

dealing with legal matters. Since it does not have a full-fledged legal set up, legal cases are entrusted to Retainers/Lawyers on case to case basis, taking into consideration the complexity/importance of the matter.

The legal fee paid to M/s. Bhasin & Company during 1998-99 was Rs. 1,56,17,641 excluding expenditure incurred for hotel accommodation, outstation allowance, car hire charges, etc.

(b) The total number of legal cases pending in various courts as on date are 843.

(c) Air India has advised their Stations to settle the consumer matters and passengers liability cases at Station level expeditiously without incurring high legal cost. In order to curtail the legal expenses, the panel of lawyers is being expanded.

Shortage of trollies at Airports

1990. SHRI SATISHCHANDRA SITARAM PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any shortage of luggage trolley at the airports in the country, especially at Mumbai;

(b) if so, the reasons therefor; and

(c) whether any rackets are functioning at the airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) There is no real shortage. At times, when there is a bunching of flights, then only shortage of trolleys is felt at the International Terminal at Mumbai Airport. This is compounded by the slow retrieval of the trolleys from the various areas of the airport.

(c) No such reports appear to have been received.

Shortage of Cabin Crew in IA

1991. SHRI VAYALAR RAVI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines are facing cabin crew shortage;

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(b) whether cabin crew recruitment at Chennai and Bangalore are less in number as compared to other regions; and

(c) if so, the reasons therefor and the steps taken to offer adequate representation to the Southern region?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) and (c) Creation of posts and selection for Cabin Crew is done regionally. There is no separate allocation of standard force of cabin crew at Chennai and Bangalore.

Task Force on Civil Aviation Regulatory Authority

1992. SHRI SITARAM KESRI. Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Task Force set up by Government had proposed to put in place the Civil Aviation Regulatory Authority to monitor, fix and periodically revise the tariffs as well as to oversee the functioning of lessees undertaking modernisation of the airports;

(b) whether the decision of Government to corporatise four major airports on a 30 year long term lease has the approval of the Regulatory Authority.

(c) if not, the reasons therefor; and

(d) the period for which the four major airports are being offered on lease?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV):

(a) The Task Force on Infrastructure has advised the Ministry of Civil Aviation for simultaneous action for the establishment of an independent regulatory structure for the Civil Aviation Sector.

(b) to (d) It has been decided to corporatise four major airports. No decision has so far been taken for long-term leasing of these airports and setting up of a regulatory authority.