

**SHRI R. VENKATARAMAN:** We have commonsense. Certainly before we choose anything we consider all the alternatives and choose the best.

**DR. SUBRAMANIAM SWAMY:** Sir, I not only know the Minister's commonsense but also know his uncommon-sense. Sir, I want to know what alternatives were considered. (Interruptions)

**SHRI R. VENKATARAMAN:** Sir, we considered Franco-German Transhall—C 160. We also considered Lockheed L 400.

**AN HON. MEMBER:** It is American.

**DR. SUBRAMANIAM SWAMY:** It is American so they are happy.

**SHRI R. VENKATARAMAN:** We are happy that the best has been selected. We also considered Canadian aircraft DHC 5D Buffalo. We considered all these before we selected Soviet An 32.

(Interruptions)

**SHR P. NAMGYAL:** Sir, I must congratulate the hon. Defence Minister for taking a decision about the new aircraft because I personally know that earlier there had been a lot of casualties among the Airmen and soldiers. So, in view of this you have decided to buy AN 32. Sir, I would like to know from the hon. Minister how long it will take to complete the total phasing out.

**MR. SPEAKER:** He has already said that order has been placed and they are going to get it but it is not possible to say exactly when the phasing out will be complete.

#### Filling up of vacant posts in Communication Directorate

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\*190. **SHRI N. E. HORO:**  
**SHRI G. NARSIMHA REDDY:**

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

(a) whether Government's attention is drawn to the news-item in 'Hindustan Times' dated 10-2-82 that an explosive situation is fast developing in the Communication Directorate of the Union Ministry of Civil Aviation because Government's orders regarding filling up to vacant posts are not being complied with; and

(b) if so, the details in this regard?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA):** (a) and (b) Yes Sir. The Government is aware of this news item. The report is highly exaggerated. The factual position in respect of the Communication Directorate of the Director General of Civil Aviation is as follows:

Category	Sanc tioned posts	No. of vacancies	Action taken for filling up vacancies
Group A	355	59	All the 59 vacancies have been notified to the Union Public Service Commission for direct recruitment.
Group B	363	83	Action to make promotion on ad-hoc basis has already been initiated in respect of all the 83 vacancies.
Group C	1396	490	Most of these vacancies are in the cadre of Technical Assistants which has been formed from 1-3-1982 as a result of merger of non-gazetted Technical cadres. These posts will be filled up through Employment Exchange after holding written and oral tests.

**SHRI N. E. HORO:** If you go through the statement of the Minister and the information issued by the Information Office of the Civil Aviation Ministry, which appeared in Hindustan Times on 18th February, you will find that the Minister's answer is most confusing. It is not up to the mark. It is also evasive. The Minister's statement shows that posts of Groups A, B and C are being filled up. Now, while you have taken care to fill up the posts of the operational cadre of direct recruits, you have hesitated to fill up the posts of technical officers of direct recruits. Now, your officer in his clarification has said this and I quote it:

"All the 43 vacancies are in the direct recruitment quota and are to be filled through the Engineering Service Competitive Examinations to be conducted by the U.P.S.C. In the cadre of A.T.Os. promotion orders of 86 persons had been issued on February 9, 1982."

It is not correct to say that the appointments were made on the 9th February one day before the news item appeared on the 10th February in Hindustan Times and the question, that I would like to ask is this: What is the reason for not filling up these vacancies of the technical officers of direct recruitment cadre along with the posts of operational cadre? What are the reasons for not filling up these posts in time? And (b): Is it not a fact that these appointments which are supposed to have been made on the 9th of February were actually made after 10th of February and the files were manipulated to show that appointments were made on 9th February? Is it not a fact? Will you verify this? Will he give an assurance that he will fill up the technical officers' posts, direct recruitment, as soon as possible?

**SHRI A. P. SHARMA:** I would like to begin with the last part of his question.

**MR. SPEAKER:** Start from the tail-end.

**SHRI A. P. SHARMA:** Yes, because the tail-end is more important. I have no information whether the orders were issued on the 9th, one day before the news item appeared on the 10th and whether it has been manipulated and so on. I have no information on that. Whatever information I have is the same as what the hon. Member has got. Its is just possible. I would like to explain that. Now, in the process of filling up the vacancies, the Director General, Civil Aviation Directorate might have gone upto the 9th and perhaps it is just a coincidence that this news appeared on the 10th. So far as I am concerned, would like to state that I have no such information, as my friend is trying to project. As far as filling up of technical vacancies are concerned, as he has himself already stated, they are in Group—A category. There are 355 vacancies and the number of such a large vacancies arose partly because of the recommendations of the Tata Committee and that is why this big accumulation. But only 59 vacancies are required to be filled now in the Group-A category. They are the posts of senior Technical Officers, Senior Communication Officers and Technical offices and Communication Officers. The vacancies have been notified to the Union Public Service Commission and I am quite sure that in the course of time, those vacancies will be filled.

**SHRI N. E. HORO:** I want to know from him a specific point. I want to know whether the hon. Minister has taken steps to fill up these Technical Officers posts which are of direct recruits. The hon. Minister has taken steps to fill up the operational posts of direct recruit cadre through the Union Public Service Commission. But he has not taken any steps to fill up the technical posts of direct recruit. That is my point.

**SHRI A. P. SHARMA:** I have already stated in answer to the main question that the vacancies are of three categories—A, B, and C categories. Now, so far as Group-A is con-

cerned, the vacancies are to be filled through the Union Public Service Commission by holding examinations. In Group-B, there are Assistant Communication Officers and Assistant Technical Officers. There are 83 vacancies of Assistant Communication Officers which occurred in December 1981. There are 30 vacancies in the grade of Assistant Technical Officers which also occurred in December 1981. All these 83 vacancies are *ad hoc* vacancies. This is what I told you that action was being taken to fill up these vacancies. My friend was also a Minister for some time and he knows the procedure of filling up the vacancies. For this purpose, we have to follow certain procedures. It takes time and action has already been initiated on this and I want to assure the hon. Member that these vacancies will be filled in course of time. There is no difficulty.

MR. SPEAKER: Mr. G. Narasimha Reddy. He is not here. Mr. Shastri.

SHRI KRISHNA KUMAR GOYAL: Sir, next is my name.

MR. SPEAKER: Your name has been printed under Q. No. 190 by mistake.

AN HON. MEMBER: Sir, let him have the benefit of mistake.

SHRI KRISHNA KUMAR GOYAL: Sir, I may be allowed to put my supplementary after Mr. Shastri has put.

श्री राजनाथ सोनकर शास्त्री : मंत्री महोदय ने वेकेंसीज के भरे जाने के बारे में एक लम्बा चौड़ा विवरण प्रस्तुत किया है। मैं जानना चाहता हूँ कि क और ख इन दोनों श्रेणियों में शैड्यूल्ड कास्ट्स और शैड्यूल्ड ट्राइब्स के लिए कितने स्थान आरक्षित हैं और उन में से कितने आपके द्वारा भरे गए हैं? यह भी बताएं कि क्या शैड्यूल्ड कास्ट्स और शैड्यूल्ड ट्राइब्स के जो कर्मचारी लगे हुए हैं उनका ग्रुप एक और ग्रुप बी में 1 प्रतिशत और 1.40 प्रतिशत की कोटा है?

अध्यक्ष महोदय : मुझे पता नहीं कि मंत्री महोदय यह जानकारी दे सकेंगे या नहीं।

श्री राजनाथ सोनकर शास्त्री : क्या शैड्यूल्ड कास्ट और ट्राइब्स के कर्मचारियों के साथ, आपको कोई ऐसी सूचना मिली है कि वहां पर दुर्भावनापूर्ण व्यवहार किया जाता है।

श्री अनन्त प्रसाद शर्मा : अध्यक्ष महोदय, फिर एक बार में आखिर से शुरु करना चाहता हूँ और माननीय सदस्य को विश्वास दिलाना चाहता हूँ . . . .

PROF. MADHU DANDAVATE: He is fond of tails.

SHRI INDRAJIT GUPTA: There is a tendency towards 'tailism' now-a-days.

श्री अनन्त प्रसाद शर्मा : शैड्यूल्ड कास्ट्स और शैड्यूल्ड ट्राइब्स के जो कर्मचारी और अधिकारी हैं उनके प्रति कोई भी दुर्भावना हमारे मंत्रालय में या सरकार द्वारा बर्दाश्त नहीं की जा सकती है। और जहां तक मेरी सूचना है इस तरह की कोई दुर्भावना नहीं है।

पहला जो प्रश्न माननीय सदस्य ने किया है, आपने सही कहा है कि उसकी सूचना मेरे पास अभी नहीं है।

श्री राजनाथ सोनकर शास्त्री : (क) और (ख) श्रेणी में 1 परसेंट और 1.4 परसेंट हैं . . . . .

अध्यक्ष महोदय : अभी इनके पास आंकड़े नहीं हैं इसलिए इस वक्त कैसे जवाब दे सकते हैं। आप फिर पूछ लेना सवाल, जवाब दिलवा देंगे। इनको आप धर जवाब भेज देना।

श्री अनन्त प्रसाद शर्मा : जी हाँ।

**श्री कृष्ण कुमार गोयल :** अध्यक्ष महोदय टाटा कमेटी बनी थी पर परफारमेंस को इनप्रूव करने के लिये जिसने कुछ सिफारिशें दीं और उसके आधार पर फाइनेंस मिनिस्ट्री के स्टाफ इंस्पेक्शन यूनिट ने जांच कर के 27 जुलाई, 1981 को कुछ टेक्नीकल और ऑपरेशनल पोस्ट्स क्रीएट की। 27 जुलाई, 1981 से जो पोस्ट्स क्रीएट कीं वह लगातार खाली चली आ रही हैं। और अभी मंत्री जी ने कहा कि यू०पी०एस०सी० को रेफर कर दीं। मैं आपसे जानना चाहता हूँ कि क्या आपको सूचना है कि उन सिफारिशों को लागू करने में डी०जी०सी०ए० के अनकोऑपरेटिव एटीट्यूड की वजह से आपकी मिनिस्ट्री अपने आपको हैल्पलैस महसूस कर रही है? तो टेक्नीकल और ऑपरेशनल काडर में जो वैकेन्सीज थीं, आपने जो कहा कि टेक्नीकल काडर को हमने यू०पी०एस०सी० को रेफर कर दिया तो ऑपरेशनल काडर की जो वैकेन्सीज थीं उनको बिना यू०पी०एस०सी० को रेफर किए हुए कैसे आपके डायरेक्टर जनरल, सिविल एविएशन ने फिल कर लिया? और इनको डिस्क्रीमिनेट करके, ह्यूमिलिएट करने के लिये इन पोहोस्ट्स को यू०पी०एस०सी० को रेफर किया जा रहा है। यदि यह ठीक है तो क्या आप इसकी जांच करायेंगे?

**श्री अनन्त प्रसाद शर्मा :** अध्यक्ष महोदय, हमारे यहां इन वैकेन्सीज की बाढ़ सी आ गई है, बहुत ज्यादा हो गई हैं। तो जहां तक टेक्नीकल आफिसर्स का सवाल है माननीय सदस्य ने कहा हमने यू०पी०एस०सी० को लिखा है। लेकिन बाकी वैकेन्सीज को हम भरने की कोशिश कर रहे हैं। मैंने बताया इस वक्त जो स्थिति है उसमें एड-हाक बेसिस पर भी भर रहे हैं, और किसी किसी जगह क्वालिफिकेशन और लैथ आफ सर्विस में रिलेक्सेशन करना पड़ रहा है, क्योंकि वैकेन्सीज ज्यादा हैं और इसीलिये देर भी हो रही है क्योंकि आदमी हमें

उपयुक्त चाहियें। इसलिये मैंने 3 कैटगरीज में बांटा है और कहा है कि ग्रुप (बी) और (सी) में वैकेन्सीज को किस तरह से भरने की कोशिश कर रहे हैं। मैं माननीय सदस्य को बताना चाहता हूँ कि जहां तक मंत्रालय का सवाल है हम किसी भी मामले में हैल्पलैस नहीं हैं। हम इन वैकेन्सीज को फिल अप करायेंगे जो उपयुक्त होगा उनसे। इतना ही आश्वासन मैं देना चाहता हूँ।

**अध्यक्ष महोदय :** क्वेश्चन नं० 191 श्री मुकुन्द मंडल।

**श्री इन्द्रजीत गुप्त :** 199 भी इसके साथ ही ले लीजिये।

**अध्यक्ष महोदय :** एक ही दिन ऐसा मसला हुआ, जब दोनों राजी हुए।

**श्री इन्द्रजीत गुप्त :** पूछ लीजिये।

**अध्यक्ष महोदय :** क्वेश्चन 199 भी साथ लेंगे इसके?

**श्री अनन्त प्रसाद शर्मा :** 199 क्या है, यह देखना पड़ेगा। अध्यक्ष महोदय, आप इसे भी ले सकते हैं अगर प्रश्न सिर्फ इतना ही है कि ज्यादा से ज्यादा हवाई जहाज कलकत्ता में लाये जायें, तो आप उसको भी ले सकते हैं।

**अध्यक्ष महोदय :** श्री आनन्द पाठक हैं यहां?

**अनन्त प्रसाद शर्मा :** नहीं हैं, तो छोड़िये।

**अध्यक्ष महोदय :** श्रीमती विभा घोष हैं?

**श्री अनन्त प्रसाद शर्मा :** नहीं वह भी नहीं हैं, इसलिये 191 ही लीजिये।

**अध्यक्ष महोदय :** श्री मुकुन्द मंडल हैं क्या?

(व्यवधान)

प्रध्वक्ष महोदय : सामने बैठे हों, उनको अदृश्य नहीं किया जा सकता है ।

श्री अन्नक्ष प्रसाद शर्मा : श्री मंडल बैठे हैं, वह म देख रहा हूँ ।

#### More direct flights from Calcutta

\*191. SHRI MUKUNDA MANDAL: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government are aware that requests have been made to Air India to enhance its lifting capacity from Calcutta but these yielded no result and this has been a stumbling block for development of air export from Calcutta;

(b) whether Government are aware that due to this, exporters are facing hardship; and

(c) if so, steps to be taken by Government to ease the situation by introducing more direct flights from Calcutta?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) Air-India provides sufficient capacity for export cargo ex-Calcutta on direct flights and on transshipment basis over Bombay.

(b) Does not arise.

(c) Does not arise.

SHRI MUKKANDA MANDAL: Sir, the Hon. Minister has given an evasive reply.

Sir, the Calcutta Airport is the pioneer airport of the whole of Eastern region. It is really the gateway to the whole of Eastern region. The declining importance of the Calcutta airport has seriously affected not only passenger traffic, including tourist traffic, but also the lifting of cargo and has eroded the export prospects of important commodities like leather, tea, carpets, garments etc.

So, in view of the evasive reply of the Hon Minister, may I ask him:

(a) whether he sometime on 28th December, 1981 met the air cargo shippers in Calcutta and assured them that he would take necessary measures to improve the Calcutta airport traffic by bringing in more airlines there?

(b) Whether he has got any request from the Chief Minister of West Bengal regarding the development of this airport and also regarding utilisation of the available facilities of the Airport?

(c) Whether it is a fact that in 1971-72, Calcutta Airport was the busiest airport of India, but in 1980-81 it has handled only the lowest of the country's total airport freight? If so, what are the reasons for this?

SHRI A. P. SHARMA: Sir, I fully agree with the Hon. Member that Calcutta airport is a very important airport particularly in the part of the country which he has referred to.

SHRI SOMNATH CHATTERJEE: Sir, the Hon. Minister also belongs to that part.

SHRI A. P. SHARMA: I agree that I also belong to that part of the country.

Sir, we have been trying our best from time to time as to how we can bring in larger number of airlines to call at Calcutta Airport. Even in the negotiations which we concluded recently with Canada, we offered them Calcutta. Whenever we hold negotiations for air traffic right with any country, we invariably offer Calcutta, but the problem is that they don't agree. Then what can we do?

SHRI SOMNATH CHATTERJEE: Sir, will the Hon. Minister associate us in the negotiations? We will try to persuade them. We don't know how they put it. Sir, it was in the newspapers that the Tourist Office said: Why should they go to Calcutta? It is a dirty city.