

जा सकता था । यह दृष्टिकोण हमेशा सामने रखना चाहिये, जिससे आम जनता पर, जिस पर आप बार बार बोझ बढ़ाते जा रहे हैं, बोझ कम हो और जिस समाजवादी व्यवस्था की तरफ हम बढ़ना चाहते हैं, उसकी तरफ हम वाकई बढ़ सकें ।

**Mr. Deputy-Speaker:** The question is:

"That the Bill be passed."

*The motion was adopted.*

#### MOTION RE: REPORTS OF THE INDIAN AIRLINES CORPORATION AND THE AIR INDIA INTERNATIONAL CORPORATION

**Mr. Deputy-Speaker:** We can take up the discussion half-an-hour earlier—we will be free half an hour earlier—and I suppose there will be no objection.

**Shri Rajendra Singh (Chapra):** Mr. Deputy-Speaker, Sir, the efficient and well-phased development of civil aviation helps to impart strength not only to our military requirements but also to our developing economy. Looking at the performance that the two corporations have so far made, I feel distressed and disappointed.

Sir, while the corporations were being brought into existence the Minister concerned had assured the House that while in keeping with the special and peculiar requirements of the international reputation we are, for the time being, having two corporations, at a certain level of development both these corporations would be amalgamated together. Four precious years have rolled by and many changes have occurred since then. From the economic view point it was imperative to bring these two organisations together so that we could cut down much of our superfluous expenditure. It seems that either the Minister has forgotten his assurance, or those who are concerned with the management and the execution of these enterprises do not feel it neces-

sary to look at the economic aspect of these enterprises.

The Estimates Committee as well as certain committees on the development of civil aviation had suggested that well-balanced development of civil aviation could not be achieved unless we have side by side a research and development section which could cater to the increasing industrial needs of the air corporations. When I look at the reports, I find that even here our performance has not been anything but distressing and disappointing.

It was agreed—and the Estimates Committee had also made a clear suggestion to that effect—that Corporations should be, as far as possible, freed from the octopus of departmental officials. It seems the Minister concerned or the men who are responsible for running these enterprises have conveniently forgotten it. So far we have not taken any measures to see to it that the men who can actually deliver the goods are put in there. Only the officials, just as a matter of customary duty, are put in there. This has retarded the growth of the corporations as well as civil aviation.

You will find, Sir, that the annual reports clearly show to what extent we are incurring losses. Only a few days before I had a talk with a very high official of one of the corporations and he told me that so far as the losses were concerned no improvement could be made unless rebate is granted on oil and fuel. Naturally, I went into the details of the reports and made anxious enquiries whether we could not make certain improvements by effecting economy in our expenditure. My enquiries have revealed certain things which could be termed scandalous, to say the least. I shall come to them later.

Sir, certain suggestions made by the Estimates Committee to bring about economy in the operation and

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administration of air corporations were not carried out. Firstly, the Estimates Committee said that the work-load at Calcutta Base and at Bombay Base is something like 41 per cent and 43 per cent respectively—I am speaking subject to correction about these figures—but so far as the work-load at Delhi Base is concerned it is only a little above 14 per cent and, therefore, it was suggested that, in the interest of economy this base should be abolished. This suggestion was made more than a year ago. I had a talk with the employees as well as responsible officials, and they also told me that the operation with the establishment of an Area Base in Delhi is absolutely superfluous. But we are having it, and in that way we are incurring unnecessary expenditure.

So far as inefficiency in the operation and management of the corporations is concerned, you will find that after nationalisation rules could not be framed in a manner whereby those who were responsible for operating the management at Base could be given sufficient power with the result that invariably the men at the Base have to make references to the higher authorities causing unnecessary delay.

As regards certain unnecessary expenditure, I would like to remind the House of the purchase of Heron aircrafts. Some three years before, eight Heron aircrafts were purchased at a cost of Rs. 70 lakhs. Now we find that seven of them are lying grounded, either because of their heavy running cost, or we do not have pilots available today to fly them. Besides that, our Minister has also confessed some few months ago in this House that the purchase was a *bona fide* mistake. Now, if we can commit mistakes which would cost us over Rs. 70 lakhs, I do not know what would be the future of this country and the future of the public

enterprises. That way, those who are opposed to public enterprise will naturally get a handle in running us down.

Again, it was suggested by the Estimates Committee that route pattern should be critically re-examined so that the routes which do not offer us any profit or which do not have much prospect in the near future should be terminated and new routes which have certain good features might be opened. There are certain routes where our losses are over 75 per cent. Out of 37 routes, in two routes we are having over 70 per cent of loss. Over six other routes our losses are something like 50 per cent and there are very few routes—only six routes to be exact where we are having just nominal profits. So, considering these aspects, you will agree how urgent and how imperative it is to have a critical re-examination of the routes. But you could not do it. I do not know who is responsible for not doing it.

We have purchased the first instalment of Viscounts. We have spent over Rs. 30 lakhs on each. For the second instalment that we are getting, we will be possibly paying Rs. 40 lakhs. That is, on every aircraft, we are going to lose Rs. 10 lakhs. That way we will be losing a total of Rs. 50 lakhs.

Now, on the night airmail services, we made staggering losses—losses which we cannot afford. So, taking into consideration everything, we find that either the chief executives who are responsible for operating this public enterprise are not sufficiently imbued with a spirit of service or they do not have the commercial sense. At the very outset, the Estimates Committee pointed out that only those persons who have a commercial sense, who have sufficient knowledge of these enterprises should be given the responsibility. But the Minister possibly forgot it.

Again I examined the balance-sheet of the IAC and I found that Rs. 19 lakhs have been given to the agents as commission. We are having a loss of over Rs. 1 crore in the IAC, and yet Rs. 19 lakhs have been straightaway given as commission to the agents. We have our booking office. This enterprise is completely the monopoly of the State and still we spend on establishment, on office and personnel, and we are having a commission agent also. That way we lose Rs. 19 lakhs.

Another thing is advertisement. Advertisements are made to secure customers only where there is rivalry or competition. Here, in this air business, we have practically no competition except in certain parts of Assam and that too not on the passenger side but only on the freight side. We have spent on advertisement over Rs. 7 lakhs. I do not know for whose benefit these advertisements have been made and the expenses incurred. That way, Rs. 19 lakhs plus Rs. 7 lakhs, that is, Rs. 26 lakhs, arithmetically, have been thrown into the gutter. We could have saved that money and that way economy could have been effected.

I visited certain air offices and I found that the stationery kept there is so abundant that I was aghast and thought whether in a country where we are passing through critical sages of development we can afford such luxuries. Bundles of files, stationery, furniture and other articles are lying there just for fun and joy. On balance, we have over Rs. 5 lakhs spent on them. It could have been curtailed. If the chief executive had a commercial sense he could have seen to it that necessary economy was effected there also.

At Calcutta we have an overseas airways travel agent. Rs. 1½ lakhs were advanced to that fellow and that fellow has run away with that money. He is untraceable. And the story does

not end here. At the time of nationalisation, Rs. 75,000 were outstanding from him. That was not realised, and Rs. 1½ lakhs were given to him and he has run away with it. That is my information. I do not know how far my information is correct. I speak subject to correction. If these things are there and if this is how things would proceed, I think that this corporate body, a nationalised undertaking, would be condemned and those who are opposed to planning, those who are opposed to public ownership of enterprises, will find fault with us, laugh at us and decry us.

I am very sorry to say all this. I am against nobody. If at all anything could be possible for me to do for the labourers, or for that matter, for any of my countryman, in getting them a job, etc., I can in my own humble way subscribe and contribute. But then no job could be provided to anybody if that job cuts at the root of the economy that we are here called upon to effect.

Now, just see the PRO, a separate department. The IAC knew well that it is running through heavy losses. From every quarter cries are coming that the IAC is not managing its affairs well, and some day we do not know what would be the fate of this IAC. But in spite of all this, a PRO section was instituted, established, and who are in the PRO. Just in the newspapers it came out that now, at the aerodrome air offices, we will have blue-sareed girls with fine faces. Do not say that I am against women. I am not.

Mr. Deputy-Speaker: Then he is against fine faces.

Shri Nath Pai (Rajapur): Or against blue sarees.

Shri Rajendra Singh: I say if there is any necessity of appointing anybody regardless of sex, you make the appointment on merits. But if

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appointments are made simply because somebody has fine face, naturally this country will have bad days to face.

**Shrimati Ila Palchoudhuri** (Nabadwip): A hostess has to be a lady.

**Shri Rajendra Singh:** I trust that the hon. Members will appreciate the point of view that I am putting forth.

I am against nobody, whether one be a man or a woman.

**Mr. Deputy-Speaker:** The hon. Member wants to plead that even males can be good hostesses!

**Shri Rajendra Singh:** Not that. My submission is that the Department is entirely superfluous. The plea that was brought in for establishing that Department was that the passengers are being inconvenienced because the operators are very busy with transport matters and that passengers find it difficult to know particulars about route, time etc. If that is the problem, why girls should be appointed surpasses my comprehension. Men who can discharge that duty efficiently, honestly, can be appointed. For that matter, one may be a male or a female, but there cannot be any distinction based on sex.

I now come to another important aspect. At the time of nationalisation it was stated that in the matter of labour relations categories would be integrated and nobody would be allowed to feel slighted or unjustly treated. Since then many committees have gone into it and recently a tribunal was appointed. But when I went to the employees, I found that this single problem of stabilising the categorisation has not as yet been done, either by the committee or the tribunal or the management, with the result that there is a feeling of resentment among the workers. I hope the Minister will look into this aspect of the matter.

I am again coming to the question of economy. When they consider the question of economy, they should also see to it that labour gets their dues and they are not unfairly treated, because they are away from the normal control of the Government. What happens today in the Corporation is that some persons, who happen to be the favourites of the chief executive, get promotions when they are not called for. I can cite several examples, if the Minister would like to have them. Here I have with me hundreds of cases where those who did not deserve promotions were simply elevated and lifted from the 7th and 8th grade to the 12th grade, which is such a big jump. In the case of a lady, who a year before was in the 6th grade, she is now in the 12th grade. This has brought about heart-burnings, wranglings and resentment among the labour. They are surprised at it. If somebody is to be favoured or lifted, he should be lifted up strictly on merits, not because somebody happens to be the favourite of this man or somebody happens to be the favourite of that man. There are hundreds of such cases. In some cases, people who possess good qualifications and merit are just rotting for four or five years in grade 5 or 6, wherever they are, without any prospect of going up.

It was demanded by the employees that channels of promotion should be available to all employees, whenever there is any possibility of promotion or going up and that there should not be any unnecessary manipulations.

15.55 hrs.

[SHRI BARMAN in the Chair]

If only thought and attention is given to it, it can be done within one day. But, it has not been done so far. There are only 19 categories, and 19 categories are not too many. If we give careful attention to it, the problem could be solved in one day.

Then there is the entertainment allowance to the officers. Certain.

officers are given entertainment allowance to entertain the possible customers or those who approach for purchases. But, so far as my information goes, this allowance is straightaway pocketed by those officers. These allowances are never put to the purposes for which they are intended. I am not going to name the man, but there is a man—if you send C.I.D. people, you will know that it is true—whose house is full of bottles of Pepsi Cola and many other articles of luxury meant for the customers, the passengers. That man is utilising it entirely for his own family purposes. At one end you say that losses could not be avoided, because the excise duty and sales tax are too heavy, and at the other end, something which could have been easily avoided has not been avoided. Something which should not have been expected or thought of about big officers is happening. What a regrettable and distressing situation it is!

Then, the civil aviation, Air Force and the aircraft industry should have an integrated, co-ordinated approach to this problem. Nothing is being done. Be it Air Force, be it civil aviation, be it aircraft industry, all of them are inseparable components of the same problem. Since today there is a very big and powerful Minister in charge of Transport and Communications, I trust and trust fervently, that he will see to it that these three important components are brought together so that phased and well-regulated development takes place.

Then there is an advertisement that certain aircrafts of IAC are for disposal. Similarly, certain aircrafts of AII are also for disposal. Both parts of the same organ are disposing their aircrafts. Naturally, when they go to the market together, they will fetch a smaller price. They could have been conveniently exchanged and thereby we could have saved some foreign exchange. But that has not been done.

The most distressing thing here is that the administration is top-heavy. From grade 10 to grade 19 the expen-

diture on salaries and allowances comes to over 55 per cent. So, on one side you do not concede the reasonable demands of the workers and, on the other side, you just throw away money like anything and you play sixes and sevens. That is how you are running the services of the country. It is something quite despicable.

16 hrs.

Another aspect is that there is too much talk of autonomy of the public corporations. I am all for it. It is a very serious problem, rather a very critical problem, which is before the country. To what extent and of what nature and character of freedom and autonomy should be given to the public corporations and to what extent public corporations should be accountable to the sovereign body of the country is a problem which should have been tackled long long ago. Public corporations are not a new thing. It is not that only this country is having them. Some few years ago it has sprung up. You had it in England. You had it in other countries also and there in the course of operation people felt that authorities and the chief executives of the Corporations should be given the freedom so far as financial flexibilities are concerned and so far as certain commercial manoeuvrability is concerned, but so far as responsiveness to the direction of the political hands is concerned, that would never be sacrificed. Trouble has arisen only where responsiveness to political directions has been avoided or sacrificed. Political direction which is responsive to public feeling must remain there. I have heard that the Congress Party has collected some persons to give certain suggestions about this problem, but I think the best course—and popular course rather—should have been that eminent personalities of this House, irrespective of their party affiliation, should have been brought together and should have been called upon to formulate the rules, the procedure and the set up which could have guided the Corporation.

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With the belief that today a very powerful man, a man with very bold vision, is on the stage as the Transport and Communications Minister, who will clear the Augean stable and recast the whole thing so that neither the concept and efforts of nationalisation nor the concept and efforts of public corporations could be decried by people, who are hostile to planned economy and hostile to the socialist concept of society, I thank you.

**Mr. Chairman:** Motion moved:

"That the Annual Reports of the Indian Airlines Corporation and the Air India International Corporation for the year 1956-57, laid on the Table of the House on the 15th November, 1957, be taken into consideration."

**Shri Joachim Alva (Kanara):** About three years ago.....

**Shrimati Renu Chakravartty (Basirhat):** About five years ago.

**Shri Joachim Alva:** I am sorry, about five years ago—when we are rushing through time, we are forgetting yesterdays and the world is moving so fast—I was the last speaker on the Air Corporations Bill, when it was passed by this House one hot afternoon. I must not forget to pay my tribute to Shri Kaushik, who sat next to me on the same bench and who was taking a great interest in that Bill. On the morning the day after, i.e., the next day, he crashed in a 'plane'. Though very late, I would like to pay my humble tribute to him because he took a great deal of interest in the Air Corporations Bill by moving many hon. Members here. It was a sad affair that he was dead within twelve hours of the passage of that Bill.

Just a week before that we had a Comet crash in Calcutta. The British are great pioneers in aviation and as I mentioned to the House the other day, I attended the Farnborough Air Show on the invitation of the British

Society of Aircraft Manufacturers. It was a magnificent show—a show of an effort of 50 years and their great enterprise. But we do not want that their bones should be laid in our land in that fashion, in the sense that so many crashes have occurred in Calcutta.

Apart from that, in 1948 there was a crash of an American airliner which carried a very valuable load of 40 journalists and other writers and to these men, we want to pay a humble tribute from the floor of this House who are not known perhaps by names. To them and to all their families we pay a humble tribute.

We should not forget our own people who crashed in the *Kashmir Princes*. The *Kashmir Princes* is an incident of the type which never occurred in the history of the world. Somebody planted a time bomb in the aeroplane and so many valuable lives of the new Chinese Republic (Red China)—men who were pioneering and who were going for a great conference, the Bandung Conference—were lost. We had a number of our own people in the *Kashmir Princes*. They were our own men and even girls and I would like to pay a tribute to the hostess, who passed her belt to the pilot, perhaps wanting to save his life at the cost of her own.

Coming to the Air-India International, it is a very great pioneering institution. We should not forget to pay a tribute to the Air-India International, pioneered by another great man, Shri J. R. D. Tata, and supported by very able staff, who have spread themselves to all corners of the world. The staff of Air-India International, whether they be pilots, engineers, hostesses or other ground or traffic personnel, everyone of them conducts himself or herself as an ambassador of our country abroad. They are willing to serve us and to be ever at our service. I will not be doing any injustice if I say that the men of our International Airlines are more conscientious, more dynamic and ever at our

service then even the men, and woman of our foreign service. The people of Air-India International are a new body and a pioneering body. More and more demands are made on them and they work for 24 hours, around the clock without any rest and perhaps with less leisure than our young men and women in the Indian Foreign Service. If such be the men of our Air-India International—unfortunately, I was not present when my hon. friend spoke and I do not know what he said, or if he ever said a word of criticism about our personnel in the Air-India International—I will join in the tribute by paying my humble tribute to the men whom I saw last year in so many countries. I watched them in eight foreign countries and would again reiterate that the Air-India International is doing an excellent job.

16.8 hrs.

[MR. SPEAKER in the Chair]

May it continue with the same vigour, efficiency and quality of service, without any deterioration in standards and may the high standards its founder and pioneer and sponsor set in the beginning be followed to our greater glory and to carry greater credit abroad.

But that cannot be said of the Indian Airlines Corporation. The Indian Airlines Corporation inherited a very bad legacy. There were about eight kinds of business houses running the different lines which were merged into the Indian Airlines Corporation by the Bill which we passed. They are having an annual loss of Rs. 120 lakhs and that loss they have not been able to reduce substantially. They have perhaps given us valid reasons in the sense that their payload has increased by about Rs. 90 lakhs and they have had to buy Viscounts and various other aircraft. Depreciation is very high. Be that as it may, we want a perfect airline, as my hon. friend said. We may have an integrated airline. We may have both the lines under one integrated body.

Whatever that may be, as long as they are continued we would like one goal, one banner of the same hue. We do not want one white colour on this side and black colour on the other side. We want the Air-India International and the Indian Airlines Corporation to be of the same brand of quality, service, initiative and progress.

The Indian Airlines Corporation is now manned by one of the ablest officers of the Air Force, Commodore Lal. Not that it was badly managed in the past, perhaps they faced a lot of ordeals in the beginning. They faced the teething troubles of the Indian Airlines Corporation with eight nurses holding one baby, as I said, but just now we have put Commodore Lal as the General Manager of the Indian Airlines who with the knowledge of the Indian Air Force perhaps will be able to integrate the Indian Airlines in such a manner that the Indian Airlines Corporation and the Air-India International would be two wings of one mighty body, the other mighty body being the Indian Air Force, so that these three bodies, the Indian Airlines Corporation, the Air-India International and the Indian Air Force, may be of the greatest service in times of emergency and when our security is threatened, just as when the Kashmir trouble was on, all the airline operators went to the help of the nation and rescued as many lives as possible. I would like the pilots, the personnel, the directors, the managers and air hostesses of the Indian Airlines Corporation to be as much upgraded as they are in the Air India International.

Starting with ground personnel, we want them to have very good workshops. We do not want the Indian Airlines Corporation and the Air India International to be dependent entirely on the Hindustan Aircraft Factory workshops. That workshop is far away. Once in three or four or five years, the planes may go there for a very good check up. I would like to have monthly, six-monthly and annual

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checks to be done by first class workshop and repairing workshop. The Air-India International must have one first class workshop as it has in Santa Cruz and the Indian Airlines Corporation should have one in Delhi or some other convenient place so that the bulk of our planes may be well looked after. I think we have three Super constellations in the Air India International and 8 other Super constellations, making a fleet of 11 aircraft, 90 dakotas, etc., in the Indian Airlines Corporation. They may be looked after by both these workshops attached to each of these Corporations.

Ground personnel is very important. The pilots are very daring and self-sacrificing. We cannot forget them. Often I have raised this matter in this House that we cannot forget the dependents of the poor pilots who crash in the air. I was taken by one of our ablest pilot from London to Fawnborough. The pilot made a very important observation to me. I asked him, are you married. He was 35. He said, "I cannot afford to get married; I do not know what is going to happen tomorrow. What will happen to my wife and children if anything happens; I would like to marry a professional woman, a doctor or some other professional who will take care of my family even if I crash tomorrow." These are feelings that should not be there in the minds of the finest young men, men who do bigger sacrifice than you or me. Most of us have been in the prison yards of the land. We were never ready for death. Some of us may have been ready to go to the gallows or be flogged. Here are young men who are ready to die. Whether it is the B.O.A.C., or Pan American or Qantas or Swedish Airlines or any airlines in the world, all the pilots are doing a grand job. They are ready to crash in any part of the world, unknown to their families. Perhaps, their last remains are not got. I want the Air India International and the Indian Airlines Corporation not to forget the

pilots, not to forget the crew who perish on the high seas. They have to be amply compensated. Provision has to be made for their wives and children, for the children until they come of majority age so that they may be well looked after by the Corporation as long as the Corporations get enough loans from the Government of India.

The progress of the Air India International has been really good during the last year. Perhaps my hon. friend is making his maiden speech. If he has made his maiden speech, we welcome it. He has not been able to tell us in a pointed manner as to what are the defects in the two Corporations. I would perhaps give him credit for raising this discussion. These two hours would give ample chance to review the activities of these two Corporations, which we won't get if we had a whole debate on the Communications Ministry. We had the old Minister Shri Lal Bahadur Shastri who took great care of these Corporations. He was transferred to the Commerce Ministry. We have a dynamic man of Shri S. K. Patil who is familiar with Airlines problems. We have as his Deputy Syed Ahmed who has been a Government executive in the past and who knows a lot about accounts.

**Some Hon. Members:** Shri Mohiuddin.

**Shri Joachim Alva:** Shri Syed Mohammed and Shri Mohiuddin are very good friends and I get mixed, unfortunately.

Shri Mohiuddin's strong point is accounts. The accounts of each of these Corporations is the Achilles heel. If we have a Minister who knows banking accounts, he ought to be able to put his finger on the right spot and point out what are the defects, where the losses are, how far the depreciation allowances should be permitted, how far the spending of huge amount on planes could be permitted. Above all, in the matter of stores, I



want the hon. Minister, not only the hon. Minister, but the Ministry officials, to keep a vigilant eye. Because any amount of money can be spent on stores. I as a layman can't understand how the engines that we want to buy with the £1 million loan from the city of London are being bought, how the Boeings are being bought from America with 16 million dollar loan from the International Bank. I do not know how the engines are being bought in England and America. But, I do know that there are manufacturers in England who make one part or two parts and assemble them all together. A dozen people take credit for bringing out a plane in England. Here, we are buying engines for Boeing jets from London with a loan of £1.9 million and with a 11.2 million dollar loan from the International Bank, we are buying three Boeing jets—707-420 which will be delivered to us in 1960. Even in Pakistan,—some of the people whom I met have expressed their great anxiety that they were not in the run immediately in 1960 for Boeing jets.

Boeing jet is a terrific aeroplane. From Karachi to Cairo, they say, a distance of 2218 miles, can be covered in 4 hours 15 minutes; Karachi to London can be covered in seven hours, a distance of 4051 miles; Karachi to Rangoon, a distance of 1946 miles, can be covered in 4 hours 30 minutes. I have not got the calculations from Bombay. Perhaps may be an hour or two more. This will be a revolutionary step. The Boeings will take us from one point of India to any other point in the world or Europe perhaps in less time than we could go from Delhi to Madras or Delhi to Bangalore. It is a matter of pride that though we have negotiated for a loan and we are still negotiating for a loan in London, between London and America we are going to have these three Boeings jets which will revolutionise our communications and which will bring us nearer to London or New York or any other place faster than perhaps all the

planes that have flown before. The people in Pakistan are depressed by the fact that six airlines will operate in their territory carrying Boeing jets, that the Air India International will have in its fleet these jets but not Pakistan Airways. They regret that Pakistan Airways are not able to come in line with the purchase of Boeing jets.

It is a happy sign that revenue performance has increased in the Air India International last year by 42.3 per cent., from 19.6 million to 27.9 million miles, with an increase of revenue from Rs. 676.53 lakhs to Rs. 964.88 lakhs, and the average revenue load factor from 55.8 to 66.3 per cent. This is indeed commendable increase in our revenues. The Air India International has a fleet of 11 Constellations as I said and in the fleet of the Airlines Corporation, there are 66 dakotas, 12 vikings and 6 Sky-masters and 8 herons. They were not very fortunate about the experiment in buying herons. We have somewhere to burn our fingers sometimes. Aviation is such a mighty process that what is good today becomes debris by the evening and we may have to something new tomorrow and plan something else for the day after tomorrow.

We shall have to plan all our planes. I want to know what encouragement the Air Lines Corporation and the Air India International are giving to the budding planners, young boys in schools and colleges who can draw maps and designs for planes. Six thousand drawings are required to make a perfect plane. You have got young boys and girls in the schools who have a fancy for drawing maps for planes. Why don't you encourage them to make drawings? I want to know how the Air India International or the Indian Airlines Corporation encourages these boys and girls to make these drawings for planes. From out of the genius of our boys will come the builders of our planes. Just two or three men in Russia have done RU 104. They have very great engineers. They came with

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the Rumanian Prime Minister. They are the wonder of the world. They have been able to win appreciation and admiration even from the British side. It is a happy thing that Moscow will be within 8 hours reach by Tashkent. All the points in the world will be covered from one end to the other, whether in England or America, or Russia or China or Japan or Australia when these planes are pioneering in this line. One commendable feature of the Air India International that I would like to place before the House is that they had 3,846 employees on 31st March 1957 as against 3,395 in 1956, and they have built up an employees' co-operative bank. They have 1,137 savings bank accounts, which means that almost one-third of the employees have got an account, with a total deposit of Rs. 2 lakhs. This is indeed commendable thrift in a line where there are lots of troubles, where people are not sure of the morrow, where age counts with either the air hostesses or the pilots. The pilots can go off the records if they are not up to the mark or age can wither them, or the air hostesses cannot stand for long the wear and tear of air journey. It is good that these employees are encouraged to have a co-operative bank, and the management of the Air India International and Indian Airlines also should see that their employees are encouraged to have more savings, that the employees right from the ground staff to the top, even menials, are given air passages once a year or two years to go abroad so that they may take a live interest in their organisation.

The employees have been complaining, the pilots have been complaining that when we passed our taxation proposals last year or two years ago we were taxing their free passages. Now, these are small things which this House should take note of. By these small measures we are not going to earn crores. We leave crores elsewhere, and we should not tax the free passages of people who carry such

valuable load of passengers abroad and here in this country. We should be very generous and magnanimous in giving whatever allowances they demand so that our airlines can be built up as great pioneers in the skies of which we may be proud.

**Shrimati Renu Chakravartty:** This is the first time that we are discussing the I.A.C. report where the actual loss can almost be offset, as has been stated in the report itself, by the excise duty on aviation fuel and the State sales taxes which we are paying. They would really balance the losses and that is a good thing. The losses too have decreased between 1955-56 and 1956-57. In 1955-56 it was Rs. 119.40 lakhs; in 1956-57 it is Rs. 108.79 lakhs. This is a good thing, but at the same time we have not yet attained the level of 1954-55 when the loss, though it was substantial, was less at Rs. 90.14 lakhs.

Last year, too, we pointed out that there was an anomaly between the losses and the increase in traffic passenger earnings, revenue ton miles carried etc. For instance, it is heartening to see that traffic has increased enormously, according to the figures of revenue ton miles carried. In 1955-56 it was 36.39 million, and the revenue earning was Rs. 808.60 lakhs. In 1956-57 the revenue ton miles carried was 37.921 million while the revenue earning is very high at Rs. 861.35 lakhs. In passengers, too, we have attained a record. Passengers were 5,00,363 in 1955-56; now it is at an all time record of 5,71,106.

Although we might be inflated about this and pat ourselves on the back that we have done rather well, yet there is a rather disconcerting feature which I want the House to consider. For some time past personally I have been trying to impress upon the Ministry that something is happening in the field of cargo and freight. My hon. friend who initiated the debate did not raise this particular and important aspect, that is, while we find that the passengers carried have enormously

increased, cargo has fallen. The amount of the load has fallen from 53,856 lbs. in 1955-56 to 50,194 in 1956-57, and as has been very rightly pointed out, the loss of 70,000 lbs. of air freight by the Indian Airlines Corporation in the first half of the year 1957 is something that requires investigation as to the cause.

That is a very serious thing especially serious because there are certain areas in our country where willy nilly we have to have connection by air.

16.25 hrs.

[SHRI BARMAN in the Chair]

There is just no convenient route by rail. Even people who by force of the economic situation would be forced to travel in third class in trains have, now, because of partition, to fly. Even the poorest in Tripura, Agartala and Kailashahar have to fly. Our connection from Bengal to Assam, that is the commercial base, the main base with the rest of India, is Calcutta, and that connection has become very, very difficult as a result of partition and the formation of East Pakistan, and although we have to use the airlines more and more for transport of cargo, we are told that today the cargo carried is going down.

Some time back I had put a question to the hon. Minister, Shri Humayun Kabir, and had asked him regarding the NEFA operations. At that time he explained, and he showed of course the figures, that non-scheduled operators had carried the bulk of the freight, but he had explained it was due to certain difficulties which had arisen because of some trouble between the IAC and the NEFA authorities. But my information is that still in the eastern part of India from which I come where cargo traffic is rather on the big side which can be a very good and useful source of profit to the IAC, the non-scheduled operators are eating into our freight service. The reason for that has to be gone into very seriously.

As a matter of fact, I pointed out in this House previously that often

these non-scheduled operators charter our own planes, the IAC planes, for freighter service and actually make a profit. If that is so, then we have to take up this whole thing very seriously. I feel that there must be some sort of a department, a space-selling department of the IAC, which will study the market and will devise ways and means to book bulk loads to be carried by air on a contract basis, so that people who are sending cargo regularly may under this contract basis send their cargo regularly through the IAC. We have to go into this entire question. Otherwise I think we shall be entirely losing this very important source of revenue which, it seems, has gone down significantly. I feel that this whole question of non-scheduled operators has to be looked into from this point of view.

The report has put it in a very roundabout way. At first it was difficult for me to understand what they were trying to say. It says:

"The decline of Rs. 4.29 lakhs in cargo revenue is due to a substantial decline of Rs. 16.62 lakhs in the scheduled freighter service which was compensated to a very large extent by an increase in freight revenue from other services."

What did they mean by this? Very probably they meant that this was from other services, meaning the non-scheduled operations. Otherwise I do not know what it means. I think it should have been put much more specifically.

As a matter of fact, I even wanted to point out that now we are finding that more and more non-scheduled operators are being patronised even by our Ministers. As a matter of fact, I was told that when one of our Ministers went to tour Assam, he actually chartered not directly from the IAC—the IAC also has charter planes—but he chartered from a non-scheduled operator. I think, if I am not mistaken, it was one of Kalingas. I do not know whether they actually

[Shrimati Renu Chakravartty]

chartered from the IAC itself. This is the information I have. I should like to be corrected if this is not correct because it is rather disconcerting if it is a fact.

Then again, I want to know also why it is that we have lost our service in Nepal. Is it that the Nepal Government refused to have a direct route of the IAC with Nepal, or what was the reason? Why have we again brought about this associate body of the Indian Airlines Corporation and have given it to Shri Patnaik who is, of course, a very influential man. He has his links and friendship with very many high officials. This Kalingas has become an associate company of the IAC. Sometimes, they charter our planes. What is the reason for this? Why is it that we have lost this particular line, this particular air traffic from the IAC, and an associate of IAC has now taken over? What is the reason for having this associate?

I was also pained to learn a little while ago that the Burma Airways had actually wanted to give their maintenance and repair work to our maintenance and repair shops, that is, those of the IAC, but I was told that the whole thing was so mishandled; the people came here, and they wanted to see the officials, but the officials did not have the time, and somehow or other we lost that contract. And that contract is now being given over to the base in Singapore of a British airlines company. If this is true, then we have to think very seriously how we are going to make our IAC much more of a commercial venture with that 'go' and with that zest which are needed to make it a national undertaking and also make it pay its way and become a profit-making concern for the benefit of the nation.

Although the Estimates Committee have made many recommendations, which are worth the while and very good, yet I find that the whole question of trying to give more and more

of our revenue over to the non-scheduled operators is a recommendation detrimental to our interest.

Now, I would just like to say one or two things about our aircraft purchase policy.

**Mr. Chairman:** I have to remind the House that we have got just one more hour to conclude this debate. May I know from the Mover whether he wants to reply at the end?

**Shri Rajendra Singh:** Yes, I would like to.

**Mr. Chairman:** How much time would he take?

**Shri Rajendra Singh:** About ten to fifteen minutes.

**Mr. Chairman:** He may take ten minutes.

How much time does the Minister want?

**The Minister of Transport and Communications (Shri S. K. Patil):** Between both of us, we shall take about 40 minutes.

**Mr. Chairman:** That comes to 50 minutes. Shri Harish Chandra Mathur also wants to speak.

**Raja Mahendra Pratap (Mathura):** Shall I be able to get at least five minutes?

**Mr. Chairman:** I am sorry; there is no time.

**Raja Mahendra Pratap:** I want only five minutes.

**Shri Nath Pai:** We began half an hour earlier than it was scheduled. The debate was to begin to 4 P.M., but we began at 3.30 P.M.

**Mr. Chairman:** But the time allotted is only 2 hours.

**Shri Nath Pai:** But we could have used that time also.

**Mr. Chairman:** I think Shri Mohiuddin may take ten minutes.

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** Yes.

**Shri S. K. Patil:** Then, it may be reduced to half an hour between both of us.

**Mr. Chairman:** Shri Harish Chandra Mathur may take 10 minutes. So, in all, it would come to about 50 to 55 minutes.

Now, Shrimati Renu Chakravartty should try to conclude.

**Shrimati Renu Chakravartty:** Yes, I shall finish in two or three minutes. I had a lot to say, but I shall cut it down. I wanted to say something about the aircraft purchasing policy. The only point which I want to make is this, that we had first the Vikings, then the Herons, then the Skymasters and the Viscounts. There is no doubt about it that we want the most efficient and the best planes. But the difficulty is that we are in a tight corner regarding the foreign exchange. And when we cannot even get through our steel plants at Rourkela and Bhilai because of lack of foreign exchange, we have naturally to be very careful as to how we utilise foreign exchange for our civil aviation and our airlines within the country. Of course, we have indented for the 10 Viscounts. I do not want to go into that matter. But I would like to ask what has happened to the inquiry committee regarding the Herons. This inquiry which has been suggested by the Estimates Committee should have been set up. And it was also stated that the utilisation of the Viscounts would be dependent on that, or rather, I should say, not dependent, but we should study the report of this Heron inquiry committee and thereby be able to utilise to the fullest extent the Viscounts.

There is a remark in that report saying that we are now on the lookout for medium aircraft to replace the Dakotas. That frightens me. At this moment, we would love to have the best and the most efficient planes, all Viscounts instead of Dakotas; that would mean that 60 to 63 Dakotas are going to be replaced by the Viscounts. But I have held the view all along,

and even now I hold the view, and that is reinforced also by certain technical experts who say the same thing, that our Dakotas can carry on for a sufficient length of time and these aircraft can be continued in service. This is what the *Indian Skyways* says:

"These aircraft can be continued in service for several years, provided adequate spares are introduced throughout the network, at the same time speeding up the process of maintenance. There is no reason why these old and trusted aircraft should not give excellent service and achieve considerably more utilisation than they have been able to do."

I cannot take up the question of utilisation or route pattern, since there is no time. But I do feel that this has to be given very serious thought to, because the concluding lines of the report say that although we have shown a lesser loss this year, we may not be able to show the same decrease next year because of the costlier aircraft. And these are the words that we find:

"As a result of the introduction of costlier aircraft. . ."

We must keep this loss down. Otherwise, we shall have this constant talk that nationalisation has been the cause of all evil and that we should not have nationalised.

Lastly, regarding the rebate on aviation fuel spirit—of course, that matter is now before the ATC, and they have submitted their report,—I think that at least 50 per cent. rebate would be quite a reasonable thing. If we can have that 50 per cent. rebate, then we shall spend Rs. 50 lakhs less on fuel taxation, and possibly we may get an additional Rs. 12 lakhs on air mail carriage. That will be a very good thing.

But I would beg of the Minister not to increase the passenger rates, especially, on the routes where there

[Shrimati Renu Chakravartty]

is no rail connection. He had promised a little while ago about changes in services for these routes and set up Janta trips to North Bengal, Tripura and Assam. I would beg of him to see that whatever may be the recommendation to increase the freight rates and the passenger fares for the business executive and other officers of Government—I have no objection to that; let him do that, but at least in these routes where the poorest of the poor have to travel by air, there should be no increase in fares; rather, there should be an effort to bring into existence the janta airlines.

**Shri Mohiuddin** I am glad that we have this opportunity of discussing the report of the IAC and the Air India International. Hon. Members who have spoken before have given the figures of the losses and the increased capacity that has been created during the last five years. I shall not repeat those figures, because the time allotted for me is only about ten minutes.

I would, however, like to mention one important factor in regard to the operating cost of the IAC, and it is this, namely that the price of aviation fuel in India is one of the highest in the world. In India, the price of aviation fuel is Rs. 3 to Rs. 3-8-0 per Imperial gallon, while in U.S.A. it is Rs. 1-13-4, in Australia it is Rs. 2-7-4, in Pakistan it is Rs. 2-14-0, and in U.K. it is Rs. 3-1-9.

**Shri Rajendra Singh:** But what is the condition of freights and fares in those countries?

**Shri Mohiuddin:** I shall come to the fares presently. There is an interesting comparative figures of the cost of the various items that go into cost of air services. I shall give here only one figure about the aircraft fuel and oil. These figures are in terms of U.S.A. cents per ton-k.m. We here usually employ the figure per ton-mile, as the comparison is with foreign companies, I am giving this figure per ton-k.m.

In U.S.A., for various companies aircraft fuel or oil costs 2·8 cents per ton kilometre, and in one case it is 3·1 cents. In India, it costs 8 cents per ton kilometre. In the Netherlands, Japan and other countries—I have figures for about 13 countries here—the cost varies from 4·2 cents to 6·7 cents and in one case it is 7·8.

Now, that is a very important factor which we have got to take into account. Shrimati Renu Chakravartty has said that rebate should be given to the extent 50 per cent. on excise duty. These questions are under consideration. But in order that the House may be able to put the figures in the right perspective, I have quoted them. I would add one set of figures more.

16.42 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The losses to the IAC in 1954-55 were Rs. 90,50,000 and in 1956-57, Rs. 1,19,00,000.

**Shri Joachim Alva:** Rs. 1,19,40,000.

**Shri Mohiuddin:** Yes, to be exact.

The IAC during the same period paid in taxes as follows: 1955-56 Rs. 96 lakhs and 1956-57, Rs. 112 lakhs. These are approximate figures; I am not going into thousands. I am not stressing the point that the Air Services should not bear the excise duties. They must bear the excise duties ultimately in order that they may run on commercial principles. But at the present moment, when we are in the early stages of the development of air services in India, it is an important factor that we have got to take into consideration, that in spite of the efforts made, a large portion of the revenues go into two important items, that is, taxes and wages. The wages have gone up considerably. I do not grudge that, but I wish only to indicate what is the extent to which wages and other allowances have increased during the

last three or four years. The total amount of increase on account of additional cost in categorisation and liberalisation of service conditions is over Rs. 50,60,000. Recruitment of additional staff—of course, there—cost about Rs. 19 to Rs. 20 lakhs and part of this additional recruitment at least was due to the fact that the conditions for employment were liberalised. I may inform the House—perhaps many of the Members do not know about this—that the normal hours of work in the IAC workshops are not 48 per week but 44. So on account of the reduced number of normal working hours and the liberalised leave allowances, the staff had also to be increased, and that cost about Rs. 19,71,000. The additional cost during the last three years has mounted up to Rs. 84 lakhs.

Another important factor that has come in during this year which will affect the 1958-59 accounts is that in 1957-58, the excise duty was increased. The effect of it on the IAC's consumption of fuel is estimated at about Rs. 28 lakhs a year. Sales tax has increased. The States have increased sales tax. That accounts for Rs. 5 lakhs. The tribunal has given an award which has been accepted by Government. That will involve the IAC in an expenditure of about Rs. 15 lakhs for the last 15 months and a recurring expenditure of Rs. 10 lakhs by way of increased wages. The additional expenditure on these items amounts to at least Rs. 48 lakhs which the IAC will have to bear in part of 1957-58 and in 1958-59.

Now, any increase in revenues that the IAC gets by providing better service and better amenities for passengers would be absorbed by the increased expenditure over which the IAC has no control. These are a few facts which I wanted to place before the House so that the whole problem could be judged in the right perspective.

Shrimati Renu Chakravartty referred to the recommendation of the

Air Transport Council that there should be rationalisation in passenger fares. While on the one hand, the cost of our aviation fuel is one of the highest in the world, on the other, the present rate of fares is one of the lowest in the world. The Air Transport Council have said that except for the U.S.A. and Australia, so far as the tourist class are concerned, the current air fares in India are by and large the lowest in the world. On the one hand, the cost both on account of wages and salaries and on account of aviation fuel and oil, is high and on the other we want the rates of fares for passengers and cargo should not be increased.

**Shri Braj Raj Singh (Ferozabad):** What is the per capita income of India?

**Shri Mohiuddin:** It is very low but it must be remembered that those who utilise the aircraft are persons whose income is quite high. It is not the villager whose income is only a few hundred rupees that utilises these services. It is those who can afford to pay the fares that are charged or perhaps may be charged at increased rates in the next months that utilise these services.

**Shri Sishasan Singh (Gorakhpur):** Is it not for the lower class of people?

**Shri Mohiuddin:** I hope a time will come.

**Mr. Deputy-Speaker:** It is open to everybody who may utilise it. The aircraft would not take into consideration the average income of the person travelling.

**Shri Mohiuddin:** With these few words, I conclude.

**Shri Harish Chandra Mathur (Pali):** Sir, it is not only with some satisfaction but with a little sense of pride that we can mention our air services, the work done by the Air India International in particular. They have maintained a high standard of efficiency and they have a reputation in the international air services. Today the country can legitimately be proud

[Shri Harish Chandra Mathur]

that they have not only maintained a high standard of service and efficiency but also showed improvements in the economic plane. They have done fairly well. They have made fairly good profits, particularly during this year when they were faced with various problems. Owing to Suez crisis, they had to route their planes through different airports where they had to face difficulties which they overcame in a commendable manner. So, they have given a very good account of themselves. I will not go into the figures which are supplied in these reports. It is heartening and encouraging to go through them.

I would only like to make one observation in this matter that they have not been able to just open up new routes. They have, it is true, intensified, co-ordinated and consolidated the old routes and they have increased the frequency on the old routes. But they have opened up only one new route by taking the plane to Australia. I do not know why this particular route was selected by the AIL because even according to themselves, this route is not likely to yield a good revenue. It is likely to be a one-way traffic—it has been mentioned. I do not know for what reasons this particular route was selected. They could have profitably taken over certain other routes and I think the hon. Minister will be able to explain to us why this particular route—Darwin to Sydney—was taken up and why they could not extend the service to New York and to U.S.A., particularly in the light of our experience of the increasing tourist traffic which is already there and which is giving a very promising account of itself.

The hon. Mover of this motion suggested the amalgamation of the two Corporations. I am afraid I cannot agree with him. I would rather caution the hon. Minister against taking such a step in any hurry. I hope the experience which we have

got out of the integration will not be lost on us. The standard and the pattern of work are different in the two Corporations. In the international services, you have a different sort of problems to be faced and certain different standards to be maintained. We cannot also forget that the other Corporation has been constituted by the amalgamation of different companies which had very different patterns, and standards. The administration had very great difficulty in bringing about an integration of these various services. If these two Corporations are now to be amalgamated that will give rise to a sense of uncertainty among the staff and it does not work well. Let them work separately for some time and let the standards be raised. Let us see whether they come to a proper stage when these two could be amalgamated. Certainly, I do not suggest that they should work as separate units for all times. But I think we will have to examine these administrative problems and the uncertainties arising out of the amalgamation of services. We have had some little experience when certain railway services were integrated. It is now seven or eight years. We have been worried about this problems; we had to face so many difficulties. The integration has not been finalised to this day. So, this uncertainty among the personnel does affect the efficiency and the working of the Corporation and the air services. I would rather like to warn the hon. Minister to take all these factors into consideration before he accepts the suggestion to amalgamate the two Corporations.

The IAC, I am sure, is also working up. It had certain teething trouble and it had inherited certain disadvantages and in the initial stages it did not work to our satisfaction. But it appears that it is coming up now and I have read in today's papers a very heartening report that the traffic particularly in our home services is very promising and it is likely that they are not able to cope



with the fleet at their disposal. It is very heartening.

My hon. friend has explained the difficulties in making this service less costly than they are at present. In this respect I have a particular complaint. It is about the routes and the policy which has been followed. I hope the hon. Minister anticipates me. My particular complaint is that even those places which were on the international air routes and on our home routes have been cut out.

17 hrs.

I particularly want to mention Jodhpur. Jodhpur was one of the earliest places in the air travel. It was on the air map of India and also on the international air map. It has one of the finest aerodromes which was built even before Delhi and other airports developed to their present sizes. It was the first place which started an air club. Even today it is a place where you are giving air training—it is a centre for the military. The ruler of that place took a particular interest in aviation. He was perhaps the first honorary Air Commodore of India. You can just imagine, Sir, the feelings of the people of that place when they find the place out of these routes.

I do not know what their policy and programme is. Are we to be scared away by small losses which are, again I mention, of a very temporary nature? There are certain factors which are responsible for these occasional losses. My friend will say that they had watched this for a certain continuous period. I would submit, Sir, if they had taken a fuller picture of the thing, if they had taken certain other steps, even if they had taken into confidence the Government of Rajasthan they would have found that certain steps could be taken to improve the situation.

I will just give him an example. You are shifting certain offices from Delhi. The Salt Commissioner's Office, which has under it now an All

India company, is now to be located. The Chief Minister of Rajasthan wanted that this office should be located at Jodhpur for various reasons. But the officers here, for the sake of nearness and for want to air travel facilities, do not want to go there. So it starts a vicious circle. If in our developing economy you cut out the names of such prominent places which had enjoyed that facility for over 20 years, you can just imagine the feelings of such people. I am unable—in all earnestness I have been trying to understand the view point of the Government, the view point of the administration—to explain it to my people. There have been representations from the Chamber of Commerce and other bodies. Even the Chief Minister has agreed that if you start the service again, he will permit his officers to travel by air instead by first-class.

I think these factors should be taken into consideration. It would be tragic and sad if in the wake of independence, especially now when we are developing our services and are opening new routes, we cut out such important places. Many other ways and means could have been thought about as to how this route could be made more profitable—we can sit down and do it. If even inspite of it my friend has got only that short vision, that bania policy and he only wants a pound of flesh by saying that if there are Rs. 2 lakhs then we can possibly have that, I would like to know what is the policy of this Ministry, what is the approach of this Ministry; whether it is the short-sighted commercial thinking on which they are proceeding or they will take a proper outlook, they will take into consideration various other factors and give the proper place to important cities. I would implore the hon. Minister to give serious thought to this matter and try to restore this service as soon as possible.

I would only make a brief mention of two points in about two minutes. So far as the services are concerned,

[Shri Harish Chandra Mathur]

an objection was taken by the Mover of the motion that the percentage of higher grades consumes about 55 per cent of the salary bill. But my hon. friend forgets that there are certain peculiar services—and airlines is one of those peculiar services—where the technical personnel is always highly paid. We have got of necessity to pay them high, though the patterns differ from department to department. Where you need highly technically qualified persons—ground engineers, pilots or hostesses—their salaries have got to be high and the percentage of the salary bill consumed by them will be certainly much more than in other departments where the establishment consists more of clerical employees. This is not a department where you employ so many clerks and babus. Therefore, we should not try to judge the wroking of the corporations by those standards.

He also objected to appointment of women as air hostesses.

**Shri Rajendra Singh:** No, Sir; I objected to PRO's and not air hostesses.

**Shri Harish Chandra Mathur:** What I want to submit is that, while the services are open to all persons, there are certain services which will attract a particular sex; it is in the nature of things. I will quote the cases of USSR. In the medical profession and in the teaching profession in USSR you will find that at least 60 per cent—it is even up to 80 per cent—of the jobs go to one sex, the female sex. It is not because there is a certain preference being given. It is in the very nature of things and certain things develop. If a particular preference is to be given, we should not get funky about it.

**Shri S. K. Patil:** Mr. Deputy-Speaker, Sir, I am extremely grateful to the hon. Members of the suggestions that they have made and, particularly, the very apprecia-

tive manner in which they have made references to these air corporations. I am glad that there is an increasing realisation in this House that aviation has become a necessity everywhere in this world today; it is no longer a luxury and it has got to be maintained no matter at what cost.

If everything is to be judged like a commercial enterprise that unless it makes profits it is not to be continued, civil aviation would have no chance in this country or, for that matter, any other country in the world. I can assure the Members of this House, and they can also verify for themselves, that even in countries where civil aviation has succeeded and is making profits today, for years together very colossal losses were incurred.

People have got to be made air-minded. Many other things have got to be done. Considerations of safety and security are paramount in everybody's mind. All these trends of mind have got to be encountered before civil aviation becomes a commercial success anywhere. Therefore, I should like to tell this House that if they expect that by any magic civil aviation, whether it is international or internal, is going to be a commercial success, they are really labouring under a misapprehension.

I am saying this not because there is no room for economy. There is room for economy and it must be constantly under watch. But, after having done that you must not come and tell me very often that because a particular thing is not making any profit it should be stopped. Here is my hon. friend Shri Mathur who made a very eloquent and powerful plea for these internal feeder lines connecting Jodhpur, Jaipur, Udaipur, and others. Though he mentioned only Jodhpur, it includes many other things. I have been continuously getting letters from everywhere. The hon. Member also talked to me privately that the profit motive should not be the only motive in having our aviation; because

all these capitals and other important places have got to be inter-linked in aviation. Time is moving fast, administration is moving fast in a fast moving world, and we cannot afford to be slow. Therefore, the House must be ready for at least ten years to come to have losses, and even more losses. I am not threatening that more losses would be there. Nobody would be happier than myself if I could present a budget and say that you have incurred no losses. Not only on the international lines but even in the internal lines. But even if it does not come to that, for the propagation of aviation, for making people air-minded in this country which they are not today, you will have to spend money, and a part of our money has got to go outside, of our revenue and expenditure of this country.

Having said that, I must say that within less than five years of the civil aviation becoming a nationalised enterprise in this country, with these corporations, we have rendered by and large a magnificent account of our service. I do not say so because I am in charge of this Ministry, but take any impartial opinion anywhere in the world, and I am very proud to say that today our lines, whether it is the IAC or the Air India International, rank with some of the most progressive and most efficient airlines in the international world.

I can give you one illustration just to prove this thing. So far as the international traffic is concerned, it is open to people, the passengers, elsewhere not to travel in our planes because there are over so many lines, the TWA, the TAA, the KLM, Quantas and many other lines. But foreign passengers prefer our airlines, apart from Indians. If Indians prefer our lines, you might say that they are doing so from a patriotic motive and so there is nothing in their doing so, but even other passengers have shown a preference for the Air India International because the efficiency and the treatment that we afford for them in

the Air India International are of the highest order. Therefore, we must be proud that in less than five years we have made much progress. Of course credit must be given to those who ran these lines even before we took over. I am not saying that we alone did it. But all that ultimately is a national gain that we have achieved. If India is air-minded today—and in perhaps within fifteen years we will be more so—much of the credit goes to these lines and those private people who, out of their enterprise, did well. But they might have done many mistakes. But please do not forget that if that enterprise had not been there, there would have been nothing for us to nationalise. We nationalised something and took over something, with some of the bad things hanging over, but by and large, we must pay our tribute to those who had the courage and who took courage in their hands and did develop this, which is so beneficial to this country. We have improved upon it, and during the last five years, we have done something, both in the internal and in the international lines. If you take the account as a whole and not merely go to minutest details somewhere, where we might have made mistakes—we have made mistakes—by and large, the sum total of it will be that we have rendered an excellent account in this field.

Now, so far as the airlines are concerned, the Air India International has made a profit, as you have seen, of about Rs. 38 lakhs. From Rs. 3 lakhs we have moved on and on up to Rs. 38 lakhs. But even supposing that we had not made that profit, then also I could have said that even with a loss, looking to the excellence of that service, the regularity of that service and looking to many other things which the foreigners applaud more than ourselves, surely this gain, although it appears to be a small gain, is most commendable.

Coming to the internal line, it has been pointed out that we have made a loss of Rs. 120 lakhs. My hon. col-

[Shri S. K. Patil]

league has pointed out the facts. If you take into account the various items of cost, the accessories that have been paid for, aviation petrol and all that, and the wages—we have given wages to the extent of Rs. 84 lakhs per annum after we have taken this line from others—considering all that—a loss of Rs. 120 lakh is not a loss at all. I am not merely stating that because it is only so much, more loss could have been incurred. Nothing like that. As I said at the beginning, I would be a happy man if the losses are completely eliminated and we show that instead of a loss there is a profit. But even if you take all these factors into consideration, you will find that the loss we have incurred is negligible. Whatever we might do, we have got to expand. Some hon. Member said that if some line is not making a profit, stop it. If you go on that consideration, possibly there would not be any line in India today, because every line is bound to make a loss at least for five years or ten years until better craftsmanship, better training, better facilities and better everything is obtained. Then alone the percentage of air-minded people in India will increase, and then alone there will be a solution.

I shall illustrate it. When the Viscount came, what happened? The people have got confidence in the Viscount not only because it is a superior aircraft with four engines, but because of its safety, security and everything. Therefore you will find that when you want to travel by the Viscount either to Calcutta or Bombay or anywhere, out of 44 seats hardly any seat at any time is vacant. You have got to book your seat two days, four days or eight days in advance in order to travel by it. What has happened all of a sudden? Has the prosperity of India risen all of a sudden? All of a sudden has the patriotism developed among the Indian people, or has there been a sudden sense of urgency or patriotism sudden-

ly developing, but it is a sense of security that the people have got, namely, that this is a reliable plane, fast plane, more efficient plane. Therefore you see that it is almost continually full. The figures that I have got for the last two or three months suggest that it will always be a paying proposition. If you go at this rate, as some hon. Member has said, one might ask, why not have all Viscounts and instead of ten, have 100 or 200 of them. I wish we were in a position to do that. Everybody would welcome that, but remember that if air-mindedness increases in India year after year, a point of time may come when even to have 100 Viscounts will not really be a luxury in this country. You can have that and your traffic will increase. I am not suggesting that it will happen tomorrow. But until then some other methods have got to be found out in order that our aviation does not become altogether a loss.

I now quote in passing some of the figures about the aircraft. The Air India International has today eight super-constellations as everybody knows and three constellations. We are having three jet Boeing aircraft to which a very laudatory reference has been made. When the Boeing comes in, it will be a complete revolution in aviation: it has great speed; the normal speed of Boeing is about double that of any fast aircraft. It is 600 miles per hour. You can imagine what it means. It is not merely speed. It is speed in our habits and everything that pertains to aviation changes, and along with that there is the possibility of getting money or even losing money. That also increases. These three planes cost somewhere about Rs. 3 crores for each plane. I think the seating accommodation of each is 120. All these three planes, with their spares, are costing us somewhere about Rs. 11½ crores, and naturally, these 10 Viscounts that we have taken cost us somewhere about Rs. 40 lakhs to Rs. 59 lakhs each. Therefore,

about Rs. 470 lakhs is the total, and with spares, etc., it comes to Rs. 7½ crores or so. Just think about the colossal price that we have to pay in order that aviation succeeds in this country.

Not only that. It is not enough that we have got a fast-moving plane. Along with that, other accessories have got to be brought into being, namely, the runway. The runways have got to be extended. Big air terminals have to be built. You have seen what has to be done at Bombay. The other day there was a discussion about it. For a jet plane, the runway has to be extended from 8,200 feet to 12,000 feet. That runway is costing us somewhere about Rs. 4 crores. That is a mere extension cost. There are other things that are going to be done there, such as meteorological equipment and other things. I am giving the House all the picture in order to bring home one fact, and that fact is that with the progress of aviation in this country we must be prepared to foot an increasingly larger bill year after year and let us hope that our air-mindedness and our habit of using aeroplanes will counterbalance that and that ultimately we shall be able to show better results.

So far as the Indian Airlines Corporation is concerned, there also we have got quite a number of planes, 94 in all. Skymasters are six, Viscounts five, and they will be ten soon, and we have got a few more. There are 12 Vikings and the Dakotas are 63. Herons, eight. Out of these 94, some of them are not working today. Some Members were particularly critical about the Herons. I am not going into the details, but we have got to meet the difficulty and make some kind of experiment for the feeder lines. Even today, I am flabbergasted, and I do not know how other bigger aircraft could be used on these lines. Viscount is good; Boeing is good; Constellation is good; But surely for the feeder lines for Jaipur, Jodhpur and Udaipur, I am not going to run

them with a Viscount or with a Constellation and much less with a Boeing. Some kind of plane has got to be found out. Even the Dakotas need not be continued after two or five years. A time will come when the Dakotas have got to be replaced, and we have to make a choice. Sometimes that choice proves to be not exactly a correct choice. It is very difficult. We are a new nation in aviation. We are just developing our aviation habit and the engineers—

**Shrimati Renuka Ray (Malda):**  
Why not build some planes also?

**Shri S. K. Patil:** Yes; very fine. Ladies are more progressive than men. We have built some planes ourselves. But they are not for use in civil aviation. They are used for military purposes. But who knows, within a reasonable distance of time we shall be able to build bigger planes even. All these things have got to be done and sometimes the choice is bad. It was asked why Heron was chosen. I am not defending the mistakes that were committed. It is a mistake, but the mistake was done in good faith and the House must accept that mistake was done in good faith.

We want a small plane, which is manoeuvrable, and yet has got the maximum speed, because it has four engines, which has a small pay load and which will have only 11 or 12 seats. And the feeder lines, wherever they are, will not get passengers. My hon. friend, Shri Mathur, was quoting what a Chief Minister has stated about a rule that the officers will be allowed to travel by air instead of first-class. I wish they had made this rule earlier in which case the poor Heron would not have got a bad name and possibly we could have given a good account of ourselves.

**An Hon. Member.** They should have been consulted.

**Shri S. K. Patil:** I am not finding fault with him. I am merely saying the facts of the case. Therefore,

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because of the larger security component that it has got, because of the manoeuvrability, because it can fly at low altitudes, take off quickly and come back quickly it is favoured. Now all these things do count a lot, so far as the feeder lines are concerned. Now a question was asked why the Herons were taken. We have made an experiment and much of the loss during the last so many years is largely due to the fact that we have been making losses on that. We have now grounded them and we are selling them. We hope to sell them. Each of them was bought—I am speaking subject to correction—at a cost of Rs. 7½ lakhs. There is also a sinking fund. They are expected to fetch Rs. 5 lakhs to Rs. 5½ lakhs. We are selling them. We have already sold one to Hindustan Steel. We have got seven more. When they are sold, ultimately the loss will not be great. But the indirect gain that this country has got, namely that those people have got accustomed to all this, that outweigh the disadvantage. Now a man in the street can say what are the qualities of the Vikings, Super-Constellation and the Constellation, contrast them and compare and so on. All that means knowledge and that knowledge certainly must be paid for. We do not simply get it for nothing. We get it because all this has come and because people are becoming more and more air-minded. They watch the progress of the planes and compare and contrast them and find out what is the best for them. Therefore, if mistakes are made—and mistakes will be made—they are always made in good faith and the House has got the right to reprimand then for the mistakes but the fact that they are done in good faith must be accepted. Surely, these mistakes were not done in bad faith. If civil aviation means a good thing and if it ultimately turns out to be bad, you must be charitable, and the House is always charitable to the mistakes that are committed in good faith.

**An Hon. Member:** You are taking it too far.

**Shri S. K. Patil:** I am not taking it too far. My hon. friend has pointed out that if only we had not experimented it, we would not have had all these losses. I do not want to repeat that point here.

Then, so far as the workers are concerned, an hon. Member made a suggestion that the workers must be treated well. They are treated well. If the worker anywhere has got to be given the best treatment, it is a worker in the civil aviation, because he deals with a mechanism which is so very efficient that unless he himself is efficient, surely he cannot work. Therefore, the result was that as soon as we took these eight companies, they were very lowly-paid workers and in order to bring them on par with Tatas or the other nationalised concerns we had to increase the wage bill and it came to about Rs. 84 lakhs of rupees for one single item in 1956-57. And that will explain to you why these losses have got to be made or are made.

Now, I do not want to go into the details. I will only refer to one or two points which the hon. Members have made. The hon. Member, Shri Rajendra Singh referred to economy. We are watchful of the economy. We are always thinking about how economies can be made. If there are any defects in the working of the Corporations, they can be mended.

Reference was made to the question why these two Corporations should not be brought under one. There is one opinion that they should be amalgamated. There is another opinion by another hon. Member that they should not be amalgamated. I have got an open mind on this subject and I can assure the House that nothing will be done in haste. We have got only five years' experience, and that is not a very big experience. It is not as if we can do wonders if there is amalgamation or bifurcation. Wonders could

be done when we become air-minded, when our administration becomes very efficient and up-to-date and when losses are minimised, if not eliminated.

Another thing that he suggested was about the hostesses, to which answer has been given. He asked why there are fashionable hostesses and ladies with good faces. I am quite sure that he has no objection, either to the ladies or the good faces. Ladies with good faces have been applauded everywhere in every country from time immemorial. The system of hostesses was introduced in the West. I remember, it was not introduced because somebody must be there or a nurse must be there to look after a patient, but it was introduced because an air hostess is a pastime and she is useful. Therefore, she must have all these things. What I mean to say is that she must be clever and tactful. It is not merely the service. Therefore, a good face in a hostess is one of the qualifications for their selection. Therefore there is nothing wrong about it.

He does not seem to like blue saris. Some people have got some fascination for some colours. I do not know, but those who selected the blue sari must have a fascination for blue. But I can assure him that I was not responsible for the selection of blue saris. Blue is not my very favourite colour. But even then, what I am saying is that these colours are chosen for efficiency, for good looks and so on and so forth. Therefore I need not be sorry about it.

We have some stewards also. He suggested that. Stewards are not bad. I cannot be unjust to my own sex. (Interruption) You need not interrupt me. They may be good, but when these stewards were appointed I found nobody ever called a steward for service. I used to feel very hurt about it as to what is wrong. The poor fellow was so efficient. The system of hostesses has come into being. It has become popular and it is going

to be increasingly popular and we shall have nothing to say.

Then it was said why are we paying high salaries to them. These are hazardous jobs and therefore they have got to be paid. It is not an ordinary job. Sometimes great risk is involved and therefore we are paying them.

Then it was said that Rs. 19 lakhs of commission was paid. Now this payment of commission is a normal practice in all the airlines of the world. You cannot be different from the other airlines. We have got to work through the tourist agencies and other things looking after the travellers. If you say that our line is very popular and we do not want their help, that cannot be done. It has got to depend on them in order to be abreast of all the practices which have come in aviation, which the progressive nations have.

Then about the Rs. 7 lakhs spent in advertisement, I may say that it is not even one per cent. Other lines pay four to five per cent. The Estimates Committee also felt that if we spend up to one per cent it is not too much of advertisement. Therefore, a little less than Rs. 7 lakhs on a total bill of about Rs. 6 to Rs. 7 crores is not large. Advertisement is not merely to secure a passenger but to make people air-worthy by telling them everything about aviation so that more and more people come to think about aviation. Therefore these advertisements have got to be continued.

Then, my hon. friend, Shri Alva, made a reference to some of the very brave deeds of our pilots etc. May I repeat that? I whole-heartedly support him in this. Our pilots are really an object of pride. Wherever we go, I have seen in Geneva and in Hong Kong landings done by our pilots in weather conditions where except the brave no pilot would ever really attempt, they say the Indian pilot is one to be envied. We are not behind any-

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body in applauding their services. If they are not paid more adequately, it is because we love them so much. Appreciation should be accepted part in kind and part in cash. We are not in a position to pay them more, but I may say that there is no class of public servants that deserves a better treatment than the pilots and the servants of our aviation services.

Coming now to the routes pattern, Jodhpur and other places were mentioned. I agree with my hon. friend. It is not my opinion. I can feel personally because I am an aviation man all my lifetime not because I accidentally happen to be the Minister of Aviation. Aviation cannot succeed unless you take the 'plane first even if there is no passenger. After wards, people come to know that there are advantages in going by air. We cannot go in the slow-moving trains. Sometimes one can go, but there are some occasions when fast-moving planes are also necessary. Therefore feeder lines have come into being. It must be such a network of feeder lines that you can go from anywhere to everywhere in the country with as much speed as is capable of. I shall get the question of Jodhpur examined. In Jodhpur line we are having a loss of Rs. 4 lakhs. It is not an ordinary loss.

About Andhra, how much have I suffered because there is no aeroplane there and everytime I have to motor 60 or 200 miles about ten times in two or three months. If a large State, like Andhra, with 36 million people, who are flung everywhere, is not linked with feeder line, surely our aviation cannot be said to have made sufficient progress. All these things will be examined in their proper perspective. The House must be co-operative, that is, they must not at once say, because we are making losses, we must not do that. If we are prepared to suffer losses for ten years in order to propagate aviation, I shall guarantee, at the end of it, we shall start making

money in aviation. By that time, large percentage of our travellers will have acquired airmindedness that is required.

I have not much to say. The hon. Member has to make a speech in reply. I can end on a note of optimism. I have not said this merely in order to take advantage of the position. In the past we may have failed in many places. So far as aviation is concerned, barring a few mistakes that we have done, which could have been avoided,—we shall avoid them in the future—we have made a success of aviation in this country. It shall stand to the credit of this Government of ours and our democracy—this is by far the most important and magnificent nationalised concern that they have handled—a concern which has to be answerable to millions of people who are the passengers ultimately—when we come to realise that their verdict will be, we have done well.

**Shri Rajendra Singh:** Mr. Deputy-Speaker, I think the hon. Minister deserves congratulations for defending the indefensible. He has at least been unjust to me by misquoting what I said. I have never said that this aviation should be run entirely or absolutely on a commercial basis. I simply suggested that strict economy should be applied. The hon. Minister says that for ten years to come, we will have to prepare ourselves for losses and then and then only can aviation improve and develop in this country. If aviation can develop, if every man could have an aircraft in India, if every village can have an aerodrome, I think nobody could be happier than me. But, one must also understand that no communication however important can develop entirely in ignorance of the economic situation prevailing in the country. If the economic situation of our country permits of enormous development of aviation, it can. But, if the economy does not permit it, no matter whosoever is the



Minister here in this House, it cannot develop.

I wanted to know from him what would be the character of the Corporation and the extent of its accountability to Parliament. The Minister has kept silent on it. I am very sorry. As regards labour relations, I pointed out that some fussy things are being done, that people are upgraded who do not deserve it, and sometimes upgrading takes place atrociously regardless of labour laws and certain principles. The Minister has kept silent. The most painful thing which occurs to me is, I never mentioned about air hostesses. I know air hostesses have a very difficult task to perform. They certainly take an enormous amount of risk. I never said anything about that. I said simply about the Passenger Relations officers who were recruited when, of course, there was no need for them. Even if there was some need, they were given a certain preferential treatment regardless of principles and regardless of rules, which has brought about unrest and discontentment among the labourers. If aviation is so important and labour has to be satisfied by giving higher salaries and higher amenities, it is also true that labour must feel satisfied that the treatment that is meted out to them is not different and discriminatory, and that it is fair and honourable.

With these words, I conclude.

#### \*GOVERNMENT ADVERTISEMENTS

श्री भक्त बर्जान (गढ़वाल) : उपाध्यक्ष महोदय, २२ अप्रैल, १९५८ को मेरे एक प्रसारित प्रश्न संख्या २५८१ के उत्तर में सूचना तथा प्रसारण मंत्री जी ने यह बतलाया था कि सन् १९५७ में जो सरकारी विज्ञापन हमारे देश के समाचार-पत्रों को दिये गये उनका मूल्य इस प्रकार था :

“सजावट यानी डिस्ले विज्ञापन, अंग्रेजी मसबाराँ को—६,५०,७२७ रु०,

श्रीर हिन्दी तथा अन्य भारतीय भाषाओं के पत्रों को—७,९५,०५१ रु०  
वर्गीकृत यानी क्लासिफाइड विज्ञापन अंग्रेजी के पत्रों को—१२,४८,०६६ रु०  
श्रीर हिन्दी तथा अन्य भारतीय भाषाओं के पत्रों को—२,५७,४२८ रु० ।”

इस सम्बन्ध में मुझे यह निवेदन करना है कि स्वतंत्रता प्राप्ति से पहले हिन्दी तथा दूसरी देशी भाषाओं के पत्रों ने स्वाधीनता संग्राम में जो योग दिया वह इतिहास की वस्तु है। जनसाधारण के अन्दर चेतना लाने में और स्वराज्य संग्राम की कहानी को प्रत्येक गांव तक पहुंचाने में उन्होंने जो प्रशंसनीय भाग लिया उसको दोहराने की मुझे जरूरत नहीं है। हम सब लोग, जो भारतीय भाषाओं के पत्रों के शुभचिन्तक और प्रशंसक हैं, यह समझते रहें थे कि स्वाधीनता प्राप्ति के बाद हमारे पत्रों को प्रोत्साहन मिलेगा, और मैं यह भी निवेदन करना चाहता हूं कि हमारे माननीय मंत्री महोदय तथा हमारे सरकारी प्रवक्ता लोग समय समय पर यह घोषित करते रहे हैं कि यही उनकी भी नीति है, लेकिन मुझे क्षमा किया जाय जब कि मैं यह कहना चाहता हूं कि उनकी कथनी और करनी में अन्तर प्रतीत होता है।

कुछ वर्षों पहले जिस प्रेस आयोग की स्थापना की गई थी उसने भी इस प्रश्न का गहराई से अध्ययन किया था और उसने कुछ सुझाव दिये थे। प्रेस आयोग की सिफारिशों पर चाहे पूरी तरह अमल न हो पाया हो, लेकिन विज्ञापनों के सम्बन्ध में जो सिफारिशें उमने की थीं, उनके बारे में माननीय मंत्री जी ने यह घोषित किया था कि उनके सिद्धान्त को स्वीकृत कर लिया गया और उन पर धीरे धीरे अमल किया जायेगा। लेकिन मैं देख रहा हूं कि इस आश्वासन के बावजूद भी अभी तक भारतीय भाषाओं के पत्रों के साथ पूरा न्याय नहीं