

half an hour during Winter Schedule and the flights which were cancelled during the same period and the reasons therefor; and

(b) what steps Government are taking to ensure that the flights run on schedule and to avoid frequent cancellations?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURU-SHOTTAM KAUSHIK): (a) During the period November, 1978 to March, 1979, out of 37,847 take-offs, 11,782 were delayed by more than half an hour and 875 cancelled.

Due to paucity of aircraft, schedule planning of Indian Airlines is such that most of the aircraft operate 8 to 10 sectors a day and one primary delay generates a number of consequential delays. Only 10 per cent of the delays were due to reasons within the control of the Corporation i.e. Commercial, operations, Aircraft maintenance and ground support. 14.32 per cent of the delays were due to reasons beyond the control of Indian Airlines i.e. weather, airport facilities etc. 75.68 per cent of the delays were consequential.

(b) It is the constant endeavour of the Corporation to minimise delays while ensuring the highest standards of flight safety. Serious attempts are being made by the Corporation to effect improvement and observe punctuality, through constant review of the delays and remedial action wherever warranted.

The Position is, however, likely to show considerable improvement only when more aircrafts are added to the existing fleet.

Shortage of experts and equipment to carry out scheme for the air safety

605. SHRI BISHAMBHAR NATH
PANDE:

SHRI MAHENDRA MOHAN
MISHRA:

SHRI BHAGATRAM MANHAR:

SHRI E. R. KRISHNAN:

SHRI MULKA GOVINDA
REDDY:

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

(a) whether it is a fact that civil aviation regulatory body viz. the Directorate General of Civil Aviation neither have adequate number of experts of required standards nor have other facilities to carry out schemes for air safety;

(b) whether it is also a fact that due to an inadequate research and development wing, DGCA could not utilise the funds allocated for various schemes in the past; and

(c) if so, what are the details in this regard and what measures are proposed to be taken to remedy the situation?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURU-SHOTTAM KAUSHIK): (a) to (c). Civil Aviation Department do have officers of required standards but the strength has to be augmented. A Committee of Scientists have already gone into this question and has submitted its recommendations to the Government which are under consideration. As regards non-utilisation of funds allocated to various schemes in the past, these are largely due to non-finalisation of Court Decrees, non-receipt of equipment in time, slow progress of works, delay in indigenous development etc. The details of budget grant on capital outlay, actual expenditure and savings are as follows:

(Rs. in lakhs)

Year	Budget Grant	Actual Expenditure	Savings
Capital Outlay (Plan Scheme)			
1976-77	5.50	3.34	2.16
1977-78	7.00	4.80	2.20
1978-79	7.00	7.00*	..
336—Civil Aviation (Plan Staff)			
1976-77	1.00	—	1.00
1977-78	1.00	—	1.00
1978-79	1.00	0.13*	0.87

*Anticipated expenditure.

Bank robbery in the State Bank of Hyderabad at Burra Bazaar, Calcutta

606. SHRI KRISHNA NAND JOSHI:

SHRI SWAMI DINESH
CHANDRA:

PROF. N. M. KAMBLE:

Will the Minister of FINANCE be pleased to refer to the reply to Unstarred Question 16 given in the Rajya Sabha on the 24th April, 1979 and state the outcome of the investigation made so far in the robbery in the State Bank of Hyderabad, Burra Bazaar, Calcutta?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): The Government of West Bengal have informed that the police have arrested a few persons including 3 bank employees. The police investigations are not yet completed.

Service rules of the Indian Airlines employees

607. SHRI LADLI MOHAN NIGAM:

SHRI PRAKASH MEHROTRA:

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

(a) the details of service rules governing the condition of service of employees of the Indian Airlines;

(b) whether these rules are circulated to the employees from time to time; and

(c) if not, what are the reasons thereof?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) The original service regulations of Indian Airlines, as approved by the Central Government, were published in the official gazette on the 12th March, 1960. Amendment to these regulations from time to time are published in the official gazette. Indian Airlines have also codified these regulations and these are presently awaiting Government approval.

(b) and (c). The service regulations of Indian Airlines are published in the official gazette and are accessible to every employee. Although the regulations are not circulated to each and every individual employee, yet Indian Airlines circulates these regulations to its regions for general information of the employees.