

**THE AIRCRAFT (AMENDMENT)  
BILL, 1972**

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH):  
Madam, I beg to move:

"That the Bill further to amend the Aircraft Act, 1934, as passed by the Lok Sabha, be taken into consideration."

Madam, this is a short Bill. We are trying to bring up to date the relevant clauses in the Aircraft Act. There are three or four amendments.

One is that in the vicinity of airports, rubbish, slaughter houses and so on attract large birds, vultures and other such birds which become hazards for aviation. Therefore, in order to safeguard aviation, which is becoming daily more and more sophisticated and more and more technologically advanced, we want to prohibit slaughter-houses and the dumping of rubbish and so on in the vicinity of airports.

Secondly, at present the unclaimed property in airports is dealt with under the provisions of the Indian Police Act. Very often, foreigners come and they leave some property there and they come back after four or five days. Now the property has got to be taken away elsewhere. We want to give powers to Aerodrome Officers to keep that property and dispose it of according to rules.

Then, an important point is this. For modern airports it is essential that the heights of buildings must be regulated because now very large planes are coming. Supersonics will be upon us very soon. We cannot afford the luxury of having high buildings which can be a hazard. So far there has not been any proper Central legislation under which this could be regulated and we were involved with municipalities and local bodies and the situation is not very satisfactory. Therefore, in order to safeguard aviation, we are taking the power to prohibit the construction of buildings over a certain height. These are the main provisions of the Bill. Various small points have also been incorporated to bring the Act up to date. It has been passed by the Lok Sabha and I warmly commend it to the House.

*77/e question was proposed.*

**श्री नागेश्वर प्रसाद शाही (उत्तरप्रदेश):**  
उपाध्यक्ष महोदय, अपने देश में वायुयान के यातायात का निशान महाराजा बनाया गया है और हर जगह महाराजा की तस्वीर आप को देखने को मिलेगी। माननीया प्रधान मंत्री जी ने भी इसीलिए एक महाराजा को इस विभाग का मंत्री बनाया है।

**डा० कर्ण सिंह : भूतपूर्व ।**

**श्री जगदीश प्रसाद माथुर (राजस्थान) :**  
लेकिन उनका फोटो श्री कर्णसिंह से मिलता नहीं है।

**श्री नागेश्वर प्रसाद शाही :** मिलता नहीं है, लेकिन मंत्री एक महाराजा को ही बनाया गया है, उस स्थान के लिए बहुत अच्छे और सुन्दर व्यक्ति का सेलेक्शन हुआ है। बहरहाल, मैं निवेदन यह कर रहा था कि हमारे महाराजा मंत्री महोदय की दृष्टि वायुयान यातायात के संबंध में उन क्षेत्रों की ओर नहीं जाती जहां कि वायुयान यातायात का एक्सटेंशन होना चाहिए, केवल बम्बई, कलकत्ता और दिल्ली की ओर ही उनकी दृष्टि रहती है।

**श्री कल्याण राय (पश्चिमी बंगाल) :**  
कलकत्ता को तो छोड़ दीजिए, बम्बई और दिल्ली के बारे में आप बोलिए।

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : Mr. Kalyan Roy will get his opportunity.

**श्री नागेश्वर प्रसाद शाही :** उन क्षेत्रों की ओर उनका ध्यान नहीं जाता। हम लोग जो पूर्वी उत्तर प्रदेश के निवासी हैं अपने उस क्षेत्र के विकास की दृष्टि से और उस क्षेत्र के कुछ हजारों लोगों को रोजगार दिलाने की दृष्टि से उस क्षेत्र के दर्जनों संसद् सदस्य साल भर पहले माननीय मंत्री जी से मिल कर उनसे निवेदन किये थे कि इस यातायात का लाभ गोरखपुर को भी मिलना चाहिए। पहले गोरखपुर

[श्री नागेश्वर प्रसाद शाही]

नागरिक उड्डयन यातायात के नक्शे पर था, लेकिन उपाध्यक्ष महोदया, जैसा कि आप जानती हैं, इस का उपयोग अधिकतर धनिक लोग पहले करते थे और अब भी धनिक लोग ही करते हैं। दो दिन वहां सुविधा थी रविवार और शुक्रवार को दिल्ली आने की और दोनों दिन दिशाशूल पड़ता है पश्चिम के लिए। कोई मारवाड़ी, कोई धनी व्यक्ति दिशाशूल में पश्चिम की यात्रा पसंद नहीं करता, और नतीजा यह हुआ कि वहां का फी संख्या में यात्री नहीं मिले और वह सुविधा समाप्त कर दी गई। लेकिन तब में और आज में बड़ा फर्क हो गया है। आज हालत यह है कि हजारों व्यक्ति बौद्ध धर्म के अनुयायी लोग लुंबनी और कुशीनगर आते हैं। लुंबनी बुद्ध भगवान का मन्म स्थान है। श्याम, बर्मा, जापान, मलाया के हजारों व्यक्ति वहां आते हैं और कई हजार लोग इसलिए नहीं आते कि वहां जाने के लिये वायुयान की सुविधा नहीं है। लुंबनी और कुशीनगर यह दोनों स्थान गोरखपुर से 30 मील के अन्दर हैं और अगर गोरखपुर में यह सुविधा हो जाय तो आज जितने यात्री वहां जाते हैं उसके दसगुने, बीस गुने यात्री वहां जायेंगे और उससे देश को विदेशी मुद्रा का लाभ होगा और इस क्षेत्र के पिछड़े और गरीब लोगों को रोजी और दूसरी चीजों का लाभ होगा। तो प्रयास हम लोगों ने यह किया, संसद् सदस्यों ने मिल कर माननीय मंत्री महोदय से कहा। मंत्री महोदय ने आश्वासन दिया कि हम इस पर जल्दी ही विचार करेंगे और इसी सदन में उपमन्त्री महोदया ने तो यह कहा था कि एक महीने के अन्दर हम उसकी व्यवस्था करने जा रहे हैं। मगर यह आश्वासन दिये हुए सालों हो गये, आज तक उस पर विचार नहीं हुआ और न वहां के लिए यह सुविधा प्रदान की गई जब कि वहां हवाई अड्डा है आज से नहीं वहां हवाई अड्डा लगभग 40 साल पहले से है और उसका उपयोग पहले

होता रहा है और वहां ऐसा हवाई अड्डा है कि अगर मंत्री जी कहें कि वह तो सुरक्षा विभाग को दे दिया गया है तो वह इतना बड़ा हवाई अड्डा है कि सुरक्षा विभाग के साथ साथ नागरिक उड्डयन के काम में भी वह आ सकता है और इतना स्थान वहां उपलब्ध है उस के विस्तार के लिए कि कोई रुकावट उस में नहीं पड़ने वाली है। यह सारी बातें होते हुए भी जैसा मैं ने निवेदन किया कि हम साधारण व्यक्ति का ध्यान तो उस तरफ जाता है लेकिन हमारे महाराजा लोगों का ध्यान उस ओर नहीं जाता और उनका ध्यान न जाना ही स्वाभाविक है। मैं उपाध्यक्ष महोदया, अब भी पुनः आप के माध्यम से मंत्री महोदय से निवेदन करूंगा कि वे उन बातों पर विचार करें कि पूरे पश्चिम नेपाल का सारा यातायात गोरखपुर के माध्यम से होता है। अगर काठमांडू से कोई भैरवहा आना चाहे, काठमांडू से कोई वुटवल आना चाहे, काठमांडू से कोई लुंबनी या पश्चिमी आंचल में आना चाहे तो उस के पास कोई रास्ता नहीं सिवाय गोरखपुर हो कर जाने के। इसलिए अगर गोरखपुर में यह सुविधा हो जाय तो पूरे पूर्वी नेपाल क्षेत्र के नागरिक और अधिकारी और दूसरे विदेशी लोग जिनको नेपाल जाना होता है अपने दूसरे कामों से वह सभी लोग गोरखपुर के नागरिक उड्डयन केंद्र का लाभ उठायेंगे। गोरखपुर में विश्वविद्यालय है, गोरखपुर में फर्टिलाइजर फैक्ट्री है, गोरखपुर रेलवे का हेडक्वार्टर है, और हजारों अधिकारी जो हवाई जहाज से यात्रा करने के अधिकारी हैं अपने सरकारी नियमों के अनुसार वे भी इस सुविधा का लाभ उठायेंगे। तो मैं आप के माध्यम से यह निवेदन करना चाहता हूं कि कम से कम आप हम लोगों की आवाज हमारे महाराजा मंत्री महोदय के कानों तक अवश्य पहुंचा दें ताकि वे इस पर शीघ्राति-शीघ्र विचार करें।

अब मैं इस संशोधन विधेयक की धारा 4

की उपधारा 2 की ओर ध्यान दिलाता हूँ और निवेदन करना चाहूंगा कि आप जहाँ यह व्यवस्था कर रहे हैं—पशुओं का वध करना, उनकी खाल उतारना आदि के बारे में नियम बनाने की—इसमें अगर यह स्पष्ट व्यवस्था कर दें कि कि सारा कार्य-भूमिगत होगा, तो आपके उद्देश्य की पूर्ति हो जायेगी।

अब आप जो यह चाहते हैं कि विमानों को चील, बाज, बगैरहा से जो खतरा पैदा हो जाता है कभी कभी, उसके लिए सबसे अच्छा उपाय यह है कि यह कार्य, पशुओं के वध का, खाल उतारने का, उसके संबंध में कूड़ा-करकट इकट्ठा करने का—यह भूमिगत \* \* \*

**श्री श्याम लाल यादव (उत्तर प्रदेश) :** कहां तक अण्डरग्राउण्ड हो जाएगा।

**श्री नागेश्वर प्रसाद शाही :** बहुत बड़ा एरिया है उनके पास।

दूसरी बात मैं यह कहना चाहता हूँ कि संशोधन 9 की धारा (क) में जिसमें यह व्यवस्था की गई है कि ऊंचे-ऊंचे भवन न बनें और अगर बन जाएं तो उनको गिरा दिया जाए, ऊंचे वृक्ष न लगाए जाएं, तो मैं यह निवेदन करना चाहूंगा कि मंत्री महोदय ऐसी व्यवस्था करें कि जो फोर्ड भी ऊंचाई उसके लिए सीमित करनी हो, वह पहले से कर दी जाए। अक्सर देखा जाता है कि अधिनियम बन जाते हैं और नियम कई साल तक नहीं बनते हैं। ऐसा न हो कि लोग अपने मकान बना लें, 2 मंजिल के बना लें, 3 मंजिल के बना लें और बाद में आपके नियम बनें तो यह नहीं कहा जाए कि इनको गिराओ। इस तरह की कठिनाइयां नागरिकों के सामने न आएँ इस अधिनियम के पास होते ही, इस बारे में जितनी ऊंचाई देनी हो, उसके संबंध में नियम भी बना दें।

\*SHRI M. KAMALANATHAN (Tamil Nadu): Madam Vice-Chairman, I would like to express my views on the Aircraft (Amendment) Bill, 1972. The International Civil Aviation Agreement, Chicago was signed on the 7th December, 1944 and after a great delay of many years action is being taken on it. This is to be welcomed. It is necessary to set right the defects. The Bill under consideration seeks to rectify certain defects. We only ask as to why these defects have not been removed for so long.

As far as inland air service is concerned, I would like to state emphatically that for the past three years nobody is satisfied about air transport. Nowadays the position is that no plane reaches the destination at the scheduled time. The air service from Madras to New Delhi is called Day Service. But the plane reaches Delhi at 7 o'Clock or 10 O' Clock in the night or even at midnight or 1 A.M. If we examine deeply the reasons for it, it is due to inefficient management. It all started from the year 1969 when the present Minister of Steel and Mines, Comrade Mohan Kumaramangalam who is considered to be a very able and efficient Minister took over as Chairman of the Indian Airlines. The labour disputes arose actually when he worked as the Chairman. I need hardly say that the present crisis is a continuing affair. When he comes to Tamil Nadu the same former Chairman sheds crocodile tears of the labourers.

AN HON'BLE MEMBER : Now he is a Minister.

SHRI S.S. MARISWAMY (Tamil Nadu): That is what he is saying.

SHRI M. KAMALANATHAN: But he sheds crocodile tears for the labourers whenever he comes to Tamil Nadu.

SOME HON'BLE MEMBERS : Good, Good.

SHRI M. KAMALANATHAN : He belongs to a big family of Zamindars. He

♦Original speech in Tamil.

[ Shri M. Kamalanathan ]

speaks about the workers and labourers but he has not got even the slightest connection with them. He was born and brought up in the Western Countries and his Style of living is also Westernised. He cannot speak for the cause of the labourers.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : Mr. Kamalanathan, are you discussing the Zamindar or the Bill?

SHRI M. KAMALANATHAN: I am, speaking about the Chairman of the Administration.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): No, no. It is not fair.

SHRI, M. KAMALANATHAN : Because of him, this trouble has come.

SHRI S.S. MARISWAMY: He is stating the history, Madam.

SHRI M. KAMALANATHAN : At that time, the pilots had gone on strike. Now the Field Engineers have gone on strike. It is my duty to emphasize that the unrest during the last three years in the Indian Airlines was entirely due to the incompetent management since then.

I would like to ask for some facilities. As far as Tamil Nadu is concerned, we requested for the construction of an airport at Salem. But so far it has not been granted. Dr. Karan Singh had stated in reply to a question in the Lok Sabha that a steel plant had been sanctioned for Salem and a survey had been made for the airport. He had assured that an airport will be built at Salem. I request that necessary action should be taken in this matter.

During question hour today it was stated that because of lack of adequate transport and communications facilities, the economic position of the people of the Andaman and Nicobar Islands could not be sufficiently improved. I had gone to the Andaman and Nicobar Islands. If we want to go to the Andamans...

THE VICE-CHAIRMAN: (SHRIMATI

PURABI MUKHOPADHYAY): Just a minute. Has the Minister any difficulty in understanding the language ?

DR. KARAN SINGH : Not fitting it properly there.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Will the head phone be changed? Yes, please continue. Because you have to reply to all the points. I want to be sure that you hear well.

AN HON'BLE MEMBER : It is being translated.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : All right. Thank you.

SHRI M. KAMALANATHAN: If we want to go to the Andamans we have to go to Calcutta, then we reach Port Blair through Rangoon. If we want to go to Port Blair, we have to take a passport for Burma and then only we can reach there. If we ask the reason for this, it is stated that the Avro aircraft could not be used for long distance flights.

We should make use of the economic resources of the Andaman and Nicobar Islands. We should tap the natural resources of the Andaman Islands and thereby develop the Indian economy. If we want to accomplish this, then it is necessary to introduce a direct air service between Madras and Port Blair and I request the Government to take necessary action in the matter. There are many difficulties and hindrances in the inland air transport system. Dr. Karan Singh is an able man and comes from a good family. I hope that unlike the former Chairman of Indian Airlines, Dr. Karan Singh will look into *the* defects pointed out by me and take necessary action in the matter. With these words, I conclude my speech; Thank you.

SHRI KALYAN ROY : Madam Vice-Chairman, I did not know that this debate is on Mr. Kumaramangalam's past. As far as I know, Mr. Kumaramangalam always appeared on behalf of the *workers*, and so long as...

SHRI JAGDISH PRASAD MATHUR:  
Are you defending Mr. Mohan Kumaramangalam?

SHRI KALYAN ROY : I am not defending him I am, only stating facts that he always appeared on behalf of the workers. So, I think the hon. Member is not well informed. But then I thank the hon. Minister in charge of Aviation that after a long time he has taken notice of the birds and the vultures and the eagles and the big buildings, and what not, taken notice of all the external troubles which may disturb the smooth running of the Indian Airlines' planes. But I wonder, Madam, whether he has taken that much care to see what are the internal troubles, what are the difficulties the passengers are facing, why the disputes are cropping up persistently, every month, every year, why there is so much tension, what is lacking there. I am afraid, Madam, that much has been left to the bureaucracy to do whatever they like. And there lies the problem. What is shocking is this, Madam, that even where people have been killed in air accidents, people who were the sole earners in the families, such families also are not paid compensation for years to come. The thing is so shocking that even when Members of Parliament write letter after letter requesting them to pay compensation, the Minister either completely ignores it or just slips over it. I give the pathetic case of one Deputy Architect, Shri A.K. Biswas. He was working in the Ministry of Defence, Madam and he was killed in an air crash when travelling from Silchar to Gauhati on 29th of August, 1970, in flight No. 254 of the Airlines Corporation. Until today in spite of thousands of letters the poor father has written to the Chairman and other officers, not a single penny has been paid. Ultimately the poor father, who lives in Asansol approached me, and I wrote a letter to Dr. Sarojini Mahishi. Dr. Sarojini Mahishi took seven days to acknowledge the letter I wrote. The accident took place in August 1970. I represented the case in August, 1971. It was acknowledged on 11th August, 1971 and till today I do not know what Dr. Mahishi has done about it. Why has she not at all cared to reply to the letter and

pay compensation for the death of the Deputy Architect in the Ministry of Defence? The case has not made any progress so far. What about it, Dr. Karan Singh? That is one part of it.

Then, Madam, you had the same experience as we had. Those who have the misfortune to live in Calcutta in the eastern region and have to buy a ticket on going to their office at Chittaranjan Avenue know it. Any third class booking counter is better than their office in Calcutta. I have asked them personally and they say they are understaffed. Anybody **who** wants to go anywhere from Calcutta has to wait for two hours to get his ticket. You, Madam, know the importance of Calcutta. It is from Calcutta you can go to Gauhati, Meghalaya, Manipur, Orissa and other places and that particular office is in such a neglected condition and in such an utter mess that—I do not know—unless you have at least one day to spend, you will not be able to get a ticket. I think there are other Members who share my feeling. It has been represented by the union and by Members of Parliament to do something about the Calcutta Office. There is such a heavy rush. They are understaffed and they are not able to cope with the work. Nothing has been done so far. Not only that. There is a case for opening more booking offices in Calcutta. A feeling has been created in eastern India. I am not saying that I entirely share that feeling—I may be wrong—but I would request the hon. Minister to clear the misunderstanding that the Calcutta airport is being neglected. Some of the big inter-continental airlines have shifted their offices from Calcutta like Lufthansa and KLM. They have shifted to Madras, Delhi and Bombay, I do not hold the Minister responsible for that, but definitely there is a feeling that there are certain interests inside the IA organisation which have inspired the big inter-continental services to shift their headquarters from Calcutta to other areas in spite of the fact—I hope I am right—that the Calcutta airport still handles the largest quantity of goods and freight and gives the largest amount of profit, if any, to the IA and yet as you get down from the plane you find that although it takes only two hours from Delhi to

[Shri Kalyan Roy]

Calcutta, it takes two and a half hours to get your suitcase back. That is the unfortunate position. The other building which is meant for international flights is empty. The rational thing would have been to combine these two buildings and utilise the building meant for international services also for domestic services. That has not been done. What we find is that in one place people are huddled together. There is a fish market atmosphere. There is a total jam, total congestion, shouting and what not. The other place is as deserted as Fatherput-Sikri. There is no rational approach to the whole thing. I would request the hon. Minister to see what injustice has been done to Calcutta airport, why these big inter-national airlines have shifted their offices from Calcutta, and whether there is a definite case of inspired and motivated removal in order to placate certain interests in Delhi and Bombay.

Then, Sir, comes the question of the pilots. This Ministry has not actually gone into the problem. We are an underdeveloped country, yet we have a large surplus of unemployed pilots, who have gone through training and who have incurred a terrific amount of expenses in order to become commercial pilots; and they are unemployed. Even one concern—I think it is the Airways Corporation—which has been taken over by the IAC, it has taken over the junior technicians but it has not taken the pilots. What will they do? What plan do you have? Other countries are suffering from want of pilots. Being an underdeveloped country, we have a surplus of pilots and you have no rational scheme. How do you inspire the people? How do you gather the brains and talents which have come up to the surface? You have no plan either.

Then there is the persistent crisis about the Avro aeroplanes. There have been repeated complaints about this type of planes. One of them recently crashed on its way from Cochin to Madras. The pilots and the engineers are consistently objecting to the use of this type of aircraft. But I do not know why the bureaucracy, why the top bosses, why the high and the mighty,

are continuously insisting on the use of this type of planes. Why should you not have an impartial inquiry to satisfy the engineers and the pilots, the people who are objecting to its use? And some kind of fear has developed in the minds of the passengers who are using this plane.

Then, Madam, because of high jacking which is increasing all over, every citizen is being searched today. I may perhaps be wrong. Not every citizen is searched. The MPs are searched, and doctors, scientists and professors, are searched. Why should MPs claim such immunity? But then why should the Ministers.

DR. KARAN SINGH: I am invariably searched.

SHRI KALYAN ROY: I have always seen; I do not know what is your experience. The Minister's car goes at the last minute to the staircase of the plane, and the Minister is heavily garlanded and is surrounded by hundreds of people and then he gets into it. I have yet to see a single Minister being searched. You may be an exception. But either the MPs and the Ministers should be searched or neither should be searched. You cannot have a double standard. If an MP can be a potential danger for hijacking, a Minister can also hijack a plane. Such sort of things should be avoided.

Then, what criterion you have to allow private cars to go near the plane? Madam, I came the day before yesterday from Calcutta and I found two big cars waiting near the plane. I found two Sadhus getting down. They were profusely garlanded, practically all the senior and junior officers of the IAC were there. I asked my friend who was also travelling with me as to who that Guru was. He said, "He is the spiritual Guru of the IAC." I do not know whether you have a spiritual Guru. And how is it that a man is entitled to take his car right up to the plane? Madam, the point is that some new privileges have been created. And I have seen all these Gurus, whether they are Sai Baba or Mohanand Maharaj or the President of the Rama-krishna Ashram, they are particularly given such facilities. On what ground—J

want to ask—are these so-called spiritual Gurus allowed to use the VIP rooms?

SHRI T.V. ANANDAN (Tamil Nadu) : Have you no faith ?

SHRI KALYAN ROY: You are right. I have no faith in the Gurus, I have faith in human beings. You have faith in the Guru and not in the human beings. I want to know on what ground these so-called spiritual Gurus are being allowed the use of VIP facilities and they are being allowed to take their imported Irmala cars right up to the plane. Why should the IAC officials and the crew gather around them and garland them profusely as happened only the day before yesterday?

SHRI T.V. ANANDAN : Hindus and Muslims have faith.

SHRI KALYAN ROY: I do not understand his objection. But in any way he believes in a Guru.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Please finish. You have exceeded your time.

SHRI KALYAN ROY: I do not understand his interruptions, what he wants to say, because I can see one thing. I can say thing. If the big mark on the forehead is the sign of spiritualism, then he has the monopoly of it.

SHRI N. K. SHEJWALKAR (Madhya Pradesh): Madam Vice-Chairman, there is a difficulty with me that I happen to be an advocate...

SHRI SITARAM KESRI (Bihar): You are an intellectual.

SHRI N. K. SHEJWALKAR : ...and, therefore, it is difficult for me to go beyond the scope of this amendment. But actually I am tempted to say a few words because my friend just talked about some privileges here and there about some gurus. But I think we must admit that there are certain privileges to somebody which you may or may not accept. For example, only last night I was just going through the Who's Who of Lok Sabha and I found a very interesting thing. The proforma supplied to all Members of Parliament mentions date of birth, name of father...

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): How is it relevant to this?

SHRI N. K. SHEJWALAR : That is what I am saying. I am tempted to say something about relevancy. I will finish it in one minute. In the whole of Lok Sabha's Who's Who nobody's mother's name is entered except Shrimati Indira Gandhi's. Perhaps she has the right to the privilege. We cannot help and we have to keep quite. I have seen Dr. Karen Singh's Life sketch particularly. Nobody's mother's name is mentioned in that Who's Who except the name of Shrimati Indira's mother.

SHRI SITARAM KESRI : That is the defect with advocates. Is it a matter to be discussed here?

SHRI N. K. SHEJWALKER : I am submitting, my friend, that there are some privileges, either known or unknown. You cannot help it. Anyway.

**श्री मान सिंह वर्मा (उत्तर प्रदेश) :**  
केसरी जी, जब आपकी अक्ल से बाहर बात है तो क्यों हल्ला करते हैं?

**श्री गनेशी लाल चौधरी (उत्तर प्रदेश) :**  
केसरी को अक्ल से क्या मतलब ।

SHRI N. K. SHEJWALKAR : I will only limit myself to the particular amending Bill. The Bill is intended to have certain provisions with regard to safety measures. At the outset though the intention may be very fine, but my humble submission is that it is not a good draft; it is a very bad draft in the sense that in clause 5A some sweeping power is given. Similar sweeping powers are given in clause 4. The substituted section under clause 3 says:—

"The Central Government may, by notification in the Official Gazette, make such rules as appear to it to be necessary for carrying out the Convention relating to International Civil Aviation signed at Chicago" etc. etc.

I think the general principle is that for carrying out the effects of the Act particular powers are given to the Government. For nothing else such sort of sweeping powers should be given. There should be some proper check. Similarly in section 5A

there is similar superfluous type of thing, namely:—

"The Director General of Civil Aviation or any other officer specially empowered in this behalf by the Central Government may, from time to time, by order, issue directions, consistent with the provisions of this Act..."

I think this could have been done by mentioning something in the rules. It is not at all necessary to mention the name of particular authority here, the Director General or "any other officer". If you had to empower any other special officer you could do it in the rules. Therefore, section 5A is superfluously inserted into this.

Regarding the other provisions, for example, the procedure laid down for the payment of compensation and all that, according, to my humble submission, a very elaborate type of thing has been tried to be incorporated in the Act. We could have it in a short way. In a simplified manner it could have been said that all the principles which apply for the acquisition of land, etc., will be adopted here directly. There was no necessity to mention all these things. That way the Act could have been a very short one.

Then coming to clause 4, it is true that it provides that within a radius of 10 kilometres from the aerodrome reference point, everything should be cleared. But the actual position is different. I can tell you about Palam, I can tell you about Bombay. In Bombay, hardly with a mile there is a big cinema theatre. I am told that objection was made to the construction of that cinema theatre, but still it has been constructed there. There was objection from the aerodrome side. The huge theatre with high cinema stands is certainly a danger to the landing planes as well as to the planes which take off. But it is there. It is said here that there should be no "depositing of rubbish, filth and other polluted and obnoxious matter within a radius of 10 kilometres". But it is really a great job to clear them. Just near Palam there is a village and in that village we find all sorts of rubbish and other things. How to remove them?

What will be the plan? Where are you going to settle them? How are all these things to be done? It is really a great job if you want to do it within a radius of 10 kilometres. Ami for that, I think a huge amount is required. Otherwise, I think mere passing of this Bill is of no use. The conditions in India are entirely different from the conditions in other places. A lot of money will be required to do these things. What I say is that there ought to have been a practical approach to this problem. Now we talk of removing all this rubbish, etc. I only request the hon. Minister—I have great respect for him—just to visit the restaurants at our aerodromes. I think the dirt and other things are mainly due to the dirty habits of the restaurant people; they just throw the things outside. There also, there must be some check. All these things are very necessary. Merely saying that there should not be anything within 10 kilometres is not enough. To achieve that we have to do a lot. Of course, the idea is very good. There is no doubt about that. So, my humble submission is that actually it is not a good draft. Unnecessary things have been mentioned in this Bill. It could have been shortened. At the same time, some practical approach is necessary.

So far as compensation is concerned, the principles are laid down, no doubt. But I myself had an experience when I lost my baggage while going to Kerala, in transit at Bombay. It took one full year to get the compensation. Luckily I got it. It is not a case of that type where I did not get it at all. I got the compensation, but after one full year, and after I had sent a dozen reminders to them. So I got some partial compensation. Therefore, my submission is that a proper method should be found out so that these provisions are properly implemented and whereby we can have effective measures to remove all these difficulties. Thank you.

श्री सीताराम केसरी : उप सभाध्यक्ष महोदया, मैं वायुयान संशोधन विधेयक का समर्थन करता हूँ। "हू इज हू" इन इंडियन एयर लाइन्स, उसी के सम्बन्ध में अपने विचार व्यक्त करूंगा क्योंकि मैं एडवोकेट नहीं हूँ।



विधेयक का समर्थन करते हुए मैं कुछ सुझाव देना चाहता हूँ। वायुयान में सफर करने वाले पैसेंजर अपने निश्चित समय पर हवाई अड्डे पर पहुँच जाते हैं, लेकिन वहाँ जाने पर खबर मिलती है कि वायुयान एक घंटा, दो घंटा और तीन घंटा विलम्ब पर उड़ान भरने वाला है। यदि इस प्रकार की सूचना पहिले से ही यात्रियों को मिल जाये तो उनको असुविधा न हो क्योंकि वायुयान पर यात्रा करने वाले अधिकतर यात्री वही लोग होते हैं जिनको अधिक जल्दी काम पर जाना होता है और निश्चित समय पर जगह पर पहुँचना होता है। लेकिन दुर्भाग्य की बात है कि अक्सर वायुयान निश्चित समय पर उड़ान नहीं भरते हैं और न ही इसकी सूचना यात्रियों को पहले से दी जाती है। और अक्सर पहुँचने पर मिलती है। कभी-कभी ऐसा होता है कि दो-तीन घंटे, 5 घंटे बाद उड़ता है तो आप यात्रियों को पहले ही कह दें कि साढ़े 5 घंटे बाद आइए तो चले जाएं। सवेरे जाने वाले यात्रियों को ज्यादा तकलीफ होती है क्योंकि बिना नहाए धोए जाते हैं, सोचते हैं कि जगह पर जाकर स्नान करेंगे। मेरी अर्ज है कि वायुयानों को समय पर उड़ाने की दिशा में जितना आप कर सकते हैं करें।

दूसरी बात यह है कि वायुयान में चलने वाले यात्रियों की संख्या दिन-प्रति-दिन बढ़ती जा रही है। हम सभी का स्वभाव है कि नई चीज में चलना चाहते हैं। कभी बैलगाड़ी पर चलते थे, आज बस आती है तो लोग कहते हैं कि यात्री नहीं मिलेंगे और जब बस आती है तो इतने यात्री भर जाते हैं कि जगह नहीं मिलती, फिर ट्रेन की डिमान्ड होती है और ट्रेन के बाद वायुयान की डिमान्ड होती है। इसलिए मेरा आग्रह है कि सब जगहों पर वायुयान का स्टाप होना चाहिए, जैसे गोरखपुर की

बात भेरेमित्र ने कही, गोरखपुर एक घर्मस्थल है, वहाँ यात्री बहुत दूर-दूर से आते हैं। इसी तरह से बिहार में पूर्णिया है। इसी तरह से कई जगहें मिलेंगी जहाँ वायुयान का स्टापेज होना चाहिए। जब वायुयान लम्बी यात्रा में जायगा तो आपकी आमदनी भी बढ़ेगी।

एक और सुझाव देता हूँ। वायुयान मान लीजिए तीन-चार घंटे बाद उड़ेगा—ये छोटी-छोटी बातें हैं, लेकिन मैं आपके नोटिस में लाना चाहता हूँ क्योंकि इन गलतियों का असर अन्तर्राष्ट्रीय यात्रियों पर भी पड़ता है, मान लीजिए वायुयान को 1 बजे पटना से चलना है और वह चलता है 3 बजे या 4 बजे...

**श्री जगदीश प्रसाद माथुर :** यह विदेश से सम्बन्धित बिल है ?

**श्री सीताराम केसरी :** सम्बन्ध है इसका। (Interruptions) हम तो साधारण व्यक्ति हैं एडवोकेट नहीं हैं, इन्टेलक्चुअल्स तो वहाँ बैठे हैं, वे हूजहू पढ़ते हैं और यहाँ इस पर भाषण देते हैं, मेरी गलती माफ करिए, अपनी गलती दोहराइए।

SHRI MAN SINGH VARMA : This is the specimen of your intellect.

**श्री ना० कृ० शंजवलकर :** आप का पढ़ने लिखने से क्या वास्ता।

**श्री सीताराम केसरी :** पढ़ने वाले बन्धुओं को मैंने देख लिया, वे हूजहू पढ़ते हैं। हम यहाँ बिल पर बोलते हैं, संशोधन पर विचार करते हैं।

{Interruptions}

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : You please come to the point.

**श्री सीताराम केसरी :** तीसरी बात मैं यह कह रहा हूँ कि रेस्टोरेन्ट जो है आपके दो-तीन जगहों पर जैसे लखनऊ में, पटना में—बाग-

[श्री सीताराम केसरी]

डोगरा में अच्छा है, कलकत्ता में अच्छा है— बम्बई में अच्छा नहीं है, इससे अन्तर्राष्ट्रीय यानियों को तकलीफ होती है। वायुयान में जब स्नेक का टाइम या फूड का टाइम हो तो आप स्नेक या फूड सप्लाई कीजिए। आप फूड या स्नेक वेजीटेरियन सप्लाई करते हैं, अन्तर्राष्ट्रीय यात्री भी जाते हैं इसलिए उनके लिए भी आपको प्रबन्ध करना चाहिए।

एक बात की ओर, और मैं आपका विशेष ध्यान दिलाऊंगा। बिहार के बहुत पाइलट्स हैं जो लाइसेंस प्राप्त हैं उनको नौकरी मिलने में आपके यहां दिक्कत होती है। तो मैं आपसे आग्रह करूंगा कि जब उनको लाइसेंस मिला हुआ है आपकी एक एविएशन सोसाइटी चलती है, वहां से ट्रेनिंग लेकर परीक्षा में उत्तीर्ण होते हैं, मगर उनको डिफीकल्टी होती है, इसलिए आप से आग्रह करूंगा कि आप उस ओर ध्यान दें।

अन्त में मैं एक चीज और कह देना चाहता हूँ कि कुछ घटनाएँ घटी हैं, जैसे कश्मीर में, श्रीनगर में अधिकांश पैसिजर जो जाते हैं समर में जाते हैं, मान लीजिए एक प्लेन 4 बजे उड़ने वाला है, साढ़े 3 बजे यात्री को प्लेन पर पहुंचने के लिए कहा जाता है, उसके पास ओके किया हुआ टिकट है, ऐसी घटनाएँ घटी हैं कि 3-30 के बजाय वह 3-35 पर आये हैं और उनको डिप्राइव कर दिया गया यह कह कर कि आप समय पर नहीं आ सके। तो मान लीजिए बिना सामान के वह पहुंच जाता है 4-45 भी, आपके एनाउन्समेंट हो जाने तक तो भी उसको मौका मिलना चाहिए। इन शब्दों के साथ मैं अपना स्थान ग्रहण करता हूँ।

SHRI K. CHANDRASEKHARAN (Kerala) : Madam, Vice-Chairman, I welcome the provisions of this Bill because these are very necessary amendments to the Aircraft Act. The provisions of that Act are being brought in tune with the require-

ments of modern times and they are also intended to cure the defects and the lacuna in the provisions of the Act since its enactment years back. This enactment and the amending Bill are absolutely essential so far as the safety of aeronautical operations in this country are concerned. On the safety aspect which is the most important aspect high lighted in the provisions of this amending Bill, I have got to state that the maintenance of our airports, the maintenance of our aircraft and the maintenance of our control towers are all very relevant to the safety of air operations in any country for that matter. I do not think that the control towers in this country under the Department of Civil Aviation and the Directorate of Civil Aviation are equipped with the necessary modern equipments that are considered absolutely essential for the purpose of giving communication to the Commanders who are in the air and are in charge of our aircraft. Even though the enquiry report in regard to an accident that one of our Corporation's planes had at Madurai or near about Madurai has come to the conclusion through the court of inquiry that was appointed that the accident was attributable to the negligent navigation of the pilot, I am not sure within myself as to how far that conclusion is inevitable or correct for that matter. It has been stated in the course of the enquiry report and in the course of the suggestions in that report and it has also come out in the evidence recorded by the Court of Inquiry that the availability of information from Madurai for that aircraft was not quite upto the mark. The Court of Inquiry has made the suggestion that an automatic VHF-DF aid should be installed at Madurai airport and the reply that has been given by the DGCA—in so far as an answer that has been given by the hon. Minister to a question tabled by me on the subject is concerned—is that in the scheme of priorities, Madurai has not yet come and therefore hereafter the provision thereof would be considered. In regard to the aspect of negligent navigation covered by that court of Inquiry report, it has got to be stated that the evidence indicates that navigation on a wrong route was not altogether the fault of the pilot. But, it might have been on instructions given by Madurai after the commander or the pilot of the

aircraft had taken the clearance to land at Madurai. This has often happened in this country and if you trace particularly some of the air accidents near about Bombay even years back, you will find that the information given by the Control Tower has not been altogether happy and the working of the Control Towers is not as efficient as it should be and this has created problems in turn for the pilots who are in the air. But, Madam, as a citizen of this country and also as a Member of this House, I must take this opportunity, though it is the duty of the hon. Minister, to dispel an apprehension that has been brought about by one of the hon. Members in this House in criticising one of the best aircraft that is in the air, that is, the Avro aircraft. Madam, the Hindustan Aeronautics Limited, Kanpur and its counterpart in Bangalore have been manufacturing this not only for our civil purposes, but also for the purpose of the Indian Air Force and the Avros have also been sold outside the country. For example the Royal Nepal Airlines is mostly operating on Avros and it is wrong to suggest, even with any distant doubt, that the crash that had occurred at Madurai had been on account of any possible or probable defect with the Avro aircraft. It might be, Madam, that the inside conditioning of the aircraft is not as good or it might be that the seating available is not as good as you would have it in any other important aircraft. But, this is a very very small matter not concerning the safety of the aircraft at all.

Then, Madam, another aspect that I would like to touch upon is the airports. The provisions of this amending Bill refer to the possibility of various types of aircraft being operated or intended to be operated in the aerodrome and makes provisions for various of types of aircraft also and instructions being given by the DGCA in regard to the operations of particular types of aircraft. We have been going in for changed types of aircraft. It must be said that as and when modernisation occurs in the aeronautical field, it might be necessary for us to go in for newer and newer aircraft and probably the desire, so far as our domestic aircraft operation is concerned, is to go in hereafter for jets subject, of course, to the contracts

for the purchase of Avros so long as Avros are having propeller engines and not completely jet-propelled engines. Madam, we had been going in for Boeing 737 and we had been trying to see that our airports are in a way streamlined for the operation of Boeing 737. Madam, there are Press reports—and the hon. Minister must have seen them and I do not know how far they are correct—that the domestic air line is not to go in for Boeing 737 hereafter on account of some difficulties in regard to some of our foreign exchange arrangements with the United States of America and we are likely to go in for 250-seater planes available with certain European countries. Certainly, Madam, the 250-seater planes might be necessary in certain cases. But, so far as most of the airports in our country are concerned, these large planes would be unsuitable and the suitability of Boeing 737 is that shorter runways may receive it and the plane also can take off from shorter runways. But many of our important airports where there is great commercial traffic available are situated in such places where possibly there could be no improvement at all. The hon. Minister and you, Madam, would kindly excuse me if I particularly refer to the case of Cochin. Cochin has long been requiring a modernized airport and there is every possibility of enlarging it into an international airport. The only difficulty, Madam, is that it is impossible to extend the runway in the place where it is located today in the Wil-lingdon Island because it is in the midst of the harbour, it is in the midst of the railway station and with all sorts of obstructions around it has been found that larger planes cannot come there at all because there is some danger and risk involved ..

*(Time Bell rings)*

I am finishing, Madam. The next thing that I would like to refer is particularly the reference in this Bill to the protection that is envisaged so far as our airports and runways are concerned from new buildings being constructed. I am now having in my mind the difficulty that occurred at latest in one of the airports that I know, that is, Trivandrum, where just about ten years ago a very big three-storeyed building for the ITI was put up and there was no reference

[ Shri K. Chandrashokharan ]

at all made to the Director-General of Civil Aviation and it was only later that the D.G.C.A. had noted it. Hereafter, the provisions that are drafted in the Bill would enable the Civil Aviation Department to give necessary instructions and compel persons and State Governments even to see such buildings are not indiscriminately put up.

Madam, you have already indicated to me that I should close. And, therefore, I do not propose to go into any new aspect altogether except to make one reference to a provision in the Bill which, according to me, does not appear to be very happy so far as the powers of Parliament are concerned. That, Madam, is clause 6 of this Bill. It is stated in clause 6:

"Any order issued by the Central Government under section 6 of the parent Act would have effect notwithstanding anything inconsistent therewith contained in any rule made under this Act".

Madam, the powers of rule-making in the original Act are contained in section 7. These rules have got to be published under section 14. As you know, Madam, with your large legislative experience it has been the trend in modern times that whenever subordinate legislation is initiated it should have the concurrence of the Legislature or Parliament at least afterwards. It may not require prior concurrence but this subordinate legislation and rules should be placed before Parliament. The concurrence of Parliament should be obtained and they will take effect only subject to any amendment that Parliament may make.

In fact, that provision was not there in the Aircraft Act, 1934. The independent India found it necessary to incorporate such a provision in tune with the modern democratic trend and section 14A was introduced by amending the Act. Section 14A states that any rule issued under this Act should be placed before the Houses of Parliament and that shall take effect only subject to any amendment that the Parliament may make. Now, Madam, section 6 of the Act enables the Central Government to issue instructions and orders, executive or administrative as they are called, for a variety of purposes. In fact, the powers

of the Central Government to issue instructions and orders under section 6 are so wide that their limitation is only the provisions of the Act and the provisions of the subordinate legislation in the rules. In clause 6 it is stated that any administrative or executive order issued by the Central Government shall take effect notwithstanding that it is inconsistent with any rule issued under this Act. I submit, Sir, that this is undemocratic, it is bad legislation, it is not in tune with modern times and now...

SHRI BHUPESH GUPTA: The hon. Member should make up his mind. Sometimes he calls it good and sometimes bad.

SHRI K. CHANDRASEKHARAN: I have long made up my mind. Madam, the position, therefore, is that this Bill having been passed by the Lok Sabha, it would be difficult for the hon. Minister to take it back to the Lok Sabha for this amendment. I, therefore, request the hon. Minister to consider the position that I am suggesting to him, *i.e.* any order issued by the Central Government which is inconsistent with any rule issued under this Act should be placed before Parliament even though the legislation does not require that the same should be placed. I submit, Madam, that the Houses of Parliament should be enabled to review any order that has been issued by the Central Government, which is inconsistent with the rules that have been made and which rules have been passed by the Houses of Parliament. Thank you.

SHRI BHUPESH GUPTA : Just one point for clarification. I do not want to make a speech. It is just on one point. This question of search of passenger has to be gone into. This is because, Madam, the Members of Parliament do occupy some place, they are identified people, they are not unknown people or the people who are not easily identified. They can be identified by their cards. Now I find that they are indiscriminately searched. I do not say that all the customs Officers are like that. Some of them have been very kind to me and to others also. But the question is why should it be? If you cannot trust a Member of Parliament—after all he would not be a hijacker- whom are you going to trust?

Yet I find some people are not searched. These are big businessmen, Ministers and others. I think Mr. Karan Singh will look into the matter. Suppose, somebody knows that Mr. Karan Singh is travelling, should he be searched? Search is to be made when there is some suspicion. But when you know that a Member of Parliament or Mr. Karan Singh or any other Minister is travelling, it should be assumed that they are not hijackers. I am not claiming special privilege. If you search, then you should search everybody, from the President down. What is the guarantee that he is not a hijacker? Do I understand that when he goes into the plane, he would also be searched? Do I understand that when Mr. Karan Singh goes into the plane, he would be searched ?

DR. KARAN SINGH : I am searched.

SHRI BHUPESH GUPTA : I think that is bad. That should not be there. I think this nonsense should stop. It is absurd for anybody to think that way. It shows something is wrong there. Why is it that a man getting into a plane is to be searched If you suspect that he is likely to carry weapon for hijacking, then you should search.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY). This point has been discussed here by other Members. I think this point has been sufficiently discussed.

SHRI BHUPESH GUPTA: Are you searched? Then how do you like it ?

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): It is not my liking, but...

SHRI BHUPESH GUPTA: I am not opposed to it. All my life I have been searched. I cannot think of a situation when the people who are identified, whose *bona fides* should not be questioned hijacking. Has any member of Parliament in any country in the world hijacked a plane? Is there an iota of doubt that the 770 Members.

SHRI KALYAN ROY: Not Members but perhaps some Ministers have done.

SHRI BHUPESH GUPTA: At other times about hijacking of wives I have heard. That kind of hijacking I am not talking about. I am not entering into that needless controversy at all. I have been watching it. It is a wrong approach. If shirmati Purabi Mukhopadhyay is going to a place and if she is identified, nobody should suspect her that she is likely to hijack the plane. Where shall she go? She may land the plane in the Rajya Sabha. If you do not however recognise a man, I can understand precaution being taken; otherwise what would the foreigners think? Dr. Karan Singh says that he is being searched. It is not a question of personal thing. He may like to be searched in the male and female counter as well.

SHRI KALYAN ROY: The other Ministers are never searched.

SHRI BHUPESH GUPTA: I must confess that I have also not been touched. The detective officers know me and they do not search me some times because they feel embarrassed although I offer myself to be searched. I think this funny thing should not be there but some sense of proportion should be there and I think Members of Parliament have got used to all these things. Therefore this question should be a little considered by Dr. Karan Singh. Anyhow I would not like Dr. Karan Singh to be searched just as I would not like any Member to be searched because I do not start with the presumption in the remote recesses of my mind that he would hijack.

DR. KARAN SINGH : A number of very interesting and important points have been made in the course of the discussion. Not all of them are directly concerned with the Act that we are considering but with your permission I will try to answer most of the points raised.

नागेश्वर शाहा जा न  
महाराजा के विषय में कुछ बातें कहीं कि  
हमारे हवाई जहाज यात्रा का चिह्न महाराजा  
है। हम बचपन में सुना करते थे सारे संसार  
में केवल पांच महाराजा रहेंगे...

SHRI S. S. MARISWAMY : Why do you switch on to Hindi?

DR. KARAN SINGH: I answer in Hindi to those who spoke in Hindi.

SHRI M. KAMALANATHAN : Then can you answer in Tamil?

DR. KARAN SINGH: Unfortunately I cannot तो हम सुनते थे कि 5 बादशाह रहेंगे केवल दुनिया में एक विलायत का बादशाह एक हुकुम का बादशाह एक चिड़ी का, एक ईट का बादशाह, और एक पान का बादशाह, लेकिन महाराजा तो केवल एक ही रहेगा और वह है एयर इण्डिया का महाराजा। बाकी सारे महाराजा तो अब इतिहास के अंग बन गये हैं और मैं समझता हूँ कि हमारे महाराजा की, एयर इण्डिया के महाराजा का बड़ी शान है सारी दुनिया में और हम तो चाहेंगे कि उस महाराजा की दिन प्रति दिन वृद्धि हो। गोरखपुर के संबंध में उन्होंने कहा। यह ठीक बात है कि गोरखपुर एक बड़ा महत्व का स्थान है। वहाँ गोरखनाथ जी का मंदिर है और बहुत सी बातें उन्होंने कहीं और लुम्बिनी और कुशीनगर के संबंध में भी उन्होंने कहा। मैं उनको आशवासन दिलाता हूँ कि हमारी दृष्टि वहाँ नहीं पहुँचती ऐसी बात कोई बात नहीं है। उन्होंने नेपाल की बात भी कही, मेरी तो सुसराल ही नेपाल में है, वहाँ मेरी दृष्टि जरूर पहुँचेगी, लेकिन बात यह है कि जब पिछली बार गोरखपुर में हवाई जहाज चला तो वहाँ बहुत कम लोग गये आये हाँ, एक उन्होंने दिशाशूल की बात कही। यह बड़ी दिलचस्प है। अब तो हमें इण्डियन एअर लाइन्स में एक ज्योतिषी रखना पड़ेगा कि जो देखे कि किस तरफ दिशाशूल है किस तरफ नहीं है।

लेकिन हमने गोरखपुर के विषय में इण्डियन एअर लाइन्स से कहा है कि वह फिर से वहाँ

सरवे करें और मैं स्वयं इस बात के ऊपर कुछ चिंतित हूँ, उत्तर बिहार और उत्तरी उत्तर प्रदेश में कोई सुविधा नहीं। मुजफ्फरपुर में तो हमने 3 बार सप्ताह में सविस आरम्भ कर दी है। गोरखपुर के विषय में अगर इण्डियन एयरलाइन्स का सरवे यह दिखाता है कि वहाँ ट्रैफिक होगा तो हमें आशा है, वहाँ भी हम आरम्भ कर देंगे। हमें इसका पूरा ध्यान है और वे इससे संतुष्ट रहें और जब भी सम्भव हो जाएगा हम इस चीज को वहाँ करेंगे।

साही साहब ने कुछ बातें और कही हैं, जैसे कि भूमि के नीचे स्लाटर हाऊसेज इत्यादि हों। मैडम, उससे कोई बात हल नहीं होगी क्योंकि नीचे जो जानवर काटे जाएंगे, उनका मांस अंत में कहीं गंदगी पैदा करेगा। इसको जितनी भी हमारी पावस है, जितनी शक्ति है, उससे हम देखेंगे कैसे सुधार लाया जाए। अगर नीचे हो जाए तो उसमें आपत्ति नहीं। लेकिन यह बात जरूरी है कि वहाँ गंदगी नहीं होनी चाहिए।

Shri Kamalanathan spoke about the Chicago Agreement and the delay in implementing the international Agreement. I entirely agree with him that an international Agreement should be implemented as early as possible and I can assure him and the hon. House that our country has got a proud record of implementing international Agreements and there is no question of our wanting to delay it.

Madam, I must take very strong objection to the personal attack that Shri Kamalanathan has thought fit to make upon my colleague, Shri Mohan Kumaramangalam. I think this is extremely unfair. He was a very competent Chairman. It was true that there was some trouble but it is extremely unfair to say that he was...

SHRI M. KAMALANATHAN : The trouble started when he was Chairman.

DR. KARAN SINGH: That is also not correct. The trouble in the Indian Air-

lines has been endemic for many years and it is entirely unfair to say that it started when he was Chairman. In fact I was the Minister and I am satisfied that he was an extremely competent and able Chairman. I would request the hon. Members that this sort of talk is extremely unfair and I must repudiate it, Madam, with all the emphasis at my command.

SHRI S. S. MARISWAMY: After all, he has given his views.

DR. KARAN SINGH: With regard to the point about service to Salem, Salem is one of the points which is under consideration. Some other places have also been mentioned I must say, Madam, the demand upon us for extension of air services is very strong but hon. Members will appreciate that three things are required before an air service can start anywhere. First of all there is the airport which must be long enough to take the plane. Then it must have navigational facilities and also terminal facilities. It is now an expensive affair. In the old days a Dakota could land just in a football field. Nowadays you require long runways. Then you must have the aircraft available and this is most important. And there must be traffic. It is only when these three things coincide that it is possible for us to start a new service. We are constantly looking into the various demands that are raised in different parts of the country and we are trying to do what we can as soon as we can. Now one airport in the south I will be inaugurating this year and that is in Tirupati; I hope the Tirupati airport will be ready soon. Salem is one of the points which is under consideration.

SHRI M. KAMALANATHAN : Last year in reply to a question in Lok Sabha you said that you were going to sanction an airport at Salem.

DR. KARAN SINGH: I never said I was going to sanction. I said we were surveying as we were surveying Gorakhpur where there is already an airport; it is not just a question of opening a service. There are so many factors involved and we have to work it into the resources that are available. After, all our resources are limited and we have to work it over many airports.

Madam, the hon. Member raised a point about service to the Andamans. Now it is very irritating that we have got to fly to our own country via a foreign country. This has been irritating me for a long time ever since I became Minister. Unfortunately the Skymasters that used to fly direct have been phased out and the Viscounts cannot now fly directly over the ocean to Andamans. It has got to go and refuel at Rangoon. As far as the bigger planes, the Boeings are concerned, the airport at Andamans is not big enough to take them.

SHRI M. KAMALANATHAN : At Nicobar the Japanese have constructed a long runway; it is already there.

DR. KARAN SINGH : There are certain defence problems involved in that. We know this difficulty; we do not have adequate link with that area. In fact we have given a private party permission to fly from Madras to Andamans. JAMAIR had applied for this. They had bought the Skymasters and we had given them the permission. I do not know why they have not started this route. Perhaps they also did not consider it to be lucrative.

SHRI M. KAMALANATHAN: Why can't you utilise the runway at Nicobar?

DR. KARAN SINGH: We cannot utilise it. There are difficulties, and we cannot utilise it, and the point is, we want an airport at Andamans, at Port Blair. It is a very sensitive area. There are various other problems involved in that. But I am seized of the matter and I am hopeful. My colleague, Mr. Ganesh, who comes from the Andamans, has also spoken with me and we are looking into it to see what we can do.

Madam, Shri Kalyan Roy had several useful points. One of them is the question of compensation. Now I must admit that I am most extremely dissatisfied with the way compensation claims go. Just the other day somebody wrote to me about a claim in the Madurai crash, and I wrote a letter to the Chairman saying that it was

[Dr. Karan Singh]

ridiculous that this had not been paid. And now I am surprised to learn that even in the Silchar-Gauhati crash Some claims have not been paid. The difficulty, Madam, is this that without succession certificates duly given by a court it is not possible for the Airlines always to make payment, because they have got to indemnify...

SHRI K. CHANDRASEKHARAN : I think, you should change the rules. The Life Insurance Corporation is paying without succession certificates.

DR. KARAN SINGH: I agree with you and this is the point I was coming to. The trouble is that this involves legal formalities. I think the point is very well taken. I shall look into the matter and see whether the rules cannot be changed because, after all if the LIC can pay, there is really no reason why others should not. It is ridiculous that a family should first of all have the grief of losing a loved one and then have to wait for months and years before getting payment. I agree with you that this is an intolerable situation. I will immediately get in touch with the Law Ministry to see if there is anything we can do to expedite the payment of these claims.

With regard to Calcutta, Shri Kalyan Roy said that there was some kind of a feeling that Calcutta was being discriminated against. All I can assure him is that as far as this Ministry is concerned, there is no question whatsoever of Calcutta being discriminated against. In fact, the first new international terminal building that we constructed in India at a cost of Rs. 2J crores was in Calcutta; a brand new building has been constructed in Calcutta.

Now the question of foreign airlines, Madam, is really not something on which we as a Ministry can issue a directive. You cannot force an airline to function to a certain fixed schedule. They have their rights. As long as they think that it is lucrative and profitable for them to fly, they will fly. When they do not think that it is profitable for them, they will stop flying in the same manner as Air India did. Air India used to fly to many places. But we have since dropped several places in Europe, because we did not think it profitable. Likewise, foreign

airlines flew dropping Calcutta, but so far as we are concerned, Madam, I can assure you that on our part in our Ministry we have tried our best to influence them, to urge them, not to give up Calcutta, and I am happy to say that the trend of international airlines getting out of Calcutta has recently been reversed, and there is reason to believe now that foreign airlines will come back to Calcutta in a big way, and it is unnecessary for me to say that the local political conditions in Calcutta and in Bengal were to a very large extent responsible for the attitude of the foreign airlines. Now, after the liberation of Bangladesh, after the last elections, and so on, I am hopeful that they will come back, and that is why I did not want to use the international terminal for domestic purposes because, if I did that, it would immediately mean accepting that Calcutta is no longer really a viable international air terminal and so we are using it as a domestic air terminal. So I kept it there even though it was 'under use because I feel it is very important that Calcutta must come up again as a top class international airport, and the first airport hotel that I am building in this Ministry is being built at DumDum. So I think it will come up.

SHRI KALYAN ROY: What about Bombay?

DR. KARAN SINGH : The Bombay one is being built by Air India. ITDC is building it at Dum-Dum. So, there is no question whatsoever of discriminating against Calcutta. In fact, we realise that Calcutta is a very major airport. We will do whatever we can to see that the traffic there develops.

Now he has talked of two other things. Madam. One is the domestic terminal and the second is the City Booking Office in Chittaranjan Avenue. We are renovating the domestic terminal and I am hopeful that by the end of this monsoon there will be an improvement there. As far as Chittaranjan Avenue is concerned, I will have to find out what the position is. Either it means that we do not have enough office accommodation there, that we must hire more accommodation, or get more booking clerks or whatever it is. I will certainly look into that and see what can be done. Then he raised the question of unemployed



pilots. I am aware of this problem. We have done two or three things. Firstly, we have changed the method of giving commercial licences to the pilots, so that all the commercial pilot's licences are given now in our training institute in Hyderabad. Otherwise, what was happening was that a hundred boys were spending money in getting licences in the hope that sooner or later they would get jobs. Now, job opportunities for pilots are limited. Therefore, we have tried to prevent the growth of unplanned commercial pilots licences and we have concentrated now in Hyderabad. Secondly, we have asked the UPSC and they have agreed to amend some of the recruitment rules for aerodrome 'officers and so on, so that those who hold a commercial pilot's licence will be also able to compete for those posts. Thirdly, I have written to my colleague, the Minister of Agriculture, saying that in crop spraying operations these pilots should be given preference. So, we are seized of the matter and we are trying to do whatever is possible within our means to see (a) that the pilots who are there already are sooner or later absorbed and (b) that in future not very much of a surplus number of pilots is allowed to be created. He also raised the question of searches. I do not know whether Shri Bhupesh Gupta may come in by the end of my speech. Otherwise I will deal with that later on.

Shri Shejwalkar made some remarks with regard to traffic. He said two or three things. Firstly, he said quite correctly that merely passing this Bill was not enough. What is required is to follow it up with concrete action. That is certainly true. It is also true, as he said, that cleaning up these airports is not going to be a small job because in the restaurants, as a result of the last fifteen or twenty years, a lot of work has to be done. It is for this very reason that Parliament has passed the International Airports Authority Bill which has now come into force as an Act. A new Authority has been set up whose job it will be to ensure that our international airports particularly are up to international standards and the Department of Civil Aviation will look into the others. Certainly the restaurants should be kept clean. I entirely agree with him. We want to launch a cleanliness drive in all our airports. Now, apart from the menace

of birds and so on it creates a very bad impression, if not an impression of filth and dirt. I want that our airports should be models of cleanliness and efficiency and we are bending all our energies towards that end.

सीताराम केसरी तो चढे गये भाषण करके। उन्होंने कोई विशेष बात नहीं कही।

He is not here now. He asked why cannot passengers be intimated on the telephone when there is a delay. I am afraid this is not possible for two reasons. Firstly, not every passenger has a telephone. You cannot ring up somebody else's telephone and disturb him at his telephone. Secondly, it is not always possible to predict in advance for how long the snag will be there. Very often delays are there because of technical snags.

We do not know really whether there will be a delay of one hour or more. Let us say that there will be a delay of three hours and we telephone everybody. Now, the snag is put right within an hour. Then the plane is off without these people. All over the world this is one of the occupational hazards when you have to take your chance at the airport. All I can do is to try and make the airport so attractive that the waiting will be painless. It will be a pleasant experience. That is what I am trying to do.

Shri Chandrasekharan, who has always taken a great deal of interest in aviation matters, has come up with very constructive suggestions. He mentioned two or three things. He said that the control towers should be improved. Our control towers, in fact, are good. They meet the ICAO requirements. In some of our international airports, for example, in Delhi, I think our control facilities are among the best in the world. In regard to others we are constantly looking into the matter and constantly trying to upgrade the equipment that is available to us according to our resources. I am very glad that my hon. friend, Shri Chandrasekharan immediately repudiated another remark made by Shri Kalyan Roy, the remark unfortunately made with regard to Avro aircraft. This seems to be coming again and again. Every time I stand up in the House this question arises.

[Dr. Karan Singh]

Somebody or oilier makes a remark to say that the Avros are bad and they are unsafe. It is not true. That is a plane which we make in this country and we have looked into it It is a good plane as Shri Chandrasekharan has said. For any Member to make a general statement "Oh, you know it is uncertain", is not correct and people are unhappy. I would submit with due respect that it is not really in the interests either of the travelling public or of our indigenous aircraft production.

I am not saying that it is perfect. Weaknesses may be there, drawbacks may be (here in every plane. The Jumbo 747 has got certain snags. That does not mean that you can say that the Jumbo is a weak plane. Aircraft production is a highly sophisticated industry. About the Avro planes, we appointed a Committee, we appointed a task force, and we have looked into it lime and again, and we are trying to improve the maintenance in every way and we are in touch with Hindustan Aeronautical limited who make the plane. And I do hope that this controversy with regard lo the Avros will finally now end. It is our own plane, it is made in India. It may not be as good as the foreign jet but, nevertheless it is a good, sound and safe plane, and we are seized of the problems connected with it.

Shri Chandrasekharan also talked about Cochin. This is a sore point for many of my friends from Kerala, My difficulty is that although the traffic potential in Cochin is very heavy and the IAC would like to operate two or three jet services the trouble is that, placed as it is on the island, it is impossible for us to extend the runway. The only long-range alternative scheme is to secure an alternative piece of land somewhere and develop it. That is a very expensive affair. It will cost anything between Rs. 1 crore and Rs. 2 crores. I am already undertaking...

SHRI K. CHANDRASEKHARAN: The State Government are prepared to give the land.

DR. KARAN SINGH: We are already taking up a big airport at Calicut. Now, my total budget for the Fourth Five Year Plan for domestic aerodromes is about

Rs. 6 crores out of which Rs. 1.5 crores are already going, to be allotted in this Plan and the next Plan for Calicut. So, I have suggested to my Kerala friends that if the Kerala Government wishes to acquire the land and give it to me free of cost, I would welcome the gift.

SHRI K. CHANDRASEKHARAN^  
Would your Ministry kindly communicate this to the State Government and follow it up?

DR. KARAN SINGH : I do not give an assurance that we will start the construction of the airport. But we welcome the gift, we will keep the land with us. Cochin is a place which has a heavy traffic potential and as and when funds become available, we will certainly try ad see what can be done. But I would urge that the sooner the land is got by the State Government and given to me, the better it is.

SHRI A. G. KULKARNI (Maharashtra)  
What about Kolhapur?

DR. KARAN SINGH: I knew that Shri Kulkarni would ask about it. I have got a note on Kolhapur. We are in touch with them. The total requirement of land is 244 acres and 177 acres are to be acquired by the State Government. We have not yet received any communication. I thought that Shri Kulkarni would raise this. That is why I have got the detail. I will be wriiing tomorrow to the Chief Minister of Maharashtra urging him that this acquisition of land should be started so that we can proceed with this matter.

There is one other point which was raised by Shri Chandrasekharan with regard to the rule-making thing. As far as I understand it, it is a question of the emergency powers. But about the point that he has made, I will certainly look into that and see what needs to be done with regard to the laying of the rules on the Table and so on.

SHRI KALYAN ROY: What about searches and about the so-called spiritual Gurus taking their imported Impala cars right up to t he plane ?

DR. KARAN SINGH : With regard to the Gurus, I do not know. This is a special case. I would not like to say any-

thing that would hurt anybody's religious susceptibilities. Sometimes special facilities are offered to various dignitaries, particularly when large numbers of people...

SHRI A. G. KULKARNI : We have had enough spiritual discussion in the morning.

DR. KARAN SINGH: Sometimes when somebody is coming, quite a large number of devotees want to meet him, and certain facilities are given to them. All over the world this happens. I do not want to go into that problem.

But there are two basic things. One is the question of searches. Madam, we are ourselves extremely irritated by this, by having to search, because it is bad really for everybody; it is irritating for the passenger, for the airlines staff, for the airport people. No one wants to search. But the trouble is for security purposes, because of the hijacking, we instituted these searches, and once the searches are instituted it becomes very difficult and awkward to make any exception. Shri Bhupesh Gupta said that they should be recognised. He must appreciate that the search does not take place only in Delhi, the search takes place everywhere in India. How is it that every single airport or airline official to know who is exactly an MP and who is not?

SHRI KALYAN ROY: How does he know a Minister?

DR. KARAN SINGH: Exactly. They cannot. Therefore, the point is well taken that there should not be an exception. There are two points, firstly, whether the search is necessary or not. The matter is being constantly reviewed. I can assure you that we are looking into the matter and if we can get rid of the search I will be the happiest person.

SHRI KALYAN ROY: Do not discriminate.

DR. KARAN SINGH: I am coming to that. I said there are two points. One point is whether searches are at all necessary. This is also a good point because, after all, how long are we going on with this irritant formality? This is a policy matter. We are looking into it from time to time and

the moment I feel that security would allow me to drop searches, I will drop the thing like a hot brick. I would be very happy to get rid of this irritating procedure...

The second point, Madam, is that if there are searches everybody should be searched. I entirely agree with Mr. Kalyan Roy that there should not be exception and that is why, for example, when I come to the airport I make it a point to be searched just in order to make this clear- that if the Minister of Civil Aviation himself is searched there should not be any objection for somebody else.

Certain exceptions are sometimes made in the case of somebody who is not well or for somebody who cannot walk up to his car. Otherwise there is no rule whereby we say that Ministers should not be searched. As far as we are concerned, the rule is for everybody and that everybody must be searched. Occasionally, may be, somebody cannot walk or somebody is a heart patient and he drives up in his car and so on. But we want to enforce the rule and that is why to set an example I myself insist on being searched every time I travel.

SHRI KALYAN ROY: What about your Cabinet colleagues?

DR. KARAN SINGH: As far as I know everybody is searched. But we agree that this whole problem of search needs a very thorough second look. I am looking into it from time to time in consultation with the Home Ministry and so on, and we hope, in fact, that the necessity for searches themselves will soon disappear.

SHRI S. S. MARISWAMY: The hon'ble Member referred to the Madras flight to Delhi. It leaves Madras in the evening and reaches Delhi at midnight. It is neither a day flight nor a night flight.

SHRI THILLAI VILLALAN (Tamil Nadu) : I am anxious to get a clarification from the Minister. It has already been raised by one of our Members. The timing of flights, especially from Madras to Delhi, is the most inconvenient time. It is called day service. But it starts at 7-30 in the evening. And if it is delayed, it will start

[Shri Thillai Villalan]

even at 10.12 at night and reaches Delhi in the midnight.

Therefore, the timing should be changed immediately.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : Please meet the Minister in his Chamber for these minor details. Do not take the time of the House.

SHRI THILLAI VILLALAN : This point has already been raised but he has not answered.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : The question is:

"That the Bill further to amend the Aircraft Act, 1934, as passed by the Lok Sabha, be taken into consideration."

*The motion was: adopted.*

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : We shall now take up the clause by clause consideration of the Bill.

*Clauses 2 and 3 were added to the Bill.*

*CLAUSE A—Amendment of section 5*

CHAUDHARY A. MOHAMMAD (Bihar): Sir, I move:

1. "That at page 2, line 15, for the words ten kilometres' the words thirty kilometres' be substituted."

2. "That at page 2, after line 16, the following sub-clause be inserted:-

'(↵) for securing safety of Aircraft operation, any slaughter house situate within the radius of ten kilometres from the aerodrome, shall be converted into an' underground slaughter house."

*The questions were put and the motions were negatived.*

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : The question is :

"That clause 4 stand part of the Bill."

*The motion was adopted.*

*Clause 4 was added to the Bill.*

*Clauses 5 to 9 were added to the Bill.*

CLAUSE 10 (INSERTION OF NEW SECTIONS 9A, 9B, 9C & 9D.

SHRI CHAUDHARY A. MOHAMMAD: Sir, I move:

"That at page 4, after line 14, the following sub-clause be inserted.

'(iv) by publishing in the Official Gazette".

*The question was put and the motion was negatived.*

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): The question is:

"That clause 10 stand part of the Bill.

*The question was put and the motion was adopted.*

*Clasue 10 was added to the Bill.*

*Clause 11 and \ 2 were added to the Bill.*

*Clasue 1, the Enacting Formula and the Title were added to the Bill.*

DR. KARAN SINGH: Madam, I move:

"That the Bill be passed." *The question was proposed.*

SHRI S. S. MARISWAMY: Madam, I would like the Minister to say about the Madras flight. We have been persistently asking the hon. Minister to give his reply. As a matter of fact, 22 members of Parliament went to him in a delegation and gave a representation to him for a change in the timings of the Madras flight. The hon. Minister assured us orally that he would do it. But it has not been done.

DR. KARAN SINGH : Madam, whenever we come out with a schedule, a number of objections are raised by various people

in the country. Sometimes a flight is too early, sometimes it is too late. There are various difficulties. Some people miss their breakfast, some people miss their dinner and so on. What we have got to do is to ensure the maximum utilisation of the fleet, hon. Members from Tamil Nadu came to me and said that this was the position. I think they had met the Airlines officials also. I said that whenever the next amendment came about, we would certainly try and see what we could do. Madam, very rapid changes in the schedule are not possible or even desirable. A lot of tourist bookings take place months in advance and if you keep on changing the schedule constantly, everything is thrown out of gear. Indian Airlines is seized of the problem and we will certainly try to accommodate to the wishes of the hon. Members.

SHRIS. S. MARISWAMY : We met you as early as November last year, before the summer schedule was announced, and we requested you to consider it. And you also promised us that you would give a oneway change and not a double change.

DR. KARAN SINGH : I will talk to the Airlines people.

SHRI K. CHANDRASEKHARAN : Madam, the hon. Minister has stated that once the schedules are published, there are objections and it is very difficult to satisfy all of them. At the same time, to avoid the objections or to keep these objections to the minimum, may I suggest to the hon. Minister—in fact, one of the Air Passengers Association in the country has passed a resolution to this effect and sent the same to the Ministry—to consider the possibility of his Ministry constituting an advisory body for the Indian Airlines just as the Zonal Railways constitute advisory bodies for timetables. It is not as if these suggestions are accepted. But some high level advisory body regarding time-tables may be considered.

DR. KARAN SINGH : We had advisory bodies before, but they were abolished in the last Bill. But quite apart from advisory bodies or otherwise, we always welcome suggestions that may be given by Members of Parliament and others. We will do our best within our limitations to fulfil them. Now, the flight to my own home-town,

Mr. Chandrasekharan, leaves at 6 in the morning, which is a most inconvenient time. People from my city say, "what is this? You are the Minister and the flight to Jammu leaves at 6 in the morning which means you will have to get up at 4." But the point is, this plane has to make so many halts. If I direct them to put the flight to Jammu at 8 O'Clock instead of 6, they will be losing revenue worth lakhs of rupees. It is always very difficult to accommodate everybody, but we will do our best.

SHRI M. RUTHNASWAMY (Tamil Nadu): May I ask the Minister if it is to accommodate the businessmen, who are the largest users of our airlines, that this timetable has been fixed? They finish their business at 5 either at Madras or at Delhi and they go back home.

But Members of Parliament and others who have no business to transact are put to all this inconvenience.

DR. KARAN SINGH: We have got to meet the requirements of the maximum number of passengers possible.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): The question is—

"That the Bill be passed." *The*

*motion was adopted.*

#### **THE INDUSTRIAL DISPUTES (SECOND AMENDMENT) BILL, 1971**

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : Madam, I beg to move:

"That the Bill further to amend the Industrial Dispute Act, 1947, be taken into consideration."

Madam, the problem of closure of industrial undertakings leading to loss of production and unemployment of a large number of workmen has become