

श्री गुलाम नबी आज़ाद : सर, ...(व्यवधान)... मेरे साथी ने काश मुझसे पूछा होता, मैंने पूछा भी था कि आप क्या पूछ रहे हैं, लेकिन उन्होंने नहीं बताया, तो शायद इनको भी मैं जानकारी देता और आपको भी जानकारी देता। मैं इस सदन में कई दफा कह चुका हूँ कि यूनिवर्सल हेल्थ केयर का प्रोग्राम पिछले दो सालों से आलरेडी चालू है। ...(व्यवधान)... Just in a phased manner because it depends on the availability of resources. ...(Interruptions)...

MR. CHAIRMAN: Just one minute, please.

श्री गुलाम नबी आज़ाद : सर, इसके लिए दो कदम, दो इकदामात भारत सरकार ने, स्वास्थ्य मंत्रालय ने आलरेडी उठाए हैं। उनको दो इंसेंटिव्स देते हैं। एक तो जो भी फ्री मेडिसिंस देगा, उसको हम गवर्नमेंट ऑफ इंडिया की तरफ से एडिशनल बजट as incentives देते हैं। आपकी इतिला के लिए आधे दर्जन स्टेट्स ने अभी तक इसे लागू किया है। मैं अपनी मेमोरी से अभी दो तीन स्टेट्स के ही नाम लेता हूँ, जिनमें तमिलनाडु, राजस्थान, हरियाणा तथा अन्य तीन-चार स्टेट्स हैं। So, the process is already on. सिर्फ इस साल हमने प्रॉमिस किया था कि हम अगर इस साल सत्ता में आएंगे तो इसे फेज्ड मैनर के बजाय 100 परसेंट स्टेट्स में इसे करेंगे, otherwise, this programme has been on for the last two years.

Upgradation of domestic and international airports in Tamil Nadu

*24. DR. V. MAITREYAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has plans to develop the infrastructure and flights handling capacity of domestic and international airport terminals at Chennai, Tiruchirapalli, Madurai and Coimbatore in Tamil Nadu;

(b) if so, the details thereof and the funds allocated during the last three years for the same; and

(c) the quantum of funds allocated for installation of such electronic security and surveillance systems at both the domestic and international airports at Chennai, Tiruchirapalli, Coimbatore and Madurai?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Sir. Construction/Modification work of Terminal Buildings and Runway extension to increase the peak passenger handling capacity and flight handling capacity have been undertaken by Airports Authority of India (AAI) at Chennai, Tiruchirapalli, Coimbatore and Madurai Airports in Tamil Nadu.

Development/ upgradation of airports is a continuous process and is undertaken by AAI from time to time depending on commercial viability, socio-economic considerations,

availability of land etc. Funds allocated for the upgradation of these four airports during the last three years are as given below:—

	Chennai	Tiruchirapalli	Madurai	Coimbatore
2011-12 (₹ in crores)	506.0	0.05	3.08	10.06
2012-13 (₹ in crores)	170.49	0.14	2.05	5.10
2013-14 (₹ in crores)	98.29	0.09	1.23	0.60

(c) AAI has earmarked a provision of ₹ 42.5 crores for procurement of security equipments and surveillance systems for both the domestic and international airport terminals at Chennai, Tiruchirapalli, Coimbatore and Madurai Airports at Tamil Nadu.

DR. V. MAITREYAN: Mr. Chairman, Sir, there has been an inordinate delay of more than two years in the Chennai Airport expansion project and that is why there is significant cost escalation. In fact, the Minister has mentioned it in his reply that in the last three years, they have allotted nearly ₹ 775 crore for the Chennai Airport. They expanded the Chennai Airport. It looks outwardly very pretty and impressive. But the moment you enter it, you will see that it is ill-conceived and it lacks basic amenities. In fact, the lounge where we all sit before coming to Delhi does not even have a toilet facility. Not only that, I don't know whether the new Minister is aware that in the last one year, on more than 20 occasions the glass panes, the roof and the ceiling have fallen giving a constant impression to the passengers whether they are under a safe roof at all. The Minister's reply shows allocation of funds in the last three years to the other three airports, namely Tiruchi, Madurai and Coimbatore. It is really peanuts. In the last three years, they have allotted ₹ 28 lakh for the Tiruchi Airport. What type of upgradation and newer facilities will they provide to an airport of international stature at Tiruchi with ₹ 28 lakh? I am suspicious and that is why I would like to know this from the hon. Minister. What is the revenue generated in the last three years from the four airports of Chennai, Tiruchi, Madurai and Coimbatore in terms of airport fee, user development fee, commercials, rentals, parking of vehicles, landing and parking of regular domestic and international passenger flights, cargo flights and also through the additional flights? They generate enough revenue. But the funds allotted are meagre. The design is very poor. Even though they are called international airports, they are sub-standard airports.

MR. CHAIRMAN: Are you making a Statement? Or are you asking a question?

DR. V. MAITREYAN: Sir, I have asked the question.

MR. CHAIRMAN: Fine.

SHRI ASHOK GAJAPATHI RAJU PUSAPATI: Sir, in the main question, there was nothing about revenue. Anyway, I can gather that information and send it to the hon. Member.

Sir, there have been newspaper reports of falling roofs, etc., in that airport. It gives an impression that it has to be looked into. I can only tell the hon. Member that I will visit Chennai like I have already visited Delhi and Mumbai Airports. I will visit Chennai. It is a premier city in India which deserves much better. It is the responsibility of our Government to see that passengers get fair and good facilities.

DR. V. MAITREYAN: Sir, I would like to know from the hon. Minister whether the Government has any plans to liquidate the shares of the Airports Authority of India at Chennai to any private players and separate the Communications, Navigation and Surveillance (CNS) and the Air Traffic Management (ATM) of the Airports Authority of India because this will result in further revenue loss. I want a solemn assurance in this august House from the hon. Minister that the Chennai Airport will not be privatised. I would also like to know from the Minister whether the Ministry will provide jobs to the people who have contributed land for the expansion programmes at Tiruchi, Madurai and Coimbatore airports.

MR. CHAIRMAN: Dr. Maitreyan, you know very well that supplementaries have to follow the main question.

DR. V. MAITREYAN: Sir, they come from the main question. They say that all these things have been done. But I have the information that they are probably trying to liquidate the airports and hand them over to private players.

SHRI ASHOK GAJAPATHI RAJU PUSAPATI: Sir, we have not yet taken a decision. But every suggestion is being examined and decisions will be taken on merits. ...*(Interruptions)*...

MR. CHAIRMAN: Shri V. Hanumantha Rao. ...*(Interruptions)*...

DR. V. MAITREYAN: Sir, give us the assurance that it will not be privatised. ...*(Interruptions)*...

MR. CHAIRMAN: One question at a time. ...*(Interruptions)*... Just one minute. ...*(Interruptions)*... Mr. Raja, please. ...*(Interruptions)*... I have given him the floor. ...*(Interruptions)*... Your turn will come. ...*(Interruptions)*...

SHRI V. HANUMANTHA RAO: Sir, I want to know...*(Interruptions)*...

MR. CHAIRMAN: Please allow the Question Hour to proceed.

SHRI V. HANUMANTHA RAO: Sir, they want to change the name of some of the international airports. ...*(Interruptions)*... The Minister himself has given a Statement. ...*(Interruptions)*... He wants to change the name of the international airport. I want to know whether it is a fact. Its name is Rajiv Gandhi International Airport. He wants to

rename it after N.T. Rama Rao. ...*(Interruptions)*... I want to know whether it is there or not. ...*(Interruptions)*...

MR. CHAIRMAN: One minute, please. May I please draw attention to the well established procedure that supplementaries have to come out of the main Question and the answer given? ...*(Interruptions)*... This is about upgradation of domestic and international airports in Tamil Nadu. ...*(Interruptions)*...

SHRI V. HANUMANTHA RAO: Sir, this is an international airport. ...*(Interruptions)*...

श्री सभापति : आप बैठ जाइए । ...*(व्यवधान)*...

SHRI V. HANUMANTHA RAO: Delhi is also there. ...*(Interruptions)*... Mumbai is also there. ...*(Interruptions)*...

श्री सभापति : आप बैठ जाइए । ...*(व्यवधान)*... क्वेश्चन पढ़िए । ...*(व्यवधान)*... बैठ जाइए। ...*(व्यवधान)*... Please. ...*(Interruptions)*... Do you wish to say anything on this?

SHRI ASHOK GAJAPATHI RAJU PUSAPATI: Sir, if you want me to answer this, out of my own information, in the Hyderabad airport, the international terminal was named after Rajiv Gandhi and the domestic was named after N.T. Rama Rao. The previous Government decided to remove N.T. Rama Rao's name from there. That is what has exactly happened. ...*(Interruptions)*...

MR. CHAIRMAN: Thank you. ...*(Interruptions)*... No, no. ...*(Interruptions)*... Please, no second question. ...*(Interruptions)*... I am sorry. ...*(Interruptions)*... Now, Dr. Ramalingam. ...*(Interruptions)*... आप बैठ जाइए। ...*(व्यवधान)*... I am coming to you, Mr. Raja. ...*(Interruptions)*....

DR. K.P. RAMALINGAM: Sir, in Tamil Nadu, apart from Chennai, Tiruchirapalli, Coimbatore and Madurai airports, Salem airport was built in the year 2002 at a cost of ₹ 300 crore. Flight operations were continued up to 2010, but the operation was stopped because Kingfisher flights were not running. So, the entire flight operations were stopped. Mr. Minister, are you going to start operations of new flights to Salem airport? Otherwise, you can hand over the airport to the cattle farm.

SHRI ASHOK GAJAPATHI RAJU PUSAPATI: Sir, our Government is trying to improve on connectivity and reaching flights to airports is part of connectivity.

SHRI D. RAJA: Sir, Chennai is one of the topmost and busiest airports in India. The Airports Authority of India undertook the responsibility of upgradation, renovation and modernisation of that airport, spending more than ₹ 2,000 crore. But, in the meantime, it is the Government which has created chaos and confusion in the management of that airport by indicating that the airport would be privatised. The employees agitated;

the unions agitated. They also went to court against the proposal of privatisation. It is because of the Government's policy that Chennai airport remains criminally neglected. As Minister, you can visit Chennai airport. You can see the international terminal. The area between the international terminal and the domestic terminal looks like a ghost house and unutilised. I do not know why it is being wasted. It is because of Government's policy. If you make an assurance that the Chennai airport will not be privatised, that the Chennai airport will be under the Airports Authority of India and that the Airports Authority of India will be given adequate powers to manage that airport, then only, Chennai airport can be saved. I request the Minister to make such an assurance on the floor of the House.

SHRI ASHOK GAJAPATHI RAJU PUSAPATI: Sir, I have already mentioned that no decisions have been taken. We are open to all suggestions. Hon. Members can send us their suggestions. ...*(Interruptions)*...

MR. CHAIRMAN: Question No. 25. ...*(Interruptions)*...

SHRI TAPAN KUMAR SEN: It is not a suggestion. ...*(Interruptions)*... You are spending public money to build a national asset. ...*(Interruptions)*...

MR. CHAIRMAN: Please, let us go on to Question No.25. ...*(Interruptions)*... That is not under discussion at the moment. ...*(Interruptions)*... Please ...*(Interruptions)*...

Performance of Air India

*25. SHRI ANIL DESAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it, is a fact that in spite of receiving more than ₹ 12,200 crores financial help, Air India is not showing any financial improvement and it is surviving on taxpayers money;

(b) the total income of the national carrier during the last five years and losses suffered by it during the same period; and

(c) the total debt on it and the details of measures Government is proposing to tackle this problem including the option of its privatisation ?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) No, Sir. Air India has shown improvement both in terms of Operational and Financial Parameters in FY 2013-14 as compared to FY 2012-13: