

इंडियन एयरलाइंस को हुए नुकसान का ब्यौरा निम्न प्रकार है:—

वर्ष	उठाई गई हानि (करोड़ रुपयों में)
1990-91	0.57
1991-92	4.09
1992-93	0.74

(ग) हड़ताल के प्रत्येक मामले में इंडियन एयरलाइंस द्वारा की जाने वाली कार्रवाई का निर्णय, कानूनी परिस्थिति और मामले के तथ्यों और परिस्थितियों के आधार पर निर्भर करता है। उठाये जाने वाले कदमों में अनुशासनात्मक कार्रवाई और "काम नहीं, वेतन नहीं" के सिद्धांत के आधार पर वेतन कटौती करना सम्मिलित है।

नागर विमानन महानिदेशालय द्वारा हवाई अड्डों का सर्वेक्षण

13. डा० बापू कालदास: क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि नागर विमानन महानिदेशालय ने देश के हवाई अड्डों का सर्वेक्षण किया है;

(ख) यदि हां, तो उसका ब्यौरा क्या है;

(ग) क्या यह भी सच है कि राष्ट्रीय विमानपत्तन प्राधिकरण कुछ हवाई अड्डों पर अत्याधुनिक सुविधाएं उपलब्ध कराना चाहता है; और

(घ) यदि हां, तो उसका ब्यौरा क्या है?

नागर विमानन और पर्यटन मंत्री (श्री माधवराव सिंधिया): (क) जी, हां।

(ख) नागर विमानन के महानिदेशक हवाई सुरक्षा की दृष्टि से हवाई अड्डों का निरीक्षण करते हैं और पिछले 6 (छः) महीनों के दौरान निम्नलिखित हवाई अड्डों का निरीक्षण किया गया है:

बम्बई, गंची, गुवाहाटी, पटना, इन्दौर, खजुराहो, वाराणसी, विजयवाड़ा, कडोदरा, भुवनेश्वर, डिब्रुगढ़, अगरतला, उदयपुर, जयपुर, लखनऊ, मंगलौर, मोहनवाड़ी, जमशेदपुर, बिरलाग्राम, वनस्थली, पुष्टापर्थी, बैकूंट और रामगुंडम।

(ग) और (घ) दिल्ली और बम्बई के आधुनिकी-

करण के साथ, इन दोनों हवाई अड्डों पर वाणिज्यिक एवं हवाई यातायात नियंत्रण के लिए कलात्मक सुविधाएं उपलब्ध हो जाएंगी।

Merger of ITDC with Hotel Corporation of India

14. SHRIMATI VEENA VERMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have lately decided to merge ITDC with Hotel Corporation of India;

(b) if so, what are the details of the revised structure of the merged up organisation and the revised lines of operation of the new organisation; and

(c) if the answer to part (a) above be in the negative, what are the reasons therefore and where the matter stands at present?

THE MINISTER OF CIVIL AVIATION AND TOURISM: (SHRI MADHAVRAO SCINDIA) (a) No, Sir.

(b) Does not arise.

(c) The proposal regarding merger of Hotel Corporation of India with ITDC was examined in the past and was then not found feasible.

Nose-diving of Air India Singapore-Madras flight

15. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION & TOURISM be pleased to state:

(a) whether Government's attention have been drawn to a report which appeared in the Indian Express Bombay edition of 15th September, 1992 regarding the nose-diving of the Air India Singapore-Madras flight on 8th September, 1992 near Madras Airport causing injuries to several passengers and crew members;

(b) if so, what are the details of the incident and irregularities brought out in this regard;

(c) the number of persons injured and the amount of compensation paid to them;

(d) whether it is a fact that in a similar situation with regard to non-functioning of seat belt signs on an Air India flight in August, 1992 in Hong Kong-Osaka route, resulted in equipment being damaged and some passengers being hurt;

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

(f) what action Government have taken in the above mentioned incidents and also against the persons found responsible?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Air India A-310 aircraft VT-EJL while operating flight from Singapore and Madras on 7.9.92, went through certain violent manoeuvres for a short duration. The incident was caused by wrong input given by the First Officer. The Commander immediately took over controls manually and brought the aircraft to proper 'attitude'.

(c) 12 persons received injuries. No claim for compensation has been received.

(d) No, Sir.

(e) Does not arise.

(f) Both the Commander and First Officer of the concerned flight have been grounded after completion of the flight.

Inadequate safety measures at Airport

16. SHRI SHIV PRATAP MISHRA:
SHRI TINDIVANAM G. VENKATRAMAN:

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

(a) whether it is a fact that the pilots of Indian Airlines threatend in October 1992 to stop flying to airports which did not have adequate safety;

(b) if so, what are the details of such airports in the country, and the reasons for which safety aids are not provided;

(c) what are the details of pilots which left Indian Airlines during the last one year due to lack of safety aids; and

(d) the measures Government propose to take to better equip the airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Indian Commercial Pilots Association on the 10th October, 1992 had advised their members not to fly to airports which lacked certain navigational aids.

(b) All the airports where flights of Indian Airlines operate are equipped with navigational facilities essential for safe operation in accordance with procedures prescribed for different situations.

(c) No pilot during the last one year has left Indian Airlines on this ground.

(d) Upgradation of navigational aids and air traffic control facilities at various airports in the country is a continuing process and is taken up in a phased manner depending upon the requirements projected and resources available.

Exodus of pilots of Indian Airlines during last one year

17. SHRI SHIV PRATAP MISHRA:
Will the Minister of CIVIL AVIATION & TOURISM be pleased to state:

(a) what is the number of pilots of Indian Airlines who quit the job during the last one year and the reasons for an exodus of pilots; and

(b) the measure taken by Government to check the exodus?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) During the period between November 1991 and October 1992, 35 pilots have submitted resignation. 16 pilots resigned due to personal/domestic reasons, 12 did so without assigning any reasons and 7 left to join Air India.

(b) While the senior pilots on roll are not bound by any bond, all the pilots who have joined the Airlines recently are