

उनको मालिकाना अधिकार नहीं मिलने के कारण वे लोन नहीं ले सकते, जिससे कि वे अपने आवास को बढ़ा नहीं सकते।

श्री सभापति: मंत्री जी, अनऑथराइज्ड कॉलोनीज़ में लैंड टाइटल न होने के कारण ऋण लेने की व्यवस्था न होने के बारे में आपका क्या कहना है?

श्री हरदीप सिंह पुरी: सर, पहले मैं थोड़ा-सा perspective दे दूँ। वर्ष 1947 में दिल्ली की जनसंख्या 8 लाख थी, पार्टिशन के बाद यहां 11 लाख लोग आए। आज नेशनल कैपिटल रिज़न, दिल्ली की जनसंख्या दो करोड़ से अधिक है या थोड़ी कम है। सर, अब ये informal settlement या स्लम्स क्यों बनते हैं, because people come looking for jobs. They come from smaller cities, they come from rural areas and wherever they can find work, they settle down. In so far as people living in such conditions are concerned, I have only yesterday introduced, what I think is a very ambitious Bill, to regularise and to confer ownership rights, मालिकाना हक to people living in these unauthorised colonies. They are something like 40 lakh or so people living in such colonies. In so far as JJ colonies and other slums are concerned, I would be happy to share with the hon. Member whenever he has a little time, we have just done major work in so far as Kathputli colony is concerned where 2,800 members of the community will be resettled in modern structures. There are similar plans to do the other clusters also.

MR. CHAIRMAN: Q. No. 96. The questioner not present. Are there any supplementaries?

*96. [*The Questioner was absent.*]

Utilisation of non-used airports

*96. SHRI JOSE K. MANI Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether India has 32 training institutes that produce about 300 pilots every year against the requirement of 800 a year with Indian carriers forced to hire expat pilots presently;

(b) whether a Committee headed by a ex-IAF Chief Fali H. Major is working on a proposal to utilise a large number of non-operational or sparingly used airports to set up for pilot training; and

(c) whether pilot training in the country is more expensive than many other countries because of taxation and fuel for the trainer aircraft and if so, whether Government would consider subsidising trainee pilots on merit basis?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) A Statement is laid on the table of the House.

Statement

(a) As on date there are 32 Flying Training Organisations (FTOs) approved by the Directorate General of Civil Aviation (DGCA) in the country. These FTOs train pilots for aviation sector for Commercial Pilot License (CPL). About 380 pilots have been trained every year for the last two years by these FTOs.

There is a shortage of type rated Commanders in the country due to growth in the aviation industry and induction of new type of aircraft in the fleet by the airlines. However, sufficient number of Indian co-pilots are available and employed with the airlines. These co-pilots do not possess sufficient training and experience as required to become Commander. To cover the shortage of type rated Commanders the expat pilots are inducted by Indian carriers. The expat pilot license is validated by DGCA for the purpose of flying aircraft registered in India. The foreign licensed pilots are however phased out by the airlines once the co-pilots inducted by them become eligible for Commander after undergoing requisite training for the same, as per airlines policy.

(b) Airports Authority of India (AAI) Board in its 190th Board meeting held on 5th Sept., 2019, constituted a three member committee for formulating a policy on FTOs for AAI airports. The Committee is working on complete model, operational modalities and to identify airports/aerodromes for developing them as FTOs.

(c) Pilot Training cost is based on market forces. Currently there is no proposal in Ministry of Civil Aviation to subsidise the fees of trainee pilots.

श्री रवि प्रकाश वर्मा : सर, भारतवर्ष में बहुत से एयरपोर्ट्स बने हुए हैं, जो अभी तक यूटिलाइज़ नहीं हुए हैं। लेकिन जो important हैं, vital हैं... सर, मेरे यहां उत्तर प्रदेश में लखीमपुर खीरी के पालिया कलान में एक एयरपोर्ट पिछले दस साल से बना हुआ है और वहां 1,500 मीटर का फर्स्ट क्लास रनवे है, बिल्डिंग भी intact है। वह दुधवा नेशनल पार्क के पास है।

श्री सभापति: आपका क्वेश्चन क्या है?

श्री रवि प्रकाश वर्मा: सर, मेरा क्वेश्चन यह है कि पॉयलेट ट्रेनिंग के लिए और कमर्शियल परपज़ के लिए पालिया एयरपोर्ट को कब तक यूटिलाइज़ करेंगे, वह बहुत ही vital है। मेरा ऐसा ख्याल है कि आप उसे देखेंगे।

श्री सभापति: मंत्री जी, अगर आपके पास जानकारी है, तो दे दीजिए, नहीं तो बाद में दे दीजिएगा।

श्री हरदीप सिंह पुरी: सर, मेरे पास जानकारी है। We have, at this stage, 32 Flying Training Organisations or FTOs. Out of these, 23 are in the private sector and 9 are under the Central or State Governments. हमें हर वर्ष करीब 100 अधिक pilots की जरूरत होती है, because we are inducting something like 100 planes, which means, 700 pilots are required. अभी तक हम 350 के करीब pilots को train कर रहे हैं। कुछ हमारे पास जो Air Force और Navy के retired personnel होते हैं, they come in. लेकिन overall जो pilots हैं, वे दो categories के हैं, एक तो कमांडर्स हैं - 9,000 में से आधे कमांडर्स हैं और आधे दूसरे हैं। कुछ categories में foreign pilots की भी जरूरत पड़ती है। मैं hon. Member को यह विश्वास दिलाना चाहता हूँ, that we are in the process of upgrading our facilities so that we can, instead of 350 or so pilots that we are training, take this number up by a few hundreds.

SHRI RAVI PRAKASH VERMA: Sir, what about this particular Airport?

SHRI HARDEEP SINGH PURI: Sir, I am not in a position to make commitments on where it would be located. But, since the hon. Member has expressed his interest, we will factor that into decision. These decisions have to be taken by the competent authority.

MR. CHAIRMAN: Okay. Q. No. 97. I would like to cover as many questions as possible. We have fifteen questions listed. Now, we are still at 5th or 6th.

Steel Scrap Policy

*97. SHRI AMAR SHANKAR SABLE: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Government is planning to introduce Steel Scrap Policy in the country, if so, the details thereof along with the date of its introduction;

(b) the salient features of the Policy and which items are going to be included in the policy, item-wise details thereof;

(c) whether Government has fixed any scrap centres in the country, if so, the details thereof, if not, the reasons therefor; and