

reserves. But we do not have the money to convert all that iron ore into steel and have steel plants or pelletisation plants.

New aircraft as stand-by for use as a relief flight

***397. SHRI K. PRADHANI:**
SHRI BALASAHEB VIKHE
PATIL:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to lay a statement showing:

(a) is it a fact that the two airlines are acquiring new aircraft to be stationed as a stand-by for use as a relief flight;

(b) if so, how many and of what type the aircraft are being acquired.

(c) what is the detailed strength of the present fleet with the Indian Airlines and Air-India.

(d) to what extent the acquisition of new aircraft will add to the present seating capacity,

(e) whether the two Airlines have any programme to further strengthen their fleet in 1982-83 and onwards; and

(f) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) and (b) Indian Airlines are acquiring 8 Boeings and 2 Airbuses during financial years 80-81 and 81-82 by way of augmentation of the fleet to cater to the growing demand for air travel, no aircraft is earmarked as a stand-by; but, time schedules are worked out keeping in mind the need for maintenance, repair, periodic check-up as well as stand-by requirements

(c) The present operating fleet of Indian Airlines and Air-India is as under:

Indian Airlines :

Airbus A300 B2 .	6
B-737	14
F-27	8
HS-748 .	15
(Including one on lease from DGCA)	
Total	43

Air-India

Boeing 747	10
Boeing 707	8
Total	18

(d) With the acquisition of new aircraft in 1980-81, the capacity production of Indian Airlines is estimated at 6733 million available seat kilometres which will be an increase of about 18 per cent over the capacity in 1979-80. Air-India has no plans to acquire new aircraft in 1980-81.

(e) and (f). Indian Airlines/Air-India are carrying out studies on the need for future fleet augmentation. In pursuance of these studies, Air-India has already submitted a proposal for purchase of 3 Boeings-747 aircraft during 1982-83 which is under consideration of the Government.

SHRI K. PRADHANI: May I know from the hon Minister the expected number of tourists by 1982-83 and whether the present addition of the aircraft by 1981-82 and 1983 is sufficient to meet the air traffic of our country?

SHRI CHANDULAL CHANDRAKAR: At the moment we have got tourists numbering about eight lakhs. It is expected to be increased by

about, say, one lakh more. That is why we have increased the number of aircraft: one aircraft of Indian Airlines has already come, and the others are on their way. As and when more aeroplanes come, we hope that the seating capacity will increase and the present demands will be met.

SHRI K. PRADHANI: I would like to know from the hon. Minister the total expenditure which is likely to be incurred on the proposed purchase of aircraft and, secondly, what is the expected out-turn income, of the air traffic during 1982-83.

SHRI CHANDULAL CHANDRAKAR: I will require notice for that.

SHRI DIGVIJAY SINH: While welcoming the additional fleet of both Indian Airlines and Air-India, may I ask what the Government plans to do by way of additional infrastructure at the airport level and whether the computer reservation service is going to be introduced very soon to cope with the additional aircraft? Just as we have an International Airport Authority, do we plan to have something similar arrangements for the other airports where international air services do not come, to augment the infrastructure in these airports, the mofussil airports?

SHRI CHANDULAL CHANDRAKAR: At the moment we are thinking of computerising four international airports, Delhi, Calcutta, Bombay and Madras. A little later, we will take up three or four other airports where the traffic is large.

DR. KARAN SINGH: My question arises from the reply the hon. Minister has just given to my friend, Shri Digvijay Singh. He says that the airports are being constructed in Delhi, Bombay, Madras and Calcutta. But the Delhi Airport as you know, is now beginning to resemble Chandni Chowk, and if the new aircraft that you are now purchasing come in, you will find

the biggest single bottleneck to tourism and to movement in this country. The International Airports Authority of India is building an airport in Iraq, but it does not seem to be capable of building an airport in Delhi. Will the hon. Minister let us know why the scheme for building the new airport which was to have been ready by the end of 1979, has not started and when the new international airport in Delhi will be ready?

SHRI CHANDULAL CHANDRAKAR: The international airport at Bombay is getting ready this year, but in Delhi the preparation is starting very soon. I should say that, in the last three years, this step should have been taken, but during that period it was not taken up; I am sorry it was not taken up in the last three years. Now we have taken it up; now the work will start in Delhi also.

Committee to examine overall functioning of Airlines

*399. **SHRI ARJUN SETHI:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state whether Government have appointed any Committee regarding the overall functioning of the Indian Airlines?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): No, Sir.

SHRI ARJUN SETHI: The other day the hon. Minister stated on the floor of the House that our country will incur a loss of Rs. 25 crores due to lack of coordination between Air-India and Indian Airlines. This might be one of the causes for the loss. However, there are many other causes also. So, I would like to know from the hon. Minister what difficulty is Government facing now in having a Committee? The Committee can go into all aspects of functioning and suggest means to improve the functioning of the airlines in the country.