

के अनुसार इस विचार की एक संघोष्ठी दिल्ली के पंचतारक प्रतिष्ठा होटल मीया में आयोजित हुई जिसमें लगभग 600 लोगों की शानदार मेहमाननवाजी की गयी एवं रात्रि भोज आयोजित हुआ जिस पर लगभग 50,000 रु० खर्च हुए होंगे; इसको मात देने के लिए प्रसोक होटल में 500 लोगों के शानदार प्रीतिभोज का आयोजन हुआ और शायद तीसरा आयोजन ताजमहल होटल में हुआ जिसमें भी उतनी ही संख्या में लोग पधारे।

मे किसी भी विदेशी देश से मंत्री की बात समझ सकता हूँ किन्तु मुझे समझ में नहीं आता कि एक एक प्रीतिभोज पर 50-60 हजार रु० कहां से खर्च किए गये? जिन्होंने भोज निमंत्रित किया था क्या उनके पास इसकी हैसियत है? क्या उन्हें किसी विदेशी राष्ट्र से खर्च करने को मिला और उनका प्रचार हो? यदि ऐसी बात है तो इस से अधिक शर्मनाक और खतरनाक बात कुछ नहीं हो सकती? विदेशी दूतावास की राजनीति में गिरफ्त कुछ लोग इसे व्यापार समझ कर भी करेंगे भी यह खतरनाक है? बुद्ध, महावीर, गांधी के विचारों पर संगोष्ठी करने के लिए इन आयोजकों के पास न पैसे हैं न समय। इसी लिये यह स्पष्ट है कि शैली किसी की, और खर्च करने वाले कोई दूसरे हैं।

मैं प्रधान मंत्री जी से इसकी अबिलम्ब जांच करने की प्रार्थना करता हूँ। विदेशी धन का प्रवाह जितने ही जोरों से होगा, भारत की राजनैतिक अस्थिरता उसी अनुपात में बढ़ेगी। मध्य युग के मुगलकालीन शानशाहीत को मात देने वाले इन भव्य भोजों के आयोजकों पर कड़ी निगाह रखनी चाहिये और आयकर विभाग की जांच तुरन्त शुरू कर देनी चाहिये। तथा क्रूरक ऐन्सॉज एक्ट के तहत भी इसकी जांच जरूरी है।

(iv) RELAXATION OF AGE LIMIT FOR  
COMMERCIAL PILOTS

DR. VASANT KUMAR PANDIT (Rajgarh): Sir, having been allowed under Rule 377, I wish to raise the following matter of urgent public importance:

The unemployed Commercial pilots numbering about 500 are facing great hardship and utter frustration since the last five to seven years. These young pilots trained at Government cost are unable to get employment due to the faulty policy of the Government

The Indian Airlines has clamped limit due to which many commercial pilots waiting in the queue for several years will become time-barred and remain unemployed for the whole of their lives. But since 1972 the age limit was 33 years and in respect of scheduled castes 35 years. If this age limit is not relaxed to age 35 and 38 for S/C and S/T, the unemployed Commercial pilots stand to suffer while the Government stands to loose trained personnel as well as crores of rupees spent on their training.

One fails to understand why these unemployed pilots who are like the second line of defence, are being prevented from employment while the Indian Airlines and Air India are inducting pilots from Defence Forces.

The International Federation of Pilots Association has emphasised the need of putting a third pilot in each flight for reasons of safety. Besides, it is common knowledge that the Boeing Pilots are being overworked and several times suffer from fatigue. The Indian Airlines is paying more than a lakh of rupees per month as Overtime Charges and special two-pilot allowance to the pilots, who are over-worked, while in this very amount, more than 100 pilots could be employed.

The unemployed Commercial Pilots are trained for specialised job, hence there is no other avenue of employment open for them. In view of this,

It is very essential that Indian Airlines makes a suitable relaxation in the age limit and employ pilots within the age limit between 35 to 38 years. Even here they will be able to give more than 15 years service to the country.

In recent years, the Indian Pilots Guild and Indian Commercial Pilots Association have appealed to Government to review their policy so as to prevent the hardships and frustrations being suffered by the unemployed Commercial pilots.

I call upon the Government to take a more positive practical and broad-based view on employment of pilots and remove the injustice on the unemployed Commercial Pilots for no fault on their part.

(v) Agreement for purchase of seven Boeing 737 aircraft by Indian Airlines

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, under rule 377, I wish to raise the following.

Every right-thinking person will be shocked to note that the Indian Airlines have signed a agreement with the Boeing Aircraft Company USA for the purchase of seven more Boeing 737 on 11-3-1979. The cost of the Boeing including spares would amount to Rs. 91.42 crores.

Quite some days ago the Public Undertakings Committee after an in-depth study in its 52nd Report made the following recommendations/observations:—

4.28. The break-even load factor in respect of B. 747 aircraft was estimated to be 32.2 at the time decision was taken to purchase these aircraft (July 1967). The actual break-even load factor of these aircraft was, however, as high as 592 in 1977-78.

4.29. In 1971-72 which was the first year of introduced of B. 747 aircraft, it was observed that the indicated operating cost amounted to 140 per cent of the direct operating cost as compared to 75 per cent

assumed in the feasibility study. This increase is stated to be "the result of combined effect of escalation in costs during the intervening years as well as some under-estimation in the indirect operating costs." It has been further mentioned that another factor has shown adverse position is that 747 operations are largely on low yield routes. However, the fact remains that the basis for justifying the purchase of the aircraft has been materially altered.

4.30. The Committee find it hard to believe that this wide variation in the estimated and actual break-even load factor caused by under-estimation of expenditure and over-estimation of revenue in respect of B. 747 aircraft has not come to the notice of government and the matter is only now being looked into. If true, it would amount to a callous disregard of the country's interests in such vital a field as purchase of passenger aircraft from foreign firms which would always be waiting in the wings to take the airlines and the Government for a ride. This gives rise to serious suspicion about the bona fides of the purchase.

4.31. The Committee note with concern that the system-wise yield on the routes of which B. 747 aircraft are operating was Rs. 3,298 per RTKM in 1977-78 as against Rs. 4,489 per RTKM on routes of which B. 707 aircraft are operating. For instance, on the India-Australia route where B. 747 has been employed the break-even load factor was 52.8 in 1978-79. Air India and 59.4 in 1978-79. Air India sustained losses on this route to the tune of Rs. 2.53 crores in 1976-77, Rs. 2.50 crores in 1977-78 and Rs. 0.73 crores in 1977-78.

4.32. The committee note that the desirability of smaller wide bodied aircraft as replacement aircraft for the ageing B. 707 fleet is engaging government's attention. The Committee require that further deals