

Statement

Demand	Action taken
<p>Hospital Patient Care Allowance to LDCs/ Stenos/Head Clerk/Accountants and Medical Record Technician.</p>	<p>The Ministry of Health vide their letter No. Z. 28015/102/88—H dated 30/10/89 have already granted the HFCA to Group 'C' & 'D' (Non-Ministerial employees) excluding nursing personnel of the Central Leprosy Training and Research Institute, Chongalpattu. While the Recruitment Rules of LDCs/UDCs etc. of SJH, Dr. RMLH and LHMC Hospital have been amended, and their staff have started getting this allowance, no proposals for amending of recruitment rules has so far been received from OTRI, and therefore, the staff are not receiving the Hospital patient Care Allowance.</p>
<p>Special Compensatory Allowance/Risk Allowance.</p>	<p>The matter is under consideration.</p>
<p>Industrial disputes from Air India pending before the authorities</p>	<p>(c) and (d) Since at present the provisions of Section 33 of the Industrial Disputes Act are not attracted, the Corporation is not filing any approval applications.</p>
<p>284. SHRIMATI SARALA MAHESHWARI: Will the Minister of CIVIL AVIATION be pleased to state:</p>	<p>Operation of Air Taxi services</p>
<p>(a) how many applications under section 33(2)(b) of Industrial Disputes Act are pending before the authorities from Air India;</p>	<p>285. SHRI R. T. GOPALAN: Will the Minister of CIVIL AVIATION be pleased to state:</p>
<p>(b) how many such applications are approved and rejected by the Labour Tribunal/Court and Labour Commissioners during the last three years;</p>	<p>(a) the number of air taxi services operated route-wise during the last two years, separately;</p>
<p>(c) whether Air India had stopped submitting such applications; and</p>	<p>(b) the number of air taxis in operation as on 31st March, 1990; and</p>
<p>(d) if so, what are the reasons therefor?</p>	<p>(c) the extent to which the operation of taxis has affected the operation of the Indian Airlines and Vayudoot separately?</p>
<p>THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) The number of approval applications pending as on 20th December, 1990 is thirty.</p>	<p>THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Air taxi operators are private non-scheduled operators. No routes are prescribed for them by the Government.</p>
<p>(b) The number of applications approved is thirty four and the number of applications rejected is twenty three.</p>	<p>(b) Three.</p>

(c) The operations of Air Taxes have not affected the Indian Airlines and Vayudoot.

Losses to Airlines

286. SHRI JAGDISH JANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that all the three Airlines and the Helicopter Corporation of India are incurring huge losses during the current year;

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

(c) what steps are being taken to improve the performance of Airlines and also to avoid the factors responsible for losses?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) to (c) *Air India*.

The Gulf crisis led to a sharp increase in the oil price as well as the insurance rates to the Air India's revenue from the Gulf region has fallen on account of the closure of the services to Iraq and Kuwait. These factors are estimated to lead to a deficit of Rs. 200 crores during the current financial year. These factors are beyond the control of the airline. The airline, is rationalising its operations and cutting down unnecessary expenditures to cope with the situation.

Indian Airlines

The suspension of A-320 aircraft has caused a loss of approximately Rs. 4.29 crores per week to Indian Airlines. With the reinduction of the aircraft and its optimum utilisation, the financial position of the airline is expected to improve. However, it will take quite some time before the airline is able to wipe out the accumulated losses.

Pawan Hans Ltd.

The grounding of the Westland fleet for a part of the year and the high cost of operation of the Westland helicopter has had an adverse impact on the finan-

cial position of Pawan Hans. The Westland helicopter has been reinducted to a certain extent. On its Daulphin fleet, Pawan Hans is making adequate profits.

Vayudoot Ltd.

Vayudoot is saddled with aged and uneconomical aircraft, short haul operations and unremunerative fare structure. On account of these three factors, Vayudoot's operations are inherently unviable. It is imperative to rationalise its operations to reduce the magnitude of the losses.

Non-payment of dues by the SEBs

287. DR. BAPU KALDATE: Will the Minister of ENERGY be pleased to state:

(a) what is the total amount due from the State Electricity Boards at the end of 1989, State-wise as compared to that at the end of 1988;

(b) what are the main causes for the non-payment of the dues by the State Electricity Boards; and

(c) what is the existing mode of payment and whether any review of the procedure has been made to avoid accumulation of dues stating the corrective measures contemplated in this regard?

THE MINISTER OF STATE FOR ENERGY (SHRI BABANRAO DHAKNE): (a) to (c) The information is being collected and will be laid on the Table of the House.

Dues of IAAI

288. DR. BAPU KALDATE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Libyan Government which normally makes payment in oil in lieu of hard currency has been withholding oil worth Rs. 30 crores for years despite efforts to recover the dues for the various projects completed by IAAI;

(b) if so, what are the details in this regard;