

(ग) गत दो वर्षों के दौरान प्रत्येक विमानपत्तन पर एयर टैक्सी चालकों के लिए किन-किन सुविधाओं और आधारभूत ढांचे का विकास किया गया है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सीएसम इब्राहीम): (क) जी, नहीं।

(ख) सार्वजनिक तथा निजी क्षेत्र के अधीन पिछले दो वर्षों के दौरान विमान कंपनियों से अर्जित राजस्व निम्न प्रकार है:-

क्षेत्र	(करोड़ रुपये में)			
	राष्ट्रीय विमानपत्तन		अन्तर्राष्ट्रीय	
	प्रभाग		विमानपत्तन प्रभाग	
	1994	1995	1994	1995
	-95	-96	-95	-96
सार्वजनिक	134.12	136.36	107.23	123.94
क्षेत्र के अधीन				
विमान-कम्पनियाँ				
निजी क्षेत्र के अधीन				
विमान कंपनियाँ	61.84	89.73	21.54	30.21

(ग) एयर टैक्सी प्रचालकों को अवतरण आवास संबंधी तथा पार्किंग सुविधाएं और सामान्य सुविधाएं जैसे कार्यालयों के लिए जगह टिकट/बिक्री संबंधी कार्डेटर्स जांच कार्डेटर्स, बैंक अप कार्यालयों, हैंगर स्पेस, पार्किंग उपस्करों के लिए पैवड एरिया मुहैया करवाया गया है। तथापि, विभिन्न हवाई अड्डों पर गैर-सरकारी विमान-कंपनियों की आवश्यकताओं को पूरा करने के लिए विद्यमान हवाई अड्डा सुविधाओं में संभव सीमा तक विस्तार किया गया है।

Losses to Indian Airlines

1049. SHRI K.M. SAIFULLAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the losses incurred by the Indian Airlines on routes operated in view of social obligations;

(b) the sector-wise details of losses during the last three years, year-wise; and

(c) the measures proposed to compensate the losses?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM):

on routes operated in view of social obligations is Rs. 67.63 crores for the year 1995-96.

(b) The sector-wise details of losses during the last three years are given in the Statement (See below)

(c) A Committee of experts was constituted to make a comprehensive examination of the reasons for losses and proposes strategy for, turning around Indian Airlines in the context of competitive market environment. This Committee has since submitted its report. Since the recommendations of this Committee involves a large amount of financial implications, the matter has been taken up with the Ministry of Finance and Planning Commission.

Statement

INDIAN AIRLINES LIMITED

Details of Traditionally Loss Making Routes in 1993-94

S. No.	Sector	(Rs. in Lakhs)
		Sur/Def Over Total Cost
1.	Calcutta-Dibrugarh	-496.89
2.	Calcutta-Guwahati-Silchar	-9.10
3.	Guwahati-Imphal	-60.30
4.	Calcutta-Guwahati	-19.49
5.	Calcutta-Tezpur-Jorhat-Dibrugarh	-198.14
6.	Calcutta-Guwahati	-602.62
7.	Calcutta-Agartala	-3.35
8.	Calcutta-Silchar	-73.90
9.	Calcutta-Imphal	-258.34
10.	Calcutta-Silchar-Imphal-Dimapur	-17.28
11.	Calcutta-Guwahati-Dimapur	-183.27
12.	Calcutta-Imphal	-87.92
13.	Delhi-Bagdogra-Guwahati-Dimapur	-3.99
14.	Calcutta-Guwahati	-403.65
15.	Calcutta-Agartala	-798.72
16.	Calcutta-Agartala	-695.88
17.	Delhi-Bagdogra-Guwahati-Dimapur	-725.35

S. No.	Sector	Sur/Def Over Total Cost
18.	Delhi-Guwahati-Imphal	-551.05
19.	Delhi-Jammu-Srinagar	-219.55
20.	Delhi-Jammu-Srinagar	-445.08
21.	Delhi-Amritsar- Jammu-Srinagar	-360.99
22.	Delhi-Srinagar	-46.13
23.	Srinagar-Leh	-38.40
24.	Srinagar-Jammu	-2.23
25.	Delhi-Chandigarh-Leh	-42.87
26.	Delhi-Leh	-368.71
27.	Delhi-Jammu-Leh	-259.86
28.	Madras-Portblair	-186.41
29.	Calcutta-Portblair	-227.68
TOTAL		-7286.23

INDIAN AIRLINS LIMITED

*Traditionally loss making Routes for the
year 1994-95*

(Rs. in Lakhs)

S. No.	Sector	Sur/Def Over Total Cost
1.	Silchar-Guwahati	-0.92
2.	Calcutta-Guwahati-Silchar	-247.53
3.	Calcutta-Tezpur-Jorhat- Calcutta	-236.92
4.	Calcutta-Guwahati	-1057.58
5.	Calcutta-Silchar-Imphal	-154.32
6.	Calcutta-Silchar-Imphal	-168.66
7.	Calcutta-Guwahati-Dimapur	-138.14
8.	Calcutta-Silchar	101.15
9.	Calcutta-Dibrugarh	-661.95
10.	Calcutta-Guwahati-Dibrugarh	-489.03
11.	Guwahati-Agartala	-190.15
12.	Calcutta-Guwahati-Imphal	-674.63
13.	Calcutta-Guwahati	-312.33
14.	Calcutta-Agartala	-150.36
15.	Calcutta-Agartala	-519.68
16.	Delhi-Bagdogra- Guwahati-Delhi	-457.65

S. No.	Sector	Sur/Def Over Total Cost
17.	Delhi-Guwahati	-630.01
18.	Calcutta-Portblair	-96.41
19.	Madras-Portblair	-83.60
20.	Delhi-Jammu-Srinagar	-0.59
21.	Delhi-Amritsar-Srinagar	-30.52
22.	Srinagar-Leh	-38.63
23.	Delhi-Leh	-118.52
24.	Chandigarh-Leh	41.25
25.	Delhi-Jammu	-13.91
26.	Delhi-Jammu-Srinagar	-860.70
27.	Delhi-Amritsar-Srinagar	337.92
28.	Delhi-Leh	-181.48
29.	Delhi-Jammu_Srinagar-Delhi	-171.21
30.	Delhi-Leh	-125.53
TOTAL		-8291.32

INDIAN AIRLINES LIMITED

Traditionally loss making Routes (1995-96)

(Rs. in Lakhs)

S. No.	Sector	Sur/Def Over Total Cost
1.	Calcutta-Guwahati	-924.20
2.	Calcutta-Tezpur- Jorhat-Calcutta	-175.07
3.	Calcutta-Guwahati-Dibrugarh	-565.31
4.	Calcutta-Silchar-Imphal	-214.52
5.	Calcutta-Guwahati-Silchar	-34.26
6.	Calcutta-Agartala	-355.27
7.	Guwahati-Agartala	-101.32
8.	Guwahati-Agartala	-46.32
9.	Calcutta-Guwahati	-27.53
10.	Calcutta-Agartala	-751.66
11.	Delhi-Bagdogra- Guwahati-Delhi	-674.65
12.	Calcutta-Dibrugarh	-633.16
13.	Delhi-Guwahati	-229.00
14.	Calcutta-Guwahati-Dimapur	-111.02
15.	Calcutta-Silchar-Imphal	-95.64

S. No.	Sector	Sur/Def Over Total Cost
16.	Calcutta-Guwahati-Imphal	-44.10
17.	Calcutta-Silchar	-6.46
18.	Delhi-Srinagar	-33.07
19.	Delhi-Amritsar-Srinagar	-21.05
20.	Delhi-Leh	-5.93
21.	Srinagar-Jammu	-0.03
22.	Delhi-Jammu	76.59
23.	Delhi-Leh	-218.38
24.	Chandigarh-Leh	-86.08
25.	Srinagar-Leh	-50.08
26.	Delhi-Jammu-Srinagar	-471.41
27.	Delhi-Leh	-275.51
28.	Delhi-Leh	-142.84
29.	Delhi-Jammu-Srinagar-Delhi	-179.69
30.	Delhi-Amritsar-Srinagar	-179.43
31.	Madras-Portblair	-23.57
32.	Calcutta-Portblair	-9.91
TOTAL		-6763.06

Privatisation of air services

1050. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) to what extent Civil Aviation and Air Services have been privatised;

(b) whether Government propose to increase private participation in Air Services and Civil Aviation Services;

(c) if so, the details thereof; and

(d) the new areas identified therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) Private Operators have been allowed to operate air transport services. Presently, there are 7 scheduled, 22 non-scheduled private operators apart from 34 "N.O.C." holding private operators.

Policy guidelines announced recently on the domestic air transport Service Sector envisages removal of barriers to entry and exit from this sector, only pre-entry scrutiny of financial

soundness, security and Safety aspects etc. proposed by the applicant, elimination of non-serious entrepreneurs, pre-determination of capacity in this Sector for a period of 5 years on annual basis and distribution of the same among the various airlines with preference to Indian airlines and strict enforcement of present route dispersal guidelines.

सेन्दूर होटल, नई दिल्ली और उसके कर्मचारियों के बीच उत्पादकता से जुड़ा प्रमुख वेतन समझौता

1051. श्री चीमनभाई हरीभाई शुक्ला: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सेन्दूर होटल, नई दिल्ली ने हाल ही में अपने कर्मचारियों के साथ उत्पादकता से जुड़ा प्रमुख वेतन समझौता किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) इस वेतन समझौते के परिणास्वरूप कितने कर्मचारी लाभान्वित हुए हैं?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सीएम् इब्राहीम): (क) जी, नहीं।

(ख) और (ग) ये प्रश्न नहीं उत्ते।

Ahmedabad Airport

1052. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) when the Ahmedabad Airport will be launched full-fledged;

(b) whether the Central Government is aware of the Prime Minister's recent assurance during his tour to Gujarat; and

(c) by when Ahmedabad will be air linked with East and South Africa, Dubai and other Arab countries?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM):

(a) Ahmedabad airport is already in operation. Further upgradation to cater to limited international operations is going on.

(b) Assurance of the Prime Minister to rename Ahmedabad Airport as Sardar Vallabhai Patel International Airport has since been fulfilled.

(c) Airports Authority of India has taken up extension of runway from the existing 9000 ft. to 11500 ft. in order to allow bigger aircraft to