

**THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA):** (a) and (b). There has been an upward trend in the prices of cotton yarn sold by manufacturers after obtaining stay orders from Supreme Court and various High Courts. The statutory control on the production pattern, pricing and distribution was introduced from March, 1973 at a time when production of yarn and supply were short with the purpose of pegging the prices of cotton yarn. These orders have been challenged through writ petitions since 4th May, 1973. Further action can lie only after the verdict of the Supreme Court is known. Meanwhile Government have already relaxed control over distribution of yarn upto counts 80s with the improvement in production and supply.

**Handing over of rose export to private firms**

**1957. SHRI VEKARIA:** Will the Minister of COMMERCE be pleased to state:

(a) the reasons for handing over of rose export to a private firm; and

(b) the name of the firm to whom the business has been passed on and the terms thereof?

**THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA):** (a) and (b). Export of roses is allowed freely and is not channelised through any agency.

**Number of flying Clubs and Civil Aviation Centres in the country.**

**1958. SHRI MOHAN RAJ:**

**SHRI SEZHIYAN:**

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

(a) the number of Flying Clubs and Civil Aviation Centres in the country in 1972-73 and the number of pilots trained in these Clubs and Centres during the period; and

(b) the average amount of money spent by Government on training of each of these pilots and the average expenditure incurred by each pilot personally during the training period?

**THE MINISTER OF COMMUNICATION AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):** (a) There are 22 subsidised flying clubs in the country. The number of trainees of these clubs who obtained Private Pilot's Licences and Commercial Pilot's Licences is given in the attached statement. Additionally, a Central Flying Training School is run by the Civil Aviation Department at Nadirgul (Hyderabad) to give advanced flying training to 10/12 candidates who possess current Private Pilot's Licences.

(b) On the assumption that a PPL would require 60 hours of flying and a CPL 250 hours, the fees payable by the trainees and the subvention payable by Government, at the existing rates, would be as under:—

	Fees payable by trainees	Flying subvention payable by Government
<b>For PPL</b>		
Matriculates below 22 years of age . . . . .	Rs. 1,680	Rs. 5,610
Others . . . . .	Rs. 2,700	Rs. 4,590
<b>For CPL</b>		
Matriculates below 22 years of age . . . . .	Rs. 24,766	Rs. 5,610
Others . . . . .	Rs. 25,785	Rs. 4,590

**Note:** Effective from 1st April, 1971, subsidised flying at the clubs has been restricted to 60 hours per trainee (i.e. upto PPL standard). As such, trainees for CPL at the clubs have to pay fees at the full rate for all flying done in excess of subsidised flying.

**STATEMENT**

*Number of trainees of flying clubs who obtained Private Pilot's Licence and Commercial Pilot's Licence during the financial year 1972-73*

S. No.	Name of the flying Club	No. of Licences issued	
		PPL	CPL
1.	Andhra Pradesh Flying Club	13	7
2.	Assam Flying Club	9	2
3.	Amritsar Aviation Club	1	—
4.	Bombay Flying Club	8	4
5.	Bihar Flying Club	3	3
6.	Coimbatore Flying Club	6	1
7.	Co-operative Hind Flying Club, Lucknow (including its branches at Kanpur and Varanasi)	10	10
8.	Delhi Flying Club.	15	7
9.	Flying Training Institute, Behala, Calcutta.	4	—
10.	Gujarat Flying Club.	3	2
11.	Government Flying Training School, Bangalore.	8	1
12.	Hissar Aviation Club	6	9
13.	Jamshedpur Flying Club.	1	1
14.	Karnal Aviation Club	9	3
15.	Kerala Flying Club	10	3
16.	Ludhiana Aviation Club	4	1
17.	Madras Flying Club	14	2
18.	Madhya Pradesh Flying Club	4	3
19.	Nagpur Flying Club	6	7
20.	Northern India Flying Club, Jullunder	4	—
21.	Orissa Flying Club.	5	—
22.	Patiala Aviation Club	12	9
Total :		155	77