reduce the workload of the Directorate General of Civil Aviation. The management of the Airports will become easier if it is set up. The performances and the functioning of the aerodromes will also improve. Therefore, there is a greater need to set up a National Airport Authority. This Bill has been brought forward in this House to achieve the above mentioned objec-tives. Therefore, I welcome this Bill.

Madam, while discussing the Bill, I would like to give some suggestion to the Government. Firstly, I request the Government to give top priority to the security and safety of the Air passenger. As a first step towards providing safety and security, the construction of multi-storied buildings near the airports should not be allowed. Because plane accidents may take place due to the location of such buildings.

Secondly, the accommodation faci-lities available near different airports in the country at present are not ade-quate. Therefore, the Air passengers sometimes face great inconvenience particularly when night halt be-comes necessary to board the plane in the early morning. So, I suggest the Government to construct some Guest Houses near the airports.

Now I would like to say a few words about my State. Madam, we have got an Airport at Bhubaneswar, the Capital of Orissa State. The main-tenance of this airport needs the ur-gent attention of the Government of India. The flow of tourists to the State of Orissa has gone up consider-ably. Therefore, Bhubaneswar Air-port should be converted into an International Airport. Then Madam, we have got daily flight between Delhi and Bhubaneswar. But it goes via Varanasi and Raipur. As the plane does not directly go to Bhu-baneswar from Delhi it takes 5 hours

*English translation of original speech delivered in Oriya.

[Shrimati Ila Bhattacharya]

to reach there. Therefore, I request the Government to introduce a direct flight between Delhi and Bhubaneswar daily. It will save a lot of time.

Madam, then I would like to draw the attention of the Honourable Minister to the need to make use of Jharsuguda airport in Western Orissa. This airport was set up at the time of the second world war. Many acres of land was acquired for the setting up of that airport. But it is unfortunate that this airport is not connected with air services now. This was one of the major airport constructed in the country at that time. Therefore, I demand that Jharsuguda Airport should be converted into an International Airport and it should immediately be brought into the air services net work. Atleast Vayudoot services should be introduced between Rourkela and Jharsuguda, Jharsuguda and Bhubaneswar and other important cities in Orissa and the adjoining States. Many industrial units have come up in Brajraj Nagar, Belpahar and Rourkela which are near to Jharsuguda. Therefore, if Jharsuguda airport is connected with airservice and Vayudoot services, the people of Western Orissa will be greatly benefitted.

Madam, the Vayudoot services are in operation between Rourkela and Bhubaneswar only 3 days a week. An Integrated Steel plant is located at Rourkela. It is also a business centre in Western Orissa. Therefore, the demand of daily Vayudoot service between Rourkela and Bhubaneswar has been increasing day by day as the VIP's and high Government officials want to go to the State Capital, Bhubaneswar to attend urgent official work. I demand that Vayudoot service should be introduced daily between Bhubaneswar and Rourkela.

Madam, now we are planning for 21st Century. Therefore, now it is

high time to provide airbus landing facility in each and every State Capital. I demand that adequate arrangements should also be made to provide night landing facility in each and every airport.

With these words I support the National Airport Authority Bill and Conclude my speech.

Thank you.

THE DEPUTY CHAIRMAN: Now, Mr. Jaswant Singh. I am calling him now because he has some urgent work and he has to go. He has requested me.

SHRI JASWANT SINGH (Rajasthan): I am grateful to you, Madam Deputy Chairperson, for your consideration...

(Interruption)

I will just wait for a minute because numerous conferences are going on at numerous places. (Interruptions)

THE DEPUTY CHAIRMAN: Let the Minister listen. (Interruptions).

SHRI JASWANT SINGH: No doubt, he will reply. I have no doubt in my mind that I will be replied adequately, and I have no doubt that the Minister has sufficient ability to pay attention to two places at the same time. (Interruptions)

Madam, Deputy Chairperson, ostensibly this is somewhat of a simple Bill, rather in the manner of an enabling provision for the Government to institute a new agency for the management and control of such airports as will directly deal with domestic traffic as against international traffic. Now, it is really for the Government to determine its own need because the responsibility of efficient functioning, whether of domestic airlines or of international

airlines, is a responsibility that the Government has to fulfil. And the Government has been aided in its deliberations and in its decision making by the findings of a committee to which the hon. Minister has also briefly referred in his opening statement. We have no objection to the procedure which the Government has followed, and I am sure the Government has already taken into account some of the reservations that I shall now voice in arriving at the decision that it has arrived at. Nonetheless, if the hon. Minister elaborated on these points, it will help us.

I have two major objections to this Bill.

Firstly, it is that in a manner which is characteristic of most Governments, more particularly so of our Government because we have—and there is a legal luminary sitting on the treasury benches coincidentally just now—I am not perhaps wrong in suggesting that we in India have the largest number of Statute Bills of any country in the world; we have more Bills, more laws, more agencies, than any country in the world. So my first objection really is that in creating a National Airports Authority—which may well be called 'Limited' because it is going to be a limited company—we are proliferating agencies. There is a Ministry, there is the Department of Civil Aviation, there is the Director-General of Civil Aviation, then there are two Airports Authorities, International Airports Authority and National Airports Authority, Indian Airlines and Air India, so that when it comes to the Central focal point of passengers arriving, passengers leaving, all these agencies are milling around in the same building. That does amount to proliferation of agencies to perform similar tasks, similar functions. That is one objection that I have to this Bill.

The second objection, Madam, that I have is about duplication of effort.

I understand the distinction between an International Airports Authority and a National Airports Authority. But I am unable to be convinced entirely about the rationale which wants such a total separation between the International Airports Authority, a distinct body by itself and the National Airports Authority, which we are now to constitute as a limited company to perform more or less the same functions, same tasks. Perhaps we could have the same thing done with possibly more economy if the National Airports Authority were a subsidiary of the International Airports Authority was held as against the holding company; this was part of the same activity of looking after the maintenance, care, upkeep, meteorological aspect, accidents, etc. etc. It does amount to a duplication of effort, and I am not really entirely to do it more efficiently or more economically.

I shall now take a minute, Madam, this discussion is limited to the constitution of National Authority, some of the woes of the common passengers like myself. I think one of the most distressing thing, one of the most demanding thing, that a passenger is currently having to go through in India is the security search. Every passenger who travels by Indian Airlines is treated to start with, as if he is a potential hijacker. I am not, for a moment suggesting that there be laxity as far as security measures at airports are concerned. But I cannot countenance the posting of such personnel on security tasks as treat every passenger, whether Indian or outsider, as if he is a potential hijacker. I find it undignified in the extreme that I am bodily searched. I find it revolting. I find it unbecoming to the dignity of a human being. I would appeal to the hon.

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Minister to devise some way whereby commensurate with the security that is necessary at the airports and this question of hijacking, we do something about it. We alone are not afflicted by it. It is almost an international affliction and I am sure we can devise ways by which this function is performed with dignity and decorum and in a manner in which the passenger is not made to suffer.

One final appeal to the hon. Minister. This is a question not relating to the National Airports Authority. I am taking this opportunity to mention it. We are the only country in the world. Perhaps it is not so in any other country. I have been repeating it in this House and somebody might listen to this appeal someday. We are the only country in the world in which when its citizens return after having travelled abroad, they do not have a immigration or a channel which is for Indians only. No matter where you go and to which part of the world you travel, you will find a channel separately for entry of the nationals of that country into their own country. When Indian nationals return to India, they are made to feel as if they are foreigners. This is a highly objectionable thing. Whether you go to the United States or the Soviet Union or African countries, you will find this thing. When you go to the United Kingdom, it is written, "British Citizens EEC and other passport holders". It is only in India that we are treated as if we are foreigners.

Madam, I am very grateful to the other members of the opposition who let me break the queue. I am also very grateful to you for having shown me this consideration. My

objections have been voiced and I am sure the hon. Minister will have very adequate replies to them. Thank you, very much.

SHRI PAWAN KUMAR BANSAL (Punjab): Madam, the National Airports Authority Bill, 1985, reflects the determination of the Government to cope effectively and efficiently with the fast increasing civil aviation activity in the country. With the rapid progress that we have made in the field of civil aviation it was essential that the duty of management of domestic aerodromes and communication stations etc. is taken away from the Directorate and entrusted to a statutory corporation which is commercially oriented and is vested with the necessary flexibility and autonomy in its working and is free from the requirement of usual Government procedures. While moving the Bill, the hon. Minister lamented over the delays that affect the working of the Director-General of Civil Aviation because of its dependence on the CPWD and DGS & D for construction work and purchases respectively and on the Union Public Service Commission for recruitment of its personnel. The establishment of an autonomous corporation or authority would help overcome many of these procedural formalities and obligations and help it adopt an integrated approach to the various relevant matters necessary to improve the efficiency. Madam, as the present Bill seeks to establish such an Authority for the development, construction and management of domestic airports and the provision of air traffic service, such as, navigational and telecommunication facilities and the air traffic control services, the step deserves approval from every section of this House as well as the general public.

Madam, while I commend the Bill as a sincere effort to improve the conditions of the domestic airports and the facilities available to the passengers, I would definitely seek this opportunity to bring to the notice of the hon. Minister the present state of affairs that needs immediate attention. Known as he is to be a go-getter always on the move, I am confident that under his stewardship, there would be marked improvement in the standard of services offered to the passengers. The ground service at present is far from satisfactory at most of the airports. The lounges lack sufficient capacity while the time taken to receive the baggage on the completion of the journey is sometimes more than the duration of the journey itself. In today's world moving fast as it is because of the advancement in science and technology, reliance on computers in any field of activity seems quite obvious. But permit me to say that it has not made things easier for the public regarding confirmation of air tickets. Being a layman, I cannot point out as to where the malady lies. But as to its existence to the discomfort and chagrin of the public, I can vouch for. Another difficulty generally experienced is that by a person who owing to some emergent programme happens to go to the airport just before the flight and wishes to buy a ticket there. Harassed by the security staff at the entrance, he trods to the booking counter where without any reply to his enquiry about the availability of a seat in the flight concerned, he has to content himself with the purchase of a ticket by moving to two counters and thereafter he is shuttled to the third counter to seek confirmation. And in the event of his failing to do so, he is again shuttled to another counter for the cancellation and the refund of the amount. The plight of an ordinary traveller, compelled to take a flight because of some immediate urgency and his agonising and frustrating experience to have queue up at a number of different counters.

being under constant tension and eliciting nothing but discourteous response from across the counters, points to the immediate need to introduce a single window system at all the airports to serve the people and to save them of much of the avoidable harassment.

Madam, I just referred to the discourtesy of the staff. I am sorry to say that notwithstanding all the ads, showing a comely lady with folded hands, courtesy is, perhaps the ritual of the past as far as the airport staff is concerned. The situation in the cabin is no better. Having glamorized the job whether it be of traffic superintendent or of an air hostess, they seem to have inculcated a sense of feeling that to be courteous, is, perhaps, to be subordinate. No longer you find the staff motivated by the motto 'service with a smile'. Even a minor request of ours is taken as an affront and the required service is attended to as an unwelcome problem. In the Bill, there is a provision for setting of schools for the train of officers and employees of the Authority. This is important. But I urge upon the hon. Minister to ensure that greater emphasis is laid on the initial recruitment to ensure that people of amiable nature are enrolled both by the Airport Authority and the Indian Airlines. They should be the people who are by nature polite in disposition and courteous in behaviour have the right aptitude and are fired by an inner desire to serve with a smile. Only then will the image glow and not by mere protestations to that effect through the house journals.

When I talk of air hostesses, the latest incident also comes to my mind about which we read today morning itself, i.e., the dismissal, or perhaps suspension, of one of the air hostesses on account of her having played a hoax about her placing a

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bomb in one of the aeroplanes. If that is the state of affairs to which we have come regarding the behaviour of the cabin crew itself, I wonder whether the talk of our trying to eliminate hijacking would take us to anywhere.

Madam, in my humble opinion, the staff has to be receptive to the genuine grievances of the public. An atmosphere has to be created wherein it has to be made clear to the staff that in consumer satisfaction would lie the success or the failure of the concerned airline and not on the volume of the profit that they may turn out.

Very briefly I would now refer to some of the provisions of the Bill.

Clause 12, sub-clause (2) says: It shall be the duty of the Authority to provide *inter alia*, air traffic service, which, as per the definition in clause 2(b) means any service, for any kind of remuneration whatsoever for the transport by air of persons, mail or any other thing animate or inanimate, whether such service relates to a single flight or series of flights. Now, this is also the function assigned to the Indian Airlines and Air India under the Air Corporation Act, 1953, which also defines the term 'airport service' in a similar manner. So, I would request the hon. Minister to clarify as to whether the National Airports Authority would also operate the air transport services or not. Similarly, like the existing Air corporations, the Authority has also been bestowed with the right to establish and maintain hotels and restaurants. Should this function be not the exclusive domain of the Airport Authority alone now since we are going to set up the Authority which further has been given the right to establish one or more companies under the Companies Act, or whether this function would continue to be exercised in future by the Air Corporation as well as stipulated in the earlier Act? I want the hon. Minister to clarify this point to the House.

Regarding the right to form companies under the Companies Act, 1956, it is not stated whether the paid up share capital of any such company which may be formed when the present Bill is enacted into the Act, shall be and exclusively by the Authority or not and, if not, I have a doubt that the private entrepreneurs may be involved in this thus changing the very complexion of the Authority and the salutary idea lying behind the formation of such an Authority.

Further clause 19 seeks to provide for a Fund of the Authority and clause 22 of this Bill provides the way in which this fund can be invested. Permit me to read this clause. "The Authority may invest its funds including any reserve fund in the securities of the Central Government or in any such manner as may be prescribed." This seems quite a tenable provision. But I have to refer to it in the light of the provisions of clause 20 sub-clause (2) wherein it is provided that after making provision for such reserve fund or funds and for bad and doubtful debts, depreciation in assets and all other matters which are usually provided for by the companies registered and incorporated under the Companies Act, 1956, the Authority shall pay the balance of its annual net profits to the Central Government. This is what I want to lay emphasis on. Having applied my mind to it, I could not really co-relate the two provisions and I shall be grateful to the hon. Minister if he throws light on it.

SHRI JAGESH DESAI (Maharashtra): It should be after the income-tax.

SHRI PAWAN KUMAR BANSAL: Provision for income-tax is there. The question is that at one place it says that the Authority can invest its funds in Government securities etc. and in another place, it is imperative and binding on the Authority that it shall pay the balance of its net profits to Central Government.

Pay in what manner and under what terms and conditions? That is what I want the hon. Minister to clarify.

Then, clause 11—It was also referred to by the speaker who initiated the debate—lays down that in the discharge of these functions under this Act, the Authority shall act, so far as may be, on business principles. Though the term 'business principles' has not been defined anywhere in the Bill, but being quite clear as far as the semantics and common parlance are concerned, I would not want a definition of this to be included in the Bill. But what perturbs me is that the Authority is sought to be given impunity from certain acts which would otherwise be binding on or which would otherwise make a business corporation or a commercial corporation liable for. To elucidate my point, I would here refer to provisions of clause 18, sub-clause (3) which says "No contract which is not in accordance with the provisions of this Act and the regulations, shall be binding on the Authority." The point I want to make out is that if for any fault of any officer or any official of the Authority, the contract that was regarding a minor work to be executed by a petty contractor is not in accordance with the terms of the Act or the regulations or the rules made thereunder, then in such a case, the contractor or anybody else entering into a contract with the Corporation should not be made to suffer, whatever may be the consequences otherwise for the Corporation or for the erring staff.

Finally, I would draw the hon. Minister's attention to the airport at Chandigarh. Though in the Air Corporations Act of 1953 and in the present Bill, there are stipulations to the effect that the Authority or the Corporation could construct hotels, I am sorry to point out that no such facility exists at the airport at Chandigarh. Chandigarh, as you all know, the 'City beautiful' as it is called,

opens the gateway to the tourists to places of historical and architectural importance. But it sometimes so happens, that for some reason, including bad weather, the inward flights to J&K or Kulu are intercepted and discontinued. This, particularly, happened at Chandigarh, with some passengers going to Leh two years back. In the chilly winter season, hundreds of passengers had to be just huddled into one small room at the airport itself and for three days they continued to stay there and in the open without any arrangements actually having been made for them regarding their shelter and food by the Indian Airlines. Therefore, I would urge upon the hon. Minister to see that at least at all the State Headquarters, the airports have all the necessary facilities for the passengers. I have been told that the Indian Airlines have an ambitious plan to enhance the capacity by another 70 per cent by the year 1990. When such an exercise is undertaken, I would request the hon. Minister to see that at least two more important places in Punjab, that is Patiala and Bhatinda or Ferozepur, where you have some facilities available at the moment, Vayudoot service is extended.

This would finally take me to a point which the hon. Member, initiating the discussion, referred to. Regarding clause 34 of the Bill, she expressed her apprehensions that with the setting up of the Authority, the entire business or the entire activity would go into the hands of private people. Well, though I also have my reservations about the need for this clause 34, dealing with temporary transfer of management of the Authority, when you already have clause 35, which empowers the Central Government to supersede the Authority in the event of certain things taking place...

SHRI JAGESH DESAI: It is for six months.

SHRI PAWAN KUMAR BANSAL: Clause 34 deals with the temporary

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transfer of management, which may be extended up to eighteen months, while clause 35 empowers the Central Government to supersede the Authority for six months, which would again be extended for a period upto six months. However, the point which I was making was that nowhere in the Bill, do we have a provision to raise the apprehension that the activities are sought to be placed in private hands.

Madam, the Bill, as I said earlier, has been brought forth with a very laudable objective, namely, to improve the facilities for the passengers and to improve the condition of the airports. I am sure, the hon. Minister would ensure that the facilities are, in fact, improved for the passengers. After all, this is not a piece of legislation which would lay any onus or burden on the people to follow certain laws. We know that though we have a plethora of legislations on various subjects in the country, it is ultimately the spirit, it is ultimately the feeling in the minds of the public that would matter in bringing forth certain changes in the circumstances which we would expect. But this is a piece of legislation whereby the Government is wanting the sanction of Parliament to create an Authority for the betterment of the airports and facilities to the passengers. I am sure this Bill, when enacted into an Act would serve that laudable objective.

SHRI M. KADHARSHA (Tamil Nadu): Madam, Deputy Chairman, at the outset, I would like to congratulate the new Minister for Civil Aviation. He is not only young and energetic but experienced. He is himself pilot and we can rightly say that a pilot is piloting the Bill. Madam, this Bill has been brought forward at a time...

THE DEPUTY CHAIRMAN: Are you a pilot, Mr. Tytler. Or, Mr.

Kadharsha, are you confusing him with Mr. Rajesh Pilot? In any case every Minister is a pilot some time or the other.

SHRI M. KADHARSHA: Madam, the Bill is brought at a time when we are to celebrate the platinum jubilee of the Indian Civil Aviation but in the last few days many sorry revelations have appeared in the newspapers about the construction of the Indira Gandhi International Airport which was to be originally opened on the birth anniversary of the late Prime Minister. This is the Rs. 96 crore project and even on one day before 19th, namely, on 18th November there was a big advertisement in newspapers that the International Airport will be thrown open to the public on the birth anniversary of Madam Indira Gandhi. But we learnt that due to bungling of the higher officials this airport could not be opened for operation as scheduled. Similarly, in the construction of Sahar Airport at Bombay sub-standard materials have been used. Coming to Madras, I would like to point out that the new domestic terminal was opened only a few months back but on 12th of this month the whole airport was flooded with water and no operation could be possible on that day. Madam, the Director General Civil Aviation is presently looking after the construction of airports. They on their part leave the matter to the CPWD and the CPWD, without having any idea of the location, without visiting the place and sitting in Delhi they are drafting the plans and giving approvals. So, there are many lapses in the construction of the airports. Madam, if the Railways can have their own engineering and construction wings functioning under the general managers of the zonal railways, why should it not be possible for the airlines to have their own engineering wings to look after the construction and maintenance operation of the airports? Such a steps would

greatly minimise delays and ensure that the construction of airports is done in a manner more suited to the requirements of the airports.

Madam, hon. speaker who spoke before me mentioned about facilities to the passengers. Here I would plead for the facility to a neglected person, namely, the visitor to the airport. It is more or less a social custom to receive or send off a family member when he travels. Even since the security arrangements have been tightened, most of the airports have been closed their doors to the visitors. These visitors, including women, children and aged people, have to stand outside the airport building for hours together. Their plight becomes more acute when the arrival or departure of the aircraft is delayed. I would strongly suggest that at least some temporary shelters should be provided for the visitors to the airports when the entry is not permitted. For instance the old airport in Madras has now become the international terminal. Traditionally, a large number of Tamil people living in Singapore and Malaysia have to travel only by air because of the suspension of passenger ships between Madras and Singapore. A sizeable number of relatives go to the airport, but while the visitors can go up to the security point, while sending off a passenger, they have necessarily to wait in the open when they have to receive an incoming passenger. This is because there is very little space outside the customs barrier. On the other hand, a very large built-up area, formerly used as arrival point for the domestic flights, is completely unutilized now. Some arrangements can be made to ensure that the visitors who come to the airport to receive incoming passengers are not made to stand in the open air. Madras is one of the exporting centres in India. Leather goods and garments are exported from Madras in large quantities. These are invariably exported by air. Similarly,

exports from Bangalore airport include electronic goods and engineering goods. Unfortunately there are no direct cargo flights either from Madras or from Bangalore. The goods are now carried to Bombay and are transhipped from there. Such transshipment involve a delay of nearly one week. The foreign buyers complain against the late receipt of goods and the Indian exporter cannot get the incentive until the transshipment certificate is issued. Further during the busy season, hundreds of tonnes of cargo get accumulated at Madras airport. This has been a regular feature for the past one decade or so. So, I would plead with the hon. Minister to introduce a regular cargo flight from Madras, touching Bangalore to Europe via the Gulf. Such a step will minimise the hardships to the existing exporters. It will also facilitate exports of perishable items like vegetables and flowers and we will be able to earn more foreign exchange.

Madam, there are three domestic airports in Tamil Nadu apart from Madras which is an international airport. Even though a new domestic complex has come up in Madras, certainly it is not full-fledged. There is no reserved lounge or retiring room facility at Madras airport. There is only one ladder particularly to get down from air-buses and it causes much delay either to emplane or to get down. If the hon. Minister visits any cargo complex in India, whether in Madras or in Delhi, he will find it all in a mess. There is no proper facility to collect the baggage. There is no proper arrangement to get the baggage in tact. Last year, there was an incident in Delhi cargo complex. It was broken open and the cargos were stolen by some miscreants. So far no action has been taken by the Government and the poor passengers have lost all their goods. Similarly, in Madras there was a private agency called Air Freight. Now the Government has taken it over.

[Shri M. Kadharsa]

But without giving any proper thought or making any alternative arrangement, this private agency was taken over. So the Government could not handle the cargo. Ultimately they again went to the private agency requesting it to handle the cargo until alternative arrangements are made.

Madam, I am thankful to the hon. Minister for promising to give Salem and Tuticorin new airports in Tamil Nadu. Now coming to Madurai airport, there is no night landing facility there. As my hon. friend here pointed out, all airports in India should be provided with night landing facilities. Secondly, Madurai is very close to Colombo. Madurai is a big temple city. Most of the foreigners come to Madurai and straightway go to Sri Lanka and from there to Maldives. So a service from Madurai to Colombo should also be started.

Madam, a question was put in this very House on 20th of November why there is no service on Sundays to Coimbatore and the hon. Minister's reply was that the Air Force are not working on Sundays. If there is a war on Sunday I do not know whether the Air Force will fight or not. So it is the duty of the hon. Minister to see that Coimbatore is connected by a service on Sunday also.

Madam, Tiruchi airport needs many renovations. I am sorry to point out that the runway at Tiruchi airport is full of cracks. I do not know what will happen. It might result in an accident one day or the other. So the runway should be strengthened and there is also space to lengthen the runway. If the runway is lengthened to 9000 feet, there is every possibility of handling airbuses also at that aerodrome. Madam, the development work at the Tiruchi Aerodrome are making snails progress. There is no separate arrange-

ment for arrival and departure. So, when the passengers arrive, the departing passengers have to wait in the hot sun and rain. So proper arrangement should be made. There is no shelter at present. If needed, even the restaurant which is now located on the ground floor can be shifted to the first floor, and this will give space for expansion.

Since the multiplicity of various agencies is curtailing the progress of civil aviation, the Bill has been brought. But I want to know what the attitude between the Customs and the Airlines will be because at the Tiruchi Aerodrome on many occasion, since I have been a regular passenger at Tiruchi. I find there is no co-ordination between the Customs officials and the Airlines officials. As a result, the Indian Airlines's passengers going to Colombo are often offloaded from the Airlines for one reason or the other. The hon. Minister should order an enquiry into the number of occasions passengers have been offloaded at the Tiruchi Airport. The Air Lanka is also operating a service to Tiruchi. If the passengers go by the Air Lanka, they are allowed to travel. But if the same passengers go by the Indian Airlines which are our national carriers, they are offloaded. So, the hon. Minister should look into it.

Madam, Tiruchi is located in the heart of Tamil Nadu. Several districts like Tanjavur, Pudukottai and Ramnad are surrounding Tiruchi, and most of these people living in Singapore and Malaysia are from these districts. So, if there is a direct service from Singapore and Malaysia to Tiruchi, it will not only reduce the heavy traffic at the Madras Airport, but it will also facilitate the passengers living around these districts.

Mr. Jaswant Singh pointed out about the security at the airports.

The Director--General of the International Air Transport Authority, Mr. Gunter O. Ecer has said:

"We urge governments in the strongest possible terms to stem the intolerable and deplorable increase in violence we have seen recently targeted on civil aviation and its customers and employees by stepping up relevant security measures. International Air Transport Association and its members stand ready to provide expert advice wherever this may be appropriate, since they are most anxious to contribute to ensuring the safety of air travel to the maximum extent possible."

Madam, we have no objection if the security checks are carried out in a proper manner. But at the Indian airports it is almost inhuman. Passengers are subjected to humiliation. Passengers are the pay masters. This should be taken note by the Government, and a foolproof method as in Israel or in any other advanced country should be found out for making a foolproof security system.

With these words, I conclude my speech.

SHRI THANGABAALU (Tamil Nadu): Madam Deputy Chairman, I rise to support the National Airports Authority Bill.

Coming to this Bill I wish to point out to the hon. Minister that there is a provision which envisages part-time membership in the Authority. Also, the tenure of the membership is three years. A member, instead of being part time, should be a full-time member. If the tenure of membership will be five years, instead of three years, it will not only be easy but the Authority also can have accountability of the members who are there. Particularly if the members are full timers they can take proper steps in the maintenance as well as the management of the airports. The full timers can also be very useful in the construction of the airports. I request the Honourable Minister to consider the period of tenure to five years.

Now, I would like to say something about security. Even other hon. Members have also raised the same point that adequate attention should be given by the Authority. There is a slackness in this aspect.

Madam, the report of the Sub-Group of the Ministry of Civil Aviation has been received by the Ministry recently and I request the Minister to implement the recommendations of this Sub-Group immediately so that if any anomalies are there they can be removed.

I would like to suggest one more point. The Director-General of the Airports Authority of India so that he police. Instead of that he can be co-opted as one of the members on the Airports Authority Board so that he can also be more useful and accountable.

Madam, the domestic and international airports present a total confusion picture. It is imperative to re-organise the task of various agencies at the airports and also to fix up the responsibilities. Otherwise, the baggage and the passenger services will not become very efficient. Hence, I request the Minister to consider this point also.

Another point I would like to suggest for the consideration of the Minister is that the workers' participation must be there in the Airports Authority management like other public sector undertakings. In the public sector undertakings the workers' nominee is co-opted on the Board. Similarly the Airports Authority workers' nominee should also be co-opted on the Board for achieving better results.

Madam, I support the hon. Member, Shri Kadharsa's viewpoint that an airport at Salem should be set up immediately. When the Honourable Minister for Civil Aviation was in

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Salem on the 14th on this month he had assured that the Salem airport would be constructed soon. Even our beloved leader, Shrimati Indira Gandhi when she laid the foundation-stone of the Salem steel plant gave an assurance that the airport at Salem will be constructed soon. But so far no action has been taken in this regard. I would request the Minister to consider this demand on a priority basis. A number of allied industries have sprung up in Salem because of the steel plant.

Madam, similarly, an airport at Tuticorin is very important because Tuticorin being a developing industrial city of the southern part of the Tamil Nadu is also a port city. Apart from that, there is a super thermal power station, a gignatic fertilizer-factory, number one in Asia, Southern Petrochemical Industries Ltd. (SPIC) and heavy water plant and also several industries have come up there. Again, I would like to stress upon the Minister that in the southern part, in Tuticorin area, the salt producing industry is very much there. More than 10 lakh tonnes of salt is produced every year and which is being exported to various nations like Singapore, Malaysia, South Korea, Bangladesh and other countries but the buyers, who want to buy go for verification. It is not so easy to reach Tuticorin. That is why, it is very necessary to have an airport and which was also approved and accepted by the Ministry but so far, no action has been taken.

Madam Deputy Chairman, I also point out one very important factor about Coimbatore. Coimbatore Airport is being run at Suler airstrip, that is a military air-base which is very far away from the Coimbatore city—about 50 kms. You know, Coimbatore is a very important industrial town, the so called Manchester of South India—and the majority of industries are set

up there and people all over the country and all over the world are coming very often but they are facing a great problem. In this very august House last year, in the presence of our former Prime Minister, Smt. Indira Gandhi, the then Minister, Shri Khurshid Alam Khan had said that the available funds should be allocated but so far, according to my information, for the past one year there is no investment or no development in regard to the Coimbatore Airport and also it is assured, in the Seventh Plan it will be compelled Sir, I urge upon the Minister please take note of it. This Coimbatore Pelamedu Airport should be given all priority in the matter of funds and other available sources. I commend the Hon'ble Minister as well as the Government of India for setting up of the Helicopter Corporation. Sir, it is a welcome measure. I am sure this will help in construction of the ports in inaccessible areas where it is difficult to construct important airports. I do not mean to be parochial because it is fact that the ancient Indian culture heritage is preserved in its pristine purity in Tamil Nadu. Not only Tamil Nadu but other places in India also. Why am I referring to this because the tourist potential in Tamil Nadu has not, at all, been utilised or properly accepted by the Central Government. There are many places like Mahabalipuram, Kanyakumari, Kodaikanal, Udagamandalam, Yercauda and Hogenekal which are very very important places of great national and regional importance and these places can be covered by the Helicopter Corporation so that the passengers and tourists, coming from all over the world can see the importance of these areas and simultaneously, we will have more foreign exchange. Not only that, in Tamil Nadu and southern States, either in Karnataka or Andhra Pradesh or Kerala, the natural beauty is not properly utilised. And it is not shown to the other parts of the world. So I urge upon the hon. Minister that the

Vayudoot services, which have been introduced in Andhra Pradesh, can be extended to the other southern States, Tamil Nadu, Karnataka and Kerala, to cover the uncovered areas of flight services.

Now, I come to another important point which my friend, Mr. Bansal, has explained that is clause 34(2) of the Bill wherein it is stated that the National Airports Authority would cease to exercise and discharge all the powers and functions under this Act in the case of the management of any aerodrome, civil enclave or aeronautical communication station is entrusted to any person specified under sub-clause (1) of clause 34 of the Bill. I am unable to understand and appreciate this particular provision because even before the authority is created, its powers are encroached upon. I would like to ask the hon. Minister to look into this and see that the necessary amendments are made or whatever is necessary is done.

Similarly clause 29 lays down that no suit would lie against the authority or any board or any officer thereof. It may be necessary to have such a provision but it must be borne in mind that the authority is not going to be manned by paragons of virtue and integrity. I want to the Hon. Minister; may answer this while giving your reply—should you curtail the fundamental rights of the citizens in this way? I would request the hon. Minister to look into this also and give a second thought to it.

Madam, while concluding, I would like to point out one more very important point. As my friend Mr. Bansal also explained in detail, while you are travelling in the plane, you can see many passengers taking out bottles of liquor and drinking. It is against the rules, but the air hostesses and the stewards are even supplying it sometimes. They are giving help to them. This is not a good thing...

SHRI JAGDISH TYTLER: This is a wrong statement.

SHRI THANGABAALU: It is a fact. I have seen it with my own eyes.

DR. BAPU KALDATE (Maharashtra): I have also seen.

AN HON. MEMBER: It could have been ice-water.

SHRI JAGDISH TYTLER: You saw liquor being supplied?

DR. BAPU KALDATE: Yes yes, all services were given to them—ice and everything.

SHRI THANGABAALU: Mr. Minister, it is not once or twice but many times we have seen it. That is why we bring it to your notice for rectification, for setting things right.

Similarly there is no humanitarian approach. If a passenger asks for water, it will be given only after one hour or half an hour, not immediately. They say, "These are the rules. Only after serving food, only then water will be given." If a person is thirsty and he wants to have water, and if it is not given in time but after one hour, what is the use? This kind of anomalies can be rectified. The Minister must look into this.

Another important thing is that in the airports, whether in Delhi or Bombay or Madras or Calcutta, wherever you see the trolleys are not working. In the report of the Ministry for 1984-85, I find that for Bombay, Delhi and Madras, additional trolleys were sanctioned, but what is the use? The trolleys are new, but they are not working. These trolleys should be in working condition. These things should be modernised. So I request the hon Minister to look into this aspect. Madam as Mr. Bansal said, the pilots as well as the air hostesses should be more human and they should think that the passengers are

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more important than them. They are thinking that they are from a different class and they are treating the passengers very very badly. This should be stopped.

Madam, I urge upon Hon'ble Minister to consider the Madras/Delhi direct flight services immediately which is a genuine demand of Tamil Nadu people.

With these words I support the National Airports Authority Bill, 1985. Thank you.

THE DEPUTY CHAIRMAN: This will be taken up after 2.30.

The House is adjourned till 2.30.

The House then adjourned for lunch at thirty-one minutes past one of the clock.

The House reassembled after lunch at thirty-two minutes past two of the clock. The Deputy Chairman in the Chair.

THE DEPUTY CHAIRMAN: Now we shall continue with the discussion on the National Airports Authority Bill. Now, Dr. Bapu Kaldate to speak.

डा० बापू कालदाते : उपसभापति महोदया, मैं चाहता था कि मैं मंत्री महोदय का अभिनन्दन करूँ। लेकिन जितनी देर से यह विधेयक आया है इससे हमको लगता है कि उनका अभिनन्दन करने की कोई बात इसलिए नहीं उठती क्योंकि जिस समय इंटरनेशनल अथॉरिटी का गठन किया गया था, उसी समय अगर सरकार भविष्य के हवाई उड़्डयन के सम्बन्ध में पहले से सोच रखती, उसके प्रोजेक्सन के बारे में, डेमोस्टिक प्लाइट्स कितनी होगी, कितने पेजेंसर्ज आयेंगे जायेंगे कितने और पर्सपेक्टिव बनेंगे और ऐसा सोचकर अगर उस समय इंडियन अथॉरिटी का गठन करते तो वे अभिनन्दन के पात्र थे। लेकिन फिर भी, यह तो ठीक है कि देर हुई पर अंधेर नहीं हुई और देर से ही क्यों न सही यह विधेयक यहां

पर प्रस्तुत किया गया है। इसको देखकर मुझे यह लगता है कि इस बारे में कुछ स्पष्टता होनी आवश्यक है। इस कारण से कि कभी कभी कहा जाता है कि वह स्वशासी संगठन है, आटोनॉमस बाडी है। यह तो लिखा है कि यह एक अथॉरिटी है, एक प्राधिकरण है। लेकिन अगर मैं धारा एक के बिंदु 4, धारा 5 (अ) और धारा 36 के बिंदु (2) इन तीनों को अगर आप इकट्ठे पढ़ेंगे तो आपको यह पता लग जायेगा कि

Neither it is autonomous nor it is having any authority. It is totally concentrated in the hands of the Central Government.

अब धारा 1(4) में यह कहा गया है कि अथॉरिटी कैसे गठित की जायेगी। उसके अध्यक्ष महोदय कौन होंगे, उसमें वित्त मेंबरस होंगे और इसका गठन करने का अधिकार किसको है। इसमें यह साफ लिखा है कि उसके जो अध्यक्ष रहेंगे उसको सेंट्रल गवर्नमेंट अप्वाइंट करेगी और 8 से 14 तक जो मेम्बर रहेंगे उनको भी सेंट्रल गवर्नमेंट अप्वाइंट करेगी। धारा 5 में कहा है इस बारे में कि उनको टरमिनेट कौन कर सकेगा, उनको कौन निकाल सकेगा। इसमें यह भी लिखा है इसको केन्द्र सरकार करेगी। इस तरह हायर एंड फायर अधिकार आपके हाथ में है। अब धारा 36 (2) को आप देखिए। 36(2) में यह लिखा गया है कि :

"The decision of the Central Government, whether a question is one of policy or not shall be final."

यानी कोई उसका गुणात्मक सवाल हो, अन्य कोई एडमिनिस्ट्रेटिव सवाल हो।

That means the Central Government is final in appointing the people. (Interruptions) I am coming to that.

सेंट्रल गवर्नमेंट अप्वाइंट करेगी, सेंट्रल गवर्नमेंट उनको निकाल देगी। जो कुछ काम चलेगा वह सेंट्रल गवर्नमेंट जैसे चाहेगी वैसे होगा, उनका जो अधिकार है उसमें

मंत्रालय गवर्नमेंट देगी । इसमें उनका कोई विशेषाधिकार नहीं है । उनके पास रिसोर्सिज कहाँ से आएंगे ? जब हम स्वायत्तता की बात करते हैं तो इसमें दो बातें होती हैं । जैसे सरकार कोई रिसोर्स दे दे लेकिन इसके साथ साथ उसका खुद का कोई रिसोर्स बनना चाहिए सधन होना चाहिए जिसके लिए वह स्वयं निर्णय ले सके । अब सारा पैसा जो आ रहा है वह सरकार से इसमें लिखा है कि पार्जियामेंट के सामने जो बजट आप लाएंगे उसमें जो मंजूरी मिलेगी उसके मुताबिक जितना पैसा आप देंगे वही उनको दिया जाएगा । लोगों को आप रखेंगे, लोगों को आप निकाल देंगे, आप इतनी अथॉरिटी रखेंगे तो यह हमारी समझ में यह बात नहीं आ रही है ।

Where is the autonomy and where is the authority? This becomes a department of the Government. Nothing more than that.

जैसे आपका मिजिल एकीकरण डिपार्टमेंट है यह तो उसकी एक उपशाखा बन गई है । इसके इलावा कुछ हुआ है, यह हमारी समझ में नहीं आता है । इसके लिए हम चाहते हैं कि अगर सही मायने में उसको अधिकार देना है तो थोड़ा ऐसा अधिकार दीजिए ताकि वह स्वतन्त्रता से कुछ विकास के निर्णय ले सकें । अगर वे गलतियाँ करते हैं तो शासन को अधिकार है उनके बारे में कहने का । लेकिन उनको कोई अधिकार तो चाहिए । नहीं तो यह डिपार्टमेंट की तरह से बैठ कर काम करेंगे । इसमें ज्यादा कुछ होगा, ऐसा मुझे नहीं लगता है । एक दूसरी आशंका मेरे मन में है । जो कोई भी ऐसे नामिनेशन होते हैं वह सारे के सारे गवर्नमेंट के अपने ही लोगों के होते हैं । राज्यपालों से लेकर बैंकों के डायरेक्टर तक यदि देखें कहीं कोऑपरेटिव में नामिनेशन होता है मैं किसी एक सरकार की बात नहीं कर रहा हूँ लेकिन जहाँ-जहाँ सरकार दखल देती है वहाँ आम तौर पर यह हो जाता है कि उनमें चाहे कुछ भी लिखा रहता है कि एक्स-पीरियेंस रहे, जानकार रहे, काबिल रहे, आपने भी हम विधेयक में लिखा है वह

हो सकता है आपने सब लिखा है एक्स-पीरियेंस चाहिए, काबिल चाहिए, इटेप्रिटी वाला चाहिए, सब कुछ है लेकिन यह लिखने के लिए कागजों पर बात रहती है । जब असल में कोई अक्वाइंट हो जाता है तो पता लगता है कि except political consideration, no consideration are there. And, Madam, I am very doubtful at this stage.

नहीं तो यह हो जाएगा यह कहीं आपके दल के लोगों को खपता नहीं पा रहे हैं । Then it becomes a catering agency for the Government.

लोगों को आपको कहीं न कहीं रखना पड़ता है तो जल्दी हो जाता है सरकार के लिए ।

आप को लोगों को कहीं न कहीं रखना है, लोग बच जाते हैं तो उनके लिए इसमें मौका मत दीजिए, उनके लिए यह क्षेत्र न रहे । आपको प्राधिकार है आप किसी को पदाधिकार बनाएं, किसी को चेयरमैन बनाएं । बैंकों के चेयरमैन आप इस तरह से अक्वाइंट नहीं कर सकें । तो चलो इण्डियन एयरपोर्ट अथॉरटी का चेयरमैन बना दें यह शासन के लिए ठीक नहीं रहेगा । जिस कानून को लाने का आप प्रयास कर रहे हैं, यह दोनों के लिए ठीक नहीं रहेगा । मैं आपसे दर-ख्वास्त करूँगा बड़े नम्रता के साथ यह कहूँगा आप एक नौजवान मंत्री बन चुके हैं, अच्छा हुआ है आप नौजवान मंत्री बने हैं, इसमें आज तक जो कुछ भी बिगड़ता आया है इसमें कुछ आप सुधार करना चाहते हैं तो

not only the words of the Bill but the spirit of the Bill should also be looked into, and you must implement not only the words but the spirit also.

यह देखा जाए कि यह कोई सियासती लोगों की जगह देने का ठिकाना न बने मैं सियासत के खिलाफ क्यों हूँ ? क्योंकि मैं सियासती हूँ । लेकिन मैं यह नहीं चाहता कि यह रूलिंग पार्टी के लोगों की कैटेरिंग का साधन बने । यह बात नहीं करनी चाहिए । मैं दो तीन बातों की तरफ आपका ध्यान

[डा० बागू कालदाते]

खींचना चाहता हूँ। इस बिल में पेज 11, क्लोज-5 जिसके बारे में बहुत लोगों ने जिक्र किया है, मैंने उसमें कोई अमेंडमेंट नहीं दिया है लेकिन मैं आपसे दरखास्त करूंगा कि इसको बदलने की बहुत जरूरत है।
 Clause 5. Because the Indian Airlines and the Air India are the monopoly corporations.

आप अगर इसमें यह लिखें कि इसको बिजनेस की दृष्टि से देखा जाए तो यह बात सही है। बगैर सहूलियत और सुविधाएं दिये आपका बिजनेस बढ़ जाएगा क्योंकि आपको कम्पीट करने वाला कोई नहीं है। अगर हम उसमें पैसेंजर बन जाते हैं तो हमारे लिए और कोई दूसरा रास्ता नहीं है बजाय इसके कि आपके दरवाजे पर जाएं। इसके लिए सुविधाओं को जान-बूझ कर के इसमें रखने की आवश्यकता मैं महसूस करता हूँ। मैं आपको एक उदाहरण देता हूँ। महोदया आप जानती हैं कि आप जिस सदन की सदस्य हैं मैं भी उसी सदन का सदस्य हूँ मैं औरंगाबाद का रहने वाला हूँ।

I have booked my ticket on the 18th for Aurangabad. This is a hopping flight: Delhi-Jaipur-Jodhpur-Udaipur, Aurangabad-Bombay.

6 महीने हो गये कभी भी मुझे क्लियर टिकट नहीं मिला है। आज मेरी जब मे 18 तारीख का खरीदा हुआ टिकट है। बहुत भीड़ होती है। औरंगाबाद के लिए मेरा बेटिट लिस्ट में सातवां नम्बर है। तो कोई गुंजाइश नहीं है हम लोगों के लिए

I have to go to Bombay and then catch a train and go to Aurangabad. As you know, it is a tourist centre.

टूरिस्ट सेक्टर पर जाने के लिए हमारे लिए कोई विशेष सुविधाएं नहीं हैं। दीजिए कम से कम यह तो कि कीजिए कि हमें टिकटस मिल जायें। हम टूरिस्ट नहीं कि एक महीना पहले औरंगाबाद के लिए टिकट बुक करें। हमें कभी तुरंत जाना

पड़ता है आप भी जानते हैं, आप लोगों को भी जाना पड़ता है। हमारे भी छोटे मोटे काम हैं। हमको भी कभी-कभी तुरंत जाना पड़ता है लेकिन कोई सुविधा नहीं है। मैं जब जब प्लेन से गया हूँ मैंने कम से कम 6 दफा सुझाव दिये हैं। ये जो महिलाएं होती हैं वहां भाषण करने वाली रहती हैं वे कहती हैं आपके सुझाव हमें दीजिए व्यवस्था के सुधार के लिए आपके सुझाव हमें उपयुक्त रहेंगे, बेहतर सेवा के लिए सुझाव दीजिए। मैं आज तक 6 दफा सुझाव दे चुका हूँ। मई जमाने की बात है। और इसके लिए जरूर मैं आपका ध्यान खींचना चाहता हूँ। मैं इन हाट समर और औरंगाबाद एयरपोर्ट पर बोर्ड लग गया :

"Sorry. No availability of water. Please excuse."

पानी नहीं मिलेगा। मैंने मई में चिट्ठी लिखी मंत्री महोदय को कि मई में पानी नहीं मिल रहा है? हम गये इंडियन एयरलाइंस के पास उन्होंने कहा कि हमारा कोई सवाल नहीं है डी०जी०सी०ए० के पास जाइये।

हम गये सी० ए० के पास उन्होंने कहा क्या करें यहां पानी नहीं है। हम भी औरंगाबाद के रहने वाले हैं। एक महीने तक औरंगाबाद एयरपोर्ट पर पानी नहीं मिलता है। हमने भूतपूर्व मंत्री महोदय को चिट्ठी लिखी थी पर आपका जवाब आया है लेकिन उनके जमाने में जवाब नहीं आया। अपनी अथॉरिटीज इफीशियेंट बन जायें तो बन जायें लेकिन कम से कम आपका डिपार्टमेंट थोड़ा इफीशियेंट बन जाये ताकि हमारे पत्रों का जवाब आप तुरंत दे दें।

Everybody is trying to shift the responsibility. Now, you are having multiple agencies. I do not know how they are going to coordinate their activities I do not know what is the way out for having a proper coordination between these authorities.

यह हमको डर लगता है। यह पांचवां क्लोज जो है इससे यह डर लगता है।

Business means earning more money. Business does not mean making more facilities available to the passengers.

Aurangabad is an important place and there is no Vayudoot Service there. There is no Vayudoot service from Pune to Aurangabad. There is National Rayons. There is the factory of Vespa scooter. There is very important place like Wardha in Maharashtra. Aurangabad, Wardha as well as places like Hubli, Mysore should be connected with Vayudoot services. There is no Vayudoot service. We cannot get tickets from Bombay to Aurangabad. I can quote many places where the Vayudoot services are very much needed. You have the Vayudoot Corporation, Indian Airlines Corporation, Air India Corporation, DGCA, Indian Airlines Authority, etc. I really get fumbled. If there is no proper coordination, then it will lead to degeneration and disintegration of the services. There are so many complaints about the services which I do not want to enumerate. I will request you to please look into the complaints that have been raised here in the House by the Members themselves and the suggestions that you receive from us in the plane itself because these authorities are not meant for being only authorities. After all, the basic purpose of these authorities is to make more facilities available to the passengers who are travelling. I hope that the hon. Minister will look into the matter and see to it that everything is done as early as possible. Thank you.

SHRI KAPIL VERMA (Uttar Pradesh): Madam, I rise to support wholeheartedly the National Airport Authority Bill as moved by the Minister of State for Transport. Madam, the civil aviation has taken rapid strides. As our Prime Minister has said, he wants to bring the civil aviation within the reach of the common man including the rural population of India. For that it is necessary that people should be made aviation-minded. And, in fact, the whole process has already started, and people are travelling more and more by air, and that is why it is necessary to strengthen the present

machinery which we have. The present Civil Aviation Department controls about 65 airports, and as our hon. Minister has said, this Bill has been brought forward in implementation of the recommendations of the Experts Committee which recommended setting up of such a body with necessary flexibility and autonomy for taking up developmental activities in the field of civil aviation. As has been explained in the aims and objects of the Bill, this step is necessary because the functioning of the Directorate-General of Civil Aviation is hampered as the Directorate-General of Civil Supplies makes all the supplies, the CPWD makes all the construction and the Public Service Commission makes the selections of staff. Still, Madam, I hope, this autonomy will not result in wastage of money and extravagant living as in the case of some other public sector Authorities. I am sure our young Minister will ensure this.

Madam, since the time is very limited, I will come to the most important problem that is facing the air passengers today. That is the talk of the day, and that is the security of the passengers travelling by air. We have had various incidents of hijacking and there have been all kinds of stories. Recently, there was the Kanishka incident and the explosion at the Narieta airport that have taken the lives of many people in case of the Kanishka. I would like to bring to the notice of the hon. Minister the startling disclosures made before the Kirpal Commission. Mr. Michael R. Atkinson, a Sergeant in the Royal Canadian Mounted Police, deposed before the Kripal Commission that "no steps whatsoever were taken to hold the ill-fated Air India flight at Toronto airport in Canada even when it was known that three of the 68 transit passengers who arrived by a flight from Frankfurt had vanished and did not reboard the aircraft for the onward journey." The plane was

[Shri Kapil Verma]

not stopped and it took off without finding out who they were, and it is suspected that they were the people who planted something in the plane. "Also surprisingly, the transit baggage was not x-rayed at Toronto airport before being loaded on to the Air India 'Kanishka'." That the three passengers not having reboarded the aircraft was found out only after the plane had taken off from Montreal. And I may refer, to another disclosure made before the Kirpal Commission. I quote from the Press report, "Replying to questions, Mr. Atkinson noted that the X-ray machine employed by the Air-India authorities at Toronto to scan the cargo baggage of the passengers could not be used as it had suffered a breakdown". I hope that the Minister will find out the truth behind these charges. And if these facts are correct, I am sure, he will take very strong action in this matter and find out as to how it happened that the X-ray machine was not working there and the luggage was not scanned. In fact, I am told that there are many important airports in the country where the X-ray machines are not functioning properly. And there are many important airports where there are no X-ray machines at all. Some are defective and at some other places they do not exist at all. So, the question why these lapses have taken place in regard to security should be looked into. There is another thing reported in the newspapers. I hope the Minister will be able to clarify this point. That is that, The Indira Gandhi International Airport at Delhi was so designed that the cargo section was just not there and, therefore, it could not be managed on Nov. 19. This is what the newspapers say. I would like the Minister to tell the House whether it is correct or not correct. If the cargo section was not designed, who was responsible for this lapse, this serious lapse, and what punishment has been given to them? This must be found out.

I may now refer to the various difficulties faced by the people, by the passengers, who have to travel by these services. The hon. Members of the House have already pointed them out. I will not take much of your time but I want to say that the facilities are obviously very scanty. You want people to become air-minded, expand the services, but the amenities given to the people are very shabby. Not only is the staff rude, but, as has been pointed out, even the sitting arrangement is not adequate in the lounge and there is not even water to drink when required in the aircrafts, the canteen charges are very high and the quality of food is very poor and there are many other things of this kind.

You have introduced reservations by computer. But at many airports the computers are not working at all. If you go there, they will tell you, well, we cannot make reservations because the computers are defective. These things must be looked into. If you have introduced computers, why are they not working? They must work and the difficulties in reservation must be sorted out. When you reach the destination, the time taken in procuring the luggage is unduly long. At times, it takes an hour or more. It is scandalous. You must look into all these things. A passenger is asked to reach the airport one and a half hours before the departure of the flight. This is too long a period. Firstly, you do not give us reservations. With very great difficulty we are able to obtain reservations. And then we are made to wait for one and a half hours at the airport and then after the flight we are made to wait for another hour to get our baggage. Then there is no proper transport facility at the airports. Now that all these things are under the Transport Ministry, you should see that there is a solution found for all these problems. The cost of the tickets is going up year after year. But then you must also give proper amenities to the passengers, which is very necessary.

Some friend has said in the other House that in the North-East there are no computers and no telex services and so they are not in the mainstream of air sources. I hope that the problems of the North-East which is a very sensitive area will be looked into very carefully by the Minister and he will visit all these places and remove the grievances of the people. Now, I want to make one or two suggestions.

I may refer to another problem, with which, Madam Deputy Chairman, you are also acquainted, namely, the problem of huts and jhuggi-wallas who are being uprooted from the Bombay airport. It is said that about 170 acres are being acquired for expansion and about 3,000 jhuggi-wallas are being uprooted. That is a great problem there. I hope the Minister will solve that problem. He has been there, I am told. He will have to solve this problem quickly.

Madam, I welcome the formation of the Helicopter Corporation and I hope that in big cities like Bombay and Calcutta there will be helicopter services so that from airport to the centre of the town you can go by a helicopter, as in some of the advanced countries of the world, to save precious time.

In regard to my own State, Uttar Pradesh, I suggest that Vayudoot services be introduced in such a manner that one can go to pilgrim centres like Badrinath, Kedarnath and Gangotri easily. This will be a great facility for pilgrims coming from outside.

I hope you will be able to reorganise the Civil Aviation and the Authority you are setting up will be able to deliver the goods and meet the goals set by our Prime Minister. I hope, you will quickly improve the

services so that the difficulties of the people are removed, particularly the grievances of the Members of Parliament. Thank you very much.

SHRI PUTTAPAGA RADHAKRISHNA (Andhra Pradesh): Madam, it is clear from the Statement of Objects and Reasons of the Bill that the functions of the Directorate General of Civil Aviation are growing and the necessity has arisen to set up a separate Authority for meeting the needs of civil aviation. If it is really aimed at meeting the growing needs, we support the Bill. At the same time, as rightly observed by other Members, there are poor facilities available to the passengers at the airports and there is a need to improve the conditions. Madam, we have seen some of the international airports in the world; I have myself seen some of these international airports in other countries which are far better in providing facilities to the passengers. There are better arrangements for each and every thing. Here even for simple matters, we are made to suffer due to inefficiency of the staff. You take cleanliness at the airports. There is no proper arrangements for it; there is no proper catering service; even for transport of luggage, we have to face lot of problems. Other Members have also spoken about it. There is need to have an arrangement for quicker disposal of the luggage. At the international airports in other countries there are tube corridors to reach the aircraft. In our country, I think only in Bombay's international airport, such an arrangement exists, which facility needs to be extended to other airports in the country.

We are discussing National Airports Authority Bill. At present we have the International Airport Authority in the country. Mr. Kapil Verma also referred to the naming of the international airport after Mr. Indira Gandhi. Here I am reminded of a

[Shri Puttapaga Radhakrishna]

recent incident. The previous Civil Aviation Minister, Mr. Ashok Gehlot, once declared that Indira Gandhi International Airport would be started on 19th November this year and it would be named after Mrs. Gandhi, and that operations will start from this day. After some time, the International Airport Authority declared that they could not operate flights from it; of course, they can name the airport after Mrs. Gandhi from 19th November. They could not start the operations due to some technical difficulties, like non-supply of cement or steel. The Minister also declared after some time that flights could not be operated from 19th November but they could start the airport. But, surprisingly, the present Civil Aviation Minister has taken some disciplinary action against the Acting Chairman and some other member only because of their failure to complete the work on time. It was alleged that those persons were corrupt and were inefficient. Madam, we are not going to support any inefficiency; we are not supporting corruption. But they should not be made the victims due to some other factors. In this case particularly there are doubts in the minds of the employees and also the people that this disciplinary action was taken not because of their inefficiency or corruption but because they could not complete Indira Gandhi International Airport so that it could be operated from 19th November. Such things should not take place because this will demoralise the employees and will further damage efficiency in the administration. I am not going to oppose this Bill; I am supporting it, but I hope the Government will take all measures to increase efficiency in the Indian Airlines and Air India. Thank you.

THE DEPUTY CHAIRMAN: We now take up Short Duration Discussion.

3.00 P.M.

SHORT DURATION DISCUSSION

Re: Action taken or proposed to be taken by Government in the light of Supreme Court judgement relating to Indian Express Building Case

SHRI LAL K. ADVANI (Madhya Pradesh): Madam Deputy Chairman, I rise to raise a short-duration discussion on the action taken or proposed to be taken by the Government in the light of the Supreme Court judgement relating to the Indian Express building case.

Madam, I wish there had been no need whatsoever for Parliament to discuss this issue. In fact, after the 7th October judgement, which I regard as a historical landmark in India's judicial history, immediately thereafter, many expected that Mr. Jagmohan would voluntarily tender his resignation. If that had happened, there would have been no need whatsoever for this House or the other House to discuss this issue as to what action is proposed to be taken.

Obviously, when I refer to action proposed to be taken by the Government of India, I am referring to the action proposed to be taken at the Governmental level, Constitutional level. I know, so far as the issues between the lessor and the lessee are concerned, if there has been any breach of contractual obligations by one party or the other both the parties are free to go to the court. The Government is free to go to the court. The Indian Express also is free to go to the court, and claim damages, particularly, after this kind of judgement which has been given by the Supreme Court. Therefore, I am not referring to that part of the action. I am referring to the part of the action which is expected from a Constitutional Authority and Constitutional functionary or anybody who can direct the Constitutional functionary to act in accordance with the