

MR. CHAIRMAN; This particular unit was set up for this purpose. (*Interruptions*).

SHRI GURUDAS DAS GUPTA: Sir, it was set up for this purpose. At least the hon. Minister should assure the House that he will. (*Interruptions*). This hon. Minister is generalising it.

SHRI P. A. SANGMA: I can assure Mr. Das Gupta that I have noted down whatever points he has made and I will personally look into them.

MR. CHAIRMAN; And you will try to do as much as possible, according to that.

SHRI P. A. SANGMA: Sir, it is a very

श्री छोटेभाई पटेल : सभापति जी, मंत्री महोदय से मैं यह जानना चाहता हूँ कि कोयला खानों के आधुनिकीकरण के लिए कितने मेगावाट बिजली की आवश्यकता होगी और इसकी पूर्ति के लिए सरकार ने क्या कोई कम्प्रेहेसिव प्लान बनाया है ? यदि कोई प्लान बनाया है तो उसका ब्योरा क्या है ?

difficult question and I do not know how many megawatts of power are required for modernisation. It is very difficult for me to understand *that...* (*Interruptions*)

MR. CHAIRMAN; It depends on what type of modernisation, where and how you bring.

#### Identification of uneconomic routes by Indian Airlines

\*144. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines has identified the uneconomical routes in the country; if so, the details thereof;

(b) whether Indian Airlines propose to close these routes;

(c) if so, by when; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (d) A statement is laid on the Table of the House.

#### Statement

During the current financial year so far, the cost of operations of the following services have exceeded earnings:—

1. Bombay-Ahmedabad-Indore
2. Calcutta-Dibrugarh
3. Calcutta-Tezpur-Iorhat
4. Calcutta-Silchar-Imphal
5. Calcutta-Imphal-Dimapur
6. Calcutta-Portblair-Camicobar
7. Delhi-Kanpur-Gorakhpur
8. Srinagar-Leh
9. Delhi-Gwalior-Bhopal-Indore-Bombay
10. Delhi-Kanpur-Allahabad
11. Chandigarh-Leh
12. Delhi-Jaipur-Jodhpur-Udaipur-Bombay
13. Trivandrum-Colombo
14. Trichy-Colombo

As these services are catering to needs of remote areas, tourist centres etc. there is no proposal yet to discontinue them.

SHRI SHIV PRATAP MISHRA: Sir, I want to know, through you from the hon. Minister whether, it is a fact that some of the routes are rendered uneconomical because of the uncertain timings and inefficient service of the airlines; if so, what those route are and what remedial steps are contemplated.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M. O. H. FAROOK):

Sir, the routes which are identified as uneconomical a<sup>e</sup>-e 14 and I have given them in the statement. It is not timing alone which is the main factor, but there are so many factors which contribute to the cash loss. Number one is the short sector length. Number two is operation in the North-Eastern region. Number three is low load factor in certain areas. These are the factors which contribute to the cash loss and

even this, not taking into consideration the depreciation and salaries. We are running these areas just to feed some other aspects.

SHRI SHIV PRATAP MISHRA: I want to know from the hon. Minister whether it is a fact that some of the routes were introduced purely on extraneous and cheap populist considerations during the Janata Dal regime; if so, the details of the losses so incurred and of the persons responsible for this.

SHRI M. O. H. FAROOK: Sir, there is no such information available with us.

SHRI RAJNI RANJAN SAHU: Collect the information and inform the House. *(Interruptions)*.

श्री० रत्नाकर घाण्डेय : इन्फार्मेशन कलेक्ट करके सदन के सामने दें। वायदा करें।

SHRI PRAMOD MAHAJAN: He has asked: Do you have the same schemes which made Mr. V. P. Singh popular?

SHRI M. O. H. FAROOK: Sir, from time to time we are just examining these routes and the basic consideration is to see that the main trunk route should have to be fed. Number one. Number two is some of the areas which have not been fed particularly in the North-Eastern region should have to be catered to and on these considerations we are flying, not on political consideration or cheap popularity.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): Sir, we cannot vouch for what happened during the Janata Dal regime. *(Interruptions)* . . .

SHRI SURESH KALMADI: Sir, I would like to know if there are any plans of the Indian Airlines to palm off these uneconomical routes to the proposed and the present Air taxis which are there. I would also like to know whether the Bombay-Pune flight was discontinued because it was uneconomical. In the same way, in regard to the Delhi-Pune flight they said that it was uneconomical, but from the day one there has been

full traffic and even if you introduce one flight every half-an-hour from Bombay to Pune, it will be full. The Bombay-Pune flight which was there earlier was discontinued because I believe it was uneconomical. I would like to know from the Minister whether he considers the Bombay-Pune route uneconomical; if not, why was it discontinued? Is there any chance of re-introducing it in the near future?

SHRI MADHAV RAO SCINDIA: Sir, the hon. Member himself is a flyer. So he can easily understand that the short sector route is always much more difficult to break even and Bombay-Pune route being a very short sector route it becomes very difficult to come to the break-even point especially when. . . *(Interruption)*...

SHRI SURESH KALMADI: You charge more. The people of Pune and Bombay are prepared to pay more.

SHRI MADHAV RAO SCINDIA: Bombay-Pune route being a short sector route it becomes difficult to come to the break-even point especially when the Railway Ministry has been very dynamic in this particular sector. . . *(Interruption)*... Sir, this is the problem we are facing. . . *(Interruptions)*...

DR. BAPU KALDATE: That is why he is talking of costly popularity, not cheap popularity.

DR. NAGEN SAIKIA: Sir, the routes in the North-Eastern region are said to be non-profitable from the economic point of view. But I am thankful to the Minister that keeping in view so many factors he is not going to close these routes. My suggestion is that one aircraft of the Indian Airlines would be stationed and operated from Guwahati to connect the North-Eastern States and, I think, that would be more convenient to the people and economically profitable also. I would like to know from the Minister whether he would consider this proposal.

SHRI MADHAV RAO SCINDIA: Hon. Member's suggestion has been noted.

SHRI ARANGIL SRBEDHARAN: Mr. Chairman, Sir, one way to make up for the loss incurred due to uneconomic flight is to increase the number of flights to areas where they are economical. For example, we can increase the number of flights to Calicut. It is a very highly economical route. There are only two flights now—one flight thrice a week and another flight daily to Bombay. Will the Government consider this proposal and see that this loss is made up by increasing the number of flights to economically viable areas?

SHRI MADHAV RAO SCINDIA: Sir, the air map of India is under constant review. Certainly Calicut is an area which is being served by Indian Airlines. There are also many other areas which may require more service. The fleet at our command is very limited and there are some uneconomic routes, like flights to the North-East. There is the additional social obligation that the Government has to fulfil. It is, therefore, very difficult to curtail those particular routes because a lot of people will be stranded. So, we have to balance all interests and we will try to ensure that a fair deal is given to the entire country. Calicut's requirements are noted from time to time and we will be. . . (*Interruptions*)  
...

SHRI ARANGIL SREEDHARAN: There is a proposal for an international flight which is yet to mature. Can you say anything about it?

SHRI MADHAV RAO SCINDIA: Sir it just doesn't come within the purview of this question. However, I can assure the hon. Member that the interest of Calicut is very much in our mind and we are considering what decision has to be taken on that.

MR. CHAIRMAN: Mr. R. K. Dhawan.

SHRI B. V. ABDULLA KOYA: Sir, we have been telling you that we should have more flights to Calicut. But you have yet to fulfil that. Nobody would say that it is an uneconomical route.

MR. CHAIRMAN: Everybody is asking for more flights to Calicut.

SHRI MADHAV RAO SCINDIA: Sir, I have already replied to the question of the hon. Member.

MR. CHAIRMAN: You have already answered it. You will try to do whatever is possible.

SHRI MADHAV RAO SCINDIA: I think he is just commenting on my answer. He is not asking any question.

MR. CHAIRMAN: He is only fortifying what the other Member has said earlier.

SHRI R. K. DHAWAN: Sir, I want to know, through you, the policy of the Government with regard to the flight from Tirupati to Hyderabad and vice versa. What is the policy? Is it economical? At times it is an Avro and at times it is a Dornier. Part (b) of my question is that people are booked by Avro flight, seats are confirmed and when they reach the airport, they say, "Look only Avro is coming" or "only Dornier is coming and we will be able to take only half of the passenger's" What will the other passengers do? What is the policy?

SHRI M. O. H. FAROOK: Sir, as far as Tirupati is concerned, we are trying to induct some more flights. It is not Indian Airlines but it is Vayudoot. We are thinking of inducting Avros also. There is a complaint that Avros which had been inducted have been withdrawn. We will review the policy in this matter and we will try to do justice to this sector.

MR. CHAIRMAN: There was some move to induct the Boeing also.

SHRI R. K. DHAWAN: Sir, what about the sufferings of the passengers with confirmed tickets when the flights are cancelled at the last minute? It happened to me on 26th of this month. I went to Tirupati and I had to catch a flight back to Madras. I reached the airport at 9.30 and the flight was to leave at 9.5\*. Then they announced that only a Dornier

would come at 12.30 and they would take only, half of the passengers. What will the other passengers do? There are no arrangements in the airport. What is the policy with regard to it?

SHRI MADAV RAO SCINDIA: Sir, the entire operations of Vayudoot are under consideration. There are shortcomings which we have very frankly and candidly admitted. A decision has been taken to try and face the challenge and run it as it is. We are running into a lot of snag? and problems. There are many financial problems also. There is shortage of spare-parts. We have to review the total investment programme. All this is under review. I do understand the inconvenience that is caused to the passengers. We will try to remedy the situation. However, I am also happy that because of our inefficiency, Mr. Dhawan enjoyed the blessings of the Lord for another day.

MR. CHAIRMAN: Mr. Minister, his question is restricted to Tirupati and this question has been raised in this House more than half a dozen times. There have been questions about the Boeing. There have been questions about extending the runway and the Ministers had said that AP Government should give them more land and AP Government has said that they are prepared to give land. What is happening? I get complaints everyday.

SHRI M. O. H. FAROOK; Sir, as far as this Boeing is concerned, we have to extend the runway.

MR. CHAIRMAN: That is what I am saying.

SHRI R. K. DHAWAN; All along there used to be Avro aircraft. Why have they changed to Dornier?... (Interruptions) ...

SHRI M. O. H. FAROOK; Because of paucity of funds. But we are negotiating with Tirupati Devasthanam and they have

come forward to give us some money for extending the runway.

MR. CHAIRMAN: You want donations from the Devasthanam.

SHRI M. O. H. FAROOK: They have also agreed to it, Sir.

डा० रत्नाकर पाण्डेय : तिरुपति में भी क्या आपके पास पैसा नहीं है... (व्यवधान) क्या चंदा लगा दिया जाए... (व्यवधान) माननीय सभापति जी सारे सदन की भावना से मंत्री महोदय को अवगत करा रहे हैं; मैं नहीं समझता कि उस कोई... (व्यवधान)

MR. CHAIRMAN: They are going it. Let us go to S'hrimati Manorama Pandey.

श्रीमती मनोरमा पाण्डेय : सभापति महोदय, मैं आपके माध्यम से मंत्री जी से यह जानना चाहती हूँ कि दिल्ली, लखनऊ और पटना जो हमारी फ्लाईट थी उसको भी डिस्कॉन्टिन्यू कर दिया गया जबकि बिहार में रांची, जमशेदपुर, बोकारो यह सारे पूरे बिहार के लोगों को लखनऊ की फ्लाईट को डिस्कॉन्टिन्यू करने से बहुत असुविधा हो रही है, इसलिए मैं जानना चाहूँगी कि क्या यह रूट अन-इकोनोमिकल था अथवा मंत्री जी इसे पुनः चालू करने के लिए विचार रखते हैं?

SHRI MADHAV RAO SCINDIA Sir, again this does not strictly come under the purview of this question. It is a question of where uneconomical routes are being run. From memory, and I stand to be corrected, we have now increased the capacity of the airlines to Patna by about 30 per cent by replacing 737 by A320. As a result we have had to chop the midway halts that were done at Lucknow. But the capacity of Patna has gone up. I stand to be corrected. I am saying this from memory.

MR. CHAIRMAN; Question No. 145.