

SHRI G. M. BANATWALLA: The Army that was called in withdrew after merely two hours because of technicalities...

MR. CHAIRMAN: I cannot let you go into the merits of the case. I have noted your suggestion. Please take your seat.

SHRI G. M. BANATWALLA: I have to plead my case before the House.

MR. CHAIRMAN: You have made your case for a longer discussion; that is all. There, I say there should be a 12-hour discussion.

SHRI HARI VISHNU KAMATH (Hoshangabad): Chairman Madam, I rise on a point of order. Rule 289, which deals with the Report of the Business Advisory Committee, reads as follows.

"The recommendations of the Committee shall be presented to the House in the form of a report."

Then rule 290 says:

"At any time after the report has been presented to the House, a motion may be moved that the House agrees, or agrees with amendments, or disagrees with the report."

My hon. friend, Shri Banatwalla has not done any of these things.

"Provided that an amendment may be moved that the report be referred back to the Committee."

—that has not been done—

"either without limitation or with reference to any particular matter."

Nothing of these has been done. My hon friend is rightly agitated. I do not question his feelings. But this is not the time to mention all this. Let him say all he wants to say when the motion comes before the House for discussion, not now when the report of the Business Advisory Committee,

is before the House. This is totally outside the limitations imposed upon us by rules 289 and 290. That is my point of order.

MR. CHAIRMAN: The statement made by Shri Banatwalla is out of order. I accept the point of order of Shri Kamath. I cannot allow Shri Banatwalla to go on with his speech. He has made the suggestion. The Speaker has already given us an assurance that this matter will be discussed thoroughly.

SHRI G. M. BANATWALLA: When this motion is before us, I have to express my dissatisfaction...

MR. CHAIRMAN: I am not allowing it. The question of increasing the time for discussion will be taken up at that time. Now the question is:

"That this House do agree with the Thirty-second Report of the Business Advisory Committee presented to the House on the 12th April, 1979."

The motion was adopted.

13.53 hrs.

MATTERS UNDER RULE 377

(i) LANDING FACILITIES AT GAUHATI AIRPORT AND OTHER AIRPORTS OF THE NORTH-EAST REGION

SHRI PURNANARAYAN SINHA (Tezpur): I want to mention the following matter of urgent public importance:

The Indian Airlines services are the only mode of quick transport between Calcutta and other parts of the North East. The demand is for flying an Air Bus directly from Delhi or via Calcutta, to carry all the air

[Shri Purnanarayan Sinha].

passengers who demand accommodation for air travel at the present time. The landing area of the Gauhati airport has not been enlarged even for the smaller aircraft that are being used for several flights between Calcutta and other stations in the North East. As an example, it may be cited that on the 8th April 1979, when the Prime Minister's Aircraft was kept at the bordering area at Gauhati airport, the flights due to take off from Calcutta before 0900 hours were all delayed, as Gauhati airport notified that the landing area was being occupied by the Prime Minister's aircraft. The weather at Calcutta and Gauhati was clear and ideal for taking off and landing of aircraft. Because of the delay in taking off at the starting point, the passengers are made to suffer terrible loss in the business, social or political mission on which the people travel by air at such high cost. And when there are lack of facilities at the landing area at the airport, it becomes all the more objectionable. These difficulties to the travelling public are being additionally created by the possession of the airfields in the north-east by the Indian Air force. Tezpur, Jorhat, Chabua (Dibrugarh) etc. are controlled by the Air Force, causing considerable inconvenience to civilian travellers. For the sake of the public, firstly the landing area of Gauhati and other air stations should be enlarged and air force control restricting the entry etc. to the airfield areas of *bona fide* passengers should be removed and proper lounges etc. should be opened where necessary.

(ii) NEED FOR CONVERSION OF HYDERABAD AIRPORT INTO AN INTERNATIONAL AIRPORT

SRI P. RAJAGOPALA NAIDU (Chittoor): Madam Chairman, with your permission, I raise the follow-

ing matter of urgent public importance under Rule 377:

Many people are going every day from Andhra Pradesh to Middle East and other countries through Hyderabad Airport. We can roughly estimate them to be at least 30 persons per day.

Although Hyderabad Airport has been declared as customs clearance Airport, the import requirements of Andhra Pradesh manufacturers have still to be made through the Madras and Bombay Ports causing them much inconvenience. Even the exports of the twelve groups of commodities by air from Hyderabad Airport are transhipped either at the Bombay Airport of Madras Airport into international flights entailing delay till space in international flights is available.

If Hyderabad Airport is upgraded as an international Airport it may not only remove the traffic congestion at the existing International Airports, but also help increase the tourist traffic as Andhra Pradesh is having many places of historical interest and also equipped with star hotels for attracting the tourists in a big way. It will help promote the A.P. exports and imports. Hence the State Government in industries and Commerce Department, Andhra Pradesh, have requested the Commerce Ministry, Government of India, for upgarding Hyderabad Airport as an international airport.

I therefore request the Government to convert Hyderabad Airport as an International Airport.

(iii) REPORTED HUNGER STRIKE BY PHOTOGRAPHERS AND DEALERS IN PHOTOGRAPHIC MATERIAL IN DELHI DUE TO SHORTAGE OF FILM ROLLS

DR. VASANT KUMAR PANDIT (Rajgarh): Madam, with your permission I raise the following matter of urgent public importance under Rule 377: