

most of the factories like HAL, BEL and others there is not sufficient workload? The workers are idle there. You say that it has no effect. I can give you the figures if you want. What is happening in HAL? What is happening in BEL? Most of them have no work. You are paying only salaries. No orders.

SHRI MALLIKARJUN: I am thankful to the hon. Members for bringing out the facts. It is true that because of resource crunch we are not able to place full orders. We are helpless in a way. My Defence Budget is so inadequate that all the Budget allocation goes to the maintenance and contractual obligations and so on and so forth. That is the very crux of the problem. For that reason we are unable to place orders either on HAL or BEL. The ancillaries are not working for this reason. We are planning for diversification where there is spare installed capacity. It is not in the case of HAL alone which is also exporting. So, the main reason is the resource crunch.

SHRI SOMAPPA R. BOMMAI. What are you doing?

THE DEPUTY CHAIRMAN. Shri Swell

SHRI G. G. SWELL: The Minister is saying that a list of exportable defence equipment is made available to the defence PSUs and the private exporting parties. Now, for our information and enlightenment, can he mention some of these equipment as an illustration? Do they include arms, small arms in particular? Can he name a few countries where our defence equipment are exported to?

THE DEPUTY CHAIRMAN: I think he did. He did mention Algeria, France and some other countries.

SHRI G. G. SWELL: My question is regarding the illustration of equipment and whether they include small arms. I would like him to mention particularly the countries where most of these defence equipment are going;

SHRI MALLIKARIUN; Madam, so far as the list is concerned, I can read it out. But I think it is nothing but a waste of time. So far as the arms are concerned, small arms and ammunition, detonators and like things are mostly exported to the Third World countries.

Earnings of Private Airlines

*262. SHRI MISA R. GANESAN:

SHRI TINDIVANAM G.
VENKATRAMAN:

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

(a) how many Indian private airways are now operating within and outside India;

(b) what were their total earnings in the last few months of their commencement till January 1994; and

(c) what is the loss of amount to Indian Airlines and Air India after the commencement of these private airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) A Statement is laid on the table of the House.

Statement

*262. SHRI MISA R. GANESAN:†

(a) As on 15.3.1994, fourteen Air Taxi Operators are operating in the country. They are not permitted to operate outside India.

(b) Air Taxi Operators are not required to furnish such information to Government.

(c) while Air India has not been affected, Indian Airlines has reported loss of revenue amounting approximately to Rs. 117 crores in 1992-93 and Rs. 370

†The Question was actually asked on the floor of the House by Shri Misa R. I. Ganesan.

crores between the period April 1993-January 1994 owing to diversion of passengers.

SHRI MISA R. GANESAN: Madam, in reply to part (c) of my question the Minister admits that there is a loss to Indian Airlines. The private airline operators under the guise of air-taxi operation are running full-fledged air services in our country. All the prime routes are now operated by the private operators. That is one of the reasons for the loss to Indian Airlines. I would like to know from the hon. Minister whether the Government can have any control over these operators after the repeal of the Air Corporations Act? Are you having any control over these operators? That is my first question.

SHRI GHULAM NABI AZAD: Madam, after the repeal of the Air Corporations Act, it does not mean that it will be free for all. There are guidelines and rules and regulations. All the air taxi operators and also the Indian Airlines have to perform their duties under the new guidelines which we have constituted.

SHRI MISA R. GANESAN: Madam, my second supplementary is this. According to the recent circular of the Finance Ministry, any company listed in the stock exchange can have equity in our Indian companies. It will pave the way for the multinationals and the foreign companies to grab our Indian Airlines. They can have any number of shares. I would like to know from the Minister whether the Government would have any control over. The other day, the Minister of Surface Transport, Shri Jagdish Tytler told that the foreign companies would be allowed 40 per cent of the shares and the remaining 60 per cent would be controlled by us. But the circular of the Finance Ministry says that any company listed in the stock exchanges can have equity. I would like to know how the Ministry will control it.

SHRI GHULAM NABI AZAD: Madam, as far as Indian Airlines and Air India, are concerned, they will be

fully owned by the Government even after the repeal of Air Corporations Act. As far as the shares are concerned, as has been demanded on a number of occasions, the shares would be given to workers, financial institutions and also to the public. The majority of the shares would remain with India.

THE DEPUTY CHAIRMAN Shri Digvijay Singh.

SHRI GURUDAS DAS GUPTA: Madam...

THE DEPUTY CHAIRMAN: I will call you. I have got all the names I will call everybody.

श्री दिग्विजय सिंह : उपसभापति महोदय, यह प्राइवेट एयरलाइन्स और इण्डियन एयरलाइन्स के बारे में सदन में काफी कुछ हम लोग कह चुके हैं और जो हो रहा है, उससे मंत्री जी भी वाकिफ हैं। मैं खुद अपने तजुबों से सिर्फ एक मिनट में आपका और मंत्री जी का ध्यान खींचना चाहूंगा कि मैं एक बार खुद बम्बई के लिये अचानक एयरपोर्ट पर पहुंचा और वहां पर जब मैं हुआिर हुआ, तो मुझे कहा गया कि इण्डियन एयरलाइन्स के हवाई जहाज में जगह नहीं है और बस में एक ईस्ट-वेस्ट एयरलाइन्स का आदमी खड़ा था, उसने कहा कि आप चाहें तो हमारा जहाज आ रहा है, आप इसमें आ जाइए। तब तक मैं एक साधारण यात्री को हैसियत से अपना परिचय दे रहा था, जब मैंने कहा कि मैं एक संसद सदस्य हूँ, तो मुझे तत्काल इण्डियन एयरलाइन्स वालों ने एक सीट दे दी और जब मैं जहाज के अन्दर गया, तो आपको जानकर ताज्जुब होगा कि मुश्किल से 100 लोग उसमें बैठे हुए थे। 400 का जहाज और 100 आदमी। मैं मंत्री जी का ध्यान इस ओर खींचना चाहूंगा कि चाहे जितनी आप सुविधायें दे दें, जो पूरा माहौल बना हुआ है, उसमें प्राइवेट एयरलाइन्स के साथ आपको मैच करना बड़ा ही मुश्किल काम होगा और तब जब कि आपके अधिकारियों का व्यवहार इस तरह से हो रहा है।

मुझे सिर्फ एक ही संभावना दीख रही है कि जिन्होंने प्राइवेट एयरलाइंस के मालिक और इण्डियन एयरलाइंस का यह मंत्री है, सिवाय इसके कि यह खूबसूरत मंत्री है, बाकी कोई चीज इण्डियन एयरलाइंस के पक्ष में नहीं है। मैं चूँकि उनके मालिकों को भी जानता हूँ, इसीलिए खाली एक संभावना है कि हमारे मंत्री जो खूबसूरत हैं, बाकी कोई संभावना इण्डियन एयरलाइंस के इस प्राइवेट एयरलाइंस के साथ मैच करने की नहीं है।

रसायन और उर्वरक मंत्री (श्री राम लखन सिंह यादव) : प्रश्न कर्ता भी उतना ही खूबसूरत है।

श्री दिग्विजय सिंह : और इस सदन में, उपसभापति महोदया, सारे सदस्यों ने अपनी चिन्ता जाहिर की।... (व्यवधान)

श्री इकबाल सिंह : खूबसूरती के बारे में इनको भी..... (व्यवधान).....

श्री दिग्विजय सिंह : मैडम, मैं उन चीजों का जिक्र नहीं करना चाहता, जिस तरह की सुविधाओं और जिस तरह की बातों का जिक्र, जो माहौल पूरे प्राइवेट एयरलाइंस में बना है, उसमें कहीं भी गुंजाइश नहीं है।

THE DEPUTY CHAIRMAN: Please put your question. Many Members have raised their hands. They are all aware of the situation. You put your question.

श्री दिग्विजय सिंह : मैडम, मैं वही कह रहा हूँ।

उपसभापति : आप जल्दी कह दीजिए। आप बहुत लेट हो रहे हैं।

श्री दिग्विजय सिंह : मैडम, मैं इसलिए कह रहा हूँ कि जहाँ इस तरह का माहौल बन गया है वैसे ही हालत में माननीय मंत्री जी, आप कौन सी ऐसा कदम उठा रहे हैं, कौन सी ऐसी बात करने जा रहे हैं जहाँ आप

प्राइवेट एयरलाइंस के साथ इण्डियन एयरलाइंस का कोई मुकाबला खड़ा कर सकें। इसलिए मैंने उन बातों का जिक्र किया जिसका इस मामले में मतलब नहीं था। लेकिन माहौल ऐसा बन गया था इसलिए मैंने चाहा कि आपकी जानकारी में यह बात ला दूँ।

उपसभापति : ठीक है, अब आपने क्वेश्चन पूछ लिया है जवाब आ जाएगा।

श्री गुलाम नबी आजाद : माननीय दिग्विजय सिंह जी, आपका बहुत-बहुत धन्यवाद।... (व्यवधान)

But this compliment would have been more appropriate, had it come from the opposite side.

उपसभापति : यह तो ममता-ममता की बात है।

श्री गुलाम नबी आजाद : मैडम, मैं माननीय सदस्य से बिल्कुल एग्री करता हूँ कि जहाँ हमने प्राइवेट एयरलाइंस को चलाने की अनुमति दी है वहाँ इस बात की बिल्कुल कोई अनुमति नहीं दी जाएगी कि जैसा मनमानी से वे चाहें और जैसा मनमानी से वे इण्डियन एयरलाइंस के स्टाफ को भी अपनी जेब में डालने का प्रयास करें। मेरे नोटिस में ऐसी बात आई है और एक दफे नहीं कई एयर पोर्ट पर ऐसा हो रहा है कि स्टाफ के साथ मिल कर प्राइवेट एयरलाइंस अपने जहाज भराने के लिए उनको आने कांफिर्मेंस में लेते हैं। ऐसी नोटिस मुझको अभी तकरीबन 10 दिन पहले ही कई जगह से आई। लद्दाख के बारे में आई और बाकी जगह के बारे में भी आई। जम्मू के बारे में आई और कई जगहों के बारे में आई। तो अब मैंने यह निर्वेक दिए हैं कि आइन्दा क्योंकि हमेशा भरा जाता था कि वन प्लस 20 पैसेंजर्स और वह कहीं 20 होते नहीं थे। तो इस तरह से आने के लिए अभी बताया गया है कि कोई भी जिसका भी हो कम्प्यूटर में जो बुकिंग होगी उसके नाम से,

उसके टेलीफोन में ताकि हम अपने आफिस में भी कभी भी रेंडम चैक करा सकते हैं कि इस नाम के किसी आदमी ने बुकिंग कराई है या नहीं, या फिजूल में कंप्यूटर भरा दिया जाता है और बाकी लोग प्राइवेट एयर लाइंस की तरफ चले जाते हैं। यह कम्प्लेड हमारे पास थाई है और हम यह पूरा प्रयास कर रहे हैं कि इस तरह का जहाँ-जहाँ भी नोटिस आ रहा है हम एक्शन लेंगे।

जहाँ तक आपने कहा है कि प्राइवेट एयर लाइंस के साथ कम्पटीशन के लिए क्या-क्या कर रहे हैं? मेरे ख्याल में आपने जो फरमाया, बहुत सारे स्टेप्स हमने लिए हैं। पहला, जो इन-फ्लाईट्स सर्विस है खासकर के 300 की और 320 की, मेरे ख्याल में एक्जीक्यूटिव और क्लब क्लास में इंटरनेशनल स्टेडर्ड की है। मेरे ख्याल में पूरा हाउस उसको एप्रिसिएट करेगा कि वह इंटरनेशनल स्टेडर्ड की है। जहाँ तक 320 का संबंध है, 320 को भी हमने दो क्लासेज में बांट दिया है। जैसा 300 में था...

(अवधान)

SHRIMATI KAMLA SINHA: Kindly let the Minister let us know what these international standards are?

SHRI GHULAM NABI AZAD: I will send you on an international flight and then you can come back and tell me about it.

दूसरे, जहाँ तक 300 का संबंध था, 300 में दो क्लासेज थी। अगली क्लास तो हमने ठीक की थी, इन-फ्लाईट्स सर्विस भी ठीक की थी। लेकिन पीछे जो उसका पिच था, वह कम था। हमने 300 में 26 सी, निकाल कर उसका जो पिच था वह 3 इंच और बढ़ा दिया है और उसके साथ-साथ इन-फ्लाईट्स सर्विस में भी खाने-पीने की उसमें कई चीजें की हैं। इसी तरह से जो हमारा पायलेट का शॉर्ट फॉल था, तकरीबन 112 से ज्यादा पायलेट चले गए थे। उसके लिए पिछले 30 साल में हमने पहली दफे पायलेट के साथ

एक नया एग्जिमेंट किया जिसको प्रोडनटी बिटी लिंक एग्जिमेंट कहते हैं। पायलेट के साथ 30 साल में यह पहली दफे हुआ है जिसकी वजह से हमारा जो 33 परसेंट शॉर्ट फॉल था, हम उसको तकरीबन 5 परसेंट के करीब लाए हैं, वरना अगर हम यह एग्जिमेंट नहीं करते तो आठ साल तक यह शॉर्ट फॉल बराबर जारी रहता। उस शॉर्ट फॉल को हमने एक ही साल में तकरीबन पूरा किया है। तो इस के साथ ही प्वाइंट प्वाइंट फायर हमने शुरू किया है। फ्लाइट मोर, फ्लाइट फ्री की स्कीम है, और बहुत सारी स्कीम्स हैं जो हमने पिछले सालों में आने वाले वकन के लिए शुरू की है जिनसे हमें उम्मीद है कि इंडियन एयरलाइंस अपनी जगह पर रहेगी।

THE DEPUTY CHAIRMAN: Have you properly advertised about the improvements that you have done?

SHRI GHULAM NABI AZAD: Unfortunately, whenever we advertised, people seemed to be more interested in publishing the complaints of the private Airlines and were least interested in promoting the Indian Airlines and writing the positive things. It is most infortunate. I can't help it.

SHRI K. K. VEERAPPAN: Sir we know that the collision of the Sahara Aircraft with the Russian Aircraft last week resulted in the loss of several lives and crores of rupees. This was because of the callousness on the part of the pilot of the Sahara aircraft. I want to know from the hon. Minister whether any writ-ten instruction have been issued to the air taxi operators, subsequent to this accident, directing them to follow the rules and regulations strictly so as to ensure the safe travel of the passengers. This is part (a) of my question...

THE DEPUTY CHAIRMAN: Please put that question only. I have got 30 names.

SHRI K. K. VEERAPPAN: I also want to know from the hon. Minister whether the Government is having any specific plan to make good the losses of the Indian Airlines and thus make the Indian Airlines a profit-making organisation.

THE DEPUTY CHAIRMAN: That he has already answered. He will answer! part (a) of your question.

SHRI GHULAM NABI AZAD: Madam, as far as the Sahara aircraft is concerned, it is most unfortunate that it met with an accident. We have already instituted a judicial inquiry and once the report comes, we will be taking appropriate action.

THE DEPUTY CHAIRMAN: Mr. Gurudas Das Gupta. Please don't make the *Bhoomika*. It has already been done. You please- put a pointed question.

SHRI GURUDAS DAS GUPTA: Madam my simple complaint is that the private airlines are taking recourse to illegitimate method of alluring the passengers and, by that, they are trying to- undercut the Indian Airlines. There; have been many such complaints including-, under-fare, some additional advantage-, charming privileges, including the serving,,, of liquor which is against the Indian ethos and Indian morality.
..(Interruptions)

श्रीमती रेणुका चौधरी : इंडियन इथीस में दारू ही दारू है (व्यवधान)

THE DEPUTY CHAIRMAN: You put your question,

SHRI GURUDAS DAS GUPTA: Therefore, is the Minister aware that such extensive illegitimate moralities are being adopted by the private airlines for earning money ? They are also not paying taxes and charges for the infrastructure that they are using in the airports as well as outside,

SHRI GHULAM NABI AZAD: Madam, we have laid down some code of • conduct I myself had a discussion with the Chairman and the Managing Director of the air taxi companies and, to a great extent, we discussed this undercutting practice and also taking the pilots and engineers of one--airline to another private airline: There have been instances where pilots, with in one year's time have

moved to as many as four airlines.
(Interruptions)

SHRI PRAMOD MAHAJAN: They are competing with the politicians in defections!

SHRI GHULAM NABI AZAD: These are all unfair practices. We have discussed, about them in the meetings and they have said that they would abide by the code of conduct.

SHRI GURUDAS DAS GUPTA: What about the non-payment of taxes and charges by them for using infrastructure?

SHRI GHULAM NABI AZAD: As far as landing charges are concerned, they are paying these charges. As far as taxes are concerned, it is the Finance Ministry which is collecting them. Of course, the Finance Ministry is pursuing it and so also we, on our side, are pursuing it.

SHRI JOHN F. FERNANDES: Madam, as regards parts (b) and (c) of the original question, obviously, the loss of the Indian Airlines is the profit of the private air taxis, which comes to about Rs. 480 crores from 1992—94. Madam' there is an impression in the market that the Government has been, in panic. And in the last week, we have seen that arbitrarily the Government has suspended the licence of a private airline. Madam, I am not espousing the cause of the private airlines. But what I want to say is that that passengers are put to inconvenience. That private airline made a loss of two and a half crores of rupees during these 4 to 5 days. I want to know from the Government.-.
(Interruptions)

SHRI V. NARAYANASAMY: Without licence, they can fly wherever, they want?

SHRI JAGESH DESAI: They can do everything to our lives.

SHRI V. NARAYANASAMY: They can do anything, and you are supporting them.

SHRI JOHN F. FERNANDES: I don't think that the passenger should be penalised. You can penalise the airlines. (*In-temptations*)

THE DEPUTY CHAIRMAN: Just a minute. If there is a disagreement on the question, your name is before me and you can put your question.

SHRI JOHN F. FERNANDES: Madam, there are other ways for the Indian Airlines to make profit. And that is, Madam, the private airlines often send their planes abroad, to the United States, to Europe and Singapore for repairs. And when they approach the Indian Airlines because they have the infrastructure to repair and they are prepared to pay the Indian Airlines in hard currency, there is no approval from the Indian Airlines. May I know from the hon. Minister whether this facility will be made available to the private airlines on payment of dollars and hard currency so that the Indian Airlines can make a profit?

SHRI GHULAM NABI AZAD: Madam, I think, the first part of the question is very relevant. Let me put the record straight because a lot of things have come in the media that the DGCA has been very hard to one of the airlines. So, let me say that this is not the first one. The pilots and engineers of as many as eight private air taxi operators, apart from the one, the Damania have¹ been suspended from one month to 16 months. Let me tell you this because in the media I read everyday that only one chap has been picked up. There were eight other airlines in the past one year whose pilots and engineers have been suspended from one month to eighteen months. And the total number of engineers and pilots, I think, are as many as 15 to 20. Let me also say that we have not confined ourselves only to the private taxi operators. I think, in the living memory, after 1953, for the first time, the licence of an aircraft maintenance engineer of the Indian Airlines was cancelled last year for good. This has happened for the first time. Apart from that, action has been taken in as many as 10 cases against the pilots and engineers of the

Indian Airlines. Let me tell you that the licence canceled for good is one in the case of engineers. And five more engineers have been grounded for more than six months. Seven pilots have been grounded for one to six months. And two pilots have been grounded for more than six months. So, let this impression not go that only one man has been picked up. Eight air-lines, including the Indian Airlines, were there.

Now, the question arises as to why any other airlines were not grounded and action taken against the pilots and engineers, including the Indian Airlines and why in this particular case, action was taken against the airlines. The reason being the safety things which were pointed out by the Director-General, Civil Aviation, the complaints which he had received against the particular Airline! from the passengers who boarded that particular aircraft and the passengers were not ordinary passengers but are senior Directors of some companies who are also pro-private airlines. They had also complained. And when the Director-General's office sent these complaints to the Chairman of the Company, the Chairman of that Company sent this particular complaint to the Chief Air Hostess who is manning the in-flight service and everything. And that Chief Air Hostess writes back to the Chairman that all these things have happened and the Airline is responsible for the mess. This is what the Chief Air Hostess of that particular airline is writing to their Chairman whereas the Chairman writes to the DBCA, "all these charges which you have levelled are false, and nothing has happened."

But luckily, we had in our possession the letter which the Chief Air Hostess of that particular airline had written to the Chairman. That means, the staff of that airline was alive to the irresponsibility on safety and the Chairman—the *Maalik* of that airline—wanted to suppress the facts. That is why we had to take action against the airline.

SHRI JOHN F. FERNANDES: My question has not been answered.

SHRI GURU DAS DAS GUPTA: What is the action taken?

SHRI GHULAM NABI AZAD: We grounded him for six months and after that he accepted all these things which he had initially denied. . (Interruptions). Director is also one of the *Maaliks*. (In-terruptions.)

THE DEPUTY CHAIRMAN: I am not permitting this kind of behaviour during the Question Hour. I have before me so many names and if you just get up and start asking questions, that is not fair.

SHRI JOHN F. FERNANDES: About the foreign exchange part?

SHRI GHULAM NABI AZAD: I have visited the workshop and the jet sheds. I think our jet shed is one of the most modern sheds with us. I have already issued instructions that we must have double shift because with the single shift, we are not able to cope with the situation because they have to maintain our own aircraft as well. I think we will have the second shift also whereby we will be able to provide maintenance facilities to private airlines after charging money, of course.

THE DEPUTY CHAIRMAN: We have taken so much time on this question.

SHRI S. JAIPAL REDDY: Is the Minister aware of the fact that the private airlines are operating only on prime routes while the Indian Airlines are also operating on many lean routes? Are you aware that this is one of the reasons for the losses incurred by the Indian Airlines? Mr. Gurudas Das Gupta has already referred to unfair competition. May

bring to the notice of the Minister the fact that the schedules of Indian Airlines are also getting changed through unfair methods to suit the private airlines? Let me give you a specific instance. For the first time in the civil aviation history, the morning flight of the Indian Airlines, to Hyderabad goes at 9.30, and all those who want to go early in the morning must necessarily go by Modiluft. Is it not a case of collusion? You have to check this unfair practice. In answer to part (b) of the question, the Minister

says that this information is not furnished to the Government. These are all companies whose balance-sheets are made available and they are a public document and should be available to the Ministry.

SHRI GHULAM NABI AZAD: I am very much aware of the fact that private airlines are mostly operating on trunk routes and on a number of occasions we brought it to their notice but since the Air Corporations Act was not repealed, we could not issue any guidelines. After the repeal of this Act, we have issued the guidelines whereby they will have to operate also on other routes which are not that much profit-making. We have given them 3 months' time from the date of the repeal of the Act to get ready to operate proportionately with the Indian Airlines. As far as the Hyderabad schedule is concerned, I am not aware of that-I do not make the schedules because most of the time, . . . (Interruptions).

Let me complete.

THE DEPUTY CHAIRMAN: Mr. Jaipal Reddy, let him answer.

SHRI GHULAM NABI AZAD: Let me complete it I am very happy. Had Parliament not been there, I think Ministers would have been the most ignorant persons. Thanks to democracy and thanks to those people who created the institution of Parliament, we come to know. Otherwise, we would have been in the dark in regard to what is happening all over the country.

SHRI MENTAY PADMANABHAM: You are always in the dark.

SHRI GHULAM NABI AZAD: In regard to the Hyderabad schedule, I will definitely see that it is set right.

SHRI S. JAIPAL REDDY: Madam, what about the (b) part of my question?

THE DEPUTY CHAIRMAN: No. Mr. Jaipal Reddy, I have to put a stop at some point of time. There are other questions also. Please.

प्रो० आ० जी० सनदी : उपसभा-
पति महोदया, मैं आपके माध्यम से मंत्री

महोदय से यह कहना चाहता हूँ कि हुबली धारवाड़ एयरपोर्ट एक जमाने से हवाई जहाज के स्वागत के लिए दुल्हन जैसा सजधज गया है। इस संबंध में मुझे मीरा का एक भजन याद आता है—

आवन कह गये, आप न आवे,
बाण पड़ी ललचावन की,
यह दो नयना कहा नहीं माने,
नदियां बहे जैसे सावन की।

मैं मंत्री महोदय से यह पूछना चाहता हूँ कि गैर सरकारी विमान भारत के मुक्त गगन में उड़ने के लिए मुक्त है, क्या उनके लिए आपने कोई ऐसी आचार संहिता निर्धारित की है, यदि की है तो आप हुबली धारवाड़ में कब विमान भजेंगे, यह बताने की कृपा करें।
(स्थगित)

उपसभापति : आपने भूमिका बाध दी है। I am interested in grounding them.

श्री गुलाम नबी आजाद : हुबली धारवाड़ एयरपोर्ट दुल्हन की तरह सज गया है, मैंने उसके लिए बहुत अच्छा ट्रल्ला भी चुन लिया है। एन.ई.पी.सी. प्राइवेट एयरलाइन को माऊथ का पूरा एरिया कर्नाटक, आन्ध्र प्रदेश और हैदराबाद को दिया है। पहला जहाज वहां आ रहा है जिसके उद्घाटन के लिए मैं खुद 22 तारीख को वहां जा रहा हूँ। दूसरा जहाज बेलगांव धारवाड़ और कई एरिया को भी कवर कर रहा है। मुझे उम्मीद है कि एक महीने तक जब दूसरा जहाज आएगा तो उससे यह एरिया भी कवर हो जाएगा।

SHRI SOMAPPA R. BOMMAI: Madam..

THE DEPUTY CHAIRMAN: We have taken more than half-an-hour on this question.

SHRI SOMAPPA R. BOMMAI: Madam, please .

THE DEPUTY CHAIRMAN: Mr. Bommai, I am not allowing. I am not allowing. Please take your seat.

SHRI SOMAPPA R. BOMMAI: Madam, Mrs. Margaret Alva.

THE DEPUTY CHAIRMAN: I am not allowing it.

SHRI SOMAPPA R. BOMMAI: Day-before yesterday, when she visited Dhar-wnr, she made a statement that within one month, she would see that an Airbus service was started. It is a most beautiful airport. She also challenged that the Members of Parliament from that area were not competent to get an air service to that place. She challenged us. I would like to know from the hon. Minister.

THE DEPUTY CHAIRMAN: I have not allowed this question. We have had so many supplementaries on it. We have to take up other questions. Otherwise, we will have only this question. Question No. 263, please.

Price of Sulphadiazine

*263. DR. NARREDDY THULASI REDDY:

SHRI RAJNI RANJAN SAHL:

Will the Minister of CHEMICAL AND FERTILIZERS be pleased to start—

(a) what was the price of Sulphadiazine on which formulation prices were based during 1990-91 and 1991-92;

(b) when was the price of the locally produced drug fixed at Rs. 512 per kg. and when were the formulation prices based on this price plus 8 per cent incidentals allowed;

(c) when were the formulation prices based on the landed cost of import fixed and what is the present position;

(d) what is the present landed cost of import; of this drug; and

The question was actually asked on the floor of the House by Shri Rajni Ranjan Saha