

1	2	3
3. Flight Engineers	54	35
4. Ground Instructors	10	17
5. Aircraft Engineers/Tech. Officers (Engg.)	643	661
6. General Officers/Tech. Officer (Non-Engg.)	2165	1417
7. Cabin Crew	1925	978
8. Technicians	1739	3060
9. Non-Technical Staff	7601	7572
10. Others (Grade 1/2)	3113	6359

(b) The details are as under:—

Airline	No. of employees per aircraft
Air India	659
British Airways	184
KLM	222
Lufthansa	179
Singapore Airlines	328

(c) Air India has taken following steps to reduce the staff strength :—

- (i) Freeze on external recruitment in non-operational categories
- (ii) Abolition of 781 vacant posts.
- (iii) Redeployment of staff from non-operational to operational areas.
- (iv) Two voluntary schemes have been notified viz. shorter working week scheme and leave without pay/allowances scheme for a period of two years or more extendable upto five years.

#### Missile Programme

903. SHRI A.F. GOLAM OSMANI :  
SHRI AMAR PAL SINGH :  
SHRI TATHAGAT SATPATHY :  
SHRIMATI JAYANTI PATNAIK :  
DR. ASHOK PATEL :  
SHRI MOHAN RAWALE :

Will the Minister of DEFENCE be pleased to state:

(a) the details of the different missiles launched so far and the extent of success achieved by each of them, date-wise;

(b) the details of the Missile programme at hand presently;

(c) the details of the Missiles likely to be launched in the near future alongwith their present status; and

(d) the details of the Missiles which have since been inducted into the Army and also those which are likely to be inducted in the near future?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) to (d) A statement is attached.

#### Statement

##### Missile Programme

Defence Research & Development Organisation (DRDO) had undertaken 'Integrated Guided Missiles Development Programme (IGMDP)' in 1983 envisaging development of a re-entry technology demonstrator Agni and four missile systems namely; Surface to Surface Missile—"Prithvi", Medium Range Surface to Air Missile "Akash", Short Range Surface to Air Missile—"Trishul" and Anti Tank Guided Missile—"Nag".

##### Flight Tests Conducted

First developmental launch of Prithvi was conducted on 25.02.1998 and last launch for 250 km range on 23.02.1997. Sixteen flight trials have so far been conducted. The first developmental launch of Akash system was conducted on 14.08.1990 and last on 05.09.1998. Twelve flight trials have so far been conducted proving all the sub-systems including guidance. First developmental flight to Trishul system was conducted on 16.09.1985 and last on 16.11.1998. Forty-three flight trials conducted so far, have proved various Trishul systems. The last flight was in full naval configuration against simulated targets and for anti sea-skimmer role. First

developmental flight trial of anti tank guided missile Nag was conducted on 07.02.1990 and last on 08.08.1998. Thirty-four flights have been conducted so far proving various sub-systems of Nag including tube launch.

Re-entry technology demonstrator Agni was first launched successfully on 22.05.1989. It's last successful launch was conducted on 19.02.1994. Three flight trials conducted have proved re-entry, accurate guidance and manoeuvrable trajectory. The objectives of the project have been fully met. Govt. has approved longer range Agni, as a missile system.

#### **Current Status & Further Plans**

Prithvi with 150 km range has been inducted into Arms Development of Air Force version of Prithvi with 250 km range has been completed and will be inducted into the Air Force. Work on Naval version of Prithvi is in progress. Trishul system is expected to enter into user trial phase for Army and Navy in first half of 1999. Development of Nag and Akash will be completed in 1999 after which it will enter the user trial phase. After completion of user trials these missiles will enter production/induction phase.

#### **Use of Civil Airport for Defence purpose**

904. SHRIMATI SURYAKANTA PATIL : Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to make the Gujarat Kandla Civil Airport as an equipped air base for flying the Naval and Air Force aircrafts;

(b) if so, whether all the formalities have been completed in this direction;

(c) whether the Civil Aviation Ministry has given their consent for this purpose; and

(d) the time by which the said airport is likely to be declared as the army air base?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) No, Sir.

(b) to (d) Do not arise.

[English]

#### **Funds for Ezhimala Naval Academy**

905. SHRI T. GOVINDAN :  
SHRI MULLAPALLY RAMACHANDRAN :

Will the Minister of DEFENCE be pleased to state:

(a) the progress made so far in the matter of setting up of "Ezhimala Naval Academy" in Kerala and the stage at which the matter stands at present; and

(b) the expenditure incurred so far and the action taken to enhance the funds for its timely commissioning?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) The infrastructure facilities to be provided by the State Government are in various stages of completion. A consultancy agreement with the Architect has been concluded on 9 January, 1998. The Architects have commenced detailed topographical survey to enable finalisation of the citing of various structures.

(b) A sum of Rs. 497.5 lakhs has been incurred so far and sufficient funds have been provided for this project commensurate with the phased implementation and for its timely commissioning.

#### **Decline in Air Traffic Carried and Cargo Handled by Airlines**

906. SHRI MADHAVRAO SCINDIA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been marked decline in Air-Traffic carried and cargo handled by Indian Airlines and Air India during the last two years;

(b) if so, the details thereof;

(c) the main reasons for low utilization of the capacity; and

(d) the remedial measures being taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (d) Details of passenger carriage, cargo upliftment and seat factors are as under :

	Year	Number of Passengers (Million)	Cargo Carried (00/Tonnes)	Seat Factor (%)
Indian Airlines	1996-97	8.2*	79.50	69.8
	1997-98	8.4*	81.20	68.8
Air India	1996-97	2.91	66.57	65.9
	1997-98	2.97	68.01	67.8

\*Including international carriage -

Both the airlines have taken various marketing initiatives to improve utilization of the capacity.