

must file a charge-sheet, register an FIR and take up investigations and the concerned persons should be arrested...

THE VICE-CHAIRMAN (SHRI SANATAN BISI): That is all. *(Interruptions)* That is all. *(Interruptions)* That is all. *(Interruptions)*

SHRI R. MARGABANDU: Because when a person is in power...*(Interruptions)*

THE VICE-CHAIRMAN (SHRI SANATAN BISI): That is all. You have already stated it. *(Interruptions)* My dear, you are repeating the same thing.

SHRI R. MARGABANDU: The person in power, the Chief Minister, is likely to tamper with the evidence as has been done by Nagarajan who was asked to file a false affidavit before the court... Expunged as ordered by the Chair.

THE VICE-CHAIRMAN (SHRI SANATAN BISI): You have already stated it. *(Interruptions)*

SHRI R. MARGABANDU: A false affidavit has been produced before the Jain Commission ...*(Interruptions)*... stating that the affidavit has been given in connection with some other thing. But the Jain Commission itself has indicated Mr. Karunanidhi that he is telling an untruth before the court. Whether a person of such credibility...

THE VICE-CHAIRMAN (SHRI SANATAN BISI): Please conclude. Please conclude. Please conclude.

SHRI R. MARGABANDU: Whether a person who has been pointed out as an accused....

THE VICE-CHAIRMAN (SHRI SANATAN BISI): Please conclude. Please conclude. Please conclude. *(Interruptions)*

SHRI R. MARGABANDU:

THE VICE-CHAIRMAN (SHRI SANATAN BISI): What? No, it will not go on record. He has concluded. It will not go on record... *(Interruptions)*...

Now we will take up the statement by the Minister.

SHRI S. VIDHUTHALAI VIRUMBI: Sir, he has stated that...*(Interruptions)*

THE VICE-CHAIRMAN (SHRI SANATAN BISI): What has he stated? I have told...*(Interruptions)* No, it will not go on record. *(Interruptions)* You listen to me. When I have said it would not go on record, it would not go. *(Interruptions)* When I said, "Please conclude", thereafter it would not go. You have been saying the same things. It will not go on record. That I told you. *(Interruptions)* When I told him, "Please conclude", thereafter it wouldn't go on record. *(Interruptions)* Now, we will take up the statement regarding the accident of an Indian Airlines aircraft.

Not recorded.

STATEMENT BY MINISTER

Accident of an Indian Airlines Dornier Aircraft at Cochin on 30th July, 1998

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): Sir, it is with a deep sense of shock and anguish that I have to inform this august House that an Indian Airlines Dornier DO-228 aircraft VT-EJW crashed at Cochin soon after take off at 1104 hours on 30th July, 1998 while operating flight IC-503 from Cochin to Thiruvananthapuram. It has been reported that soon after take off the aircraft nose dived and hit a building near Naval hangar and caught fire. The aircraft was under the command of Capt. Shiv Raj Singh and Capt. Manish Sharma as Co-Pilot and Shri Sajid, Flight Purser. In addition the following three passengers were on board:

(1) Mrs. Vijay Kalyani Kanaujia, (2) Mr. Samala Raju, (3) Mr. Sasikanth Ramani

The crash-fire tenders extinguished the fire and the occupants were evacuated and taken to hospital in critical condition. I am sorry to inform the House that all

the six persons have lost their lives. In addition to the above six persons another two persons were killed on the ground and one person is in critical condition. Four persons have received minor injuries. Cochin is a Naval airport where Airports Authority of India maintains a Civil Enclave.

The DGCA has appointed Director, Air Safety, Mumbai as Inspector of Accidents under Rule 71 of the Aircraft Rules, 1937 to investigate the accident. In view of the seriousness of the occurrence, I have also constituted a Committee of Inquiry under Rule 74 of the Aircraft Rules, 1937, headed by Air Marshal P. Raj Kumar, Commandant, Aircraft & Systems Testing Establishment, Bangalore to hold an inquiry into this unfortunate accident. I had visited the site of the accident on 31st July, 1998 where I had visited Sanjivini hospital to meet the five injured persons and also visited the hospitals where the bodies of deceased were kept. I also met the relatives of the affected families.

I am sure this august House will join me in conveying our heart-felt condolences and sympathies to the members of the bereaved families.

SHRI JOHN F. FERNANDES (Goa): Mr. Vice-Chairman, Sir, besides this statement, on Friday, we also debated the Civil Aviation Policy of the Government. There was a direction from the Deputy Chairman that the Government should give clarification on this. I hope, after this, the hon. Minister will also give a clarification. Sir, we know that *Vayudoot* was grounded and these Dorniers were leased out to many organisations. I am surprised that such an old and obsolete aircraft is still kept in passenger service. I think these aircraft, are more than 20 years old. There are aircraft, like Boeing-737 with a subsidiary of Indian Airlines, Alliance Air—we are operating these Dorniers with Alliance Air—and they are more than 21 years old. Yesterday, when I was flying in flight from Goa to Delhi, I asked the air-hostess, "How

old the aircraft is", she stated, "It is 21 years old". I asked her, "Don't you feel frightened to travel by it?" She said, "No, since we have flown this aircraft for 21 years and it is safe, I presume that this is a very safe aircraft".

Sir, there are directives given by the Government that no private airline should bring in aircraft into the country which are older than 15 years. Sir, the other day, the Supreme Court gave a judgment that no public vehicle should be on the road which is older more than 15 years. We are flying these 20 Boeing-737s which are more than 16 years old and three or four of them are about 20 to 22 years old. If that is the policy of the Government not to permit old aircraft even for private airlines, then how can the Government violate its rules and directives?

I want to know whether the Government will withdraw all these Boeing-737s which are more than 15 years old and ground all the Dorniers because these are the most unsafe aircraft for passenger service. I can understand that they can give them to the Ministry of Agriculture, and some of them are with the Coast Guard for reconnaissance. I don't think the Government has taken that decision...

SHRI T.N. CHATURVEDI (Uttar Pradesh): That may be unfortunate for them.

SHRI JOHN F. FERNANDES : Not, it is not carrying passengers. Just one or two pilots and reconnaissance equipment are there.

SHRI T.N. CHATURVEDI : But, all lives are precious. If they are unsafe, then they should be grounded.

SHRI JOHN F. FERNANDES: No, but they are carrying some equipment and the whole plane is loaded with equipment for reconnaissance. Just a pilot; he will have a parachute. I do not think it will be as dangerous as carrying passengers for domestic airlines. I would like to know from the hon. Minister whether

they have taken a decision to buy smaller aircraft. The then Minister, Mr. Ibrahim, after a crash in Kullu Manali, had come to this House and mentioned that Indian Airlines would acquire these aircraft. It is one and a half years now and there has been no response from the Government. Foreign tourists and domestic tourists are going to lose faith in the national carrier, Indian Airlines. All the time, Members in the Parliament shout and say that the interests of our national air carrier should be protected.

With regard to Singapore Airlines, we do not mind Tata going in for that but we are against foreign airlines getting involved in the domestic sector. This was the issue we raised on Friday and I was also party to it. The Government had mentioned that they would stick to the Civil Aviation Policy announced on 16th June, 1997. I hope the Government will respond to my query. I also expect that the Government will inform us whether it would ground all of them and wind up the subsidiary of Indian Airlines, Alliance Air, till they are given new aircraft.

SHRI BRATIN SENGUPTA (West Bengal): Mr. Vice-Chairman, Sir, I am fully in support of the queries made by Mr. John F. Fernandes. I only want to add to them. There have been repeated questions on clouds around the functioning of the Alliance Air for quite many years, since its inception itself. I am not going to divulge whatever discussion there was in the Standing Committee, but there have been many reports and many questions being raised on many occasions regarding the functioning of the Alliance Air since its inception. I do not want to prejudice this inquiry which the Minister has correctly ordered. But, it came out in the newspapers the next day, in one newspaper, that the concerned Air Traffic Controller has said that there was a technical snag prevailing in the aircraft much before the take-off. If the reports are true, it did not take more than two or three minutes after the take-off to nose-dive and crash down. Therefore, how

could an aircraft which is not even flying more than six hours a day, take off at all if there were a snag? I do not want to prejudice the inquiry because it is all subject to inquiry now.

It is welcome that the Minister visited the spot, ordered an inquiry very quickly but the entire functioning of the Alliance Air has been questioned. I repeatedly want to press it. Along with that, Mr. Vice-Chairman, Sir, I want to put a question to the Minister which may not be related to this accident in particular but which happened on the same day. It has been reported in the newspapers regarding an air miss with the Royal Brunei Airlines. The Indian Airlines pilot, according to the press report, had been found to be guilty of not obeying ATC's order. This is not for the first time. This is even after the installation of the AWACS system in all our aircraft. Now, the Minister, after that, has ordered December to be the date-line. This has been reported in different newspapers earlier and through many inquiry reports where it is said that air misses are common features which are not at all reported and which are not always taken cognizance of by the DGCA either. Would the Minister enlighten something regarding that as well?

SHRI SANTOSH BAGRODIA (Rajasthan): I, being a very regular traveller on Indian Airlines, sometimes really feel scared. Once you are on the aircraft, I am not sure whether the aircraft is going to land or not. That is entirely because what John has said just now. The aircraft are so badly maintained. We really cannot know technically what is happening inside the aircraft machine but from outside we can see; they are so dirty and reading lights do not operate. I am telling you what as a consumer I see. In the toilets small things are not available but when we approach the crew, they simply say, "Sorry, it has not been supplied today." I am surprised that small things like soaps and toilet papers are not supplied.

Sir, these things are not supplied which are very simple and are apparently seen by the passengers. I keep worrying when these obsolete aircraft are still in use. This has to be taken very seriously because we have given licences to small and sundry airlines all over the country. I do not know the figure. May be, 15 or 20 licences have been given. Some of them are operative, some of them are closed and some of them might have plans to work. We do not know anything as to what is happening. But, if I go by the information of his Ministry, the projection of the Ministry of Civil Aviation which was made in 1997, says that the country needs 10 aircraft in 1997, 11 in 1998, 12 in 1999 and 14 in 2000. This means by the year 2000, we need 47 aircraft. We have no money. Indian Airlines has no money. What is your plan so that we can meet this capacity? Unless we meet this capacity, this is going to happen and we will use Dornier aircraft. We are talking about foreign tourists coming to India. When they hear of this kind of an accident they get scared. They are not coming to my State of Rajasthan. I find that a number of air-strips, maybe, 10 or 15, are lying idle in Rajasthan. If we can add a small aircraft it will increase the number of foreigner as well as Indian tourists. A lot of industrial development has taken place and tourism industry can also be developed. Our State is not developed because we do not have more airlines. I approached a number of small airlines. I do not want to name them because it may look personalised. They have promised that they will come to different places of Rajasthan. But none of them has actually come. It is not because it is not commercially viable, but it is because they do not have aircrafts. John has mentioned about the Tatas. I am not bothered whether you bring Tatas or Birlas or any Tom, Dick and Harry. As Dalmiaji pointed out, we are least bothered. I am a consumer and as a consumer I am interested in those airlines which are well-managed, which are adhering to their time schedules, which

are well-maintained from the safety point of view, which are giving good service and which are clean. A number of friends have expressed their concern that sky will fall if the Tatas come in. ...*(Interruptions)*... Okay, the heaven will fall. ...*(Interruptions)*... I do not want to name any individual. I have seen a newspaper report which says that they are going to get only 16 aircraft or 18 aircraft in five years, whereas we need 47 aircraft by that time...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SANATAN BISI): Please seek your clarification...*(Interruptions)*...

SHRI SANTOSH BAGRODIA (Rajasthan): Sir, I am making this point because it is a tested nationalist house. If they run an airline, we know that it will be safe, it will be clean and it will be run on time. But, instead of that you are using Dorniers. Where is the question of safety of the passengers?...*(Interruptions)*... If you allow me, I will take only one more minute. ...*(Interruptions)*...

उपसभाध्यक्ष (श्री सनातन बिसि): बलिय, बोलिय न सिर।

श्री संतोष बागरोदिया : बोलना ही चाहते हैं, सर।

Sir, let me tell the hon. Minister that he knows very well that there is no question of SIA or any other foreign airlines. I do not want any foreign airline; nobody wants in the country or in the House. But, on any flimsy ground if any Indian company is not allowed to run an airlines, it is also not fair. Thank you.

SHRI O. RAJAGOPAL (Madhya Pradesh): Sir, I would like to know from the hon. Minister two or three points. I congratulate the hon. Minister for having been prompt to visit the place, see the persons and console them. I would like to know from the hon. Minister whether the Government has made arrangements for paying compensation. The legal compensation will take some time. I would like to know from the hon. Minister whether any immediate relief has been paid. It

has not been made clear and I would like to know about that.

Secondly, he has mentioned that the aircraft was reported to have nose dived. I have read from Malayalam newspapers wherein eye witnesses reported that the aircraft instead of taking off in a gradual manner, it took off rather in vertical fashion. That is the report. I would like to know from the hon. Minister whether it is true. Has it been brought to his notice? If so, what action is going to be taken. It has been said that Dornier aircrafts are grounded. I would like to know the position. If that is the position, how is it that that aircraft is being made use of at some places. I would like to have an explanation from the hon. Minister on these three points. Thank you.

SHRI VAYALAR RAVI (Kerala): Sir, we all join with the hon. Minister in expressing our condolence and sympathy to the affected people. I am rather wondering when some families in my State are living in agony and sorrow, we are more interested in some other airline or the Indian Airlines. I pity for such comments. Especially, on an occasion like this when our sympathy and sorrow go along with the families, we are entering into such a debate. I am only expressing my anguish on such a debate. Here, one point which the hon. Minister should know is, the aircraft has never gone out of runway. It fell within the perview of the runway. It fell on a building which was naval aircraft repair yard. It is on the right side of the runway when you come to the Western side of the runway. It fell on that and the people who were working there died. It means, as soon as it airborne on the runway, it fell on a higher building. That is what Shri Rajagopal was narrating as to how it has taken off. It is a very serious matter. Sir, in the statement the hon. Minister has said that there are many accidents because of human error. The hon. Minister has said it. So, it is a matter of grave concern to everyone of us if it is a human error. Here also, your observation, which I read

in a Malayalam newspaper, is that there may be a human error because it was just perpendicular and fell on a higher building where people were working. This is one point which the enquiry officer has to look into. We are laymen. We have no expertise to say as to how it had happened. But, human error and failure by a person or persons is a very serious matter and that should be looked into. The other thing is, you said in one portion of the statement, "I am sorry." I wish you had added the names of two persons who died. They were workers. Sir, let it go on record that the hon. Minister should have added in the statement the names of those two persons. The name of one of the persons is Mr. Mathew. The names of those persons have not been mentioned, even though you have mentioned the names of all the other six persons who died. These two workers, who were poor people, were died. Unfortunately, the hon. Minister could also not mention the names of other four persons who injured. The list might not have been supplied to you. I am not blaming you. But, it should have been supplied to you because when people died and when you are expressing your condolence, it should be on record. I only wish that you could have done that. I have read the statement of the hon. Minister. I am subject to correction. The hon. Minister has said that it is one of the safest aircraft you said so in the Malayalam press. I am not in an argument with you on that point. I am only requesting you because the Airworthiness Certificate has been given to it upto 1999. How has it been given; I would like to know from the hon. Minister whether it is right or wrong. Naturally, after getting Black Box and enquiry report, all facts will come out. I request the hon. Minister to evaluate the airworthiness of all these smaller aircraft and you must know that there were only three passengers. Why? The reason is, people never travel on this aircraft from Kochin to Trivendrum. I travelled only once by this. Somebody had advised me as to why do not you travel by this. I

believe, if there is any problem, it may be because of the monsoon. Otherwise, your statement may be correct. There was a lot of turbulence with regard to monsoon in Kerala and in South India (the Western part of it). I am not making a judgement on the airworthiness of these aircraft. But, you have to examine and you are expected to examine and find out whether they are worthy or not and then you decide on that point.

The last point is regarding the compensation and other amenities which you will extend to the families. Legally, you have announced Rs. 7 lakhs. But the people in the hospitals may not be able to work because the injuries are sometimes very severe. You please have a look into that also. What you can do, in what way you can help the families and the people who are injured and who may not be able to further work in the Naval Yard. Please have a look at it also. There must be an inquiry into it. It must have given you a lesson. That lesson is, as you rightly said, that the manning of the aircraft by the pilots had to be strictly monitored because we are making judgement after the events. It is necessary that the vigilance or the alertness of the Airport authorities must always be there. There should not be any slackness at any point of time. That is the only point I am requesting. The Indian Airlines is doing a good job. I appreciate the way it is working. Now, I suggest to you ...*(interruption)*. I do not want to take this opportunity to only praise you, we can do that in the Committee. But, I want to say one word that the Indian Airlines is one of the best carriers in this country today. That is what I want to say on record. Somebody may make some comment, but I want to say that it is my opinion. It is not a matter to be discussed here today. I know the workers, I know the families of some persons who died. It is true, it is good and I only say it is good that you visited those places and announced the compensation and as Mr. O. Rajagopal rightly put it, please look at it,—apart

from the laws and regulations—in what way you can help the families.

SHRI SURESH A. KESWANI (Maharashtra): Thank you, Mr. Vice-Chairman, for giving me time to speak on this issue. As we all know, in the running of any airline there is an engineering side: There is a Director-General of Civil Aviation who gives permission and certifies airworthiness. The Aeronautical Department of the Civil Aviation, certifies each flight before the flight. Therefore, there is very little likelihood of the airworthiness of the aircraft being in question. I am not here to suggest that no inquiry is being made in this area. The inquiries which need to be made are, in examining the total issue of the number of aircraft that are available today with Alliance Airlines. The Alliance Airlines today is using 737—200.

Perhaps some people do not like the look of these aircraft. Perhaps, they find them too old to look at from inside. Maybe, not properly painted or properly upholstered, no proper fragrance being used, no proper inventories being available. But the aircraft is not likely to be used for any flight unless the engineers have certified it. A cursory look at the balance-sheet of the Indian Airlines of the previous years would tell you the amount of money that is being spent on the maintenance of these aircraft and the huge inventory which the Indian Airlines Engineering Department carries for keeping these aircraft in airworthy condition. The Indian Airlines does not offer any aircraft for flight which cannot be airworthy. And, therefore, I want to allay the fears of everyone here that perhaps the Indian Airlines is the least reliable airline as far as airworthiness is concerned. The point I wish to make here is—I would like the hon. Minister to make a note of it—the climatic conditions in each location must be very carefully considered before deciding upon the type of aircraft that are to be flown.

The Dornier aircraft, as everyone knows, is one of the safest aircraft. There

is no problem with it. I have just returned from the United States where most of the airlines are using twenty — twenty-five-year-old aircraft and they have been very reliable. After all, any engine, to make it reliable, has to have a perfect maintenance and upkeep and regular provision of spare parts. It is the cost involved in providing for the spare parts which compel the airlines to change the aircraft and go in for newer models.

The question is, the domestic fares are so high that can we really afford, do we have the kind of wherewithal, to have new aircraft? When the airlines are buying aircraft—whether it is the Tata Airlines or Indian Airlines or any other airlines—for operating on the domestic routes, ultimately, it is the customer who ends up paying for that. The Tatas are not going to pay for the aircraft. Indian Airlines does not pay for the aircraft. Nor have the half-a-dozen other airlines who have come and gone ever paid for the aircraft. If losses were incurred, they were picked up either by the banks or by the shareholders of those companies or by those who were the creditors to those airlines. The aircraft is always paid for by the customer.

I am sure, Indian Airlines would realise that they need a younger fleet, a newer fleet and, therefore, would soon take a decision in this regard.

Sir, our sympathies go to all those who have suffered in this accident. Accident is an accident. As for the record of Indian Airlines—if you see from the past—it has never done very badly. The engineers and the pilots are doing a magnificent job. I do not think anybody would have any question on their capability.

Thank you, Sir.

SHRI M. VENKAIAH NAIDU (Karnataka): Sir, two issues on which I wanted to seek clarification have been raised by my friends, Mr. Rajagopal and Mr. Vayalar Ravi. I have only a small suggestion to make. I suggest to the hon. Minister that the enquiry should be time-

bound. I think the whole thing can be completed within one month. I would request the Minister to come out soon with a statement which will improve the image of Indian Airlines.

श्री नरेश यादव (बिहार): बहुत-बहुत धन्यवाद उपसभाध्यक्ष महोदय। काफी इन्तजार करने के बाद मुझे समय मिला इसके लिए मैं आपका आभारी हूँ। सबसे पहले मैं आपके माध्यम से माननीय मंत्री जी को यह कहना चाहता हूँ कि आपने यह बच्चों वाले खेल जैसी स्टेटमेंट सदन के सामने क्यों रखी? अगर स्टेटमेंट को पढ़ा जाए तो ऐसा लगता है जैसे कि उड़ान भरने के तत्काल बाद ही विमान के आगे वाला हिस्सा झुक गया, मकान से टकरा गया, आग लग गई और लोग मर गए। यही आपने स्टेटमेंट दी है। यह इस तरह की स्टेटमेंट है कि विमान उड़ने के लिए उड़ा, थोड़ा झुका, मकान से टकरा गया और लोग मर गए। अगर आपकी स्टेटमेंट ऐसी है तो आपका विभाग कैसा होगा और आपका काम कैसा होगा? कम से कम यह तो होना चाहिए कि जब टेक ऑफ हम करते हैं तो रनवे की जितनी लम्बाई है उसी हवाई पट्टी पर ही हवाई जहाज काफी ऊपर चला जाता है। इतना ऊपर जाने के बाद थोड़ा झुकने पर ही मकान से टकरा जाए यह तो बहुत दुःखद है। आपकी व्यवस्था, आपकी अथॉरिटी क्या कर रही थी? आपको और हमको पता है कि मकान की ऊंचाई कितनी होती है। हम यह भी जानते हैं कि हवाई पट्टी पर हवाई जहाज कितने ऊपर चला जाता है और उसके बावजूद भी उसका मकान से टकरा जाना यह बहुत दुःखद है और यह टोटली मिस मैनेजमेंट है। यह हवाई जहाज के टोटल रखरखाव का दोष है। अगर यह गंभीर दोष है तो इस पर आपको तत्काल कार्यवाही करनी चाहिए। अगर कार्यवाही करने में आप अक्षम हैं तो आपको खुद अपने ऊपर यह कार्यवाही करनी चाहिए कि मैं अक्षम हूँ और खुशी से अपना पद छोड़ता हूँ।

जैसा कि हमारे साथी फर्नीडिस जी ने कहा कि वह 25 साल पुराना था तो मैं यह जानना चाहता हूँ कि क्या आपके पास कोई नया विमान खरीदने का प्रस्ताव है? अगर है तो कब तक खरीदेंगे या फिर लोगों को मरने को बाध्य कर रहे हैं?

मैं यह जानना चाहता हूँ कि ऐसे विमान जिनको काफी समय हो गया है, वे कितने पुराने हैं और इनकी सेवा कब तक बन्द करवा रहे हैं जिससे आगे फिर दुर्घटना न हो और यात्री न मरे?

SHRI DIPANKAR MUKHERJEE (West Bengal): Sir, my first question is what Mr. Naidu raised just now. Will the Minister specifically mention the actual time in which these two inquiries will be completed? This is one point.

The second point is that I feel that we will not be doing justice. When we are sending condolences and sympathies to the bereaved families, what action are we taking in the interim period, till the inquiry reports come so that the confidence level that we are having in the Indian Airlines is restored and raised to a higher level? How do you do it? There must be some action plan during the interim period. For instance, if the airworthiness has been checked, it should have been mentioned that its airworthiness was checked before it flew. It has not been mentioned here. There is a check-list system. Has that checklist been monitored? Such measures which have been taken or which had to be taken should find a mention here so that the confidence level is not in any way, somehow or other, diluted because of this accident.

श्री सतीश चन्द्र सीताराम प्रधान (महाराष्ट्र): सर, मैं माननीय मंत्री जी का इस बात के लिए अभिनन्दन करता हूँ कि वे तुरन्त दुर्घटनास्थल पर पहुँचे और वस्तुस्थिति की जाँच की। सभी घायलों और उनके रिलेटीव्स से मिलकर आये। मैं यह जानना चाहता हूँ कि हवाई जहाज कितना पुराना था, उसके इंजन की कंडीशन कैसी थी। पायलट तो बहुत अच्छे थे, पुराने थे, अनुभवी थे। इसके साथ ही मैं यह भी जानना चाहता हूँ कि हवाई जहाज की आखिरी मेन्टेनेंस कब हुई थी?

SHRI A. VIJAYA RAGHAVAN (Kerala): Sir, may I be allowed to speak?

THE VICE-CHAIRMAN (SHRI SANATAN BISI): Yes, go ahead.

SHRI A. VIJAYA RAGHAVAN: The question is of the airworthiness of the Dornier aircraft. It is up to 1999 for this aircraft which has been involved in the accident. So, will you review or re-examine the remaining Dornier aircraft? This is one thing.

Secondly, regarding the compensation, he has announced Rs. 7.5 lakhs for the families of the victims. There were passengers, and two persons were working in the Naval Workshop. Normally, this compensation would be given to the families of the passengers. So, that should be clear. I am seeking an assurance from the Minister that the families of those workers who were working in the Naval Workshop should also get the same compensation as being given to the families of the passengers.

These are the two things.

I am very thankful to the Minister. He went there immediately and did a good work.

SHRI ANANTH KUMAR: Sir, I thank the hon. Members, who have expressed their views and have given valuable suggestions for the safety operations of the Civil Aviation. Hon. Member John Fernandes Ji, Sengupta Ji, Santosh Bagrodia Ji, O. Rajagopal Ji, Vayalar Ravi Ji, Suresh Keswani Ji, Venkaiah Naidu Ji, Naresh Yadav Ji, Depanker Mukherjee, Satish Pradhan Ji and Vijaya Raghavan Ji have given their valuable suggestions. I thank them all.

Sir, I did not mention the name of two persons in the list of the deceased. I want to place their names on the record, as Vayalar Ravi Ji has suggested. They are Mr. Chandrashekhhar and Mr. K. Thomas. They were ground workers. The critically injured person is Mr. Radhakrishnan. He is having 80 per cent burn injuries.

Sir, at the outset I want to clarify that Rs. 7.5 lakh insurance compensation will be given to all the three crew members, to all the three passengers and to the two labourers, who have died in the accident.

I would like to say that we have immediately taken care of the injured. Actually I should place on record that the Naval staff has done an exemplary work. Within 30 second four fire tenders had reached the spot and within 15 minutes

four persons were taken to the hospitals. The Pilot and the co-pilot were mangled into the aircraft. Therefore, they had to cut iron girders and remove them. Therefore, it took some time.

Sir, it was a very ghastly accident. For all the injured, we have made a provision that their total care till they recuperate will be taken by us. Everyday Rs. 750 will be spent on their care. Not only that their care up to the value of Rs. 1.50 lakhs will be taken up. Even beyond that the Indian Airlines has already given an assurance to see that their complete care will be taken till they get all right.

Sir, there are 260 Dorniers throughout the world. In India 62 Dorniers are flying. Its users are: the Indian Air Force, Navy, Coast Guard, BSF, Jackson Airways, TVS Group, U.P. Air etc. Therefore, Dorniers are not unsafe aircraft as some Members have put it. They are widely used throughout the world. They are also used by many of the critical organisations in and around the country for the sake of security and safety of the country.

This Aircraft is 12 years old. It was manufactured in 1986. The Aircraft has a certificate of airworthiness. Captain Shiv Raj Singh, who was manning the aircraft, had 5,000 hours of flying experience of Dornier. It is one of the very best records. Mani Sharma, the Co-Pilot, had more than 2,000 hours of flying.

We have already started an investigation under D.G.C.A. Another Inquiry Committee has been set up under Air Marshal P. Rajkumar. There are two more members in the Committee of Inquiry. Capt. I.D. Singh, is a Pilot in Air India. His earlier experience is as an examiner of Dornier Aircraft. Therefore, he is one of the persons who can really probe into the whole matter. Another person is, Shri Babu Peter, Deputy Director of Engineering, Air India. He can give us about engineering inputs also. Usually the Inquiry Committees are giving us reports in six months time, but

this time I have instructed that they should file their report within three months' time. Therefore, within three months we will be getting the report and the cause of the accident. As the hon. Member, Shri Vayalar Ravi said, this accident is not due to only human error. Any accident is caused due to three types of errors. One is mechanical error. The second is air traffic controller error. The third is human error. This human error is always attributed to the pilot and co-pilot. This is a combination of the first two errors, the mechanical error and air traffic error. Since we have already instituted a Committee of Inquiry, I think, it would not be proper for us to speculate about it. Therefore, all of you agree with me that they will be go into the whole thing.

I would like to make one more submission before this House. In the last thirteen years at least five accidents have taken place. The Dornier Aircraft was involved in these things. The first one was in 1985. It was due to human error. It took place in Rajahmundry; a person walked against the aircraft on the runway. The second accident took place in Guna. The third accident took place in Aurangabad. That was again not a fatal thing. This was again by human error. The fourth accident took place in Pune. It was due to human error. The aircraft entered into a bad weather situation and got itself plunged into a lake, everybody died. The fifth accident took place in Chennai, in 1991. In this none was injured. It was again due to negligent flying by the commander. I want to assure the House that there is nothing wrong about the actual design or the mechanical portion of the aircraft. Regarding the present Dornier aircraft, the matter is under investigation.

At present we have got four Dornier aircraft. Actually there were ten Dornier aircraft with Vayudoot. In 1993, when Vayudoot services were grounded, only four aircraft were in operation. Out of four aircraft, three were pressed into

service in the North-East Region and the remaining one on the Lakshadweep-Agati-Cochin-Thiruvananthapuram sector. These aircraft were pressed into service after considering their airworthiness and all other requirements.

Shri Dipankar Mukherjee had raised a relevant question on measures that we are taking. I would like to inform him that we are implementing the erstwhile recommendations. Secondly, we are monitoring flight recorders. Thirdly, we are conducting various types of exercises to disseminate safety information. We have set up a surveillance by flight inspectors. There have been periodic inspection of aerodromes and implementation measures. Safety audit by auditors is being conducted. Periodic spot checks are being held. Special operation precautions in poor weather conditions are being taken because weather is an important factor. We are taking steps to prevent bird-strike incidents. We are taking stringent action against erring pilots. We are taking action against defaulters.

When the air-miss incident between the Royal Brunei Aircraft and the Indian Airlines aircraft was brought to my notice, we have immediately suspended the licence of the pilot who was involved in that airmiss because this was a very critical human error. Actually the Air Traffic Controller was monitoring him. Despite giving instructions to correct his flight height, he came down to a lesser gradient, flight height.

Therefore, his licence has been suspended. We are doing two more things. One is, we are fitting the ACAS, the Air-borne Collision Avoidance System into all 30-and-above-seater aircraft before December, 1998. Afterwards, we will be taking it up for lesser-seater aircraft also. Secondly, we are adding one more instrument, the Ground Proximity Warning System, for 10-and-above-seater aircraft before December, 1998. Afterwards, this would be taken up for other aircraft also. We

are fitting these two instruments with all the aircraft.

Despite this tragic incident, I want to assure the travelling public in the domestic sky of the country that in the last three years, the incident-rate has come down. Actually, in 1995, per year, there were 10 incidents. But now, the rate is hardly three incidents. That is, it has reduced to one-third. However, I share the concern of this august House that there should be cent per cent safety on the skies. But compared to world standards—I compliment the pilots, engineering staff and air-traffic controllers of Indian Airlines—we are on a par with the world standards, global standards, in safety measures. Regarding Alliance Air, there is nothing to worry about. All our aircraft are well maintained. It is not a question of age. The economical age of aircraft is 20 years. It is within that. The world-over, more than 250 aircraft are flying after the age of 20 years also. More than the age, it is a question of maintenance and that maintenance schedule, we are maintaining very rigorously. Thank you.

SHRI JOHN F. FERNANDES: Sir, there was a direction from the Deputy Chairman on Friday about the Civil Aviation Policy vis-a-vis private airlines, collaboration of foreign airlines. There was a direction. Would the Minister react now or later? *(Interruptions)*. I think it was brought to the notice of the hon. Minister. There was a special mention on Friday.

SHRI ANANTH KUMAR: There were special mentions by many hon. Members. And there is a direction also.

Sir, I think the two issues are different. I will use another opportunity to answer that. *(Interruptions)*.

SHRI JOHN F. FERNANDES: But you are deciding on the 8th August. The Promotion Board is deciding on 8th.

SHRI ANANTH KUMAR: We are not deciding on anything. It is the

Foreign Investment Promotion Board. And we have yet to take a view about the whole thing. Anyway, I am coming before the House tomorrow.

THE VICE-CHAIRMAN (SHRI SANATAN BISI): Now, we will take up the Special Mentions. The Flood Situation in Kerala. (Interruptions).

RE. DEMAND FOR STATEMENT ON FLOOD SITUATION IN BIHAR

श्री नरेश यादव (बिहार): महोदय, सबसे हम लोगों ने जब यह सवाल उठाया था तो माननीय सदन के नेता श्री सिकन्दर बख्त साहब.....(व्यवधान)

उपसभाध्यक्ष (श्री सनातन बिसि): आप बैठिए।(व्यवधान) एक-एक आदमी बोलिए।(व्यवधान) आप बैठिए।(व्यवधान) एक आदमी बोलिए।(व्यवधान)

श्री नरेश यादव: सर्वे कहा गया कि जवाब देकर बतायेंगे लेकिन अभी तक(व्यवधान)

उपसभाध्यक्ष (श्री सनातन बिसि): नरेश जी, आप बोलिए।.....(व्यवधान)

श्री नरेश यादव: महोदय, बिहार में बाढ़ के कारण 55 में से 22 जिले पानी से घिरे हुए हैं और 50 लोग बाढ़ से मर गए हैं और 45 लाख हेक्टेयर जमीन बर्बाद हो गई है। फसलें पानी से बर्बाद हो रही हैं, लोग मर रहे हैं और लोग बांध पर, सड़क पर नर्क का जीवन जी रहे हैं। अभी तक सैन्टर से कोई टीम वहां नहीं भेजी गई है। महोदय, यह पक्षपात हो रहा है। इसलिए हम आपके माध्यम से सरकार से जानना चाहते हैं कि वह क्या कदम उठा रही है? सुबह माननीय मंत्री जी ने कहा था कि हम सदन में बतायेंगे और अभी तक नहीं बताया गया है। अभी आपने बाढ़ का ही सवाल लिया है और सब से बड़ी बाढ़ अभी बिहार में है और बिहार का पूरा का पूरा 55 में से 22 जिला जलमग्न है। अभी माननीय सदन के नेता उठ कर चले गए हैं। मैं चाहता हूँ कि वह सदन में आएं और आकर बतायें कि उन्होंने क्या एक्शन लिया है? सुबह से अभी तक क्या कार्यवाही की है? मैं जानना चाहता हूँ कि क्यों यह सौतेला व्यवहार हो रहा है, क्यों पक्षपातपूर्ण व्यवहार हो रहा है?.....(व्यवधान) आखिर कब तक सरकार सैन्ट्रल टीम वहां भेज रही है? इतनी बड़ी विपदा में अभी बिहार घिरा हुआ है। अभी तक क्यों एक टीम वहां नहीं गई है? इसलिए हम आपके

माध्यम से जानना चाहते हैं कि सरकार इस बारे में क्या कदम उठा रही है और हम लोग अभी जवाब चाहते हैं?

उपसभाध्यक्ष (श्री सनातन बिसि): अब आप बैठिए।.....(व्यवधान)

श्रीमती सरोज दुबे (बिहार): अपने आप तो भेजते नहीं हैं, जब हम लोग बात कर रहे हैं तो भी वहां से चले गए उन्होंने वायदा किया था कि आज वह जवाब(व्यवधान)...

उपसभाध्यक्ष (श्री सनातन बिसि): आप लोग बैठिए, मैं बोल रहा हूँ।

श्रीमती सरोज दुबे: वहां 50 लाख आदमी बाढ़ से पीड़ित हैं(व्यवधान)....

उपसभाध्यक्ष (श्री सनातन बिसि): मैडम, आप बैठिए न, नरेश जी ने बोल दिया है। आप बैठिए, मैं बोल रहा हूँ।

श्रीमती सरोज दुबे: 50 लाख आदमी नीचे पानी से घिरे हैं और ऊपर से पानी बरस रहा है। वहां उन्हें कोई देखने वाला नहीं है।(व्यवधान).... लॉ एंड ऑर्डर देखने के लिए केन्द्रीय टीम भेजी जाएगी, लेकिन(व्यवधान)....

उपसभाध्यक्ष (श्री सनातन बिसि): आप बैठिए न।(व्यवधान).... मैडम, सबसे तो खुद लीडर ने इस के बारे में बोल दिया है और आप ने भी बोल दिया। ठीक बात है ... (व्यवधान)....

श्री नरेश यादव: अभी स्पेशल मेंशंस के बाद हाउस एडजॉर्न होने वाला है, इसलिए हाउस उठने के पहले सरकार को बताना चाहिए कि वह क्या कार्यवाही कर रहे हैं।(व्यवधान)....

उपसभाध्यक्ष (श्री सनातन बिसि): नरेश जी, आप की बात रिपीट होती जा रही है।(व्यवधान).... आप बैठिए, मैं आप से कह रहा हूँ।

श्रीमती सरोज दुबे: उन्होंने कहा था कि हम ज़ाकर कनसर्ज मिनिस्टर को कनवे कर-देंगे कि फिर आकर आप को बताएं। अभी तक उन्होंने न तो शायद कनवे किया और न जवाब आया(व्यवधान)....

उपसभाध्यक्ष (श्री सनातन बिसि): आप बैठिए न, मैं बोल रहा हूँ। मैं खबर ले रहा हूँ, बोला न आप से।

श्री नरेश यादव: हम को इस पर सरकार से जवाब चाहिए।