

able, then the position becomes difficult. When we take the aircraft on lease, we don't have to shell out the entire price and it becomes sometimes easier to get the aircraft on lease.

SHRI P. KOLANDAIVELU: Sir, with regard to the Indian Airlines the Air India and the Vayudoot services, they are taking aircrafts under lease. They have also entered into an agreement with the Airbus Industries of France in 1986 for the purchase of 19 airbuses. According to the agreement, actually the delivery schedule ought to have started by this month. Have they delivered the Airbuses to India so far?

Moreover, even at time of entering into an agreement in 1986, the value of US dollar was less and it has now gone up. The Indian Airlines have to sustain a loss of more than Rs. 60 crores. I want to know whether it is true or not.

Indian Airlines and Air India want to have even pilots from Russia and other countries. Are you going to change the cabin crew also? We are having so many pilots. Even our Prime Minister happens to be the best pilot. When we are having so many pilots here, why do you take pilots from Russia? Are you going to make India dependant? (*Interruptions*)

I want to know as to when the delivery schedule starts for the 19 air buses. You have again entered into an agreement for another six air buses.

SHRI SHIVRAJ V. PATIL: We are going to get four air buses in the month of June this year and later on we will be getting the air buses every month and within the next financial year which starts from the 1st April, we are going to get all the 19 air buses inducted into our fleet. There is an apprehension expressed by some people that we are taking the aircrafts from outside and allowing them to be flown by the pilots coming from other countries. For the information of this august House, I would like to say that in 1982, we had taken one aircraft which was

flown by the Soviet pilots. In 1986, one was flown by the Soviet pilots. We are to cope up with the situation which has arisen because of the paucity of the capacity and we have taken only two aircrafts, i.e., IL-96 and IL-64. It is not possible for our pilots to be trained within the time frame which is acceptable by us. We are allowing their pilots to fly. This is not a big thing. Foreign aircrafts are also flying over our country. So, on this ground, there should not be any unnecessary misunderstanding.

Hyderabad Airport as International Airport

*249. **SHRI G. BHOOPATHY:** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to declare the Hyderabad Airport as an International Airport; and

(b) if so, the time by which the decision is expected to be taken?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AND AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) Does not arise.

[*Translation*]

SHRI G. BHOOPATHY: Mr. Speaker, Sir, whenever a question is asked by an opposition member the reply which the Govt. give is: (a) No Sir, (b) question does not arise. We do not get complete replies to our questions. But if the same question is asked by Shri K.S. Rao, the reply could be a different one.

MR. SPEAKER: You could have consulted him.

SHRI BALKAVI BAIRAGI: He means to say that there is something wrong with your ballot machine.

SHRI G. BHOOPATHY: Mr. Speaker, Sir, what is the difficulty before the Government in declaring the Hyderabad airport as an International airport? 400 representatives — M.L.As and public representatives — from Andhra Pradesh had come to submit a memorandum to the Prime Minister, but they were beaten up and lathicharged. We are not to be cowed down by such things. We are ready to face such beatings, but Government must take steps to declare the Hyderabad airport as an International airport.

SHRI SHIVRAJ V. PATIL: Mr. Speaker, Sir, it should be a matter of happiness and satisfaction for the hon. Member that the Hyderabad Airport is the biggest and best airport in the country after our four International airports. He is well aware that it is not necessary for an airport to be an international airport if it wants to operate international flights. The International flights operate from Hyderabad Airport too. Similarly, international flights operate from Trichi, Varanasi, Patna and Goa also. Therefore, you are unnecessarily making an issue of a non-issue. We have already provided facilities of an International airport at Hyderabad. At present, we have 4 international airports and it will be our endeavour to maintain them properly. If it is felt necessary, we shall establish international airports at some other places also, but all facilities for international flights are available at Hyderabad. Not only this, we are extending the terminal building of this airport in order to provide more facilities. Customs clearing arrangements and other facilities are already there. Therefore, there is nothing to feel agitated over it.

SHRI G. BHOOPATHY: Mr. Speaker, Sir, eggs, grapes etc. are exported from Hyderabad in large quantity. Besides, a large number of Muslims including labourers go to the gulf countries from there. One has to go to either Bombay or Delhi to catch flights for these countries. Thus, a lot of inconvenience is being faced on this account. I want to know whether some steps are being taken by the Government to extend two or three international flights bound for gulf countries to Hyderabad?

SHRI SHIVRAJ V. PATIL: Mr. Speaker, Sir, one international flight operates from Hyderabad for Jedah. These are people who are interested in catching flights from Bombay and want to come via that city on the return journey too. So far as the question of export of eggs and vegetables is concerned, I would like to state that if a certain fixed quantity of exports is ensured throughout the year, we can consider it. It becomes very difficult to make planning if there is a capacity for two months in a year and for the rest of ten months there is no capacity at all. Arrangements can be made if a definite quantity is ensured, otherwise it is difficult to make such an arrangement.

[English]

SHRI K.S. RAO: Sir, in general, the answers are becoming very technical and evasive. Particularly keeping in view the method of working of the Chief Minister of Andhra Pradesh, who provokes people in the name of religion, region or language, etc... (*Interruptions*)... this would be interpreted differently. If the same answer was to go in the press — No, Sir, and does not arise — it would convey to the people that the Minister and the Government of India are denying to convert the Hyderabad Airport into an international airport... (*Interruptions*). There would be a big statement in Andhra Pradesh that the Government of India is prejudicial to Andhra Pradesh. As against this, the question and the answer convey something different.

Keeping in view the situation in Andhra Pradesh as also the number of people that are now going to the western countries, particularly USA, and the enormous growth of vegetables, meet, eggs and other things in and around Hyderabad, will the Minister think in terms of increasing the number of international flights from Hyderabad, particularly to New York?

SHRI SHIVRAJ V. PATIL: I have replied to this question in a fashion which would have given some satisfaction to all the Members in the House. I have said that this

is not an international airport, but from this airport, international flights are going. This has to be understood. The second thing which I have mentioned is that this is one of the biggest airports in the country apart from the four international airports. The third thing which I have said is that even without somebody asking for more facilities, we have started expanding the terminal building and the facilities over there. These are the positive steps. We would like the Members and the outside people also not to make a issue out of a non-issue.

What is required is being done and what I have said in response to an earlier question relating to Trivandrum can also be said about other airports regarding the question of increase in capacity and the number of flights.

As far as flights from Hyderabad to New York are concerned, I am not in a position to say yes or no, and give an assurance. It depends on the requirements. If the requirement is there, certainly the Air India can look into it. If it is feasible and profitable and facilities are required to be provided, they would be only too happy to look into this. Your suggestion can certainly be kept in mind. Without giving any assurance, I would say that all facilities there are needed and

can help Air India would certainly be provided.

Annual Plan of Bihar 1989-90

*250. SHRI RAMSWAROOP RAM: Will the Minister of PLANNING be pleased to state:

(a) the size of Annual Plan of Bihar during the last two years, year-wise and the allocation made for the current financial year;

(b) whether the allocations were fully utilised during the last two years and during this year;

(c) the size of Annual Plan for the State for 1989-90; and

(d) whether adequate provisions have been made in the annual plan for tackling floods and famines, power shortage and unemployment; if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PROGRAMME IMPLEMENTATION (SHRI BIREN SINGH ENGTI): (a) to (d). A statement is given below.

STATEMENT

(a) and (b). Outlay and expenditure for the Annual Plans 1986-87 to 1988-89 of Bihar are given below:—

<i>Year</i>	<i>(Rs. crores)</i>	
	<i>Outlay</i>	<i>Expenditure</i>
1986-87	1277.24	1281.21
1987-88	1400.00	1194.84
1988-89	1200.00	1200.00 (Anti.)