

[S. Buta Singh]

humanitarian approach which we are taking. Their approach should also be humanitarian. I am sorry to say, they are not taking a humanitarian approach. They are politicalising it.

MR. DEPUTY SPEAKER : This discussion is over. We pass on to the next item. Shri Jagdish Tytler.

15.30 hrs.

NATIONAL AIRPORTS AUTHORITY BILL

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : Sir, I beg to move :

"That the Bill to provide for the establishment of an Authority for the management of aerodromes and civil enclaves whereat domestic air transport services are operated or are intended to be operated and of all communication stations and for matters connected therewith be taken into consideration."

Sir, I submit that there has been a remarkable increase in civil aviation activity during the post-independence period, particularly after the formation of the two air corporations, *viz.* Indian Airlines and Air India. The introduction of sophisticated jet aircraft, required improvement of infrastructural facilities at aerodromes; Very High Frequency Telephony (VHF/RT), Radio Navigational Aids, such as Non Directional Beacons (NDBs), Radio Range, Short-wave Radars etc. The responsibility for construction and maintenance of domestic aerodromes, procurement, installation and maintenance of navigational aids, provision of telecommunication, navigational and air control services and regulatory functions such as licensing, training, airworthiness and air safety control, rests with the Directorate General of Civil Aviation. More than 65 aerodromes, through which scheduled air transport operations take place, are being maintained by this Directorate, which discharges its functions through 15 specialised units at its headquarters and its field offices throughout the country.

The dynamic aviation industry today often requires almost immediate augmentation of facilities and work has to be carried out with great speed and meticulousness. It has been our experience that the D.G.C.A. has, during recent years, found it increasingly difficult function efficiently to the level expected of it because of certain constraints. This is mainly due to system of execution of civil works through the CPWD, purchases through the DGS and D and recruitment through the UPSC. The procedures of these steps involved in getting clearances from these organisations entail considerable delay, which is particularly deleterious for an organisation catering to the needs of an industry like civil aviation. Certain institutional reorganisations were, therefore, considered imperative if the organisation was to function to the level of the efficiency required of it.

A Committee of experts was set up to examine this issue which recommended that a statutory Civil Aviation Authority with necessary flexibility and autonomy in functioning should be set up, and that the duties and responsibilities presently being performed by the DGCA should devolve on this Authority. The recommendations of the committee were examined and discussed and we came to the conclusion that there was need for setting up a statutory Authority which would be responsible for construction, maintenance and development of aerodromes and installation of facilities. Bilateral matters, investigation of accidents, licensing, airworthiness control, research and development, and other economic and regulatory functions would, however, continue to remain with the Civil Aviation Department. There would, thus, be a clear division of functions, the Authority being responsible for development and maintenance of aerodromes and the facilities to be provided in such aerodromes, while the Civil Aviation Department would discharge regulatory functions. The setting up of this Authority would ensure that construction and maintenance of domestic aerodromes and the installation of equipment required would be carried out efficiently and expeditiously. The experience of the International Airports Authority of India set up in 1971 has been a happy one. I have every reason, therefore, to believe that this progressive piece of legislation will help develop our domestic

aerodromes to compare favourably with aerodromes of countries all over the world.

With these words, I whold like to commend the Bill for consideration of the House.

MR. DEPUTY SPEAKER : Motion moved :

"That the Bill to provide for the establishment of an Authority for the management of aerodromes and civil enclaves whereat domestic air transport services are operated or are intended to be operated and of all communication stations and for matters connected therewith, be taken into consideration"

Now, Mr. Chinta Mohan may speak.

SHRI CHINTA MOHAN (Tirupati) :
Mr. Deputy Speaker, Sir, thank you very much for giving me this opportunity.

While welcoming the National Airports Authority Bill, 1985, I would like to say one thing that it should have come long back, before the 22nd International Civil Aviation Congress held in Delhi. Though it is a little late, we all welcome the Bill.

We brought out so many amendments so far. One is the Amendment to the 22nd Act in 1934, after that there is an amendment to the International Airports Authority Act in 1971 and now this 1985 Bill.

The attitude of the international passengers about these airports and the Civil Aviation Department is that they do not want to come again to India. This is the attitude both of international passengers and the domestic passengers. The reasons for all these things is, lot of congestion in the airports and also poor passenger facilities and also no coordination between the staff and other agencies. Also, the air fares in the developed countries are half of those in the developing countries. In the western countries the air fares are virtually half of those fares in the developing countries. So, the airfare should be reduced a little and it should be made economical for all the people. Also, the Civil Aviation Department

is as good as Telephones Department in India. The airports should be properly kept and you should see that they are well maintained.

Coming to the Bill, some changes can be made in clause 5. The term of office of the Chairman may be reduced from three years to one year. Depending upon the performance of the chairman, his term of office may be enhanced.

The financial statement of the Department appears to be very gloomy. In the 7th Five Year Plan, the Civil Aviation Department has got the budget allocation of Rs. 311.26 crores. It should be enhanced to double of that amount, i.e. Rs. 600 crores. The execution of contract which is provided in this Bill may be taken over by the Vigilance Department of the Civil Aviation so that there is counter-check as lot of carruption is going on in the execution of contracts. It should be well maintained.

I would like to give some suggestions to the Civil Aviation Department. In the Western countries particularly, the nightlanding facilities are more and therefore our country should come forward to increase the night landing facilities. Aviation threat is more in our country as the birds hit the plane and also we are not able to stop multi-story buildings near the airports. It comes to my notice that in Bombay in the Sahara international airport, the Government itself is encouraging the multi-story building of Leela Penta hotel. It is not good on the part of the Government to encourage such things and the aviation threat should be reduced by not allowing such high-rise buildings around the airports.

The Calcutta International Airport was well maintained in 1972. After that, I do not know what happened to the Calcutta Airport. The Prime Minister said, it is becoming a Disney Land. I think, such attitude of the present Government should be changed and airports like Vijayawada and Tirupati may be given Boeing landing facilities.

Sniff dogs should be used in the airports to increase tight security in and around the airports. There is lot of corruption in the booking of air tickets by the travel agencies. It should be checked and controlled by the Government.

[Shri Chinta Mohan]

Finally, I would suggest one thing. The validity of the air ticket should continue even after the flight departure as in the Western countries. At present, if an air passenger is somehow late to board the plane, the refund of ticket is restricted to 1/4th of the ticket. The validity of the ticket should be 100% even after the departure of the flight. Government should also see that air passengers are given some more facilities. With these words, I welcome this Bill.

[Translation]

SHRI P. NAMGYAL (Ladakh) : Mr. Deputy Speaker, Sir, I congratulate the new Minister of Civil Aviation for bringing this National Airports Authority Bill before the House. Keeping in view the increasing air traffic, it was very necessary to bring forward such a Bill. I would like to put forth certain suggestions in this regard and hope that these would be looked into and kept in mind at the time of framing the rules.

So far as Clause 3 regarding the appointment of the members is concerned, the appointment of an associate member from Airforce is most essential. There are several airfields where civilian aircraft also land. Many a time there is lack of coordination between the civil authority and the Air Force authority resulting in certain misgivings. I would like to suggest that the associate member that you would appoint should be from the Air Headquarters, so that proper coordination could be ensured. So far as security aspect at the airports is concerned, security is quite tight and it should be so, but sometimes excesses are committed. The passengers should not be treated rudely. Sometimes there is a random checking of luggage; it is a good thing. But if a person is wearing a suit and necktie, his luggage is not checked, and on the other hand if a person is wearing a turban i.e. if some Sardarji is there, his luggage is definitely checked or the luggage of some persons with ugly looks like us is also invariably checked. This has happened with me three or four times. My submission is that random checking should be done properly. Checking should not be done on the basis of looks of a person. This is quite improper. Secondly, I would like to say that many a time several persons because of

urgency go to the airport with the hope that they may be able to get a ticket at the last moment at the airport itself. But the people who do not have tickets are not allowed to enter the airport. My suggestion is that ticket counter should also be located outside so that at least tickets could be purchased. If seats are available, they will go, otherwise they will come back. Sometimes seat is available, but entry inside the airport is not allowed. Therefore, ticket window should be outside the building so that at least ticket could be purchased.

I would like to say something about my area also. The entire communication system of Leh Airfield is under the control of the Army or the Airforce and it should be so, but some communication facilities should be made available to the officer Incharge of Indian Airlines also. The Air Terminal Building had been completed six months back. We fail to understand why they are not shifting to this building. Aircraft lands at 8 O' clock in the morning. At that time the temperature is -10 to -12 degrees celsius. Compared to the temperature -25 to -35 degrees in winter, it is not that cold, but many a time there is no arrangement for heating. Furniture too has not been provided there. A new building has been constructed there. In the present old building, there is security problem also. There are no sitting arrangements for the people. They have to remain standing. Chairs are there but their number is very small. There is, therefore, great resentment among the passengers. This aspect needs to be looked into.

The post of the Aerodrome Officer has been lying vacant for quite a long time. One person was posted in the beginning but after his departure, the post has not been filled up for the last so many years. What is the difficulty in appointing a person on that post? The people should get all necessary facilities. In winter, there is no arrangement even for hot tea or coffee. I do not mean that you should provide these things free of cost, but arrangement can be made on payment basis, because people going from here remain shivering because of the cold. Tea is available at one place, but that is not the proper place. These arrangements should be made in the new building immediately.

I have come to know that some payment is outstanding against the Civil Aviation Department. This amount is due for payment to the contractor, which should be released at the earliest so that the building could be occupied.

There is the problem of communication also. Though this aspect is not directly connected with this Bill, yet, in any case, the problem is there. You have started computer system for issuing tickets in the whole of India, but there are certain stations like Leh, Port Blair and certain stations in the North-East of the country where this system has not been introduced. Telex system is also not available there. As a result, the entire control is in the hands of the people sitting in Delhi, Calcutta, Bombay or Madras and the station in-charge at such places has no power to okay even one seat on his own. Chart also is sent by the same plane which reaches there with the passengers. People have to face a lot of difficulties because of this. So, either provide communication system at Leh or otherwise bring it under computer system or at least telex system should be provided at that airport. If you cannot do any of these things, then give power to the station manager to okay certain seats as you had done earlier. He used to give 50 to 60 seats. Later on, this facility was withdrawn. After that, neither any communication system was provided there nor he was given any power. He cannot give even a single seat to any one. Unless people get confirmation they are not sure whether they will be able to get the seat or not. Then why should one spend Rs. 40 to Rs. 50 on transport to and fro airport without any reason. This results in loss to the Airlines as well as to the people. This aspect also needs to be looked into. For the time being you may restart allocation system. Later on after the communication system is provided, you may withdraw that facility. We shall have no objection to that.

Lastly, I would like to bring to your notice one more thing. In Leh, the weather generally remains bad, particularly during winter. Many of our good pilots feel that at the time of landing, Leh Radio Station should remain on because it helps them to land the aircraft safely, because the radio transmitter will show the direction

of Leh. In that situation, even in the worst weather the aircraft can land safely. You have just to ask the Ministry of Information and Broadcasting that they should keep their radio transmitter on till at least 11 O' clock. They can extend any of their programmes for one hour, may be they can relay even Vividh Bharati. If this is done, the aircraft will not have to go back to Chandigarh after circling the area in the absence of signal. One flight from Chandigarh to Leh costs Rs. 40,000 to Rs. 50,000. You will not lose this money, if such a measure is taken. These are the suggestions which I wanted to make. With these words, I thank you, congratulate you and support this Bill.

[English]

SHRI JAGDISH TYTLER : Sir, I respect the Hon. Members who are bringing out problems. The Bill specifies a very technical aspect. I appreciate the problems you are having. I could say that about any problems which you are having in your State, if you write to me, I will promise you that it will get priority.

(Interruptions)

MR. DEPUTY SPEAKER : The Members want to express their views.

SHRI P. NAMGYAL : It has been specifically mentioned about communication and all sorts of things.

SHRI G. M. BANATWALLA : We can talk about shipping transport also and road transport also. Why should the Minister so touchy about this ?

MR. DEPUTY SPEAKER : He wants more suggestions.

SHRI JAGDISH TYTLER : It is just to save the time. If you write to me, I will be the first to look into it.

SHRI N. TOMBI SINGH (Inner Manipur) : Mr. Deputy Speaker Sir, I express at the outset my appreciation for this piece of legislation which the new Minister was brought forward before the House. It is a happy co-incidence that on the birthday of the late Prime Minister who was a personification of mobility and the

[Shri N. Tombi Singh]

highest order of inspiration to the country, this bill has been brought for consideration and passing.

In the civil aviation sector, the development of airports is one field in which our country has made excellent progress. Therefore, it is in the fitness of things that this new Bill to establish an Airport Authority has been brought forward. Here what has been mentioned is that the Civil Aviation Directorate has not been able to handle the volume of work and the volume of responsibilities that have been coming up with the increase in the number of airports and the volume of air traffic,

15.52 hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair]

Sir, in the country today, one of the most important factors of national integration is the air traffic. The whole country has been made a close unit body by it. Here, we have seen during the last few years that there has been no uniform development of the airports. There are airports all over the country, the number has been given around 65. Many of these airports are located in difficult areas, as my friend from Ladakh has just said.

I represent the North East. In the North East there are a number of State capitals which are lying inside the landlocked hill surrounded areas. For instance, Mizoram is a hilly area. It is a very difficult area. The proposal for a Helicopter Corporation is a welcome step for such an area. The entire State of Meghalaya cannot be covered by the airways like the other parts of the country.

Similar is the position with Arunachal Pradesh and other provinces. I would like to draw the attention of the Hon. Minister to those difficult areas when the airports are developed. I will invite the Hon. Minister's attention to the airport at Imphal. This airport handles everyday two boeing aircrafts. Naturally, this is handling, I should say commercially and otherwise also, quite a good amount of air traffic. This airport does not have the

fuelling facility. Side by side it does not have the sophisticated landing facilities. So, while I take this example, I would like to suggest that there might be similar difficult areas and difficult airports where sophisticated instrumental facilities and refuelling facilities have to be provided. The contention of the Government may be that generally only two aircraft are operating—one from Delhi and another from Calcutta. Then, for such an airport what is the most important thing is the weather conditions in the area. Since it is about more than 2000 km from Delhi, the sunset is very early there. The aircraft from Delhi to Imphal is having three hops. It is a hopping flight. It hops over Patna, Bagdogra and Gauhati before reaching Imphal naturally when the aircraft gets stuck up for a long time on the way either at Patna or Bagdogra or Gauhati for any reason it does not go to Imphal because there are neither refuelling facilities nor night landing facilities nor sophisticated landing facilities. So, sophisticated night landing facilities and refuelling facilities must be provided in such airports so that there would be no difficulty for the passengers.

Then, Sir, speaking for the country as a whole, we have airports in different State capitals. The airport in Goa is something to be seen. It is so well-developed, well-provided and well-furnished and we are very happy about it. But its counterparts in other cities are, what should I say, in such a poor condition. Therefore, I have suggested at the outset that facilities should be developed uniformly in all our airports. I have no political motivations because our air traffic should be enjoyed by all people and in all sectors and they should be developed on most modern lines as there is an element of risk to life in air travel everywhere and the facilities should be provided to all categories of airports uniformly. North-east is one area where at least the domestic tourists go very often in large numbers. These domestic tourists should have proper facilities, hotel facilities and other facilities beginning from the airport to the city. So, the Civil Aviation Ministry under the leadership of the new Minister, Mr. Jagdish Tytler, I am sure, will give uniform treatment to our airports.

Then coming to the Bill, I think, this is a very welcome step. The statement of

objects has said that there is not much of a financial involvement. But I think the Minister need not be so apologetic about it because we do not mind, the country will not mind making a little more expenditure on this National Airports Authority because the Authority should be constituted well and run well. The money allotted for the remaining four years of the Plan has been indicated as Rs. 311 crores. My friend from the opposite side has suggested that it should be more. I think the airport facilities to be developed require more money and the Authority must get more money also. I am in favour of more funds being allotted for this Authority and he should not be very apologetic that it will not have financial implications and it is only for transport and operational advantages. Side by side with operational advantages, we should have more of an efficient sort of development and construction so that we can give a new turn to air transport in the country.

With these words, I welcome the Bill.

[Translation]

*SHRI AJIT KUMAR SAHA (Vishnupur) : Sir, I welcome the new Minister but I cannot support the Bill brought forth by him. Many clauses of this Bill do not merit our support. This Bill seeks to privatise a Government department in the name of converting it into a autonomous body and this too we cannot support. This Bill has been brought forth on the lines of the recommendations of the Raje Committee. I want to draw the attention of the hon. Minister to Clause 11 of this Bill wherein it has been stated that "The Authority shall act on business principles." Now, Sir, there are many remote areas in our country where air service is absolutely essential. They must be connected by air with other areas of our country. If the Airport Authority are guided by 'business principles', then it will not be possible to extend air services to those remote areas. Air Service will be provided only to those areas which will produce profit. Aerodromes and other facilities will be constructed only in the profit yielding areas. The backward and remote areas will remain as they are. Therefore, I will request that

this 'business principles' in clause 11 should be changed to 'service principles'. We have seen that a flood of Government amendments have poured in after this Bill was brought forth. This gives the impression that the Bill has not been properly studied before presenting it before the House. I suggest that the Bill may be sent to a Select Committee for proper study and deliberation and thereafter a comprehensive and revised Bill may be brought forth before this House. In the 'Statement of Objects and reasons' of the Bill it has been stated that this conversion to a autonomous statutory body is being effected for the benefit of the DGCA. This has also been stated *inter alia* therein that the functioning of the DGCA has been found difficult due to its having to have its constructions executed by the C.P.W.D., its purchases routed through DGS and D and its personnel recruited through the UPSC." Sir, I object to this statement also. This amounts to casting reflection on the working of other Government departments. They are unjustifiably being degraded. I do not think that the working of the CPWD is at all bad. The maintenance of the Parliament House, the Rashtrapati Bhavan, and other multi-storied Government offices are being done by the CPWD. The construction work of many Government buildings are being done by the CPWD. I think they are doing a commendable job. Purchases for the Government departments are done through the DGS and D. Here they are also sought to be bypassed. Even the UPSC who are entrusted with selection of proper persons and recruitment for Government departments; they too are sought to be bypassed in the matter of recruitment to the Airport Authority. I strongly object to it. The UPSC has constitutional recognition and the recruitment made through the UPSC is perfect recruitment, I think. Now if this statutory autonomous authority bypass the UPSC and resort to own recruitment, then I think that will give rise to much corruption. Meritorious and qualified candidates will not get appointment. Nepotism will be rampant. All these cannot be supported.

Sir, in 1969 a Committee was set up consisting of four members under the Chairmanship of Shri K. G. Appusamy. That Committee had submitted a report on

[Shri Ajit Kumar Saha]

'the standards of maintenance and airworthiness of Indian airlines aircraft, and regulatory responsibilities discharged by DGCA in monitoring the engineering activities of Indian airlines'. That Report has not been published till today, although we have obtained a copy through some source. That Committee had made several valuable recommendations in that report concerning domestic airports. I will not go deep in that report, but I will like to mention about one or two recommendations made therein. The report says :

"Calcutta and Madras bases be developed as additional bases for Airbus and B-737 respectively, so that servicing and rectification can be undertaken to take advantage of the ground time available. With further augmentation of the fleet, these two bases be developed further with technical facilities, hangar space etc. to be able to undertake check 'C' Maintenance work or higher inspection schedules."

In this context I want to point out that many such facilities are available at the Calcutta airport. For example, according to existing standards, an area of 30,000 sq. feet should be available for overhaul and repair of aircraft whereas at Calcutta airport 60,000 sq. feet space is available. For the repair of main-engine, 32,000 sq. feet space is required and Calcutta airport has that much space available. Calcutta airport has also sufficient 'hangar' facilities. Moreover, geographically, Calcutta airport has railway connection available within one mile and a sea port within 12 miles. In spite of all these plus points, the importance of Calcutta airport is being reduced time and again and it is being downgraded.

In 1974 the number of technicians and other airport personnel in Bombay airport was 1059. But in 1983 that number had gone up to over 2000. In Delhi it has gone up from 1200 to more than 2000. But in Calcutta only the number has gone down from 1172 to 1100. In Calcutta airport there is no facility for repair of Boeing aircraft or airbus. Only Fokker friendship planes can be repaired there. Boeing planes are repaired at Delhi. Auro planes are repaired at Madras. Airbus is repaired at Bombay. Even minor repairs

to these planes cannot be carried out at Calcutta airport. I request the hon. Minister to provide these repair facilities at Calcutta airport.

I am sorry, I cannot support this Bill in its present form. I request the hon. Minister to bring forth a revised comprehensive Bill after deconsideration and discussions and I will surely support that.

[English]

SHRI SRIBALLAV PANIGRAHI (Dcogarh) : Mr Chairman, Sir, I welcome this Bill which has been brought forward before this House by the hon. Minister of State in-charge of Civil Aviation. This is a welcome piece of legislation because it is intended to improve the functioning as also the efficiency of the system, that is, by introducing increased flexibility and autonomy for the development of domestic airport and the provision of air-traffic services.

Sir, as you know, this running of air traffic which is within the purview or the jurisdiction of functioning of the Director General of Civil Aviation is a commercial affair and in the case of commercial affair it is better if they are looked after by a body corporate, autonomous in character, autonomous in nature and I wonder why the previous Speaker could not persuade himself to agree to this basic principle which is generally accepted not only in India but almost all over the world, that an organisation mainly dealing with the business aspects should be looked after by such other organisation. Even in their own States there are so many organisations like this body corporate, autonomous organisations entrusted with similar task. Just for the sake of opposing, this Bill should not be opposed. I wonder whether some of the hon. Members on the Opposition side are trying to blow hot and cold at the same time. Sir, the purpose underlying this legislation, is quite laudable, As I told earlier, it is intended to increase the efficiency and also to look to the proper management of our domestic air-ports. I feel that there has been rather delay in this regard, because as far back as 1971, another organization of this nature, that is the International Airports Authority of

India was constituted to look after the development and maintenance of international airports. Since then the economic activities have grown, have increased and multiplied and rather it will not be incorrect to say that our Civil Aviation Directorate has not been able to cope up with the increasing day-to-day task.

According to the Statement of Objects and Reasons and according to the Statement made by the hon. Minister while commanding the Bill for consideration, it will not involve any extra financial burden right at the moment. It is mentioned that the sum of Rs. 311.26 crores which is available for this in the 7th Plan will simply be diverted to this organisation which is going to be created. As suggested by one of the previous speakers, why the Minister is becoming apologetic that it will not involve extra expenditure. May be that sufficient money is not available because of resource constraints for its proper functioning. Wherever there is a body corporate or such organisations, they can generate funds themselves. In this case, they could depend on public financial institutions to get money, to get funds and invest that in the task for which this organisation is going to come up particularly. Simply conversion of a department into an autonomous corporation or a body corporate will not help improve matters overnight as it is without the sincerest efforts made in that direction. We have, in fact, a number of public undertakings, business organizations, in our country which to our great dismay and disappointment are not functioning properly and they are running in losses. Sometimes, we find that even the railways do not make profit; instead they incur losses. The hon. Minister should ensure that such unfortunate things do not happen to this organisation which will come into being after this Bill becomes a law. Proper safeguards are required to be provided for that purpose.

We have a number of competent people to man such jobs in our country and they should be properly chosen. Selection of right people for the right jobs is very important and it should be looked into with all seriousness.

Again, independence should be given to them in their work together accountability

as also responsibility. Independence without accountability, we find from our experiences, lands the country in very difficult situations. Therefore, independence should be given and accountability fixed. There was some opposition to the period provided for chairmanship as three years, and it was mentioned that it should be minimised to one year. I am totally opposed to it. Rather, it should be increased to five years. Choose a proper man and give him independence and watch him whether he is functioning properly or not. During this long duration of period, so that he delivers the good. People who cannot deliver goods should be taken to task. It should be so not only in this organisation, but also in other public undertakings.

After the unfortunate Kanishka incident, security arrangements were tightened in our country also. We felt deeply concerned and the Parliamentary Sub-committee of the Consultative Committee attached to the Ministry of Civil Aviation and Tourism looked into this matter. They have come up with several recommendations and these recommendations should be gone through and implemented. As observed by some members. I am constrained to say that while tightening the security, it should also be seen that punctuality is maintained. Because of the tightening of security flights are unusually and unnecessarily delayed. We found that the training given to the security personnel was not of proper standard. Proper training should be given to them and an exclusive cadre duly trained should be deployed for this delicate work so that there is punctuality as well as proper scrutiny.

I would like to say something about passenger's comforts and amenities. These days, there is a famous saying that time and distance have been conquered. What is the media of this conquest? It is our journey. If we travel by air, we conquer distance and time. Minimum passenger facilities and comforts should also be taken care of properly. Some standard should be maintained with regard to food supplied in other flights. Several times complaints are lodged and suggestions given. I myself have given two suggestions and stated in the Suggestion Card that I would be happy to receive a reply about the action taken in the matter. Though months have lapsed, I have not received any reply.

[Shri Sriballav Panigrahi]

Increase of flights or air journey is very important in a country like India, a vast country with diversity where unity exists amidst diversity. This air journey is one of the media to strengthen our national integrity and hence flights should be made available throughout the country, connecting all the nooks and corners of our country. This would promote national integrity and also helps in preserving our cultural heritage. I would say that this should be viewed from this angle.

Further, it is an infrastructure from the tourist point of view. Orissa is very poorly placed in the air map of India. There is only one place, i.e. Bhubaneshwar which is connected by Indian Airlines. Another place Rourkela is connected by Vayudoot Service. Only, Vayudoot Service should be extended to Jharsiguda which is the gateway to Western Orissa. Besides, Jharsiguda, it would be better if Vayudoot services are extended to Raipur in Madhya Pradesh also.

SHRI C. P. THAKUR (Patna): I thank the Minister for bringing out this welcome piece of legislation, which was overdue. We are at a stage when the ground service is also of some standard. The objective of this Bill is to improve the functioning of airports. Prior to this they had to take help of the UPSC and CPWD for recruitment and construction work respectively. Now they want everything to be done under one head to avoid delay. I must say that the young Minister has to perform a difficult task of starting a Construction Division. It should be established in such a way that it should serve as an example to others. It should prove that the Construction Division of the Airport is better than the CPWD. Similarly, regarding recruitment also, some apprehensions have been raised by the Opposition saying that UPSC is better. It is not necessary to say that the UPSC is the only organisation which does its work in a most honest manner. This Department also can develop its own recruitment system.

Thirdly, I want to make a suggestion that too much of lien should be avoided and a permanent cadre of the persons especially with the idea of the business management should be formed, because this is a business oriented organisation.

Regarding our ground service I would say that it needs lot of improvement. For example if you go to Barakhamba Office of the Indian Airlines, the time taken for confirmation of ticket is more than the time taken to reach that particular station. One of the foreigners who was standing there said "Oh, still India is in Bullock Cart age there." I was just listening to it.

Recently, I was at Calcutta Airport and once eight a foreign couple came and they wanted to put their luggage in some luggage room. They had about eight hours time at their disposal in which they wanted to go Calcutta. They enquired that in the Calcutta Airport there is no luggage room. So, smaller things should be taken care of.

Regarding the tickets, it is a fact that the cost of the air tickets is soaring very high and common man cannot afford it. So at least there should be some concessions for the firms and the patients. Now, we are planning for the 21st Century. All the Capitals of the States should have air bus landing facility. We should not keep on changing on airports say every 2-3 years. There should be a long-term planning.

Now, I want to say something about my State. Patna is the capital of Bihar. It is not connected through air route to Bombay and other places. There should be some connection so that the people of our State can go to that area quickly, as Bombay being the economic capital of this country.

My distinguished colleagues have pointed out air services to difficult areas. It should be thought that some religious places like Badrinath, Kedarnath, where many old people want to go could not go because there is no helicopter facility. So those places of religious importance should be connected with helicopter services and places of international importances should be connected with air routes.

Night landing facility should be provided in most of the places. We hear, I do not know whether it is a fact or not that delay in the air traffic is purely due to paucity of aircrafts. At the airport they say that because of lack of aircrafts, there is too much of delay.

Punctuality should be there. If the rise any delay in air traffic, it defeats the very purpose too much.

Thank you very much. I do not want to say anything more.

SHRI V. S. KRISHNA IYER (Bangalore South) : Mr. Chairman, Sir, I am not opposing the Bill, if it is implemented in the spirit with which it has been brought about. Sir, only this morning—of course if I had spoken yesterday probably I would have spoken in a different way—I saw a news item this morning with regard to the International Airport Authority. The hon. Minister had to pull up two officers for the negligence of their work, for the poor quality of the work in the prestigious Indira Gandhi International Airport.

SHRI JAGDISH TYTLER : Not pulled up but sacked.

SHRI V. S. KRISHNA IYER : Certainly. So what is the idea of forming an autonomous body then? Why should we have an autonomous body? Then what my friend Srihari has said might be correct. The autonomous bodies are constituted to avoid delay, that is red taping and to improve efficiency.

Sir, the International Airport which should have been inaugurated today, the birthday of our late Prime Minister had been delayed on account of the inefficiency of that authority. This authority also should not be allowed to go the same way. I do not know how the Minister is going to convince us. I do welcome that an autonomous body is necessary for a commercial organisation like this. But the Minister must take care to see that proper persons who have got experience in administration, management and also technical matters are appointed as Chairman and as in-charge of operations, engineering etc. It should not be decided by the favouritism of the Minister or anybody else.

I would make a few suggestions also. Many other hon. Members have also given them. I feel that our airports reflect the image of our country. I have been travelling nowadays by air, especially after I became an M.P., between Delhi and Bangalore,

directly as well as *via* Pune. Let the hon. Minister visit the Delhi airport sometime during the departure timings of flight No. 403. At one and the same time, 2 or 3 Airbuses depart from Delhi; and 2 or 3 Boeings also. There is security check done simultaneously for 500 to 600 people, before passengers are allowed to enter in. But there are only about 200 seats in the departure lounge. The rest of the passengers are made to stand and wait. Ladies are also forced to stand. We don't even get a cup of coffee there. If the plane departs punctually, *i.e.* on time, well and good. Otherwise, what is the fate of the passengers? My own experience many times has been that the departure time of flight No. 403 is delayed by 3 or 4 hours. Unfortunately it never goes on time.

SHRI JAGDISH TYTLER : Which particular flight you meant?

SHRI V. S. KRISHNA IYER : Flight No. 403 by which I generally travel.

I must thank the hon. Minister for conceding the request of the Karnataka MPs. Immediately after he assumed charge, he has introduced a direct flight between Delhi and Bangalore. We thank him for it; but he must see that proper facilities are provided for the passengers.

The position of latrines in the airports are very bad. You have constructed the international airport at Sahara, in Bombay which has got many facilities. But the minor civil airports also should receive the same attention. Even the foreign tourists who come to India visit not only Delhi, but also other cities in our country. Everywhere we do not have the facilities which the Sahara airport has. So, I would request the Minister to see that sufficient sitting arrangements are provided in the lounges of all the airports.

Now about the condition of the restaurants in the airports. God save those who go there. When the flight is delayed, a coupon in favour of the Airport Restaurant is issued by the authorities to the passengers. The quality of the food served there is the worst. The Minister should look into these small matters also, and see that things improve.

[Shri V. S. Krishna Iyer]

As far as Bangalore is concerned, I am happy that the Minister has announced that the Bangalore airport will be upgraded into an international airport, *i.e.* to international standards. He himself has realized the need for it. I need not elaborate on the reasons why we were demanding it. I hope he will take immediate action in this behalf.

Now about picking up of the luggage from the airport. The flight time between Bangalore and Delhi is $2\frac{1}{2}$ hours, but the picking up of luggage takes about 1 hr. 15 minutes. When simultaneously 2 or 3 flights arrive—they are scheduled in that manner and suppose they arrive on time—in takes more than an hour to pick up the luggages. You should have more conveyor belts. If you cannot provide them in Delhi airport, how can you think of providing them in other smaller airports? These are very necessary.

I am sure the hon. Minister whereas taken over recently, will visit airports soon and make necessary arrangements.

As far as our State is concerned, one Vayudoot service has been introduced. It is not sufficient. No must see that many more such services are introduced.

SHRIMATI BASAVA RAJESWARI (Bellary) : That service has not started yet.

SHRI JAGDISH TYTLER : We are waiting for the Air Force's clearance. As soon as that is done, we will introduce it.

SHRI V. S. KRISHNA IYER : Shrimati Basava Rajeswari is speaking about the Vayudoot service to Bellary, because it is very near to Hampi. We should also have Vayudoot service to historical places, and places for tourist interest. Not only this, this Vayudoot Service should be a daily service. You must see that it because a daily service. Otherwise, there is no use of having it. If it is economical, then it should be a daily service to tourist places like Belur and Halebid.

SHRI SHANTARAM NAIK (Panaji) : At the outset, I would like to make general observations which I have been making also in the case of other legislations too that we enact legislations leaving most of the powers

to the rules and regulations that are to be made subsequently. Now, if we take the totality of the whole things, we will find that the laws which we are enacting here, only 25 per cent of it is here and 75 per cent is left to the rule making power and the regulations and the direction. So, what today the House is enacting, I would say, is 25 per cent of the law which it should not be there. The rule making power must be vested with, at the most, 25 per cent of the totality of law. Therefore, in future, you, Mr. Minister and other hon. Ministers, I humbly pray to you all that you should take note of this.

Secondly, in the objects which are mentioned here under clause 12(3) (n) on page 6, there is an object, namely, "form one or more companies under the companies Act, 1956 or under any other law relating to companies to further the efficient discharge of the functions imposed on it by this Act." Why you have brought this is to have some sort of concentration of powers with respect to airports and rightly so, I would say. Now, if there is some concentration of powers in the airport authority, then what was the further need of providing for further companies to be established giving further power? If the authority is going to exercise powers, let the authority exercise it. There should be no further provision to establish companies and giving them more powers. Then why is this whole exercise done? I would, in fact, propose an amendment, and if the hon. Minister is convinced, he may accept it.

Then in clause 12(3)(i), there is a provision, namely, "Make appropriate arrangements for watch and ward at the aerodromes and civil enclaves." One of the powers vested under the authority what we are establishing an authority under 12(1)(iii) is "make appropriate arrangements for watch and ward at the aerodromes." Now, we are establishing that authority. Therefore, the words "for general security" have to be enacted. The power of the authority should not merely be restricted to watch and ward when we are establishing an international type of standard airport, and security is a problem today. In fact, I may suggest—although I have not proposed and amendment—"Make appropriate arrangements for watch and ward and general security at aerodromes and civil enclaves."

Lastly, I will draw your attention to clause 11, which reads as follows :

"In the discharge of its functions under this Act, the Authority shall act, so far as may be, on business principles."

I would strongly object to this, because our motto for transport, whether it is road, shipping or otherwise, is basically service motto, and business is not and should not be a main motto. No doubt, principle of business should not be discarded at all; and besides. I would say, since there is no definition of business principles given in the main Act, saying that we shall run it on business principles, that may harm ultimately the service motto. Therefore, I would suggest that the service motto should be the main criterion to be given to it.

[Translation].

SHRI MOOL CHAND DAGA (Pali) : Sir, first of all I thank the new Minister who works with great vigilance and promptness. Regarding the Bill, I would request you kindly to study it deeply. On the one hand it is being said that autonomous powers have been given which means that there will be less interference. I would like to quote from this Bill :

[English]

Clause 36 (2) says :

"The decision of the Central Government whether a question is one of policy or not shall be final."

You see, "Whether it is a question of policy or not shall be final."

[Translation]

You have given autonomous powers to the authorities and very intelligent people will be appointed as members.

[English]

But any order of the Government will be final. You cannot challenge it. When it is an autonomous body it might challenge the order of the Government that this is not

according to it. But you say, "No. My order is order. It is a final order."

SHRI JAGDISH TYTLER : I thought you are on the Government side.

SHRI MOOL CHAND DAGA : I am just telling you because after all you want to give powers to an autonomous body. Whereas, you say one thing, and that whenever the Government issues an order, that order is final. We can not question it. No. You will say that it is a question of policy.

[Translation]

If you read any other Act you will not find this thing in that...

(Interruptions)

SHRI VASANT SATHE : It should be autonomous, not 'Lutanomous'.

(Interruptions)!

SHRI MOOL CHAND DAGA : It has not been stated in the Bill as to where the office of the Airport Authority will be located. Show me in the Bill if this thing has been mentioned in it, whether it will be located in Delhi or in Bombay ?... (Interruptions). The hon. Minister is saying that it will be located where he is sitting... (Interruptions) The people who have framed this Bill will tell me about this. (Interruptions)

[English]

Kindly read this. No, no. I am talking about the Bill. You say where it will have its headquarters; at Delhi, Bombay, or at which place. I am reading from page 3.

[Translation]

The Amendment which I had given notice of meant that there should be eight members, but you said that their strength would not be less than this. That is why I had asked what would these 14 Members do ?

[English]

Why should there be 14 Members ?

You say in Clause 3(4) :

[Shri Mool Chand Daga]

"The Chairman shall be a whole time member and other members referred to in clause (c) of sub-section (3) may be appointed as whole-time or part-time members as the Central Government may think fit."

You also say that not less than eight and not more than fourteen members will be appointed.

[Translation]

The Bill has only been copied. You have done this act of Kindness after a period of 11 years. It is only a copy of the International Airport Act. That shows the hard work you have put in. It has been said that the hon. Minister has brought forward a new Bill...

(Interruptions)

[English]

For 14 members you will have 14 Secretaries, 14 poems, 14 cars. In the last Bill the number of Members mentioned was 13. After 11 years one more member has been added.

Mr. Naik has said that after all we want to give all powers to the bureaucrats so that they may frame their own rules and regulations. That is not the correct approach. I do not agree with that.

The Chairman will be a whole-time one. About his qualification nothing has been mentioned in the Bill. It is simply mentioned that the Chairman may be appointed as whole time member by the Central Government. How many members will be whole-time and how many part time? How will the appointment of members be terminated? If you see clause 5, three types of terminations have been mentioned therein. First is to terminate the appointment of a member, who is a Government servant, without any notice. Second is to terminate the appointment of a whole-time member who is not a Government servant, by giving him three months notice or three months salary. If you want to terminate the appointment of a member, why should there be different rules for different members? I do not agree with this clause at all. Moreover, it has not been

happily worded. I do not understand why there should not be one way of terminating the appointment of members.

Some hon. Members from the other side were critical of clause 11. I do not find anything wrong in this clause. This is a good clause.

[Translation]

I do not agree to what has been said by the Members of the Opposition in this regard. The provision made in the Bill is absolutely correct. But kindly state the term for which you want to reappoint a member.

[English]

The Bill says a member can be reappointed, but for how long? For the whole life or what? There should be some limitation. Therefore, I have laid down a period of three years, otherwise you can reappoint a member till he attains the age of 85 or 90.

Then, clause 29 says, "No suit...shall lie against the Authority or any member or any officer...". You cannot debar a single person from filing a suit in a civil court. This is his fundamental right. This is his Constitutional right. He can file a suit against anybody because the Constitution gives him this right. So, this is, the way how this Bill has been very well copied.

[Translation]

We do not feel pleasure in saying so. Our Hon. Chairman speaks at a very fast speed here.

[English]

Our Chairman who is presiding over, is a very competent person. He will always say 'yes'. When he says 'yes' we understand that he is now asking us to take our seat. So, in a very wise and laughing manner he asks us to sit down. Why do you say 'yes', 'yes' again and again? We will sit down of our own.

MR. CHAIRMAN ; You have taken too much of time.

SHRI MOOL CHAND DAGA : I very much appreciate the way you are handling the House, Sir.

[Translation]

It is a matter of principle. Our learned Finance Minister is present here. He is considered to be one of the three ablest Finance Ministers in the world.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : I am apprehending some danger. I do not know what he is going to say next.

SHRI MOOL CHAND DAGA : Now, we apprehend danger. As soon as we have black money, a raid will be conducted. It is not clear as to what you want to say in this Bill.

[English]

Then you say, "As a result of an all round increase...the functioning of the DGCA has been found difficult due to its having to have its constructions executed by the CPWD, its purchases routed through DGS and D and its personnel recruited through the UPSC."

[Translation]

So you want that all the bodies like U.P.S.C., C.P.W.D. etc. should be given an autonomous status to ensure smooth working. But I fail to understand why you want to act in this manner instead of removing the hurdless experienced in executing the work promptly. You have set up various autonomous bodies like I.T.D.C., International Airports Authority of India and various Boards in the Commerce Department. It is not proper. Now, the Chairman of the International Airports Authority of India will directly undertake tours of London and U.S.A. Nobody is there to check him. Being the Chairman he will visit every country. Big empires have been set up in this country. How many autonomous bodies you want to set up and how many new empires you want to create in this country? I have seen the working of many Boards. They are in a great mess. You have created a new class of these chairmen. You should pay attention in this regard. I would like to submit that

this Bill needs certain modifications. Please do something in this regard.

[English]

DR. DATTA SAMANT (Bombay South Central) : I agree that there is a need to have aerodromes and there should be good night-landing, regular services, some canteen facilities etc. I am not opposed to that, but for the last so many months I have been hearing that the Government is gradually moving in for formation of statutory ports or authorities. I may point that there are 80,000 sick units and Rs. 3,000 crores were required and we were shouting for the last twenty years to help these sick industrial units, but the Government has not come forward to help them.

Sir, I do not think that these are the functions of the Government. Our Minister is quite competent to deal with these things to improve the services of the aerodromes. And if there is some difficulty regarding giving them powers, there are different Directors of Civil Aviation whom you can give some more powers. And if there is some difficulty of coordination among some two or three departments, things can be amended to deal with that. But it is a pity when we have no money to spend for the people below the poverty line, which also requires the same amount of resources, you are spending about Rs. 311 crores for improving the aerodrome services and for the formation of boards. I am opposed to all these things. These things can be done by departmental improvements.

My previous speaker, Shri Mool Chand Daga has said, with the working of all these boards, they will become autonomous bodies. By just telling what these authorities and Chairman will do and how much they will spend, I think the Ministers and the Government are selling out their responsibilities.

I will not take much time of the House because most of the things have been said, but I will speak on one thing which has not been covered. Sir, the International Airport Authority Act 1971 is more or less repetition of the same Act. It is just forming some authority and giving them some more powers. I will point out to the Minister how these Boards will be used.

[Dr. Datta Samant]

Bombay Airport Authority is also an International Airport Authority, but one of its functions is to start schools, to construct the buildings and hotels. I think there is no need for all this. I may point out here that out of a thousand people of this country only four to five have gone in aeroplanes. 995 people have never gone in aeroplanes. Fifty per cent of the people have not seen ever the aerodromes. And out of a thousand only one or two people regularly travel in aeroplanes. Only few are getting that privilege. And if for such people you go on adding more and more facilities, it is not proper at all. Let us accept that ours is a poor country. Therefore there is no need of showing to the foreigners. If you compare with all the nations our number is sixth from the last. Let us tell all the countries that we are poor people and we cannot go on always adding additional facilities.

There is one very important problem and I have already talked to the Minister once. In Bombay International Aerodrome, the planes are landing and taking off nicely. Its runway is very good and everything is good there. There are two good terminals and people are coming and going back. To make it more fascinating and attractive, now they are adding another 170 acres of land to it by removing 20,000 families who are poor and working class families. With bulldozers they have removed the houses of some of the people. Authorities are acting in this way. In spite of the fact that there is a strong reaction from the lakhs of people affected, the authorities are serving them with notices and uprooting them. The concern of the authorities is only to see that the aerodromes should be nice and these should be centre of attraction in Bombay. I oppose all such move. I very honestly tell you that their functions should be limited to providing aeroplane facilities and that there should be two or three terminals. It should be limited to that only. Regarding this Bombay International Airport, for what purpose are you acquiring the land? For Lillapinte hotel you have given 30 acres of land. What is this sale? You fight it out in the court. They are allowed to construct for the value of 2 crores more. Crores of rupees are swallowed by the Corporation. I don't know how many

Government authorities are involved. You have been removing the people who have been staying there, who have been working there. The Corporation has passed a Resolution. Here, in the name of the aerodrome, you are giving the land. 30,000 sq. m. of land will be given to all these hotels. One hotel is the Ambassador Hotel. 13 hotels are coming near Bombay Airport Authority and the Government is sitting silent. You are demolishing the huts of poor people who have been staying there. For what for is this expansion, may I ask? International Airport Authority means, you want 18 hotels. This is not the picture of our poor country! Let us admit to our voters, we are poor people, whatever aerodrome is here, is sufficient for all time to come. Therefore, if you are acting in this way, I oppose this Bill.

You can, by all means, improve the facilities with the help of the people living in that area. That can be done by the Minister. He is quite competent. You say Rs. 311 crores will be spent. I don't know whether this will not be a repetition. Is this going to be the utmost? I don't know how much of revenue it is going to collect. For that revenue are you going to give land to the hotels? Usually when such types of Aerodromes are coming in the cities, a conflict will come. There are poor people who are involved. The authorities are given lot of power. All these things are going to act adversely against the poor people. Nobody can control it. The Government is responsible for the poor people's miseries. In Bombay there has been a strong agitation. They are removing one lakh people from that area. They are the poor people who have been staying there for the last 20 years and 30 years. They are workers in Central Bombay and you tell them, you go to Malwadi; you go somewhere else. There is not even a single house there. You tell them, you go to 12' X 10' land which will be given to you; you go and stay there. Is it the approach of a democratic Government? It is not the party which matters; they have voted for the Congress; but that is a different matter. You are going to remove these people out of Bombay City for showing that this is a big and nice Aerodrome. Therefore, I oppose the formation of this Authority. This will be an unnecessary expenditure. I do agree

that some improvement of this Aerodrome can be done by the Government. As Dagaji rightly said, there is nobody to ask such Authority what they are doing. They become independent States—away from Parliament, away from all Government Control. Therefore, I request hon. Minister that, instead of forming this authority, you please take some powers to improve the Aerodrome, make some minor adjustment in the laws; but for God's sake don't spend all this amount over such fascinating things! With these words I conclude. Thank you.

[Translation]

DR. G. S. RAJHANS (Jhanjharpur) : Sir, after what has been said by my colleague, Mr. Daga, I have nothing to say. Still, I would like to raise a few points. When the setting up of an autonomous Authority is discussed, we do not know why some sort of apprehension is caused in the mind.

An autonomous Authority named D.D.A. was set up in Delhi a few years back. You might have seen a cartoon that appeared in a prominent newspaper a few days ago in which a guide was asking a tourist to see the eighth wonder of the world, when he will see buildings without any foundations swinging in the air. So, one autonomous Authority is constructing buildings having no foundations. We apprehend that this second Authority may not make a mess of all these things.

It has been stated in the statement of Objects and Reasons that this Bill has been brought after having a serious consideration, whereas Mr. Daga says that it is a true copy of the previous Act. How has it happened (Interruptions)... The hon. Minister has said that its office will be located at the place where he is. A famous saying in Bihar is "Jahan Dhad, Vahin Ghar". Its office will be located where the Chairman will reside. It is a serious lacuna to which attention should be paid.

In regard to the appointment of its members it has been said that there are to be appointments and reappointments of members. After all, for how many times a member will be appointed? Will it be ten times, twenty times or how many times? At least some limit must be there. You have rightly said that only those persons will be

appointed to the offices of the Chairman and members of the Board, who have some knowledge in this field, i.e. in the matter of aviation and transport. My only request is that politicians should not be appointed on the Board.

AN HON. MEMBER : It has not been done.

DR. G. S. RAJHANS : You have left a loophole. I tell you. You have stated :

[English]

Capable of representing organisations of workers and consumers.

[Translation]

Under this provision you can appoint anybody you like. For politicians it will be said that they represent the workers... (Interruptions)...

AN HON. MEMBER : Are the Members so bad? .. (Interruptions)...

[English]

SHRI JAGDISH TYTLER : They are not frustrated.

DR. G. S. RAJHANS : They are very much frustrated.

SHRI JAGDISH TYTLER : You are representing people.

DR. G. S. RAJHANS : I am a politician, I am representing people. So, I said there are loopholes in the Bill where politicians can be made members of the Board like representatives of workers and representatives of consumers.

[Translation]

I am saying this in the interest of the nation. I personally feel that wherever autonomous authorities have been formed out of the Government Departments, a state of anarchy has been created there. Tax payer pays the money and nobody is accountable for that. It is said that the autonomous Authorities or corporations are accountable to Parliament. But what happens actually?

[Dr. G. S. Rajhans]

One or two reports will be presented; a committee will be set up and the matter ends there. Some privileged persons will rise to certain higher positions. I cannot say how the people will be benefited.

So far as consumers are concerned, I would like to say that one person from newspaper industry must be included. I can say it from my personal experience that newspapers are sent by a from every metropolitan city and other big cities, but a customer even after paying the freight does not get the newspapers for 10 or 12 day in a month. Newspaper industry has represented in this regard many times, but nobody has paid any attention. I, therefore, submit that one member must be appointed from the newspaper industry so that he could protect its interests. We shall be very grateful to you for that.

You have said that appointments through U.P.S.C. take a lot of time. That is why all the appointments will be made by you. It is my personal experience that wherever there are autonomous authorities or corporations, too many appointments have been made in them and the reason for losses to many autonomous corporations is that overhead expenditure in them has increased considerably. So, I urge that some strictness should be observed in the matter of appointments as is being observed by U.P.S.C. Too much appointments should be avoided.

Now, I come to computers and the reservation system. I would like to narrate my personal experience in this regard. Recently, I had gone to Assam. When I went to their office to confirm my reservation for return journey to Delhi, the person sitting at the reservation counter replied that the computer was not in the working order. Another M. P. also was also there with me. I would ask him to testify my statement. The people asked the person at the counter as to what the remedy was. He told us to talk to Mr. Jagdish Tytler. I said I would do that whereupon he said, "Are you in your senses?" I said, "Yes, I am in my senses and I will talk to Mr. Jagdish Tytler." He said, "How will you talk to him?" I said that I would definitely talk to him. Then I asked him to take me to the Manager. The

Manager also said that the computer was out of order. Then I was forced to disclose my identity as a Member of Parliament. Then they politely told me that I would get reservation. It means that an ordinary person would not get the reservation and even a Member of Parliament must disclose his identity to get his work done.

I had the similar experience at Patna also. I along with some other persons went to the Reservation Office at Patna and told them that we had to go to Delhi whereupon we were told that the computer was out of order. I asked what type of that computer was which was not functioning. Again we were told that the computer was out of order. When I disclosed my identity as Member of Parliament, they asked me to come inside and said that I would get reservation of seat without any difficulty. I mean to say that if one is compelled to disclose one's identity as an M.P. every time, only then one can hope to get reservation of seat, otherwise the reply will be that the computer is out of order. It is a matter of great regret. I would request the hon. Minister to pay attention towards it.

Some other hon. Members have also made a mention about security measures. I fully agree with them that people feel some difficulty thereby. But I would like to tell you a very interesting thing. In the capitals of two States I found that if a P.A. accompanies some State Minister on tour, he is not subjected to any security check. I can say it with challenge.

17.07 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*English*]

SHRI JAGDISH TYTLER : When did this happen? I would like to get full facts.

[*Translation*]

DR. G. S. RAJHANS : It happens in Bihar and Assam. It happened only about ten days back. I was with my P.A., but I was not checked. What more proof you want to have. I was going to Guwahati and they did not subject me to the security check saying

that there is no need to check me. It is a very serious matter. I would request you to tighten the security. I have often seen that there are serious security lapses.

In the end, I would like you to consider the proposal of Vayudoot services which has come from Bihar.

[English]

SHRI NARAYAN CHOUBEY (Midnapore) : Sir, my elder brother-like-friend, Shri Tytler has been force to take the role of Hitler ! Sir, Government themselves have given some 14 amendments to this Bill.

SHRI JAGDISH TYTLER : Only one.

SHRI NARAYAN CHOUBEY : I mean, Government Members, our Tytler friends. Mr. Daga has given. Of course, he is not a Government member; he is a Congress member.

MR. DEPUTY SPEAKER : They have spoken. I do not know whether they have given amendments.

SHRI JAGDISH TYTLER : Mr. Daga have withdrawn his amendments.

SHRI NARAYAN CHOUBEY : I want to make one request to the Minister. Please stall the pursuance of passing this Bill and let us make a Select Committee. Let us go through all the provisions in the Committee. Let us make a total review of the whole thing. Let there be a Select Committee and let it be reviewed then and there. I beg to submit one thing.

What are you going to do under Clause 34 (1) ? You are allowing any private person—I quote :

“Such as may be specified in the Order and the Authority shall be bound to comply with such direction.”

Sub-Clause (2) states :

“Where the management of any aerodrome, civil enclave or aeronautical communication station is entrusted to any person specified under sub-Section

(1) (thereafter in this Section referred to as the authorised person), the Authority shall cease to exercise and discharge all its powers and functions under this Act in relation to such aerodrome.....”

What are you going to do after bringing this Act ? Whenever you feel so, you hand over a portion of the aerodrome or the whole of the aerodrome to any person you think fit. That means you are going to bring private persons to operate aerodromes. It is the way you are going to ensure the security of lives in 21st century ? Is it the way that socialism comes in ? I would request you to consider this clause at least. I hope that you will drop it.

Our friends have spoken regarding computers. I think you too will be feeling this. Computers are almost, I would say, not functioning and for non-functioning of the computers, the passengers are being harassed in all airports. Did you go on global tender for the computers ? Are they manufactured in Delhi ? The computers are brought in for giving better benefits and service to the passengers. But these computers have been creating difficulties for the passengers. This should be looked into by you. I would like to question why such computers are being brought in large numbers without any global tender or without any proper tender.

Now I would like to speak about Calcutta. Calcutta is a part of India.

MR. DEPUTY SPEAKER : There is no doubt.

SHRI NARAYAN CHOUBEY : They have doubts !

SHRI JAGDISH TYTLER : Never.

SHRI NARAYAN CHOUBEY : We are going into the 21st century. As far as Calcutta airport is concerned, we are moving away from 21st century. What was Calcutta 20 or 30 years ago ? What is Calcutta today ?

I would like to refer to the Statesman's report on 17-5-83 :

“Calcutta Airport under-utilised. The member Corporation of International Airports Authority of India Air

[Shri Narayan Choubey]

Vice-Marshal P. S. Dera said on Monday that Calcutta airport was under-utilised. The airport, he said, had the requisite facilities for operating more international flights. He was talking to reporters at Calcutta airport after his arrival there from Delhi."

Calcutta airport remains much under-utilised. You should look into this affairs. You will find that the difficulty is even minor repairs are not done in Calcutta. One press report has stated that once the plane was delayed for four hours because the pilot's seat did not revolve and there was no arrangement for even repairing the chair in Calcutta! Some person had to come from Bombay and then the plane started. This is too much of injustice which is being done.

MR. DEPUTY SPEAKER : Is it under-utilisation or over-utilisation ?

SHRI NARAYAN CHOUBEY : It is under-utilisation because there is all infrastructure in Calcutta for doing these things.

MR. DEPUTY SPEAKER : What about repairing this one ?

SHRI NARAYAN CHOUBEY : For repairing this one, some man had to come from Bombay !

MR. DEPUTY SPEAKER : You want more facilities.

SHRI NARAYAN CHOUBEY : More facilities can be provided. So, I think, it is not proper on the part of our administration to overlook the Calcutta Airport. As has been rightly pointed out by my comrade, Shri Ajit Kumar Saha, Calcutta is a big city, and they have the technical know-how. Why don't you make use of that for the repair services ? Why don't you have more services from Calcutta Airport ? India will gain by that; India will not lose by that. I get to submit that this should be done.

We are for socialism; we are not for capitalism. At least, that is the announced policy, although under that, something else is going on...

SHRI JAGDISH TYTLER : No.

SHRI NARAYAN CHOUBEY : You are bringing down the role of the CPWD. A large number of CPWD workers are working in the Airports. What will happen to them ? What will be their service conditions ? Where will they be taken ? You have not yet decided that.

Regarding recruitment, why should you not recruit through the UPSC ? In regard to recruitment, the UPSC's role is not very bad compared to other private organisations where nepotism is prevalent. I think, there should be more coordination between government agencies.

Regarding employment, etc., the different government agencies which are already working should be allowed to work. The new Authority being created should not be given a free hand in this matter.

Lastly, since there are many lacunae being noted, I would request that the Bill be referred to a Select Committee, and after they have made their report, the Bill could be discussed here.

With these words, I conclude.

[Translation]

SHRI DAL CHANDER JAIN (Damoh): Mr. Deputy Speaker, Sir, I rise to support the National Airports Authority Bill which has been moved in the House.

With regard to the proposal of setting up a Corporation, contained in the Bill, I would like to submit that we had expected through such corporations there would be improvements in the working of the systems, but our past experience shows that these corporations just inflate the expenditure and run in loss. So, before setting up this corporation, a second thought should be given to it so that it does not run into loss like the other corporations. The facilities at the airports may be provided and other objectives that have been mentioned in the Statement of Objects and Reasons of the Bill may be achieved but it should be borne in mind that the corporation should earn profits.

People are showing keen interest in air travel and air services. It was with this view

that Vayudoot service has been introduced in the country. In this regard, I would like to add that though some points where the airlines operate have been linked with Vayudoot service, yet the points where it was required the most have been left out. For instance, Madhya Pradesh is an area where there is still enough scope for introduction of Vayudoot or Indian Airlines Service to link various divisions. The existing air service is between Delhi-Raipur via Bhopal and Jabalpur and it returns by the same route. A big city like Sagar, which has a very big Defence Centre, a University and which is an industrial centre in the region, could be linked by Indian Airlines. I would like to draw the attention of the hon. Minister, through you, to this fact.

While supporting the setting up of this corporation, I would like to bring it to your kind notice that all the divisional towns or commissionary towns should be linked by Vayudoot service. This would benefit the corporation as well as the people.

In the end, I would like to request you that the persons who are appointed as members of the corporation should be made responsible to run it profitably instead of running it in loss. It is generally observed that as no one is made responsible, the corporations continue to incur loss instead of earning profits. Therefore, this responsibility must be fixed on the members of this corporation.

The report of the Vigilance Commission was presented to the House during the last session. Though the report is not directly relevant here, but I am referring to it because the Commission had recommended punishment in many cases, but the recommendations of the Commission were not accepted by the Department. If the departments do not agree to the recommendations of the Vigilance Commission then what is the use of the commission. Then merely its report would be submitted to Parliament and the hon. Members would simply go through it, but the problem will not be solved thereby. It will be mere paper work. This should not happen. Instead it should work as a model. Now when we are talking of taking the country into the 21st Century, we shall have to work together tirelessly in this direction

to make the dream of our beloved leader come true.

[English]

MR. DEPUTY SPEAKER : Before I call the next Member to speak on the subject, Hon. Minister Mr. Sangma wants to make a statement. I request him to make the statement.

STATEMENT *Re*: ISSUE OF RAILWAY PASSES TO FREEDOM FIGHTERS

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF STATES (SHRI P. A. SANGMA) : Sir, It may be recalled that the late Prime Minister Smt. Indira Gandhi, had stated in the Lok Sabha that the freedom fighters could have one railway pass in their life time, so that they could see various places in India. The matter had been under consideration. The scheme for the grant of free railway passes to the freedom fighters has now been finalised.

2. Under the scheme First Class Complimentary Cheque Passes will be issued to the freedom fighters, who are drawing pension from the Central Revenues under the Swatantrata Sainik Samman Pension Scheme. It will be a one time pass connecting any two railway stations, including a circular pass, as given in the railway time tables. The pass will also be given to the spouse or attendant of the freedom fighter.

3. The scheme will be implemented with effect from 1st December, 1985.

NATIONAL AIRPORTS AUTHORITY BILL—Contd.

[English]

DR. A. KALANIDHI (Madras Central) : Mr. Deputy Speaker, Sir, at the outset I congratulate the young and the energetic Minister. True to his words, he has sacked two erring officials. I only wish and pray

[Dr. A. Kalanidhi]

that he should continue to have the same spirit in future also.

Sir, today you have brought the National Airport Authority Bill. It is really a welcome measure. The National Airport Authority Bill will confine its activities to all the aerodromes whereat domestic air transport services are operated. In other words, the authority of the International Airport Authority has been diluted. I wonder whether there is a need for continuing with the International Airport Authority as its functions are crippled.

Sir, I take this opportunity to question the wisdom of appointing part-time Members on the Authority. Sir, I suggest that there should be only full time or whole time Members. Then alone the oft repeated slogan of efficiency will become meaningful. Similarly, I suggest that the tenure of office for the Members of the Authority which is stipulated as 3 years is not enough to show their efficiency or talents or concrete results. It should be increased to 5 years.

The National Airports Authority will have at its disposal Rs. 311.26 crores during the Seventh Plan. There should be a provision for audit by the Comptroller and Auditor General of India.

Before I refer to the other issues relevant to the Bill, I would suggest that there should be a representative of the employees of the aerodromes on the Authority as you have an employee-representative on the Board of Directors of the nationalised Banks. That will result in greater functional advantages for you.

The National Airports Authority should also be vested with powers to regulate the IAC agents. The IAC agents corner all the tickets and they extend their activities to the airports where the tickets are made available with the assistance of some of the airports' staff. No doubt, there are registered agencies but there are also un-registered agencies who buy tickets from registered agents and sell them to the passengers.

The demand for setting up an airport at Salem and also at Tirunelveli is a long

pending one. I have submitted a memorandum received from the people of Salem and also from the Chamber of Commerce and I have also given a blueprint for the location of an airport at Salem. The Minister should expedite it early.

The Coimbatore and Madurai airports need expansion in the true sense. There is a civil airport in Vellore which is not utilised. Thousands of patients come from all over India for cardiac surgery and renal transplantation in the CMC Hospital, Vellore and hence I request you to re-open the Vellore airport and bring it on the air map. The local MP, Mr. A. C. Shanmugham is also interested.

Then, Sir, helipads should be set up at Mahabalipuram, Kanyakumari, Kodaikanal, Udagamandalam and Hogenekal which are tourist resorts. Then only we can have more tourist traffic. I had an occasion to see the Grand Canyon in the United States. There the helipads are well-maintained which attract and serve the tourists well. Hence I request the Minister to consider my request sincerely.

The cargo shed management needs improvement because I wish to tell you that the Air Freight was handling the cargo efficiently in Madras city since a decade. Now this has been taken over by the International Airports Authority of India. I am not against it. My Party is always for nationalisation. So I congratulate you for having taken over this. But my only worry is about the workers. The interests of the workers should be safeguarded. The Minister may say that there are bad people. You know the five fingers are not alike. You absorb all the 88 employees. If they do anything wrong, you punish them as you have done in the case of IAAI officials this morning. I will not stand in the way and I will not come with any recommendation. There are only 88 people and there is nothing more. A similar situation arose when the tram services in Madras were abolished in 1952 and bus services were introduced by the Government of Tamil Nadu. All the tram drivers and conductors who were in the employ of the tramway company were absorbed and no one was left out. The Minister should consider the Air Freight employees in the same way without any delay.

The Karnataka MPs have congratulated you for introduction of a direct flight from Bangalore to Delhi. I do not know whether this has been done at the cost of Tamil Nadu people. I do not oppose Direct light from Bangalore to Delhi it but my only *i.e.*, request to you is that the direct flight from Madras to Delhi should be restored in addition to the existing flight *via* Hyderabad.

Recently, the flood havoc has caused extensive damage to the roads in Tamil Nadu. The Southern Trunk Road has been completely destroyed. There is no vehicular traffic now. The railway bridge and the railway lines at Karunghuzhi in Madurantakam Taluk of Chingleput district have been totally washed out. The railway authorities say that it will take another 2 months for the restoration of the trains from Madras to Tiruchinopoly. Now they are taking a circuitous route *via* Katpady, Erode to Trichy. Hence I request the hon. Minister to be kind enough to introduce or advise the Indian Airlines people to operate more flights from Madras to Tiruchy, Madurai and Coimbatore.

With these words, I conclude and support the Bill.

[Translation]

SHRI NARESH CHANDRA CHATURVEDI (Kanpur) : Sir, at the outset I support this Bill moved by the hon. Minister because it would make civil aviation more effective and efficient. It is not correct to say that there is no need for it. It is needed urgently, because the plight of aviation is going from bad to worse day by day. There is need for change in the old system. I, therefore, welcome the step of setting up an autonomous authority of this kind. As this Bill has been framed in haste, many things have been left out to which my friends Shri Daga and Shri Rajhans have already drawn your attention. I request you to remove these shortcomings. The hon. Minister has said that these are small technicalities, but I feel that some very important things have also been left out. Some of our friends have rightly pointed out that there is a great scope to improve various air services. In this regard, I would like to cite the example of Kanpur. Instead

of increasing air services to that city, they have been reduced. Earlier a small plane used to fly from Delhi to Calcutta *via* Kanpur, Gorakhpur and Patna; but since a Boeing flight has been introduced, the flight does not go to Calcutta any more due to political pressures. The flight to Bombay starts from Lucknow though it should have been started from Kanpur. Such a decision is not proper. The traffic which generates at Kanpur should get service from Kanpur itself. If the flight to Bombay starts from Lucknow and Kanpur on alternate days, it would be better. I would suggest that effective means should be adopted to reduce overcrowding at various airports keeping in view the increasing rush of traffic. At times two to three thousand people can be seen at the airports while there is no place to sit there. At present there is marked improvement in the punctuality of trains, but unfortunately the planes where time is most precious, are late by 5 to 6 hours. Such delays should be checked. I would like the air services to be more efficient. It is for the hon. Minister to see how the Chairman and the Members could become more efficient. The appointment of full-time and part-time Members has also been suggested. As the air services are mostly used by the citizens, at least one Member should be appointed from amongst them, so that he may be able to draw the attention to the prevailing difficulties. Inconvenience in getting luggage has also been pointed out. It has also been pointed out that the passengers have to wait for as much as an hour for getting their luggage back when the total journey time is only two hours. I am sure the hon. Ministers will pay attention to it. With these words, I express my thanks to you.

[English]

SHRI G. M. BANATWALLA (Ponnani): Mr. Deputy Speaker, Sir, I support and welcome the Bill. The formation of the National Airports Authority is a wise step in the right direction. The hon. Minister while moving the motion for the consideration of the Bill, has expressed high expectations of this Authority. We wish him well. Indeed it is not aiming high but aiming low. So, I was really very happy when I came to know that he has high expectations of the Authority, energetic as he is. I am sure that

[Shri G. M. Banatwalla]

the things would move in the right direction. There are a few matters that should be taken care of. Clause 12 of the Bill lays down the functions of the Authority and it is very clearly said that the functions would be to construct, maintain and manage the various airports. Now, Sir, this construction, maintenance and managements of domestic airports cannot be delinked from considerations of safety and security. Now, we have another Directorate—the Directorate of Civil Aviation (Security). Now, a proper coordination will have to be worked out. We would like to know from the hon. Minister as to what would be the specific roles of these various bodies or the Units. How would you lay down the responsibilities regarding the work of security and safety to be looked after by the Directorate of the Civil Aviation (Security) and at the same time we have this National Airport Authority for constructing, maintaining and managing the various airports which involve questions of security? I must also emphasise therefore that we must have clear-cut guidelines. Whenever the rules and regulations are framed, we must have clear-cut guidelines to see that the lines of authority, the lines of responsibility and control are specifically laid down and proper coordination is also achieved. The Director General of Civil Aviation (Security) should also be made a member of this Board so that there is happy coordination.

Now, if we are already at the stage of considering the Bill, he should be associated in some capacity in order to see that coordination is there because I have seen that there is a lack of coordination at various Airports.

Now, Sir, there is some overlapping of the functions also. For example, if you see Clause 12, sub-clause (iii) (f) which says :

“to establish and maintain hotels, restaurants and rest-rooms at or near the aerodromes.”

One can understand the rest-rooms, but it is not known why this Authority is coming forward to establish and maintain hotels. We have already got I.T.D.C. We also have the Hotel Corporation of India having business rivalry with I.T.D.C. Now, this inter-

governmental corporations are having business rivalry and it is useless. We have been asking the Government that this Hotel Corporation of India will have to be merged or handed over to the I.T.D.C. But we find here that there is yet another Authority coming up for the purpose of doing the same function of running hotels and restaurants which work can be handed over to the I.T.D.C. and such bodies. I must therefore say that this overlapping of functions should be avoided. Similarly, among the functions, we find that one other function of this Authority would be to develop and provide consultancy services in India and abroad in relation to planning and development of airports, etc. Similar function is also there with the International Airports Authority of India. Why, therefore, have this overlapping of work? As for as airports abroad are concerned, let the consultancy services rest with the International Airports Authority of India rather than bring it here and have overlapping of business.

The present domestic and international airports present a frightening picture of managerial mess and, there is, therefore, a great need to look into the several aspects of this managerial mess which we find at our airports. In Delhi also, we find a number of agencies, 40-45 agencies, at the airport and then with all their staff coming and going presents a very frightening picture of managerial mess. I, therefore, emphasise the need for reorganizing the tasks of various agencies at airports, establishing clear lines of responsibility and control, so that the baggage and passenger services at the airports are run as efficiently as possible.

MR. DEPUTY SPEAKER : Please conclude now.

SHRI G. M. BANATWALLA : You have already rung the bell; such is the fate of those Members who come up at the fag end of the debate.

I must emphasise that there are so many deficiencies as far as our airports are concerned. For example, we need to set up baggage decompression units at different airports. We need adequate electronic gadgets which are absolutely necessary for security purposes. I must also say that many of our airports lack in this particular respect.

I must also take this opportunity to emphasise upon the young energetic Minister for the need for expeditions construction of airports; the works which has already been taken up. For example, in the work of construction of the airport near Calicut in Kerala, there has already been so much delay and even now the work is so slow that one doubts whether the revised time schedule will be stuck to. Simla is another example. You must see that these are expedited.

I must also emphasise the need to see that the Directorate of Civil Aviation, Security specially, is strengthened. A sub-group of the Parliamentary Consultative Committee for Tourism and Civil Aviation was formed. I was a member of that sub-group which went into several aspects of security and submitted its report. Without going into the recommendations of that group, I must emphasise on the hon. Minister the need to see that the various recommendations made by the sub-group are implemented as expeditiously as possible.

With these words, I support the measure and wish the Minister well. His success in this respect will be the success of civil aviation in our country.

SHRI DIGVIJAY SINH (Surendranagar): Mr. Deputy Speaker, Sir, it has been a very scintillating dialectics what we have heard on the floor of the House today, specially, the arguments for and against the bureaucratic system. It reminded me of Parkinson's law, where bureaucracy automatically expands and proliferates and work has to be found to fill in the proliferation. But in this case, I must say that what has been envisaged in this Bill is not only forthright, but most needed. We all have experience of the bureaucracy, of how delay is one of the major stumbling blocks in all the developmental programmes because of the bureaucratic system. An autonomous body like this is the only solution to overcome such stumbling blocks. Therefore, I compliment the Minister for having drafted and presented the Bill and I am certain that with the fervour that it has been introduced, it shall find a most useful purpose in developing a transportation system and tourism in this country.

I did not see one aspect in this discussion, which is one of the most important and

fundamental things, which I think we tend to overlook, and I was disappointed to hear about the suggestions on the Indian Airlines services. This is not a Bill which suggests the functioning of the Indian Airlines Corporation. We are talking about Airports Authority. All airports in this country, in the years to come, are going to be too small to handle the traffic, whether it is national, international or local service. And the most important thing is to have a perspective planning, whereby you plan your airports so that from ten years, fifteen or twenty years now, we do not have the whole airport congested with habitation, with colonies and with encroachments. Land is very expensive and you cannot shift the airport to another place and you are stuck there. This is what we are finding today and I can quote not one, but ten cases where this is happening. All around, *jhuggis* and *jhobar-pattis* have come and you cannot expand the airports. You are talking of wanting to have night landing facilities. How can you have night landing facilities unless you lengthen the tarmac and get the funnel for the plane to land. But all that extra land is already encroached. I wish Shri Datta Samant were here to listen to what I have to say about all these *jhobar-pattis* that are proliferating everywhere.

I think that it is high time to realise that one of the principal focus of this corporation should be to plan our airports with a vision on next ten to fifteen years from now. Today, if you find that an airport is already surrounded by this kind of habitation and there is no escape, you might as well build a new airport. But, after twenty years from now, it will be impossible to find any land. All our cities in the whole of India are growing at a break-neck speed today.

There is another point which is very important and very dangerous also, which has not been highlighted in this discussion. This is about bird-hits. I have personally made a struggle on this. Because of the *jhobar-pattis* and encroachments and habitation all around, you find that vultures, crows and eagles come there and these are all liable to create bird-hits. In no country in the whole world, is there a greater problem of these vultures, these carrion eaters and scavenger birds, these pariah birds and pariah dogs and stray cattle than in India and the

[Shri Digvijay Singh]

more habitation is there around our airports, the more problems of this nature will arise. You must think of these well in advance.

I will just make a couple of suggestions. Because we are talking about setting up of a new corporation, let us, at least see that the existing facilities in the existing airports are established before we start putting up new ones. There are so many airports—probably in every airport in this country—where there is no facility for leaving your luggage. That luggage facility has been withdrawn even from Bombay. Facility for telephone communication is lacking. Facility for road transport to go to town and back is hopeless. This is all the more important because I remember, Sir, in April, in the Budget Session this year, I made a suggestion on the floor of this House seeking relaxation in rules regarding the charter movement *i.e.* the arrival of charters into this country. I am happy to say that my suggestion of April this year was accepted, and now we hope that there will be very many more charters coming into this country so that these charters should not go to the international airports which we are talking about here. So, when more charters start pouring into our country in future we need all infrastructure, for example, coordinating with different authorities to check health permits, immigration permits and matters relating to external affairs and also who comes in and who does not go out. These things will have to be meticulously planned.

Let me just conclude by saying that this is an excellent proposition, well thought out and I am certain that you will have dynamic persons to man this Corporation and to see that Civil Aviation in this country is fully strengthened and the development of air transportation in the field of non-international airports proliferates, augments and is made better.

[Translation]

SHRI C. JANGA REDDY (Hanamkonda) : Sir, at the outset, I would like to congratulate the hon. Minister for having paid a visit to Warangal after assuming office and for inaugurating the Vayudoot service between Warangal and

Hyderabad on the 15th of October. I was not able to attend the function, because I did not get the invitation in time. I was in Delhi at that time and, therefore, I thank you on my behalf and on behalf of the people of Warangal for this kind gesture.

Now I would like to give a few suggestions. There has been a long standing demand for converting the Hyderabad Airport into an International Airport and I, therefore, demand that it should soon be converted into an international airport with Cargo facilities so that eggs, grapes, vegetables and other perishables could be sent to Saudi Arabia and other gulf countries directly and without delay. At present these articles are being sent *via* Bombay and the vested interests are exploiting this situation. The farmers are losing heavily on this account. I would request the hon. Minister to pay attention to it. I am sure that he would take effective steps to safeguard the interests of our farmers.

Some time back, the people of Hyderabad had asked for a ban on the export of vegetables as they did not get enough of them for their own use. This has resulted in heavy loss to the farmers and the country is also losing foreign exchange. By exporting these farm products we can raise the standard of living of the farmers and can also earn precious foreign exchange.

Andhra Pradesh produces more than 50 per cent of the total eggs produced in the country today. The middlemen are exploiting the poultry farm owners and also the farmers who produce vegetables and grapes. It would be better if Cargo service is introduced at the Hyderabad airport at the earliest which would help in speedy export of these items without undue delay. I hope the hon. Minister would take action in this direction.

Besides, I would like to point out that the Vayudoot service is being introduced only on short routes. There is need to introduce it on longer routes as well. It takes about 12 hours to go from Hyderabad to Adilabad. Only road transport is available. Even the trains do not go there. A Vayudoot service has been introduced between Hyderabad and Nanded. A similar service should be introduced between Hyderabad and Adilabad

also. Vayudoot service should also be introduced from Hyderabad to Warangal and from Warangal to Rajamundry. There is also a need for introducing a Vayudoot service from Hyderabad to Adilabad and from Adilabad to Nagpur. Besides, the flight timing of the Vayudoot service should be linked with the Delhi flight. This flight should be in the morning hours so as to suit those who want to go to offices. For instance, the Vayudoot leaves Hyderabad at 2.30 p.m. for Warangal and arrives there at 3.00 p.m. and the return flight leaves at 3.15 p.m. and reaches Hyderabad at 3.45 p.m. So, it does not benefit those who want to pursue anything in the offices. Because of this the traffic on this route is very less. I would, therefore, suggest to schedule the flights in the morning or in the evening hours so that those who want to go to offices, they may be able to do so. The flight timings are required to be changed.

I conclude by requesting you to make Hyderabad Airport an International airport so that it may prove to be a boon to the farmers. Sir, I thank you for giving me an opportunity to speak.

[English]

MR. DEPUTY SPEAKER : I think we have to finish this Bill to-day.

SOME HON. MEMBERS : Why ?

MR. DEPUTY SPEAKER : There are many Bills which we have to take up.

SHRI BASUDEB ACHARIA (Bankura) : Why not tomorrow ?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD) : Only the Minister's reply is left now.

MR. DEPUTY SPEAKER : It will be over within half an hour. We are extending only by half an hour. After extending for half an hour, we can see.

SHRI C. MADHAV REDDI : Once in a while it is all right; but daily we cannot sit late.

SHRI JAGDISH TYTLER : For my sake, let us sit late today.

First of all, I would like to thank all the Members who had supported this Bill, and given suggestions. Many of the suggestions have been very useful, as far as my knowledge goes. I have made a note of practically every suggestion which the hon. Member have made. All the suggestions probably may not have much to do with this Bill. But I think this is a good opportunity. I would like to assure you all that all these suggestions—may they be on new flights, Vayudoot service or direct flights etc.—will be kept in mind.

Some Members from the South had mentioned the point that for connecting religious places, we could use the Helicopter Corporation. I would like to assure the hon. Members that our Helicopter Corporation will start serving from 1st October next year. I have already decided it. It is also going to be used for ONGC and for the North Eastern region; but I thought that it would be a good thing if we could use this Helicopter Corporation for serving old people and others who would like to go to most of the religious places which are difficult otherwise to reach.

SHRI P. NAMGYAL (Ladakh) : For example, our place.

SHRI JAGDISH TYTLER : Yes; like your place.

18.00 hrs.

* Now, there complaints which were brought today in this House of the travelling agents, tickets are not available, computers are not working and difficulties at the airports. Now, I would request all of you that you will have to bear with me since security is foremost thing and that it should be in the mind of everybody not only Members of Parliament, but the whole nation, all the people who are travelling on the airlines. Since I have come to this Department just now, I have given instructions that security lapse is a very serious lapse, so far as I am concerned. They have become strict, but there is no reason for them to be rude. There are cases which I have come to know where unnecessary rudeness had been shown not

[Shri Jagdish Tytler]

only to the Members of Parliament but to the general public also. But we have taken appropriate action on this. I can assure you that whenever any instance is brought to my notice I will see that action is taken.

I am glad that Dr. Datta Samant is here. I would like to tell you my own experience of the jhuggis-jhompis which are on the government land. There is no intention to uproot anybody. I am the last person to uproot a poor person. But how long can you let this slums continue? How long will you let those people remain on the slums? You have got to have a systematic plan where they can own their land, where you can settle them properly with proper school facilities, proper job facilities, proper transport facilities so that they can come up in life. I have the experience of my own constituency where I have about 5-10,000 people on one pocket. They have been there for the last 30 years. I made sure that I planned for them. They have got 25 sq. yards. But, mind you, today, plan-wise I shifted them with proper facilities, and the same land which we gave them and for which they have to pay Rs. 2000 within 15 years' time today you cannot get it at Rs. 50,000.

So, when I went to Bombay, this thing was pointed out by our members. I know the Press has been taking it up. The local authorities had been uprooting them. They said, we will not let them enter. Instead of going to my office Air India and Airlines. I spent most of the time with about 6000 people, jhuggies-jhompies people. I talked to the leaders. I said, look here, how long will you let your own children live in slums? You were eating at the same place; you were cooking at the same place. You were doing other things at the same place. You have got your young grown up girls. They could not go to bath-room at Three O' Clock at night. So, I have seen it, I am not concerned with it, but of course, I am concerned in my heart morally; I am also not concerned with the land which is not belonging to the airport authority.

DR. DATTA SAMANT : 50 lakh people are like that. (Interruptions)

SHRI JAGDISH TYTLER : I said, morally I feel bad for those people who are not living on the government land, but the people who are living on the authority land; it belongs to the airport authority. Now, we have to expand the airport. I have got an answer for each and every thing for you at least, because I am much concerned, may be more concerned rather, less politically concerned, but, humanly more concerned for the poor people, because I have done it my constituency : that is why I think it can be done in Bombay. So, when I was there, I said, you need a taxi way; we need very desperately a taxi way. There are about 3000 jhuggis which are coming in the way. I got in touch with the local government, Maharashtra Government. I took my Secretary Civil Aviation. I got the Housing Minister, Mr. Subramaniam, with me. I said, nobody is going to bulldoze these people. We are morally responsible to see that they are settled properly, but settle them with dignity. Even poor people have got dignity. They are settled in such a way that they have a place where a developed area has to be given, not in another slums. We do not want to create another slum; that will not be a responsible person's thinking that way. But we must settle them so that they can say that they also own a land of 25 sq. yards or whatever Bombay has got. They should think that this sword is not hanging on them. If somebody goes and says that he would do something, or one party says that it would do something, that is not all. I told them that the next election would be after five years. I am not promising anything. I must mean what I say and I should do it. It is to be done now. I told them that we would prepare a land for 2,500 people where the land is necessary. At one place I needed land. I wanted to extend the run-way. We wanted to put the latest facilities there. I wanted to construct a taxi way where the aeroplanes could go to the main airfield.

After we have developed that place we will make sure that schools are there, some small scale industries are there, industrial plots are there so that they can get some jobs. I have often asked the Maharashtra Government that they should arrange that these people get subsidised transport, so that they go back to the town or wherever

they work and you will find that the time will come when they will all be happy and they will say that "these are our houses; this my house." We did it in Delhi when seven lakhs people were shifted. Of course a hue and cry was raised. You ask them. There are people in Delhi. Large villages were affected. May be it is not possible to do easily. They can now say that "we are living in responsible places where we call, this piece of land is ours." We would like to see that the slum dwellers should no longer live in slums. But it is the responsibility of you, the labour leaders to see to this. You help me in doing this to improve the future of those people.

DR. DATTA SAMANT : Nobody is constructing houses for them there. There are 55 lakh people there, from various sections.

SHRI JAGDISH TYTLER : Nobody gave us a proper planning.

DR. DATTA SAMANT : Nationalise that land. There is lot of land there near Santa Cruz. Now what you are proposing is, you should do somewhere else.

SHRI JAGDISH TYTLER : I hope to provide the necessary infrastructure for them. In Delhi we did the same. Everybody concerned was crying like you: the same way you are doing now. I will come and talk to you. We also told them that we will go and talk to them. But at that time we lost the Government. You know what has happened. But see the position now. They are very happy. We have to it in a human way. Twenty years later they will be happy. Without this, what will happen ? I would like to have your help.

DR. DATTA SAMANT : Plots of land are given for the hotels. But it is required by the aerodrome.

SHRI JAGDISH TYTLER : This was one of the things that I wanted to say. Shri Banatwalla has said that Director of Security Operations should be there. I also know that security is a very important thing. Because the people who are in the air should feel that they are safe. But the Director General of Security is working under the local police. They are not under us. But

they are also coordinating and cooperating with us. I have noted the suggestion that they should be made members of this authority. I will consider it, and I will see that it is done.

Now, coming to the second part, the report of the sub-group on security has been received and action is being taken and I hope that the recommendations of the committee—with which we have dealt—will be accepted.

Shri Nareshji has mentioned about auditing of accounts. We have mentioned it in Clause 24 that it will be done by the Auditor-General. That does not mean that they are going to be outside the purview of the Auditor-General.

An hon. Member wanted a direct flight from Delhi to Madras. It can be started. I can give you an assurance now. But enough traffic has to be generated. This is besides the two air-bus flights which are already there now.

AN HON. MEMBER : There is already a flight now.

MR. DEPUTY SPEAKER : It is a long distance. They have to spend four hours.

SHRI JAGDISH TYTLER : Anyhow the flight which you required I can get it examined, but we will have to see that adequate traffic is there.

MR. DEPUTY SPEAKER : Since everybody is making request, I am also requesting for a direct flight from Madras to Delhi.

SHRI G. M. BANATWALLA : From the Chair it is not a request but a direction.

SHRI JAGDISH TYTLER : I will consider it sympathetically. I think, it should be done.

There was a question raised on powers of consultancy. This has been given only for such services as navigation which are not provided by the International Airport Authority. That is why this has been given.

About Calcutta Airport, it has been said that it is not fully equipped. A large terminal building is available. The aerodrome is

[Shri Jagdish Tytler]

fully equipped for all weather operations. Instrument landing system and radar are available and all are properly manned. But it is the decision of some of the airlines which are not under the direct control of the Government of India or DGCA or Civil Aviation to select from which airport they would like to operate. When the agreement is made, it is not mentioned that you have to operate from Delhi or Bombay. I am already very concerned about it because many Members from my party had already met me and asked me to try to persuade some of the airlines. We are under negotiations with one or two airlines to use Calcutta Airport.

Mr. Mohan wanted more facilities of safety to be included in the airports. He has also discussed about the travel agents which I have already replied. I will make sure that the difficulties which he expressed will not be there.

I see the Finance Minister has gone. I would like him to give me more money so that I can buy more aircrafts, provide more facilities and improve the facilities which are lacking in some of the airports.

MR. DEPUTY SPEAKER : Knowing that you will ask for money, he has left.

SHRI JAGDISH TYTLER : Mr. Namgyal has spoken about the airport at Leh. There is a representation from the Air Force which I am already going to consider. At Leh why they are not using the new building which has been constructed because full building is not ready. There is no road linking the airport. Since the airport is under the Air Force I will follow it up with them.

SHRI P. NAMGYAL : There is not much distance involved between the air terminal building and the present place where the aircrafts normally stand. It is hardly 50 metres. So, there should be no problem. If you depute one of the officers to find out how much distance is there...

SHRI JAGDISH TYTLER : That I have already made note of and we will do that.

Shri Narayan Choubey referred to clause 2. This clause is only going to be used

when the Government is convinced that there is a gross mismanagement. A similar clause already exists in the IAA Act which has not been used so far. I do not think, this will also be misused. This Bill is similar to the international Airport Authority Act of 1971 which has stood the test of time. So, there is no need for this Bill to be sent to the Select Committee.

So, I think I have covered most of the points except the point regarding the North-Eastern region... (Interruptions).

[Translation]

SHRI K. D. SULTANPURI (Shimla) : I want to know the position with regard to Shimla airport.

SHRI JAGDISH TYTLER : The airport at Shimla would be ready within 6 or 7 months. It will also start functioning soon.

[English]

SHRI G. M. BANATWALLA : What about Calicut ?

SHRI JAGDISH TYTLER : About that I have no information with me. I will check it up and will get back to you (Interruptions). North-Eastern region does not have enough traffic but I am very much concerned that the North-Eastern people should be connected to the mainstream. The hon. Prime Minister also wants it and every move is being made to see that the North-Eastern people are connected to the mainstream as quickly as possible and in more numbers. One of the usefulness of this Helicopter Corporation is that it can reach in those areas where it is difficult to construct airports. As soon as we have got some Donier aircrafts and the technology is transferred here and as soon as we start getting our home made Doniers manufactured at Bangalore, the first thing would be that all those demands which have come and the demand of the North-Eastern area would be met.

SHRI P. NAMGYAL : And also the demand of J and K.

SHRI JAGDISH TYTLER : Yes. About Kargil we are already doing it.

SHRI BANWARI LAL PUROHIT : What about giving international status to Nagpur airport ?

SHRI JAGDISH TYTLER : I am sorry, there was a mention about Hyderabad. The Prime Minister has already made a promise that by the end of this year, Hyderabad airport will be upgraded and will cater to the international flights. I would like to inform you that a team has already gone there. That team has since come back and most probably I would invite some of the Members also to come and take an international flight which touches Bombay so that we can all get together in Bombay and go to Hyderabad, maybe by 19th or 20th... *(Interruption)*.

SHRI VIJAY N. PATIL : What about Nagpur, Sir ?

SHRI JAGDISH TYTLER : Well, I have already said that all the things have been noted. As soon as I have enough aircrafts and our own Doniers are manufactured, I am as much interested to expand as you are. ... *(Interruptions)*.

MR. DEPUTY SPEAKER : The question is :

"That the Bill to provide for the establishment of an Authority for the management of aerodromes and civil enclaves whereat domestic air transport services are operated or are intended to be operated and of all communication stations and for matters connected therewith, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER : The House will now take up clause by clause consideration of the Bill. There is no amendment to Clause 2. The question is :

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 3. Shri Mool Chand Daga. He is not here. The question is :

"That Clause 3 stand part of the Bill."

The motion was adopted.

Clause 3 was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 4. There are no amendments to Clause 4. The question is :

"That Clause 4 stand part of the Bill."

The motion was adopted.

Clause 4 was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 5. Shri Mool Chand Daga is not here. The question is :

"That Clause 5 stand part of the Bill."

The motion was adopted.

Clause 5 was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 6. There are no amendments to Clause 6. The question is :

"That Clause 6 stand part of the Bill."

The motion was adopted.

Clause 6 was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 7 to 11. The question is :

"That Clauses 7 to 11 stand part of the Bill."

The motion was adopted.

Clauses 7 to 11 were added to the Bill.

Clause 12 (functions of the Authority)

Amendments made :

Page 6, after line 18, insert

"(4) Notwithstanding anything contained in the International Airports Authority Act, 1971 or sub-section (3) of section 1 or any other provision of this Act, the Authority shall, if the Central Government so directs by notification in the Official Gazette, discharge the function of providing air

navigation services referred to in the proviso to sub-section (2) of section 16 of the International Airports Authority Act, 1971 at the airports to which that Act applies." (1)

Page 6,

line 19 for "(4)", substitute "(5)". (2)

Page 6,

line 22, for "(5)" substitute "(6)". (3)

Page 6,

line 24,

for "function or duty under this section" substitute "function or duty (other than the function mentioned in sub-section (4) and the duties arising therefrom)". (4)

(Shri Jagdish Tytler)

SHRI SHANTARAM NAIK : I do not press my amendment.

MR. DEPUTY SPEAKER : The question is :

"That clause 12, as amended, stands part of the Bill."

The motion was adopted.

Clause 12, as amended, was added to the Bill.

MR. DEPUTY SPEAKER : Now clause 13 to 16. Since there are no amendments to Clause 13 to 16, I shall put Clauses 13 to 16 to the vote together. The question is :

"That Clauses 13 to 16 stand part of the Bill."

The motion was adopted.

Clauses 13 to 16 were added to the Bill.

Clause 17 (Power of the Authority to charge fees, rent etc.)

Amendments made :

Page 8,

line 40, for "17", substitute "17(1)". (5)

Page 9,

after line 13, insert

"(2). The Authority may also charge, with the previous approval of the Central Government, fees for providing air navigation services referred to in sub-section (4) of section 12 at the airports to which the International Airports Authority Act, 1971 applies." 43 of 1971 (6)

(Shri Jagdish Tytler.)

MR. DEPUTY SPEAKER : The question is :

"That Clause 17, as amended, stand part of the Bill."

The motion was adopted.

Clause 17, as amended, was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 18 to 42 stand part of the Bill."

The motion was adopted.

Clauses 18 to 42 were added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clause 1, Enacting Formula and Title stand part of the Bill."

The motion was adopted.

Clause 1, Enacting formula and Title were added to the Bill.

SHRI JAGDISH TYTLER : Sir, I move :

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER : The question is :

"That the Bill, as amended, be passed."

The motion was adopted.

18.24 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, November 20, 1985/Kartika 29, 1907 (Saka).