

(c) The licensed/installed capacity and actual production of LAB during these years have been as indicated below:

<i>Company</i>	<i>Licensed/Installed Capacity (In Tonnes)</i>	<i>Additional Capacity New/Expansion (In Tonnes)</i>
I.P.C.L.	30,000	—
Tamilnadu Petroproducts Ltd	60,000	20,000
Reliance Industries Ltd	60,000	20,000
Hindustan Lever Ltd	—	80,000
Nirma Pvt Ltd	—	80,000
Straw Products Ltd	—	80,000
Total installed+ additional capacity		4,30,000
<i>Lab Production in Tonnes</i>		
1987-88		50-698
1988-89		1,19,160
1989-90		1,25,570

Reintroduction of A-320 Air Buses

vices;

*77. SHRI PRAKASH KOKO
BRAHMBHATT:
SHRI R. GUNDU RAO:

(c) if so, the main reasons for the snags;

Will the Minister of CIVIL AVIATION be pleased to state:

(d) whether any detailed enquiry has been conducted to go into the causes of recurring snags and its outcome; and

(a) whether the Government have recently decided to re-introduce the services of Airbus A-320;

(e) whether in view of the safety of passengers the Government propose to review the decision in this regard and ground the aircraft pending clearance by an enquiry committee and if so, the details thereof?

(b) if so, whether the two A-320 air buses developed technical snags recently on Delhi-Bombay-Delhi sector and the authorities had to deploy other Boeing ser-

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION (SHRI
HARMOHAN DHAWAN): (a) Yes, Sir.

(b) Yes, Sir.

(c) The two technical snags related to (i) Compressor Vane Warning and (ii) defect in Ground Power Control Unit (GPCU).

(d) There is constant monitoring of technical snags and their causes, and corrective action is taken to avoid recurrence of the snags.

(e) No, Sir. Every aircraft is checked thoroughly before take off in accordance with prescribed procedures. Furthermore, with regard to the A-320 aircraft, the snags that could be carried forward under the Minimum Equipment List (MEL) has been tightened, and the period of carry forward has also been reduced from 72 to 48 hours. Also, only snag free aircraft are allowed to be operated out of the base stations. There is no compromise whatsoever with safety of operation of any aircraft.

Rationing of Diesel and Petrol

*78. SHRI CHITTA BASU:
SHRI P.C. THOMAS:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is shortage of diesel and petrol in the country;

(b) if so, whether the Government propose to introduce rationing system for supply of diesel and petrol;

(c) whether supply of diesel has been drastically reduced for the States; and

(d) if so, the steps taken/proposed to be taken to ensure adequate supply of diesel to various States?

THE MINISTER OF PETROLEUM AND CHEMICALS AND MINISTER OF PARLIA-

MENTARY AFFAIRS (SHRI SATYA PRAKASH MALVIYA): (a) There is no shortage of petrol in the country. However, reports of diesel shortage have been received from different parts of the country.

(b) Sales of diesel and petrol have not been rationed by the Central Government. However, some State Governments have devised different methods for regulating sales in line with local conditions and priorities.

(c) Supply of diesel to retail outlets in different States/UTs is presently being maintained at the same level as in the corresponding period of the previous year w.e.f. November 26, 1990.

(d) All possible steps are being taken to maximise indigenous production of diesel and imports in line with foreign exchange made available for this purpose.

[Translation]

Training of Pilots in France

*79. SHRI MADAN LAL KHURANA:
SHRI TEJ NARAYAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "IA Pilots sore over new training plan" appearing in the Hindustan Times dated 24 November, 1990 regarding new training plan of some pilots of Airbus-320 to fly Airbus-300 instead of A-320;

(b) if so, the Government's reaction thereto;

(c) whether some of those pilots were sent to France for training and were cleared for Airbus-320;