

# LOK SABHA DEBATES

LOK SABHA

Wednesday, March, 20, 1985,

Phalguna 29, 1906 (Saka)

The Lok Sabha met at Eleven of  
the Clock

[MR. SPEAKER in the Chair]

## ORAL ANSWERS TO QUESTIONS

[Translation]

### Places linked with Vayudoot Services and the Routes running in Loss

\*101. SHRI MOOL CHAND DAGA :  
Will the Minister of TOURISM AND  
CIVIL AVIATION be pleased to state :

(a) the names of places linked with the  
Vayudoot services in the country ;

(b) the routes which are running in  
loss alongwith the extent of loss suffered  
on each of these routes ; and

(c) whether Government propose to  
continue the services which are running in  
loss ?

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF TOURISM AND CIVIL  
AVIATION (SHRI ASHOK GEHLOT) :

(a) to (c). A statement is laid on the  
Table of the House.

### Statement

(a) At present Vayudoot operates to  
and through the following stations in the  
country :

1. Delhi
2. Ludhiana
3. Dehradun

4. Chandigarh
5. Kulu
6. Pantnagar
7. Lucknow
8. Rae Bareli
9. Bombay
10. Kandla
11. Surat
12. Bhavnagar
13. Ahmedabad
14. Aurangabad
15. Nanded
16. Ratnagiri
17. Calcutta
18. Shillong
19. Gauhati
20. Silchar
21. Cooch Behar
22. Jamshedpur
23. Rourkela
24. Ranchi
25. Bhubaneshwar

(b) The routes running at a loss dur-  
ing the current year and the loss incurred  
on each route for the period April to De-  
cember, 1984 are indicated below :

(Rs. in lakhs)

1. Delhi-Pantnagar-Delhi	0.95
2. Bombay-Kandla-Bombay	7.62
3. Calcutta-Cooch Behar-Calcutta	1.01
4. Calcutta-Jamshedpur-Calcutta	4.35
5. Calcutta-Rourkela-Ranchi	10.25
6. Calcutta-Shillong-Gauhati- Silchar & back	6.66
7. Rourkela-Bhubaneshwar- Rourkela	4.96

(c) The discontinuation of services on losing routes might have to be considered if the traffic and revenue generation on such routes do not pick up over a period of time.

[*Translation*]

SHRI MOOL CHAND DAGA: Mr. Speaker, Sir, the motive behind laying the statement on the Table is to hide the facts. I had asked about the extent of loss. Vayudoot service was introduced in 1982. What has been the total loss since then? There are some figures relating thereto. You may please tell whether they are correct or wrong.

[*English*]

In 1981-82, you have suffered a loss of Rs. 66.6 lakhs, in 1982-83 you have suffered a loss of Rs. 109.2 lakhs, 1983-84, up to December 1983, you have suffered a loss of Rs. 50.47 lakhs and today also you have shown the losses.

[*Translation*]

This total loss is for 3 years. Whom do you consider responsible for it?

THE PRIME MINISTER (SHRI RAJIV GANDHI): The figures given by Shri Daga for the first 2 years are correct. When the service started showing profit, his figures started showing some difference. There was a profit of Rs. 3.75 lakhs in 1983-84. The complete figures for 1984-85 are yet to come but there will be profit in this year also.

The Vayudoot Service was not introduced merely for the sake of earning profit. It was started to connect stations of the North-East. It was a national requirement, a requirement for social integration. It was social requirement. Even if this Service is near loss, we must continue it, but other routes are giving profit. Those are being run completely on commercial lines.

SHRI MOOL CHAND DAGA: I would like to point out how the bureaucracy can misguide the hon. Minister. In 1971—

[*English*]

One Committee was appointed which is

called Gidwani Committee. Mr. B. S. Gidwani, Director-General of Civil Aviation, was appointed as its Chairman and he gave the report in April 1978. Another Committee was appointed in 1979 by the Planning Commission and that Committee was headed by Mr. S. Zaheer, Air Marshal. Then, Barganza Committee was appointed again in 1980 and they have also submitted a report.

[*Translation*]

The three reports lead one the conclusion that you have not used aircraft built with latest technology. The aircraft used by you were obsolete and they consumed more fuel. You did not try to ascertain the number of passengers who could travel in it. Due to this lapse even after appointing these committees, the conclusion was three it was a mistake. Before 1980, a committee was appointed in 1978 and according to this committee—

[*English*]

—In the latest article which has been published, it is stated:

“The second conclusion is that while making a choice of an aircraft, it is necessary to take into consideration the fast growth in aviation technology. Between July 1978 when the Gidwani Committee submitted its report and now...”

[*Translation*]

SHRI RAJIV GANDHI: Three types of aircraft were evaluated. Two of them were very old. We purchased the new one. The aircraft purchased by us is more fuel-efficient than others. The others stand nowhere in comparison in it.

[*English*]

SHRI V. SOBHANADREESWARA RAO: Sir, for some other States, the Vayudoot services are operated for two or three or four places. Despite the fact that Andhra Pradesh is thickly populated, there is no one place where the Vayudoot services are being operated. So, I would request the hon. Prime Minister to say whether the Government will operate the Vayudoot services to Cud-appa Rajhmundry where the airport facilities are already available.

**SHRI RAJIV GANDHI :** Actually, as I said in the beginning, the idea of operating Vayudoot services was not based on the population of a State. It is because the Indian Airlines is there to do that. But the Vayudoot services were started specifically as feeder service to help national integration in the North East region. After that, they started the Vayudoot services to other sectors also where they thought that it was a feasible commercial venture. In some of those places, the services were successful. And in some places where the services were not successful, they have been closed down.

In Andhra Pradesh, I believe, we are starting our Vayudoot services and one aircraft will be posted in Hyderabad.

[Translation]

**SHRI PRATAP BHANU SHARMA :** Mr. Speaker, Sir, the Prime Minister has stated in his reply that excepting Vayudoot, other routs running in loss could be closed down. I want to say that talks are going on for the last 2-3 years for starting Vayudoot services in Sanchi, Kanha, Jagdalpur in Madhya Pradesh which is the biggest State. May I know whether the Government propose to consider the proposal this year or next year 1985-86, in view of the their importance as places of tourist attraction ?

**SHRI RAJIV GANDHI :** There is no such proposal at present. But it will be looked into next year. It will not be possible to take the plane to a place like Kanha because it can disturb the wild life there.

**DR RAJENDRA KUMARI BAJPAI :** Mr. Speaker, Sir, Allahabad had played a prominent role in the freedom struggle but even after so many years there is no daily air service for Allahabad. I want to know from the Prime Minister whether he would make arrangements for daily air service to Allahabad at least during this centenary year, keeping in view the interest of the people there ?

**MR. SPEAKER :** Which service, Vayudoot or some other service ?

**SHRI RAJIV GANDHI :** We will consider both the services.

[English]

**SHRI MANORANJAN BHAKTA :** Just now, the hon. Prime Minister has mentioned that the Vayudoot services have been commenced for the national integration. In view of the fact that the Union Territory of Andaman and Nicobar Islands is also one of the inaccessible areas, may I know whether the Vayudoot service from Port Blair to Car Nicobar would be introduced ?

**SHRI RAJIV GANDHI :** We can have a look at this.

#### Plan for New Airports in Cochin, Mysore and Calicut

\*102. **SHRI THAMPAN THOMAS :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to plan new airports in Cochin and Mysore;

(b) whether the proposed airport at Cochin would be an international airport; and

(c) whether another airport at Calicut is practicable in view of increasing gulf traffic ?

**THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) :** (a) to (c). A statement is laid on the table of the Sabha.

#### Statement

(a) The runway at the existing Cochin airport is not fit for Air Bus operations which are contemplated by the Indian Airlines. There are problems in extending the runway to make it suitable for the purpose. DGCA has, therefore, approached the local revenue authorities for identifying a suitable site for the construction of a new airport. Subject to availability of a suitable site and resources, the development of a new civil airport at Cochin to receive Airbus aircraft will be considered.

There is no plan to construct a new airport at Mysore. The existing airport at Mysore will be developed to make it suitable for Vayudoot services.