

he was awarded Padma Vibhushan in 1970. In his death we have lost an eminent and a distinguished personality.

We deeply mourn the passing away of Shri Niranjan Singh Talib, Shri K. Damodaran and Dr. A. Ramaswami Mudaliar.

I would request Members to rise in their places and observe a minute's silence as a mark of respect to the memory of the deceased.

{Hon. Members then stood in silence for OM minute}

MR. CHAIRMAN : Secretary-General will convey to the members of the bereaved families our sense of profound sorrow and sympathy at the passing away of Shri Niranjan Singh Talib, Shri K. Damodaran and Dr. A. Ramaswami Mudaliar.

ORAL ANSWERS TO QUESTIONS

Air Services to Allahabad

*U SHRI BISHAMBHAR NATH PANDE: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether it is a fact that due to large scale extension and repair of runways at Bamrauli airport, the flights to and from Allahabad were suspended in 1975.

(b) whether extension of runways have been completed and whether larger planes can safely land at the airport; and

(c) if so, by when flights to and from Allahabad are likely to be resumed?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR) : (a) No, Sir. The Indian Airlines had to discontinue air services to 16 cities including Allahabad as such services were commercially not viable due to steep increase in the price of aviation fuel, particularly from March, 1974.

(b) The runway extension and resurfacing work at Allahabad aerodrome (which belongs to I.A.F.) commenced [in April 1971 and was completed in October] 1971. It is fit for limited operations by Boeing 737 aircraft.

(c) Indian Airlines have at present no proposal to resume air services to Allahabad

but the question will be kept under constant review.

SHRI BISHAMBHAR NATH PANDE :

As the hon Minister has said, commercially it is not viable. But I think there are other considerations also besides commercial viability. There are one hundred and one airports in the country and Allahabad occupies a very important position. It is also a place where millions of pilgrims gather every year, and during the coming Maha Kumbh Mela, it is expected that over a crore of people will be visiting Allahabad, and many of them would like to visit Allahabad by air. Some years back, in 1971, the position was different. But if the experiment is again taken up in 1976, then the Minister would find that the proposition of resumption of the flights to and from Allahabad • is commercially viable.

MR. CHAIRMAN : You have replied yourself.

SHRI RAJ BAHADUR : The operation of the service was suspended in March, 1974, and I may assure the hon. Member that there is no other consideration behind this decision excepting economic viability of the service. Unfortunately, we do not have that volume of traffic emanating from this airport as we would like it to have. So far as the requirements of the Kumbh Mela are concerned, special care can be taken on that particular occasion to provide air service to meet that volume of traffic that might offer itself. It is not, of course, possible to airlift a crore of people coming there. But as many as would like to come by air can be taken care of to the extent possible.

SHRI BISHAMBHAR NATH PANDE : May I know how many airports in the country are not commercially viable?

SHRI RAJ BAHADUR : I can only say that consequent upon the hike in oil prices, the IAC had to give up services to as many as 17 airports. They have been able to resume one or two of these on account of the volume of tourist traffic and other reasons. We hope that are long, we should also be able to make a survey regarding traffic available at Allahabad and that we shall be able to get sufficient traffic from there to justify the resumption of the service.

श्री हर्षदेव मालवीय : मान्यवर, हमारे पांडेजी इलाहाबाद के हैं, लेकिन हम इलाहाबाद वालों को एक प्रकार से दुख है कि हम लोगों के साथ स्टेपमदरली ट्रीटमेंट होता है। यह बात कि 1971 में कोई इंकवायरी हुई या नहीं, कोई नहीं जानता.....

SHRI BHUPESH GUPTA : The best treatment is meted out to Allahabad we have the other impression.

SHRI HARSH DEO MALAVIYA : I do not follow what he said. मेरा निवेदन यह है कि क्या माननीय मंत्री जी इस बात पर विचार करेंगे कि केवल इलाहाबाद ही नहीं, इलाहाबाद के आस पास बहुत से ऐसे शहर हैं जैसे फतेहपुर, प्रतापगढ़ बांदा, सुल्तानपुर, बगैरह, बगैरह जहां पर कि बहुत से पैसेजर्ज आते जाते हैं, तो क्या आप बिना इस बात की चिन्ता किए हुए कि वह कर्मशियली वायबिल है या नहीं, इस बात को ध्यान में रख कर कि बहुत शीघ्र वहां एक करोड़ लोगों का मेला होने वाला है, कम से कम हजार आदमी तो हवाई जहाज से जाएंगे ही, क्या आप वहां के लिए कोई हवाई सेवा शुरू करेंगे ?

श्री राजबहादुर : जहां तक इलाहाबाद के महत्व का प्रश्न है मैं इस बात को स्वीकार करता हूं कि वह बहुत महत्वपूर्ण नगर है और एक तीर्थ स्थान भी है, लेकिन मैं माननीय सदस्य को बताना चाहता हूं कि जब यह सेवा चलती थी। तो केवल तीन यात्री जाने वाले होते थे और 3 आने वाले होते थे और वह नाकाफी थे।

Improvement of the International Airports in the Country

*2. SHRI JAGDISH JOSHI :

SHRI IBRAHIM KALANIYA :
SHRI KHURSHED ALAM KHAN:
SHRI JAGAN NATH
BHARDWAJ :

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state;

f/The question was actually asked on the floor of the House by Shri Jagdish Joshi.

(a) whether it is a fact that our international airports are out-dated and out-moded for jet age international air traffic;

(b) whether Government have any plans to build modern airports having all the amenities, facilities and equipment comparable to international airports in developed countries; and

(c) if so, what are the details thereof and what will be the estimated expenditure thereon ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR) : (a) So far as terminal buildings and passenger amenities at our international airports are concerned, it is true that basically these were designed and constructed at a time when jet aircraft had not yet come into operation. They cannot therefore, be compared with the latest and the most modern terminal buildings at international airports in the world. However, our runway lengths and their strength and quality as well as landing and operational aids are quite modern and comparable with international standards.

(b) International airports in India are being developed in a phased manner to provide all the required amenities, facilities and equipment commensurate with the volume of traffic and desired facilitation standards of international airports.

(c) A statement giving the required information is laid on the Table of the Sabha.

Statement

Important development schemes at international airports

During the 5th Five Year Plan, an outlay of Rs. 27 -67 crores has been provided for development of various facilities at international airports. The Schemes/projects proposed, *inter-alia* include the following :—

(i) New international passenger and cargo complex at Santacruz airport, Bombay at an estimated cost of Rs. 11 crores;

(ii) new terminal complex being planned for Delhi airport;

(iii) modification to the existing terminal building and expansion of facilities for