

- (b) if so, the details thereof and the reasons therefor;
- (c) the accumulated loss suffered by the airlines due to strike by pilots;
- (d) the number of flights cancelled as a result thereof; and
- (e) the steps taken to avoid such losses and strikes by pilots in future?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) On 23.1.1997, a total of 142 pilots represented by ICPA resorted to concerted action by reporting sick or refusing to operate flights on various grounds till 27.1.97. The main issues for the action are as under :-

- (1) Guaranteed payment of fixed hours;
- (2) Cash allowance during international flights;
- (3) Free meals to two pilots during their stay in hotels;
- (4) Comparable terms of payment with the Pilots of Alliance Air

(c) and (d) 83 flights were cancelled as a result of concerted action by the pilots. Indian Airlines suffered an estimated loss of approximately Rs. 3 crores due to this action.

(e) Following steps have been taken to avoid such losses and strikes by pilots in future :-

- (i) The Management of IA refused to entertain any demands that would amount to reopening of the settlement signed with the Indian Commercial Pilots Association in January, 1996, valid till December 1998.
- (ii) Disciplinary proceedings were initiated against all pilots who had refused to undertake flights.
- (iii) The names of Pilots who have reported sick on more than one occasion have been referred to the Airforce Central Medical Establishment through DGCA to keep it on record for consideration during periodical medical examination in future.
- (iv) The Management insisted on restoration of normalcy before commencement of any discussions.

MI-17 Helicopters

*88. SHRI N. RAMAKRISHNA REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Russian built MI-17 helicopters are in use in India for transportation of goods or passengers;
- (b) if so, the number thereof;
- (c) whether Government have seen reports that Nepal has grounded these helicopters for safety reasons; and
- (d) if so, the safety precautions taken by the Government in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) MI-17 helicopters are not being used for civil air transport operations in India.

(c) It is gathered that His Majesty's Government of Nepal had temporarily suspended passenger operations by MI-17 helicopters in December, 1996, which have since resumed and the matter is being examined by their experts.

(d) Does not arise in view of (a) and (b)

Telephone Connections

*89. SHRI A. SAMPATH : Will the Minister of COMMUNICATIONS be pleased to state :

- (a) the number of telephone connections sanctioned during each of the last three years, State-wise;
- (b) the position of waiting list during the above period, State-wise; and
- (c) the number of new telephone connections given during 1996 and 1997, so far, State-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b) The details of telephone connections provided and the position of waiting list three years, State-wise are as per Statement-I.

(c) The Number of new telephone connection given during 1996 and 1997, so far, State-wise is as per Statement-II.

Statement-I

Details of Telephone Conections Provided and Posion of Waiting List During Last 3 Years

S. No.	Name of the State	1993-94		1994-95		1995-96	
		Telephone Provided	Waiting list as on 31.3.94	Telephone Provided	Waiting list as on 31.3.95	Telephone Provided	Waiting list as on 31.3.96
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	77,837	1,55,426	1,38,278	1,24,452	1,50,021	1,35,054
2.	Assam	13,430	9,820	13,103	15,028	20,295	19,648

1	2	3	4	5	6	7	8
3.	Gujarat (including Dadar, Diu, Daman and Nagar Haveli)	82,187	1,98,808	1,22,507	1,88,114	1,34,832	2,11,799
4.	Bihar	37,189	35,544	44,068	21,225	33,115	42,481
5.	Haryana	41,793	69,310	47,008	60,885	52,486	76,914
6.	Himachal Pradesh	11,009	18,415	21,349	13,520	30,212	24,768
7.	J&K	7,047	18,190	4,983	20,530	5,988	27,919
8.	Karnataka	73,539	1,65,886	1,36,008	1,24,066	1,39,694	1,53,663
9.	Kerala (Including Lakshdweep, U.T.)	58,936	3,14,442	90,460	3,38,879	1,54,033	4,15,321
10.	M.P.	1,01,964	52,587	88,619	37,055	81,275	35,806
11.	Maharashtra (Including Goa and Mumbai)	2,45,463	3,41,529	3,60,807	2,61,743	4,18,131	2,36,716
12.	North-East (Including Arunachal Pradesh, Manipur Meghalaya, Mizoram, Nagaland and Tripura)	8,687	5,217	8,689	5,327	16,433	5,961
13.	Orissa	21,021	4,171	18,638	9,726	31,014	14,682
14.	Punjab (including Chandigarh)	59,008	1,89,462	1,01,059	1,71,372	1,43,569	1,73,005
15.	Rajasthan	75,135	1,62,571	84,623	1,47,208	1,00,672	1,38,150
16.	Tamil Nadu (including Chennai & Pondicherry (U.T.))	94,116	3,10,992	1,49,899	2,97,784	2,07,452	3,41,829
17.	Uttar Pradesh	59,330	1,25,496	1,16,290	1,06,827	1,51,336	1,18,546
18.	West Bengal (including Sikkim, Andaman & Nicobar Islands and Calcutta)	47,885	68,083	70,240	78,963	1,12,463	95,538
19.	Delhi	1,25,020	2,50,901	1,53,090	1,30,243	2,00,070	9,221
Total		12,40,636	24,96,850	17,69,718	21,52,947	21,83,091	22,77,021

Statement-II

Number of New Telephone Connections Given During 1996-97 as on 31.01.1997

Sl. No.	State	Telephone Connection
1	2	3
1.	Andhra Pradesh	107494
2.	Assam	10963
3.	Bihar	25094
4.	Gujarat (including Dadar, Diu, Daman and Nagar Haveli)	93187
5.	Haryana	27765
6.	H. P.	22745
7.	J&K	4459

1	2	3
8.	Karnataka	90051
9.	Kerala (Including Ladshdweep, (U.T.))	106094
10.	M.P.	30536
11.	Maharashtra (Including Goa and Mumbai)	203591
12.	North-East (Including Arunachal Pradesh, Manipur Meghalaya, Mizoram, Nagaland and Tripura)	8882
13.	Orissa	24629
14.	Punjab (including Chandigarh)	63056
15.	Rajasthan	54172

1	2	3
16.	Tamil Nadu (including Chennai & Pondicherry (U.T.))	1245503
17.	U.P.	104705
18.	West Bengal (including Sikkim, Andaman & Nicobar Islands and Calcutta)	71392
19.	Delhi	102576
Total		1279894

Mid Air Disaster

*90. SHRI CHUN CHUN PRASAD YADAV :
PROF. AJIT KUMAR MEHTA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether a major mid air disaster was averted over Delhi skies during January, 1997, when an Indian Airlines plane carrying him among other passengers from Bombay came dangerously close to an Air India aircraft;

(b) if so, the details thereof;

(c) whether any enquiry has been conducted in this regard;

(d) if so, the outcome thereof; and

(e) the steps taken to ensure non-recurrence of such incidents?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) On 4.1.97 the Commander of Indian Airlines flight IC-168 reported a miss with an Air India flight AI-308.

(b) to (d) The investigation into the incident conducted by Directorate General of Civil Aviation has revealed that Air India aircraft had overtaken the Indian Airlines aircraft at 60 NM (Nautical Miles) before Delhi, maintaining a vertical separation of about 3000 ft and hence there was no risk of collision between the two aircraft.

(e) DGCA has advised Airports Authority of India (AAI) to take the following measures :-

(i) Air Traffic Controllers should strictly follow the laid down ATC procedures and instructions.

(ii) Standard phraseology should be used while giving instructions to aircraft.

(iii) Frequent proficiency monitoring of ATC staff in association with the Directorate General of Civil Aviation officers should be carried out.

(iv) Modernisation of Air Traffic Services of Bombay and Delhi airports should be made operational expeditiously.

(v) Proper maintenance of navigational communication and landing facilities should be ensured.

Tata-Singapore Airlines Joint Venture

*91. SHRI PRAMOD MAHAJAN :
SHRI MADHAVRAO SCINDIA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Tata-Singapore Airlines joint venture has recently been approved by the Foreign Investment Promotion Board (FIPB) contrary to the declared Government's policy decision of not allowing foreign airlines equity participation in Indian domestic airlines sector;

(b) if so, the facts and details thereof and the decision taken by the Government in this regard;

(c) whether representation have also been received in this regard;

(d) if so, the details thereof and the reaction of the Government thereto;

(e) the impact of induction of such a large capacity Tata-Singapore Airlines venture on Indian domestic Airlines; and

(f) the steps taken or proposed to be taken to safeguard the interests of domestic airlines?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) The Foreign Investment Promotion Board (FIPB) had recommended the joint venture proposal of Tata-Singapore Airlines. Since the modalities for permitting foreign equity and NRI equity participation in the domestic air transport services are under formulation, the Government has decided to re-examine the proposal after the said modalities are formulated.

(c) and (d) Yes, Sir. It has been represented that the proposal should not be approved as it would adversely affect the interests of the existing domestic air operators in general and national carriers in particular.

(e) It is difficult to make any categorical assessment of likely impact on Indian domestic airlines at this stage. However, a report by Indian Airlines speaks of sickness as a result of possible over capacity.

(f) Government is conscious to safeguard the interests of the domestic airlines and appropriate steps would be taken whenever required.

Employment Casual Employees in Railways

*92. SHRI RAM TAHAL CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) the rules followed while employing casual employees in his Ministry;

(b) whether these rules have been violated during the last three years; and