

श्री अशु निम्बडे : अभी तक कितना खर्चा
 हुआ है ? फुल-टाइम मेम्बरज कितन है ?

12.04 hrs.

CALLING ATTENTION TO MATTER
 OF URGENT PUBLIC IMPORTANCE

SHRI C. SUBRAMANIAM: I thought you mentioned all the three. I don't know whether there has been any increase. If the hon. Member is interested I shall try to find out and let him know.

REPORTED SUSPENSION OF SOME AIR-
 INDIA PILOTS

MR. SPEAKER: He has asked for the total budget spent on it.

SHRI NIHAR LASKAR (Karim-ganj): I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:—

Shri Pranab Kumar Mukherjee.

ANNUAL ACCOUNTS OF AND AUDIT RE-
 PORT ON MADRAS PORT TRUST FOR
 1972-73

'The reported suspension of some Air India pilots due to their refusal to work on the slip system.'

THE DEPUTY MINISTER IN THE
 MINISTRY OF SHIPPING AND
 TRANSPORT (SHRI PRANAB
 KUMAR MUKHERJEE): I beg to
 lay on the Table—

✓ THE MINISTER OF STATE IN
 THE MINISTRY OF TOURISM AND
 CIVIL AVIATION (DR. SAROJNI
 MAHISHI): Sir, following the steep
 increases in the price of aviation
 turbine fuel since October, 1973 the
 management of Air-India has been
 doing its best to reduce operational
 and other costs to the maximum ex-
 tent possible. One of these measures
 relates to the pattern of crew sched-
 uling.

(1) A copy of the Annual Ac-
 counts of the Madras Port
 Trust for the year 1972-73
 and the Audit Report thereon
 (Hindi and English versions).
 [Placed in Library. See No.
 LT-8117/74].

On the India U.K. route and on the
 India-Japan route where the frequ-
 ency of operations is high, the slip
 pattern of operation was considered
 to be more efficient than the existing
 base pattern of operations. Apart
 from effecting considerable savings in
 foreign exchange estimated at about
 Rs. 75 lakhs per annum, the introduc-
 tion of the slip system on these two
 routes would lead to an improved
 utilisation of crew thereby cutting
 down the number of crew sets requir-
 ed to maintain the operations. There
 would be a saving of three sets of
 crew on the India-U.K. route and
 two sets of crew on the India-Japan
 route.

(2) (i) A copy of the Merchant
 Shipping (Medicines, Medical
 Stores and Appliances)
 Amendment Rules 1972
 (Hindi and English versions)
 published in Notification No.
 G.S.R. 1384 in Gazette of
 India dated the 4th November
 1972 and corrigendum there
 to published in Notification
 No. G.S.R. 488 in Gazette of
 India dated the 18th May,
 1974 under sub-section (3) of
 section 455 of the Merchant
 Shipping Act, 1958.

(ii) A statement (Hindi and
 English versions) showing
 reasons for delay in laying
 the above Notification. [Plac-
 ed in Library. See No. LT-
 8118/74].

Although it is indisputably a
 management function to lay
 down the pattern of crew