

purpose, there would be no compromise in the name of economic crunch...*(Interruptions)*

12.00 hrs.

(Interruptions)

MR. SPEAKER : Please do not disturb. There are some other hon. Members who want to ask questions. Why are you disturbing?

(Interruptions)

[Translation]

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, the hon. Member, is concerned due to curtailment in the defence budget allocations during the last few years and therefore it seems to be difficult to make it up within one or two years. Even then the Government has been making efforts to make it up within two years.

[English]

MR. SPEAKER : Shri Suresh Prabhu will put the question now.

(Interruptions)

MR. SPEAKER : I think he has every right to ask a question.

(Interruptions)

MR. SPEAKER : You have lost a lot of time saying "because and because". I am not responsible for that.

SHRI SURESH PRABHU : Out of 37 countries in Asia, India stands 35th in defence expenditure. The per capita expenditure on defence by India is only 8.7 dollars per person. It is deteriorating very fast. On the other hand, Pakistan is acquiring surface-to-air missiles. The new amendment passed in the Senate of USA makes it possible for Pakistan to acquire arms from USA. On the other hand, we are reducing our defence expenditure. You are saying that the Government has written a letter. You are saying that you have written a letter to the Prime Minister. The defence forces are writing a letter to you.

MR. SPEAKER : It is over. Whatever statement you wanted to make, you have made it.

DR. MURLI MANOHAR JOSHI : A debate on this issue should take place. It is a very important subject. Kindly allow half an discussion. The Minister agrees for it.

SHRI RAM NAIK : It is a very important issue. There should be a discussion under Rule 193.

MR. SPEAKER : We have started a discussion on the Ninth Plan Approach Paper. We are supposed to continue with the discussion on the Ninth Plan Approach Paper during this Session. That is the time when you can raise all these questions.

DR. MURLI MANOHAR JOSHI : The hon. Minister wants to reply.

(Interruptions)

MR. SPEAKER : We have not started Government Business so far. We have a lot of business before us.

WRITTEN ANSWERS TO QUESTIONS

[English]

Near Air Collision

*166. PROF. P.J. KURIEN :
SHRI UTTAMSINGH PAWAR :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details and reasons of the incidents in which the aircraft averted from the near collisions in the air during the last four months, month-wise;

(b) the details of inquiries conducted in this regard alongwith the outcome thereof;

(c) whether in any of such case the Airport Authority of India has suspended the Air Traffic Controller who almost guided the two planes to disaster;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to improve the security and prevent such incidents in future?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) and (b) Two air-miss incidents have been reported in the Indian skies during the last four months. The details are as under :

Date	Airlines involved	Reasons
1	2	3
2.4.1997	Air India and United Airlines	Reduced range of the Air Surveillance Radar, existence of cloudy weather and the Controller's failure to provide the vertical separation between the aircraft.
22.6.1997	Romanian Airlines and Gulf Air	The Radar Controller at Delhi Airport instructed the arriving Romanian aircraft to descend on Radian 255 to 17000 feet while clearing the departing Gulf Air aircraft to climb to

1	2	3
		22000 feet on the same radial. The Romanian flight crew reduced his rate of descent as per the Traffic Collision Avoidance system advice on his aircraft.

(c) and (d) In case of the incident of 2.4.1997, the Air Traffic Controller on duty was placed under suspension.

(e) The main steps taken to avoid chances of mid-air collision are : (1) Refresher courses to update professional knowledge of Air Traffic Controllers, (ii) Periodical proficiency checks of Air Traffic Controllers, (iii) Modernisation of Air Traffic Services at Delhi and Mumbai airports, (iv) Proper maintenance of navigation and communication and landing facilities, and (v) Compulsory installation of ACAS on every aircraft flying in Indian skies in a time-bound manner.

[Translation]

Agreement between Air India and Air France

*167. SHRI ANAND RATNA MAURYA :
SHRI MADHAVRAO SCINDIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India and Indian Airlines have signed a preferential commercial agreement with Air France to facilitate an increase in code-sharing between the three airlines;

(b) if so, the precise terms of the agreement and how it is likely to benefit Indian Airlines and Air India; and

(c) how much increase in terms of passenger movement and cargo is expected thereby for AI and IA and corresponding increase in traffic for Air France?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM) : (a) Air India and Indian Airlines have concluded a Co-operative Services Agreement with Air France.

(b) and (c) The Agreement signed by Air India envisages operation of additional 6 frequencies by Air France in a phased manner by Summer-2000, in which Air India will be allowed a block of 40 Y class seats and 4 J class seats at an agreed price. The Agreement also envisaged Air India code-sharing on Air France's flights beyond Paris to other destinations and preferential pro-rates.

The Agreement signed by Indian Airlines enables the two airlines to sell tickets on each other's services, preferential pro-rates and through check-in facilities on

each other's services on specified sectors. Air France and Indian Airlines have also agreed to co-operate in publicity and promotion campaigns, training of pilots, ground and cabin crew and aircraft maintenance.

The Agreement will enable Air India to expand their network to interior points in Europe and USA, using Paris as a hub. Instead of operating services with their own aircraft to Zurich and Amsterdam, AI will be able to serve these markets through code-share services with Air France from Winter 1997-98 on a thrice weekly basis. This spread of services will not only cater to the traffic AI was earlier carrying but will also allow for growth. This arrangement will also result in cost-saving due to removal of AI's services to Amsterdam and Zurich with their own aircraft. The code-share on India-France-India sector will enable Air India to augment its carriage on the route without deploying their own aircraft. The agreement will also enable Air India to augment its cargo capacity on India-France-India Sector.

Indian Airlines will also benefit from the facility of selling tickets on Air France Services and co-operation in ticket sale, publicity and promotion campaigns, cargo-operations and frequent flier programmes. The agreement on pro-rates will also financially benefit Air India and Indian Airlines.

[English]

Mock Parliament

168. SHRI B.K. GADHVI :
SHRI VIJAY PATEL :

Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state :

(a) the details of Mock Parliament held by his Ministry for the benefit of school children in the country during the last three years;

(b) whether his Ministry has prepared any programme for the future;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) :
(a) A statements is attached.

(b) and (c) In addition to the existing schemes of Youth Parliament Competitions for Senior Secondary Schools under the Government of the National Capital Territory of Delhi and the New Delhi Municipal Council it is proposed to organise a National Youth Parliament Competition for Navodaya Vidyalayas located in different parts of the country. It is also proposed to organise a National Competition of Youth Parliament among selected Universities from different parts of the country. As a first step in this direction an Orientation Course for participants from 26 Universities was held in New Delhi during 14th-17th July, 1997.

(d) Does not arise in view of (b) and (c) above.