

Development of Air Services in the North-Eastern Region

*82. SHRI NAGEN SAIKIA; Will the Minister of TRANSPORT be pleased to state:

(a) the number of recruitments made by the Indian Airlines for its stations in Assam during the year 1985;

(b) the number of local persons from Assam recruited during the year 1985; and the percentage of the Assamese employees in the Indian Airlines;

(c) whether it is a fact that the Vayudoot services meant for the North-Eastern Region are going to be managed from Calcutta; and

(d) what specific proposals are under Government's consideration for development of Air services in Assam and other States of the North-Eastern Region?

THE MINISTER OF STATE IN THE DEPARTMENT OF AVIATION (SHRI JAGDISH TYTLER): (a) Six.

(b) Indian Airlines does not maintain state-wise/region-wise statistics of its employees' recruitment.

(c) Vayudoot has one of its Regional Headquarters at Calcutta and stations in the North-Eastern region are connected from its Calcutta base.

(d) During 1986-87 Vayudoot proposes to operate to Agartala, Aizawl, Dibrugarh, Kailashahar and Kamalpur in the North-Eastern region subject to the availability of capacity and the necessary infrastructure.

Indian Airlines also proposes to introduce a five-time weekly B-737 service on the Delhi-Guwahati-Dibrugarh and a daily B-737 service on Calcutta-Tezpur-Jorhat route after acquiring additional leased aircraft capacity.

SHRI NAGEN SAIKIA: Indian Airlines do not maintain statistics State-wise, as the Minister has said. But it seems that the people in the North-Eastern region

get a lesser share in the matter of recruitment. In 1985, when in Guwahati an interview was held, it was held on a day which was being celebrated as the Magh Bihu festival day and, therefore, the local candidates could not turn up. It is also found that for recruitment to Indian Airlines, no advertisement is published in the local papers and, therefore, the local candidates do not get a chance to apply for the posts in the Indian Airlines. Will the Minister see as to how his department can create a sense of belonging in the minds of the local people by involving them for local employment and to see that no inequality takes place in this regard?

SHRI JAGDISH TYTLER: Indian Airlines does not have that feeling. Recruitment of persons like helpers, loaders and drivers is always done from the local people at the station where they are to be posted. But for technical posts like aircraft maintenance personnel, engineers, etc., we do it from the regional base which is Calcutta for the eastern base and we advertise in the local newspapers as well as in all the national dailies. Now, I would like to inform the hon. Member that we have taken a decision that for these posts in future when these are available, we will inform the State Governments of N.E. region if they can fill up these posts in case some young boys and girls want to join.

SHRI NAGEN SAIKIA: Vayudoot service is very much essential for the north-eastern region because there are seven States in that region and only Vayudoot can connect all these States if we have an office at Guwahati. Therefore, if a full-fledged office of Vayudoot is opened at Guwahati, it can connect all the seven States in the region. This way, Vayudoot service will be available to the people of this region in a greater measure. I want to know if the Government has any proposal in view to establish one full-fledged office of Vayudoot in Guwahati.

SHRI JAGDISH TYTLER: The gateway to north-eastern region at present is Calcutta. Vayudoot is expanding and we

are acquiring new aircraft. Next month, a team of Ministers, after the Prime Minister's visit and the officers are going there. We are trying to see how best we can do this. At least, the Ministry may be of use there. If there is enough traffic—I think, in Guwahati, there is going to be traffic—we will do our best to see that Guwahati becomes one of the headquarters.

SHRI VISHWA BANDHU GUPTA: Mr. Chairman, Sir, I would like to know from the hon. Minister whether there is any proposal for operating air taxis in the North-Eastern Region? I would also like to know from him whether in the proposal of development of aero sports, he is including this Region for the purpose of development of aero sports for the Nine Sisters?

SHRI JAGDISH TYTLER.- Sir, as far as the operation of air taxis is concerned, in the first week of September, we will be coming up with guidelines, in this, North-Eastern Region, will also be considered like the rest of the country. As far as aero sports is concerned, we have not thought of it. But we will give it due consideration.

SHRI SUKOMAL SEN: Sir, One of the difficulties faced in the North Eastern Region is that there are no repairing facilities for Boeing and Airbus aircraft. There are occasions when for almost 24 hours, aircraft remain grounded because of lack of repairing facilities and the spare parts had to be brought from either Delhi or Bombay. It is welcome if the Government establishes an engineering unit for repair of aircraft at Guwahati airport. But already, there is an engineering unit at Calcutta airport. Most of the flights to the North-Eastern Region originate from the Calcutta airport. But even then, Calcutta airport lacks facilities for repairing Boeing and Airbus aircraft. I would like to know from the hon. Minister, whether the Government is thinking of providing repairing facilities at the Calcutta airport for Boeing and Airbus aircraft? This is very much necessary.

SHRI JAGDISH TYTLER; Sir, facilities of this kind are very expensive in

nature. We have such facilities in our country, we have got this engineering department. It is very difficult for us to change that thing to Calcutta.

SHRI BHUBANESWAR KALITA; I would like to know from the hon. Minister whether the Government has any proposal to set up a regional office of Indian Airlines at Guwahati?

SHRI JAGDISH TYTLER: I have already answered this question.

SHRI BHUBANESWAR KALITA: That was about Vayudoot, I am asking about Indian Airlines.

DR. (SHRIMATI) SAROJINI MAHISHI; Sir, the North-Eastern Region has a difficult terrain. Therefore, spare parts and other things and other installations and equipment like the Instrument Landing System etc. are necessary. In the Guwahati airport, the ILS in respect of Category-III is working in Category-I condition as a result of which it cannot work. Will the Government take into account all these things and install the necessary equipment like the ILS in some of the important airports in the Northeastern Region?

Secondly, I would like to know about the concessional airfare* which are available in this Region. I would like to know whether there has been any change in the concessional airfares available in the North-Eastern Region and how do they compare with the concessional airfares available in other parts of the country?

SHRI JAGDISH TYTLER; As far as the first question is concerned, the National Airports Authority which came into being on the 1st June, is looking at all the facilities, ground facilities, navigation etc., available in the various airports. As far as concessional airfare is concerned, it is 17 per cent lower than the other parts of the country. There has been no reduction in the last three years. I would like to inform you, Madam, that .

MR. CHAIRMAN; Inform the (hair, not the Madam directly.

SHRI JAGDISH TYTLER; I would like to inform you, Sir, that the Indian Airlines' fare is the cheapest in the world,

DR. (SHRIMATI) SAROJINI MAHISHI: Has there been any change in the last three years?

MR. CHAIRMAN: He says 'No'.

SHRI NIRMAL CHATTERJEE; My question is, since, Vayudoot is a short-distance service, is it possible to reduce the reporting time to less than half-an-hour?

SHRI JAGDISH TYTLER; We will consider that.

MR. CHAIRMAN; Next question.

टी० बी० तथा अंधेपन से संबंधित मामलों की संख्या जिनका गत तीन वर्षों के दौरान पता लगाया गया

* 83. श्री मीर्जा इरशाद बेग : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) टी० बी० रक्त पित्त (प्लिथोरा) तथा अंधेपन से पीड़ित उन रोगियों का राज्यवार संख्या कितनी है जिनके रोग का पता गत तीन वर्षों के दौरान लगाया गया और इन रोगों के उपचार के लिये उन्हें कौन-कौन सी सुविधाएं उपलब्ध हैं ;

(ख) इन रोगों के उन्मूलन के लिये कौन कौन से प्रस्ताव सरकार के विचाराधीन हैं ;

(ग) क्या सरकार को इन रोगों की आवश्यक दवाइयों के ऊंचे दामों के बारे में कोई शिकायतें प्राप्त हुई हैं ; और

(घ) यदि हां, तो सरकार इन औषधियों को निःशुल्क अथवा बहुत कम दामों पर उपलब्ध कराने के लिये क्या कार्यवाही करने का विचार रखती है ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (कुमारी सरोज खापड़) : (क) एक विवरण संलग्न है । (नीचे देखिये)

(ख) क्षय रोग और दृष्टिहीनता राष्ट्रीय नियंत्रण कार्यक्रम है और उन्मूलन कार्यक्रम नहीं ।

(ग) जी, नहीं ।

(घ) प्रश्न नहीं उठता ।

विवरण

1. पिछले तीन वर्षों के दौरान (31.3.1986) की स्थिति के अनुसार लगभग 38 लाख व्यक्तियों को क्षय रोग से पीड़ित होने का पता लगाया गया है ।

2-20 सूत्री कार्यक्रम में सामयिक मोतियाबिन्दु आपरेशनों द्वारा दृष्टिहीनता का नियंत्रण करने का विचार है । दृष्टिहीनता के रोगी का पता लगाने का कार्य इस कार्यक्रम में शामिल नहीं है ।

3. रक्त पित्त (प्लिथोरा) 20 सूत्री कार्यक्रम में शामिल नहीं है ।

4. राष्ट्रीय क्षय रोग नियंत्रण कार्यक्रम के अंतर्गत देश में निदान और उपचार की मुफ्त सुविधाएं उपलब्ध हैं ।

5. 365 जिलों में जिला क्षय रोग क्लिनिक खोले गये हैं । देश में क्षय रोग के रोगियों के लिए उपलब्ध कुल पलंगों की संख्या 45,800 है ।

6. आंखों के प्राथमिक उपचार के लिए दवाइयां मुफ्त बांटी जाती हैं ।

7. सूचियां संलग्न है जिनमें निम्नलिखित राज्यवार सूचना दी गई है :-