

### International Airports

\*124. SHRI MANIKRAO HODLYA GAVIT:  
SHRI D.S. AHIRE:

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to set up more International Airports in the country in the coming years;

(b) if so, the details thereof;

(c) the criteria for setting up of an International Airport;

(d) whether there is a proposal to declare the Amritsar Airport an International Airport as is mentioned in the Hindustan Times dated May 8, 1998; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (e) A Statement is laid on the table of the Sabha.

### Statement

(a) and (b) Proposal for development of new airports of international standards at Bangalore, Goa and Mumbai are under consideration at present. In addition, a new airport of international standards has been developed by the Government of Kerala as lead promoter at Cochin.

(c) The main criteria adopted for setting up an international airport is the traffic potential, demand from airlines, availability of adequate quantum of land for expansion/modernisation as well as the economical and operational viability of the airport.

(d) and (e) The existing facilities at Amritsar airport are proposed to be upgraded so as to cater to Boeing 747 class of aircraft at an estimated cost of Rs. 120 crores involving construction of an international terminal building, construction of a new domestic terminal building and upgradation of ground lighting facilities and navigational aids. Setting up of a cargo complex is also envisaged in the proposed upgradation.

[Translation]

SHRI MANIKRAO HODLYA GAVIT : Hon'ble Mr. Speaker, Sir, I would like to put my first supplementary that the state government had acquired land for constructing Nasik-Dhule airport in Maharashtra and the said airport is now ready. The private Aircrafts take off from that airport occasionally. What is the view of Hon'ble Minister regarding starting regular air-service in Nasik-Dhule and what schemes have been formulated for the development of backward and Tribal regions? Earlier Vayudoot service was operating in Mumbai-Nasik which has been closed down.

Industrial activities are on rise in Nasik, what is the view of government regarding introduction of air-services there and by when it is likely to be started and if not, the reasons therefor?

[English]

SHRI ANANTH KUMAR: Sir, the question pertains to international airports and though the hon. Member has asked about a regional airport in Nasik, I think, that can be separately considered.

[Translation]

SHRI MANIKRAO HODLYA GAVIT: I also demand for starting Boeing service on Mumbai-Nasik routs. Earlier there services were there. I request Hon'ble Minister to tell by when it will be started and if not, the reasons therefor?

[English]

MR. SPEAKER: This question relates to international airports.

[Translation]

SHRI MANIKRAO HODLYA GAVIT: Earlier there was air service between Mumbai and Surat. I am talking about domestic air service. The Boeing aircraft was in operation there. The textile production is being carried out large scale in Surat. Businessmen from Mumbai frequently visit Surat, therefore whether government propose to start Boeing service between Mumbai and Surat. If so, the time by which it will be started and if not, the reasons therefor?

[English]

SHRI ANANTH KUMAR: Sir, I entirely agree with the hon. Member's suggestion that we require more regional air links between Mumbai and Surat and between Mumbai and Nasik also. I think we can separately deal with that. But presently, this supplementary does not arise from the main question.

[Translation]

SHRI HARIN PATHAK : All the formalities for upgradation of Sardar Vallabh Bhai Patel International Airport, Ahmedabad have been completed. Survey regarding acquisition of land has been completed. At present the length of runway is 1000 feet and to increase the length of runway to 11500 feet, water lines of Ahmedabad Corporation lying underneath the airport authority area have been shifted. It means all formalities have been completed. I would like to know from Hon'ble Minister that by when the work of upgradation of Sardar Vallabh Bhai International Airport Ahmedabad will be started? Beside this, I would also like to know that after the completion of work whether Ahmedabad, the capital of Gujarat will be given the status of international airport?

[English]

SHRI ANANTH KUMAR : Hon. Speaker, Sir, I entirely agree with the hon. Member on the issue of upgradation of Ahmedabad Airport. Actually, various things regarding face lift including runway extension and terminal extension of Ahmedabad's Karnavati Airport is going on. We have come out with a policy on airport infrastructure in which we have classified many types of airports like international hubs, regional hubs and other operational airports. As on today, we have Delhi, Mumbai, Chennai, Calcutta, Thiruvananthapuram . . . (Interruptions)

SHRI HARIN PATHAK : Sir, my question is very specific. I would like to know from the hon. Minister as to when the actual work will start.

SHRI ANANTH KUMAR : Sir, he should allow me to complete. It is under active consideration that airports at Bangalore, Hyderabad, Ahmedabad, Amritsar and Guwahati can also be added to this International category. . . . (Interruptions)

SHRI MOTILAL VORA : What about Bhopal?

DR. T. SUBBARAMI REDDY: You should also include Visakhapatnam in that list. . . . (Interruptions)

MR. SPEAKER: Dr. Subbarami Reddy, please take your seat. This is not Zero Hour. This is Question Hour.

[Translation]

SHRI MOHAN SINGH: Mr. Speaker, Sir, Uttar Pradesh is not only the biggest state of India but it's area is equivalent to several countries in Asia. . . . (Interruptions) I want to say that the population of Uttar Pradesh is more when our relations with Pakistan compared to these countries. People of Uttar Pradesh are residing in East Asia and Arabian Countries. Nearly half of Pakistan people are living in Uttar Pradesh. Who have to suffer. Every year, dozens of marriage parties go to Pakistan, or are received from there. All the buddhist places of international airport there. I would like to ask the Hon'ble Minister that whether he will consider for upgrading Varanasi or Lucknow airport into international airport?

[English]

MR. SPEAKER : Everybody has got important question to ask.

SHRI ANANTH KUMAR: Sir, I appreciate the wish of many hon. Members of this House to go international. I also agree with them that we require more gateway airports for better growth of commerce across the border and across the country. But there has been a criterion for setting up an international airport which considers the traffic potential, demand through airlines and availability of adequate quantum of land for expansion and modernisation. One more basic thing is that usually the practice followed world over

is that the gateway airports are developed as international airports. Now we have five such airports and are thinking of upgrading five more airports. It is under active consideration of the Government to make them international airports.

MR. SPEAKER: Do you want to say anything about Trivandrum?

(Interruptions)

MR. SPEAKER: Please take your seats. The Minister is answering your question. Please let him complete. This is not the procedure. The Minister is answering your question.

(Interruptions)

MR. SPEAKER : Shri Vora, please take your seat.

(Interruptions)

MR. SPEAKER : The Minister is answering your question. Let him complete. Please take your seats.

SHRI ANANTH KUMAR : Regarding hinter land airports, it is usually left to the domestic airports to operate. In no country, the hinter land airports are allowed to be made into international airports. This is the actual situation.

MR. SPEAKER: Now, I am giving chance to the new Member, Shri Satpathy.

(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats.

SHRI TATHAGATA SATPATHY: Sir, I cannot ask anything when the Opposition Benches are noisy. They do not give a chance to anybody else.

(Interruptions)

MR. SPEAKER: Please take your seats.

SHRI TATHAGATA SATPATHY : Sir, these people are not behaving themselves. . . . (Interruptions)

MR. SPEAKER : I have called Shri Satpathy. I will come to you.

SHRI TATHAGATA SATPATHY : Sir, you have reminded so many times that the whole country is watching us, but this is how they are behaving. . . . (Interruptions)

MR. SPEAKER: Only the speech of Shri Satpathy will go on record.

(Interruptions)\*

MR. SPEAKER : Shri Chavan, please take your seat.

SHRI TATHAGATA SATPATHY : Sir, I would like to draw the attention of the hon. Minister to the fact that in the

\*Not Recorded.

Eastern part of the country, there is only one international airport, that is, at Dum Dum.

MR. SPEAKER: Please understand that this is not a Zero Hour.

SHRI TATHAGATA SATPATHY: But because of the inclement weather and tremendous bird menace, the Dum Dum Airport is not being favoured by international airlines. Therefore, previously, the Government had considered Bhubaneswar as being an alternative airport to cater to the hinterland of South-Eastern India, that is, Orissa, Southern Bengal and Andhra Pradesh. I would like to know from the hon. Minister whether the Government is considering to upgrade the Bhubaneswar Airport because the hon. Minister has said that they have five more airports which they intend to upgrade. I would like to know whether Bhubaneswar Airport is one among them. If yes, other than lengthening of the runway, what else is being done in Bhubaneswar? Is there any proposal to upgrade the avionic systems at the ground level for landing, that is, ILS and other systems?

MR. SPEAKER: It is a specific question.

SHRI TATHAGATA SATPATHY: Does the Government have any such proposal? If not, do they propose to have anything for Bhubaneswar?

MR. SPEAKER: Now, please take your seat.

SHRI ANANTH KUMAR: On 17th March, I personally visited and inspected the Bhubaneswar Airport, and even the hon. Prime Minister Shri Atal Bihari Vajpayee was there to rename the Bhubaneswar Airport as Biju Patnaik Airport. In the Bhubaneswar Airport, the Airport Authority of India is continuing with the upgradation works which include a beautiful new terminal which can handle 500 passengers, extension of the runway, extension of the taxiway and also the extension of the apron. They are spending Rs. 35 crore on this. . . (Interruptions)

SHRI TATHAGATA SATPATHY: Sir, it is not even air-conditioned.

SHRI ANANTH KUMAR: After personally inspecting, I came to know that according to the technical requirements, the airport runway has to be extended to accommodate Boeing 737 and the international air carriers.

SHRI TATHAGATA SATPATHY: It is already being lengthened.

MR. SPEAKER: Please let him complete.

SHRI ANANTH KUMAR: We are on the job. We require more than 200 acres of land there. This issue has been discussed with the Chief Minister also. There is a railway

line and a highway passing through that area. Therefore, we are talking to them. But presently, there is only a proposal for upgradation of the facilities at the Bhubaneswar Airport.

[Translation]

SHRI VITHAL PUPE: As there is a proposal to develop the international airports at Goa, Bangalore and Mumbai whether it is proposed to construct an international airport at Pune also, which is an important city? . . . (Interruptions)

[English]

MR. SPEAKER: No. I allowed him. Please take your seat. I have allowed your party man. Why are you objecting?

(Interruptions)

SHRI ANANTH KUMAR: I have already mentioned that where there are International gateway airports, they can be only gateway airports which have to be upgraded to international standard. But for hinterland airports, we can upgrade the facility, but we cannot grant them the status of international airports because hinterland in any country the world over is used for domestic airlines. It can be a connecting airport, not an international airport in itself.

DR. SUBRAMANIAN SWAMY: The hon. Minister just now said that where there is a gateway airport, that can be made into an international airport. Madurai happens to be next to Tuticorin port. I would like to know whether the hon. Minister or the Ministry has given any thought to making Madurai an international airport. It is also a temple city. A large number of tourists come there. They come there from Rameswaram also. If the BJP-led coalition Government took more interest in South India than in Ayodhya, then Madurai should be made an international airport. This is my question to the hon. Minister.

SHRI ANANTH KUMAR: International airports are not adjudged on religious basis. It is basically a matter of transport, commerce and national requirements. Presently five airports are in consideration. They are Bangalore, Hyderabad, Madurai, Amritsar and Guwahati.

[Translation]

SHRI KANTILAL BHURIA : Mr. Speaker, Sir, we also want to speak over this important subject.

[English]

MR. SPEAKER : Please understand. If you want to put some more questions on this question only, I have no objection. I have allowed Shri A.C. Jos.

SHRI A.C. JOS : I am happy that the hon. Minister has stated in his reply that an airport of international standards has been built by the Government of Kerala as

a key promoter of Cochin. It is in my Constituency. It is progressing very well. Our Chief Minister has promised that it will be completed by December. Will the hon. Minister be kind enough to send airport authority officials to Cochin? The hon. Minister has gone to Bhubaneswar. I would invite the hon. Minister to come to Cochin because it is a beautiful scene to see the work progressing there. The Airport Authority should also send machinery and other things as early as possible so that the airport at Cochin can be commissioned by December this year itself.

MR. SPEAKER : It is a suggestion.

SHRI ANANTH KUMAR : The hon. Member's suggestion is well taken. . . . (Interruptions)

[Translation]

SHRI N.B.PATIL : First you strengthen domestic airports, develop small airports and then you talk about international airports.

[English]

MR. SPEAKER : No. you are not supposed to speak like that.

#### Train Accidents

\*127. SHRI MULLAPALLY RAMACHANDRAN :  
DR.T. SUBBARAMI REDDY :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of train accidents/derailments including of goods trains occurred during the last one year, and till date Zone-wise;

(b) the causes of such accidents, accident-wise;

(c) the number of persons killed/injured in each of such accidents and the value of Government property damaged thereby;

(d) the number of commissions appointed to enquire into the causes of accidents during the above period;

(e) the important findings of the enquiry commissions and the action taken by the Government on recommendation made by these commissions;

(f) the amount of compensation given by the Government to the victims;

(g) whether the Government have formulated any action plan to improve safety and to check such accidents; and

(h) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) to (h) A statement is laid on the table of the House.

#### Statement

(a) to (c) Railway Zone-wise break-up of consequential\* train accidents including derailments of Goods Trains during last one year (i.e., April 1997 to March 1998 and till 31st May 1998) and casualties therein, are as under:-

Railway	No. of Accidents	No. of Persons Killed	No. of Persons Injured
Central	73	17	166
Eastern	31	18	67
Northern	56	108	161
North Eastern	26	39	86
Northeast Frontier	28	15	28
Southern	78	15	32
South Central	53	47	21
South Eastern	73	111	415
Western	49	30	79
Metro	1	—	—
K.R.C.	3	—	1
Total	471**	400**	1056**

NOTE: \* Collisions, derailments, accidents at level crossings and fire in trains are termed consequential train accidents,

\*\* Figures are provisional.

These accidents occur mainly due to human failure, equipment failure and sabotage. The break-up of causes of accidents for the period 1997-98 and 1998-99 ( upto 31st May, 1998) are given below:-

Causes	1997-98	1998-99 (As on 31st May, 1998)
Failure of Railway Staff	262	37
Failure of persons other than railway staff	53	13
Failure of equipments	12	6
Sabotage	18	1
Combination of factors	22	1
Incidental	8	1
Could not be established conclusively	3	—
Under Investigation	18	16
Grand Total	396	75

Note : Figures are provisional.