

Sir, as you know a hair-cut abroad costs Rs. 40 to Rs. 60. A cup of coffee costs Rs. 15 to Rs. 30. Actually our people have to borrow from others with the result the amount of money that comes to our country from abroad gets reduced. Mr. Deputy Speaker, Sir, you, have also been abroad and you know...

MR. DEPUTY SPEAKER: But I did not borrow from anybody.

SHRI R. VENKATARAMAN: Sir, I do not propose to make any change in the allocation for the Foreign Travel Scheme and if the hon'ble Member's suggestion is that a hair-cut costs Rs. 50 to Rs. 60 I would advise him to take the hair-cut and then go abroad.

Boeing 707 belonging to A.I. outlived Economic utility

*173. SHRI RASHEED MASOOD :
SHRI CHHANGUR RAM :

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) how many out of the total number of Boeing 707 aircraft with Air India have outlived their economic utility stating the extent to which their operational cost had increased during the last one year; and

(b) the programme, if any, formulated by Government to replace the ageing aircraft stating the financial implications involved and the period likely to be taken in their replacement ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A.P. SHARMA) (a) Out of the Nine Boeing-707 type aircraft with Air-India, four are B-707-437 type which have accumulated high hours of service life and hence are prone to frequent maintenance involving prolonged unscheduled groundings. Two of these four aircraft have been phased out in April/July 1980 and two more are expected to be withdrawn from service by April, 1982.

The extent of increase in the cost of operations of these four aircraft only is not separately available; but for the entire Boeing 707 fleet of Air-India, the overall increase was 25.37% in 1980-81 as compared to the operational cost in 1979-80.

(b) Aircraft evaluation studies for gradual replacement of B-707 fleet of Air-India have been conducted and the economic and financial implications are under study. The type of new aircraft for replacement is also under study. The period likely to be taken for replacement

will ultimately depend on the substitute aircraft to be finally selected.

श्री रशीद मसूद: डिप्टी स्पीकर साहब, जब इंडियन एयर लाइन्स और एयर इंडिया का मनेजमेंट एक था, उस वक्त क्या सरकार ने कोई कमेटी स्टीडी करने के लिए मुकर्रर की थी कि इन जहाजों को रिप्लेस किया जाए और किन हवाई जहाजों से रिप्लेस किया जाय ? अगर की थी तो उस की क्या रिपोर्ट आई और उस पर अब तक अमल क्यों नहीं किया गया ?

[श्री रशीद मसूद : डिप्टी

असिस्टेंट सचिव, जब इंडियन एयर लाइन्स और एयर इंडिया का मनेजमेंट एक था, उस वक्त क्या सरकार ने कोई कमेटी स्टीडी करने के लिए मुकर्रर की थी कि इन जहाजों को रिप्लेस किया जाए और किन हवाई जहाजों से रिप्लेस किया जाय ? अगर की थी तो उस की क्या रिपोर्ट आई और उस पर अब तक अमल क्यों नहीं किया गया ?

श्री अनन्त प्रसाद शर्मा : उपाध्यक्ष महोदय, यह प्रश्न है बोइंग 707 के रिप्लेसमेंट का। इसलिए इंडियन एयर लाइन्स और एयर इंडिया की कोई कमेटी बनी हो इस बात को देखने के लिये कि कितने इसमें रिप्लेस किए जाएं, कितने न किए जायें—इस संबंध में मैं इस वक्त कुछ नहीं कह सकता हूँ। (अवधान) 707 के रिप्लेसमेंट के लिए और उस के बदले में किस टाइप का जहाज हम लें—उसके लिए जरूर एक कमेटी बनी है उस कमेटी की जो रिपोर्ट है, वह दो तीन महीने में सरकार के पास आ जाएगी।

श्री रशीद मसूद: 707 के रिप्लेसमेंट के लिए एक कमेटी बनी थी जब कि कंबाइंड

मनेजमेंट था खैर उस को आप छोड़िए । मेरा यह कहना है कि हमारी एकानामी जिस तरीके पर है, उस का अन्दाज सभी को है । इसलिए क्या सरकार इस पर गौर करेगी कि जो करीब के मुमालिक हैं जैसे वैस्ट एशिया है, अरब कंट्रीज हैं, जहां हमारे बोइंग 747 जाते हैं । जो बहुत ज्यादा अनइकानामिक होते हैं, उन की जगह छोटे जहाज लगाये जायें । लॉग-डिस्टेंस के लिये जैसे यूरोप, अमरीका के लिए, बड़े जहाज लगायें, लेकिन शार्ट-डिस्टेंस के लिए छोटे जहाज लगायें, क्या इस पर सरकार गौर करेगी ?

کے ۷۰۷ : شری رشید مسعود]

کے ریپبلیس سٹیٹ کے لئے ہیں۔
 کمیٹی بنی تھی جبکہ کمپائڈ
 میٹھ جمیٹ تھا - خیر اسکو آپ
 چہرئے - میرا یہ کہنا ہے کہ ہماری
 ایکونومی جس طریقے پر ہے - اسکا
 انداز سبھی کو ہے - اسلئے کیا سرکار
 اس پر غور کریگی کہ جو قریب کے
 مسالک ہیں جیسے ویسٹ ایشیا ہے
 عرب کنٹریز ان جہاں ہمارے
 بوئنگ ۷۳۷ جاتے ہیں ؟ جو بہت
 زیادہ ان ایکونوسک ہوتے ہیں ان کی
 جگہ چہوتے جہاز لگائے جاتیں - لوئگ
 ڈسٹینس کے لئے جیسے یورپ -
 امریکہ کے لئے، بڑے جہاز لگائیں لیکن
 شارت ڈسٹینس کے لئے چہوتے جہاز
 لگائیں کیا اس پر سرکار غور کریگی؟

एयर इंडिया का सवाल है, एयर इंडिया का कोई भी ऐसा इरादा नहीं है कि और छोटे जहाज हों, बल्कि 707 को फेज-आउट करने के बाद, जो जहाज हम लेंगे, जिस का फैसला कमेटी करेगी, इस तरह हमारे पास दो ही तरह के जहाज होंगे—एक तो ये 747 होंगे और दूसरे वे जिन से 707 को रिप्लेस किया जायेगा ।

श्री शिवकुमार सिंह ठाकुर : उपाध्यक्ष महोदय, मैं मंत्री जी से जानना चाहता हूँ कि आप ने जो फेस्ट-प्रोग्राम बनाया है—707 को रिप्लेस करने के लिये, इस को आप कब तक पूरा कर लेंगे ? क्या इंडियन एयर लाइन्स की जो सेवायें हैं, विशेषकर दिल्ली, भोपाल, ग्वालियर, इन्दौर हो कर बम्बई जाती है, क्या उस में भी 707 विमान लगाने का आप का कोई कार्यक्रम है ?

श्री अनन्त प्रसाद शर्मा : ये जहाज जैसे जैसे पुराने होते जाते हैं, इन को फेज-आउट करते हैं । जब तक इन की जिन्दगी चलने के लायक है, उन को फेज आउट नहीं करते हैं । ऐसे जहाजों का टाईम हमारे पास है, उस के मुताबिक ग्रेजुअली फेज आउट करेंगे और उन के बदले में दूसरे जहाज लेंगे ।

DR. SUBRAMANIAM SWAMY : While it is possible to agree that 707-boeing may be commercially uneconomic, there are a large number of alternative uses to which it could be put. There was a news item which mentioned that the Government was planning to buy two new Boeings and give them to the VIP Squadron for travel of the Prime Minister and people like Mr. Vasant Sathe and others around the country. I would like to know whether the VIP Squadron will not be subject to intensive use as commercial aircrafts and whether the Government has considered various alternative uses, and if so, whether the idea of making the 707 available to the VIPs has also been considered.

श्री अनन्त प्रसाद शर्मा : उपाध्यक्ष महोदय अभी भी जो बोइंग 707 हैं, वे कुछ जगहों में जाते हैं, जैसे गल्फ कंट्रीज हैं या इधर सिंगापुर मलेशिया है, उन की तरफ जाते हैं । जहां तक

SHRI A. P. SHARMA: The latter part of his question has no concern with the question under discussion. As a matter of fact, this is irrelevant. The main question is relating to 707 Boeing run by Air India, not by Indian Airlines.

DR. SUBRAMANIAN SWAMY: What about the VIP Squadron in Indian Air Force ?

SHRI A. P. SHARMA : Sir, he is talking about the boeing 737 which the Indian Airlines are giving for VIPs use. That has got no concern with this question.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): Sir, he is confusing Air India with A.I.R.

SHRI A. P. SHARMA: So far as the 707 is concerned, presently we have phased out two 707s and the other two 707s are going to be phased out, they are going to be handed over to the Air Force and after necessary repairs it will be utilised by them. But regarding other 707s, I said it was being run on different routes like Delhi-Moscow. Now, we are going to run it to Birmingham. So, these routes will be covered by 707 Boeings and they will continue till such time as they have got their life.

SHRI P. NAMGYAL: Sir, a couple of days back, we read in the newspapers that some of these aircrafts will be replaced by Tristar aircrafts. This has been in principle agreed to by the management of the Indian Airlines and the Air India International. May I know whether the management proposes to replace these 707 Boeings with these Tristar aircrafts or the old version of 737 boeings?

SHRI A. P. SHARMA : I said earlier in answer to the main question that there is a Committee working on this question and it is correct that not only the Tristar aircrafts but D-C 10 and Air Bus are under the consideration of the Committee. These are the three types of aircrafts which are under the consideration of the Committee.

SHRI RATANSINH RAJDA: Sir, there is much to be desired with regard to the maintenance of our aircrafts. Whatever steps are to be taken should be done with the cooperation of the technical staff. That is why they have very short life when compared to those obtaining in other countries. Even the log books where the complaints are written are not attended to for weeks and months together. I have myself seen these log books of the Air India. Will the hon. Minister kindly take action with regard to the maintenance of these aircrafts and see that the defects that are mentioned in the log books are attended to immediately? Secondly, even the emergency exit in the 707 Boeings or in the Jumbo is cramped with luggage and other packages. As per rule, it is not allowed that the

luggages could be stored in the exit way. This will affect the smooth running of the aircraft and also working of the cabin crew. There are certain genuine difficulties faced by the Air India cabin crew about which the hon. Minister was informed sometime back. You are aware I am connected with the Cabin Crew Association. I would like to draw the attention of the hon. Minister to the genuine grievances of the cabin crew. Will you please attend to all their genuine grievances with regard to the maintenance and up-keep of the Aircraft and also difficulties experienced by them in their working in the aircrafts?

SHRI A.P. SHARMA: As regards entry in the log book, so far as the technical defects are concerned, they are not only looked into by the Technicians but they are also supervised by the supervisors after the defects are attended to. But if there is any specific case which the hon. Member has got in view, well I will be happy to look into it. But generally our technical people are quite efficient and they look into the technical defects. As far as the grievances of the Cabin crew are concerned, I may mention that my hon. friend is well aware of the problems and a number of times he had informally discussed them with me also. Those problems are attended to and we do want that our people should be satisfied in so far as their working conditions, their salaries and their facilities are concerned. But at the same time we have been having some problems recently. In certain cases, it has been brought to our notice that our Cabin Crew had even gone to the extent of refusing to serve food to the passengers on ground. Now, if the service to the passengers which is the main job of the cabin crew is affected, what for are they there. I have asked them politely when they came to me that if they do not serve the passengers what else they are to do there. I am quite happy that they have realised it now and I hope that they will continue to render service to the travelling passengers.

Rise in the prices of Edible Oils

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*174 SHRI G. Y. KRISHNAN:
SHRI D. P. JADEJA :

Will the Minister of CIVIL SUPPLIES be pleased to state:

(a) whether the prices of edible oils have gone up recently;

(b) if so, reasons therefor and

(c) what steps Government are considering to take to check this rise and make