

ry. Will he take interest for promoting tourist centres in South abroad? (Interruptions)

MB. CHAIRMAN: Not only Pondicherry, other areas also.

SHRI M. O. H. FAROOK: We do not have complete State-wise figures about tourists coming here, but I appreciate the point of the hon. Member that South would have also to be concentrated upon more and we are prepared to work on that.

Strike by Air India Pilots

25. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India pilots went on a strike recently;

(b) if so, what were the issues involved and what was the period of their strike; and

(c) what is the estimated loss suffered by Air India as a result thereof?

THE; MINISTER OP STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M. O.

H. FAROOK): (a) to (c) The members of the Indian Pilots Guild went on strike on the midnight of 5th/6th May, 1991 through a directive issued to the members on 5th of May, 1991. The strike was withdrawn without any reservation on 20th May, 1991. The demands of the L.P.G were: —

(a) Letter dated 6th November, 1990 written by the Director of Operations, Air India to the Director General of Civil Aviation pertaining to Capt. M. Sharma should be withdrawn;

(b) The case against Capt. M. Sharma should be withdrawn,

(c) The Management should follow all the Bilateral Agreements in force and protect the members of the I.P.G. against any action from third agency.

2. While no precise estimate is possible, the net cash loss suffered by Air India because of the strike may be of the order of Rs. 4 to 5 crores.

SHRI KRISHNA KUMAR BIRLA: I understand, the Air India pilot's decision to go on a wild cat strike on 5th May was on a very flimsy ground. What exactly happened was that one of the pilots decided to go off the duty because his flight duty time limitation had exceeded by a few minutes. So, a show cause notice was served on him. The action of the pilot had caused a lot of inconvenience to passengers who were about 260 in number. They had to remain on board for about 4-5 hours. They had to stay there on board because the London Airport was closed. And as the reply says, Air India lost about 4 to 5 crores of rupees, a considerable amount of which was in foreign exchange, as all the passengers had to be accommodated in the hotels. The Air India pilots, in my opinion, should have shown greater consideration for the passengers' convenience and welfare.

I am asking my first question with certain purpose and that is, perhaps the duration of the flight time limitation in India is comparatively lower than what it is in other Airlines. So, my first question is what is the flight time limitation and what is the flight duty time limitation in Air India and how does it compare with other Airlines?

SHRI M.O.H. FAROOK: What the hon. Member has said is correct. Because of the pilot's error, as he walked out during that time, the passengers were put to a lot of inconvenience and the Airlines also was put to a lot of inconvenience. There was an agreement between Air India and the flight people. It is because the rest period time is about 10. 15 or 20 minutes, the pilot had walked out and a notice has been issued to the pilot. Due to this, after some time the pilot association had

gone on strike which resulted into a lot of inconvenience to Air India. We have lost a lot of money in that.

The organisation had negotiated and there was an agreement between Air India and the pilots association. On the basis of that agreement only it has been done. But the fact remains that the pilot had taken it a little bit easy. He said that just because there were 10 or 20 minutes, they were facing a lot of difficulties over there. We had issued a show-cause notice—and action is still pending—on the basis of which those people had gone on strike. But the strike has been withdrawn *suo moto*, on their own choice.

SHRIMATI RENUKA CHOWDHURY: What is the loss incurred?

SHRI KRISHNA KUMAR BIRLA: Sir, my second question is this: In the past, strong action by Air India has unfortunately been followed by weakness on their part and this has led to a lot of indiscipline. To give you an instance, Sir, under pressure, Air India is paying tax-free allowances to pilots in foreign exchange even for the period when the pilots are in India. Sir, the main reason why this weakness is prevalent in the management of Air India is because of the shortage of pilots. This shortage, as I understand it, is owing to the fact that the Pilots Guild prevents induction of more than a handful of pilots for training. In other words, the Guild has succeeded in regulating the supply of pilots in such a way that it does not meet the full requirements. So my second question is, what action does the Government of India propose to take so that the number of pilots for training increases?

SHRI M.O.H. FAROOK: Sir, we have got enough pilots now on our hand after training, and some of them are in the process of training. But one fact which lies before us is that we are now trying to inculcate,

in the pilots, a sense of responsibility and also a sense of oneness with the organization. It is true that there is a little bit of indiscipline over three which resulted in all sorts of difficulties, but the Government is now firm in bringing about a good culture and having a sort of oneness, as I have already told you, and we hope we will be able to get over these difficulties.

... (Interruptions)...

SHRIMATI RENUKA CHOWDHURY: They have been joining other airlines.

SHRI SURESH KALMADI: Sir, it is very unfortunate that an incident of this sort took place when we are trying to promote the Visit India Year and also the image of Air India all over the world. So it is a very, very unfortunate incident and it is a pity that no action has been taken against the pilots so far. We have been constantly succumbing to the blackmail tactics of the pilots and, I think, it is time for us, when so much money is put in and so much prestige of the country is involved, that we take firm action and not give in to their blackmail tactics. Would the Government consider having a group of Air Force pilots as a reserve? We have enough pilots in the Indian Air Force. They can be trained and kept in reserve and whenever Air India is under a blackmail action, we could use the services of these Air Force pilots to keep the aircraft flying.

SHRIMATI RENUKA CHOWDHURY: Excellent suggestion!

SHRI M.O.H. FAROOK : Sir, I share the views of the honourable Member, I fully agree with him but at the same time, I would like to tell him that the action against the pilots is not yet over. The action is still there and action against that particular pilot is not yet over.

SHRI SURESH KALMADI: How long will it take?

SHRI M. O. H. FAROOK: The process is going on. No. 2. We have got enough trained people.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, induction of pilots is also a big fraud. Do you know that? ... (Interruptions)... Selection of Air India pilots is also a very big fraud because they select only their relatives. No other man is allowed there ... (Interruptions)...

SHRI M. O. H. FAROOK: Sir, this Government is not aware of it. We have taken over the whole thing and if the honourable Member says that there is some fraud, we are prepared to look into it... (Interruptions)...

SHRIMATI RENUKA CHOWDHURY: What about reserve pilots?

SHRI M. O. H. FAROOK: As far as reserve pilots are concerned, there are sufficient pilots... (Interruptions) ... There are certain executive pilots who are always ready. We are having them as reserve. We are just training them and with them we can meet any contingency which may arise.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, for an Air India selection, seven ladies appeared for an interview and none of them has been selected. That is a big fraud and the honourable Minister should look into it.

श्रीमती सया बहिन : सभापति महोदय, मैं यह जानना चाहती हूँ कि अभी कुछ समय पहले एयर-इंडिया और इंडियन एयर लाइन्स में काम करने वाली जो महिलाएँ हैं, एयर-होस्टेस, उनकी शिकायतों पर मंत्रालय ने एक परिपत्र जारी किया था, जिसका पालन इंडियन एयर लाइन्स ने तो किया है, लेकिन एयर-इंडिया ने अभी तक नहीं किया है, जैसी कि एयर-इंडिया की होस्टेस की तरफ से बात आ रही है, तो इसका क्या कारण है और कब तक मंत्रालय के आदेशों का पालन होने जा रहा है ?

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Review of the working of DESU

*21. SHRI HARVENDRA SINGH HANSPAL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether DESU has failed to provide adequate power to the residents of Delhi over the past three months;

(b) if so, what are the reasons therefor;

(c) whether Government propose to review the working of DESU; and

(d) if so, by when and the extent to which the power supply position is likely to improve?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) and (b) Although there was peaking shortage ranging from 3.7 per cent to 10.1 per cent during April to June, 1991, DESU has been, by and large, able to meet the energy requirements of Delhi during the past three months, with the average shortage being only 1.5 per cent during April-June 1991.

(c) The Task Force set up by the Government, headed by a member of Central Electricity Authority, periodically reviews the power supply position in Delhi and the programmes schemes of DESU to meet the growing demands of power in the National Capital.

(d) The Transmission and Distribution systems in Delhi are being augmented. A proposal to create a ring of main transmission lines has been approved by the Government.

A number of generation projects are proposed to be established in and around Delhi under the State/Central