

**Shri Manubhai Shah:** It is not possible, technically, but the white printing paper is very widely used by the newspaper industry today.

**Shri U. M. Trivedi:** Has it been brought to the notice of the Government that there are certain small newspapers which are supported by one of the Ministers in Bihar, which have got hardly a circulation of hundred each.....

**Mr. Speaker:** We should not make those reflections against Ministers in the States. He might say anything against the Ministers here but not against Ministers in the States.

**Shri U. M. Trivedi:** So, in this case, will there be an investigation to find out whether those who are publishing only about a hundred copies each are getting a quota for 5,000 copies—an inflated figure—and those papers who have got actual figures supported by the Government record and audit and by the Collector himself to the effect that their sale exceeds 10,000, are not getting the quota, while others get it?

**Mr. Speaker:** That question was put—about inflated circulation—and the answer was given.

**Shri U. M. Trivedi:** I want an answer to this question.

**Mr. Speaker:** She said that the department would look into this question.

**Shri U. M. Trivedi:** I want to know whether those who have given such inflated figures have been caught. How is it that those who have got the actual circulation are not getting any quota?

**Mr. Speaker:** Because there is scarcity! Shri Kamath.

**Shri Hari Vishnu Kamath:** May I remind the Minister of the statement made by her earlier in this session on this subject to the effect that the allocation of newsprint is based solely and wholly on the circulation of the paper concerned, and may I

know whether the attention of the Government has been drawn to the fact that the allocation of newsprint to a certain newspaper or newspapers in the capital or outside the capital has been such as is not justified by the circulation and, if so, what are the reasons for such an allocation?

**Shrimati Indira Gandhi:** If the hon. Member can give us some specific information, we will look into it.

**Shri Hari Vishnu Kamath:** I will pass it on to you.

#### Curtailment of Air India Flights

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S.N.Q. 13.	{	Shri Nath Pai:
		Shri Hem Barua:
		Shri Rameshwar Tantia:
		Shri D. C. Sharma:
		Shri Harish Chandra Mathur:
		Shri Sarojini Mahishi:

Will the Minister of Civil Aviation be pleased to state:

(a) whether it is a fact that the Air India has decided to curtail with immediate effect certain flights; and

(b) if so, the reasons for this sudden curtailment of flights and the extent to which this is likely to affect our air traffic?

**The Minister of Civil Aviation (Shri Kanungo):** (a) Yes, Sir.

(b) Due to delay in recruiting the additional Pilots as programmed by the Corporation, one out of the ten services per week to the United Kingdom and one out of the three services per week to Tokyo had to be curtailed. As a result of this curtailment and the consequent reduction in traffic carried by them, the Corporation have estimated that their operating profit would be reduced to the extent of Rs. 18 lakhs during the current year.

**Shri Nath Pai:** Is it not a fact that the Pilots' Guild of India had warned the Government and the management that there was going to be a shortage

of trained and competent commanders for this aircraft and therefore a long-range estimate should be drawn of the requirements of the AII and training facilities be provided and, if so, what was the reaction of the Government and why was this rejected?

**Shri Kanungo:** The recruitment of pilots for the Air India in the required numbers was completed by about June, but the men could not be placed because the pilots' organisation raised a dispute, and until the dispute was decided, the pilots could not be put in position.

**Shri Nath Pai:** Is it not a fact that for nearly three years, nearly 90 per cent of the pilots of the AII have gone without any leave—this present shortage is not a sudden thing that has developed—90 per cent of the pilots have not gone on any leave for three years, a very dangerous thing for such a complicated and sophisticated machine like the Boeing Jet and also, is it not a fact that not a single pilot in the AII has been given a refresher course because, again, there was a shortage of pilots?

**Shri Kanungo:** There has been some delay in providing refresher courses, but the pilots of the AII have not been flying excessively. The maximum hours to be flown per month is 80. Barring two cases, the average for the last two years has been roundabout 50 to 60 hours per month. It is true that some of the commanders have not been able to get leave which, at their own request, was accumulated. Normally, they are expected to take leave and not to accumulate leave, but at their own request, they were allowed to accumulate leave for three years.

**Shri Nath Pai:** The other part of my question was equally important: whether any of our pilots have been given refresher courses which, under the requirements, is an obligation on all companies, and, if so, how many, and if not, why not?

**Shri Kanungo:** I said that full refresher courses have not been provided, but some refresher courses have been given.

**Mr. Speaker:** The hon. Member wants to know how many could avail themselves of that and how many could not. That is what he wants to know.

**Shri Kanungo:** I have not got the number.

**Shri Harish Chandra Mathur:** When and at what cost the seventh Boeing was purchased when the new route very recently started? How could this be done when the situation regarding the pilots was as stated by the Minister?

**Shri Kanungo:** Because it was understood by an understanding with the Pilots' Guild that pending refresher courses and training of commanders, the existing hours of work will be continued.

**Dr. Sarojini Mahishi:** Knowing about the shortage of pilots, may I know what remedies were taken by Government during the last two years to overcome this shortage?

**Shri Kanungo:** The shortage of pilots has been observed this year only because of the insistence on the limitation of flying time. We hope in the course of three months, we will have adequate number of pilots.

**Shri Vidya Charan Shukla:** There has been a long-standing dispute between the management of AII and the Pilots' Guild and there have been intermittent strikes. May I know what steps AII have taken to settle the long-standing matters of dispute pending before them, so that there may be no strikes?

**Shri Kanungo:** There has been no intermittent strikes or disputes. There is a dispute raised last year and that is under consideration by the tribunal, which is seized of the matter.

**Shri Bhagwat Jha Azad:** Our specific question is this. In spite of the fact that Air-India is turning out to

Government very good surplus in the form of foreign exchange, why were not refresher courses given to the pilots? Is it a fact that this shortage of pilots has come overnight or Air-India did not take precautionary steps in due time?

**Shri Kanungo:** I have already said that the recruitment of pilots for Air-India was completed in June, but it could not be given effect to because of the dispute raised by the Pilots' Guild with IAC.

**श्री हुकम चन्द कछवाय :** मैं यह जानना चाहता हूँ कि वर्तमान समय में हमारे पास कितने चालक हैं, कितनों की कमी है और कितने नये भर्ती करने वाले हैं और यह कमी कब तक पूरी हो जायेगी ?

**श्री कानूनगो :** तीन महीने में यह कमी पूरी हो जायगी ।

**श्री कछवाय :** पूरा उत्तर मंत्री महोदय ने मेरे प्रश्न का नहीं दिया है ।

**अध्यक्ष महोदय :** अभी कितने हैं, कितने चाहिए, कितनों की कमी है और वह कमी कब तक पूरी हो जायगी ?

**Shri Kanungo:** In Air-India, the number is about 90. They require about 30 more. The field of recruitment for Air-India is only IAC. In IAC there are about 220 line pilots and some executive pilots. The shortage is about 30 to 40, which will be made good in the course of three to six months.

**Shri P. C. Borooah:** The Minister himself has said that not only AII but IAC also is suffering from shortage of pilots. Are we to understand that the fourth Caravelle which has arrived on 2nd December will be lying idle till April next for want of pilots?

**Shri Kanungo:** No; the fourth Caravelle has not arrived yet. The difficulty is about getting competent commanders, for which training has got to be provided.

**Shrimati Sharda Mukerjee:** The Minister has given figures about the hours of flying that the pilots have to put in. Considering the very vital question of flying fatigue which the pilots have to suffer from if they over-fly beyond the period which is normally accepted by international standards, may I know how our figures compare with the internationally accepted standards?

**Shri Kanungo:** The international figure for flight of jet craft per month ranges between 80 to 120 hours. As far as Air-India is concerned, barring two cases, the average flight hours have been round about 55 to 60 hours.

**Shri Nath Pai:** No.

**Shrimati Savitri Nigam:** May I know whether the Minister is aware that while on the one hand there is great shortage of pilots, on the other hand, very many smart young people who have been trained by various flying clubs are still awaiting their chances for employment?

**Shri Kanungo:** In the case of pilots with commercial licences who have done certain hours of flying with flying clubs, we have got to expedite their training. That is why I said in three to six months time they will be available.

**Shri Nath Pai:** Sir, would you kindly apply your mind to devising a deterrent rule which will preclude and prevent Ministers from making statements which are palpably wrong and misleading? Unless you do something about it, we will be in very great difficulty.

**Mr. Speaker:** If I find there is something glaring, then I certainly point it out.

**Shri Harish Chandra Mathur:** May I know whether the understanding of the House from the Minister's reply is that the pilots have gone back upon their word and therefore there is difficulty or the pilots are not doing half as much as is expected of them?

**Mr. Speaker:** He has clarified it.