

completely isolate this district. So, repair of this overraged bridge is very much needed. In addition to new bridge should be constructed on National Highway No.7 besides carrying out the repairs of existing old bridge.

I urge upon the Central Government to make arrangement for completion of this work at earliest.

**(v) Need to set up a Frequency Modulation Station of all India Radio in malapuram district, in Kerala**

[English]

SHRI E. AHAMED (Manjeri): Sir, the Information and Broadcasting Ministry has decided to start two FM stations under All India Radio in Kerala. Kerala is lagging behind in the field of electronic media and the step taken by the I&B Ministry to set up two FM Stations in Kerala is a laudable step. Eranad and Idukki high range areas in Kerala are not having electronic media facilities. It will be only in the fitness of things that one of the FM Radio Stations should be sanctioned in Malappuram district. It may also be mentioned that there are sufficient and suitable land and buildings available in Manjeri for setting up of such Radio Stations any time.

I urge upon the Central Government to set up one of the FM Stations of All India Radio in Malappuram District.

12.44 hrs

AIRPORTS AUTHORITY OF INDIA BILL-  
*Contd.*

[English]

MR.DEPUTY SPEAKER: We will now

take up legislative business on further consideration of the Airports Authority of India Bill. One or two hon. Members are yet to speak on this Bill.

SHRI KODIKKUNNIL SURESH (Aloor): Mr.Deputy Speaker, Sir, I support this Bill. The purpose of this Bill is to bring the functioning of the Airports under one Authority. This I think will bring about greater improvement in the functioning of our Airports.

We have opened our skies to private operators who are operating air services to different parts of our country. The idea behind this liberalisation is to encourage healthy competition so that the travelling public gets better services. While liberalisation is a good idea, it should not lead to any laxity in safety matters. In certain cases in the past, there were security lapses and fortunately no serious accident has taken place. But it can happen. So, the new Authority should strictly ensure safety at all times.

I had the privilege to congratulate the hon.Civil Aviation Minister Shri Ghulam Nabi Azad when he became the Civil Aviation Minister. He has done lot of things. The main thrust before him is the passengers amenities. He has taken several steps for improving the passengers amenities. And passengers very much feel that most of the flights are on time. The unwanted strikes are avoided and the grievances of the employees of the International Airports Authority of India are sorted out at an appropriate time. The better relations between the management and the employees are very much needed in the sensitive departments. Here, I can say that the hon. Civil Aviation Minister has taken into confidence all the employees. Once again, I appreciate him.

12. 47 hrs

[SHRI P.C.CHACKO in the Chair]

Regarding providing facilities to private airlines, the Government must provide all the facilities. Our passengers are very much happy after the operation of private airlines started. After the introduction of private airlines in the domestic sector, we do not see any passengers problems in the domestic airports. But many private airlines complained that the Airports Authority of India is disturbing them. This is not fair. Private airlines are very much needed. Therefore, I request the hon. Minister to look into any complaints if it is from the side of private airlines.

Regarding the reservation policy, the Scheduled Castes and the Scheduled Tribes employees are not getting proper employment in the Airports Authority. I have a serious charge against the International Airports Authority of India that the reservation policy is not followed there. I want a categorical assurance from the hon. Minister that he would ensure the reservation of seats for the Scheduled Castes and the Scheduled Tribes.

I want to say a few words about the Trivandrum International Airport. When Shri V.P. Singh Government was in power, Trivandrum Airport was declared an international airport. After the declaration of the Trivandrum Airport as the international airport, IAAI has not taken any effective steps. We feel that the bureaucracy is not taking much interest in the Trivandrum Airport as an international airport. In Trivandrum very recently, Air India has cancelled many international flights. As per my information, a number of foreign airlines have requested the Government of India for permission to operate flight service from Trivandrum to

various countries. But their requests had been pending with the IAAI for a very long time. I hope, the hon. Minister will consider it at the earliest. People of Kerala believe that the Government of India will take effective steps for treating the Trivandrum as an international airport. Regarding the new airport in the country, I may request the hon. Minister to construct small airport at Pathanamthitta district in Kerala.

As you are aware, Sabari Mala Ayyappa temple is one of the famous temples in the country. This holy temple is located in the Pathanamthitta district. Every year during the season, lakhs of Ayyappa devotees visit Sabarimala. Many of the hon. Members have also visited Sabarimala several times. Our late Prime Minister Shrimati Indiraji and Shri Rajivji were also very much interested to visit Sabarimala. But they could not go there as there was no helipad or no airport near Pathanamthitta district. Pathanamthitta district is also one of the important NRI districts in Kerala and several tourists spots are located there.

But there is no railway facility in Pathanamthitta District Headquarters. Pathanamthitta is 200 kms. away from Cochin and 150 kms. away from Trivandrum where there are airports. In a holy place like Tirupati you have a small airport. Small aircraft, Fokker service, and helicopter services are available at Tirupati. It is the long pending demand of lakhs of Ayyappa devotees and the people of Pathanamthitta to construct an airstrip in Pathanamthitta District Headquarters at a suitable place. I hope that the hon. Minister will seriously consider my genuine demand. Once again I support this Bill.

SHRI VIJAY NAVAL PATIL (Erandol):  
Mr Chairman Sir I stand to support this Bill. As we know, the International Airport

Authority has come into existence very recently. But the Airports Authorities, as in the case of other Departments, do not work in proper coordination. Many times there are problems of traffic handling at important points like Madras, Bombay, Calcutta and Delhi where there is congestion of international and domestic flights. So, it is in tune with the need that the amalgamation has been proposed. It will give boost to the proper functioning of this Authority and give amenities to the passengers. At the same time I will request the Minister to give full thrust to the development of avionics and air traffic control systems, so that the air traffic which is increasing because of the induction of private air taxis can be handled properly and there is less traffic congestion.

What we see of late is that several people are applying for licences to operate in different sectors. But I would like to ask the Minister whether for the time being we can put a stop to the further applications for permits or licences because two things are involved in this; firstly hangars and other facility bases are not available and secondly even today many of the flights of private airlines and the Indian Airlines are going empty. Because of the fact that they are going empty, we have been burdened with the increase in the fare which was not warranted. So my suggestion is, in future at least for some time to come, if there are new applicants, they should be asked to wait.

I would like to know what you are doing in respect of the present operators who have promised that they will be operating on uneconomic or less lucrative, less paying routes, but are not operating as per their promise. We had great hopes that with the induction of so many private airlines, air service to smaller towns will be taken care of.

I would like to cite one example of Raj Air. As far as my knowledge goes this Raj Air not only ditched me, which promised to operate in Nasik route but not operating in Nasik-Bombay route, but also others. Even according to my information, they had promised to operate in Latur, hon. Speaker's town; Nanded; hon. Home Minister's town and even Akola wherefrom our hon. Civil Aviation Minister comes, but they are not operating in those routes. When they are not operating in these routes, why can you not take action against them, I would like to know.

The new Airports Authority which is coming into existence after amalgamation should be given more legal authority to control the encroachment of buildings near the airports. I myself know the case of Aurangabad. The Airport Manager is writing to SIDCO, Sick Industrial Development Corporation, a semi-Government authority, saying that there are so many buildings which have come up and which are not observing the height restrictions. But they are not replying. 'Non-replying' to him means that, again, more and more buildings will come up; and when the Airports Authority or the Government, either State or Centre, decides to extend the air strip at Aurangabad, it will become difficult. You know, some months back, an accident took place at Aurangabad because the aircraft touched the running truck while taking off. So, we may also require urgently to increase the length of the air strip. If the Airports Authority is not empowered to restrict the height of the buildings nearby, then at the time of increasing the air strip, this problem will arise. Therefore, I will request the hon. Minister to find out some ways and means by which the Authority will have some powers to take action, legal or otherwise, against the people who do not observe the height restrictions or other norms which are speci-

fied for the proper and safe functioning or for operating the airlines.

Mr. Chairman, there is not much to say. Presently, many of the international airlines feel that flying over India is a dangerous one. It is a dangerous zone because they are not able to get in touch with the ground, whenever they require, when they want to convey some message or get back some information as to which aircraft is flying where. This is because we do not have advanced technology in the air traffic control system or we do not have the costly technology which has been installed in various other countries. For this also, a lot of expenditure is to be incurred which has to be supported by Parliament, if the Authority or the Ministry wants to have a big Budget in terms of rupees.

I would also like to say that this air traffic is being used in a big way. Even middle class people, not only upper-middle class people, like to save time and travel by air, whenever possible for them or whenever it is required. So, I feel, it will grow very fast. Advanced technology, air traffic control, proper construction of hangers and base, accommodation for the private air taxi operators, sufficient facilities for baggage handling and other amenities to the passengers who will wait during the transit period are the things in which this Airport Authority is involved.

Lastly I would like to suggest this to the hon. Minister. He had said that there would be 14 Members in the managing or governing body of this Airport Authority. Yesterday, some hon. Members have suggested that Mps may also be inducted in that.

Along with that, I would like to suggest that flying clubs are there in large numbers

in India. They are the end-users of Airport Authority's plots, hangers and other air-strips. So, one of the members of the flying clubs may also be taken on the Governing Body of the Airport Authority of India. With this suggestion, I support the Bill and thank you for giving me the time.

MR. CHAIRMAN: Now, the House stands adjourned to meet at 2.00 p.m.

13. 00 hrs

*The Lok Sabha then adjourned for Lunch till Fourteen of the clock.*

14. 05 hrs

*The Lok Sabha re-assembled after Lunch at Five minutes past Fourteen of the Clock.*

MR. DEPUTY-SPEAKER *in the Chair*

**Airports Authority of India Bill-contd.**

[*English*]

MR. DEPUTY SPEAKER: Mr. Oscar Fernandes may speak now.

[*Translation*]

\* SHRI OSCAR FERNANDES (Udupi): Mr. Deputy Speaker, Sir, the Hon. Minister has presented "Airports Authority of India Bill" for the transfer and vesting of the undertakings of the International Airports Authority of India and the National Airports Authority for the better administration and cohesive management of airports. I express my gratitude to the Hon. Minister for this and I wish him all success in improving Air Services. We have to improve our air

\* Translation of the speech originally delivered in Kannada.



service so as to bring it to the international standards. We are providing more facilities for air travel. At the same time, we have to open new avenues for the development of the country.

Sir, I shall confine my speech to the needs of Karnataka. In Karnataka Aerodromes are in Bidar, Hubli, Bellary, Bangalore and Mysore. The Hon. Minister has to give top priority for the fast improvement of Mangalore and Bangalore Aerodromes as they are very important centres. The State of Karnataka has its own historical importance. These days the foreign tourists have started visiting southern states instead of Kashmir. All the facilities must be provided for these foreign tourists otherwise they may not like to visit tourists centres in our country. Bangalore Aerodrome has to be made an international aerodrome at the earliest as there is great demand. I am happy to state that this work would commence in the near future. In fact, the Hon. Minister is visiting Bangalore to lay the foundation stone of this vital project. This information I got from reliable sources and I am thankful to the Hon. Minister for this. I request him to give an assurance about this programme in the House. Many international travellers of our state come to Madras, Bombay, Calcutta, New Delhi etc. and then they have to catch a separate flight to reach Bangalore. Even the tourists who want to visit southern states face the same problem as they have to come to Bangalore by a separate flight.

The coastal areas are becoming more attractive tourist centres these days. Mangalore aerodrome is ideally situated amidst such tourist centres. The first and the foremost Portuguese Navigator to India Shri Vasco de Gama reached Malpe first. This place had been named as St. Mary's Island and then he continued his journey to

Calicut. The coastal area between Mangalore and Maravanthe near Kundapura is a very beautiful coastal area. When compared to foreign coastal areas and other coastal areas of our country. Therefore, it is very essential to make Mangalore aerodrome as an international aerodrome. Unfortunately, Mangalore aerodrome has got its own problems. Only 737 Boeing air flights can land here. Air Bus and other flights cannot land here. During rainy season, the landing of Boeing 737 is also difficult. Hence, some modern equipments have to be installed to enable the landing of flights throughout the day. There is rumour that the expansion work of the Mangalore aerodrome has been dropped. In case, if it is not possible to make Mangalore aerodrome as an international aerodrome then an alternative aerodrome has to be constructed at 'Padabidri'.

Thousands of Indian who are working in Gulf countries have to come to Bombay first and then to Bangalore, Mangalore and other places in my state. In Kerala, they have special arrangements for direct flights. Calicut, Trivandrum, Cochin are linked to Gulf countries by direct flights. In the same way, there must be direct air link between Gulf countries and Mangalore. One of the travellers who travelled from Gulf to our place narrated his experience to me a few days ago. He first arrived at Bombay. He was taken to a fine Hotel where he was treated very well. He felt very happy to stay in that Hotel. But he was shocked when the bill was presented to him the next morning. He paid his entire earning and left with no money. This is an example of the bitter experience of the travellers who travel from Gulf to my state. There is an urgent need of a Passport office in addition to an Airport Office in Mangalore. Direct air-link between Gulf and Mangalore would fetch us a substantial amount of foreign exchange. The State Government of Karnataka has some

projects in this connection. The Centre should help the state in this regard.

Many students and villagers go to see the Aerodromes. They cannot buy soft drinks or other eatables in the restaurant situated in the aerodrome.

Even Members of Parliament like us find it very difficult to buy eatables here. The items are very costly. Therefore, I request the Hon. Minister to set up some Janta Tea Stalls Restaurants etc. which would suit the students, villagers and others. Tea and coffee should be available for Rs. 1 or 2/- and food should be available at Rs. 5/- or 6/- in these Canteens. These Canteens may be situated just outside the Aerodrome. This would serve as a boon to the coolies who are working day and night in the aerodromes.

Mangalore port is a very important port between Cochin and Goa. In the next five years about 25,000 crores of rupees would be invested in various industrial projects. MRPL (Mangalore Refinery) has been set up and its capacity is about three million tonnes. Its facility capacity is being increased to nine million tonnes. There is great demand from the people of Karnataka for setting up a Super Thermal Power Station in Mangalore. Konkan Railway has progressed very well in this area and it is going to be completed very soon. Like Bombay there would be industrial revolution in Mangalore. I, therefore, urge upon the Hon. Minister to convert the Aerodrome of Mangalore into an International Aerodrome at the earliest.

Sir, I am grateful to you for calling me to speak on this subject and with these words I conclude my speech.

[English]

SHRI P. C. CHACKO (Trichur): Mr.

Deputy-Speaker, Sir, I support this Bill and congratulate the Minister for this bold initiative. This Bill has come before the House on the basis of our experience for the last two decades.

The International Airports Authority of India and the National Airports Authority of India is having out of the experience we have gained during the last almost 22 years. Now, it is decided that both the Authorities be merged together and the merged Authority should be called "The Airports Authority of India". This act will be justified only if we are able to provide better facilities at the airports in this country.

Many Members participated in this debate yesterday and today also. They have highlighted the requirements of the various airports in the country, especially in their States. The Bill alone is no solution for the problem which is facing the airports and the air traffic in this country, because it requires a lot of investment.

The hon. Minister, while replying to the debate, will throw some light on this aspect. Whatever the Airports Authority of India or the Civil Aviation Ministry is able to get from the budgetary provision is not sufficient for building all the airports to international standard and also to provide adequate facilities. Most of the airports in the country, of course, barring four-five international airports are having very inadequate facilities; and most of the airports are in a very dangerous condition.

The air traffic control system is the most important thing. The satellite-based air navigation system is the modern system which is prevalent in the world today. But, in India, we are still resorting to the primitive system, that is the ground-based air navigation system.

So in India, after all this advancement and after all the tall claims we are making, we still are not able to modernise our air navigation system. That is one of the main things which this Authority is trying to attain. This requires a huge investment for building the airport, air traffic control system and management of air space. These are the important aspects of the duties and functions of the Airports Authority. But I do not know with the meagre finances or the money which the Airports Authority is going to get, taking both the International Airports Authority as well as the National Airports Authority, how are they going to do justice to these problems.

Sir, I come from a small State, the southernmost State of the country, Kerala. We are putting forth a model project before this country and I would like to say a few words about this in the context of this Bill.

At Cochin a prestigious project of the Kerala Government is coming up. Our hon. Minister, Shri Ghulam Nabi Azad is going to lay the foundation stone of the Cochin International Airport on the 21st of August. On this airport, we will be spending about Rs. 300 crore. This amount of Rs. 300 crore, which is to be spent on this airport of international standard, is not coming from the Budget, not from the Ministry's financial support. But this is totally a private venture. A large number of NRIs from outside the country from Kerala are contributing for this.

When this idea was mooted, when this project was conceived there was a tremendous response; the society received from various countries; from the Gulf countries, from all over the world. Wherever the Keralites are there, they contributed liberally. This society is able to collect a substantial amount of money from the Keralites residing outside the country. They are doing

it with good faith that this airport will come up very soon. If we totally depend on the Airports Authority for our airport to develop, it may take years and years together.

We know that after declaring the Trivandrum Airport as an international airport, the fifth international airport in the country, even today the facilities there are quite inadequate. Even though the Minister is taking some personal interest in the matter that land is being acquired and the runway is being expanded, there are a lot of inadequacies in the Trivandrum Airport. This shows that if we are depending totally on the Airports Authority for our airports to be modernised, then we are not going to attain the level we are aspiring for. So the thing is that private initiative should be there. This is an area where we can invite a lot of private initiative.

I want the hon. Minister to give us his reaction on this matter because we are getting some encouragement when we attempted for this. But this is not enough because today the world is becoming comprehended and small and we can have investment from various developed countries. There are surplus funds in many countries and they are prepared to give them to our country on build-and-operate basis of such projects.

To those people who are opposing the economic reforms and other things, I do not want to answer, but the question simply is that probably if you take the development for the next five years, it may require Rs. 5,000 crore. Now we are forming this new Airports Authority. That is all right. But how is this new Authority going to find out the requirement of Rs. 5,000 crores for the next five years? It is just not possible.

Many Members who raised the issue of

their concerned airports, if all their demands are put together, it may be even a bigger amount. So it is not possible for the Government alone to do justice to this area. So private sector investment in this area is a very important thing. The Government's hard earned money, the money collected from the poor people, cannot be spent for building airports. Primary facilities like drinking water, construction of roads and providing public transport system, education, health care, etc. - the Government have to spend on these priority areas for the people who are deprived of these facilities.

So, probably this area is the one where we can have maximum private investment. We can raise money internally and also from outside. We can form societies or companies and then we can build our own airports.

At the same time, there are offers from other foreign countries, who are prepared to come and build airports in India as per the international standards on BOT basis, build and operate basis or build, operate and transfer basis. These are the international patterns, which are existing in the world. But we are not encouraging such ventures. Such avenues are not being properly utilised. That is the main problem. I think, now this stands as a stumbling block for the expansion. Every time we go to the Civil Aviation Ministry for getting funds for a project. Sir, to get money for a project costing Rs.100 crore, it takes over a period of five years or ten years and the escalation rate is now going up by 15 or 20 per cent every year. For a project of Rs.100 crore, if the gestation period takes five years or seven years or ten years, simply the cost of the project goes up to Rs.200 crore. It almost doubles. That means, most of the projects become unviable. So, every project, which is conceived, should be implemented in a particu-

lar period of time, in the shortest time possible. That is the most important thing as far as all public projects are concerned.

Most of the schemes and the airport plans are being finalised by the National Airport Authority or International Airport Authority. Now it is going to be combined and it is going to be one. For the schemes before them, the money is filtered from the Budget provisions year after year. When they are going to be implemented finally, the gestation period goes up.

The international aviation is going for a sea change. Lot of changes are being introduced in this area. For example, I come from Cochin. A jet cannot land there because the runway is very short. While travelling, we notice that in Goa or in Cochin or for that matter, in most of the airports, the landing is so difficult. It is because of the personal capacity or the skill of the pilots, we are somehow managing. Many of the airports do not have sufficient modern facilities so that airports are safe. Sir, danger is lurking in every airport. Every landing and every takeoff is having dangerous problems. This is happening and we are simply watching it as on-lookers. This cannot be allowed. If the Aviation industry in this country is to be modernised, we must spend money on this sector and we must have new airports, new landing systems and new technological devices. For this, the new authority, which is being formed through this Act, should look for new avenues, new areas and new resources. And for that, we have to look to the whole world. Wherever money is available and whenever people are prepared to come and invest, they should be given maximum encouragement. We have an example. Within another 15 or 20 days, the work of our new project is going to be initiated. But the point is that even today there are many problems, which are cropping up in the initial

stage. The Cochin Airport is being operated by the Navy and the new airport is constructed by another agency. There is a clash on everything between the Naval Authorities and the new Cochin Airport Authorities. These are areas, where unnecessary confrontation, unnecessary clashes, are being developed, which, in fact, is blocking the construction and the progress of this kind of ventures.

So, sir, I think, the Government should not be satisfied by merely passing this legislation and constituting an Authority. This Authority should not go the way the National Airport Authority or International Airport Authority was going in the past. If they are likely to go the way of beaten track, there is no point in having any new legislation. Let this be a new beginning. Let us attract more funds from outside. Let us have more airports constructed with the help of outside funds because we have funds constraints. This is one of the important aspects, to which, I think, the Civil Aviation Ministry must give adequate attention. Whenever there is an attempt from the private sector to construct an airport, if it is not resolved in proper time, then that will create a setback. These are matter, which the hon. Minister is well aware of and he is really taking some sincere steps. I wish that more and more investment come. When a small State like Kerala can build an airport, totally privately, without getting money form the Government, investing Rs.300 crore, most of the States in the country can follow this example and have this kind of ventures to satisfy their needs.

So, this kind of enterprise, this kind of initiative should be encouraged and that should be one of the functions of the new Authority. That is one point I would like to bring to the attention of the hon. Minister.

In the past there have been a lot of complaints about the functioning of the Airports Authorities. With all this in mind, when we are starting a new chapter, when we are entering a new phase all those previous experiences should be taken into consideration and adequate attention should be paid to such problems. The new Airports Authority should pave the way for more investment in this area, especially in the private sector, thereby fulfilling the ambitions of the people of this country. With these words of caution, I would like to support this Bill.

MR. DEPUTY-SPEAKER: There are eight hon. Members who want to participate in the debate. Therefore we should have a limitation on time.

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Mr. Deputy-Speaker, I stand in support of a long overdue reform and I am quite certain that besides bringing economy, this step on the part of the Government, would also result in an efficient functioning of the new Airports Authority of India.

This step is very timely because after the new Government came into being it announced the 'Open sky policy' and with the steps taken towards liberalisation by the new Government, more and more entrepreneurs are coming to operate new airlines in this country. So, I feel that this is a very timely step, because they shall be operating not only in the domestic sector but also in the international sector. This step, most certainly, will eliminate the difficulties that arose owing to division of authority between the International Airports Authority of India and the National Airports Authority of India. It is quite obvious that dual authority always creates difficulties and sometimes it comes into clash particularly when the areas of operation are common. So, there is no doubt that this step will also infuse greater

confidence not only amongst the entrepreneurs but also among the public at large of our country. This measure will also, hopefully, result in better exploitation of manpower resources and talent from the technical and professional angles.

As we all know, the National Airports Authority of India was running in the red and the challenge before the new Airports Authority of India is indeed a very big one and I am quite sure that to overcome all this the present merger will certainly eliminate the losses being incurred now by the National Airports Authority and it will result in closer integration. While there should be optimal utilisation of resources on the one hand, the Authority on the other hand, would get better returns by participation in joint sector ventures.

However, I wish to raise three important points and I am quite sure that I will get the reaction of the hon. Minister. The first point is that under the open sky policy there are more and more entrepreneurs who wish to operate in our skies. However, so far as the question of facilities is concerned, particularly on the domestic sector they are very limited. So, I wish to urge upon the hon. Minister that we must, before we allow new people to go into the market, develop the infrastructural facilities in the country because the safety of the passengers is of paramount importance.

The second point I wish to raise is about development, particularly about the development of the international airports. I understand reliably that in Bombay the Government is planning to have another international airport in the area which is known as Mandvi Revas. I wish to know whether the new Airports Authority is going to develop this area or as Shri P.C.Chacko has indicated, we shall be inviting foreigners to

develop our airports. Because, there is no doubt— I totally agree with my colleagues here- that it entails a tremendous amount of expenditure and from where are we going to get the money?

One more angle which is very very important is the social angle. Suppose if we pump in our money in the development of the big airports what are we going to do about the smaller airports?

There is a social commitment on the part of the Government and that is particularly in the North-Eastern Region where people find it very very difficult to approach those areas. So, I urge upon the Government that they must try to invite people who wish to develop international airports and also big Indian airports. While planning we must plan 15 to 20 years in advance.

Sir, this Bill also gives me an opportunity to bring to the notice of this august House and the hon. Minister the longstanding need of developing a full-fledged airport at Jabalpur. Sir, ever since I became a Member of Parliament in 1991, I have been ceaselessly toiling to see that this project is completed speedily. But to my disappointment it has not yet seen the light of the day. I have met the hon. Minister of Civil Aviation a number of times.

I wish to emphasise and impress upon this august House and the Government that Jabalpur once upon a time was tipped to be the State Capital. It is the second largest city of Madhya Pradesh. It has got two universities. It has got the seat of High Court of Madhya Pradesh and yet, Sir, we are without an airport. So, I want to impress upon the hon. Minister of Civil Aviation that he should take up this matter in all seriousness. There was a time when we were getting Fokker Friendship planes which were land-

ing there. We already have an airstrip. The demand is for the extension of the strip and the construction of a new airport building. We used to have Fokker Friendship planes landing at Jabalpur. Then we used to have HS-748 AVRO Planes of the Indian Airlines landing at Jabalpur regularly. Later on, we had the Vayudoot services. But now not a single aircraft is landing at Jabalpur. I personally feel that this is really a very unfortunate thing that we have to see this kind of a situation in Jabalpur.

The National Airports Authority wanted 33 acres of additional land from the Government of Madhya Pradesh. I took up the challenge. At that time, the BJP Party was ruling the Government. I went and met the Chief Minister a number of times. Ultimately, the Government agreed to give more than 33 acres of land. We had in fact 38 acres of land free of charge and it was handed over to the National Airports Authority of India. The National Airports Authority of India had given an assurance that once we get the land free of charge, we shall immediately start the ball rolling. However, not a single clod has been turned and the situation still remains the same. So, I wish to urge upon the Government that this matter should be taken up expeditiously.

Archana Airways has recently started operating in Madhya Pradesh and it is in joint venture where the Madhya Pradesh Government has given one crore of rupees to this enterprise. It has started its services between Bhopal and Raipur and the plane is overflying Jabalpur and yet it is not landing at Jabalpur. I know that the problem is about fuel. So, I request the hon. Minister to write to the concerned Ministry and see that the fuel is made available so that the aircraft can land and we are once again given the facilities of having air service at Jabalpur.

Lastly I once again want to remind our hon. Minister of Civil Aviation about the commitment that he has made. The hon. Prime Minister has also made a commitment that towards the end of 1995, this airport shall be fully functional. I am absolutely certain that the hon. Minister of Civil Aviation will look into this matter and he will start very soon services to and fro Jabalpur.

With these few words, I once again support the Airports Authority of India Bill, 1993 which the hon. Minister of Civil Aviation has moved.

SHRI YAIMA SINGH YUMNAM ( Inner Manipur): Hon. Deputy Speaker, Sir, I rise to support the Bill because the purpose of this Bill is to make the Airports Authority more effective in the interest of the nation.

This Bill has been brought for the constitution of a single unified Airports Authority of India. That is very good. I hope, the merger of the two organisations- the International Airports Authority of India and the National Airports Authority of India- will make the management more effective.

While appreciating the merger, I would like to urge the Government to see that the present employees do not suffer from any victimisation or from any partial treatment

While supporting the Bill, I would primarily like to make some proposals for the consideration of the Civil Aviation Ministry. The first proposal is for developing the Imphal Airport in the State of Manipur. At the moment, there are no night- landing facilities at the airport. I urge the Government, particularly, the hon. Minister, for taking steps for developing the Imphal Airport in order to provide night- landing facilities there.

As you know, Sir, Manipur is not con-

nected by Railways. If the people of Manipur want to go out of the State for any purpose, they have to undertake one-day journey by bus and then catch the train either at Dimapur or at Guwahati. The journey by bus is very difficult because it has to cross so many jungles and hilly tracks, and also many insecure places in the context of the present law and order situation. So it is very necessary that the people should be able to travel from Imphal by air.

If the people have to go outside the State and if they have to travel by air, for that these poor people have to sell even their land, their property and everything. If they have to rush to a big and better hospital for treatment, they have to resort to their last means, that is selling their property, in view of the high cost of fares. But at present, no night-landing facilities have been provided at the Imphal airport. So, I again urge that the Imphal airport must be developed so that the planes can land there at night also.

Secondly, I propose that the Imphal Airport should be converted into an international airport. At the moment, it may not be necessary but after a decade you will feel that necessity. We have experienced it in the Second World War how much important the airports are in Manipur for the defence of India.

Sir, it is an international border State. From the defence angle and from other angles also, there is the necessity for making it an international one. Also, for attracting tourists from the North-East countries of the world, it must have one international airport at Imphal. I am proposing it now. It may not be necessary at the moment. But after a decade's time you will feel the necessity. I am making the proposal in advance.

For providing better facilities for air

service for the people of that State of Manipur, I would like to propose to the hon. Minister that we must be given facilities for travelling from Delhi to Imphal to reach Imphal in one day. At the moment we have to depart from Delhi and stay for one night at Calcutta and reach Imphal the next day. That means we take two days to reach Imphal. In the present context, you please see how much difficulties we are suffering in this way. If we want to go to Imphal from Delhi, we take two days. Earlier, there was arrangement for providing air service from Delhi to reach Imphal in one day which arrangement was there for thrice a week. Earlier from Delhi via Guwahati, we could reach Imphal in one day. But, as soon as Shri Ghulam Nabi Azad took charge of Civil Aviation, it was reversed. The people of the area started questioning as to why Shri Ghulam Nabi Azad is so unkind to the people of Manipur. It is a question which I had to answer and I said that Shri Azad is a very good Minister and he will help us. We are expecting some action from you. We have to reach Imphal from Delhi on the same day. You please arrange for three such journeys in a week so that we can reach Imphal from Delhi on the same day. Otherwise we have to spend one night in Calcutta and spend our time there.

I repeat again and specially request the hon. Minister for looking into it. Please arrange for a flight to Imphal from Delhi via Guwahati or via Calcutta so that one can reach on the same day. It is a strong demand from the people of Manipur and I am urging the hon. Minister on behalf of the people of Manipur.

If an air link can be managed from Delhi via Calcutta and if there is a link flight so that we can reach Imphal in one day, that also can be managed. I am proposing it very strongly.



I would like to join those who support the proposal- or I am making the proposal- that we must have one advisory committee of local people for each and every airport. That will help in solving problems. You might allow them to present their representations in the committee. The people's representatives, local M.Ps and M.L.As, can be made members of the committee. They will propose for development of the airport in many ways.

Sir, at the moment I am confining only to the issue of airport of my State. At present, the arrangement at Imphal is not very good. We are not very happy with the present arrangement. In the airport the facilities provided for the passengers are very badly managed. I want the hon. Minister to look into this.

So, lastly, I would request the hon. Minister to think about giving some subsidy to the people travelling by air from Manipur to other places because of their present economic conditions and other aspects.

With these few words, I support the Bill.

SHRI K.MURALEE DHARAN (Calicut): Mr. Deputy-Speaker. I thank you very much for giving me a chance to participate in this debate.

I rise to support the Airports Authority of India Bill, 1993 introduced by our hon. Minister for Civil Aviation and Tourism, Shri Ghulam Nabi Azad. We know that the income from the international airport is higher than that of the national airport authority. Now we can distribute that income equally when the International Airports Authority and the National Airports Authority will be merged as one Airport Authority of India.

Everybody who participated in this dis-

cussion mentioned about their States and their State airports. I am also mentioning the development of Calicut airport. Our hon. Civil Aviation Minister, Shri Ghulam Nabi Azad— if my memory is correct— in September, 1993 held a meeting in the presence of Mps and MLAs including the Chief Minister of Kerala. In that meeting, we decided for the expansion of runway for Calicut Airport from 6,000 feet to 9,000 feet. The amount calculated was Rs.60 crores. At that time, the Kerala Government agreed to raise Rs.60 crores to the National Airport Authority and the Central Government agreed to that. It would be in the form of loan without any interest. The Ministry agreed to get it back within five years. Myself and the State Industry Minister visited Gulf countries like Bahrain, U.A.E. and we mobilised Rs.10 crores in the first instance. We are ready to submit that amount. But the most unfortunate thing is, the Ministry of Civil Aviation has not approved the project report. My humble request to the hon. Minister is, kindly sanction the project report and the work should start as early as possible. Otherwise, the credibility of the Central Government and the State Government will go.

Now the people, especially our friends from the Gulf countries are asking about the expansion of the airport while the work has not yet started. While the Minister has promised that the work will start in December, 1993, the work is still not started. There are very serious problems.

Second thing is about the open air policy declared by the Government. Even now in Calicut, so many other foreign airlines want to provide service from the Gulf countries to Calicut. But the Ministry of Civil Aviation has sanctioned for the private airlines only to Trivandrum but not to Calicut. You know the behaviour of Air India, especially towards the Gulf passengers. The

price is very high and the behaviour is very bad. That is the pathetic condition we are facing, especially in the Malabar area. Most of the passengers travelling from Calicut to the Gulf countries are illiterates. They are poor people also. They do not know how to behave gently. But unfortunately the behaviour of airport authorities, especially Air India is very bad. They are behaving just like a master to his servants. My request is, you should allow other foreign airlines to operate from Calicut to the Gulf countries.

The work undertaken to provide night landing facility in Calicut is still continuing. Now it is rainy season in Kerala. Most of the time, the flight does not land in Calicut. The Gulf flights from Dubai to Abu Dhabi are coming to Calicut but the land there is inadequate and the flights are diverted to Bangalore for want of landing facility. This is presenting a lot of difficulty for the passengers who come from Gulf countries to Calicut. I, therefore, request the hon. Minister to see that the work on instrumental landing system is completed as early as possible.

Regarding the Airport Authority of India Bill, 1993 I would like to say that there are lot of complaints from the staff of the Airports. As a Member of the Consultative Committee and as a Member of the Standing Committee on Civil Aviation and Tourism, I have received a large number of memoranda from the employees. They demanded that their problems should be settled as early as possible. They mentioned their problems regarding their pay and seniority etc. I, therefore, request the hon. Minister to satisfy their demands.

I once again thank you for giving me a chance to participate in this discussion.

I once again thank the hon. Minister for Civil Aviation and I request him to fulfil his

promise made in respect of Calicut.

SHRI R. NAIDU RAMASAMY (Periyakulam): Mr. Deputy Speaker, I thank you very much for giving me this opportunity for speaking on this Airports Authority of India Bill on behalf of Anna- ADMK.

This Bill seeks to abolish the twin authorities i.e., the National Airports Authority and the International Airports Authority and to establish an Airports Authority in their place.

A uniform command structure in place of multiplicity of Authorities is a welcome measure. Multiple Authorities, in fact, are a source of lethargy, delay and even malpractices in official establishment. Double expenditure for a work that can be done by a single establishment is also sought to be avoided by this Bill.

Kodaikanal, which is in my Constituency, is well-known to all the people of India and of the world. It is a hilly area and it is a summer resort. There is no threat of terrorism or intrusion of terrorists there. It is well-known all over India that Kodaikanal is a peaceful place in Tamil Nadu. The cost of living in Kodaikanal is also low when compared to Kashmir, Shimla and other places. People all over India choose to stay in Kodaikanal during summer season. International tourists also have a liking for Kodaikanal. So, an Airport has to be installed in Kodaikanal. There are 200 acres of land also available. It is lying idle without any use in Kodaikanal. It is near Mannamanur.

**15. 00 hrs**

It would be helpful for Kerala people also as it connects Kerala and international tourists would like to see the tourist places.

Thus, foreign exchange will mount in India. So, I humbly request our Minister to consider these suggestions.

In Tamil Nadu, Tuticorin Airport commenced nearly more than a year back. But after amalgamation of Air India and Indian Airlines, no flight will come there.

15. 01 hrs

SHRI P.C.CHACKO in the Chair

Money is wasted if an airport has no flight service. Tuticorin is an industrial area. It is a port city and a terminal city. So, action should be taken immediately to provide air service to Tuticorin Airport.

Madurai in Tamil Nadu is a historic city, temple city. In the year 1987, flight service was started between Madras to Madurai for nearly six days a week. After that it was reduced to five days. Now only for three days, the service is there. I urge upon you that the service between Madras and Madurai should be given for the entire week.

Apart from this welcome feature in the Bill, there are several areas which require improvement. The storage of cargo in international airports need to be streamlined. I would urge upon the Minister to consider privatisation of storage operations at international airports. The airports authority should also charge a token amount on all uninsured cargo for providing insurance cover to all such cargo. The clearance of cargo at international airports is a tedious affair. A person has to wait at a large number of places in queue and get a large number of signatures for getting his cargo cleared. I, therefore, suggest that a single window clearing system should be introduced at all international airports for clearing cargo by passengers. Cargo clearing

system should also be computerised in all airports. When we come to discuss about modernisation of airport facilities apart from computerisation, I would like to emphasise about staff rationalisation. There are several airports which require modernisation. Some of the airports even do not have night landing equipments. I want the Minister to commission a study on this aspect.

With these words, I hope the hon. Minister would certainly consider the proposals that I have made.

SHRI RAMESH CHENNITHALA (Kottayam): I rise to support the Airports Authority of India Bill. First of all, I am thankful to you for giving me an opportunity to take part in this discussion.

This Bill seeks to constitute a single authority to manage both international and national airports. It signifies a reversal of the earlier policy of having separate agencies for these two types of airports.

First of all, I want to tell that a mere amalgamation of these two airport authorities will not serve the purpose if you will not look into the mismanagement and other important aspects which are now affecting the air travel service in our country. The Statement of Objects & Reasons says that a number of airports do not have any commercial air services and they have infrequent operations. The National Airports Authority could not, therefore, generate enough resources. This Statement is only partially true because of the following two reasons. Firstly, the standard of service of Indian Airlines has been unsatisfactory; secondly, the management does not have proper policy with regard to making the services viable. Even after amalgamating these two authorities we are not going to

gain if we are not fulfilling or if we are not taking care of these two aspects. First of all, as the service has been unsatisfactory, we have to rectify that. Secondly, we have to make the services viable. So, I hope that the new authority will make serious efforts and take these two important points and take more initiatives to make it more profitable.

The relationship between the management and employees of Indian Airlines has been the worst as compared to any other public undertaking in our country. Frequent and lightning strikes by the employees and the pilots, ground staff etc. have totally damaged the reputation and credibility of these public undertakings. Then the basic problem is that the Indian Airlines does not have a proper policy with regard to the employee- employer relationship. When we reach the airport, all of a sudden, we get the information that either there is a go-slow strike or something else. Because of this, the credibility of the public undertaking is eroded like anything. A proper policy of the employer-employee relationship is urgently needed so that we can repair the damages.

Frequent strikes by the staff has disturbed the credibility of these public undertakings. My request to the hon. Minister is that by amalgamating these authorities we have to have a fresh look on the employee and employer relationship which is existing in this public undertakings. At times, the management totally surrenders before the employees and sometimes they are very adamant. Because of this attitude of the management and the attitude of the employees the credibility of these organisations has completely gone. So, my request to the hon. Minister is that while we are restructuring or remodelling this public undertaking and are giving a new face to these organisations, we have to look at these aspects very seriously.

Coming to the open sky policy, my hon. Colleagues have also discussed this policy. We all welcome that. There are a lot of facilities for the passengers because of new private airlines. I accept that. Definitely this is in tune with the privatisation policy which is accepted by the Government and accepted by the people at large. The private airlines which have been started more or less, they are giving good service. There is no doubt about that. People are happy about that. However, we must be very careful about the air safety. Most of our hon. Members who have taken part in the discussion mentioned about the air safety aspect. When there is an intense competition, a tendency may develop to by pass the safety regulations. So, this will cause serious accidents and therefore air safety regulations should be strictly enforced.

Now, there are a lot of private airlines which are operating in our country. But, there is no proper maintenance and there is no facilities for their repair in some Airports. They should be asked to follow the safety measures strictly so that we can avoid these serious accidents.

Many airports in the country do not have modern facilities. Sir, when you participated in the discussions, you were also mentioning about the modern facilities which are available in the international and national airports outside our country. The absence of these facilities increases the risk of accidents. The Indian sky is getting crowded. Therefore chances of accidents too are increasing. Many airports have only the old systems; we have to replace them.

Many years ago the Estimates Committee of the Parliament was informed by an official that because of the poor standard and the absence of navigational aids, there is always a chance of the aircraft moving

into the air corridors of another aircraft causing a serious accident in the air. Therefore, when we are trying to streamline the working of the airports, I think the Government should take more care and make serious efforts to modernise all our airports.

Another point is about the money needed to modernise the airports. That is the main problem. The financial constraint of the Central Government is the main impediment in the modernisation or development of the airports. I want to know from the hon. Minister whether he is planning to go to the public for raising money. How is he going to raise resources? I would like to know whether his Ministry has got any definite plans in this regard. Many Members have pointed out here that for setting up of new airports a lot of agencies are now coming up. A lot of people are ready to contribute and NRIs are also prepared to contribute. I would like to know whether the Government has any specific plans for going to the public and generate more resources for modernisation and further development of the existing airports.

There is a controversy that the experienced and well trained staff of the Indian Airlines is joining private airlines. This is a very serious issue. I do not know the exact number. But a lot of trained and well experienced Indian Airlines pilots are now resigning and are joining private airlines. This is a problem which requires serious attention of the management. The exodus of the trained staff should be discouraged. This exodus definitely affects the quality of the Indian Airlines; its operations are badly affected. I was told that recently the Government has taken a decision to curtail certain benefits of the ex-employees in order to stop this exodus. That is not enough. There should be a proper plan and there should be certain minimum and necessary steps to stop this

exodus of the trained and experienced pilots from the Indian Airlines to the private airlines.

Clause 3, subclause (5) of the Bill specifies the qualification of the Chairman and members. It says: "Special knowledge and experience in air transport or any other transport service..." In fact, the Chairman or a member of the Airports Authority should have the special knowledge and experience in air transport. But when it says "air transport or any other transport service", it creates a little confusion. I request the hon. Minister, Azadji, to remove that confusion. In the rules it should be specified as to how many members should be from the air transport sector and how many members should be from the other sectors. That confusion can be avoided. Otherwise it will create more confusion in selecting the members and you may also feel personally embarrassed. I think that a clarification is necessary to avoid that confusion.

Finally, about the recently declared International Airport in Trivandrum. I think you personally visited the airport. You said that you never saw such an international airport anywhere else. The condition is very pathetic. You also asked how anybody can say that this is an international airport. The hon. Minister has been kind enough to earmark some amount for the modernisation and expansion of the airport.

I think, it should be speeded up. Already some initiative and some work has started. I think that a time limit should be there to complete the airport building. Moreover, the work on the second terminal has not been started. I think that you, being a young and dynamic Minister, will be extending a helping hand to the Southern most part of the country and to the State of Kerala; and this is, I think, the latest announced interna-

tional airport in the country. There is the Nedumbacherry Airport and the Calicut Airport. Sir, Kerala is a place, from where lots of people are working abroad. More facilities should be made available to the people of Kerala, like international flights should be made available so that the people can go abroad. Since, we are not getting any employment here, let our people go outside by availing these facilities. We are not in a position to give employment to the people. Even though our youth are educated and trained, they are not getting employment. We should make more facilities available so that our people go abroad, work there and earn their bread and butter.

SHRI P.C.THOMAS (Muvattupuzha):

Sir, thank you very much for the opportunity given to me to support the Bill.

In fact, there is a policy change from the policy established in 1971 and 1985, by way of International Airport Authority Act in 1971 and the Bill for International Airport Authority in 1985. Now, a merger is being proposed by this Bill and I feel that the objective is well intended. I would think that when the Airports Authorities are merged, there is some scope for the employees and others concerned to feel that their benefits or other positions in any way may be altered or they may be put to difficult situations. But, I am sure that the objective of the Bill is that they will be given the perks as well as all the facilities which they have been enjoying; and therefore I think that these aspects will be attended to.

Now, with regard to the Bill, a chairperson and eight to fourteen members are supposed to be the members apart from another member also who would be from the Civil Aviation Ministry. I feel, as has been already pointed out, that there must be a provision for some public men and the pro-

vision must be specifically stated.

I would like to mention about another aspect which I have found in this Bill. The Bill is intended for making the structure stronger and giving more safety measures as well as better facilities at airport buildings. I think that there is one provision which says that the public or anybody concerned should not go to Courts against the Authority. I do not know whether Clause 33 is just included in the Bill, as in the case of many other bills. There are many other Bills which say that prosecution or suits against the Authority shall not be maintained. But, I feel that if a provision is made as in Clause 33 saying that no suit, no prosecution, or no other legal proceeding shall be maintained against the Authority or any officer of the Authority doing things in good faith- of course the expression 'in good faith' is there- then , many suits can be filed by the public or those concerned in the air traffic which are actually banned by this Clause.

I do not know whether there is any other clause. Of course, I do not find any other Clause in the Bill which gives a proper place for such complaints to be taken up before such tribunal or other fora. The example is tortious liability. Suppose a vehicle taking the passengers to the aircraft is going through the airstrip or passes the airstrip and suppose there is a small ditch which is caused by the negligence of the persons concerned, then where is the provision for a person who is travelling in the bus or a truck which is going to the place, the file a suit against the authority? So, this provision, which is a normal provision which is seen in some other Act should not be maintained in such words in this Act. But, some other provision should be there so that the authority can be taken to task when such liabilities like tortious liability, etc. are there; or even prosecution can be taken up.

There is another Clause, namely Clause 39 at page no. 16 of the Bill, which deals with the power of the Central Government to supercede the Authority. I do not know whether supersession may be a necessity actually at any stage. I think, that provision should be well put and there should be some safeguard with regard to supersession. If that is not done, I think, the changes in so many aspects, say political or otherwise, will be necessary and it will cause some kind of difficulty so far as the working of the authority is concerned. Clause 39 says:

" If, at any time, the Central Government is of the opinion-  
(a) that on account of a grave emergency, the Authority is unable to discharge the functions and duties imposed on it by or under the provisions of this Act; or"

This is okay.

"(b) that the Authority has persistently made default in complying with any direction issued by the Central Government under this Act....."

This is also okay to some extent. But sub-clause (c) says:

"(c) that circumstances exist which render it necessary in the public interest so to do,"

Here, of course, the expression 'public interest' is stated. But, this is a Clause which may be misused at times due to some interest, political or otherwise. So, some kind of safeguard may be made with regard to the intervention of the Government in the working of the Authority.

There are other provisions which say

that at times even in the day-to-day affairs, the Government can interfere in the affairs of the Authority. Here also, some kind of safeguards must be made with regard to the powers of the Government. Of course, the 'powers' of the Government should be there, but it should be restricted.

Now, I may make some observation with regard to some other aspects which are of course not specifically mentioned in the Bill, but which are related to the Bill. Regarding 'safety' as has been pointed out by many hon. Members, everybody is interested. When the new Airports Authority is formed, it must be given more teeth with regard to air safety measures. I had an opportunity to speak to some persons in one airport which is not a commercial airport. It is an airport in India where no plane comes and goes. But the employees are duty bound to do the job with regard to air safety measures. They have to sit in their seats and see that the air passage is well looked after. This has to be monitored by them and they have to give the necessary information to the persons concerned. I understand from some of the persons who work in one such airports that there is absolutely no interest for them to work there because there is absolutely no incentive and in fact, there is absolutely no supervision also to a desired extent. There are also cases, as stated by one of the predecessors, where air corridors were taken by other aircraft which were not detected. This must be looked into and when such a new Act comes, the air safety measures including the work to be done by such officials must be properly monitored. This should be properly put with regard to the provisions connected with the provisions of the Bill.

Another point which I would like to bring to the notice of the Minister of Civil Aviation and Tourism, Shri Ghulam Nabi Azad, is

about the intrinsic relationship of tourism with civil aviation. As has been already mentioned by many of the Members, we have many tourist centres where there is not an inch of airstrip and where there is no scope even for helicopters to land.

After the open sky policy has come, so many aircraft and so many private agencies are coming. If we are able to make some small airport in many of the district centres and many of the tourist centres, I am sure, there will be enough persons to come forward to put aircraft. If that is so, we can tap a very important industry in India which can prosper, that is, tourism. There are people who come to Kerala. They say that the whole of Kerala is a tourist centre. That is because of the natural beauty there. But there are no provisions for foreign tourists to go to the internal beautiful parts of Kerala. I am sure, that is applicable to many other states. So, I think, the Minister may kindly see the possibility of undertaking the work of small airports in many of the tourist centres and also the district centres. If the district centres are connected, I am sure, the tourism industry will be greatly benefited apart from the other industries which will be benefited by such a proper move.

With regard to my State, many of the points have already been stated. Trivandrum Airport is an international airport. That is the fifth international airport in the country which has been declared by a previous Government as such but without giving any facility of an international airport. I am happy that the Minister has found that though Trivandrum has been given the status of an international airport, the only thing which was granted was the status without any other facility and money for the proper construction of the airstrip and airport and other facilities therein. I also urge upon the Minister to see that the status of Trivandrum

Airport, as given, is implemented.

Lastly, with regard to Cochin Airport, I also support the views which have been expressed by many of the Members from my State. The Cochin Airport, at present, does not have enough facilities. The international airport is coming up. But that would take some time. But the Cochin Airport, which has some facilities, is not being utilised properly. I know that the Minister has taken a view of this also. I think, more centres can be connected by airlines. We had daily flights from Delhi to Cochin. It is unfortunate that it has been reduced by six flights in a week. I think that should be restored back and flights should be given on all days. One flight to reach Delhi at least by 11 o'clock may also be considered.

[*Translation*]

SHRI AYUB KHAN (Jhunjhunu): Mr. Chairman., Sir, I rise to support this Bill. In spite of such a dynamic Minister Rajasthan has been deprived of Air Service. Rajasthan attracts sixty percent of the total tourists visiting India. In spite of all this Rajasthan has air services for three places only i.e. Jaipur, Jodhpur and Udaipur, it is really surprising. Tourists visit Rajasthan because it has splendid havelies, castles and forts water tanks and such a vast desert. Foreign tourists visit in a large number to see these. an air strip is there in Jhunjhunu district and earlier it was linked with air service. I have made several request during my first term and in my present second ter to the dynamic hon. Minister to link it with air service, but no attention has been paid towards my suggestions. There is a Rani Sati temple in Jhunjhunu and every day thousands of people from Delhi visit it. It has a heavy traffic but has not been linked with air service. From the viewpoint of tourism Rajasthan Government has envisaged a air-circuit for



Jhunjhunu, Bikaner, Jaisalmer, Jodhpur, Jaipur and Delhi but no action has been taken on this project I request the hon. Minister to link Jhunjhunu with air service then only this, area will be developed, we are ready to co-operate with the Government in this project and I think that it will make the district headquarter prosperous.

I request the hon. Minister not to neglect Rajasthan and airport in Jaipur, which is the capital of the state and renowned as of 'Pink City' should be developed as an international airport. At this demand was lying pending for a long time. The said air strip has some shortcomings such as it is narrow and short. I would like to say that Rajasthan Government is ready to provide land for this purpose and work is also going on there but so far this airport has not been declared as an international airport and thus tourists are facing great difficulties to reach this place. Therefore, I would like to say that attention should be paid towards this demand and Jhunjhunu should be linked with air service so as to attract more tourists.

[*Translation*]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Chairman, Sir, ours is a vast country and there is a need to construct many airports. I totally agree with the fact that our Minister of Civil Aviation is a very dynamic person. The post of Secretary to Government of his department is lying vacant and there is no Directorate General of Civil Aviation. The hon. Minister might have to work for many hours. My request is that such vacant posts should be filled immediately.

Mr. Chairman, Sir, the more the input of tourists, the more will be the number of airports. Today, the greatest number of tourists, as many as 170 million tour out of

300 millio, go for skiing (on snow). We have good skiing centres in our country but they are not being developed. Very good skiing centres can be developed in Himachal Pradesh. Similarly, there is the desert tourists and the 'water skiing tourists'. There is need to develop such centres in Kerala, Rajasthan and Himachal Pradesh.

In Madhya Pradesh, such a large state, called the heart of India, the condition of raipur airport is very bad. There are no landing instrument, there due to which 3-4 aeroplanes cannot land there every month. Similarly, there is no space to ground aeroplanes in a row there. Therefore, there is need to develop the apron and the launge (the waiting hall). The landing instrument should also be installed there.

Bastar is the largest district of India but it has not been connected by rail or by air link. Even the buses can not ply there because all the bridges are dilapidated. There existed the most developed airport there during the British era and when the British planes used to take sorties from there for bombarding Burma. it was said that British bombers are going from Bastar ( on their mission to drop bombs on Burma). Bastar is a great airport. I urge the hon. Minister to make Bastar and Bilaspur airports functional and make simultaneous arrangements for instruments.

[*English*]

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Chairman, Sir, I will not take more than two minutes. Kindly allow me to mention just two points.

MR. CHAIRMAN: Your name was called. Anyway, please try to be very brief.

SHRI SRIBALLAV PANIGRAHI: Thank

you for having given me this opportunity. I rise to support the Bill. The merits of the various provisions of this Bill have been very well highlighted by the learned Members who spoke before me. I do not want to repeat those points.

The unification or merger of both the Airport Authorities- national and international- will be advantageous in many ways from the point of view of better management both men and material. Here, I would like to make just two observations. Firstly, the growth of the air taxi operations is very rapid. I should say that it is quite phenomenal. From just four operations and six aircraft in the year 1990, it has increased to 17 operations and 45 aircraft in 1993 and the air taxi traffic went up from one per cent to 21 per cent.

MR. CHAIRMAN: All these points have already been mentioned by other Members. You don't have to repeat.

SHRI SRIBALLAV PANIGRAHI: But on the other side, the growth of air traffic in the Indian Airlines is rather dismal. I am sorry to state here that the growth is not encouraging. I can easily prove this contention with the necessary figures. But as there is no time, I do not want to take up all those points. My only submission is that this aspect should be looked into by the hon. Minister taking into consideration comparative figures with regard to performance abroad and also in our neighbouring countries.

I now come to the problems of my constituency. I would like to draw the kind attention of the hon. Minister to the Jharsiguda Airfield. In Jharsiguda, we have a very good airfield which is in existence since the days of Second World War. Due to lack of maintenance, now it is an abandoned

one. The Ministry of Civil Aviation are thinking of closing it down. In this connection, I would like to state that Jharsiguda is the gateway of Western Orissa, comprising of ten revenue districts. It is also the centre of an industrial complex. Coalfields, paper mills and even the Rourkela Steel Plant are situated very nearby and these can very well be served if this airfield is properly developed and maintained. A few months back, I have approached the Mahanadi Coalfields Authority with a request to take up some repair work of this airfield. They have kindly agreed to this proposal. Their Chief Engineer came along with me and inspected the airfield. They are prepared to spend Rs.40 lakh on this airfield which is situated very near to their coal fields. In addition, there are other industrial houses such as the Tatas, the Birlas and many others. The Orient Paper Mills of Brajrajnagar and the Rourkela Steel Plant are also situated very nearby. All these industrial units will stand to benefit if this airfield is made to function properly. Therefore, I request the hon. Minister to have a fresh look at it and reconsider the matter. This airfield is situated in a backward area of Western Orissa where industries are now coming up one after the other. There is a lot of potentiality and even the financial support will come from the industrial houses. So, I earnestly request the hon. Minister to revise their decision and plead with him not to close down the airfield. Instead, they should undertake the necessary repairs so that it is made functional. At the same time, I would also request the hon. Minister to make arrangements for the introduction of a stopover of the Delhi-Bhubaneswar flight at Jharsiguda.

My last request is about the pressing need for daily flights from Delhi to Bhubaneswar. My friend Dr. Patra has highlighted the difficulties that we are facing in Orissa. As you are all aware, Bhubaneswar

is a very important city, being the capital of Orissa and also from the point of view of tourism. We have got the flight operating only for six days in a week. I am very sorry to state that there is no flight on Sundays, when there is a great demand for a flight even from Members Parliament, so that they can go to Delhi to attend to their next day. Therefore, I request that immediate steps should be taken to see that the flight between Delhi and Bhubaneswar operates regularly on all the seven days of the week.

With these words, I support the Bill. I once again request the hon. Minister to have a fresh look at the Jharsiguda Airfield with an open mind. While concluding, I plead with the hon. Minister to arrange for daily flights between Delhi and Bhubaneswar.

MR. CHAIRMAN: Now the discussion is over.

SHRI K.H. MUNIYAPPA (Kolar): I would like to make a general request to the Minister.

MR. CHAIRMAN: Please finish in one minute.

SHRI K.H. MUNIYAPPA: Mr. Chairman, Sir, thank you for giving me the opportunity to speak. Sir, I support this Bill. In Karnataka in my district of Kolar there is a very big airport. It was constructed at the time of second world war. It consists of five hundred acres of land. It is a very big airport and it can serve as an international airport. It is totally in the central place of the southern States. By this time I have already requested the hon. Minister and I have given a memorandum to the hon. Minister to at least convert it into a cargo airport and this is because I already requested the Defence Minister also. It is under the control of

defence and I requested the hon. Minister to pay a visit so that this may be converted into a cargo airport as early as possible.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): Sir, first of all, I must thank hon. Members including the Members of Opposition who are not present here, but few of them who spoke on this particular subject. I also thank you, Sir, for taking keen interest in the subject to which I would come in the later part of my speech. I have listened to the comments and observations of hon. Members with deep respect and attention. I think, this is one of the Bills, which the hon. Opposition Members had said had taken a long time, if they would have been here, I would have told them today that yes, it has taken some time from Cabinet to introduction stage, from introduction stage to referring to the Committee and coming back to Parliament. But it has also taken it eight days because of their attitude to Parliament we could not run and it is after the eighth day that we are passing this Bill.

Sir, as I have said that we have been talking and hon. Members have been talking on this Bill for the last seven to eight days on different occasions, so I have jotted down most of the points raised by hon. Members, but I am afraid, at the same time it may not be possible for me to reply each and every point which the hon. Members have raised. However, I would like to take the important airports which have been talked about, whereas the rest of the airports which have been talked about by the hon. Members, I will definitely write to them.

It is difficult on the part of the National Airports Authority, and on the part of the Government to construct airport in each district. If it were like a playground, I would have definitely done that. It is not really a

playground. It is an airport which costs not few crores but hundreds of crores or rupees which is very difficult to be constructed in each district or in each constituency.

We shall have to go by the requirement of distance and also the money which is available with the International Airports Authority and National Airports Authority.

Massive programmes have been undertaken for expansion and modernisation of airports, air navigation and air traffic management services. I think the hon. Members will appreciate that under the Eighth Plan the combined investment of the National Airports Authority and the International Airports Authority is Rs. 1566 crore which is almost four or five times more compared to past 40 years.

For modernisation of Air Traffic Services at Bombay and Delhi Airports a major turnkey project has been undertaken at the cost of Rs.352 crore. Under this project state-of-the-art radars, navigational aids, Instrument Landing Systems will be installed and automation will be introduced in the Air Traffic Control systems. Mr. Chairman, Sir, this point was raised by you as well as by some other hon. Members. So, for the first time we are taking care of it in a big way. This project is slated for completion in October, 1995. It will significantly enhance the capacity of these two airports to handle traffic efficiently and will result in considerable fuel and time saving to the airlines.

As far as other airports are concerned, feasibility studies have been completed for the modernisation of Air Traffic Services at Calcutta and Madras. While detailed planning is in progress, letters of intent have been placed for supply of modern Airport Surveillance Radars and Monopulse Secondary Surveillance Radars.

Radar towers are under construction at Calcutta and Madras. Construction of a new Technical Block and control tower has been approved for Madras at an estimated cost of Rs.19 crore.

Another project has been launched for supply and installation of Airport Surveillance Radars and Monopulse Secondary Surveillance Radars for the airports at Trivandrum, Hyderabad, Guwahati and Ahmedabad at the cost of Rs.104 crore. Installation of these radars will enhance air safety at these airports.

Orders have also been placed for procurement of 28 Very High Frequency Omni Range equipment at as many airports. Further, 21 high power Distance Measuring Equipment has also been ordered. Order has also been placed for supply of 13 Instrumental Landing Systems for installation at various airports. The total cost of these equipments is about Rs.60 crore. Installation of these equipments will enhance the air navigation capabilities, as recommended under the Director General Civil Aviation Award.

Sir, apart from this, 12 airports are being developed as model airports with modern facilities for aircraft operations and passenger handling. These airports are at Bhubaneswar, Calicut, Coimbatore, Guwahati, Hyderabad, Imphal, Indore, Jaipur, Lucknow, Nagpur, Patna and Vadodra.

The security hold area at these airports will be air-conditioned and there will be a provision for air-conditioning of the entire terminal building in future.

These model airports will also have provision for introducing immigration and customs facilities and duty free shops. When

international flights commence operation at any of these airports, these facilities can be utilised. Very recently— in the last 3-4 years— we have started Tourists Air Charter in this Country and I must say that it has done tremendously well in our country.

This particular service was started in 1991 with hardly a few aircraft which we received. The next year it went up to about 220 and last year the number went up to about 600. I am very happy that this year the number of air charters which we have received at different airports was very close to 600 in the first six months alone and I am sure the number will go up to 1000 by the end of this year. So, the basic purpose is that, should these air charters like to go and land at any airport other than the international airports, we should have the facilities of immigration and customs there. So, I am sure that this is going to help the tourism promotion as Shri Ayub Khan and the other friends have said. I think, only on one subject I do not agree with him. I agree with him that Rajasthan is still the choicest place for the tourist. But as far as Rajasthan is concerned, 80 percent of the tourists coming from abroad prefer to travel by road rather than air. So, I think, we should ask for more roads, better roads rather than air services, because the travellers while visiting the desert and other historical places prefer to visit by road and not by air.

The model airport projects will be completed by the year 1995-96. The construction of International Passenger Terminal Complex Phase-3 at Bombay airport at an estimated cost of Rs.80 crore has already commenced. The work is expected to be completed by October, 1996. It will provide an additional handling capacity of 2.5 million international passengers annually. Additional passenger facilities have also been provided at all international airports.

As far as Tirupati is concerned, work for expansion of the runway has been undertaken to make it suitable for operation of Boeing 737 type of aircraft. The work costing about Rs.5 crore will be completed by the end of the current year. The cost of the over all development of Tirupati airport of the order of Rs. 12 crore including provision of new terminal building, extension of runway and provision of navigational aids will be shared between the National Airports Authority and the Tirumala Tirupati Devasthanam.

As far as Bangalore airport is concerned, for the benefit of my friends from Karnataka in general and Bangalore in particular, the Ministry of Civil Aviation has recently given No Objection Certificate to the Karnataka State Government to develop another airport of international standards. I would like to make it clear, not an international airport, but, an airport of international standards, because we cannot declare any airport international without having anything in existence. That could be thought of only at a later stage when it qualifies for it and then only it can be taken into consideration whether it could be an international airport or not. At this stage, we can say that we have given No Objection Certificate only for having an airport of international standards through public and private participation. This airport will be owned by the State Government or may be jointly owned, that is for the State Government to decide what sort of agreement they are **going to have with the public or private participation. However the regulatory functions of the airport like air traffic control and communication facilities will be provided by the Airports Authority**

As far as the present airport of Bangalore is concerned, the work has commenced for additions and alterations to the terminal

building, the augment capacity for passenger facilitation at a cost of Rs. 100 lakhs. This is likely to be completed by the end of March, 1995.

The design for the new international block, adjacent to the present Terminal building has already been completed at Bangalore. This is estimated to cost around Rs. 14 crore and is ready for tender action any time. Due to shortage of space, it had become necessary to plan two-storeyed building with the international departure from the first floor. This calls for aero-bridges. So, there is also a provision of two aero-bridges. There is also a plan to expand the apron to provide sufficient space for parking the aircraft. When the work is awarded, it will take, at least, two years to complete.

As far as Mangalore Airport is concerned, during the recent discussion with the Ministry of Civil Aviation, the Chief Minister and also the officials of the State Government had expressed a view for building of an Airport through private or public participation near the Beach. This has been agreed to by the Ministry of Civil Aviation and had given the 'No Objection Certificate'.

As far as the present status of the Mangalore Airport is concerned, Mangalore is a table talk airfield. There will be no possibility of further expansion of this Airport. However the state-of-the-art instrument landing system is being installed and this is likely to be commissioned in May, 1995.

As far as Kerala in general and Cochin, Calicut and Trivandrum are concerned, I am thankful to the hon. Members from Kerala that they are taking keen interest not only during the debates but outside the House also in this regard.

As far as expansion of Airports is concerned, I would like to mention about a few

airports which are under consideration. As far as Calicut airport is concerned, the expansion of runway is planned up to 9,000 feet. With the expansion of the runway, A-320 and A-300 will operate without load penalty. At the moment, we are operating A-320 type of aircraft but it is only possible with the just load penalty. Without load penalty, we cannot operate. So, this shall be taken care of.

Air safety will be enhanced. There is a hill which was talked about by the hon. Member during his speech with high granite contents on the approach path of the aircraft. It was anticipated that this could be removed but now it has been revealed that this cannot be done. I appreciate the sentiments of the hon. Member that our engineers should have anticipated before coming or before having discussions with the State Government. But, unfortunately, they could not anticipate. But I have already ordered an inquiry as to why this was not taken care of and why this was not anticipated. One important feature will be that after expansion, the load penalty as I have said (*Interruptions*)

SHRIE. AHAMED (Manjeri): Then what is going to happen?

SHRI GHULAM NABI AZAD: At the moment it is not possible to carry on the work. We will have to expand the airport on the other side instead of the side where the huge rock is there. We had also discussed whether we can blast the rock. Even otherwise also we have to blast the rock. But, since, it is a granite rock, it is very difficult to break. We have not only to break the rock but the stones which come out after the blast will destroy the existing Terminal building, the runway and also the nearby houses. So, it is very difficult on the part of the Government to take such a big risk. At



this stage I can only say that we are examining to expand this runway not on the hill side but on the other side in order to execute this work. I cannot- I cannot comment on this because tomorrow you may charge me offhand say anything now. But I have been told that the estimate might be even less as compared to this.

As far as the present position is concerned, in this runway of 6,000 feet, A-320 flights are operating. The load penalty is there. As I have already stated, the state-of-the-art instrument landing system currently is under installation and is likely to be commissioned by the end of October, 1994 viz., two months from now.

#### 16. 00 hrs

So, this is some consolation for my two friends from Calicut. Besides, VOR is also being installed and is likely to be commissioned by June, 1995. Well, I must say that as for the Calicut is concerned, we have taken care. I can imagine people from Trivandrum and Cochin crying but I think my friends from Calicut have no reason to cry. Last year we have introduced 12 flights from Calicut to Gulf. So, at the moment a total of 19 international flights per week are operating and 12 flights are under joint venture operation and these 12 flights are from Calicut to different parts of Gulf.

There was also a point raised by hon. Members that they are expecting some international air carriers to operate to and from Calicut. Sir, the existing policy is that we are not giving any permission to foreign airline to operate to and from any domestic airport. We have confined them only to the international airports. So, at the moment it is not possible with the type of runway and landing problems we have. I think we cannot allow any foreign airline to operate at the

moment. We can think of some extra flights as and when required by Indian Airlines from Calicut. As for as Cochin is concerned, Sir, the State Government has planned a new runway. I must congratulate the Chief Minister of Kerala, Shri K. Karunakaran who has taken very keen interest in developing Cochin, Calicut and Dumdum airports and we personally flew from Kerala to this place. It was so nice of him being an elderly person and we had a series of meeting to develop this airport. The state Government has planned a new runway close to the beach which would be capable of operating 747 aircraft Jumbo. Land has been taken over. Entire funding will be through public and private participation. I congratulate the Government of Kerala, organisers, Members of Parliament and private participants from the Gulf and those who are contributing for this. The tender was held up in the final stages because we are still having some sort of negotiations with the Navy. Because basically these airstrips belong to Navy. So, both the State and Central Governments are having consultation with the Navy. I am sure they will be able to convince the Navy. If that is done we will be able to start the work. As for as the present position of Cochin is concerned, no expansion is possible to the runway. It is just efficient for Boeing 737 operation. We have planned to install state-of-the-art VOR instrument landing system and it is likely to be commissioned by April next year.

I have already said I am talking about the bigger aircrafts. But the Members are talking about airports.

SHRI M. R. KADAMBUR  
JANARTHANAN (Tirunelveli): The airport is not functioning.

SHRI GHULAM NABI AZAD: Airport is different. Once the airport is ready the job of

the National Airports Authority is over. Then it is the job of the Indian Airlines or for that matter private airlines to operate any aircraft. It is totally a different subject.

So far as the status of Trivandrum is concerned, the project is being undertaken in phases. Internal modification of existing terminal and its airconditioning are under progress.

This will cost about Rs.170 lakhs. Provision of a power house to complement the power requirement is also being taken up at a cost of Rs.175 lakhs. This will be completed in 18 months' time.

A major project of Airside expansion at a cost of Rs.2000 lakhs is also envisaged. It will include expansion of apron as well as terminal building. Provision of aero-bridges is also being planned. These will be provided as and when required by the airlines. This project will be over by 1997. There is a small project of city side expansion at a cost of Rs.150 lakhs which is also being planned.

The Government of Kerala has acquired the land for runway expansion and it is likely to be handed over to us by September, 1994. Though at the moment the operational viability is not in favour of runway expansion because none of the airlines except Air India has shown inclination to operate a Boeing 747 type of aircraft. Detailed working of economic viability will be undertaken for executing this project of runway expansion and if found viable the same will be completed by 1997.

National Airports Authority has installed a latest state of the art technology radar which is being commissioned shortly. Cost of this equipment is around Rs.28 crores.

About Nagar Airport, I have already

said that it is a model airport. We have already laid the foundationstone. The terminal building is under construction.

Presently the airport at Jabalpur is suitable for operation of upto Avro type of aircraft.

The National Airports Authority had drawn plans for development of this airport to make it suitable for jet operations. The major work involved was to extend the runway from the existing length of 4500 ft. upto 7000 ft., for which National Airports Authority have provided for Rs.4 crores in the 8th plan.

On a request from the Ministry of Civil Aviation, the Government of Madhya Pradesh has handed over 37 acres of land, free of cost, in February, 1993. On preliminary survey of land, thus handed over, revealed that huge earth filling of about 5.6 lakh cubic metres was necessary. Further, earth for the purpose would have to be obtained from a distance of 12 kms. as the local soil is black cotton soil, which is not suitable to serve the purpose.

The cost of the earth work was itself estimated at Rs.5.56 crores, which is not provided for in National Airports Authority's plan. Since National Airports Authority does not have additional resources to spare for the project, a request was made to the Government of Madhya Pradesh to bear this extra cost, so that the work could be taken up. The Government of Madhya Pradesh was however unable to share the cost of the project and therefore, at least for the time being, National Airports Authority had to keep the project in abeyance. So, I share the anxiety of hon. Members which they have shown for their constituencies. There is a lot of potential. Apart from the constituencies and a particular place,



Madhya Pradesh is one of the biggest areas in our country. I think that it needs special attention both from the State and the Central Government. I would like to say that for the total development of this airport it requires about Rs.17.5 crores; and the money which we have earmarked in the 8th Plan is only Rs.4 crores. So, I think, we need to have some more discussion with the State Government; and if required, we might start the work with these Rs.4 crores and then we shall have to stagger this so that it is taken care of in the next plan.

As far as Bombay and Delhi Airports are concerned, as I have already said, on modernisation a sum of Rs.352 crores has already been earmarked and the work is in progress. It will be completed in the coming two years.

Sir, I share the concern and anxiety shown by the Chairman and also the hon. Members as far as the safety of the flights is concerned. I think this safety is one paramount importance. Safety should be first and the size of the fleet should be last. I will prefer fewer number of safe aircraft rather than having a thousand aircraft not being safe.

So I would like to take all the Members of Parliament into confidence, and also the concern shown by the hon. Members, that at present 17 operators hold permit to operate air taxi services. Out of these 17 operators, 10 operators have applied for the permit to operate scheduled air transport services. Apart from 17, 22 agencies have also obtained no objection certificate to become air taxi operators and apart from these 22, 15 more agencies have submitted applications. That means 17 plus 22 plus 15 and if I go by the number they have asked for, the number runs into a hundred aircraft.

With the growth of the air transport services in the country, capacity constraint is being experienced at a number of airports, such as Bombay Airport. I would like to mention that the entire parking base of domestic terminals is occupied at night and no additional aircraft can be parked. Air traffic control, apart from the space on ground is also unable to handle additional flights during certain peak hours in the morning and evening at Bombay and Delhi Airports. Additional flights cannot be accommodated at certain hours at Bombay, Delhi, Goa, Hyderabad, Jaipur, Jodhpur, Kulu, Ludhiana and other airports due to limited parking base or limited capacity of terminal building conveyor belt or other facilities.

Hon. Members, as I have said, are aware that work on modernisation of Delhi Airport is in progress and is likely to be completed in 1996. Further the Airports Authority are already spending another Rs.1500 crore for construction of model airports and improvising the other facilities at some airports.

I would like to assure the hon. Members that the Government's policy of liberalisation will continue, however, in order to ensure safety, security and orderly growth of air transport operation. It may not be possible, at present, to allow import of additional aircraft by air taxi operators and other applicants who wish to start air transport services. Expansion of fleet and permission to start air taxi services by new agencies can be considered after additional infrastructure is developed at these airports. Addition of some limited capacity to the existing air taxi operators who have applied to become Scheduled Air Transport Operators, to meet the growth in traffic will however, be considered on case -to-case basis. Further import of small aircraft, of a seating capacity of 30, to promote tourism and to link district head-

quarters or smaller destinations, could also be considered..

As far as the safety aspect is concerned, I am happy to announce here that the late Prime Minister, Shri Rajiv Gandhi, was a great aviator and he was the first pilot to become the Prime Minister of the country. We are observing his Fiftieth birthday on the 20th. On the eve of his birthday, from the 19th of this month we will be observing an Air Safety Fortnight all over the country and during this fortnight, safety seminars will be held at different places; posters will be printed; special safety drive will be conducted; safety monitoring will be taken into consideration; and safety-related action pending with DGCA and at different levels will also be cleared.

As far as having an airport at Jalandhar is concerned - my friend is very keen about Jalandhar - I would like to say that it is very difficult to have two international airports at a distance of about 30 to 40 miles. I think, America and Japan, being rich countries, have not been able to provide this type of luxury. It is only in our country that we have airports inside the city. That is why, we are facing this bird hit and all type of things day in and day out. Like in most of the countries, the airports should be at a distance of 50 miles or 60 miles. As far as Jalandhar is concerned, we have started, rather I have started about few months back, only two or three months back, a service from Amritsar linking, via Delhi, New York, London, Toronto, Bangkok, Hong Kong and Singapore. All these places can also be air linked to Amritsar. So, any person going to these seven countries, can book his luggage right from Amritsar. Only he has to change the aircraft. And if somebody would like to go to Hong Kong, his luggage would be booked right from Amritsar to Hong Kong, from Amritsar to Toronto, from

Amritsar to London, From Amritsar to Bangkok and from Amritsar to Singapore. And in vice versa, from these countries, should anybody like to go to Amritsar, he can book his luggage and the only thing is that he shall have to change his aircraft at Delhi. So, it is not possible to have another airport at Jalandhar, which is just 35 miles away from Amritsar. I do not see any reason why we should have another airport at a distance of 35 miles.

I have already said with regard to the demands for other airports. Certain demands were made by the hon. friends with regard to flights. These are totally different things. I shall take them up with Indian Airlines people separately.

Now I would like to come to the main body of the Bill, which has been, I think, unfortunately neglected to a great extent. Most of my friends were much more concerned about flights and all those things. But the basic purpose which we are taking into consideration is the merger of National and International Airports Authorities.

Sir, in the beginning I have said that the basic purpose is to have a cohesive management. I am very happy about that. Before I come to that, in the past three or four years, the National Airports Authority has done an excellent job. In 1990-91, the revenue earned by the National Airports Authority was Rs.119 crore; in 1991-92 it has gone from Rs.119 crore to Rs.164 crore; in 1992-93, it has gone to Rs.190 crore; and in 1993-94 it has gone to Rs.260 crore. So, if we do not take into consideration the accumulated losses and if we go year by year, we are making profits as far as the National Airports Authority is concerned.

As I have mentioned earlier, the primary purpose of the Bill is to remove the

duality in the management of the Airports and to provide for better administration and cohesive management of the Airports and Aeronautical Communication Services under a single authority. The present practice of having two Authorities leads to divided responsibility and avoidable problems of coordination. I would like to mention some of the problems which have made the Ministry to put these Airport Authorities together.

One is, operational control of runway at International Airports is with National Airports Authority whereas the maintenance of the runway is with International Airports Authority.

Second is, operation of the runway lights at the International Airports Authority is with International Airports Authority, but as far the Instrument Landing System is concerned, it is the responsibility of the National Airports Authority. The same runway, two instruments and one runway are being handled by two different agencies.

Third is, the Air Traffic Control is manned and managed by National Airports Authority, but safety services are with International Airports Authority. This came under critical scrutiny by the Court of Inquiry on accident to TU-154 aircraft at Palam.

Fourth is, in the event of the birds on the runway, the pilot informs the Air Traffic Control of National Airports Authority and he alerts the International Airports Manager who in turn asks the Apron Controller to take action. So one has to take the air like this and not like this statement.

Fifth is, under the proposed Unified Authority, the Air Traffic Control would instruct the Apron Controller directly which would be faster and more result oriented.

Rectification of defects like restoration of electrical power supply presently takes a long time because of divided responsibility between National Airports Authority and International Airports Authority. This has adverse impact on air Traffic Control Services. With the merger, the Single Authority will have the entire control. Fire services at International Airports are with International Airports Authority, but aircraft landing and take off are managed by ATC which is under National Airports Authority. The divided responsibility has adverse impact on safety as well. This too came under critical scrutiny by the Court of Inquiry on the TU-154 air crash at Delhi, where a lot of time was lost in the vehicles reaching the scene of accident. A single agency will be more effective in providing safety services and Unified Authority would also be in the better position to activate Low Visibility Procedures thereby enhancing air safety. There can be many more illustrations, Sir, to emphasize the need for evidence of duality in the management of Airports and Aeronautical Communication Services.

The Parliamentary Standing Committee went into considerable details of the proposed merger of Airports Authority and International Airports Authority and was convinced of the need for unification of the two Authorities. In course of deliberations, the Committee also examined a number of things and I am sure that the merger will take care of these things raised by hon. Members of the Committee.

Sir, I think, I have already taken much of time and I would like to cut short because at 4.30 you have to take another subject. I would now seek the support of the hon. Members to pass the Bill to bring under a single Authority, international and domestic Airports for better administration and cohesive management of Airports and Aeronau-

tical Communication Services in the country. My hon. friend, Shri E. Ahmed has moved some amendments. I would like to request him to withdraw the amendments so that we can pass the Bill.

SHRI SHRAVAN KUMAR PATEL(Jabalpur): I want only one minute.

MR. CHAIRMAN: You may speak to the Minister. We have only five minutes more.

SHRISHRAVAN KUMAR PATEL: I will not take even one minute.

MR CHAIRMAN: We do not have even one minute.

SHRI SHRAVAN KUMAR PATEL: Just one minute, sir. At the time when the matter of 33 acres was to be decided a letter was written from the then Civil Aviation Minister and at his instance and assurance the land was transferred by the Government of Madhya Pradesh free of charge. So, what I want to say is that the matter of spending Rs.5 crore was taken up later on by the Airports Authority. My submission is that since the commitment from the Civil Aviation Ministry was total, and this matter has cropped up later on. I urge upon the Minister once again to at least start the work and make the necessary provision in the Budget. We need only Rs.17 crore and he is spending crore and crores of rupees.

MR CHAIRMAN: All right. The Minister will discuss the matter with you later on.

MR. CHAIRMAN: The question is:

" That the Bill to provide for the constitution of the Airports Authority of India and for the transfer and vesting of the undertakings of the

International Airports Authority of India and National Airports Authority to and in the Airports Authority of India so constituted for the better administration and cohesive management of airports and civil enclaves whereat air transport services are operated or are intended to be operated and of all aeronautical communication stations and for matters connected therewith or incidental thereto, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: The House will now take up clause-by-clause consideration of the Bill.

The question is :

*"That Clause 2 stand part of the Bill."*

*The motion was adopted.*

*Clause 2 was added to the Bill.*

MR. CHAIRMAN: The question is:

*" That clauses 3 and 4 stand part of the Bill."*

*The motion was adopted.*

*Clause 3 and 4 were added to the Bill.*

MR. CHAIRMAN: The question is:

*"That clause 5 to 11 stand part of the Bill"*

*The motion was adopted.*

*Clauses 5 to 11 were added to the Bill.*

*Clause 12- Functions of the Authority.*

SHRI E. AHAMED (Manjeri): I beg to move.:

Page 6, line 44,—

after "aircraft" insert "or helicopter"  
(4)

Pages 6 and 7, lines 47 and 1  
respectively,—

omit "cargo handling"  
(5)

My amendments are meant to make the statute a perfect one. I wanted the words "helicopters" to be included with the word "aircraft", because this Bill has given the definition of a heiport. 'Heliport' means an area, either ground level or elevated on a structure, for the use of a helicopter. As a matter of fact, there is no definition given, for "aircraft".

Amendment No. 5 is important. I want to explain it.

MR. CHAIRMAN: You do not have to explain it. You have already moved the amendment.

SHRI E. AHAMED: While moving, I want to explain it. Any other activity at the airport at the Civil enclave or of a commercial interest is involved.

MR. CHAIRMAN: You are not permitted to make a speech now.

I now put Amendment Nos. 4 and 5 to clause 12 moved by Shri E. Ahamed to the vote of the House.-

*Amendments nos.4 and 5 were put and negatived.*

MR. CHAIRMAN: The question is:

*"That Clause 12 stand part of the Bill."*

*The motion was adopted.*

*Clause 12 was added to the Bill.*

MR CHAIRMAN: The question is:

*"That Clauses 13 to 17 stand part of the Bill."*

*The motion was adopted.*

*Clauses 13 to 17 were added to the Bill.*

MR. CHAIRMAN: There is no amendment to Clause 18.

The question is:

*"That Clause 18 stand part of the Bill."*

*The motion was adopted.*

*Clause 18 was added to the Bill.*

MR. CHAIRMAN: The question is:

*"That the clauses 19 to 21 stand Part of the Bill."*

*The motion was adopted.*

*Clauses 19 to 21 were added to the Bill.*

*Clause 22*

*Power of Authority to charge fees, rent etc.*

SHRI E. AHAMED: Sir, I beg to move:

Page 10, line 43,—

(6) after "aircraft" insert "or helicopter"

MR. CHAIRMAN: There are no amendments to Clause 38.

Page 10, line 44,—

The question is:

for "aircraft" substitute "any" (7)

"That Clause 38 stand part of the Bill."

Page 11, line 1,—

The motion was adopted.

after "aircraft" insert "or helicopter" (8)

Clause 38 was added to the Bill.

Page 11, line 2,—

MR CHAIRMAN: There is no amendment to Clause 39.

after "aircraft" insert "or helicopter" (9)

The question is:

"That Clause 39 stand part of the Bill."

Page 11, line 3,—

The motion was adopted.

after "any aircraft" insert "or helicopter" (10)

Clause 39 was added to the Bill.

MR CHAIRMAN: The question is:

MR. CHAIRMAN: Now, I shall put amendments 6 to 10 moved by Shri E. Ahamed to the vote of the House.

"That Clauses 40 to 44 stand part of the Bill."

Amendments Nos.6 to 10 were put and negatived.

The motion was adopted.

MR CHAIRMAN: The question is:

Clauses 40 to 44 were added to the Bill.

"That Clause 22 stand part of the Bill."

Clause 45 — Amendment of Act 22 of 1934

The motion was adopted.

Amendment made:

Clause 22 was added to the Bill.

Page 20, line 4,—

MR. CHAIRMAN: The question is:

for "1993" substitute "1994" (3)

"That Clauses 23 to 37 stand part of this Bill."

(SHRI GHULAM NABI AZAD)

The motion was adopted.

MR. CHAIRMAN: The question is:

Clauses 23 to 37 were added to the Bill.

"That Clause 45, as amended, stand part

of the Bill."

MR. CHAIRMAN: The question is:

*The motion was adopted.*

*"That the Enacting Formula, as amended, stand part of the Bill."*

*Clause 45, as amended, was added to the Bill.*

*The motion was adopted.*

MR CHAIRMAN: The question is:

*The Enacting Formula, as amended, was added to the Bill.*

*"That clause 46 stand part of the Bill."*

MR. CHAIRMAN: The question is:

*The motion was adopted.*

*"That the long title stand part of the Bill"*

*Clause 46 was added to the Bill.*

*The motion was adopted.*

*Clause 1 Short title, commencement and application*

*The long Title was added to the Bill.*

*Amendment made:*

MR. CHAIRMAN: The Minister may now move that the Bill, as amended, be passed.

Page 1, line 6,—

SHRI GHULAM NABI AZAD: Sir, I beg to move:

*for "1993" substitute "1994"*

(2)

(SHRI GHULAM NABI AZAD)

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

MR CHAIRMAN: The question is:

MR CHAIRMAN: The question is:

*"That Clause 1, as amended, stand part of the Bill"*

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

*The motion was adopted.*

*The motion was adopted.*

*Clause 1, as amended, was added to the Bill.*

16. 37 hrs

*Enacting Formula*

DISCUSSION UNDER RULE 193

*Amendment made:*

**Heavy Loss Life and Damage to Property due to Floods in many parts of the Country—Contd.**

Page 1, line 1,—

[English]

*for "Forty-fourth" substitute "Forty-fifth"*

(1)

(SHRI GHULAM NABI AZAD)

MR CHAIRMAN: Now we shall take up the next item— discussion under rule 193.