

(b) whether a massive fraud in the system of accounts was detected;

(c) whether issue will be enquired into by the CBI; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir. The minutes of the meeting do not contain any record of such discussion.

(b) to (d) Do not arise.

False profit shown by Air India

7714. SHRI V. RAJAN CHELLAPPA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state: (a) whether Government collaborated with Air India in 1992-93 to show false profits;

(b) whether any representative of Government was present on the Board of Air India in 1992-93; and

(c) whether any action has been taken against the representative of the Ministry for inefficient functioning?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) Yes, Sir.

(c) Does not arise.

Steep decline in Air India's profits

7715. SHRI V. RAJAN CHELLAPPA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there has been a steep decline in the profits of Air India from 1992-93 to the present financial year;

(b) if so, the reasons therefor;

(c) whether Government propose to enquire into this decline;

(d) the steps proposed to halt this decline; and

(e) whether Air India has any reasons for the prompt state of affairs

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a), (b) and (e) Yes, Sir. The decline in profitability 1993-94 and 1994-95 as compared 1992-93 is due to:—

(i) impact of depreciation at interest of the B 747-400 aircraft acquired during 1993-94.

(ii) decline in yields by about 10 per cent and decline in load factor from 64.6 per cent in 1992-93 to 59.6 per cent in 1993-94; and

(iii) impact of cancellation of several flights in the wake of plague outbreak.

(c) No, Sir.

(d) Air India is taking steps to face the competition and to improve product, image and on-time performance to attract more passengers and increase the revenue; the number of services will also be increased depending upon additional entitlements at traffic demand.

Formation of Aviation Security Force

7716. SHRI N. THANGARAJ PAANDIAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) whether it is a fact that Aviation Security Force was to be formed under Anti-Hijacking Act, 1994;

(b) if so, what are the details thereof; and

(c) by when it will start functioning?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c). Anti-Hijacking Act, 1982 as amended in 1994, does not envisage setting up of Aviation Security Force.

Security Force. The Amendment Act has been framed for the speedy trial of persons accused of unlawful interference with civil aviation operations.

**ITDC Financed Guest House at
Rameshwaram**

7717. SHRI PASUMPON THA. KIRUTTINAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether an ITDC Financed guest house at Rameshwaram in Tamil Nadu is kept idle without any maintenance and administration;

(b) what is the total amount invested on this guest house and when the construction was completed; and

(c) what are the reasons to keep it unused and allowed to dilapidate?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) ITDC does not have or operate any unit/guest house at Rameshwaram in Tamil Nadu.

(b) and (c) Do not arise.

**Vayudoot service in the North Eastern
Region**

7718. SHRI BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government are aware that the Vayudoot service was initially meant for the North Eastern Region only;

(b) if so, what are the reasons for expanding the Vayudoot network to almost all parts of the country thereby crippling the service;

(c) whether Government are aware that Vayudoot service in this region is not operation at present;

(d) the name of the airport in the North East where Vayudoot service is

operating at present and also the airports which have not yet seen a single aircraft since their inauguration; and

(e) whether any new scheme has been chalked out to improve air services in the North Eastern region?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Vayudoot Ltd. was initially set up in 1981 to connect inaccessible areas in the North East and other regions of the country.

(b) The network of Vayudoot operations was expanded in later years to make the company commercially viable.

(c) and (d). Vayudoot has been operating to the following stations in the North Eastern Region:—

1. Silchar (Assam)
2. Lilabari (Assam)
3. Dibrugarh (Assam)
4. Guwahati (Assam)
5. Agartala (Tripura)
6. Aizwal (Mizoram)
7. Ziro (Arunachal Pradesh)
8. Tezu (Arunachal Pradesh)
9. Dimapur (Nagaland)
10. Shilong (Meghalaya)

The operation of Vayudoot so some of the above and other stations had remained suspended for different periods owing to a variety of reasons.

(e) Under the existing guidelines, scheduled domestic airlines are required to deploy 10 per cent of the capacity deployed on Category I routes, on routes in Category II, which include North East region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep.