

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

and if so, what are the proposals with the Ministry?

SHRI SHIVRAJ V. PATIL: Sir, the process of developing the airports and the terminal building, airstrips and the cargo handling facilities is all the time going on. As far as specific details are concerned, I will send them to the hon. Member in writing.

[Translation]

SHRI DAL CHANDER JAIN Mr. Speaker, Sir, I would like to know whether the hon Minister has formulated any proposal to meet the fast increasing demand for providing airlinks in different parts of the country and the time by which such a proposal would be executed? There are some important places which are situated between two airports. One such place is Sagar which lies between Bhopal and Jabalpur. It is about 200 kms. from both the airports. There should be no hitch in providing air services to Sagar. The Madhya Pradesh Government has also submitted a proposal in this regard. Besides, the need of the area has also increased a lot. I would like to know by when Sagar will be linked by Vayudoot or Indian Airlines.

SHRI SHIVRAJ V. PATIL: Sir, Air India, Indian Airlines, Vayudoot and other organisations like International Airport Authority and National Airport Authority have prepared plans for the next five to fifteen years and we have a rough estimate with us. A huge sum is needed for this entire development work. We shall constitute a committee to look into all these aspects. We need about Rs. 20,000 crores for all these things. The question is how to collect such a huge sum of Rs. 20,000 crores and utilise it properly. Indian Airlines, Air India and other organisations are also trying to complete their work according to the plan.

So far as the question of connecting Sagar with air services is concerned, it is the Indian Airlines and Vayudoot which looks after it. The Ministry merely provides them broad guidelines about the distributions. We do not decide the routes or connections to be

provided between two stations. We shall see if something can be done regarding your suggestion. I will be very happy if something is done but you will excuse me if we are unable to do anything.

[English]

SHRI T. BASHEER: Sir, the hon. Minister is right in saying that the issue of declaring Trivandrum Airport as an international airport has come in this House time and again because that is a long standing genuine demand of the people of Kerala. My colleague Shri Ramachandran has correctly stated that about 20 international flights per week are operating from Trivandrum Airport. And from the details, it is understood that within six months about 253462 passengers were handled at Trivandrum Airport. So, I would like to know from the Minister whether it is correct to say that the National Airports Authority have recommended the upgradation of some airports in the country, and whether Trivandrum airport is one of those airports suggested by the National Airports Authority of India. If so, what steps have Government taken on those recommendations; if not, does Government propose to constitute a committee to go into these aspects, and if so, what are the details thereof?

SHRI SHIVRAJ V PATIL: It is not only the Trivandrum airport which is asked to be declared as an international airport. Demands have come from people in Andhra Pradesh for declaring Hyderabad as an international airport, from Gujarat for declaring Ahmedabad as an international airport, from Orissa for declaring Bhubaneswar as an international airport, and from the people of Maharashtra for declaring Nagpur as an international airport. Bangalore is also there. There are many other States... (Interruptions)

SHRI T. BASHEER: Government must have some criteria for this. (Interruptions)

SHRI SHIVRAJ V PATIL: Also Jaipur and other places. So, demands have come; and the policy of the Government of India is

to have only four international airports for the time being; and we are not going to declare others as international airports.

As far as development of these airports is concerned, for the information of the hon. Member and the august House, I would like to say that we have taken up the development of many, many airports in the country. Ahmedabad is one; Nagpur is another. Bhubaneswar is there, Bangalore is there; and Trivandrum is very much there. And there are Chandigarh, Patna, Lucknow and Guwahati. These airports are being developed, and the development of these airports is being done by the National Airports Authority. It is not necessary to have a separate committee for these things. Those who are working in the National Airports Authority are experts in this area, and they do have some plans, and all those things. Details about all those things can be provided to the hon. Member, if the hon. Member wants to have them.

Power Project in Delhi with World Bank Aid

*107. SHRIMATI JAYANTI PATNAIK: Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal to set up a power project in Delhi with Bank aid;

(b) if so, the cost and the capacity of the project; and

(c) the amount of World bank aid expected to be obtained for that project?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) At present there is no proposal to set up any Power generation project in Delhi with the aid of World Bank.

(b) and (c). Does not arise in view of reply to part (a) above.

SHRIMATI JAYANTI PATNAIK: From the newspaper Economic Times dated the 30th June 1989 it appears that the Chief Executive of DESU had said that a World Bank project was being mooted, with the help of Rs. 90 crores from the World Bank which should help the creation of 400 KVA power ring around Delhi, and which would also insulate Delhi against power faults in the flow of electricity. I would like to know the reaction of the Government to those as well as the plan of the Government to overcome the power fault in the flow of electricity to Delhi, which is generally seen.

SHRI KALPNATH RAI: The National Capital Thermal Power Project at Dadri 4 x 210 MV is under construction; and 400 KV Ring Main line is also under construction.

As far as the first project is concerned, there is no problem in regard to World bank loan. As regards the second project, viz. 400 KW Ring Main around Delhi, the World Bank have provided an amount of \$ 60 million for this project as part of NTPC's National Capital Power Supply Project.

In order to ensure the financial viability of DESU and to enable it to achieve the surplus—(400 KV line) - under this DESU project—agreement, the borrowers shall furnish to the Bank a satisfactory plan for the financial strengthening of DESU, and shall thereafter implement the said plan. This plan is under consideration to facilitate supply of power to Delhi.

SHRIMATI JAYANTI PATNAIK: What is the projected power need of Delhi at present and also by the next Plan? Is it not a fact that there is a gap between the projected demand and its availability? In view of the fact that, the power which was to come through Bhakra, Singrauli and Rihand system is disrupted due to one reason or the other, and also in view of the fact that the flow of people from all over the country to Delhi is increasing and also the industrial growth is increasing, how does the Government propose to meet the demand of Delhi? Is there any specific plan for it?