

India discontinued 46 weekly flights to Gulf w.e.f. 16.1.91; 2 weekly flights to Australia and 2 weekly flights to U. K. w.e.f. 1.2.91. Flights to Muscat, Abu Dhabi and Dubai have partly been resumed since 23.1.91. Indian Airlines had cancelled 46 flights per day from 22.1.91.

(c) Air India has saved 260 Kiloiters of ATF, approximately, per day. Indian Airlines, in the period from 22.1.91 to 16.2.91, has saved 8330 kiloliters of ATF approximately.

Air Service from Delhi to Jamnagar

481. SHRI CHANDRESH PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a number of demands have been made by the Chamber of Commerce & Industries of Jamnagar and other Organisations of Jamnagar district of Gujarat for Operating or starting a direct air service from Delhi-Jamnagar via Jaipur etc;

(b) the action taken thereon; and

(c) when it is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Yes, Sir, Some representations have been received by Indian Airlines in this matter.

(b) and (c). At present, Indian Airlines has no plan to introduce a direct service on the Delhi-Jamnagar route since the traffic potential does not justify it.

Guidelines for Refuelling Facilities

482. SHRI KUSUMA KRISHNA MURTHY:
SHRI INDRAJIT GUPTA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has issued any fresh guidelines to all Airports with regard to refuelling facilities to non-scheduled international carriers;

(b) if so, the details thereof;

(c) the reasons for issuing fresh guidelines;

(d) in what respect the guidelines differ from the ones in practice earlier;

(e) whether the refuelling of U. S. Airforce planes in Bombay, Agra and Madras after the outbreak of Gulf war is being done without referring to DGCA or the Civil Aviation Ministry; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b). A copy of the new guidelines issued by the Director General of Civil Aviation under AIC No. 03/1991 dated 28.1.91 is given below in the Statement.

(c) These guidelines were issued in order to conserve aviation turbine fuel in the wake of the Gulf war.

(d) Earlier there were no such guidelines because there were no restrictions on the uplift of aviation fuel by aircraft.

(e) and (f). These guidelines apply to civil aircraft only, as the Ministry of Civil Aviation and DGCA are concerned with the civil aircraft only.

STATEMENT***Guidelines for supply of Aviation Fuel***

In order to tackle the difficult fuel situation caused by the Gulf war, the following guidelines shall be followed for supply of aviation fuel at Indian airports.

SECTION A -Flights of foreign aircraft***1. Scheduled Services***

- 1.1. Fuel will be made available to the scheduled flights of foreign carriers cleared by DGCA in the Winter Schedule 1990-91.
- 1.2. Changes in existing schedule and additional scheduled flights will not be permitted by DGCA even within the bilateral entitlements, if extra fuel uplift is involved.
- 1.3. Emergency landings of overflying services and diversions will be considered for refuelling only if DGCA is satisfied about the genuineness of the circumstances. Instructions in each such case will be issued by DGCA to the concerned ATC unit.

2. Non-scheduled Flight

- 2.1. Non-scheduled/Charter/extra-section flights already permitted by DGCA shall be allowed refuelling.
- 2.2. New cargo charter flights will be allowed refuelling provided they are terminating in India.
- 2.3. New tourist charters cleared by DGCA will be allowed to uplift fuel.

- 2.4. Refuelling will be allowed to the aircraft operating flights for foreign Missions in India.

SECTION B—Domestic operations***1. Scheduled Services***

Air India/Indian Airlines/Vayudoot will follow the Government directive regarding fuel-cut.

2. Air Taxi Operations

Air Taxi permit holders will be allowed fuel uplift. Existing permit holders should not increase the number of their aircraft.

3. Private/non-scheduled operations and State Government operations

Aircraft of non-scheduled operators, private operators and State Governments and aircraft engaged in tourist sports activities shall be allowed fuel uplift to the extent of 75% of the previous quarter September-December 1990.

4. Flying Clubs/Institutes/Schools

Aircraft belonging to Flying Clubs/Institutes/ Schools will be allowed fuel uplift to meet their requirement for training purposes.

5. Pawan Hans

Pawan Hans will be permitted fuel uplift to meet their operational requirements.

SECTION C— General

1. Flights not covered in the above paragraphs will not be allowed refuelling at Indian airports except with a special authorisation from DGCA.

2. While clearing flights DGCA will make a specific mention as to whether refuelling is permitted or not.
3. In case of International flights fuel uplift will be limited to the minimum fuel required for operation of the next sector.

Fall in Oil Prices

483. SHRI SHANTARAM
POTDUKHE:
SHRI ANAND SINGH:
SHRI MADHAVRAO SCINDIA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there had been a slump in the oil prices in the world market during the last month;

(b) whether India took benefit of this oil price crash by buying oil and petroleum products from the spot market and struck any bargain with the OPEC and non-OPEC countries for term contracts;

(c) if so, the spot market purchases made by India as a result of this slump in oil prices and its impact on India's import bill; and

(d) if no spot buying was done when there was slump in oil prices, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) The Mean Dubai crude oil price as per Platts on 16.1.1991 was \$ 25.30 per barrel. This price came down to US \$ 14.89 per barrel on 13.2.1991. On the basis of a comparison between the

weighted average of price for the period from 17.1.1991 to 13.2.1991 with the price prevailing on 16.1.1991, there is a fall of about 38% in crude oil price.

(b) During the period 15th January, 1991 to 13th February, 1991, we have lifted about 2.151 million tonnes of crude oil 0.444 million tonnes of S.K.O. and 0.566 million tonnes of HSD to utilise the maximum port capacity/containable inventory. Since we had already finalised our term contracts for supply upto 31st March 1991 and the prices under term contracts are market related the benefit of fall in price automatically accrues to us.

(c) and (d). The quantity of crude oil, SKO, and HSD imported on spot basis during 15.1.1991 to 13.2.1991 is 1.036 MMT, 0.380 MMT and 0.452 MMT respectively. The estimated decrease in India's import bill would be US \$ 140 million due to slump in price as compared to Dubai crude oil price of \$ 25.33/bbl. prevailing before the Gulf war. It may, however, be clarified that the benefit of lower prices has also accrued on term purchases during this period.

Cancellation of Flight Services

484. SHRI A. VIJAYARAGHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have decided to cancel flight services due to fuel cut;

(b) if so, the details thereof; and

(c) the total loss likely to be caused to the Indian Airlines as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b). Flights of Air India, numbering 190 to the Gulf region w.e.f. 16.1.91 till 21.2.91 have been can-