

RAJYA SABHA

*Tuesday, the 11th May, 1976/the list
Vaisakha, 1898 (Saka)*

The House met at eleven of the clock, Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

Replacement of Fokker Friendship aircraft
on Calcutta-Jorhat flights

*31. DR. RAJ AT KUMAR CHAKRA-
BARTI :j

SHRI NABIN CHANDRA BURA-
GOHAIN : SHRI KRISHNA
BAHADUR CHETTRI:

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

(a) whether the 'Fokker Friendship'
aircraft operating on the Calcutta-Jorhat
route is proposed to be replaced by an
aircraft with larger capacity; and

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

THE MINISTER OF TOURISM AND
CIVIL AVIATION (SHRI RAJ BAHADUR) : (a) No, Sir.

(b) Does not arise.

DR. RAJ AT KUMAR CHAKRA-BARTI
: Sir, may I know from the hon. Minister the
number of passengers per flight, when these
Fokker Friendship aircraft were purchased,
how many hours of flying time they have
completed and whether they have lasted their
useful life or not ?

SHRI RAJ BAHADUR : It is a bunch of
questions, but I shall try to answer them. The
flights that have been operated during the
months of October, November, December,
1975 and January, February and March 1976
have recorded as follows : In

fThe question was actually asked on the
floor of the House by Dr. Rajat Kumar
Chakrabarti. 9R.SS/76—I

October the seat factor of 1C flights 249
and 250 has been 58.9 per cent and 57.3
per cent respectively. The figures for
March 1976 are 66.6 per cent for 1C flight
No. 249 and 63.6 per cent for 1C flight No.
250. For IC-211 and 212 flights the seat
factor was 55.8 per cent in October, 1975
and 59.1 per cent in March, 1976. The load
factor was 64.5 per cent in October, 1975
and 66.2 per cent in March, 1976. The
average number of passengers per flight
travelling between Calcutta and Jorhat in
the last six months by IC-249/250 and IC-
211/212 were 10 and 14 respectively. So
far as the purchase date of the aircraft is
concerned, I will not be able to give
specific information. Each one of them
was acquired on different dates and also
the hours done so far by each one of them
would differ. I would require separate
notice for that.

DR. RAJAT KUMAR CHAKRABARTI
: In view of the fact that we propose
negotiating for the purchase of airbuses,
may I know from the hon. Minister whether
he is going to introduce large capacity
planes on this route Calcutta-Jorhat and
other routes ?

SHRI RAJ BAHADUR : We shall cer-
tainly take stock of the situation and
embark upon a wholesale review of our
flights, but I will not be able to make a
specific promise on that.

SHRI SWAISINGH SISODIA : I would
like to know from the hon. Minister
whether there is any proposal under the
consideration of the Ministry to replace
Fokker Friendship aircraft by another type
of aircraft as a whole in our country and, if
so, what is the scheme under
consideration ?

SHRI RAJ BAHADUR : In course of
time it is evidently necessary for any
growing airline organisation to review its
fleet position and fall in line and keep pace
with the changing technology. Therefore,
we are presently engaged in such an exer-
cise. The Indian Airlines are presently con-
ducting an exercise to spot out, identify and
choose a suitable type of short-haul jet,

which will fit in with Boeing-737 so far as speed performance is concerned. In that context it may be possible to replace the fleet of F-27 with new ones, but it would be premature for me to say anything at the present moment,

SHRI NABIN CHANDRA BURAGO-HAIN : May I know from the hon. Minister whether negotiations are going on for having a bigger aircraft from Messrs. Hawker-Siddey of Britain to replace the present Fokker Friendship ? If so, when will we have the bigger aircraft ?

SHRI RAI BAHADUR : It is not considered to be in the fitness of things to name the concerns or the types of aircraft which are considered for purchase by an autonomous body like Indian Airlines. I would like to leave them free to make their choice. After proper studies, surveys and collection of data they will have to put up before the Government what conclusion they have come to on this subject and then can we know what are the type they have considered and what is their recommendation.

SHRI KRISHNA BAHADUR CHETTRI : I would like to know from the hon. Minister when these Fokker Friendship aircraft were purchased, whether they were purchased directly from the manufacturers a new or second-hand, what is the general life of these aircraft and whether they are far below air-worthiness and, if so, what action Government is going to take to replace them and when.

SHRI RAI BAHADUR : Taking the last question first, I may assure the hon. Member that they are perfectly air-worthy we see to it that they are kept air-worthy and all possible care is taken about it.

About purchase, as I have already said, I will not be able to give any specific date about it, at the spur of the moment.

श्री नागेश्वर प्रसाद शाही : श्रीमान्, जापान, मलेशिया, चीन आदि देशों के हज़ारों तीर्थ यात्री बुद्ध भगवान के जन्म-स्थान कपिलवस्तु को देखने

के लिए हर साल आते हैं, लेकिन उनके लिए एयर से गोरखपुर जाने की कोई सुविधा नहीं है। ऐसी स्थिति में क्या माननीय मंत्री जी यह बताएंगे कि जो बड़े हवाई जहाज़, एयर बसें, आ रही हैं उनको ध्यान में रखते हुए वे इस बात पर विचार करेंगे कि गोरखपुर जो आज से 20 वर्ष पहले पंडित जवाहर लाल नेहरू के आदेश पर एयर रुट पर लाया गया था वह, पुनः एयर रुट पर लाया जाएगा ताकि इन हजारों बौद्ध मतावलम्बी तीर्थ यात्रियों को वहाँ जाने की सुविधा प्राप्त हो सके ?

श्री राज बहादुर : श्रीमान्, हमारी यह चेष्टा रहेगी और प्रयास भी रहेगा कि जो भी सुविधाएं यातायात के संबंध में आवश्यक हैं, बौद्ध पर्यटक यात्रियों के लिए उनको जुटाया जाय। लेकिन आप जानते हैं कि हमारी जो एयर संबंधी सुविधाएं हैं उनको आर्थिक आधार पर भी देखना पड़ता है।

श्री नागेश्वर प्रसाद शाही : इसका सर्वे तो बहुत पहले हो चुका है।

श्री राजबहादुर : इस संबंध में मेरी विनम्र विनती यह है कि इसका सर्वे किया गया था और सर्विस भी चालू की गई थी लेकिन इस संबंध में यातायात के जो फीस हमें मिले हैं वे बहुत संतोषजनक नहीं थीं, इसलिए उनके आधार पर इस सर्विस को छोड़ देना पड़ा।

श्री नागेश्वर प्रसाद शाही : यह आप 20 साल पहले की बात कह रहे हैं।

MR. CHAIRMAN : In the first place, the supplementary is outside the scope of this question. Because the Minister is replying, I am allowing him, though the supplementary is not relevant.

श्री राजबहादुर : ऐसी बात नहीं है, यह पांच-सात साल पहले की बात है।...

(Interruptions)

श्री नागेश्वर प्रसाद शाही : मैं वहाँ का निवासी हूँ। मुझे वहाँ के बारे में जानकारी है।

श्री राजबहादुर : अगर कोई गलती होगी तो मैं अपनी गलती को सुधार लूंगा।

SHRI KHURSHED ALAM KHAN : May I know from the hon. Minister whether the operation of this aircraft is economical or uneconomical; if it is uneconomical, what is the amount that they are losing on this operation and how soon they are going to replace this sort of aircraft ?

SHRI RAJ BAHADUR : They are not economical for operation. The break-even load factor for F-27 some time back was estimated to be at 126 per cent which evidently shows that it was not economical.

Termination of services of employees of G.I.C.

*32. SHRI JAGJIT SINGH ANAND : t
SHRI BHUPESH GUPTA : SHRI
YOGENDRA SHARMA :

Will the Minister of FINANCE be pleased to state :

(a) whether it is a fact that the service of mote than two hundred field workers of General Insurance Corporation have recently been terminated ;

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

;(c) whether any rules governing the terms and conditions of service of such employees have been framed and whether such terminations have been done in accordance therewith; and

(d) whether Government have received any representatiton from the employees whose services have been terminated ; if so, what are the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The services of following field workers have been terminated recently.

†The question was actually asked on the floor of the House by Shri Jagjit Singh Aaand.

New India	17
National.....	18
Oriental.....	24
United India	32
TOTAL	91

(c) The scheme prescribe uniform terms and conditions of service of Development staff was notified by the Central Government on 29-4-1976. It contains a provision for (ermination of services of the development staff who operate above the prescribed cost ratios. Prior to the issue of the above notification, the terms and conditions of service of the Development staff were governed by the rules framed by the erst while companies and this action was taken under those rules.

(d) Some representations against orders of terminatiton have been received by the subsidiaries of GIC, which are receiving their attention.

SHRI JAGJIT SINGH ANAND : Sir, my first question is whether it is a fact that before the 29th April service rules were issued, there were no negotiations with this category of officers. I am told that while in the case of Class I Officers and Class HI and Class IV employees, there were proper negotiations and in the light of that, service rules were framed, in this case there were no negotiations with Class II officers, before these service rules were framed. I would also like to know whether these rules which have been framed provide for a conduct of service or a minimum service, or they are just on a contractual basis and they are not being treated as employees, but they are just being asked to fulfil a certain minimum business which can be fluctuating despite their best efforts. This is my first question.

SHRIMATI SUSHILA ROHATGI : Sir, these services which have been terminated are on the basis of those rules which existed in the erstwhile companies and not on the basis of the new rules which have been | notified recently. I would like to make it