

SHRI A. D. MANI: Can the Minister give us the information of the total number of passengers carried by the Boeing and the Caravelle during the two months in question and say what percentage of the passenger capacity on both these planes was filled?

SHRI AHMED MOHIUDDIN: It is a long statement, Sir.

MR. CHAIRMAN: If you have got the figures you may give them.

SHRI RAJ BAHADUR: I may inform the hon. Member of the figures, Sir. May I just say that so far as the Caravelles are concerned—I am referring to the two months in question—for the month of March, the number of passengers was 17,697 and the revenue from them was Rs. 45,00,736. As against that, for the same month of March, in the case of the Boeing, the number of passengers was 6910 and the revenue was Rs. 15,42,334. And if he wants for February, I can give that also.

SHRI M. P. BHARGAVA: I just wanted to know whether any calculation has been made to find out what is the cost of carrying one passenger from Delhi to Bombay by Caravelle and by Boeing.

SHRI AHMED MOHIUDDIN: Per hour the cost has been given, but per seat the cost is not given.

SHRI RAJ BAHADUR: If you divide Rs. 45 lakhs odd by 17697, you will get the cost per passenger travelling by Caravelle. Likewise in the case of Boeing.

AIR ROUTES OF ASSAM AND WEST BENGAL

*298. SHRI BANSI LAL: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that the weather in Assam and West Bengal is usually bad for air flights; and

(b) if so, whether Government propose to introduce Viscount and Fokker Friendship aircraft on all the air routes of Assam and West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT (SHRI AHMED MOHIUDDIN): (a) Yes, Sir, occasionally during the pre-monsoon period and at frequent intervals during the monsoons lasting about 3 months.

(b) The Corporation's existing fleet of 12 Viscounts and 10 Fokkers is being used to the best advantage, keeping in view the traffic demand and whether conditions prevailing in the various parts of India. Indian Airlines Corporation have already replaced Dakota aircraft with Viscount, DC-4 and Fokker Friendship aircraft on flights to Gauhati, Mohanbari in Assam and to Bagdogra in West Bengal.

श्री बंशीलाल : क्या मंत्री जी बतायेंगे कि कलकत्ता से सिलचर, अगरतला, इम्फाल वगैरह तक वाइकॉन्ट और फोकर फ्रेंडशिप कब तक चलायेंगे ?

श्री अहमद मोहिउद्दीन : इसके मुताबिक इस वक्त मुश्किलत है । वाइकॉन्ट तो मुश्किल है कि न जा सके लेकिन अगर उनके लिये एयर फोल्ड ठीक हों तो मुश्किल है कि फोकर इस तरह चलाया जा सके ।

श्री बंशीलाल : क्या इस वक्त तक एयरफोल्ड्स ठीक नहीं हैं ?

(No reply)

SHRI S. C. DEB: May I know in what part of the year there are irregular services in the route from Calcutta, Agartala, Silchar and Imphal, and secondly, whether from Calcutta to Silchar, Fokker Friendship service can be introduced because of the weather conditions?

SHRI AHMED MOHIUDDIN: That suggestion will be considered, Sir.

श्री बंशीलाल : मैंने मंत्री जी से यह पूछना चाहा था कि क्या इस वक्त एयरफील्ड्स ठीक नहीं हैं। उन्होंने कहा कि एयरफील्ड्स ठीक हो तो इस वक्त फोक्कर फ्रेंडशिप चलाई जा सकती है। तो क्या इस वक्त फोक्कर फ्रेंडशिप के लिये वह ठीक नहीं है ?

श्री महमद मोहिउद्दीन : सिलचर लीलाबाड़ी में ऐसी एयर फील्ड्स हैं जहाँ कि फोक्कर नहीं उतर सकते हैं। इसके मुताबिक मसला ज़ेरे ग़ौर है और उम्मीद है कि उन एयरफील्ड्स की तैयारी की पूरी कोशिश की जायेगी।

SHRI SURJIT SINGH ATWAL: Is it a fact that the Dakota planes operating on the eastern region are becoming mechanically so useless that they go under repair every now and then, and also they go out of order? If so, is there any scheme with the Government, keeping in view the harassment caused to the passengers and their safety, to change this Dakota service?

SHRI AHMED MOHIUDDIN: Sir, I do not think it is correct to say that they get out of order on account of mechanical defects. There are rules laid down for inspections, for repairs, for overhaul and for checking up snags, and it is the duty of the Department of Civil Aviation as well as of the I.A.C. to see that there are no snags before the planes take off. There might have been some delays on account of mechanical defects or weather conditions. Of course, for that we regret the inconvenience caused to the passengers.

SHRI A. THANGLURA: So far there is not even a single airstrip in the Hill Districts of Assam. I understand there were proposals for opening a few airstrips. May I know when these proposals for opening up of airstrips are going to materialise, especially in view of the present situation which is not a happy one?

SHRI AHMED MOHIUDDIN: Sir, in Assam we are trying to improve the airfields. I do not know which particular airfield the hon. Member refers to. Our effort is to improve the airfields.

SHRI A. THANGLURA: In my own Mizo Hills district, which is sandwiched by Burma and East Pakistan, there was a proposal for an airstrip which has been kept pending for a long time. So far nothing has been done. May I know whether the Government does not consider it high time to open up the airstrip?

SHRI RAJ BAHADUR: Sir, we are conscious of the needs. In fact, out of the Civil Aviation funds, we propose to meet the needs as best as we can, apart from having certain proposals for improving airstrips at places like Kailashahar, Knowai and two or three other places.

भारतीय सीमा में पाकिस्तानी कर्मचारियों द्वारा रेलगाड़ियों का चलाया जाना

*२६६. श्री ए० बी० वाजपेयी: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वी पाकिस्तान से भारत आने वाली रेलगाड़ियों को भारत की सीमा में भी पाकिस्तानी रेलकर्मचारी चलाते हैं ; और

(ख) यदि हाँ, तो भारत की सीमा में रेलगाड़ियों के भारतीयों द्वारा चलाये जाने में क्या कठिनाई है ?

†[TRAINS RUN BY PAKISTANI EMPLOYEES WITHIN INDIAN BORDER

*266. SHRI A. B. VAJPAYEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that trains coming from East Pakistan to India

† [] English translation.