

(b) were the agents wholly or partially Indian owned firm;

(c) when was the original proposal for purchase of airbus received; and

(d) when was the deal finalised?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOT-TAM KAUSHIK):** (a) and (b). The purchase of three Airbus A-300B2 aircraft was finalised by Indian Airlines directly with the manufacturer, namely, Airbus Industrie, Franch and not through any agents.

(c) and (d). The initial offer for sale of Airbus A-300E2 aircraft was received by Indian Airlines in January, 1972. The purchase agreement was signed on 31st December, 1974 subject to Indian Airlines obtaining approval of the Government of India under the Air Corporations Act 1953 and making financing arrangements acceptable to the Government of India to meet the foreign exchange cost of the project. Indian Airlines on receipt of the necessary Government approval confirmed the order for purchase of three aircraft, on the 29th April, 1975.

**Feasibility study for purchase of Airbus**

**959. SHRI GAURI SHANKAR RAI:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether any feasibility study was made before finalising the purchase of Airbus-300;

(b) whether any experts committee was appointed by the Indian Airlines or his Ministry to assess and evaluate the feasibility and suitability;

(c) who were members of such feasibility study team; and

(d) what was the opinion of the study team?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURSHOT-TAM KAUSHIK):** (a) to (d). While no Export Committee as such was appointed, a team of senior officers of the Planning, Engineering, Operations, Commercial and Finance Departments of the Indian Airlines assessed and evaluated the feasibility and suitability of the Airbus A-300B2 aircraft along with other wide bodied aircraft offered to them. The team worked under the supervision of the then Chairman and Managing Director and Deputy Managing Directors of the Corporation. Purchase of three Airbus A-300B2 aircraft was recommended by the Indian Airlines on the basis of the evaluation and assessment made by the team of senior officers.

**Terms, conditions and prices of Airbus**

**960. SHRI GAURI SHANKAR RAI:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the original terms and price at which Airbus was offered to the Indian Airlines;

(b) the terms, conditions and prices of final purchase deal in each case of purchase;

(c) were the Finance Ministry, the Law Ministry or/and Planning Commission consulted at any stage; and

(d) what was the opinion of each of them?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURSHOTTAM KAUSHIK):** (a) The original offer of Airbus Industrie for Airbus A-300B2 aircraft to Indian Airlines was at a base price of US \$15.217 million in January, 1972.

(b) The base price of each Airbus A-300B2 aircraft was fixed at US \$19.303 million as in January, 1974. This was to be escalated at an agreed formula depending upon the indices of economy prevalent in Europe and

USA. However, a provision made in the contract that at the time of delivery of the aircraft in 1976, the price will not exceed US \$24.4 million per aircraft. In actual fact, the average price of the three aircraft came to US \$23.68 million each.

(c) and (d). The proposal submitted by Indian Airlines was approved by Government in accordance with the prescribed procedures which include consultation with Ministries etc. concerned.

#### Central Assistance for Cotton Monopoly Procurement Scheme

961. SHRI VASANT SATHE: Will the Minister of FINANCE AND REVENUE AND BANKING be pleased to state:

(a) whether Government of Maharashtra have approached his Ministry seeking Central assistance for continuance of Cotton Monopoly Procurement Scheme;

(b) if so, the assistance sought and problems raised by the State Government; and

(c) the reaction of the Central Government thereto?

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): (a) The Government of Maharashtra has requested the Government of India and the Reserve Bank to arrange for a total credit of Rs. 85 crores during 1977-78 under the scheme for monopoly purchase of cotton.

(b) The State Government wants the Reserve Bank to arrange for Rs. 60 crores either directly or through State Cooperative Bank. The remaining Rs. 25 crores will be met from the State Cooperative Marketing Federation's own resources.

(c) The entire matter is under consideration and though a formal decision has yet to be taken it has been conveyed to the Government of Maharashtra that the Government of India do not favour monopoly purchase by a State. While Government recognise the important role that cooperatives can play in the marketing of agricultural produce, it is their assessment that the monopoly procurement scheme as it has operated in Maharashtra has worked to the disadvantage of cotton growers particularly the small growers and has thereby contributed to a decline in production of raw cotton in that State.

फारस की खाड़ी वाले देशों को विमान सेवा

962. श्री उद्योग सेन : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत में फारस की खाड़ी जाने वाले यात्रियों की संख्या निरन्तर बढ़ रही है और अपर्याप्त विमान सेवा के कारण इन यात्रियों को कठिनाई हो रही है और यदि हां तो इस बारे में विद्यमान व्यवस्था क्या है ; और

(ख) स्थिति में सुधार करने के लिए क्या कार्यवाही की जा रही है ?

पर्यटन और नागर विमानन मंत्री श्री पुरुषोत्तम कीर्तिकर (क) और (ख) भारत और 'गल्फ' के देशों में यातायात काफी बढ़ गया है, तथा एयर इंडिया बढ़े हुए यातायात की आवश्यकताओं की पूर्ति करने के लिए गल्फ के विभिन्न देशों के लिए अपनी सेवाओं में निरन्तर वृद्धि कर रही है। अप्रैल, 1975 में भारत गल्फ, मार्ग पर एयर इंडिया बोइंग 707 विमानों द्वारा प्रति सप्ताह सात सेवाएँ परिचालित कर रही थी, उनके मुकाबले में इस समय वह गल्फ के विभिन्न स्थानों के लिए प्रति सप्ताह