

Profit/Loss of National Airlines

34. SHRI ASHOK ANANDARAO
DESHMUKH:
SHRI GOPI NATH GAJAPATHI:
SHRI GANGA CHARAN
LODHI:
SHRI A. VIJYARAGHAVAN:

India, Indian Airlines, Vayudoot and Pawan Hans Limited during the last three years, year-wise; and

(b) the steps taken by Government to make all these corporations more profitable and efficient?

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the profit or loss of Air

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The profit/loss of the following organisations during the last three years was as under:—

<i>Organisation</i>	<i>1987-88</i>	<i>1988-89</i>	<i>1989-90</i>
	<i>(Rs. in crores)</i>		
Air India	(-43.41)	43.31	70.00*
Indian Airlines	30.10	10.68	(20.10*)
Vayudoot	(-7.62*)	(-8.47*)	(-5.41*)
Pawan Hans Limited	(-6.69)	(-4.94* [@])	(-8.31* [@])

*Provisional

[@]After write-back of Rs. 1.99 crores during 1988-89 and Rs. 7.67 crores during 1989-90 being provisions no longer required.

(b) The following steps have been taken by the Government to improve the efficiency and profitability of these Organisations:—

- (1) Signing of MOU with Indian Airlines and Air India, giving them more functional autonomy.
- (2) Scheduling of aircraft matching with traffic demand and improvement in Passenger/Overall Load Factor.
- (3) Close monitoring of on time performance.
- (4) Improvement in passenger serv-

ices in the areas of Passenger Reservations, Check-in, Flight Information, Baggage Handling, Catering, etc.

- (5) Vayudoot is proposed to be given permission of operate medium and long haul sectors with bigger capacity aircraft so as to cross-subsidise the losses incurred on un-economic short-haul sectors.
- (6) Vayudoot has also been requested to rationalise its route structure and consolidate, rather than expand its net-work.

- (7) The working of the Pawan Hans Limited is being revamped in consultation with Oil and Natural Gas Commission.

Inconvenience to long distance passengers which is not desirable and alternative trains are available for commuters for travel between Buxar and Patna.

[*Translation*]

Rail Pass facility to commuters

35. SHRI TEJ NARAYAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways provide rail pass facility to commuters from Aligarh to Delhi in Magadh Express;

(b) whether commuters from Buxar to Patna in Bihar are not provided rail pass facility in Magadh Express and if so, the reasons therefor;

(c) whether any steps are being taken by Government to provide rail pass facility to commuters between Buxar and Patna; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Season Ticket holders are allowed to travel from Aligarh to Delhi by Magadh Express.

(b) Season Ticket holders are not permitted to travel between Buxar and Patna by Magadh Express as the train is overcrowded.

(c) and (d). No, Sir, as this would cause

Vayudoot Services in Madhya Pradesh

36. SHRI RESHAM LAL JANGDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Vayudoot services on Bhopal, Bilaspur, Jabalpur, Jagdalpur and other routes in Madhya Pradesh were regular every month during the period from May, 1990 till date and if not, for how many days these did not operate;

(b) the weeks in which Vayudoot services were operated daily in the above period on the above routes; and

(c) the weeks in which Bhopal bound or Delhi bound flights of Vayudoot took off the same day immediately after landing for Jabalpur and Raipur during the above period?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Vayudoot operates its services 6 days a week from Bhopal base. However, due to non-availability of aircraft, no flights could be operated during the period 12.7.90 to 29.7.90. During the period 1st May, 90 to 11.07.90 and 30th to 31st July, 1990 the number of days on which flights were cancelled were as follows:—

<i>Sl. No.</i>	<i>Flight</i>	<i>Number of days</i>
1.	Bhopal-Rewa-Satna-Khajuraho and back	5
2.	Bhopal-Jabalpur-Raipur-Jagdalpur and back	3
3.	Bhopal-Indore-Jaipur and back	4
4.	Bhopal-Jabalpur-Bilaspur-Raipur-Nagpur and back	3
5.	Bhopal-Guna-Delhi and back	3