

Action against the official receiver and liquidator of the Bank of Commerce Ltd.

*453. SHRI VISHNU KANT SHASTRI:
Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that there has been defalcation and misappropriation of money by the Official receiver and liquidator of the Bank of Commerce Ltd., Calcutta;

(b) if so, what action has been taken in this regard; and

(c) if no action has been taken against him, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. ABRAR AHMED): (a) and (b) Yes, Sir. Reserve Bank of India have reported that the Calcutta High Court by an order passed in July, 1988 directed the Official Liquidator, High Court, Calcutta to draw up misfeasance proceedings against the former Official Receiver of Bank of Commerce Ltd., Calcutta. Necessary misfeasance proceedings have accordingly been filed by the Official Liquidator.

(c) Does not arise.

Pilots for new Airbus 320 in the Indian Airlines fleet

*454. SHRI GHUFRAN AZAM: SHRI KRISHNA KUMAR BIRLA:

Will the Minister of CIVIL AVIATION & TOURISM be pleased to refer to the answer to Unstarred Question 2472 given in the Rajya Sabha on the 16th March, 1993 and state:

(a) whether Government have no pilots to fly A.320 aircrafts and no

engineers to service them even after their induction;

(b) if so, what steps Government propose to take to overcome this problem; and

(c) what are the details of the routes on which these aircrafts would be introduced?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) There is no shortage of engineers for the level of operations planned on A 320 aircraft. There is however, a shortfall of Commanders and Co-pilots. This is intended to be met by suitable adjustment of flying hours and accelerated training of pilots.

(c) Indian Airlines proposes introduction of A 320 services during 1993-94 to Bagdogra, Jammu, Srinagar, Leh, Chandigarh and Jaipur, and to certain other stations also depending on commercial viability.

Declaration of Cotton Yarn as Essential Commodity

@*454..A. SHRI PRAGADA KOTAIAH-
SHRI RAM NARESH
YADAV:

Will the Minister of TEXTILES be pleased to state:

(a) whether cotton yarn has been included in the list of essential commodities;

(b) if so, what are the advantages to handloom weavers by the inclusion of cotton yarn in the list of essential commodities; and

(c) the facilities available to handloom weavers to have cotton yarn at stable and reasonable prices?

@Previously starred question 435, transferred from 29th March, 1993.

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI G. VENKAT SWAMY): (a) Yes, Sir.

(b) Inclusion of cotton yarn in the list of essential commodities confers powers on Government of India for regulating the production, supply and distribution of cotton yarn including hank yarn for maintaining or increasing supplies or for securing their equitable distribution and availability in the Textile Industry including handloom sector.

(c) Government has no price control on cotton yarn. In order to make available adequate quantity of hank yarn to handloom weavers 'at reasonable prices, Government of India has taken the following measures:—

(i) Loan assistance for setting up of weavers cooperative spinning mills for increasing the availability of hank yarn in the handloom sector;

(ii) Constitution of State Level Yarn Price Fixation Committees for regulating the prices of yarn produced in the cooperative and state sector mills for supply to handloom weavers;

(iii) Scheme for supply of yarn to handloom weavers at mill-gate prices and through the operations of National Handloom Development Corporation; and

(iv) Exemption from excise duty on plain reeled hank yarn.

Loss to Air India due to strike by flight engineers

*455. SMT. VEENA VERMA:

SHRI RAJNI RANJAN SAHU:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 2488 given in the Rajya Sabha on the 16th March, 1993 and state:

(a) what are the details of the demands of flight engineers of Air India and what is Government's reaction thereto; and

(b) the loss suffered by Air India as a result of the strike by the Air India flight engineers during the last week of February, 1993?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The main demands of the Flight Engineers of Air India are:—

(i) The Flight Engineer should be given three stripes on his uniform and a full wing equal to that of First Officer.

(ii) There should be a second Flight Engineer on long haul flights that are operated with an additional Commander.

(iii) Air India should introduce the concept of integrated cockpit crew and towards this end, provide training in line with the practice followed by other international carriers. Equally, management should agree on compensation for the enlarged role of the Flight Engineers-Government would like to see the end of the strike and restoration of normalcy at the earliest. The loss suffered by Air India owing to disruption of flights on account of the agitation is estimated at about Rs-thirty crores during the period 27-2-03 to 23.3.93.

मध्य प्रदेश में माइक्रोवेव/डिजिटल माइक्रो टावर के माध्यम से सीधे डायल घुमाकर टेलीफोन करने की सेवाएं

*456. श्री विलीप सिंह अंबेडकर : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में उन स्थानों के नाम क्या हैं जहाँ पर क्रैमल फिजिकल