

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b). A tentative medium term fleet plan of Air India covering the period 1994-95 to 2001/02 has been drawn up which envisages increase of fleet strength from the existing 26 aircraft to 54 aircraft by the year 2001/2002.

Air India has signed an agreement with Boeing. Airplane Company in January, 1995 for acquisition of two B747 - 400 aircraft to be delivered in July and August, 1996. With this induction, Air India plans to retire one old B747-200. The Plan also envisages the induction of the MCLR aircraft from 1997/98 onwards and simultaneous phasing out of its entire fleet of B747-200s and 300s Combies.

Indian Airlines has plans for induction of ten aircraft (150 seater) in 1996-97 for augmenting the fleet.

[English]

#### Private Airlines/Air Taxes

2149. SHRI KASHIRAM RANA:  
SHRI PAWAN DIWAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of private airlines/air taxis operators in the country;

(b) the date from which these companies have started operating;

(c) the amount of internal air travel tax outstanding against each Company;

(d) the penalty imposed by the Government on the erring companies;

(e) the steps taken by the Government to recover this amount; and

(f) whether the Government propose to suspend/cancel the permission/licence granted to the defaulters?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b). Details are given in the enclosed statement-I.

(c) and (d). Details are given in the enclosed statement-II and III respectively.

(e) and (f). Action has been initiated to recover the outstanding amounts under the provisions of the Inland Air Travel Tax Rules, 1989.

#### STATEMENT - I

*Names of Private Scheduled/Air Taxi Operators and date on which Permit was issued to them.*

<i>Sl. No.</i>	<i>A. Scheduled Operators</i>	<i>Date of Issue of Permit for Scheduled Status</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	East West Airlines	20-11-1994
2.	Jet Airways	13-02-1995
3.	Damania Airways	20-11-1994
4.	Modiluft	20-11-1994
5.	NEPC Airlines	20-11-1994
6.	Archana Airways	20-11-1994

<i>B.</i>	<i>Non-Scheduled/Air Taxi Operators</i>	<i>Date of Issue of Permit for ATO</i>
1.	Sahara India Airlines	30-12-1993
2.	Jagson Airlines	13-02-1992
3.	India International Airways	28-02-1990
4.	Transbharat Aviation	28-02-1991
5.	Aerial Services Pvt. Ltd.	04-01-1993
6.	Delhi Gulf Airways	08-03-1990
7.	Saraya Aviation	22-02-1993
8.	U.P. Air	30-03-1990
9.	Udan Academy	17-09-1992
10.	Megapode Airlines	15-11-1993
11.	Span Aviation (I) Ltd.	19-01-1995
12.	Mesco Airlines	20-01-1995
13.	VIF Airways	31-05-1995
14.	Gujrat Airways Ltd.	19-07-1990
15.	Elbee Airways	16-10-1995
16.	K C V Airlines	18-04-1995
17.	UP Air Services	21-04-1995
18.	Span Air Pvt. Ltd.	24-11-1995

**STATEMENT - II**

<i>Sl. No.</i>	<i>Name of the Carrier</i>	<i>Amount Outstanding (Rupees in Lacs)</i>
1	2	3
1.	M/s. Jagson	3.31 (Jn. 94 to Dec. 94 Except Nov. 94)
2.	M/s. Jagson Airlines	18.64
3.	M/s. Dawania Airways	155.00 (Sep. 1995)

<i>Sl. No.</i>	<i>Name of the Carrier</i>	<i>Amount Outstanding (Rupees in Lacs)</i>
1	2	3
4.	M/s. East West Airlines	152.00
5.	M/s. NEPC Airlines	78.00
6.	M/s. Modiluft	689.00
7.	M/s. Span Aviation	11.00
8.	M/s. Continental Aviation	74.86 (1991-92& 92-93)
9.	M/s. City Link Airways	60.15 (1992-93)
10.	M/s. Raj Aviation	46.64
11.	M/s. Air Asiatic	57.58
12.	M/s. Goaways	6.80

Note:- Presently, Sl. No. from 8 to 12 are not in Operation.

#### STATEMENT -III

<i>S. No.</i>	<i>Name of the Carrier</i>	<i>Penalty Imposed (in Rs.)</i>
1	2	3
1.	M/s. Damania Airways	4,00,00,000/-
2.	M/s. Jagson Air lines	8,03,000/-
3.	M/s. East West Airlines	78,500/-
4.	M/s. Saraya Aviation	3,000/-
5.	M/s. U.P. Airways	12,000/-
6.	M/s. Sahara Airlines	18,70,500/-
7.	M/s. NEPC Airlines	12,52,500/-
8.	M/s. City Link Airways	18,47,000/-
9.	M/s. Air Asiatic	18,20,000/-
10.	M/s. Raj Aviation	15,00,000/-