

private sector. As far as construction of hotels is concerned as a matter of policy we have left it to the private sector to build the hotels because we do not want to build the hotels and run them. It is only where that nobody is prepared to go and build the hotels, the State Government or the Central Government would go. Now, at Gopalpuram also, there is a hotel. At Chilka, there is a hotel. As far as Chilka is concerned, we have given them the water boats. We are trying to develop some islands. We are also trying to develop areas around Chilka. There is no problem. There is a comprehensive plan. If you study it, you will be able to produce some very good points.

[Translation]

RAO BIRENDRA SINGH: Will you give more importance to the Chief Minister or the Chief Minister's wife.

[English]

SHRI SHIVRAJ V. PATIL: I will give more importance to the better-half and the Member in this House.

MR. SPEAKER: As a Member of the House also.

SHRI SHIVRAJ V. PATIL: Yes, as a Member of the House.

Airlink to Chitrakoot and Maihar in Madhya Pradesh

*105. SHRI AZIZ QURESHI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to link Chitrakoot and Maihar in Madhya Pradesh by air with the rest of India in view of their historical, religious and cultural importance and also a large number of tourists and pilgrims visiting those places from India and abroad;

or, if so, the probable date by which

airlink will be provided to both these places; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir. Indian Airlines and Vayudoot have no immediate plans to airlink Chitrakoot and Maihar in the State of Madhya Pradesh.

(b) Does not arise.

(c) Both these places are not very far away from Satna which is served by a Vayudoot thrice a week Dornier service on routes Bhopal-Rewa-Satara-Satna.

[Translation]

MR. SPEAKER: I have so far heard of 'Nayyar', what is this 'Mayyar'?

SHRI AZIZ QURESHI: Mr. Speaker Sir, first of all I would like to tell you that this is not 'Mayyar' but "Maihar". And it is not Satana' but 'Satna'. Please inform the hon. Minister. His Ministry should have told him at least this much.

The second thing which I would like to submit is that his Ministry has completely ignored the crux of my question and given a routine answer. I asked whether there was any proposal to link Chitrakoot and Maihar in Madhya Pradesh by air with the rest of India in view of their historical, religious and cultural importance. Will the hon. Minister point out the fact to his Ministry that Chitrakoot is the place where Lord Ram spent 14 years in exile and made preparation for the liquidation of Ravana in the battle fought against him? Today we see reincarnations of 'Ravana' everywhere. In such circumstances, more and more people should pay visit to the place in my State so that they could get inspiration to liquidate the modern 'Ravana' Sir, thousands of visitors to that place return disappointed as there are no transport and lodging facilities. This also causes inconvenience to several scholars who go there to do

research work on Tulsidas or Khankhana. Will the hon. Minister kindly reconsider the matter keeping these things in view?

SHRI SHIVRAJ V. PATIL: There are no two opinions about importance of Chitrakoot. But we are unable to provide an air service to that place due to shortage of aircraft. The two places referred to by him, are provided air link from a place which is at a distance of 70 kilometres from one of these places and at a distance of 40 kilometres from the other. Our aircraft operate up to a point located at a distance of 40 kilometres from one place. So it is difficult to provide another air service to that area.

Another point I want to mention is that the Central Government does not spend money by itself. When the Central Government receives a proposal and project report for development of a particular place by the concerned State Government which is willing to contribute 40% or 60% or 70% of the cost of development, the Central Government provides the rest of the amount to the concerned State Government which spends the amount. Neither the strength of the tourism department is large enough nor huge funds are available at its disposal. Development work is done by the State Government. If the State Government intends to develop that area and sends a proposal to the Central Government, we shall certainly help them.

SHRI AZIZ QURESHI: Mr. Speaker Sir, one of the main reasons why Chitrakoot has not been developed is that it has become a bone of contention between Madhya Pradesh and Uttar Pradesh. Both States are making claims and counter-claims in regard to their jurisdiction over Chitrakoot. Is the hon. Minister aware that I had submitted a proposal in this very House that the Central Government should set up a Chitrakoot Development Authority for the development of Chitrakoot and this Authority should receive funds directly from the Central Government? I had written a letter to the hon. Prime Minister in this regard and I understand that some directions have been given to the Chief Ministers of the two States. Will the hon. Minister

consider the proposal against this background?

MR. SPEAKER: Both of them appear to be gentlemen. So, who is 'Ravana'?

SHRI SHIVRAJ V. PATIL: Please give me the date on which this proposal was made.

SHRI AZIZ QURESHI: The date can be verified from the Lok Sabha records.

SHRI SHIVRAJ V. PATIL: Sir, if I know the date I can answer his point.

SHRI AZIZ QURESHI: Suppose date is not readily available at the moment, will you please take action, if such a proposal is now made?

SHRI SHIVRAJ V. PATIL: As I said earlier in my reply, in view of Chitrakoot's importance.....

SHRI AZIZ QURESHI: Mr. Speaker, Sir, I am talking about the proposed Central Development Authority for Chitrakoot, the setting up of which would simplify matters and the Ministry would have a direct control over it.

SHRI SHIVRAJ V. PATIL: The Tourism Ministry does not set up any Central Development Authority.

[*English*]

SHRI AJAY MUSHRAN: Sir, the Civil Aviation Ministry definitely deserves to be congratulated for expansion of air services in the country. But I regret to inform him, through you Sir, that Jabalpur is a place where in early 1988, there were two air services, one of the Indian Airlines and the other of Vayudoot, how, it has been decreased to one. You are also aware that the Ministry is going to get some more Boeing aircraft and most of the routes will be served by Boeing in the near future and Avros will be going out of commission. The case of making the landing strip of Jabalpur airport fit for

operation of Boeing has been going on for a long time. In spite of the fact that the land required for expansion belongs to the State Government they are ready to part with that land and the Ministry of Defence, who had certain objections because of air safety of certain defence installations at Jabalpur, has now given the 'No Objection Certificate', as far as my information goes, and all is clear for the Civil Aviation Ministry to undertake the job of expanding the landing strip with a view to make Jabalpur Airport fit for Boeing operation. When and how are you going to implement this? What is the target date by which you expect to complete this task since it is not a very stupendous task? Jabalpur has to be made fit for Boeing landing. When is it going to happen?

[*Translation*]

THE MINISTER OF ENERGY (SHRI VASANT SATHE): When will the turn of Wardha come?

MR. SPEAKER: Shri Sathe, the question has been hijacked.

[*English*]

SHRI AJAY MUSHRAN: No Central Minister wants to come to Jabalpur because there is no Boeing service and in Vayudoot service, you don't even serve water or tea.

[*Translation*]

MR. SPEAKER: The Second thing is that I had told him that flights should be punctual, no matter if services are curtailed.

[*English*]

SHRI SHIVRAJ V. PATIL: Even though this is not directly connected with the main question, I would like to say that we would be interested in doing something for Jabalpur but there are technical difficulties. You know that we have ammunition depot over there. We are told that if a bigger aircraft flies over that area, because of the vibration, ignition can take place and it can explode. This is the

technical objection raised by them. As far as my information goes, the Defence Ministry is still objecting. But our people are going to meet the Defence Ministry people and I think this can be sorted out and then we can look at it. But it is not always possible to construct the airport, provide landing facilities, tea and coffee, etc. at one and the same time. Let us please understand that Vayudoot services are going to be used in the country as bush operations. They are only for short distance operations such as half-an-hour or one hour flying. And in Vayudoot, we do not have enough space to carry eatables, drinking materials, etc.

SHRI VASANT SATHE: It is very difficult even to carry human beings.

SHRI SHIVRAJ V PATIL: On the one hand, we are trying to meet the requirements of the human beings, and on the other hand, we receive innuendos. Kindly understand that Vayudoot is mainly meant for a particular kind of operation. Do not compare the operation of the Vayudoot with that of the Indian Airlines of Air India or for that matter any other Airlines. The very purpose should be understood and let us be little kind towards Vayudoot.

[*Translation*]

SHRIMATI VIDYAVATI CHATURVEDI: Mr. Speaker, Sir, I am grateful to the hon. Minister for efficient functioning of his department and for providing Boeing or Vayudoot services to a number of places. As the hon. Minister said, Vayudoot cannot cover long distances, I request him to accept my suggestion. The Vayudoot flight from Delhi to Jhansi - Orchha - Khajuraho and Chitrakoot takes less than 30 minutes. All these places are tourist spots. Jhansi is a place of historical importance and so is Orchha which is a place of religious and tourist importance as well as birth place of Chandra Shekhar Azad and is situated of a distance of 20-25 kilometres from Jhansi. Similarly Khajuraho and Chitrakoot are also important. Will he try to provide Vayudoot services for these places? If this step is taken I shall be very

grateful.

SHRI SHIVRAJ V. PATIL: Mr. Speaker, Sir, when some hon. Member praises the performance of our airlines, we feel very happy. I thank you and the hon. Member for acknowledging our efforts. Presently, we are facing shortage of aircraft. Just today, I came to know that we are going to get two Dornier aircraft from the Defence Services. Only after their delivery we shall be able to do something for that area. I shall be pleased to help and efforts will definitely be made. But let this not be taken as an assurance. I shall definitely try.

SHRIMATI VIDYAVATI CHATURVEDI: The hon. Speaker spoke about the punctuality in operation of the flights. The departure timing of the flight for Khajuraho should be changed from 1.00 P.M. to 10.a.m.

MR. SPEAKER: Let this end here.

Next question, Shri Mullappally Ramachandran.

[*English*]

Passenger and Cargo Traffic handled at Trivandrum Airport

*106. **SHRI MULLAPPALLY RAMACHANDRAN:** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state.

(a) the details of passenger and cargo traffic handled through Trivandrum Airport from January to June, 1989;

(b) whether the profit earned at the Trivandrum Airport during this period exceeds the profit during the corresponding period in 1987 and 1988;

(c) if so, the details thereof; and

(d) the routes which earn the maximum profits for Trivandrum Airport?

THE MINISTER OF STATE OF THE

MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (d). Air India, Indian Airlines and Vayudoot altogether handled 253462 passengers at Trivandrum Airport during the period January to June, 89. During the same period 6132 tonnes of Cargo was also handled. There is no system of working out routelinked profitability of an airport.

SHRI MULLAPALLY RAMACHANDRAN: Sir, Trivandrum airport has twenty or more international flights weekly and this particular airport caters to the needs of hundreds of thousands of Kerala passengers who are living abroad, specially in Gulf countries. Under these circumstances, I would like to know from the hon. Minister whether any survey has been conducted to explore the possibility of declaring this airport as an international airport. If not, is there any recommendation or proposal with the Government at present?

SHRI SHIVRAJ V. PATIL: Sir, this kind of question has been answered time and again on the floor of the House. As a matter of policy we don't want to declare any of the airports in the country as international airport apart from the four international airports which we have here. But at the same time there are some very important airports which are important for international traffic also and Trivandrum is one of them. So, all the facilities for handling the international traffic will be provided and being provided but as far as declaration is concerned, which involves certain other things, it is not going to come.

SHRI MULLAPPALLY RAMACHANDRAN: From the answer given by the Hon. Minister it is known that Air India, Indian Airlines and Vayudoot together handled 253462 passengers at Trivandrum Airport during the period January to June 1989. During the same period 6132 tonnes of cargo was also handled. Under these circumstances I would like to know from the Hon. Minister whether there are any schemes or proposals for the improvement and renovation of Trivandrum Airport for providing facilities to passengers as well as cargo facilities