

by Indian Airlines during the last two years;

(b) if so, the traffic carried by the airline during these years and the extent of decline registered;

(c) The capacity utilisation of IA during these years; and

(d) the main reasons for low utilisation of capacity and the decline in traffic?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. Indian Airlines carried 8.4 million passengers during 1997-98 as compared to 8.2 million passengers in 1996-97.

(b) Does not arise.

(c) and (d) The capacity utilisation of Indian Airlines (including Alliance Air) measured in terms of seat factor was 69.8% in 1996-97 and 68.8% in 1997-98. The marginal decline in seat factor during 1997-98 was due to additional capacity induction by private airlines.

हवाई पट्टियों के रख-रखाव हेतु निधियों का आवंटन

941. श्री डी.पी.यादव: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) चालू वित्तीय वर्ष के दौरान देश भर में कुल कितने नए विमानपत्तों का निर्माण किया गया है;

(ख) चालू वित्तीय वर्ष के दौरान उनके मंत्रालय द्वारा हवाई पट्टियों के रख-रखाव पर कुल कितनी धनराशि व्यय की गई; और

(ग) तत्संबंधी ब्यौरा क्या हैं?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) चालू वित्त वर्ष के दौरान मिजोरम में लेंगपुनई नामक एक मात्र विमानपत्तन निर्मित किया गया।

(ख) और (ग) वर्ष 1998-99 (अक्टूबर, 1998 तक) के दौरान हवाई पट्टियों के अनुरक्षण पर 4.71 करोड़ रुपए व्यय किये गये जिसमें 2.44 करोड़ रुपए पांच अंतर्राष्ट्रीय विमानपत्तनों यानी मुंबई, दिल्ली, कलकत्ता, चेन्नई तथा त्रिवेन्द्रम के विमानपत्तनों के अनुरक्षण पर तथा 2.27 करोड़ रुपए भोपाल, सफदरजंग

तथा कुल्लू विमानपत्तनों के धावनपथ के पुनः सतहलेपन पर व्यय किए गए।

Sharing of Economically Unviable Sectors by Private Air Operators

942. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the private airline operators are also equally responsible for sharing economically unviable sectors; and

(b) if so, the details of each of such sector shared by the Indian Airlines and also by private operators?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) With a view to achieving better regulation of air transport services and taking into account the need for air transport services of different region in the country, the Government has formulated route dispersal guidelines which stipulate all schedule operators to deploy in the North Eastern region, Jammu & Kashmir, Andaman & Nicobar islands and Lakshadweep (Category-II routes) atleast 10% of their capacity deployed on trunk routes (Category-I routes); 1% of capacity deployed on Category-II routes to be deployed exclusively within Category-II stations; and 50% of the capacity provided on Category-I routes to be deployed on routes other than Category-I and Category-II routes (i.e. Category-III routes).

A statement showing the details of sectors shared by Indian Airlines and private airlines is at Annexure and the ASKM deployed by Indian Airlines and Private airlines in Category-II

and Category-III is at Annexure. [See Appendix 185, Annexure No. 28]

Shortage of Seats in Indian Airlines Flights on Calcutta-Agartala-Calcutta Sector

943. SHRI KHAGEN DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(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,