

Flights of international airlines through Calcutta

*38. SHRI IBRAHIM KALANIYA:†

SHRI R. NARASIMHA REDDY :

SHRI JAGDISH JOSHI :

SHRI KHURSHED ALAM KHAN:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 404 given in the Rajya Sabha on the 20th January, 1976 and state:

(a) whether any other international airlines have since agreed to include Calcutta in their schedule of operations;

(b) if so, what is the number of flights of such airlines now touching Calcutta; and

(c) what further steps Government propose to take to induce some of the international airlines to include Calcutta in their flying schedules?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) and (b) Yes, Sir. Aeroflot have been permitted to operate a weekly service through Calcutta in both directions. They will operate from Moscow to Calcutta and thence to Kuala Lumpur Singapore.

(c) Every possible effort is being made to increase flights through Calcutta. Calcutta is invariably offered a point of call to foreign airlines when route schedules to Bilateral Air Services Agreements are negotiated. However a decision or initiative in this behalf lies with a foreign airline in its best commercial judgement. Government of India would welcome and encourage operation of scheduled air services by foreign carriers to through Calcutta in accordance with their traffic entitlements

†The question was actually asked on the floor of the House by Shri Ibrahim Kalaniya.

and has taken a number of steps, to make Calcutta airport to be the first modern international airport in India. Three crores have been spent in providing a new terminal building, an operational block, and approach roads and in modernising radio navigational aids besides extending and strengthening runways and installation of versatile and sophisticated radar equipment, at Calcutta air port. Apart from this, India Tourism Development Corporation have constructed a hotel near Calcutta airport at a cost of Rs. 2.60 crores to augment facilities for tourists. It is hoped that foreign airlines would come forward and take the necessary initiative in this regard.

श्री इब्राहीम कलानिया : माननीय मंत्री जी यह बताने की कृपा करें कि ऐसी कौन सी अन्तर-राष्ट्रीय विमान सेवाएँ हैं जोकि दिल्ली और बम्बई से होकर जाती हैं परन्तु वे कलकत्ता हवाई अड्डे पर नहीं उतरती हैं ?

श्री राजबहादुर : एयर फ़्रांस, स्विस् एयर, लुफ़्टंसा, के० एल० एम० रायल डच एयर लाइंस, कैथे पैसिफिक एयरवेज, पैन अमरीकन और जापान एयर लाइन्स ।

श्री इब्राहीम कलानिया : मेरा दूसरा सवाल यह है कि बम्बई से जो जेम्बो विमान सेवा शुरू की गई है उसका मीधा लाभ पूरे कलकत्ता के आदमियों को नहीं मिलता है । इस मेधा के मार्ग से सिंगापुर तथा सिडनी जाने में क्या मुविधा है ?

श्री राजबहादुर : मुविधा देखते हैं । ट्रेफिक सर्वे और ट्रेफिक टैंड जो है उनको देखते हैं और उसी के अनुसार उनको निश्चित किया जाता है । बम्बई से लेकर मद्रास या सिंगापुर होकर यह सर्विस सबसे उपयोगी रहती है ।

श्री जगदीश जोशी : माननीय मंत्री जी क्या यह बतलाने की कृपा करेंगे कि जो शैड्यूल सर्विस है उनकी किस आधार पर चर्चा की गई है और कितने दिन हुए जब उनसे चर्चा की गई है । वे अपनी सेवाओं की व्यवस्था को रखने, उनका परिष्करण और आकर्षण बनाने के बारे में कब चर्चा की गयी ?

श्री राजबहादुर इसके दो आधार हैं। एक तो टैफिक की आवश्यकता के आधार पर होता है। अगर टैफिक पूरी तरह से पहले से सेवारत है तो उसकी आवश्यकताये पूरी की जाती है और उसमें बढ़ने की कोई गुंजाइश नहीं रहती। दूसरे, हमने यह कोशिश की है कि जो दिल्ली और बम्बई के एयर पोर्ट हैं उनमें रात के वक्त बचिंग आफ एयरक्राफ्ट होती है, कई एयर क्राफ्ट एक साथ आती है। हमारा विचार है कि इसकी टोक तरह से करने के लिये हमारे एयर पोर्ट लिये जायें, इसमें कलकत्ता और मद्रास भी आते हैं।

SHRI KHURSHED ALAM KHAN: Sir, in his original answer the hon. Minister has said much about the airport rather than the services about which the question was. No doubt a lot of money has been sunk in the construction of this airport but the fact remains that the airport always looks deserted. There is hardly any change between the situation now and as was reported earlier in January by the Minister. I would like to know from the Minister whether he is going to accept the situation or he is going to assert on the foreign international airlines and ask them to take some of their flights to Calcutta. Or, they should be asked to reduce their flights from other Indian international airports.

SHRI RAJ BAHADUR: Sir, with respect to the hon. Member's question, I would use the expression or term 'investment' rather than 'sunk'. I would call it 'investment' and that is a useful investment. It takes care of the present traffic as also traffic trends. I find now that we are accused on both counts. When we create some capacity in anticipation of the growing traffic we are accused and if we do not do that, even then we are accused. So, whatever capacity has been created that will be utilised. He also knows the background why so many airlines left Calcutta and I may also give the period during which they left Calcutta, which will indicate why they left.

9RSS/76—2

The Air France left on 6-9-1947; the Swissair on 1-4-1969; the Lufthansa on 1-4-1971; the KLM on 1-4-1971; the Cathay Pacific in August, 1971; the Pan American in August 1971 and the Qantas in September 1971.

As you know, traffic and tourism, both thrive on peace, amity and peaceful conditions and not otherwise.

SHRI HARSH DEO MALAVIYA: Is it a fact that the Government of India has forbidden the Concorde to fly over India? If so, what are the reasons therefor?

SHRI RAJ BAHADUR: I have made a statement in the other House yesterday and if you want I would repeat it here. The reason is simple. While we would like to share in the advancement or experiment in the field of science or technology, we would not like to undergo any sacrifice which are not equally just. We find that the effect of the supersonic speed of the Concorde is harmful and injurious to the public health, particularly in areas that are densely populated. Hence we thought that unless and until it is proved that it is not injurious, we will not allow it. We also know that we are being asked to take an unequal burden. So, we will not allow that. We understand that the Concorde flies at sub-sonic speed over so far as the European continent is concerned but it is demanded that we should allow it to fly at supersonic speed over India.

SHRI BHUPESH GUPTA: Has the Government made an assessment of the extent to which Calcutta Airport is being used by international airlines? When it was built at a heavy cost it was said that the Calcutta Airport would be one of the best in the country. May I know, Sir, the reason as to why it did not happen and whether the Government have taken any steps to see that the Airport is being used? I should also like to know whether he is aware that a lot of waste is taking place there.

12 Noon

SHRI RAJ BAHADUR: By persuading and obliging them, we are asking the foreign airlines to make use of our international airports. We are persuading them to fly through Calcutta also. I hope Aeroflot will resume their flight through Calcutta very soon. They have been given the licence.

SHRI SARDAR AMJAD ALI: Sir, I would like to know from the hon'ble Minister whether it is a fact that at Calcutta the maintenance and repair units of the aircraft have been thoroughly dismantled and certain new airlines which want to operate there are reluctant to do so because these facilities are not there.

SHRI RAJ BAHADUR: Sir, in fact, I would say that the maintenance and overhaul of aircraft takes place in their respective workshops meant for specific types of engines and specific types of aircraft. There was no such unit for Jumbos at Calcutta and so it could not have been removed.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

*39. [Transferred to the 9th May, 1976.]

NATIONAL WAGE POLICY

*40. SHRI SYED AHMAD HASHMI: Will the Minister of FINANCE be pleased to state :

(a) whether Government propose to initiate any action for formulating a National Wage Policy to remove wide disparities which exist in the pay scales and allowances of employees of the Central and the State Governments, the State Governments' employees *inter se*, and the Central Government employees *vis-a-vis* those in Public Sector Undertakings; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : (a) As regards National Wage Policy covering the pay scales and allowances of employees of the Central and the State Governments and the State Governments' employees *inter se*, the answer is in the negative. As regards employees of the Central Government *vis-a-vis* those in Public Sector Undertakings, attention is invited to the reply given to the Hon'ble Member to Starred Question No. 304 in this House on 23-3-1976. [See below.]

(b) Does not arise.

[Starred Question No. 304 re Uniform Wage Policy and Answer thereto]

SHRI SYED AHMAD HASHMI : Will the Minister of FINANCE be pleased to state :

(a) whether Government have taken any final decision regarding a uniform wage policy for the employees working under the Central Government *vis-a-vis* employees working in public undertakings of the Central Government and also for employees working in different public undertakings *inter se*; if so, the details of the decision taken; and

(b) by when this policy is likely to be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The present wage structure of Central Government employees is based on the recommendations of the Third Central Pay Commission. That Commission was also of the view that there should be a mechanism to ensure that pay scales of public sector undertakings should be fixed with due regard to possible repercussions on other public sector undertakings and on the Government's own scales of pay. The public sector enterprises are required to obtain the