

की जगह मिलाने : अभी तक कितना खर्चा
हुआ है ? फूल-टाइम मेन्बर्ज कितन है ?

SHRI C. SUBRAMANIAM: I thought you mentioned all the three. I don't know whether there has been any increase. If the hon. Member is interested I shall try to find out and let him know.

MR. SPEAKER: He has asked for the total budget spent on it.

Shri Pranab Kumar Mukherjee.

ANNUAL ACCOUNTS OF AND AUDIT REPORT ON MADRAS PORT TRUST FOR 1972-73

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB KUMAR MUKHERJEE): I beg to lay on the Table—

- (1) A copy of the Annual Accounts of the Madras Port Trust for the year 1972-73 and the Audit Report thereon (Hindi and English versions). [Placed in Library. See No. LT-8117/74].
- (2) (i) A copy of the Merchant Shipping (Medicines, Medical Stores and Appliances) Amendment Rules 1972 (Hindi and English versions) published in Notification No. G.S.R. 1384 in Gazette of India dated the 4th November 1972 and corrigendum there to published in Notification No. G.S.R. 488 in Gazette of India dated the 18th May, 1974 under sub-section (3) of section 455 of the Merchant Shipping Act, 1958.
- (ii) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification. [Placed in Library. See No. LT-8118/74].

12.04 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SUSPENSION OF SOME AIR-INDIA PILOTS

SHRI NIHAR LASKAR (Karimganj): I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:—

"The reported suspension of some Air India pilots due to their refusal to work on the slip system."

✓ THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SAROJNI MAHISHI): Sir, following the steep increases in the price of aviation turbine fuel since October, 1973 the management of Air-India has been doing its best to reduce operational and other costs to the maximum extent possible. One of these measures relates to the pattern of crew scheduling.

On the India U.K. route and on the India-Japan route where the frequency of operations is high, the slip pattern of operation was considered to be more efficient than the existing base pattern of operations. Apart from effecting considerable savings in foreign exchange estimated at about Rs. 75 lakhs per annum, the introduction of the slip system on these two routes would lead to an improved utilisation of crew thereby cutting down the number of crew sets required to maintain the operations. There would be a saving of three sets of crew on the India—U.K. route and two sets of crew on the India-Japan route.

Although it is indisputably a management function to lay down the pattern of crew