

17.03 hrs.

AIRCRAFT (AMENDMENT) BILL

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :
I beg to move :

“That the Bill further to amend the Aircraft Act, 1934, be taken into consideration.”

MR. CHAIRMAN : Do you want to say something about it ?

SHRI SHIVRAJ V. PATIL : No. It is a simple Bill.

MR. CHAIRMAN : Motion moved :

“That the Bill further to amend the Aircraft Act, 1934, be taken into consideration.”

SHRI M. RAGHUMA REDDY (Nalgonda) : The hon. Minister is bringing forward an amendment to Section 10 of the Aircraft Act, 1934. There is nothing muce to say about it. It is required for the safety of any aircraft.

First of all, I would like to say that the accidents take place due to birds or any other accident also takes place because of the filthy and rubbish materials. Due to these accidents, they are incurring a lot of loss not only in terms of money but also to the government property as well as human lives.

What about the slums which are coming up around an airport ? Is the government having any plan to remove these slums and provide them any shelter aeywhere they like. Due to these slums, rubbish and filthy materials are collected there. Do you have any plan how to remove these slums ? What action are you going to take to accommodate these slums dwellers ?

Sir, first of all, for everything air safety is an important factor. The Public Accounts Committee of last year, presided over by Shri Amal Dutta, has recommended some

norms. But, what action has the Government taken so far ? Negligence in the matter of air safety is a serious matter. This has been pointed out even by the Public Accounts Committee in its report; they have specially noted it. I do not know what action the Government has taken. What the Minister is going to do, I do not know. It is a serious lapse on the part of the Government and on behalf of the Indian Airlines and Air India.

Now we are talking of aerodromes and safety at aerodromes. All the aerodromes have not been developed to the extent they should have been developed. How to develop the aerodromes ? We have to provide for it.

Indian Airlines, should enhance the growth target from 8 to 12 per cent and Air India from 4 to 8 per cent. What has happened to this ? Has the Planning Commission considered this, and are the Government going to allot more funds for the development of aerodromes, I want to know. I want a categorical reply from the Minister.

Day by day the number of air passengers is increasing. Daily we are not getting reservations. Recently, in the month of May, at the Indira Gandhi International airport about 500 passengers had to be accommodated in hotels for various reasons. We do not know the reasons, but being short of aircraft so many flights were cancelled. But unfortunately, our leaders, our supreme leaders, they are travelling widely even with the limited number of aircraft at the cost of the confirmed ticket passengers. Many flights were cancelled and on one day nearly 42 flights were cancelled due to the recent visit of the Prime Minister. I can give the flight numbers also which were cancelled. What happened to the stand-by flights and repairs to the aircraft ? All this was due to the travels of our supreme leaders. Due to this jumbo flights loss is about Rs. 25 lakhs per day. For 22 days, at the rate of Rs. 25 lakhs per day it comes to, as per the reports, for two flights about Rs. 7 crores. Whose money is this ? This is public money. On every 10th day the our hon. Prime Minister is abroad, we are told. I do not know the reason, but it is the problem of aircraft,

that is, due to shortage of aircraft. (*Interruptions*) These trips are at the cost of the common man. When the resident is out of the country, the Prime Minister is supposed to stay in India. But unfortunately the Prime Minister and the President were away and due to their trips, lot of inconvenience was caused to the passengers of Air India. More number of flights had to be cancelled. (*Interruption*) I am not denying anything. The Prime Minister can go, the Rashtrapati can go; but not at the cost of the passengers booked by the international flights. The passengers booked by those flights had to be booked in the hotels and the Government had to spend lot of money. This is the poor man's money, farmer's money, the labourer's money. This is the situation we are facing. I request the hon. Minister to take action. Of course, he is not in a position to take any action. If he wants to take action he may lose his job.

SHRI SHIVRAJ V. PATIL : Are these points relevant ?

SHRI M. RAGHUMA REDDY : These are very important points. Now, several foreign tourists are coming. Last year, owing to non availability of seats, one lakh passengers could not turn over to India. By the turn of this century, nearly three million tourist Passengers are expected to come over to our country. What action you are going to take ? What is your plan ? How many airbuses or aircrafts you are going to buy ? How many of them are you going to make indigenously ? What is the allocation ? As per some report, if you want to buy 32 airbuses, you require one thousand crores. How are you going to meet this ?

Recently one thing came, i.e. privatisation of aircraft. Sir, hon. Mohd. Yunus submitted a report on this. What is the meaning of the word 'privatisation' ? How are you going to take up this privatisation ? Is it at the cost of poor Indians ? Is it so necessary in India ? What about the labour laws ? What about the Industrial laws ? For whose benefit you are going to do it ? Is it for the benefit of big industrialists or is it for the benefit of the poor persons of our country ? How are you going to fill up the needs ? I request the hon. Minister

to look into it. By the turn of this century, if everything goes well, then we will be getting four to five thousand crores of rupees on tourist visits only. What are your plans ? How are you going to meet this requirement ?

Now, I will come to my State problem. I do not know why the Madras-Hyderabad-Delhi airbus is delayed. The monsoon session of Parliament started on 27th. On 26th, this airbus came to Hyderabad at 12.30 P.M. and reached Delhi at 2.13 A.M. next day.

The timing of the evening flight has been changed now from 6.20 to 7.40. Why don't you postpone it ?

17.13 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

In addition to this, the flights operating between Bangalore and Hyderabad, and Hyderabad to Calcutta never go in time. Nobody knows when these flights leave and when these will reach. It is causing hardships to the passengers.

You are aware that Hyderabad Airport is a busy airport. No development has taken place. Likewise, Visakapatnam Airport, Tirupati Airport and Vijayawada Airport are not developed. I request that extra amount should be given to these Airports for the purpose of its development.

I request you to start Vayudoot service to Nagarjunasagar from Hyderabad. Nagarjunasagar is a tourist place and an attractive place. I also request you to start Vayudoot service from there to Guntur and Tadepalligudam.

I request you once again to develop Hyderabad Airport as a fullfledged international airport. Since beginning, we are requesting you. No action has been taken so far.

Sir, the hon. Minister Shri Shivraj Patil's constituency is near to Hyderabad. If all flights are delayed, then you also have to face some inconvenience. That is

why, I am requesting you to do something about it.

The hon. Minister is aware about the problem of Hyderabad Airport. I request that Hyderabad Airport should be developed and also Visakapatnam Airport, Tirupati Airport and Vijayawada Airport should be developed.

Lastly, once again request you to start Vayudoot Service to Nagarjunasagar from Hyderabad. Nagarjunasagar is a tourist place and you have to develop it.

SHRI N. TOMBI SINGH (Inner Manipur) : Sir, I support this Aircraft Amendment Bill.

This is a small bill and has a limited scope. This Bill refers to amendment to Section 10 which relates to penalty for acting in contravention of rules made under Section 5, subsection 2.

Will supporting this amendment Bill, I would like to draw the attention of the hon. Minister about the increasing popularity of air travel these days. Of course, this popularity is only natural because the vast length and breadth of the country have woven themselves into a very strong organic well-knit country. The need is felt everywhere and every part of the country should be near the other part, particularly State capitals should be linked with the nation's capital. In this context, the question is whether the increasing popularity of the air travel has been matched up with the increasing air safety measures particularly maintenance of aircraft, maintenance of environment near the aerodrome, etc.

I would like to draw the attention of the hon. Minister to certain aerodromes where basic facilities have not been provided. Here in section 5 about 20 items are listed. Particular mention may be made about the provision for lighting of the aerodrome, the environment of the aerodrome for safe landing of the aircraft. This is one of the items mentioned for making of the rules in section 5. Here I would like to draw the attention of the hon. Minister to section 2, item number (j) which says : "The supply, supervision, and control of air-route beacons, aerodrome lights and lights at or

in the neighbourhood of aerodromes or on or in the neighbourhood of air-routes;

(jj) the installation and maintenance of lights on private property in the neighbourhood of aerodromes or on or in the neighbourhood of air-routes, by the owners or occupiers of such property..."

Whereas the present amendment relates to penalty to be given to individuals, private persons not acting in accordance with the rules, here providing sufficient light in the aerodromes relates to Government action. When the Government itself does not act, who is going to punish the Government? This is a very delicate question.

I would like to draw the attention of the hon. Minister to one particular fact. In my area, there is only one airport i.e. Imphal airport which is a strategic airport. This is the only airport which connects Manipur with the rest of the country. Here we do not have any landing facilities and also instrument landing facilities. We had been making demands in this regard with Mr. Patil's able predecessor and assurances have been given time and again that appropriate action is being taken. Now to the best of my information, because I belong to that area and I land and board once a week at least, this very important airport has not been provided with any landing facility. The result is that when planes go from here or from any other part, because of weather or other difficulties, the flights come late and they are cut off at Gauhati and passengers are stranded at Gauhati at Government cost. Then the plane cannot go to Imphal. Even if it goes to Imphal, it cannot come back because of inadequate visibility for take off. In this context I gave you this example. May be there are similar examples in other parts of the country. I request the Government to make a study so that wherever inadequate facilities handicap efficient operation of civil aviation flights of defence operation flights, Government should act immediately so that this can be removed. I hope, the hon. Minister will give proper reply to this.

The other point I would like to make is that certain aerodromes do not provide

proper terminal facilities. My hon. colleague who spoke before me has also mentioned about this. Perhaps this may be a little out of the context of this Bill, but I think I may be allowed to make a mention about it. Here again I come to my State capital. Imphal. The only airport in my State is at Imphal. Here the terminal building is very small and out-moded. It was built to handle only a few Dakota planes. Now it is handling Boeings, Vayudoot flights and other defence operations also. The terminal building is so small that even the delivery of luggage is being done in the open sky. That area is a heavy Monsoon area. Particularly during the rainy season when the delivery of luggage of passengers is done in the open sky, you can imagine to what extent the people are being put to inconvenience there.

Side by side, I would also like to mention about the canteen facilities and the lounge facilities—both general and VIP. There are no facilities in the so-called VIP lounge.

I think the Government will pay due attention to these and remove these difficulties at the earliest. Thank you.

SHRI THAMPAN THOMAS (Mavelikara) : Sir, this Bill seems to be to prevent the birds from hitting the aircrafts. First of all, I would like to suggest that Mr. Shivraj Patil should bring a Bill to prohibit the birds from flying in that area. Unless a law is applicable to the birds, they will always fly. How can this law prevent the birds from flying, I cannot understand. They have fixed the distance also that within ten kilometres, nothing should be there. Look at the present position. What is the condition of the areas surrounding the Delhi Airport? Who is responsible for this? Is it any particular individual? Then, it is provided that slaughter houses are to be prohibited. Merely by prohibiting slaughter houses, do you think that the birds will not go over there? If you look in and around the area of the Delhi Airport—Munirka, R.K. Puram and all those areas—the DDA and Municipal authorities are dumping everything in those areas. Cholera also broke out in Delhi because of their dumping all these things. When we travel through this area, we see all the vultures sitting there.

Who is responsible for this? And as my predecessor said, what is the law to punish the Government for these things? Either you should have a law which can punish the birds or you should have a law which can punish the Government. Otherwise this birds menace in and around the airport cannot be contained.

The very little intention of the Bill is to prevent birds from entering into the cockpit or in the aircraft and thus jamming it. I had an occasion to see one aircraft. A vulture entered into it and for three days the aircraft was grounded. It went so deep into it that the whole portion had to be removed at the Cochin Airport to take it out. Now the question is how to prevent this. This cannot be prevented by this law, merely by saying that within ten kilometres no birds can fly or no slaughter houses should be there.

If you look at the Bombay Airport what is the condition there? Near Santa Cruz, in Worli and all those industrial areas, garbage, dust, soil, everything is being dumped there and they are reclaiming the land. Worst slums are only near the airport. When the aircraft is landing, we can see those slums. In all the cities—in Calcutta, Bombay, everywhere—that is the case. And there the birds also fly. So, unless we do something to eradicate these things permanently and create a scientific and congenial atmosphere, this thing will continue. So, the first step should be to see that the area in and around the airport is kept clean. Government themselves should not use that area for dumping everything. Slums should be cleared from those areas. Merely prohibiting slaughter houses will not help. Making it a cognizable offence you cannot do anything in this matter and also there should be a systematic arrangement to see that birds are not coming. In foreign countries they are also facing similar problems. Birds come near to the airport because a vast area is there and therefore, what they are doing is that kept security personnel to see that they are not affecting the aircraft operations. If you go to Bombay, you see not only those things, but you can see many types of vultures are. There are other vultures also nearby an airport, i.e., people who do all the dacoity against the passen-

gers. I do not know how the Bombay police keep the Bombay airport. In Bombay airport it is a story that people who are there involving in taking away the luggage of the people and doing all these things, such vultures are also there. One day I was in the Bombay airport, there were at least 100 dogs inside that airport. Including in the terminal building dogs are loitering. We are also afraid that if a dog bites, then immediately you will have to go in search of serum. Whether it is a mad dog or not, we don't know. And in front of the VIP lounge dogs are loitering in the Bombay airport. Then, is there not a training given to the officers, Civil Aviation people who are on duty there, to drive away the dogs? That is not there. This is the usual experience which we are having.

MR. DEPUTY-SPEAKER : You want training to be given to them on how to chase the dogs?

SHRI THAMPAN THOMAS : I don't know, Sir, how these people are trained and put to get these places clean. There is no effort in any manner. (Interruptions). So, Sir, it is our viewpoint that some immediate steps should be taken studying every airport and its location or its situation. Most of the airports are near to the cities. In Cochin I know our airport is very near, it is only 5 kilometres the whole city is in 10 kilometres range, no slaughter house can be possible in the whole of Cochin area because the whole distance is only 10 kilometres. In Trivandrum also it is the same case. The airport is only 3 kilometres away. So, how this law can be implemented? And apart from that, I also would suggest about the problem of night landing. Sir, it is a big problem in Cochin. Recently I was waiting—the ticket is still in my box—for an aircraft to come to Cochin from Trivandrum. In the morning they said, 'In half an hour it will come, in one hour it will come, in two hours it will come'. Finally that aircraft was not there and somebody said 'It is coming in the night'. In the night the aircraft could not land in Cochin, so it went straight to Bangalore, and I had to leave by train. So, Sir, the night landing facilities should be given to the Cochin Airport and wherever it is possible. You are wasting a lot of money on this now. And also since you have no night landing

facilities, night operations are not possible in the centres where the passengers are travelling. So, you monitor those things and keep these airports more operational and more useful for the passengers. Immediate steps should be taken in this regard and I also support the suggestions made by the earlier speaker and I feel that this law may not be possible to be implemented and this offence and punishment for one year will not solve the problem.

[Translation]

DR. G. S. RAJHANS (Jhanjharpur) : Mr. Deputy Speaker, Sir, there is not much to say with regard to this Bill, so I will conclude by submitting one or two points.

Firstly, I could not understand as to why a provision of a distance of 10 kms. has been made. 10 kms of distance for an aircraft is very inadequate. In my opinion, this distance should be of minimum 20 kms. and slaughter houses etc. which create filth and attract birds should be prohibited and should be made punishable under law. Along with it, I would also like to submit as to what action should be taken in case such things occur due to the negligence of the Government itself. Let us take Delhi for example, my house is situated very close to the airport but due to the negligence of M.C.D. filth has accumulated there to such an extent that it is bound to attract birds and then who would be blamed for it. Extensive debate took place on Cholera, the inefficiency of M.C.D. but if the garbage is not removed. The menace of birds cannot be controlled. I don't know how will you implement the provisions of this Bill and punish the offenders.

I will relate a very interesting thing. I do not know whether the hon. Minister is aware of it or not because he has taken charge of this Department recently that there are certain airports like the Patna Airport, where birds will inevitably come because the zoo is situated only 1 km away from the airport. The hon. Minister should pay attention to one thing that where raw meat is served for the animals, birds will naturally be attracted there and therefore, it is difficult to solve this problem. I have related the situation in Patna. I do not know whether the hon. Minister is

aware of the culture of Delhi. There is a fashion in Delhi of taking morning walk by the retired people. They take a handful of grains with them with which they feed the birds in the various parks. This can be seen at the Gateway of India in Bombay as well. There is a park near Delhi Airport also where birds will come if grains are thrown there. Such a bill should be drafted so that Delhites may be prohibited from throwing grains to feed the birds, Shri Agarwal has opposed it. You should take this point seriously. How will this problem be solved? I will submit another point which is of national interest. The security set up in Delhi is very efficient and every one is scrutinised properly. But in places like Patna, where the B.S.F. or the C.R.P.F. is not functioning, and the State police is in command, the situation is very different. The V.I.Ps and the ex-VIPs are not searched because everybody knows them. As such nothing untoward has happened so far. Suppose I have a brief case with me. I keep the brief case outside and enter the toilet. In the meantime someone puts a time-bomb inside my brief case. Because I am a V.I.P. and everyone knows me the security staff will not check me. This is a very serious issue. This time-bomb will go inside the plane without my knowledge and you can imagine as to what may happen after that. Irrespective of whether a person is a Chief Minister or any other such V.I.P., his hand baggage should be checked. This is my request to you. If you want you can put C.R.P.F. or B.S.F. personnel for this task. A good study report was published in National Herald and Tribune. It was stated therein that the best security system is available in Japan and New York and the worst is in Singapore. The security system in India is somewhere in between. A study of several airports of our country was given in it. Whoever has undertaken this study, has done a good job. It was written in it that the aeroplane is moving on the run way and a cow is running before it and there are no fencing arrangements. I want that security arrangements should be made in such a way which may ensure total safety to the aircraft and its passengers. I want to submit that the Patna flights are being cancelled indiscriminately and this should be paid attention to. In the flights starting from Guwahati and going *Via* Patna the pilots make a landing only when it

suits their whims and if it does not, they do not do so. Many times landing is not done on the plea that lighting arrangements are very poor. You will have to rectify that the food served on board is of a very low standard. You may enhance the fare by another Rs. 100 but the food should be of a standard quality. The contractors are not doing justice to the people. In the end I would submit that the Vayudoot Service which was to be started from Patna has not started so far. This service is not available in Patna, Ranchi, Purnia, Darbhanga or anywhere else although there is a dire need for it. I want you to pay attention to it.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura): Mr. Deputy-Speaker, Sir, I also wonder how exactly this Bill be implemented. I would like to know by now how many planes have been hit and damaged by the birds; how many birds have died, I am not clear about these things. But I am not happy about one thing i.e. how shall we identify which bird came from which heap of garbage and hit the aircraft...*(Interruptions)* I am not at all able to understand this. Let us imagine that there is a burning place within 10 Kms. of the airport. One of the main places of attraction of the vultures is the burning place...*(Interruptions)* Honestly speaking, the intention is very good, But I am not at all clear as to how this Bill will be implemented. It seems that our Government runs up with certain measures but it has no new ideas. Therefore, all these important matters should be seriously considered.

Sir, in this connection, I would like to quickly go over two or three points and one among these points has already been raised by Shri Raghuma Reddy and by our hon. Member from the other side also. The hon. Minister has also told about it. Shri Raghuma Reddy was mentioning about the Prime Minister's visit. etc. What hon. Minister said that is irrelevant. Coming to that point, in the Statement of objects and reasons, it says "Any damage to an aircraft causes heavy financial losses and causes death to passengers sometimes". Therefore, heavy financial loss is one of

the considerations, in bringing forward this Bill. Whatever leads to heavy financial losses must be relevant to the Bill, I think.

Sir, I would like to draw the attention to one thing. Mr. Raghuma Reddy, probably, has not been able to bring out the exact situation that arose in those days when five jumbo jets were used by the Prime Minister and the Rashtrapathi when they went abroad. Actually, between 2nd and 8th June, 20 flights were cancelled... (*Interruptions*) All the five aircraft may not be jumbo-jets.

SHRI SHIVRAJ V. PATIL : That is not correct.

SHRIMATI GEETA MUKHERJEE : I am coming to financial losses. Between 2nd and 8th June, 20 flights were cancelled. Between 9th and 22nd July 42 flights were cancelled and 22000 passengers had to be transhipped by other foreign airways.

SHRI THAMPAN THOMAS : Including Aeroflot.

SHRI SHIVRAJ V. PATIL : Do you want the President, the Vice-President and the Prime Minister to go by passenger flight ? (*Interruptions*)

SHRIMATI GEETA MUKHERJEE : I am coming to that later. I come to my point now. That has caused definitely crores of rupees loss to Air India. Already, the Air India is running at a loss of Rs. 40 crores. Next year, it will be much more than that. My esteemed Minister Shri Shivraj Patil ji raised a question as to in which flight the Prime Minister should fly. If my information is correct, only two Heads of State fly in Jumbo jets—one is the Sultan of Brunei and the other, though not Sultan but like the Sultan of India... (*Interruptions*) But earlier, army aircraft were used. In many places army aircraft are used...

SHRI SHIVRAJ V. PATIL : I do not know whether you are going to stay in the House to hear my reply. I would like to bring to your notice that, when VVIPs have to travel long distances, because of security we do not allow them to fly in

two-engined aircraft. If an aircraft has to fly for more than 90 minutes, the security people would like them to fly in four-engined aircraft.

SHRIMATI GEETA MUKHERJEE : Actually it is not only the Prime Minister who travels in the Jumbo Jet ; there are two other big aircraft also in which the others fly along with him. And one is kept in Bombay as a stand by. Are all these necessary ? I do not think that all these are necessary. From security point of view, every thing has to be done, but all these Jumbo Jets need not be used. Each of these travels is costing Rs. 3 crores. Such a financial loss should not occur.

I would now come to another question and that is with regard to the service conditions of my sisters who are working as Air Hostesses. They are retired at a tender age of 35 years, when they continue to be active and agile. If at the age of 64 I have been so agile, till my recent illness, Air Hostesses at 35 years would at least be four times more active and agile than I am...

MR. DEPUTY-SPEAKER : Everybody cannot be as active as you are, Madam.

(*Interruptions*)

SHRIMATI GEETA MUKHERJEE : Therefore, this is really a discrimination which is going on and it should be put an end to.

The next point is about buying aircraft. I do not know the exact situation. I would like to know whether it is a fact that, instead of buying aircraft with rupee payment from Soviet Russia, of late, you are more solicitous to those companies to whom you have to pay in hard currency of the West. The Soviet aircraft do not meet with accidents often ; I have not heard of that. (*Interruptions*) It is not that there are no accidents at all ; sometimes there may be. I would like to know from the Minister what is the exact situation with regard to this.

About one Airport, I would particularly like to mention. That is not within a territory as such, but it is a place to whi

many Members go, that is, the Bangalore Airport. It is a very important Airport, but it is very poorly equipped and maintained. This must be looked into.

Lastly, the flight timings should be kept. The other day I landed at 3.30 a.m. in Calcutta. It was a scandalous situation.

I hope the hon. Minister will reply to all the points that I have raised. I would also like him to tell us about the implementation of this measure, how exactly it will be implemented.

SHRI JAGANNATH PATTHAIK (Kalahandi) : Sir, I rise to support this Bill from the point of national interest. We know that both at the time of take-off and at the time of landing, the speed is less and the level is low. It is a common question how a bird can damage such a huge aircraft. Just as a small bullet can penetrate and cause heavy damages, a bird also, even though it may be small but because of the speed of the aircraft, can cause heavy damages to the aircraft, to the passengers and other persons and also to the property nearby. From all these points of view, this is a Bill which is necessary and is in the national interest. So, I support it. Simultaneously, many of my colleagues have talked about the human problems. In most of the cities, just near the airport, there is a *basti* or *jhopri*. We always talk of security and cleanliness. It is a good thing and it is also good for national interest. But human problems have to be solved with patience. That is of prime importance. There should be coordinated effort with airport authorities, with municipality, with corporation for that. And Government should take special drive to see that they are properly placed in other areas. Then only we should be able to fulfil their requirements.

We should take into account the recommendations of the Public Accounts Committee with regard to air safety and to the overall improvement of the general environment of the safety landing and the surroundings of the airport.

Taking the opportunity of this Bill, many Members—although it is of no relevance—have criticised the Prime Minister's and the President's visit abroad.

From the financial point of view, I am also equally concerned about it. But the visits of the Prime Minister and the President are of national interest and these always add to our prestige in the international field from political, financial and from all points of view. This is of great importance. So, we should not take it lightly. On the other hand, we should be careful that there should not be any unproductive expenditure in the Indian Airlines and the Air India as in other corporations. Indian Airlines and Air India should not spend a large amount on luxury and for merry-making. We should take care of that thing so that there is no unproductive expenditure. We should also be very careful and we should be concerned about the less number of aircrafts. As some Members were pointing out, many tourists who were interested to come to India could not come because of lack of aircraft. We should take care of this also and as the number of passengers are increasing, we should be equally concerned about the safety and also about the comfort of the passengers. As a whole, Air India and the Indian Airlines should improve their management with proper information system and with proper public relations.

With all this in view, I support the Bill. It is a Bill of national importance.

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram) : MR. Deputy-Speaker, Sir, this Bill has been introduced to reduce or control financial losses due to damage that may be caused to the aircraft and also danger that may come upon the passengers.

I have serious apprehensions whether this Bill is going to really fulfil the objects and reasons for which this Bill has been brought. We are also concerned about the large number of bird-hits that have been causing concern among the aviation circles. But I really wonder how this Bill is going to help.

Before I start speaking on the main provisions of the Bill, I would like to have certain clarifications from the Hon. Minister, Head of that :

"If any person contravenes any provision of any rule made under clause (qq) of sub-section (2) of section 5 prohibiting the slaughter and flaying of animals and of depositing rubbish, filth and other polluted and obnoxious matters within a radius of ten kilometres from the aerodrome reference point."

What exactly does he mean by obnoxious matters? Is there any definition of what obnoxious matter is? There are certain things which attract birds. I can understand that. I mean, may be some remanence of slaughter house, maybe some food objects or certain other things. But what exactly does obnoxious matters means. We should not give a handle to the imposing authority to book anybody saying that this is an obnoxious matter. Please clarify this word 'obnoxious matter'.

Ten purpose of this Bill is to prevent the flocking of bird near the airport or aerodrome. Why do you need a radius of ten kilometres for this purpose? The kilometres means, for example in Delhi it is from Palam Airport to almost South Avenue—it would cover this entire area. In smaller towns and cities 10 kms. would cover the entire towns and cities. I would appeal to the Minister to reduce this distance from ten kilometres to a reasonable distance because when the planes take off they reach a certain height within certain amount of distance—I don't want to go into technical details—where the aircraft goes beyond the height that birds can fly. I don't see any reason why you should have this distance of 10 kms. because this will give a long handle to book anybody within a radius of ten kilometres. This word 'abnoxious' has to be specifically defined.

Though some of my colleagues have already mentioned this point, I would again like to repeat that in several of these cities there are slums surrounding the aerodroms. In certain small places the entire village or the entire small town would be covered by these 10 kms. around the aerodrome. In such places there are slums; there are no proper facilities for the people to throw the refuse; there are no garbage bins and no facilities are provided by the local cor-

poration or municipality to even remove this garbage. So, it is not enough if you book somebody. What will these people do? Where will they put these refuse?

For example, in Santa Cruz where there the Hon. Minister must be going quite often, there are a lot of Jhuggis around. You cannot tomorrow book, arrest and prosecute all these Jhiggi dwellers under this particular section or clause if there is a bird hit in that area, unless you make proper arrangements for them to put their refuse in and the authorities concerned and the corporation also see to it that these things in the garbage bins are removed and taken to refuse dumps.

I would like to know from the Hon. Minister whether they have also taken up with such corporations or municipalities the question of clearance of these slums, to provide better living conditions to them because these are all connected with this. I would also like to know from the Hon. Minister as to in which aerodromes or airports have the incidents of bird hits increased. Is it equally spread in all the aerodromes in the country or is it confined to only certain areas? If so, have they gone into reasons as to why this has happened only in these particular places? There must be obviously some specific reasons for that—either over-crowding around these aerodromes or due to the reasons that you have mentioned over here. I would like to know the specific reasons why you feel that these incidents have increased around certain particular aerodromes, if they have not been uniform in their increase.

This is a danger which just cannot be controlled by bringing in this Bill and by booking anybody for polluting or for putting abnoxious matters within a radius of 10 kms. This is something beyond that. I would like to know from the Hon. Minister what exactly is his Minister trying to do, apart from bringing in this Bill to see that the other factors which are responsible for the flocking of these birds around airports are also dealt with.

When we speak about the danger to passengers and about financial losses to

aircraft, I would like to know what the Minister is trying to do for this. He has brought in a Bill as far as bird hits are concerned. Recently there were instances where due to negligence some pilots landed without bringing the wings down and another pilot landed without bringing wheels down. Due to rash and negligent attitudes of the pilots, due to their carelessness certain accidents have been taking place and when this kind of a thing occurs, not only does it cause damage to the aircraft, it also requires spending of money apart from posing danger to the passengers.

You have brought a Bill; but what about those people? Are there any provisions already existing in your present laws to bring those people into book or are you thinking of bringing a new Bill to see that those people do not act in such careless manner in future or what exactly is your position in respect of them? When you talk of danger to lives of passengers and when you talk of financial losses that may be caused to aircrafts, these matters also have to be taken into consideration because such incidents have occurred in the recent past. I wanted to confine myself basically to the provisions of this Bill and hence I have stressed on certain points which, I think, are very relevant and connected with the objects and reasons for which this Bill has been brought in but when Shrimati Gēeta Mukherjee mentioned Jumbo jets being used for Prime Minister's tours were causing financial losses the hon. Minister immediately got up to say that a four-engine aircraft is required to take the Prime Minister as two-engine aircraft is not reliable. I would like to know from the hon. Minister whether 737 has got four engines or two engines and also when Mrs. Gandhi was Prime Minister how did she travel? Was her life not as precious as the life of this Prime Minister? Why was it you did not have so many flights cancelled when Mrs. Gandhi went abroad? Certainly Indian Airlines has undergone huge financial losses due to this VIP movement. In his reply I would like the hon. Minister to not only clarify the points concerning this Bill but also the points connected with safety of passengers and financial losses.

[Translation]

SHRI YOGESHWAR PRASAD YOGESH (Chitra) : Mr. Deputy Speaker, Sir, there is nothing complicated in the sub-clause 10 of the Aircraft (Amendment) Bill brought forward by hon. Minister. It is a very straight matter in which there is really no scope for any special debate. The hon. Minister has understood this difficulty in its correct perspective. We have seen that sometimes even a small bird causes heavy damage to the aircraft and it is not possible for the aircraft to fly for two days or more. Hence, we are afraid when we see birds flying near the aeroplanes and the alertness with which the pilots fly the planes is admirable but even here when certain matters are raised, like the Aircraft (Amendment) Bill etc., the Opposition hurls allegations straight a way at the Hon. Prime Minister. Thus, even petty matter are decided on swords. They are so much haunted by achievements of the Hon. Prime Minister that they bring him into everything.

In the play 'Othello' written by Shakespeare, whenever the villain is not able to defeat the hero in good deeds, he would indulge in irrelevant speeches to malign him.

[English]

"He has the daily duty in life that makes him lively".

[Translation]

The condition of our friends in the Opposition is also the same. When they are not able to find any fault in the services and competence of the Hon. Prime Minister they see their own trashed images and involve him in every matter.

I want to submit to the hon. Minister that the provisions made for punishment should be made more stringent. The provisions made for punishment and fine are not adequate. Along with it, persons concerned with peeling of the skin of animals and the vigilance officers keeping a vigil on the slaughter houses should be

mode accountable under this sub-clause so that they keep strict vigil in order to check such things. If someone is apprehended for having been responsible for this kind of an accident where the plane is damaged and people are killed, then it cannot be considered as an ordinary crime. Deterrent punishment such as Death-Sentence should be awarded in such cases.

Therefore, I want to submit that stringent laws should be framed in this regard and the officers under whose jurisdiction such areas fall, should be made accountable and provisions for their punishment should be included in it.

[*English*]

MR. DEPUTY SPEAKER : Mr. Yogesh, you can continue tomorrow. Now, Mrs. Sheila Dikshit will lay papers on the Table.

18.00 hrs

PAPERS LAID ON THE TABLE--(Contd.)

[*English*]

Correspondence between Prime Minister and Some Opposition Members

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRIMATI SHEILA DIKSHIT) : I beg to lay on the Table documents relating to the correspondence between the Prime Minister and some Opposition Members.

[*Placed in Library. See No. LT-6349/88*]

SHRI BASUDEB ACHARIA : We demanded this.

18.10 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 5, 1988/Sravana 14, 1910 (Saka)