

1	2	3	4	5
<b>(C) Autonomous Organisation Under Ministry of Civil Aviation</b>				
Indira Gandhi Rashtriya Uran Akademi, Fursatganj, (U.P.) 1985	11	Funded by the Government		
<b>Gliding Clubs</b>				
Ahmedabad Gliding & Flying Club (Gujarat) 19.12.1961	5	1.66	0.77	0.58
Birla Gliding Club, Pilani (Rajasthan) 1957	4	0.74	1.72	0.93
Delhi Gliding Club (Delhi) 21.11.56	7	3.05	2.96	2.30
Gliding & Soaring Centre, Ill Kanpur. (U.P.) 27.11.1968	4	0.80	0.54	0.96
Deolali Gliding Club, Nasik (Maharashtra) 10.08.1962	6	4.46	3.36	3.47
Pinjore Aviation Club (Haryana) February, 1982	5	5.77	1.80	1.20
Hissar Aviation Club (Haryana) 1968	5	3.77	0.19	0.87
Jamshedpur Gliding Club (Bihar) 1988	2	3.33	2.33	1.30
Bihar Flying Instt., Gliding wing, Ranchi (Bihar) 1996	3	Nil	Nil	Nil
Govt. Gliding Centre, Pune (Maharashtra)	13	Complete budget is borne by Government (DGCA)		
Ludhiana Aviation Club Gliding wing (Punjab) 1.3.1977	2	1.45	0.49	Nil
Rajasthan State Flying School, (Gliding Wing), Jaipur	1	Nil	Nil	Nil

**Visakhapatnam Steel Plant**

2317. SHRI K. YERRANNAIDU: Will the Minister of STEEL AND MINES be pleased to state;

(a) whether profits and production at Visakhapatnam Steel Plant are below their expectations;

(b) if so, the details thereof and the reasons therefor;

(c) the total amount of funds invested in Visakhapatnam steel Plant since its inception;

(d) the land in acreage acquired for Visakhapatnam Steel Plant;

(e) whether any cost-benefit study of this Steel Plant has been done; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) and (b): The profits/loss and production in Visakhapatnam Steel

Plant targetted and actuals are as follows:

	1996-97		1997-98	
	MoU Target	Actual (Prov.)	MoU Target	Actual (Prov.)
Net Profit/Loss (in crores) (before considering the financial reliefs granted by Government of India)	-272.69	-245.94	-257.33	-419.40
Saleable Steel ('000 tonnes)	2550	2136	2656	2250
Pig Iron ('000 tonnes)	301	647	301	521

(c) The total investments made in VSP since its inception from Government and other resources stood at Rs 8529 crores (as on 31.3.98).

(d) Land acquired for RINL (VSP) is 21729 acres which includes 1170 acres of land acquired on behalf of Indian Railways for providing Rail facilities to VSP.

(e) and (f) Yes, Sir. The cost benefit study done for the purpose of Public Investment Board (PIB) with base date of 1st Quarter 1994 showed an Internal Rate of Return of 5.3% presuming a 100% capacity utilisation.

#### **Flights on Gulf Routes**

2318. PROF. P.J. KURIEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of flights operating in the Gulf-Trivandrum Sector;

(b) whether the Kuwait-Trivandrum Sector has been transferred to Kuwait Airlines;

(c) if so, the reasons therefor;

(d) whether the Government propose to take steps to operate more flights on this sector; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The details are given in the enclosed Statement.

(b) and (c) Air India operates four frequencies per week between Kuwait and Trivandrum under a code-share/Block-Space arrangement with Kuwait Airways. These flights are operated with Kuwait Airways' aircraft. The 5th frequency is operated by Air India via Mumbai with its own aircraft.

(d) and (e) Further addition of flights on this sector will be based on the commercial judgement of the airlines depending upon traffic requirement and availability of aircraft capacity.