

LOK SABHA DEBATES

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Thursday, November 27, 1986/Agrahayana 6,
1908 (Saka)

*The Lok Sabha met at Eleven of
the Clock.*

[MR. SPEAKER *in the Chair*]

[*Translation*]

SHRI BALKAVI BAIRAGI : Mr. Speaker, Sir, have you given your turban to hon. Shri Pilot ?

MR. SPEAKER : He will tie it in the morning today and I shall tie it in the evening. We are socialists and we believe in sharing.

[*English*]

PROF. MADHU DANDAVATE : For a moment, we felt that you had occupied the Treasury Benches.

ORAL ANSWERS TO QUESTIONS

[*English*]

Replacement of Airbus damaged at Madras

*346. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Indian Airlines is facing inadequate seat capacity following the loss of one Airbus at Madras airport;

(b) if so, whether Indian Airlines intends to obtain Airbuses or Boeing on lease; and

(c) whether such lease is considered to be cheaper than out-right purchase ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The loss of aircraft at Madras airport has affected the available seat capacity of Indian Airlines.

(b) and (c). The question of how best to meet the shortfall in available seat capacity on account of the loss of the one Airbus aircraft at Madras is under the examination of Indian Airlines.

SHRI SATYENDRA NARAYAN SINHA : The hon. Minister in his reply has said that it has affected the available seat capacity. I need not tell him that there has been a tremendous scarcity of seats particularly on the Bombay sector—Bombay-Delhi, Bombay-Goa, Bombay-Trivandrum. My question was : if so, whether Indian Airlines intends to obtain airbuses or Boeing on lease ? The reply is that the question of how best to meet the shortfall is under the examination of Government. What are the possible alternatives that the Government is examining ? Is the Government thinking of obtaining any airbus on lease or not ?

SHRI JAGDISH TYTLER : When the Government of India had signed an agreement with the Airbus Industrie for purchase of 19 airbuses (320 aircraft), it was also agreed by the Airbus Industrie to provide to Indian Airlines A 300 and B 737 aircrafts on lease to meet the interim capacity shortage of Indian Airlines on or before or during the induction of the fleet in its fleet from 1986. According to the purchase agreement, leasing of the aircraft capacity has been provided. The aircraft obtained on lease would be modified by the Airbus Industrie first to meet the technical requirements and second, for the load capacity which is required in the country.

SHRI SATYENDRA NARAYAN SINHA : This is not the answer to the question I have put. What steps Govern-

ment is taking or what alternatives Government is examining to meet this shortage? The hon. Minister has said that according to the agreement with the Airbus Industrie, about which you are also aware, Government was to purchase 19 airbuses. They had also agreed to give them airbuses in case of need on lease. What is it that is standing in the way of obtaining airbus immediately on lease? Is it a fact that you had sent a team to Paris to take charge of the airbus; it remained there for several months and since it could not get clearance from the Finance Ministry, it came back empty-handed?

SHRI JAGDISH TYTLER : There is nothing coming in between getting the leased aircraft. Rather we have got two (airbus and the Boeing). According to the agreement I should have, by the end of March, 1987, two airbuses and four Boeings and then the requirement will be judged for the next year. I can give you the lease pattern which we have. This is based on the requirement of the Indian Airlines.

SHRI SATYENDRA NARAYAN SINHA : But I have said that it is not the answer to my question.

SHRI JAGDISH TYTLER : You wanted to know what is coming in between. There is nothing coming in between. We have already gone and taken two aircrafts on lease. The mere fact that the accident that took place in Madras, it was one of the leased aircrafts that was damaged. So, there is nothing coming in between.

For the second part, it is true that we had sent Indian Airlines Pilots to France to bring back one of the aircrafts on lease but because of the paper work, the things had not been cleared. But once they were cleared, the aircraft has already come.

PROF. MADHU DANDAVATE : Sir, all this trouble is because you brought the best Pilot from the Indian Airlines here.

MR. SPEAKER : Did the accident happen due to that?

SHRI P. KOLANDAIVELU : Sir, after the assumption of office by our hon. Minister Mr. Tytler, I think the Indian

Airlines is running on profit. They have made a good profit of more than Rs. 50 crores in the last one year. My question is that the timings are not being kept properly. I can cite an example. We, along with the hon. Speaker and the hon. Minister Shri H.K.L. Bhagat and other Ministers, had been to the airport by 9.45 p.m. on 20th of this month. The scheduled time was 8 O'clock but unfortunately the actual take off was to take place at 9.45. After we got in, there was an announcement that the flight would be taking off only by 11 O'clock. So, we reached there by 2 O'clock. Actually we started our journey on 20th but we reached Madras on 21st. This is what is happening.

MR. SPEAKER : At least I can give the reason for that. Because it was the night before our Deputy Speaker was married; so it was going to be a bound down *Rath yatra*.

SHRI P. KOLANDAIVELU : So, my question is whether at least the scheduled time will be kept up by the Indian Airlines. Secondly, when they are making a very good profit, why don't they purchase 320 Airbus so that they can provide seating facilities also to the passengers.

SHRI JAGDISH TYTLER : Sir, as regards the first part of the question, I will certainly look into it. We do try to keep the time and I think if we were to look at the last six months' timings, the aircrafts have been practically keeping the timings. Sometimes there may be certain reasons. I am not saying that it is hundred per cent correct, but anyway we will see to it.

As regards the second part of it, as I have told hon. Member Mr. Sinha, we have a lease pattern and whenever an aircraft is required according to the lease pattern, we get the aircraft and there is nothing which is coming in the way that we should not get it. Even for the replacement of this aircraft we have already gone ahead. For getting another four Boeings before the end of March also we are going ahead and I think whatever capacity is required we will be able to make it available later.

SHRI C.K. KUPPUSWAMY : Sir, I would like to know from the hon. Minister whether the Government will introduce air services from Madras touching important cities like Trichi, Coimbatore, Madurai, Tirunelveli and Kanyakumari.

SHRI JAGDISH TYTLER : Sir, wherever the capacity is there and the load factor is there and the aircraft is there, we do try to do it.

New Railway Division at Sambalpur

*347. **SHRI SRIBALLAV PANIGRAHI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether a new Railway Division at Sambalpur inaugurated on 13 September, 1984 has come into being;

(b) if not, the reasons thereof; and

(c) when it is to start functioning ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) and (c). The project is being progressed consistent with the availability of resources and need for development of this infrastructure, and therefore, no final date for the functioning of Division has been fixed.

SHRI SRIBALLAV PANIGRAHI : Sir, I am sorry it is disappointing and confusing. I am coming to the question now. Having realised the justification for the creation of a second Division in Orissa, the Sambalpur Railway Division was declared open by our present Prime Minister, Shri Rajiv Gandhi some time in September 1984 at a function presided over by the then Railway Minister. But two years' time has elapsed and that Division has not yet started functioning. I would like to know what progress has so far been made with regard to this Railway Division and who is looking after the progress. I would also like to know from the hon. Minister what was the programme of work drawn—the expenditure, investment and everything—with regard to this project at

the time of inauguration and whether that schedule is being stuck to and if not, why.

SHRI MADHAVRAO SCINDIA : As far as the progress of work is concerned it is still in the very initial stages. Certain work has been done like certain detailed plans, site selection and the estimates have been drawn up and finalised.

The site has been identified. 36 acres of our own land has been earmarked for the setting up of the new Division. Field survey has been completed for the additional land required. Preliminary work has already taken place.

Initial estimate for this work was about Rs. 4.5 crores. But subsequently when the final estimate was made the amount has been estimated to be Rs. 15.25 crores. (*Interruptions*)

SHRI SRIBALLAV PANIGRAHI : I would like to know from the hon. Minister that already two years time they have taken and still they are at the preliminary stage—Preliminary work is going on—and whether this is in consistent with the promise given by the then Railway Minister that the work of this project will be carried on war footing? That was the promise given to Shri Rajiv Gandhi before a large crowd. Is it war footing on which they say work is going on? Two years have lapsed and this is the work done. I do not like to speak anything more. I would request the hon. Minister leave aside the past, that now at least it should be made functional immediately as a full-fledged Division. When will it be done?

SHRI MADHAVRAO SCINDIA : The view of the hon. Member will be kept in mind.

SHRI K. P. SINGH DEO : The very fact that the Prime Minister of this country laid the foundation stone for the inauguration of this Division reflects the desirability and the importance and justification of having this Division. Should there not be a time bound programme? Should there not be adequate allocation to derive cost benefit from this project as well as to stop this escalation of price which will go along with delay?