

R (ग) समूह क,ख विश्व ग के संबंध में सभी रिक्तियां कार्मिक एवं प्रशिक्षण विभाग को अधिसूचित कर दी गई है जो कि इन मामलों में कड़ा नियंत्रण अथारिटी हैं। जैसे ही नामांकन प्राप्त होंगे, रिक्तियों को भर लिया जाएगा। समूह "घ" तथा विभागीय कैटीन की रिक्तियां को भरने की कार्रवाई पहले ही प्रारंभ कर दी गई है।

विवरण

अनुबंध			
क्र.सं.	समूह	रिक्ति	जिस तारीख से रिक्ति हैं
1.	क	1	14.11.98
2.	ख	1	29.2.96
3.	ग	6	1 20.04.96 से 3 13.02.98 से 1 22.04.98 से 1 13.05.98 से 2 30.06.96 से
4.	घ(विभागीय कैटीन सहित)	5	2 सितम्बर, 95 से 1 29.01.96 से 1 02.06.98 से 1 31.08.98 से

Air Services from Ahmedabad to South Africa

959. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the passengers boarding flights for South Africa and other parts of world at Mumbai international airport are from Gujarat;

(b) whether any survey has been conducted in this regard;

(c) if so, the details thereof; and

(d) by what time the Ahmedabad Airport will converted into Sardar Vallabhbhai Patel International Airport?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) According to traffic figures furnished by Air India, only 1.63% of the total passenger carried by Air India between India and South Africa purchased their tickets in Gujarat in 1996-97. Air India discontinued its services to South Africa from 23rd February, 1997 due to low load factors. Only 1.01% of the total passengers carried on its entire network by Air India in 1997-98 purchased their tickets in Gujarat.

(b) Ahmedabad Airport has already been named "Sardar Vallabhbhai Patel International Airport*" on 7.12.96. The airport is being upgraded to international standards for operation of B-747 type of aircraft. In Phase-I runway is being strengthened and extended to 11500 ft with associated pavement work. This work is likely to be completed by November 2000.

Expansion plan submitted by Private Air operators

960. SHRI SURESH KALMADI:
SHRI SATISHCHANDRA
SITARAM PRADHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Jct-Ariways and other private air operators have submitted their expansion plans for consideration and clearance by Government;

(b) if so, the details thereof alongwith financial and operational implications;

(c) the reaction of the concerned Ministries thereto;

(d) the present status of the proposal in terms of policy of Government in this regard;

(e) whether the said proposal will have any impact on Indian Airlines; and

(f) if so, the details thereof?

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

details of the existing fleet and proposed induction of aircraft by the airlines are shown in the statement (*see below*) Private operators are generally bringing aircraft either through financing lease or on simple lease. Operationally induction of additional aircraft will add to capacity deployment.

(c) and (d) The approved policy envisages that the induction of total capacity is to be pre-determined on the basis of traffic growth projections. In the distribution of pre-determined capacity, while preference is to be given to Indian

Airlines to augment its fleet, subject to its ability to do so to meet a share of the additional capacity that would emerge each year there would not be any predetermined restrictions on the induction of capacity by private operators. The Ministry of Civil Aviation is implementing the above policy.

(e) and (f) With the induction of additional aircraft, the market share of .. airlines including Indian Airlines is likely to change as it is dependent on various factors such as air fare, marketing, capacity deployment, etc.

Statement

Details of plan for induction of aircraft by private airlines

Name of	Type of Aircraft (Seating Capacity)			Remarks
	Existing	Permission Granted	Proposal Received	
1	2 A	2 B	2 C	3
1. Archana Airways	2 L-410			Existing aircraft are not operational at present. No concrete plan has been indicated.
2. Jet Airways	2 B-737-300 14 B-737-400 2 B-737-500 2 B-737-800	(120)2 B-737-800 (154) (136) 3 B-737-800 (154) (104) (154)	7 B-737-800 (154) 5 ATR-72 (64) Proposal for import submitted on 21.10.1998	Proposal for import is pending consideration
3. Sahara India Airlines	2 B-737-400 3 B-737-200	(150)5 Dash-800 (50) (128)4 B-737-200 (128) 3 B-737-300/400 (143/150) 2 King Air (9) 1 Falcon (9) 1 BAE-125 (12) 1 King Air B-200 (9)	10 ATP (67)	Has proposed on 19.8.1998 to import in lieu of 3 B-737-400 and 5 Dash-800 (for induction during December, 1998 to march, 1999).

NOC Holders for Scheduled Operations

1. Bengal Air Services	—	3 HS-748 (44)	—	Permitted on 4.4.1997
2. Stallion Airlines	—	5 Metro-23 (19) Fairchild	—	Permitted on 25.6.1998
3. Trans India Airlines	—	4 ATR-42 (48)	—	Permitted on 14.11.1996

1	2 A	2 B	2 C	3
4. United India Airways	3 F-50 (50)		—	Permitted on 10.3.1997 Permitted on 21.8.1997
5. Gujanit Airways	4 Beechcraft (19) 1900D	1 Beechcraft (19) 1900D		Operating scheduled services on ad-hoc basis.

Frauds Committed By the NBFCs

961. SHRI GHUFRAN AZAM: Will the Minister of FINANCE be pleased to state:

(a) whether the task force set up by Government on Non Banking Finance Companies (NBFCs) has recommended sweeping changes in regulation and operation of these companies;

(b) if so, the details thereof;

(c) the details of frauds committed by NBFCs in the country during the last three years; and

(d) the action contemplated by Government against them as per laws?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (BANKING, REVENUE AND INSURANCE) (SHRI KADAMBUR M.R. JANAR-THANAN): (a) and (b) The Task Force on Non Banking Finance Companies (NBFCs) has submitted its report to Government in October, 1998. Copies of the report have been placed in the Parliament Library. A number of changes in regulatory framework for NBFCs have been recommended by the Task Force.

A summary of recommendations is given in the Statement. (See below)

(c) and (d) Upto October 31, 1998 Prohibitory orders have been issued by Reserve Bank of India (RBI) in respect of 266 problem NBFCs. A Prohibitory Order is normally issued by RBI to a NBFC on occurrence of defaults in repayment of matured deposits/payment

of interest on deposits or where the company is found to be insolvent, jeopardising the interests of depositors. Further, according to RBI they have taken additional action against erring NBFCs against whom a large number of complaints regarding non-payment of deposits were received and on inspection, the companies were found to be insolvent. Accordingly, RBI have filed winding up petitions in the respective High Courts in the case of CRB Capital Markets Ltd., New Delhi, JVG Group of companies, New Delhi and Asia Pacific Investment Trust Ltd., Hyderabad. RBI have also launched prosecution proceedings in respect of JVG Finance Ltd., New Delhi, JVG Leasing Ltd., New Delhi, JVG Securities Ltd., New Delhi, Hoffland Finance Ltd., New Delhi, Asia Pacific Investment Trust Ltd., Hyderabad, NITL Mutual Benefits Ltd., New Delhi, Endowment Investment (I) Ltd., Chandigarh and Rockland Leasing Ltd., New Delhi. In addition RBI have filed a police complaint for cheating the public under section 420 of IPC against Hoffland Finance Ltd., New Delhi.

RBI has been taking various steps to effectively monitor NBFCs.

Statement

Summary of the Recommendations

1. Diversification of financial markets is an important component of financial sector reforms. In this environment, NBFCs have flourished and have become prominent in a wide range of activities like hire purchase finance, housing