

1985-86 and 1991, categorywise and the quantum of amount spent by the ITDC during that period; and

(b) whether it is a fact that ITDC's Central overhead expenses increased year after year during the above period, if so, what are the details thereof and what were the efforts made to curtail the non-plan expenditure in ITDC during the above said period and results achieved therefrom?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The perks/facilities being given to the executives of ITDC are based on operational requirements, like any other commercial organisation, and their entitlements are decided from time to time by the management. These perks/facilities include residential accommodation/telephone, staff car, medical, uniform and duty free meals to the hoteliering cadre, etc. It is not feasible to give the quantum of amount spent by ITDC on the perks/facilities during the period.

(b) Expenditure on overheads has increased from Rs. 22.13 lakhs in 1971-72 to Rs. 714.34 lakhs in 1990-91 due to inflation as well as growth/increased activities of the Corporation. However, the percentage of overheads to turnover remains almost the same. ITDC make all possible efforts to contain its non-plan expenditure.

**Growth rate target set for Air India and Indian Airlines during the 8th Plan**

2705. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the growth rate target set for Air India and Indian Airlines during the Seventh Five Year Plan has been achieved;

(b) what is the growth rate target fixed for the 8th Plan for Air India and Indian Airlines;

(c) whether the growth rate target set for the two airlines during the 8th Plan are not too ambitious in the light of

financial and physical performance during the last three years; and

(d) if not, in what manner the two airlines propose to meet the growth rate target during the 8th Five Year Plan?

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

(b) The target of growth rate of Air India for the 8th Five Year Plan in terms of ATKMs is 5.9 per annum. For Indian Airlines, the planned rate of growth in passenger traffic during the 8th Five Year Plan is 8 per cent per year.

(c) and (d) No, Sir. Both Air India and Indian Airlines propose to achieve the projected rates of growth through their respective fleet renewal plans.

**Development of Tourism in Assam**

2706. SHRI MATANG SING: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are aware that there is a lot of work to be done for promotion of tourism in the State of Assam;

(b) if so, what steps are being taken by Government to popularise the tourist spots in Assam for local and foreign tourists; and

(c) what are the project recently undertaken by Government for improvement of tourism in Assam?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Development and promotion of tourism is a continuous process and primarily the responsibility of the State Governments. However, in order to augment tourism infrastructural facilities so as to popularise the tourism spots in Assam for domestic and foreign tourists, the following projects/schemes have been listed for

central financial assistance for the year 1992-93:

	Estimated	cost
1. Pilgrim cottages at Kamakhya . . . . .	30	
2. Wayside facility at Kalain . . . . .	20	
3. Tourist Resort at Bardaloni Bird Sanctuary . . . . .	15	
4. Water sports at Tezpur/Ramnagar/Nazira/Tinsukia including nangi-gliding . . . . .	20	
5. Sound and light show at Charaideo . . . . .	30	
6. Support towards publicity and for setting up of a crafts village . . . . .	10	
	125	

(c) The Department of Tourism have sanctioned a number of projects/schemes for improvement of tourism in Assam which include the construction of wayside facilities at five locations, setting up of a yatri niwas, upgradation of tourist facilities and support towards adventure equipment, etc.

**Aircrafts diverted to Dhaka instead of Calcutta**

2707. SHRI VIREN J. SHAH:

SHRI PRAMOD MAHAJAN:

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

(a) whether his attention has been drawn to a report published in the Indian Express of 5th July, 1992 under the caption "DGCA upset with IA for shielding Pilot";

(b) if so, whether it is a fact that on May 19, 1992 the Pilot, Capt. Naik, who took off from Jorhat for Calcutta diverted the aircraft to Dhaka;

(c) if so, under what circumstances the Pilot diverted the aircraft to Dhaka and what are the details in this regard;

(d) the number of passengers on board and under whose instructions the Pilot took such a step risking the aircraft and lives of the passengers;

(e) when did the Government come to know about the incident and what action was taken against the errant Pilot; and

(f) whether Government have held an enquiry into the matter and if so, with what results?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir.

(c) and (d) The Commander decided to divert the aircraft to Dhaka due to bad weather enroute and over Calcutta. There were 66 passengers on board.

(e) and (f) The Director General of Civil Aviation was informed of the incident on 20-5-92. Indian Airlines has been directed that the pilot should not exercise the privileges of his Pilot-in-Command rating on Boeing 737 aircraft pending investigation by DGCA.

**Fire in Hotel in Central Bombay**

2708. CHOWDHRY HARI SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that recently a hotel in Central Bombay caught fire due to a burst gas cylinder resulting in the death of 21 persons; and

(b) if so, what measures are proposed to be taken for safety observance in all