

बम्बई, औरंगाबाद और खजुराहो के बीच विमान सेवा

826. श्री सुशील कुमार संभाजीराव शिंदे : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने पर्यटन को बढ़ावा देने और विदेशी पर्यटकों की सुविधा के लिए बम्बई से औरंगाबाद और बम्बई से खजुराहो के लिए विमान सेवा प्रारम्भ करने की घोषणा की थी; और

(ख) यदि हां, तो इन विमान सेवाओं को प्रारम्भ करने के लिए सरकार क्या कदम उठा रही है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) जी, हां।

(ख) इंडियन एयरलाइंस बम्बई और औरंगाबाद के बीच एक दैनिक उड़ान का परिचालन करती है। तथापि, परिचालनात्मक तंगी के कारण इंडियन एयरलाइंस की इस समय बम्बई और खजुराहो के बीच सेवा प्रारंभ करने की कोई योजना नहीं है।

Privatisation of the Air India and the Indian Airlines

827. SHRI RAMENDRA KUMAR YADAV 'RAVI': Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Tata Committee has recommended the privatisation of the Air India and the Indian Airlines;

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

(c) what are the reasons for the Indian Airlines incurring losses during each of the last three years; and

(d) the short-term and long-term measures taken or proposed to be taken to reduce the losses?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b)

The Tata Committee had recommended partial privatisation of units in the Civil aviation sector since the Government may not find it possible to provide additional equity capital to these units due to pan-city of resources.

(c) Indian Airlines has incurred losses during the last three years. The details are given below: —

	<i>Before Tax</i>
	<i>(Rupees in crores)</i>
1989-90	15.04
1990-91	64.39
1991-92	198.65

The losses were mainly due to the grounding of A320 fleet, downward adjustment of Indian rupee vis-a-vis major international currencies in July, 1991 (heavy incidence of fixed expenses of A320 fleet, increase in fuel price, insurance premium rates and landing rates and additional burden on account of purchase of foreign exchange at market rates).

(d) *Short-term steps:*

— Monitoring of schedules, matching with demand.

— Economy in aircraft fuel consumption by—(a) shortening of routes; (b) optimization of speed schedules/cruising levels, etc.

— Frequent preflight checks to avoid wastage on food uplift/catering items.

— Reduction in overtime wherever possible.

— Deferment/avoidance of expenditure of capital nature unless considered essential for operational reasons.

Long-term steps

— Induction of modern technology and fuel efficient aircraft to the network.

— Improvement in productivity.

Life Development Programme to enhance the cycles of various che-

cks and inspections (engineering jobs) so as to reduce the expenditure on engineering jobs and increase the availability of the aircraft for revenue purposes.

- Increase utilization of aircraft.
- System automation leading to improvement in work procedures and service*.

Number of planes in the fleet of Indian Airline*

828. SHRI SHANTI TYAGI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

- (a) what is the total number of planes in the fleet of the Indian Airlines and what is the number of planes flying presently;
- (b) the average number of passengers daily flown by the airline during the years 1991 and 1992 and the estimate for the year 1993; and
- (c) whether there is adequate number of pilots and engineers to operate the fleet?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines has a fleet of 53 aircraft of which 39 are available for scheduled operations.

(b) The average number of passengers flown daily by Indian Airlines during 1991-92 was 24,344 and the projections for 1992-93 and 1993-94 are 21,490 and 27,010 respectively.

(c) Yes, Sir.

Wrong landing by a Russian pilot flying I. A. aircraft

829. SHRI VIREN J. SHAH:

SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to report published in

the Statesman of 10th January, 1993 under the caption "Three Warnings that I.A. ignored";

(b) if so, what are the details in this regard:

(e) whether it is a fact that on the 6th January, 1993 a Russian pilot on the Delhi-Madras Indian Airlines flight took wrong turn and nearly made a landing at an Indian Airforce air field; and

(d) if so, what are the details in this

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) The main thrust of the news item is on the safety of the aircraft. Following the accident on 9-1-93 of TU-154 aircraft at Delhi, an expert Group had been constituted to make a fresh appraisal of the remaining TU-154 aircraft leased by Indian Airlines. The Group on the basis of available information concluded that there was no indication to doubt the safety of this type of aircraft.

(c) and (d) On 6-1-93, the TU-154 aircraft had at no time made an approach to the Tambaram runway. The aircraft had only taken a longer turn while proceeding for ILS approach to Meenambakkam airport.

Instrument landing system at Airports

830. SHRI VIREN J. SHAH:

SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal under Government's consideration to provide Instrument Landing System at Delhi and other airports in the country;

(b) if so, since when this proposal has been under Government's consideration and what are the details thereof; and