

(a) whether Government are aware of acute shortage of seats on Indian Airlines flights in the Calcutta-Agartala-Calcutta sector;

(b) whether Government propose to increase the frequency of Indian Airlines flight in this sector; and

(c) if so, by when Government propose to increase the frequency in the sector?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) Indian Airlines, at present, is operating 11 flights per week by A-320 aircraft on the sector Calcutta-Agartala and is unable to increase the frequency of flights on this sector due to high cost of operations. Private operators are, however, being encouraged to add new stations in their network including Agartala subject to viability and compliance of Route Dispersal Guidelines.

एअर इंडिया में सरकारी इक्विटी में कमी किया जाना

944. श्री रामजीलाल: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का एअर इंडिया में सरकारी भागीदारी को 60 प्रतिशत तक सीमित करने का विचार है;

(ख) शेष इक्विटी किन लोगों को दी जाएगी; और

(ग) इन इक्विटी के आवंटन का आधार क्या होगा ?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) से (ग) विनिवेश आयोग ने अपनी आठवीं रिपोर्ट में एअर इंडिया की पुनः संरचना विनिवेश की सिफारिश की है। आयोग की मुख्य सिफारिशें निम्न प्रकार हैं:-

(1) सरकार इक्विटी के रूप में 1000 करोड़ रूपए लगाना और अन्त में एअर इंडिया में सरकारी शेयर-धारित को कम करते हुए 40 प्रतिशत तक ला देना।

(2) विश्वव्यापी बोलियों के आधार पर 40 प्रतिशत तक धारिता वाली एक सामरिक भागीदारी आरंभ करना।

(3) अंतर्देशीय संस्थागत निवेशकों को 10 प्रतिशत इक्विटी की पेशकश और छोटे-छोटे निवेशकों और कर्मचारियों को 10 प्रतिशत तक इक्विटी की पेशकश।

आयोग की सिफारिशें सरकार के विचाराधीन हैं।

Malpractices on ticket Reservation for Leh-Jammu flight

945. SHRI KUSHOK THIKSEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware of the fact that a passenger does not get confirmed seat on Lch-Jammu flight for long time because the Travel Agents book the seat in block on fictitious names without actually buying the tickets, later selling it to the distressed passengers at much higher prices;

(b) if so, what steps are taken to remove the malaise; and

(c) whether Government will keep the interest of Ladakhis when revising the air fare considering that it has far more locational disadvantages as is done with the North-Eastern States?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The approved agents of India Airlines Limited are permitted to make group booking in accordance with the prescribed procedure, whereby they can make group booking without names of group members at the time of booking. But they are required to give the names 30 days prior to departure date of the flights. Once the names are given, the agents are strictly prohibited to change names which have already been given.

To have an effective control, the Indian Airlines keep monitoring the group booking made by the agents. In case Indian Airlines do not receive the names of group members from the agents by the stipulated date i.e. 30 days prior to departure of flight, the group booking is cancelled and the seats are released in favour of wait list passengers. Hence,

there is no room left for agent to change name or give fictitious names.

(c) With effect from 13th October, 1998, fares on Category II (which includes Leh) routes were rolled back to the level prevailing prior to the fare increase effective 1st October, 1998.

Disinvestment of Government equity in Pawan Hans

946. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that his Ministry has recommended a disinvestment of 40 per cent Government stake in Pawan Hans; and

(b) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) The proposal has been made in pursuance of the Government policy to disinvest Government equity in Public Sector Undertakings.

Pilot training Centres

947. SHRI W. ANGOU SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of pilot training centres in the country;

(b) the places where they are located;

(c) whether there is any plan to start a pilot training centre for the East in Panagarh (W.B.); and

(d) if so, when it will be started?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) There are 44 pilot training centres in the country. A list of these training centres is given in the statement (*see below*)

(c) and (d) A "No Objection Certificate" has been issued by Directorate General of Civil Aviation to M.E. Indian Institute of Aviation Limited (HAL), Calcutta on 25.05.1998 for setting up a Flying Training Institute at Panagarh in

West Bengal. No further details including the date of commencement, have been communicated by the HAL, Calcutta.

Statement

1. *Flying Clubs/schools/Institutes Covered under Government Subvention Scheme:—*

1. Ajanta Flying Club, Aurangabad, (Maharashtra)
2. Amritsar Aviation Club, Amritsar (Punjab)
3. Andaman & Nicobar Flying Training Institute, Port Blair
4. Andhra Pradesh Flying Club, Hyderabad (Andhra Pradesh)
5. Assam Flying Club, Guwahati (Assam)
6. Banasthali Vidyapith Flying Club (Rajasthan)
7. Bhopal Branch of Madhya Pradesh Flying Club Indore
8. Bihar Flying Training Instt. Patna (Bihar)
9. Bombay Flying Club Mumbai (Maharashtra)
10. Coimbatore Aviation Training Academy, Coimbatore (Tamil Nadu)
11. Delhi Flying Club (Delhi)
12. Government Aviation Training Institute, Bhubaneswar (Orissa)
13. Government Flying Training Institute, Calcutta (West Bengal)
14. Government Flying Training School, Bangalore (Karnataka)
15. Gujarat Flying Club, Baroda, (Gujarat)
16. Hissar Aviation Club, Hissar (Haryana)
17. J.E.:_hedpur Co-operative Flying C. . Jamshedpur (Bihar)
18. Karnal Aviation Club, Karnal (Haryana)
19. Kerala Aviation Training Institute Thiruvanthapuram (Kerala)
20. Ludhiana Aviation Club, Ludhiana (Punjab)
21. Madhya Pradesh Flying Club, Indore (Madhya Pradesh)
22. Madras Flying Club Chennai, (Tamil Nadu)