

Loss of fuel due to delay in landing of flights

***362. SHRI SHANTARAM LAXMAN NAIK:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that commercial flight aircrafts have to hover over important airports like Mumbai, Delhi and Kolkata for 30 to 60 minutes both during morning and evening hours before landing;

(b) if so, the details thereof and the reasons therefor; and

(c) the loss in terms of fuel, if estimated, due to the same?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) Due to bunching of flights, there is congestion of traffic during peak time at Mumbai and Delhi airports. However, there is no such congestion at Kolkata airport.

(c) Reliable estimate with regard to loss in terms of fuel is not available.

SHRI SHANTARAM LAXMAN NAIK: Sir, earlier, delays in flights used to be caused due to bad weather, incoming flight delays and technical snags, etc. Now, delays start at the tarmac. We hear pilots saying time and again, at Mumbai and Delhi Airports, that we are tenth in the queue, seventh in the queue, eighth in the queue. Then, it takes about 20 minutes to take off. After the take off, hovering over the sky takes something about 30 to 60 minutes. In this process, Sir, there can be mid-air collisions. When so many aircrafts are hovering around for 30 to 60 minutes, there can be mid-air collisions. And, if the fuel gets exhausted, even if the Control Tower wants the aircraft to land, it cannot give permission because there will be congestion at the airport. So, what steps are you taking for the purpose of minimising this congestion?

SHRI PRAFUL PATEL: Sir, it is a fact that there is congestion during peak hours, especially, at Mumbai and Delhi Airports. Bulk of our aviation activities over the last 60 or odd years have been concentrated in both these cities. The infrastructure of our airports, especially at the bigger airports, has been, probably, not able to match the growth in this sector. And, for many years, we have not been able to address this issue in a

time-bound manner. The next thing is, yes, there will be improvements, of course, once the infrastructure is upgraded. There is also another thing, and I am sure, all the hon. members will appreciate that in our country, as big and vast as it is, we need a redistribution of traffic patterns also. Everything can't be concentrated only in Mumbai and Delhi. It must be into the other major metros, the next level of metros. That is now actually happening because the pressure is so much in Mumbai and Delhi that redistribution of traffic is also now taking place. It is for the good of our country that more cities and new destinations are being linked by aviation. But coming to Mumbai and Delhi, yes, peak hour congestion is there. But I may also remind the hon. Member that peak hour congestion is there not only in Mumbai and Delhi, but it is a global phenomenon. All major airports do have more congestion than the secondary airports. Having said that, the Government is doing its best to see that there is an additional capacity, which is being created at these airports, which will reduce congestion. I can just mention about Delhi, for the time being, that Delhi has two sets of runways, which could not be used because there was no taxi track. One runway is to be used as a taxi track, and the aircrafts take off or land at the other. Now we have almost completed the taxi track in between the two runways. That will make it possible for us to operate both the runways simultaneously. The trials have already started. There are few hours in the morning and evening when this exercise is on. In the next two months, it will become more progressive; I would say, it will be used throughout the day. The capacity will increase by, at least, 25-30 per cent, to begin with, and we hope to increase it in future. That itself will reduce the pressures which you are mentioning right now. In terms of safety, I can assure you that in terms of safety standards there is no compromise. The Air Traffic Controllers are doing a good job. We are absolutely operating within a reasonable band of safety, as much as anywhere in the world, maybe, more at times. All aircrafts in today's avian age — I can assure all members and you must also be a little aware — operating in the Indian sky have TCAS, that is, Traffic Collision Avoidance System. These systems are, virtually, fullproof. Every aircraft knows which is the aircraft flying within the vicinity, at what altitude, etc. If there is a possibility of two aircrafts coming on the same path and colliding with each other, warnings will immediately go to both the aircrafts, one to go up and the other to go down. So, as long as the pilot follows instructions, there cannot be any such possibility. I do not want to give any certificate of safety to anybody, but I am saying that these are the systems, which are in place. Therefore, there is no question, in a reasonable way, that

such kind of incidents can take place. This is only to update the hon. Member since he has mentioned the issue of safety....(*Interruptions*).... Anything can happen, Sir. Now, our computers can also go(*Interruptions*)....

SHRI SHANTARAM LAXMAN NAIK: Sir, my second supplementary is this. I learnt that the aircraft landing fee is based upon the weight of the aircraft. Now, is there any proposal to increase the fee during peak hour in order to reduce the congestion, as is being done in the United States and some other countries?

SHRI PRAFUL PATEL: Sir, at the moment, there is no such proposal, and we will see and examine all these things. But, yes, what phenomena the hon. Member has mentioned, in fare, I don't know about the charges, I do not have the immediate information on that right now, but in terms of fares, in most advanced countries, during peak hours the fares are higher, and during off-peak hours, the fares are lower. But, I think, our aviation industry will — I am sure, in future — adopt all these best international practices.

SHRI M. VENKAIAH NAIDU: Mr. Chairman, Sir, with the same fare, getting an additional fifty minutes or forty-five minutes of air travel, may be a matter of satisfaction for the Minister. But the reality is, Sir for frequent air travellers, the people who travel frequently by air, it is a big punishment. It is not only wastage of fuel, but it is also a wastage of time as well as wastage of money. Keeping this in mind, the Minister was explaining the procedure and all that. What is it that is being done to ease this congestion?

Secondly, Sir, in Delhi and Mumbai being the national and financial capitals of our country respectively, there is going to be congestion in future also, even if you improve Metros of Hyderabad, Bangalore, Chennai or Kolkata. So, that being the case, is there a proposal before the Government to have one more airport both in Mumbai and in Delhi, at least, as a future plan? What is your response?

SHRI PRAFUL PATEL: Sir, I have never denied the fact that there is congestion. What you are saying is also true. You can have an additional thirty-fourty minutes ...(*Interruptions*)... air travel without paying anything more. ...(*Interruptions*)...

SHRI M. VENKAIAH NAIDU: Sometimes, you take us to Jaipur also.

SHRI PRAFUL PATEL: But the fact is, it is a matter of concern because, ultimately, what you are rightly pointing out, the way traffic is growing,

even if we have more infrastructure, there is going to be more and more pressure. Ultimately, more infrastructure doesn't mean, everything is eased out, the traffic will also equivalently eased out. In Delhi, especially, Sir, the proposal for modernisation of Delhi Airport is, you will eventually have not only two runways, but it is going to eventually have four sets of runways, and this going to be an airport which can handle almost eighty million passengers when completely taken to Stage I, II and III, whatever upgradation it is. But in Mumbai especially, it has always been made clear that besides the current airport being modernised and upgraded, including capacity, it will also require, at some stage, a second airport in Mumbai. We have recently got a communication from ICAO, which is the body from where we get the technical expertise to guide us in our endeavours. They have given a clearance, in principle, on the technical side that 'yes, there can be a second airport possible in Mumbai'. Of course, based on the traffic projections, we will take it up, and, in Bangalore, especially, we had Phase-I. But the traffic has grown so much that Phase I and Phase II are now being linked together. Otherwise, Phase I, on completion, itself would have been inadequate.

So, I share your concerns that we need to build more and more infrastructure as fast as possible; and we are working with that precise thing in mind.

श्री अमर सिंह: धन्यवाद सभापति महोदय, हमारे दोस्त मंत्री जी, मुम्बई में जो ट्रेजिक जैम की संस्कृति है वही संस्कृति वे देश में एयर ट्रैफिक जैम में भी ले आए हैं। मैं उनसे अनुरोध करूंगा कि प्राइवेट एयरलाइन्स को बढ़ावा देना तो ठीक है, लेकिन इसके लिए आपकी तैयारी नहीं है। हम लोगों ने कई बार प्रतिवेदन किया है—प्रधानमंत्री जी ने पिछले दिनों नोएडा में जाकर वचन भी दिया है—आपको नोएडा में हम जगह देते हैं, क्या आप नोएडा में एक नया हवाई अड्डा बनाने की अनुमति देंगे? दूसरा, मैं यह कहना चाहता हूं कि एयरपोर्ट अथॉरिटी बिल्कुल सक्षम है, उसके पास पैसा भी है, वह काम भी कर सकती है, लेकिन आप लोगों ने प्राइवेट पार्टीज़ को बुलाया है और मामला अदालत में लम्बित है। एक ओर आप कहते हैं कि air traffic jam है और दूसरी ओर जिसका सबसे अधिक टेंडर आता है, उसको आप देते नहीं हैं, फिर मामला अदालत में जाता है। मैं यह नहीं कहता कि आप किसी प्राइवेट को दीजिए। टेंडर किसी का ज्यादा हो, लेकिन Airport Authority के पास पैसा है, साधन हैं, तो आप कब तक... पहले यह चलता था कि जिस सेक्टर के पास पैसा नहीं, उसका निजीकरण होगा, लेकिन मैं यह कहना चाहता हूं कि Airport Authority को आपने इस तरह से वंचित क्यों किया है? इसी तरह से अगर मुकदमें बाज़ी होती रही और airports का नवीनीकरण नहीं हुआ, मामला अदालत में लंबित रहा, तो फिर traffic jam की तरह air traffic jam भी चलता रहेगा।

श्री प्रफुल्ल पटेल: मैं बहुत खुश हूँ कि हमारे मित्र अमर सिंह जी ने ...(व्यवधान)...

श्री सभापति: यहां सब मित्र हैं, सब मित्र ही मित्र आपस में क्यों लड़ रहे हैं?

श्री प्रफुल्ल पटेल: मुम्बई का traffic jam अब जयपुर की सड़कों तक पहुंच गया है। मुझे यह भी खुशी है कि वे हमारे पब्लिक सेक्टर को इतनी अधिक ताकत देने की बात कर रहे हैं। मेरे लिए यह बहुत खुशी की बात है और मैं भी आपकी भावना से सौ प्रतिशत सहमत हूँ कि किसी भी पब्लिक सेक्टर की ग्रोथ के लिए Airport Authority की क्षमता के बारे में, Airport Authority के भविष्य के बारे में आपकी और मेरी भावना में कहीं भी, ज़रा भी फर्क नहीं है। ...(व्यवधान)...

श्री अमर सिंह: सिर्फ प्राइवेट सेक्टर क्यों?

श्री प्रफुल्ल पटेल: नहीं, प्राइवेट सेक्टर में, आप भी तो बहुत सारे सेक्टर में ला रहे हैं। मैं इतना ही उनको कहना चाहता हूँ ...(व्यवधान)...

श्री अमर सिंह: देखिए, हमारे वामपंथी साथी भी कह रहे हैं कि action में फर्क है। प्राइवेट सेक्टर क्यों और highest tender के बाद क्यों नहीं?

श्री प्रफुल्ल पटेल: वह तो अदालत फैसला करेगी। ...(व्यवधान)...

श्री सभापति: इन्होंने कह दिया कि आपके लिए ही ला रहे हैं।

श्री प्रफुल्ल पटेल: अदालत फैसला करेगी, उसमें मुझे कुछ कहने का अधिकार नहीं है। अदालत में प्रक्रिया चालू है, मुझे कहने का अधिकार नहीं है, वह योग्य भी नहीं होगा, लेकिन मुझे लगता है कि इन्होंने जो लंबी-चौड़ी बात की, उसमें ...(व्यवधान)...

कुछ माननीय सदस्य: नोएडा का क्या हुआ?

श्री प्रफुल्ल पटेल : मैं वही बोल रहा हूँ कि अमर सिंह जी की इतनी लंबी-चौड़ी बात में मूल बात थी कि नोएडा का क्या हा रहा है? तो असली बात पूछिए। मेरा इतना ही कहना है कि अभी फिलहाल की नीति के तहत यह संभव नहीं है। भारत सरकार की aviation की जो नई नीति बनने जा रही है, उसमें जो आपकी भावना है, इसके बारे में हम ज़रूर विचार करेंगे और जब यह नीति सामने आएगी, तो निश्चित इसमें कोई न कोई ऐसा प्रावधान लाने की हम कोशिश करेंगे।

श्री सत्यव्रत चतुर्वेदी: माननीय सभापति जी, मंत्री जी ने भी बताया और पिछले दिनों जो projections आए हैं, यह खुशी की बात है कि इस देश में air traffic और जो हवाई यात्री हैं, उनकी संख्या बहुत तेज़ी से बढ़ रही है। बहुत सी नई airlines - private airlines भी आई हैं और जैसा कि अभी जानकारी है कि बहुत सारी private airlines भी और Indian Airlines भी एक बड़ी तादाद में, बहुत बड़ी संख्या में नए जहाज़ लाकर air traffic के इस पूरे मसले को, इस पूरी पद्धति को और ज्यादा तेज़ी से आगे बढ़ाना चाहते हैं। चिंता का विषय यह है, मूल प्रश्न जो उठा

था कि यह जो congestion हो रहा है, उसके क्या कारण हो सकते हैं। मैं आपके माध्यम से मंत्री जी से यह जानना चाहता हूँ कि माननीय मंत्री जी, क्या यह बात सही नहीं है कि जो आपके air traffic control हैं और उसके जो technicians हैं, उनकी ट्रेनिंग का मसला आपके सामने एक बहुत बड़ी समस्या बनकर सामने आने वाला है। जिस गति के साथ expansion हो रहा है, उस गति के साथ आपके यहां पर air traffic control के जो technicians हैं, उनकी efficiency और उनकी ट्रेनिंग का काम नहीं हो रहा है। मैं आपके माध्यम से यह जानना चाह रहा हूँ कि माननीय मंत्री जी, भविष्य में होने वाले expansion को दिमाग में रखते हुए क्या आपके पास...माननीय सभापति महोदय, हम air traffic control...(व्यवधान)...

श्री सभापति : क्वेश्चन जल्दी खत्म कीजिए।

श्री सत्यव्रत चतुर्वेदी: महोदय, हम air traffic control के लिए Air Force से deputation पर बहुत सारे लोगों को ले रहे हैं, क्योंकि हमारे पास कमी है, इसलिए मैं जानना चाह रहा हूँ कि air traffic control के technicians को पूरी तरह ट्रेनिंग दी जाए, भविष्य के expansion को देखते हुए, इस विषय में सरकार ने अभी तक क्या कदम उठाए हैं और क्या भावी योजना है?

श्री सभापति: माननीय सदस्य, मेरे पास हवाई यात्रा करने वाले सभी माननीय सदस्यों के सप्लीमेंटरी क्वेश्चन पूछने के लिए नोटिस आए हैं।...(व्यवधान)... सब के सब हवाई जहाज़ में यात्रा करते हैं। सभी हैं...(व्यवधान)... दत्ता मेघे जी, आप तो हमेशा ही यहां बात करते रहते हैं।

श्री प्रफुल्ल पटेल : रात में यह हवाई जहाज़ में मेरे साथ थे।

श्री सभापति: हवाई जहाज़ में साथ थे, तो रात को ही सब क्वेश्चन कर लिए होते।

श्री प्रफुल्ल पटेल : सभापति महोदय, माननीय सदस्य ने यह जानकारी मांगी है कि जो एयर ट्रैफिक कंट्रोलर्स की कमी है...(व्यवधान)...

श्री सभापति: आप संक्षेप में जवाब दीजिए।

श्री प्रफुल्ल पटेल : मैं संक्षेप में इतना ही कहूंगा कि सन् 2000 के आस-पास से एयर ट्रैफिक कंट्रोलर्स की भर्ती नहीं हुई थी और एयर पोर्ट का ट्रैफिक बढ़ता गया। अभी हमने करीब 147 ATCO को भर्ती किया है और आगामी सितम्बर, अक्टूबर के महीने में 100 ATCO भर्ती करने की हमारी योजना है। सब कुछ मिलाकर भविष्य के ट्रैफिक को ध्यान में रखकर, हम इन ATCO की कमी को पूरा करने के लिए कदम उठाएंगे।

SHRI V. NARAYANASAMY: Sir, airports have become railway stations now. There is...(Interruptions)...

SHRI N. JOTHI: Bus stands...(Interruptions)...

MR. CHAIRMAN: Put your question.

SHRI V. NARAYANASAMY: I am putting the question. Without prelude. It is very difficult ...(*Interruptions*)...

MR. CHAIRMAN: There is no need to make any sort of prelude. ...(*Interruptions*)...

SHRI V. NARAYANASAMY: A lot of private sector companies are coming to our country. People at competitive rates are now travelling. It is very good. In the morning time, as the hon. Member has spoken ...(*Interruptions*)...

MR. CHAIRMAN: Mr. Narayanasamy, you should put the question straight. You are very intelligent in it.

SHRI V. NARAYANASAMY: Sir, about 30 to 35 aircraft are landing between 6.00 a.m. to 10.00 a.m. The same situation is there in the evening time also. They should upgrade the landing and take-off system because every two minute an aircraft lands at an international airport. When we call 'international airports', in our country Mumbai, Chennai and Delhi airports are international airports. Why can't you fully upgrade your site, machinery and technical systems for the purpose of landing and take-off of aircraft? Why don't you upgrade them initially now?

SHRI PRAFUL PATEL: I am happy that, at least, our profile of air passenger has changed because he is talking of airports looking like railway stations or bus stands. At least, in a way, it is showing that India is getting real advantage. So, let us not be complaining of that aspect, at least. It is good. In a democracy, it is all right that common man is rubbing shoulders with big man. So, it is a good thing. I am sure that Brindaji will appreciate that. The fact is that, as Mr. Narayanasamy has pointed out, we are doing many things to upgrade. I think, whatever he is speaking now was basically in tune with which he was putting the question. We are sensitive to the traffic being increased; we are upgrading our entire system in a way that we are able to handle this additional traffic. In our air space management, we have now a dozen projects in collaboration with ISRO where the entire air space management will take place. ATCs have been appointed. Our ATC systems itself are being upgraded, in a very big way, so that we are able to handle this kind of additional traffic. So, I think, broadly Government share your concerns and we will respond accordingly.

SHRI MANOHAR JOSHI: Mr. Chairman, Sir, in reply, the hon. Minister has said, "Reliable estimate with regard to loss in terms of accrual is not

available." I would like to know from the hon. Minister whether he himself is satisfied with this reply. I don't really understand what was the difficulty in estimating the loss accruing? The amount of loss is very great. And, therefore, it is absolutely necessary that this amount has to be given to the House. Would the Minister now be able to give this amount? What is the amount of loss? Secondly, the Minister somewhere had made a statement that another airport nearby Mumbai, that is, at Navi Mumbai is expected to come up. Sir, I remember, that the work at Navi Mumbai was started 10 years back. So, it took ten years even to take-off. Is the Minister in a position to tell us that by what time, the new airport at Navi Mumbai will start? These are my two questions.

SHRI PRAFUL PATEL: On the first issue, yes, the question itself says, "what are the losses incurred by airlines on account of hovering over the major airports." But, it is something very, very difficult to quantify as to what would be amounting to the loss. I mean, I can give some figures.

SHRI MANOHAR JOSHI: If you give hours, then it is possible.

SHRI PRAFUL PATEL: I have got the figures from airlines. I can give it to you, but the fact is that I, myself, am not satisfied when I say that these are the losses because how exactly are they quantifying those losses. How are they collating that data? Holding over any airport can be from five minutes to 15 minutes, at what rate of fuel burn. I mean, is he holding at a particular speed, at a particular altitude? These are various factors. ...*(Interruptions)*... Please, I am not avoiding the question. I have the methodology. I am saying that I am not very satisfied. I can give you the figures. If you are happy with figures given out, I am more than happy to give it to you ...*(Interruptions)*...

On the Navi Mumbai airport, I myself said, that ICAO has just sent us a report that it is feasible now. And, no airport can be made because it is in proximity with another airport. The air space management has to take place. Terrain and other issues are also there. All that has now been technically cleared and has been sent to us very recently. So, naturally, we will process that. Ten years back, I do not know, when Shri Manohar Joshi was the Chief Minister, he could have, probably, expedited it. But, unfortunately, whatever may have been the passage of time. ...*(Interruptions)*...

SHRI MANOHAR JOSHI: The Central Government did not do it.

SHRI PRAFUL PATEL: I do not know that. You also were there. You could have done it. But, anyway, let us not get into that. The issue is that fortunately, we have got a clearance now. We will work on that. There are

lots of others things which have to be done. It is not simply getting report and moving forward.

SHRI PRASANTACHATTERJEE: We all know that the Airports Authority of India had submitted a modernisation plan over a decade ago in 1993. And, we all know that fuel burnt is the foreign exchange loss. In view of that, can the Minister state how much has been the loss to the Government exchequer as a result of refusal to accept that plan?

SHRI PRAFUL PATEL: Now, it is not a question of loss to the exchequer. it is a question of loss to an airline. That is how, you will compute it ...*(Interruptions)*... I, again, go back ...*(Interruptions)*... If you want, I will give you the figures ...*(Interruptions)*...

MR. CHAIRMAN: No, don't go back.

SHRIMATI BRINDA KARAT: Is it not a loss to the exchequer when you are burning fuel in the air. ...*(Interruptions)*...

SHRI PRAFUL PATEL: How can it be counted as loss to the exchequer? ...*(Interruptions)*... Okay, I will ask my esteemed senior colleague to then answer about loss to the exchequer. I cannot compute that. But, if there is an extra fuel, sometimes, if it is a delayed flight for say 15 to 20 minutes, it means about an extra fuel loss of about 600 to 800 kilograms for that particular flight. Now, if you multiply that with the number of flights, every airline has got different figures. I have with me the figures. I will give you the figures. Jet Airways has given me a figure ...*(Interruptions)*. I am giving you the figures. I will be more than happy to give you the figures. But, I said, "I am not very satisfied because they have been collated from the airlines ...*(Interruptions)*."

MR. CHAIRMAN: Please, don't disturb the Minister. Please, take your seat.

SHRI PRAFUL PATEL: I am giving the figures. Jet Airways has quoted a figure of approximately Rs. 45 crores. Air Sahara has quoted a figure of Rs. 8.5 crores. Air Deccan has quoted a figure of Rs. 4 crores; Kingfisher, about Rs. 15.8 crores; Spice jet - Rs. 2.5 crores.

SHRIMATI BRINDA KARAT: During which period?

SHRI PRAFUL PATEL: I will give you. Go Air - Rs. 7.12 crores; Paramount Airways - Rs. 1 crore. The figure relates to ...*(Interruptions)*. Let me complete. I am going to give that I cannot speak in one go. The figure relates to the period January - June, 2006.

श्री रामदास अग्रवाल: ये मंत्री हैं क्या?

SHRI JAI PRAKASH AGGARWAL: It should not be allowed like this. मंत्री जी जवाब दे रहे हैं, उनको जवाब देना चाहिए कि यह नुकसान कैसे हुआ - महीनों के हिसाब से, दिनों के हिसाब से ...(व्यवधान)

श्री प्रफुल्ल पटेल: मैंने वही तो दिया है, जय प्रकाश जी, आप सुनिए तो सही।

श्री सभापति: माननीय मंत्री महोदय जो जवाब दे रहे हैं, आप इसको ...(व्यवधान)

SHRI PRAFUL PATEL: Sir, I can give you all the figures, I have no problem. I gave you the figures. I am giving you the figures in terms of Indian Airlines, with respect to landing at Mumbai, Delhi and Kolkata. The figure comes out to 32,000 kilograms a day, which works out to roughly Rs. 18 lakhs per day as extra cost of fuel burnt due to delay in landing at Mumbai, Delhi and Kolkata. This is the figure that I am having. Again, I repeat, this is a very arbitrary figure because air holding cannot be quantified. In a normal situation also, even if there is no congestion, an aircraft will hold for five to ten minutes. Now, if you are going to compute that also as a loss, I don't know how this figure can be ever authenticated by anybody.

MR. CHAIRMAN: Figures are enough to satisfy every Member.

DR. KARAN SINGH: Mr. Chairman, Sir, four decades ago, when I was the Aviation Minister, we had projected a tremendous rise in traffic but it is unfortunate that the Government has simply not been able to keep up with the growth. Now, Sir, there is lot to say but I will put a simple question. You will not be able to solve this problem, until you have satellite airports, apart from upgradation of the airports; for example, New York has Newark and Heathrow has Gatwick. So, Sir, you should make for Delhi an alternative airport either in Gurgaon or in Noida, and, for Bombay, make Navi Mumbai Airport. This must be expedited. Sir, in 2010, Commonwealth Games are going to be held, and, if we are growing at this rate, it will be impossible to fly. सभापति जी, वे परिक्रमा करते रहते हैं, उसमें कहते हैं कि पाप कट जाते हैं।

“याणि काणि च पापाणि
जन्मान्तर कृतानि च
ताणि ताणि च विनश्यति
प्रदक्षिणे पदे पदे”

सबके पाप कटते जा रहे हैं। आप इसमें कुछ करेंगे या नहीं?

श्री सभापति: माननीय सदस्य, परिक्रमा इसलिए लगाई जाती है कि उसमें यात्रा करते समय नव-विवाहित दम्पति भी होते हैं।

श्री प्रफुल्ल पटेल: आदरणीय डा० कर्ण सिंह जी के कहने के बाद, हम उनकी बात को बड़ी गम्भीरता से ही लेते हैं, क्योंकि उन्होंने इसी मंत्रालय का कार्य भार भी संभाला है और इसे दिशा दी है मैं उनकी भावनाओं से सहमत हूँ। मैंने पूर्व में अपने जवाब में अमर सिंह जी को यही कहा कि नई नीति के तहत जो ये सारे प्रश्न हैं, विशेष कर बड़े शहरों में और बड़े मेट्रोपोलिटन रीजंस में एक से ज्यादा हवाई अड्डों की आज ही नहीं, भविष्य की जरूरत को ध्यान में रखते हुए हम नीति बनाएंगे।

श्री रामदास अग्रवाल: सर, हमारे यहां हिन्दी में एक कहावत है कि आग लगने के बाद कुआं खोदा जाता है। यह हमारी व्यवस्था का अंग बन गया है कि हम एक काम तेजी से करते हैं और दूसरे काम को कोल्ड स्टोरेज में डाल देते हैं। यही इस बात पर आज इतनी देर से डिसकसन हो रहा है, उसका यही परिणाम है, congestion इसीलिए है। मैं मानता हूँ कि अभी congestion दूर होना कठिन है। लेकिन, मंत्री महोदय, आप एक व्यवस्था कर सकते हैं। मेरा प्रश्न यह है कि जब हम हवा में उड़ते रहते हैं, बैठने के बाद, अंदर सिक्योरिटी में जाने के बाद वहां पर 15-20 मिनट, जयपुर की आधे घंटे की फ्लाइट है, उसके बाद दिल्ली में आने के बाद एक घंटा ऊपर उड़ते रहें, तो हमारे घरवालों को यह चिन्ता हो जाती है कि हम गए कहां, हम कहां पर घूम रहे हैं? सभापति महोदय, जब हमें कोई लेने आता है, तो चिन्ता यह हो जाती है कि जो लेने आता है, उसे कुछ पता नहीं होता है। मैं pointedly क्वेश्चन करना चाहता हूँ कि आप एयरपोर्ट पर ऐसी व्यवस्था कीजिए कि जिससे वहां बराबर announce होता रहे कि फ्लां फ्लाइट इतनी देर से उतरेगी और इतना टाइम लगेगा, वह हवा में उड़ रही है या जमीन पर खड़ी है, आपको इस बात की जानकारी देनी चाहिए।

श्री प्रफुल्ल पटेल: मैं आपके सुझाव से सहमत हूँ।

श्री सभापति: माननीय सदस्य, आप हवा में उड़ते रहते हैं, इसकी चिन्ता होती है। लेकिन घर पहुंचते ही खुशी कितनी होती है, उसका भी हिसाब लगाइए।

श्री प्रफुल्ल पटेल: आपको जो जानकारी चाहिए या सामान्य यात्री को जो जरूरत है कि हवाई जहाज कितने बजे आएगा, जाएगा, इसके लिए हम ख्याल रखेंगे कि कम-से-कम ठीक समय पर लोगों को यह मालूम पड़े।

श्री सभापति: श्रीमती शोभना भर्तिया।

श्री नंदी येल्लैया: सर, मैं बार-बार हाथ उठा रहा हूँ।

श्री सभापति: मैं देख रहा हूँ, जो हवाई जहाज में ज्यादा यात्रा करते हैं, उनको कम समय दूंगा।

SHRIMATI SHOBHANA BHARTIA: Sir, with the boom in aviation, the infrastructure is quite obviously inadequate to cope with it. However, there

are certain short-term measures, which need to be taken, which the Government has not taken. The Hon. Minister has just said that we have two parallel runways which are now operational. I beg...

SHRI PRAFUL PATEL: Not parallel.

SHRIMATI SHOBHANA BHARTIA: They are convergent runways, Sir, where two flights cannot land together. You need parallel runways for both to be operational. Take-off is possible, but parallel runways do not allow landings. Thereafter, Sir, we don't have enough rapid exit ways. So, when aircrafts land, they don't come out.

श्री सभापति: आप क्वेश्चन करिए।

SHRIMATI SHOBHANA BHARTIA: Sir international norms have that the distance between aircraft is two-and-a-half miles. In India, we have six miles, if I am not mistaken. So, is the Minister considering moving our norms at par with the international norms, to, at least, ease the traffic and to get the rapid exit ways?

श्री प्रफुल्ल पटेल: सर, अच्छा है, कम-से-कम आपने इन को प्रश्न पूछने दिया और हेमा मालिनी जी भी चाहती हैं, इससे थोड़ा चेंज तो होता है।

श्री सभापति: देखिए, आपके पीछे बैठे हैं, वह भी पूछना चाहते हैं।...(व्यवधान)...

श्री विक्रम वर्मा: सर, इसी बहाने एअर इंडिया की पब्लिसिटी हो रही है।...(व्यवधान)...

श्री प्रफुल्ल पटेल: हम जवाब भी तो खुशी-खुशी दे दें। आपने ठीक कहा है कि दो रन वे। मैंने खुद ही कहा कि parallel नहीं हैं, दो रनवे हैं। मगर जहां भी दो रनवे होते हैं, parallel होते हैं, लेकिन दोनों जगह एक साथ landing नहीं होती है - एक में landing और दूसरे में simultaneous take-off होता है। That is possible even with the existing runways with a certain improvement in procedure, and that is not done *ad hoc* or without application of all the technical expertise available with us. The rapid exit ways and the parallel exit tracks are all being completed within a period of a few days or a months or so. Once that is done, you will see a definite improvement in Delhi, in the next few months. I can tell you that on the basis of all that I have been given by my ATC and the other people who are dealing with the subject.

श्री सभापति: श्रीमती हेमा मालिनी।

श्री नंदी येल्लैया: सर, मेरी तरफ भी ध्यान दीजिए।...(व्यवधान)...

SHRIMATI HEMAMALINI: Thank you, Sir. I would like to know from the hon. Minister....(Interruptions)...

श्री सत्यव्रत चतुर्वेदी: सभापति महोदय, आप मंत्री जी की पसंद से सबाल पुछवाए दे रहे हैं?

श्री सभापति: यह secret जानकारी आप को होगी, मुझे नहीं है।

श्री विक्रम वर्मा: सर, यह तो on demand question हो जाएगा।

SHRIMATI HEMA MALINI: Sir, I would like to know from the hon. Minister why no steps have been taken to clear the slums and other encroachments, bordering the main airports all over the country, especially, Mumbai, which have been obstructing the expansion of runway and other important facilities required to expand the infrastructure. What action is being contemplated?

SHRI PRAFUL PATEL: It is a fact that slums or encroachments have come up at many airports, Mumbai being one of the prime airports in terms of the number of slums or hutments which have come up within the airport area and the periphery. It is also a fact that we cannot just simply get the people out because it obstructs the expansion. But, there are schemes of the Government, including the scheme of the Maharashtra Government, which is known as the SRA scheme, where alternative housing is given to the people who are living in the slums. Then, on the basis of that, the land can be cleared for future expansion. But, it has to be synchronised. It cannot be that the people are evicted and then we look at the rehabilitation. But, I do share your concern and we will look into this issue in a very holistic manner.

श्री सभापति: श्रीमती एस०जी० इंदिरा। ... (व्यवधान)...

श्री नंदी येल्लैया: सर, ... (व्यवधान)...

श्री सभापति: अब आपको मौका दूंगा, नेक्स्ट आ रहा है ... (व्यवधान)...

श्री रुदनारायण पाणि: सभापति महोदय, ... (व्यवधान)...

श्री सभापति: बैठिए, बैठिए ... (व्यवधान) ... Please, don't disturb, Don't disturb. नहीं, आप बैठ जाइए।

SHRIMATI S.G. INDIRA: Sir, we are seriously talking about air traffic congestion. An American company was engaged for a study on restructuring of Indian air space and other associated issues as per the terms of the grand agreement signed with the United States Trade and Development Agency. They have submitted a report in January last. I would like to know from the hon. Minister whether they have submitted the report. What is the stage of the report? And what is the impact of that report? Also, one more thing is—I am not making any complaint—that in

every airport, Private airlines are given priority than Government airlines for landing as well as take-off. It is a complaint that we are receiving, and it is our personal experience also. I would like to know from the hon. Minister whether it is true.

श्री प्रफुल्ल पटेल: सभापति जी, आपका धन्यवाद कि आपने हमारी तीसरी महिला सदस्य को यह मौका दिया है कि वे क्वेश्चन पूछें। ... (व्यवधान)...

श्रीमती वृन्दा कारतः जब 33 परसेंट होगा, तब आप क्या कहेंगे? ... (व्यवधान)...

श्री प्रफुल्ल पटेल: अच्छा है। ... (व्यवधान) ... I am thanking on your behalf Brindaji. I am on your side. Sir, it is our endeavour to upgrade our air traffic management systems and communication systems at the airports. For this, we have entered into various agreements. We have even signed an MoU with the United States, the FAA (Federal Aviation Authority). It has now set up its own office in Delhi to help and assist us in upgrading our systems. We are now working closely with various agencies internationally. On safety of helicopters, we now have a representative of the European Union here who is guiding us. There are various aspects. I may not have the information readily available with me on this particular issue that you have mentioned, but if you have any question, please, address it to me. I will try to satisfy you in writing.

श्री सभापति: ठीक है। नेक्स्ट क्वेश्चन।

रांची विमानपत्तन का विकास

*363. श्री अजय मारू: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या झारखंड की राजधानी रांची स्थित विमानपत्तन को अन्तर्राष्ट्रीय स्तर का बनाने हेतु भारतीय विमानपत्तन प्राधिकरण द्वारा कोई योजना तैयार की गई है;

(ख) यदि हां, तो इस योजना को कब तक आरम्भ कर दिया जायेगा तथा इसकी अनुमानित लागत क्या है;

(ग) क्या राज्य सरकार से इस योजना के लिए सहयोग प्राप्त हो रहा है; और

(घ) इस योजना को कितने वर्ष में पूरा कर लिया जायेगा?

नागर विमानन मंत्रालय के राज्य मंत्री (श्री प्रफुल्ल पटेल): (क) से (घ) एक विवरण सदन के पटल पर रखा है।