

SHRI P. VENKATASUBBIAH: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

14.52 hrs.

AIRCRAFT (AMENDMENT) BILL

THE MINISTER OF STATE IN THE
MINISTRY OF TOURISM AND CIVIL
AVIATION) (SHRI KHURSHEED
ALAM KHAN): Sir, I beg to move:

"That the Bill further to amend the Aircraft Act, 1934, as passed by Rajya Sabha, be taken into consideration."

This Bill seeks to amend Sections 5 and 14A of the Aircraft Act, 1934. Section 5 deals with the rule-making power of the Central Government and Section 14A deals with laying of the rules made under the principal Act before the Parliament.

As regards amendment to Section 5 of the principal Act, it is proposed to insert a new Clause (ab) in Section 2 of the said Section to enable the Government to make Rules relating to economic regulation of Civil Aviation and Air Transport Services including approval, disapproval or revision of tariffs applied by airlines, designation of officers who may exercise this power, the procedures to be

followed in approving, disapproving or revising the tariffs and appeals against the orders.

The new sub-Clause includes definition of the expression 'tariff'. In respect of international air transport, the International Air Transport Association which is a body of International Airlines operating scheduled air services, has a rate-fixing mechanism to establish rates for passengers and cargo transport. It also lays down terms and conditions of commission payable. This Authority is recognised by several Governments including the Government of India. The member airlines adopt fares, rates, rules and regulations by way of resolutions of the authority which are then submitted to the respective Governments for approval. The resolutions come into effect when the IATA receives approval from all Government concerns, approval or disapproval is given by the Governments as sovereign bodies. To ensure that member airlines which operate international air services, apply tariff adopted by IATA many Governments have enacted necessary legislation according to which such airlines obtain approval of the Aeronautical Authorities.

In 1972, the Central Government decided to enact legislation in pursuance of section 5 of the Aircraft Act, 1934, and made new rules, namely, Rules Nos. 135, 135A, 135B and 135C, for this purpose to be incorporated in the Aircraft Rules, 1937. These rules were amended in 1975 and in pursuance of these rules, the power to approve, disapprove or revise the tariffs was given to the Director-Gen-

[Shri Khursheed Alam Khan]

eral of Civil Aviation. It may be pointed out here that the Committee on Subordinate Legislation, in its Twelfth Report has expressed the opinion that power to approve or disapprove the tariff is in the nature of substantive power which must flow from the parent Act itself. The Government, therefore decided that by the proposed Amendment, provision would be made for specific authority in this Act. The proposed amendment to section 5 of the Aircraft Act is, therefore, in pursuance of the said recommendation. Amendment to section 14A of the principal Act is to take the opportunity to bring the provision for laying the rules before Parliament in conformity with the latest formula.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Aircraft Act, 1934, as passed by Rajya Sabha, be taken into consideration."

Mr. Madhukar:

श्री कमला मिश्र मधुकर (मोती-हारी) : माननीय मंत्री जी ने जो बिल प्रस्तुत किया है उसमें कुछ विशेष कहने की बात तो नहीं है फिर भी मैं कुछ बातों को और मंत्रों महोदय का ध्यान आकर्षित करना चाहूंगा ।

हम लोगों को वायुसेवा द्वारा यात्रा करने का मौका मिलता है । हम लोगों को ग्राम आदमी की तरह माना जाता है । कुछ संसद सदस्यों की वायुसेवा के अधिकारियों से जान पहचान हो गई है उनको

तो चैक अप नहीं किया जाता है लेकिन हम लोगों के पूरे शरीर को टटोला जाता है । अभी हम मास्को गए थे । वहाँ पर भी हमारे इस तरह से चेकिंग नहीं की गई जिस तरह से यहाँ पर की जाती है । मैं चेकिंग के विरुद्ध नहीं हूँ लेकिन जो संसद सदस्य 12 लाख जनता का प्रतिनिधित्व करता हो उसके सारे शरीर को टटोलना कहीं तक उचित है । आप यंत्रों का इस्तेमाल कीजिए । इस बारे में ध्यान देने की आवश्यकता है ।

इसो प्रकार वायुयानों में अंग्रेजी का पेपर तो मिल जाता है लेकिन हिन्दी का कोई पेपर या मैगजिन वहाँ उपलब्ध नहीं होता । इसो प्रकार जो कुछ लिखा जाता है वह भी अंग्रेजी में ही होता है । इस बारे में मेरा निवेदन है कि हिन्दी को बढ़ावा देने के लिए हिन्दी के प्रयोग को बढ़ाया जाना चाहिए ।

भोजन और जलपान की व्यवस्था भी अच्छी नहीं है । माननीय सदस्य श्री रामावतार शास्त्री जी ने इसके बारे में कई बार ध्यान आकर्षित किया है लेकिन कोई कार्यवाही नहीं की गई है ।

पटना एयर पोर्ट को कई स्थानों से जोड़ा गया है लेकिन उत्तरी बिहार के स्थानों से नहीं जोड़ा है । रखसोल में एयरपोर्ट है लेकिन वह मंत्रियों के जाने के लिए है । ग्राम जनता के लिए नहीं है । रखसोल काठमांडू रोड पर है और नेपाल से संबंध जोड़ने के लिए कनेक्टिंग स्टेशन है । वहाँ के लिए सेवा नहीं है । खासकर उत्तर बिहार के लोगों को पश्चिम चंपारन के लोगों को इससे कठिनाई होती है । इस बात की ओर ध्यान दिया जाना चाहिए ।

इस बिल के जरिए कुछ आर्थिक बहलुओं को मजबूत करने के लिए कदम उठाए हैं। मैं इसके विरोध में नहीं हूँ लेकिन इससे नौकरशाही को बढ़ावा मिल सकता है। उस पर अंकुश लगाने के लिए क्या कदम उठाए जाएंगे यह मैं जानना चाहूँगा।

अभी हाल ही में माया मैगजीन में डा० सुब्रह्मण्यम स्वामी का इंटरव्यू छपा है। मैं उसको विस्तार से चर्चा नहीं करना चाहता क्योंकि इसकी चर्चा करना एक खिलाफ बात होगी। लेकिन इन बातों की ओर ध्यान दिया जाना चाहिए कि ऐसी जो भी घटनाएँ होती हैं उनको कैसे दूर किया जाए। जिस प्रकार रेल गाड़ियाँ विलम्ब से चलती हैं उसी प्रकार हवाई जहाज भी विलम्ब से उड़ते हैं इसलिए इसको भी ठीक करने की कोशिश कीजिए। मेरे सदर मुकाम मोतीहारी में जो कि डिस्ट्रिक्ट हेडक्वार्टर है, वायुयान सेवा की व्यवस्था नहीं है। इसलिए वहाँ वायुयान सेवा की व्यवस्था कीजिए जिसे लोगों को राहत मिल सके।

एअर-होस्टेल बगैरह को ठहराने में फिजूल खर्च होता है, मैं चाहता हूँ कि ऐसी व्यवस्था हो जिससे फिजूल खर्च न हो सके। मैं खर्च का विरोध नहीं कर रहा हूँ क्योंकि उनकी जान काफ़ी जोखिम में रहती है लेकिन उनके ठहराने आदि में कन खर्च किया जाता चाहिए। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ।

SHRI P. NAMGYAL (Ladakh): Mr. Chairman, about the outset, I support the hon. Minister in charge for bringing this Aircraft (Amendment) Bill which, I feel, is the necessity of the time. Earlier there was no provision for scrutinising the rules made by the bureaucrats. This rule, I feel, was framed by them without realising the different difficult circumstances of the country or of the airports or station like Leh and other places.

First of all, I would like to say about the provision in the rules for providing hotel accommodation in the case of stranded passengers for various reasons—sometimes because of bad weather or sometimes due to some technical reasons the flight may have cancelled and the passengers have to be put in the hotels. Usually the authorities clear the stranded passengers the very next day when there in a daily service but problem comes when a weekly service gets cancelled either because of bad weather or for some technical reason. Usually we have seen that the stranded passengers have to wait for weeks together, with the result that at best what Indian Airlines do is that they provide one day's hotel facility which includes boarding and lodging and the next day they throw them out of the hotel and you know most of the passengers cannot afford to stay in such five star hotels which the Indian Airlines usually provides for such passengers. So the people have to approach the local concerned authorities and the authorities concerned also cannot take any such decision unless they contact the headquarters in Delhi. Because of this, the passengers have to suffer a lot. I am referring to Leh's passengers. You have a weekly service from Chandigarh; you have a biweekly service from Srinagar. Because non availability of road transport facilities due to blockade of roads because of heavy snowfall, the passengers have no other alternative but to wait for a whole week to avail of the next flight. I had made certain suggestions. The Civil Aviation Department or I. A. used to provide one night's boarding and lodging in a 5 Star Hotel. I have suggested that they should be given cash instead of hotel accommodation because most of the passengers travelling on Leh—Chandigarh route are pilgrims coming from the various places in Ladakh and they cannot afford to stay in big hotels. It would be better if you give option for them to stay in hotel or give them cash, it may be left to their choice. With that the passengers can easily wait for a week; and this problem can be solved.

You provide snacks, tea lunch etc. in all the flights. When such flights are delayed but this is not provided on the

[Shri P. Namgyal]

Leh flight. Sometimes the flight is delayed due to bad weather or any other technical reasons. The facilities for lunch, tea, snacks etc. which you provide at the proper time, are not available at the Leh air terminal building. I request the Minister to look into this problem and do the needful.

A suggestion was made by me to find out a solution regarding these stranded passengers, if they are stranded due to cancellation of flight there should be a system by which you can provide the very substitute flight next day. If it is not possible let it be on the second day or third day. They should not be allowed to wait for a whole week.

Very recently such a situation had arisen and I approached the hon. Minister and he was kind enough to order for an immediate arrangement of an aircraft and this was done promptly, for which I am grateful to him.

15.09 hrs.

[SHRI N. K. SHEJWALKAR *in the Chair*]

My next point is this: Leh air terminal building is located in a very very old Nissan hut, that was rented from the army. The condition of the hut is such that... it has no glass panes, no furniture and there is no sweeper even. There is no heating arrangement available in winter season, especially at the time of landing of Indian Airline plane from Chandigarh. The maximum temperature at that time is usually between minus 100 C. and minus 200 C. In such condition, it is really miserable to wait for the flight there without any heating arrangement. I have been requesting the Director General of Civil Aviation for the provision of some stove and heating arrangements for the comfort of the passengers as well as the staff working over there. But no heed was paid to this request.

Another point is that an Aerodrome Officer is there at the Airport. But he is never available for looking into the immediate problems of the passengers. In the last two years, we have rarely seen him at the Airport. I would request the hon. Minister to look into this matter.

Sir, a new building is under construction there. The history behind that building is that estimate of this building was sanctioned some three years back at a cost of Rs. 15 lakhs and entrusted to the state P.W.D. for construction. But one of the notorious Engineer from the State P.W.D. came and revised the estimate to the tune of over Rs. 35 lakhs or so. It is not known how this could happen. One can understand if the estimate is revised upward from Rs. 15 lakhs to Rs. 20 lakhs or even Rs. 25 lakhs, but revising the estimate upward beyond Rs. 30 lakhs calls for an immediate probe. Whatever the cost of building and other things are, I would like to point out here that the said building is still under construction. I would therefore request the hon. Minister to speed up the construction of the building because Leh is fast becoming one of the tourist resorts of our country and it will be very helpful for our tourist industry also.

Then, Sir, I am grateful to the hon. Minister for sanctioning one more flight between Srinagar and Leh with effect from the middle of coming April. Our request had been and is that we want another service from Chandigarh to Leh also. The reason for not being in a position to introduce this service is that on return journey it has to come almost empty. My suggestion for this is that if you contact the Army authorities to make some adjustments with their services—because they are also facing a lot of difficulties on the return journey and they have to wait for the Indian Air Force plane—this problem can be solved. You can also make some book adjustments in this regard. There should be no such problem. Sometimes we also face a lot of problems, particularly from this side for getting seats in the flights. Even now the weekly services are fully booked, well in advance, in about 3 to 4 weeks before. In view of this, I would request you to accede to the demand for starting another service between Leh and Chandigarh.

With these words, I support the measure brought forward before the House.

श्री गिरधारी लाल व्यास (भोलवाड़ा) :
समाप्त महोदय, वायुयान संशोधन विधेयक, 1983 का मैं समर्थन करता हूँ। इस बिल के जरिए सैक्टर-2 में प्रावधान दिया है कि किराए-भाड़े और अन्य प्रभार बढ़ाने का जो अधिकार अधिकारियों को दिया गया है, उसके संबंध में विवरण दिया है।

मैं माननीय मंत्री जी का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि पिछले वर्षों के अन्दर किराए-भाड़े और सभी प्रकार की व्यवस्थाओं में बहुत भारी बढ़ोतरी की गई है। इस बढ़ोतरी को देखा जाए तो आप अन्दाज लगा सकते हैं कि इससे साधारण जनता को कभी भी लाभ नहीं मिलेगा। उनके लिए इतना लाभ उठाना बहुत मुश्किल है। इनके खिलाफ केन्द्रीय सरकार अपील भी सुनेंगी—ऐसा प्रावधान भी दिया गया है। मैं पूछना चाहता हूँ कि केन्द्रीय सरकार ने कभी किसी अपील के संबंध में किसी प्रकार का कोई दखल दिया है? मैं समझता हूँ कि किराए-भाड़े को दरें निर्वाचित आपके अधिकारी करते हैं, इसमें किसी प्रकार का दखल केन्द्रीय सरकार की तरफ से नहीं रहता है। यही वजह है कि किराए-भाड़े बराबर बढ़ते जा रहे हैं। यह व्यवस्था उन लोगों के लिए ठीक है, जिनको मुफ्त का पैसा मिलता है, बड़े-बड़ी कम्पनियों के डायरेक्टर्स या जो अधिकारी हैं या जो पब्लिक सेक्टर के जो अधिकारी हैं—उनको पैसा खर्च करने में किसी प्रकार को कोई दिक्कत नहीं होती है। जिनके पास काला पैसा है, उनको भी पैसा खर्च करने में किसी प्रकार की कोई दिक्कत नहीं होती है। लेकिन जो जैन्शुन लोग हैं, जो इसका उपयोग करना चाहते हैं, जिनके लिए आपने यह व्यवस्था की है उनको लाभ नहीं मिलता है। जिस

प्रकार से दिन-ब-दिन किराया बढ़ाते जा रहे हैं, उससे ऐसा महसूस होता है कि मिडिल क्लास के लोग इसका कभी भी उपयोग नहीं कर सकेंगे। मेरा आपसे निवेदन यह है कि जिस प्रकार से किराए बढ़ते जा रहे हैं, उस पर आपको चूक लगाना चाहिए, तब जाकर यह व्यवस्था सुचारु रूप से हो सकेगी।

आपने इसमें मितव्ययता के संबंध में भी लिखा है कि मितव्ययता का आपके अधिकारी ख्याल रखेंगे। मेरे ख्याल में मितव्ययता का कोई भी ख्याल नहीं रखता है। एयरक्राफ्ट में जितने खर्चे सरकारी अधिकारी और कर्मचारियों के बड़े हैं, मेरे ख्याल से किसी और में नहीं बढ़ें हैं। आज हिन्दुस्तान में सबसे ज्यादा पैस अग्र कहीं पर है तो इसी में मिलता है या एल० आई० सी० के लोगों को मिलता है। उस हालत में भी जिस प्रकार का कार्य या कर्तव्य का पालन उनको करना चाहिए, वे नहीं करते हैं। जो एमैनीटीज पैसेजर्स को दी जानी चाहिए, वह समय पर नहीं मिलती हैं। न अच्छा नाश्त मिलता है और न पेट भर कर भोजन मिलता है और दूसरी तरफ आप किराए बढ़ाते जा रहे हैं। इसका सारा फायदा आपके कर्मचारी और जो एयरलाइन्स में काम करने वाले लोग हैं, उनको मिलता है। हमारे जो पैसेजर्स हैं, उनको किसी प्रकार का फायदा नहीं मिलता है। मैं चाहता हूँ पैसेजर्स के लिए एमैनीटीज बढ़नी चाहिए और निश्चित तरीके से उनको मिलनी चाहिए।

श्री हमारे माननीय सदस्य, जो लेह से आते हैं, कह रहे थे, यदि आप एरोइम्स

[श्री गिरधारी लाल व्यास]

की स्थिति को देखें, तो न वहां पर पीने का पानी है, न अच्छी तरह से बैठने की व्यवस्था है। वहां पर यूरिनल्स की भी सफाई की व्यवस्था नहीं है। जो कर्मचारी वहां पर काम करने चाहिए, व शायद अधिकारी के घर पर जा कर काम करते हैं। जिस प्रकार से एरोड्रम्स पहले साफ-सुथरे रहते थे, अब उनमें अन्तर आ गया है। मैं माननीय मंत्री जी से निवेदन करना चाहूंगा कि व इस तरफ ध्यान दें। पैसेजर्स की एमनिटीज में भी बढ़ोतरी होनी चाहिए और निश्चित तरीके से उनकी सुख-सुविधाओं का पूरा ख्याल रखा जाना चाहिए। जब आप उनसे जरूरत से ज्यादा पैसा लेते हैं, तो आप उनको फिर सुख-सुविधाएं उपलब्ध क्यों नहीं कराते हैं। इस तरफ भी आपको ध्यान देना चाहिए।

एक निवेदन मेरा यह भी है कि जब आप बहुत बड़े पैमाने पर कर्मचारियों को सहायित्व देते हैं, तो उसका लाभ क्या आपकी कम्पनी को मिलता है। आप देखिए, बर्डस की वजह से जो एक्सीडेंट होते हैं, जिससे हर साल करोड़ों रुपयों का नुकसान होता है—क्या आपका ध्यान इस ओर गया है? मेरे विचार में इतने एक्सीडेंट शायद दुनिया में और कहीं नहीं होते हैं। इसके लिए कौन जिम्मेदार है, किसको इसके लिए जिम्मेदार ठहराया जाएगा? मैं यह भी पूछना चाहता हूँ कि एरोड्रम्स को माकूल तरीके से रखने के लिए क्या व्यवस्था अपनाई जा रही है, जिससे जो आपको करोड़ों रुपयों का नुकसान हो रहा है, वह न हो?

तीसरी बात, मैं यह कहना चाहता हूँ कि जो पैसेजर्स बाहर से आते हैं, उनकी चीकिंग आपके अधिकारी बहुत अच्छी तरह से करते हैं। इधर-उधर हाथ डाल कर बहुत अच्छी तरह से करते हैं। मगर

आपके अधिकारी और कर्मचारी जो बाहर से सामान लाते हैं, स्मगलिंग का धन्धा करते हैं उन लोगों के खिलाफ क्यों कार्यवाही नहीं करते हैं? कई बार यह बात आई है कि आपके अधिकारी स्मगलिंग का माल लेते हुए पकड़े गए हैं। उन लोगों के खिलाफ आपने क्या कार्यवाही की है और उनको क्या सजायें दिलाई हैं? इस प्रकार गलत काम करने की बातें पेपर्स में आती हैं। जब आप पैसेजर्स के खिलाफ सख्त कार्यवाही करते हैं, तो जो अधिकारी या कर्मचारी माल लेते हुए पकड़े गए हैं, उनके खिलाफ सख्त कार्यवाही क्यों नहीं की जाती है। इस बारे में मैं मंत्री महोदय से जानना चाहता हूँ।

आचार्य भगवान देव : हाथी निकल जाते हैं और चूहे पकड़ जाते हैं।

श्री गिरधारी लाल व्यास : आचार्य भगवान देव जी ठीक कह रहे हैं कि हाथी निकल जाते हैं और चूहे पकड़े जाते हैं। इस पर आपको विशेष रूप से ध्यान देना चाहिए।

मैं आपसे एक यह भी निवेदन करना चाहता हूँ कि जो आपके महत्वपूर्ण एयरपोर्ट हैं, जो अच्छे-अच्छे ट्रिस्ट सेंटर हैं, जहां पर कि ज्यादा पैसेजर्स जाते हैं, वहां पर आपके एरोड्रम्स इस प्रकार के होने चाहिए कि बड़े-बड़े जहाज भी उतर सकें। अभी तक ऐसी व्यवस्था नहीं हो पाई है। अभी भी अहमदाबाद का एयरपोर्ट ज्यों का त्यों पड़ा हुआ है। वहां अव्यवस्थायें चल रही हैं। जो काम पिछले दो-तीन चार सालों से चल रहा है, वह पूरा नहीं होता है। उसको सुचारु रूप से करने के लिए आपने अभी तक क्या कदम उठाए हैं? मैं आपका ध्यान खास तौर से जयपुर के बारे में दिलाना चाहता हूँ। वहां पर

इस प्रकार का एरोड्रम होना चाहिए, अन्य प्रदेशों की राजधानियों में भी, जिससे वहाँ पर बोइंग आदि जहाज उतर सकें और पैसेंजर्स को ज्यादा फैंविलिटीज उपलब्ध हो सकें। इस प्रकार की व्यवस्था आपनो करानी चाहिये।

आखिरी निवेदन मैं जयपुर के बारे में करना चाहता हूँ। यहाँ से सुबह एक प्लेन जाता था, मगर उत्तको अब बन्द कर दिया गया है, जिसकी वजह से हमारी तकलीफें बढ़ गई हैं। शाम को एक प्लेन जाता है, लेकिन एक प्लेन जो बन्द्वई जाता था वह जयपुर होकर जाता था, जिसकी कि बन्द कर दिया गया है। मैं मंत्री जो से निवेदन करना चाहता हूँ कि इसको पुनः शुरू किया जाए। हमारे डिप्टी मिनिस्टर महोदय बैठे हुए हैं, जो जोधपुर से आते हैं। इनको भी बहुत तकलाफ़ होती है। जोधपुर सप्ताह में पहले दो-तीन दिन में एक दफा जाता था, इसको भी कलियार करना चाहिए। ताकि वहाँ के पैसेंजर्स को कुछ न कुछ सुविधाएं मिल सकें। हमारी आप से प्रार्थना है कि जो हमारी तकलीफें हैं, इनके ऊपर आप विशेष तौर से ध्यान देकर, इन तकलीफों को दूर करें।

अन्त में मैं कहना चाहता हूँ कि जिन प्वाएंट्स के बारे में मैंने निवेदन किया है उन प्वाएंट्स के बारे में आप पूरी व्यवस्था करें। मुझे उम्मीद है कि हमारे मंत्री महोदय, उन पर पूरा ध्यान देकर उनके बारे में पूरी व्यवस्था करेंगे।

इन्हीं शब्दों के साथ मैं इस विधेयक का सनयन करता हूँ।

SHRI UTTAM RATHOD (Hingoli):
Mr. Chairman, Sir, I congratulate the Minister for having brought forward this amendment. There are certain things which are confusing me for some time past. You are aware that since

the air travel was introduced in this country, we have been trying to cover as much area as possible. We are grateful to the Government and the Corporation for it. But it is seen that the aircrafts without break—even load factor, which is not proper, are still operating. I request the government that the aircrafts which do not suit us should be phased out and proper aircrafts should be purchased for Indian Airlines. As far as Vayudoot is concerned, we have seen that so far we have suffered a loss of a couple of lakhs. So far we have covered certain areas in North Eastern sector and Ludhiana to this side where we have to cover still further. But still in this area, we have suffer a lot.

I want to know what has happened to the committee that was appointed to go into the choice of proper aircrafts for short distance? Why no decision was taken so far? How is it that Vayudoot is still taking aircrafts from the Indian Airlines which are very costly to operate, aircraft for which we are still paying higher rate, aircrafts which consume very costly fuel? So, what I would suggest is that that committee should be persuaded and the government should do something to purchase proper aircrafts for these routes.

Air travel has become very costly these days. When I heard Mr. Namgyal I was a little confused. He said, "When a passanger is stranded, he is provided accommodation in five star hotels. I know that the crew is provided accommodation in three or five star hotels. It is all right. But why a poor country like ours should bear this cost? Can we not reduce some cost on these things so that the fare can be reduced? That is exactly what I want to bring to your notice.

Regarding food, there was a question raised by Mr. Narsimha Reddy the other day. He had asked, "Please let us know whether the food is purchased from a private contractor or we take it from some tourist Corporation hotel." They said, "It is purchased from some contractor." There was another question about it. What is the price paid for it? I am

[Shri Uttam Rathod]

hold that the price paid for vegetarian and non-vegetarian food is always more than Rs. 30.35 I do not know why such a fabulous price should be paid for it? If it is less, I shall be very happy. If you can in any way reduce it, I shall be happy. If not, for heavens sake, do not allow fare to be increased.

For fares, we are paying 12 1/2 per cent extra; it is burning us; it has become difficult for most of the people who want to reach, a particular place in time. I request the government to apply its mind to see that the overhead charges, wherever possible, are reduced. Proper aircrafts which can be operated at low cost should be introduced. It is a vast country. We need aircrafts; we need airlines and airlines should be extended to most of the areas; more areas should be opened for it.

I would request the Minister to look into it and do something. I again congratulate him for having brought forward this Bill.

SHRI AMAL DATTA (Diamond Harbour): Sir, in this Bill the Aircrafts Act is sought to be amended so that certain powers, which were not in the original Act, will now be given to the authorities. That is the purpose of this Bill. Any such arrogation of further powers has to be examined only against the background of the policy which the Government is following. Without knowing what is the exact policy, it is difficult to say either way, whether it is a good thing or a bad thing. The Government has not announced that there is any coherent policy regarding the increase of air connection in India between metropolitan cities and the places, which are not ordinarily possible to reach by road transport or rail transport, within a short time. The Government has, in certain other aspects, announced certain policies. For example, regarding industries, they have been advocating certain policies for a long time—I do not know how far they have been implemented—that backward districts will be given a certain amount of

priority. It has been the policy of this Government as it had been the policy of any other Government before it, that there should be equal development of all areas of India so that places which have already been developed, will not get priority, but the places which are lagging behind will get the priority. That is supposed to be the industrial policy although in practice it is not so implemented. We have seen recently also that in the name of industrialising backward areas certain favoured constituencies have been chosen for massive investment. But in the case of aircraft travel, no such policy has been enunciated by the Government. While introducing the Vayudoot service, the Government has said that important district towns will now be connected with the metropolitan centres. But as far as I can see from the implementation of their so-called policy also that it has been done only in certain sectors of India and not in all the sectors. Particularly the eastern sector has been very much neglected. We have been asking for certain services to connect, for instance, Calcutta with Malda and certain other places, Bankura, Purulia etc. All these people are inaccessible. Although they are not very far, the transport system at present is very bad. In fact, certain industrial centres also can be connected if a circular aviation route can be devised. But the Government has not paid any heed to that. This is a standing demand of the West Bengal Government. It is not to link West Bengal cities only but also to link with the industrial areas of Bihar and Orissa. But that has not been heeded. Somehow or other, whenever any decision is taken to extend or put in a new route, eastern India is forgotten. And Government having built a massive—air-port in Calcutta—it was first airport to be built and completed—have practically forgotten about it. The Calcutta airport is now languishing and has become a white elephant, because there are very few services from Calcutta airport. The Government in their reply has said that there is not enough traffic. But then why are you going to develop backward areas? At what cost? The cost of developing the backward areas is much higher than hav-

ing an industry in the metropolitan centre, which has already developed. The Government is so doing because the national integration demands it. Even if the cost is high, even then the people must have the facilities of an air transport service. If nobody has it, I do not say that you introduce it to connect Calcutta to Bankura, Purulia or Malda. But if they are going to have it in certain other parts of India, then why not in this part? Therefore, what I am saying is that the Government has no policy. If they have got any policy, they are implementing it in a way which is discriminatory and it definitely discriminates against the eastern region.

To come to the working of the airways, all these powers, tariff regulation and all that, are there. They have been regulating tariff in some way or the other. This is not an absolutely new power. What have they done? The air fare is high. It has been revised a number of times in the last two years or so. For instance, fare from Delhi to Calcutta has gone up from Rs. 500/- which was the fare two years ago, to Rs. 900/-. But what has happened? The people reaching Calcutta from Delhi at, say, 11 O'clock at night find themselves stranded. There is no transport from the airport to the city. Why have you done this? The Government has blindly followed what is being done in the western countries where there is transport available to everyone. Every body has a car or everybody has some or the other transport or night bus services are available. We have got nothing and yet our Government blindly follows whatever has been done in Western countries. Cut out all connections between the airport and the city. People will look after themselves. Even paying thousand rupees to reach place, they may not be able to get to the centre of the city. They get stranded. When the fare structure you have revised again and again, why cannot you take this into calculation? You are saying that you have made so much profit, Indian Airlines has made profit, Air India has made profit. Even yesterday it was in the newspapers that Air India have made a profit of Rs. 50 crores. Very

good. But why cannot they take their passengers from airport to the city? This amenity should be available to them. Then you also must have had the experience that people reaching the airport, do not know when the aircraft will start, when it will take off. They are told that there is delay but how much nobody knows. First they are told half an-hour, then one hour, then two hours, three hours, four hours and no reason is given. Just they say there is operational difficulty. What operational difficulty? Maybe, the pilot has not turned up or air-hostesses have not turned up. If I may quote from my own experience, once I was going to Port Blair from Calcutta airport and the scheduled flight did not start. A special flight took off and I had to wait for three hours. In the meantime, on enquiry I found that the reason why the aircraft cannot take off is that the air-hostesses have not arrived and that was announced as an operational difficulty.

MR. CHAIRMAN: Who, will serve the tea?

SHRI AMAL DATTA: That is not exactly the point. If people have paid so much, they are going by aircraft, they must be told that this is the reason. Moreover, why a standby cannot be kept? This is not an operational difficulty. This is management's failure not to have some stand-by people there, not that the machinery is refusing to start or there is some trouble in the aircraft. It is mercilessly, cruelly, wasting people's time which you cannot compensate. It is only because of that that there must be some clause which limits the compensation which the Government has to pay. Probably for delay there is no such compensatory clause, that is why the Government gets away. In other countries they would not have got away.

Another thing is the fare structure. You are making very high profits. Now at what break even you are making this profit. Are you making this, profit because you are flying to full capacity, or because you are extracting so much from the passengers flying in the routes? Are you making a profit by having a low fare

[Shri Amal Datta]

structure or by having a high fare structure? Making a profit when you have a monopoly is no indent of the efficiency of the organisation. I would have understood it, if there is competition. You do not have any competition. Even Air India runs without any competition, because it has a monopoly of Indians going abroad. Therefore, without competition when you are making a profit, you must be able to show that you are really carrying a number of passengers which is much over the break-even point having the lowest fare structure. That must be calculated. We should not talk about international standards because we do not pay anybody by international standards.

Then, no thought is given as to the time when people have to reach certain destinations. For instance, there is what is called the Golden Triangle—Calcutta-Bombay, Delhi-Madras. These are the cities which the people have to reach because they have some business there. Ordinarily, this travel would not be required, but because of too much of centralisation in our system, a large number of people, mostly officials or businessmen, have to go to the Centre, attend to some work and then come back. That is the reason why most the flights in these routes are full. Most of the travelling takes place by some Government officials or businessmen, who have to come to the centre of power and then go back, because everything has to be done at the Centre; even the change of a comma or a full stop has to be done by coming to Delhi. That is why the airlines have passengers in these routes. Otherwise, they would not have so much of passengers.

Even then, thought is not given to the time schedule, when it is convenient for the people to come and go back, with the result that they are forced to halt for the night in these places. You have not made any arrangements for that. On the one hand, the Government are saying that you cannot pay these people five-star hotel expenses and that, if you pay it you would not be able to deduct it from taxes; on the other hand, you are

having the flight timings in such a way that they have to stay overnight in a five-star hotel; there is no alternative.

These are the things which the Ministry must give thought to. They must have an appropriate policy, if they want air travel. Not that I am in favour of air travel in a country where we cannot afford it if you really go down to the basics. But, then, because of the peculiar structure of our country, because of the centralisation of power, we cannot at the moment get out of the air travel business. So, when we have to do it, at least some application of mind should be there to give proper care to passenger amenities so that people are not kept waiting, so that people reach their destination in proper time and they are not stranded in the way. All these things require sitting down and quietly thinking with the application of mind to these problems, and not just doing something because of political pressure or because of believing "I know what is best, so I do whatever is best". That should not be the attitude of the Government. With this qualification, I support the Bill.

SHRI KHURSHEED ALAM KHAN:

Sir, I am thankful to all the hon. Members who have taken part in the debate and made some very valuable suggestions. I assure them that the suggestions made by the hon. Members will be given due consideration and we will try to meet their requirements, as far as possible I would, however, at the outset like to mention that it is our earnest desire and attempt to provide all the facilities and amenities for our passengers and there is no intention of creating any sort of difficulties whether it is road transport between city centre and the airport or it is in the matter of delay. Every effort is made to ensure that departures are in time. But sometimes, as I would explain later on, there are delays which are beyond our control. There are consequential delays. These are responsible for the inconvenience of which hon. Members have made a mention.

Shri Madhukar has mentioned that security check in respect of hon. Members

should be relaxed. There should be some relaxation in their check. I quite appreciate that. Our hon. Members should not be put to inconvenience in any way. In fact at one time I was thinking that we could give some more relaxation to the hon. Members when they are travelling and having their identity card. They could go freely through the check. But the difficulty arises that we will also have to take into consideration the case of the Members of the Legislative Assemblies and other legislators. Still, I have made a note of it and we would like to ensure that there is no difficulty or there is no undue restriction while the checking is taking place. For this reason also we have tried to mechanise the whole thing. We have hand held body checking instruments. People have not to check with their hands and touch the body all over. This is to ensure that people should not be put to inconvenience.

I come to language papers. There are instructions that language papers should be provided. I would once again see that all the language papers are provided. That is our policy and if there has been any lapse on this account, this will be rectified immediately.

Shri Namgyal has mentioned about Leh Airport. I would assure him that it is receiving our earnest attention. Delay has been on account of the P.W.D. of the State Department. Even now when they have given cost escalation estimate, we have accepted that. We are trying to ensure that this terminal building is ready for use before the end of this year. We will also ensure that necessary safety and other conveniences are provided as soon as this terminal building is ready.

I would not agree with the suggestion that the bureaucrats only formulate the fare structure. In the fare structure the basic thing is the cost of the fuel. The fuel cost is 45 per cent at the moment. As the hon. Members know, this cost has been increasing from time to time and accordingly it has been very necessary for us to increase the operating cost.

15.49 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

This is not in our case only. It is all over the world that the operating cost of the airline has been increasing because of the cost of fuel. We are also effected by the fuel cost. Whenever necessary we have to take into consideration this factor and increase the fare.

I would look into complaint about snacks and meal which are reported not being supplied in the Leh service. Certainly this should be done in this case also. Whatever has been mentioned by the hon. Member about the Aerodrome Officer, I will certainly look into it. Aerodrome Officer should always be available to meet the passengers and see that their difficulties are removed or their enquiries are answered.

Hon. Shri G. L. Vyas has said that D.G.C.A. and Air Line do not take into consideration the requirement of the common people. I have just mentioned that the requirement of the common people are always being taken into consideration. But then, there are constraints, certain difficulties and certain problems. The cost escalation and the fuel cost is responsible for the increase in fare. Normally, we have to do it because we are compelled to do it. There is no other way about this to meet the operating cost. Unless we do this, the Corporation will be running its services in loss; an no Corporation can afford to run the services for a long time in losses.

It is also a fact that the Indian Airlines have made a profit. But it must be kept in view that this profit has been made not only because of its monopoly as the monopoly was there earlier also, but because special attention is being paid to ensure that all wasteful expenditure is avoided. All such over-head and wasteful expenditure as can be cut short is also receiving the attention of the management and this will be a continuous process.

[Shri Khursheed Alam Khan]

It has also been mentioned by the hon. Members that the bird-hit is a big nuisance. I agree with them that it is a big nuisance and we are quite worried about it. But surely this is a matter in which very little can be done by us except that we are trying all possible means to ensure that birds are not allowed within a radius of 5 to 7 kilometres of our airports. But the location of some of the airports is at such a place where the people are inhabiting and living. Sometimes, they throw about food or dead animals and these birds, particularly the vultures and other birds come and cause lot of hazards for the aircrafts. We are very conscious of the problem and we are taking all possible measures to ensure that it is at least minimised, if not totally eliminated.

I do not know what is the experience of the hon. Member about certain allegations that he has made against the staff of the Indian Airlines. I would certainly like to look into them if there are any specific charges and I would do be careful. But to make a sweeping charge against the staff, I do not think I will be able to look into that kind of charge because after all, they are also doing their duty under very hard circumstances and we have to be more considerate to them. In any case, wherever they fail to carry out duty or there is any specific charge, we will never spare them.

As far as the question of suitability is concerned, all the airports cannot be made suitable for all kinds of aircrafts. It depends on what type of aircraft is needed and what is the volume of traffic which can be catered to by special type of aircrafts. Regarding the question of Jaipur, we are already looking into the matter and the Jaipur air-field is being made suitable for the operation of Air Buses.

I would also like to mention about the food that we are supplying in our aircrafts. The impression that the food is lifted from the contractor alone is not very correct. At many places, public

sector undertakings are supplying this food and at places where there is no arrangement for the public sector to supply food, we have to take the food from other private sources. I may also inform the House that at most of the places there are two sources to supply the food. If there is any trouble with one source or the supply is not satisfactory, there is no difficulty in the procurement of food from the other source. I may also mention here that most of the domestic airlines in other countries do not supply the food as we are doing here. We have also increased the quantity of food from 445 grams to 500 grams. Instead of sweet dish, we have introduced ice-cream which has been appreciated very much.

About the Vayudoot, I must say that the concept of Vayudoot was as a result of the services to be provided in the north-eastern region. Actually, in the north-eastern region, we operated the service in the first instance. Today, the Vayudoot is serving 19 places. Out of 19 places, 2 are temporarily out of commission. 17 places have been connected with Vayudoot. I entirely agree with the hon. Member, Mr. Amal Datta that the aircraft is not suitable for the services. The committee which is looking into the selection of suitable aircraft is meeting and this committee is shortly going to decide the type of aircraft which will be needed for the purpose. I am sure, with that aircraft, it may be possible for us to ensure that most of these services are viable.

As regards the DGCA, he was already enjoying the power of approving and disapproving the fare structure. The only suggestion from the committee was that the power should flow from the main Act. Therefore, this amendment has been brought forward in order to meet that requirement.

With these words, I would like to assure all the hon. Members that the Air India and the Indian Airlines will continue to serve the passengers in the best possible manner and they will try to provide as many facilities as possible.

SHRI AJIT KUMAR SAHA: What about the Calcutta flight? The timing is very bad.

SHRI KHURSHEED ALAM KHAN: The only problem is, with the limited aircraft that we have, it is very difficult to meet all the requirements in all the regions. But we always ensure that minimum inconvenience is caused to the hon. Members and our passengers while finalising the time-schedule.

With these words, I once again thank the hon. Members who have made valuable contribution to the debate.

MR. DEPUTY SPEAKER: The question is:

"That the Bill further to amend the Aircraft Act, 1934, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: We will now take up the Clause-by-Clause consideration of the Bill.

The question is:

"That Clause 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

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

SHRI KHURSHEED ALAM KHAN: I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY SPEAKER: The Home Minister to make a statement.

16 hrs.

STATEMENT RE: ASSAM

THE MINISTER OF HOME AFFAIRS (SHRI P. C. SETHI): Sir, the House would recall that I had made a detailed statement on Assam on the 14th March, 1983 following which there was a discussion and at the conclusion of which I had replied to the various points raised by the hon. Members during the discussion.

At that time 58 police stations had been declared as disturbed areas by the State Government under the Assam Disturbed Areas Act 1955 and the Armed Forces (Special Powers) Act, 1958. Since then 16 more police stations have been declared as disturbed areas by the State Government.

Notwithstanding the sporadic incidents, which continue to occur how then, there have been definite signs of improvement in law and order situation. According to the State Government who had reported on the basis of information received so far between 14th and 17th March 1983 there have been cases of 2 murders, one case of attempt to murder, one case of assault on public servant, 5 cases of arson of houses and 2 cases of arson of bridges. Number of bomb explosions during this period have been four.

Amongst the 2 murder cases, one related to the nephew of the Chief Minister who was stabbed to death at Tinsukia while returning from college.

Subsequently on 18.3.83 AASU/AAGSP gave a call for 24 hours 'total non-cooperation' from 0500 hours on 21-3-1983 to coincide with the opening day of the newly constituted Assembly. A number of highly provocative and inflammatory speeches by leaders of both Organisations and lot of highly objectionable postering have also been reported. There was an up-swing in the number of violent incidents particularly in bomb explosions, deaths due to clashes of communal nature and destruction of houses by arson resulting in 30 murders, 8 bomb explosions and arson of over 800 houses