

[Prof. Madhu Dandavate]

centrated on the present Finance Minister only, Sir.

II Regarding accident to the Indian Airlines airbus A-320 Aircraft at Bangalore

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN) : Mr. Vice-Chairman, Sir,—it is with deep anguish that I recall the accident to the Airbus A-320 aircraft VT-EPN of the Indian Airlines on the 14th February, 1990. The aircraft was on a flight from Bombay to Bangalore and was carrying 135 passengers, 4 infants and 7 crew members. The aircraft crashed outside the Bangalore airport about 800 metres short of the runway while on its final approach to land. During the crash, the aircraft caught fire and was burnt except for the tail portion and the wings. The weather at the time of the accident was fair with a visibility of 10 kms.

Unfortunately, 92 persons have lost their lives in this accident, including the commander and the co-pilot, two cabin attendants, four infants, and the two passengers who succumbed to their injuries later. Fifty four persons have survived in the accident, including three cabin attendants.

The survivors of the accident were admitted to the Air Force Command hospital and the Hindustan Aeronautics Limited hospital at Bangalore and were given prompt and efficient medical service. Indian Airlines also made necessary arrangements for the transportation of the relatives of the victims to Bangalore and subsequently for the transportation of the bodies to various places at the request of the next of kin. Of the 90 persons who died on the day of the accident, the relatives could identify 66 bodies

and the remaining 24 bodies were mass cremated on the 17th February observing the last rites of various religions.

Immediately, on receipt of information about the crash, I rushed to Bangalore along with senior officials of the Ministry of Civil Aviation, DGCA and Indian Airlines and visited the accident site and the hospitals where the injured were undergoing treatment. I also visited the mortuary and shared my grief with the relatives of the victims. I had also directed the hospital authorities and the Indian Airlines to provide every possible assistance to the injured and the relatives of the victims. Later, I also attended the mass cremation of the unidentified victims at Bangalore on the 17th February.

I should like to take this opportunity to place on record my deep appreciation of the cooperation and assistance extended by the Government of Karnataka as well as the Air Force Command Hospital and the Hindustan Aeronautics Ltd. Hospital at Bangalore. I would also like to pay my tribute to the alertness, presence of mind and selfless action of the three surviving airhostesses viz. Ms. Sujaya, Ms. Neela and Ms. Sadhana.

The ill-fated aircraft had arrived in India on 24th December, 89. It held a current certificate of airworthiness valid upto 21st December, 1990. The aircraft had done a total flying of 366 hours and 300 landings till the date of the accident. On the accident flight, the aircraft was under the command of Capt. S.S. Gopujkar who had a total flying experience of 10340 hours including 260 hours on the A-320 aircraft. Capt. Gopujkar was a Check Pilot on A-320 aircraft approved by the DGCA. The Co-pilot of the aircraft was Capt. C.A. Fernandez who had a total flying experience of 9307 hours including 68 hours as

Co-pilot on the A-320 aircraft. Both Capt. Gopujkar and Capt. Fernandez had undergone the prescribed training with Aeroformation, Toulouse, France and had received their completion certificates.

Immediately after the accident Shri Satendra Singh, Director of Air Safety, DGCA was appointed on the 14th February as Inspector of Accidents under Rule 71 of the Aircraft Rules for commencement of investigation of the accident. Both the Digital Flight Data Recorder (DFDR) and the Cockpit Voice Recorder (CVR) of the accident aircraft were retrieved on the same day. Considering the seriousness of the accident, I announced on the same day the appointment of a Court of Inquiry by a sitting Judge of High Court to investigate the cause of the accident. The formal notification under Rule 75 of the Aircraft Rules was issued on 17th February, 1990 and Justice K. Shivshankar Bhatt, a sitting Judge of the Karnataka High Court, was appointed to head the court of Inquiry. Capt. B.S. Gopal, Director Flight Safety, Air India, Capt. C.S.R. Rao, Director Training, Air India (Retd.) and Shri S.G. Goswami, Director, Airworthiness, DGCA (Retd) were appointed as Assessors to the Court of Inquiry. The Court of Inquiry has been requested to submit its report by 31st May, 1990. The Court has already held its first sitting on 27th February, 1990 and has called for affidavits from the public and interested parties by 31st March, 1990.

The CVR of the ill-fated aircraft was decoded by the officers of the DGCA in Delhi. As the facility for decoding the DFDR is not yet available in India, it was taken to the Canadian Aviation Safety Board, Ottawa, by a team consisting of Shri H.S. Khola, Deputy Director General of Civil Aviation, Capt. Trigaonkar, Indian Airlines and Sqn. Ldr. Yagnaswami of the Indian Air Force. Under

their supervision, the DFDR was decoded at Ottawa in the week of 19th February, 1990 and brought back to Delhi. The CVR and the DFDR data have been provided to the Court of Inquiry.

I should like to say here that the decoding of the CVR and the DFDR as well as the appointment of a Court of Inquiry were done with the utmost speed after the accident.

Considering the deep apprehension in the mind of the travelling public, Government has appointed a high powered Technical Committee under the Chairmanship of Air Marshal S.S. Ramdas to evaluate the state of preparedness of the Indian Airlines for safe operation of the A 320 aircraft. Pending the submission of an interim report by the Committee, the operations of the A-320 aircraft were temporarily suspended with effect from 19th February, 1990.

The Ramdas Committee has submitted its interim report on 6th March 1990. The report is under the consideration of the Government.

I would also like to apprise the House about the acquisition of A-320 aircraft by Indian Airlines. The airlines had signed an agreement with Airbus Industries on 15th March 1986 for the purchase of nineteen A-320 aircraft with option to buy twelve more aircraft. According to the agreement the supply of the nineteen aircraft was to start in April 1989 and end in March, 1990. Between June 1989 and till date Indian Airlines has received fifteen A-320 aircraft including the one which met with the accident at Bangalore.

The agreement for the purchase of the additional twelve aircraft under the option was signed by the Indian Airlines on 5th June, 1989. Acc-

[Shri Arif Mohammad Khan]

ording to this agreement six of these aircraft are to be delivered during the period December 1990 to March 1991 and the remaining six are to be delivered during the period December 1991—January 1992. The original project cost of acquisition of nineteen Airbus A-320 aircraft was Rs. 1238 crores involving a foreign exchange component of US\$ 952 million. The project cost of the additional twelve A-320 aircraft was Rs. 959 crores involving a foreign exchange component of US\$ 633 million.

I would like to frankly say that Indian Airlines is passing through a very difficult period at the moment. The need of the hour is to provide the airlines with sound and efficient management and to restore its morale and confidence. I seek the cooperation and understanding of the House in this task. Let me conclude my statement by assuring of the House in this task. Let me conclude my statement by assuring the House that there will be no compromise whatsoever on the safe operation of our airlines and Government would spare no efforts in this direction.

Thank you.

SHRI SURESH KALMADI (Maharashtra) : Mr. Vice-Chairman Sir first of all I would like to congratulate the young Minister on having gone to the site of the accident staying there for two days consoling the people who were affected by this crash and getting a first-hand report. I also congratulate him on his decision to ground all the aircraft pending the enquiry.

But Sir, I am most disappointed with this statement just now made by him. What is contained in this statement had already come in the magazines in the last fifteen twenty

days. There is nothing new in this. It is most unfortunate. My disappointment is all the more so when this Government claims that it is an open Government and that they want to share with Parliament more information. It is very unfortunate. Even today in the 'Indian Express' many things have come. We have come to know a lot of things about this; what is contained in the voice recorder etc. etc. We have not come to know anything new from this piece of paper which we already do not know. The Ramdas Committee has already submitted its report on the 6th March. It is the duty of the hon. Minister to let us know what are the contents of this interim report. He should have come forward with the details. Then we would have been in a better position to speak on this. Merely on the basis of this statement nothing much can be said.

We had the engineers' strike which in my view was very badly handled. I would like to know whether it is part of the terms of reference of the Ramdas Committee or the Court of Inquiry. I would like to know whether they were given the background of the engineers' strike which, as I said was not handled properly. If I am not mistaken, the strike is continuing even till today. I do not know. I would like to know whether there is a link between the strike and the aircraft crash. I would like to have a clarification on this.

Then, Sir, persistently, from 1985 onwards, I was pleading against the acquisition of this aircraft, particularly, the V-2500 engine. It was hurriedly put up by a consortium of four nations. Even today, we do not know what had prompted us to go in for this engine. This engine seems to be the major culprit in regard to this accident. The other option was to go in for the CFM-56 engine which was, probably, the right engine. I would like to know from the hon. Minister whether, in case

you decide to go in for further purchase, the Government will consider switching over to the CFM-56 engine. The world over, they are going in for this engine. India is the only country which opted for this V-2500 engine.

Another point is in regard to the low altitude. The aircraft did not take off. In this aircraft, it takes seven to eight seconds for the computer to get going. I would like to know whether this was also referred to the Ramdas Committee for examination.

I would also like to know whether the training course was cut short. Who was responsible for it? It was a six months course but it cut short to four months. I would like to know, who was responsible for this. Similarly, the training on the flight-simulator was to be for two months but it was cut short to one month. Who was responsible for it? We should know it because these people are also answerable for this accident.

I would also like to know whether, before the aircraft flies again, the Government would insist that the computer should be set right and whether, in future, they are going to insist on manual control also. In all the aircraft, except in this fly-by-wire aircraft, there is a provision for switching over to manual control in case of emergencies. In an emergency, the pilot must have the last say. If you continue to go in for this aircraft, will you tell the manufacturers of this Airbus that the provision for manual control is a must?

Then, there is the question of maintenance. Again, I cannot but refer to the engineers strike. Poor maintenance may also be one of the causes. In this connection, I would like to point out that the striking engineers wanted to meet the hon. Minister but he did not entertain them; I would like the hon. Minister to clarify this.

Then, about the store position in regard to spare parts, I am told that this is a very low compared to the number of aircraft. I would like to know whether this is being corrected. Is it also a fact that the Pilot Association has time and again reported technical snags, hydraulic failures, spurious alerts by the computer and repeated false warnings? I would like to know whether any corrective action was taken. I know about one of the airbus-320s, bird hit one of the engines and the other engine came to a grinding halt. This was a computer error. Is it a fact or not? Also there is a tremendous mismatch between the ground facilities and the aircraft facilities. Aircraft facilities are more modern, but what is the Minister trying to do to improve the ground facilities? Otherwise, all the most modern facilities on board that an aircraft has, have no meaning. It will be a waste on an aeroplane. So, with what speed the Government does propose to go ahead with modernising the ground facilities for the airbus A-320?

Also you must have come to know that in Bangalore they took about 20 minutes to open that gate which is at the end of the runway for the fire extinguishers to enter. So, from a distance they had to put the fire out and in the mean time the entire aircraft caught fire. If the fire extinguishers had reached on time, I am sure a lot of people could have been saved. I would like to know whether this is a fact and what punishment you are meting out to those who were careless in this regard. Sir, I know of a case where the people, who were alive, were not taken to hospital in time. I know a case of Mrs. Ashok Birla who was taken to hospital after two hours of her lying there. The priority was being given to the dead bodies and not to those who were still alive. She was taken, as per family sources, after two hours to the hospital, where she survived for

[Shri Suresh Kalmadi]

some time and then she drew her last breath.

Also there is no point in blaming the Rajiv Gandhi Government. I have seen that in various places—not in this statement. They have done this whole thing in good faith. This aircraft is definitely a modern aircraft, but the airbus industries have let us down. They had said that the V2500 engine would be fuel efficient to the extent of 12 per cent, but it has not been true, it has been efficient to the extent of 4 per cent only. So, though we ordered the aircraft in good faith, it is very sad that the aircraft industry has let us down.

Finally, I would like to know if there would be a parliamentary committee which will go into this entire episode about the airbus flying again. After clearance of the parliamentary committee this airbus will fly again this assurance I want the honourable Minister to give.

SHRI KAMAL MORARKA (Rajasthan): Sir, some of the points which I wanted to ask have already been asked by Mr. Suresh Kalmadi. This accident has taken place on 14th February, it is almost a month. We are regular travellers by air. Mr. Suresh Kalmadi is a pilot, he has more knowledge on the subject. But I am a keen observer of the aviation scene and have been raising these very questions, especially about Westland helicopter and A-320 airbus. In spite of doubts expressed, these two types of aircraft were put in the air. There have been a lot of accidents of Westland helicopters and this A-320 crash has come on top of it all. This particular crash has left more questions in the public mind than any other normal accident.

Sir, I have got a lot of information with me, which information is totally genuine and valid. I would like to know whether the Government has that information, whether Indian Airlines had that information ear-

lier, whether the Minister has that information at least now.

The first thing is that on 26th June, 1988, a similar aircraft crash was there in Paris. The final crash investigation report of that accident is yet to come. The airbus industry and the French authorities are claiming that it was a pilot error, but the fact is that the final report is yet to come. Is it a fact or not?

Secondly, on 5th December, 1989, another airbus-320 crash took place in France. While landing it hit a small plane. This has again gone unreported in the press or by airbus industry or by the French Government. The fact is that the accident was very similar to what has happened here, namely, the aircraft was flying at a low altitude. Once this particular type of aircraft is within 100 feet of the ground, the computer takes over the landing and it is not possible for the pilot to kill the computer command and take over. The Federal Aviation Authority have laid down that 2 to 8 seconds is the time in which the engine should take over when the thrust is open. Is it a fact that for Boeing-737, this time is 2 seconds, for the Air bus A-300 it is 3 seconds and for A-320 Air bus engine V2500, the time is 8 seconds. It is within the norms allowed by the FAA and it comes under the regulation, but is it a fact that it takes 8 seconds as against two to three seconds in our existing aircraft?

Is it also a fact that this engine V2500 is not being used by any other country and while the combustion is there in the engine, the chamber cracks? A lot of such engine cracks have taken place. Is it to the knowledge of the Indian Airlines and the Civil Aviation Ministry?

Is it a fact that the Air-bus Industrie had said one snag per

thousand hours? But for this aircraft Air France, which is the commercial airlines of France, are experiencing 12 snags per thousand hours. That means their snag rate is 12 times of what was envisaged.

Is it a fact that, what they call the full authority digital engine control, (FADEC) i.e. totally automatic landing, is possible only if there are navigational aids at the airport? Last year, I had asked a question when Shri Shivraj Patil was the Minister. I agree with Shri Suresh Kalmadi that this matter should be viewed above party lines, but the fact remains that at that time I was told that the navigational aids will cost Rs. 800 crores. I had said, when we are spending Rs. 2000 crores on the aircraft, why should we not spend Rs. 800 crores on navigational aids?

And it is a fact that in Europe the weather conditions are much worse. The Minister says in his statement that the visibility at Bangalore was clear; ten kilometre visibility was there. In European airports sometimes the visibility is zero. Is it a fact that this computerised aircraft can land in zero visibility with proper instrument landing system? Is it a fact that in Indian conditions, our pilots are asked to do what they call, bush flying, which means without instrument landing? They go by visual aids. If that is so, is it a fact that you have given them an aircraft which will listen to the computer and not to them while you put them in a condition where they have to go not by navigational aid by their own judgement? Is this known to the Indian Airlines and the Aviation Minister?

Is it a fact that there are two or three reports of the Committee on Public undertakings, including Action Taken Report, on the instrument landing system? And is it a fact that the Chairman of the

National Airport Authority, one Mr. Raje, has made a statement that instrument landing system is a luxury in India and is not required in the weather conditions here? Is it also a fact that there is a report of a Committee constituted under the Chairmanship of Mr. JRD Tata which has given a full report on the instrument landing system required at the airports under India aviation conditions and that report is not being implemented?

Is it a fact that the French Pilots Association has written to the Indian Pilots Association saying that pilot error should not be accepted at any cost? And they have given their own experience of two accidents and have offered all help to the Indian Pilots Association to prove that the aircraft goes beyond the control of the pilot and the Indian pilots should not be pressurised to agree to poor pilot training.

The Minister has said that the Air Bus Industrie has given a certificate of completion of course by these two pilots and therefore I will not go into that. The Minister has further said that the Indian Airlines is passing through a difficult period and it needs upgrading of general management. Is it a fact that when this aircraft was put into service in the Indian Airlines, not even a step-ladder was available and one aircraft was damaged because they tried to bring a step-ladder which was not matching the aircraft? This again is very elementary damage and it never happens in any other airlines in the world. Has the Indian Airlines come to such a pass?

And finally, is it a fact that 21 or so pilots have recently been promoted to the post of Deputy Operations Manager for considerations other than merit and hardly five of them qualify for that post? They have been put in executive posts where they will oversee the work of

[Shri Kamal Morarka]

800—900 pilots, 160 of whom have been trained for the A-320 aircraft.

This is the state of affairs in the Indian Airlines and I may add that I have got supporting evidence and the answer to most of the questions that I have asked is 'yes'. However, if the Minister feels that the answer is "No", I am prepared to help him with all the documents. As somebody said, if somebody finds safety aids costly, he should try an accident. We have suffered an accident which is much costlier than the Rs. 800 crores which Mr. Shivraj Patil refused to spend. I request the Minister to instal all the navigational aids which have to be put.

There are two points on which I totally support Mr. Kalmadi. There should be a Parliamentary Committee, and I want an assurance from the Minister that A-320 will not be put in the air. I have read it, to my horror, that from March 24 they are going to put five planes into operation. I want an assurance from the Minister that not one A-320 will be put into service. Okay, we are losing the investment of Rs. 2,000 crores or whatever we have spent, but that is much less than the valuable lives which we are risking. I want an assurance that a Parliamentary Committee will be set up to go into the whole thing. I am not so much interested in the kickbacks or kick-aheads of the Rajiv Gandhi Government. I admire Mr. Kalmadi that he himself brought it to our notice that we should not blame the Rajiv Gandhi Government but that in spite of he himself saying that it should not be taken, they rushed and got this aircraft. Of course, they did it in good faith. I am not blaming any Government.

SHRI SUBRAMANIAN SWAMY (Uttar Pradesh): I hope you won't take any kickbacks on this ?

SHRI KAMAL MORARKA*
I want that there should be a Parliamentary Committee on the safety angle and that not one of these aircraft should be put in the air again. Thank you.

SHRI A.G. KULKARNI (Maharashtra): Mr. Vice-Chairman, Sir, most of the technical points have been covered, some by one technocrat and some by an industrialist who, perhaps, might also be a technocrat... (Interruptions) I am neither a technocrat nor an industrialist. I am on the ground on behalf of the people of this country.

SHRI V. NARAYANASAMY: (Pondicherry): Now you are on the ground, but you have to fly also.

SHRI A. G. KULKARNI:
I am telling the Minister that these technical points, etc., have to be taken care of. But I wonder if a Parliamentary Committee will really be necessary. When such expert committees are there, what can we do ?

SHRI SURESH KALMADI:
We don't come to know what happens in the expert committees. We do not even get their reports.

SHRI A. G. KULKARNI:
We are unnecessarily fighting with each other on political lines. That is not necessary. Actually, the people's requirement is that safety of air travel should be ensured.

In this connection, Mr. Vice-Chairman, I am really surprised at the rotten, inefficient administration in the Indian Airlines. Only on that one moral ground I want to put four or five questions, because so far as technical matters are concerned, the Minister has shown much alertness in going there. He had the courage to ground them and he will have to have the courage to cancel the

[Shri M. A. Baby]

committee came out with—I do not know the word to describe that report—a tornado theory. After having been criticised by the people at large, the then Government had to appoint another expert committee to go into that particular committee's report. That expert committee's report is now tabled. It says that the tornado theory is totally unfounded. Therefore, while having discussion on that particular report, I made a request in the House that there should be an inquiry to find out under whose instance such a concocted report was made then. If this kind of inquiries are going to be conducted, what would be the faith of people in the functioning of the Government? Therefore, I request the Government to see that utmost care and sincerity are given in directing the inquiry committee. They should be given complete freedom. There should not be any interference so that they may come out with an objective report. This is all I would like to submit. Thank you.

SHRI KAPIL VERMA (Uttar Pradesh): Sir, there is no doubt about it that the whole country has been shocked by this disaster, one of the worst, and everybody in the country is very concerned about it. In fact, there are two contradictory stories being published in the press about the causes of the accident. I think I will not be wrong if I say, there are two lobbies functioning. One is from Paris and the other is from here. The French people, the Civil Aviation Authority there, have been putting out items, probably inspired also by the Airbus Industries which has manufactured the aircraft. They say it is due to pilot error. They have given to the press some story almost every week. I have all the cuttings, but I do not want to take

the time of the House. The latest story says that the Civil Aviation Authority of France has examined the whole thing—this is what the release says—including the cock pit voice recordings sent by the Government of India. They very conveniently say that they will not disclose the contents of the voice recordings. But the story discloses it. They say it is pilot's error. They also say that they have sent an interim Report to the Government of India. I would like to know from the hon. Minister what is the Report sent by the Civil Aviation Authority of France in which they have recommended that A-320 aircraft should be returned to service and in fact, they have certified the A-320 for functioning again in their own country and they have started service. There have also been inspired stories since the accident took place that this particular co-pilot has, in fact, failed in the training examinations in France. I would like to know the Minister's reaction to it. I would also like to know whether it is correct or not. Then there are stories in the newspapers and only today the *Indian Express* carries a lead story and I know, as a newspaper-man, how these stories are leaked out to the press. A few days ago, a big story was flashed about the Interim Report. The entire basis, the entire trust of the story was that there was an engine failure. There was some delay of 7 to 8 seconds in the engine obeying the commands of the computer and later of the pilot. The Minister has also said something about the Ramdas Committee Report. I would like to know the main contents of the Ramdas Committee Report and I would like the Minister to place it on the Table of the House. I need not go into the facts again, into what my colleagues have already said about the engine, V-2500. I remember very well that before the elections, the leaders of the N.F. were talking about identifying those people

constituted? It was the Indian Airlines Board which took the decision. Therefore, I would like to ask whether there was any violation of the practices that we usually follow in the case of purchases involving a huge amount. Secondly, Sir, it has already been mentioned that the Indian Commercial Pilots Association has warned that without sufficient ground facilities, infrastructure and sufficient training, this aircraft should not be introduced. If this warning of the Indian Commercial Pilots Association has been taken cognisance by the Government, on what basis despite their warning the Government has gone in for such a huge purchase? Sir, it has been reported that two former pilots-turned-politicians witnessed an air show at Paris and one very well-known personality among the two, was taken to the cockpit of this particular aircraft. (Interruption)

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
Please put your question.

SHRI M.A. BABY: I am putting the question whether the Government has taken notice of this fact and this particular incident of this important pilot-turned-politician, going into the cockpit of this A-320 aircraft was widely publicised. Now I want to know whether the present Government notices any hastiness in going through the whole procedure of arriving at a decision to purchase this aircraft. If the Government traces such a hastiness, then do you see something more than what misled the eye? In this connection, I would like to sincerely, truthfully relate my own experience. Some four-five months before this accident, while travelling by train, I happened to meet an Indian Airlines engineer and one Wing Commander was also travelling in the Second A.C. sleeper of Kerala Express. >ccidentally, without foreseeing this

accident, our discussion centred around this. Especially these two persons started discussing this particular thing. Then the Indian Airlines engineer said that there are certain unusual things in the purchase. Generally, we take a few aircraft. First, there should be feasibility test. Second there should be an expert committee to go into all the details. Even after having gone through all the procedures, we take a few aircraft and see by flying it in our country, in our terrain, in our environment, whether it operates in our conditions. This was not practised in this particular case. That is what the Indian Airlines engineer told me. He told me that the whole fleet was ordered and was brought to our country. When it was brought to our country, there was no sufficient facility to keep the aircraft in different places. So, I want to ask the hon. Minister a very pointed question. How many airports are there in our country which are having the ground facilities for the operation of this aircraft? I would like to request the hon. Minister to kindly give me a very clear reply to this question.

Now, coming to the inquiry, I cannot but refer to some previous instances. Earlier, there had been a very very tragic train accident at Perumon in my own district. There was an inquiry. (Interruptions). This is very pertinent because the Railway Safety Commissioner is technically under the Ministry of Civil Aviation. When we raised the question whether the inquiry was properly done and all that, the then Railway Minister said, "We will not influence the inquiry because this particular inquiry committee is under the Civil Aviation Ministry". And in such matters, the previous Government functioned with so much of coordination and collective responsibility—I do not know what responsibility. Ultimately, that particular

[Shri Subramanian Swamy]
 Committee not so much that we are great technical experts but I think there are enough former Pilots, former Economists and so on who can decide... (Interruptions)... to be able to understand what the whole thing is about because we as passengers when we go, we are frequently pestered by the other passengers as to what is happening. We are literally in the dark except we hope that something will be published in the *Indian Express* to make us more literate and knowledgeable. So I want to know, finally, from the Minister what contingency plans he has for the present state of affairs because he has grounded the aircraft. That was a good decision in view of what happened the next day on the flight from Madras to Bangalore. Now that you have grounded the aircraft, how long you are going to keep them grounded? You have to come to some decision. Either you sell the plane or cancel the contract. Incidentally, the aircraft enjoys today in the international market Rs. 1 crore premium or something like that because there are shortage of planes all over the world and there are so many Airlines. You have to come to some decision. The aircraft are lying grounded and how will you re-alter the schedules? After all Indian Airlines today has got huge international operations. It goes all the way to Singapore, Kabul and all these places. I want to know whether those routes could be left to Air India and those aircraft which are being used on the international routes could be used for domestic routes because there is a tremendous curtailment of services. So I would like to know how long this state of affairs for which he wants general sympathy is going to continue. Finally, he has to take a decision. What will he do with these aircraft? Thank you.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY) :

Mr. Santosh Bagrodia. He is not here. Mr. M.A. Baby.

SHRI M. A. BABY (Kerala):
 Thank you, Mr. Vice-Chairman. First of all, I take this opportunity to pay my respectful homage to those who have been killed in the disaster. I would also like to put on record the sagacity and sincerity with which the hon. Minister for Civil Aviation dealt with the situation in going to the spot and overseeing the rescue operations, treatment of the people who have met with the accident and all that. Mr. Vice-Chairman, Sir, I feel that the new Government that has taken over at the Centre is in an unenviable position of being faced with many calamities as a result of the creation of the previous Government.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Please ask clarifications.

SHRI M. A. BABY: I am coming to that... (Interruptions)... That is why being an ex-economist you understand this. Sir, my hon. colleague, Shri Suresh Kalnadi, has raised certain very pertinent questions but there is a discrepancy in his argument. On the one hand, he has very clearly with his expertise on this topic, on this subject, stated that the engine which is being used for A-320 is not suitable and why we have gone in for such an engine. Then he says, this a fine aircraft and there is nothing wrong with the purchase. Anyway, hon. A.G. Kulkarni has raised certain questions. As a corollary to those questions, I would like to ask this purchase involves more than 2,500 crores of rupees. When Indian Airlines or for that matter the Government of India make purchases involving a huge amount, what is the *modus operandi* of making such purchases? Who takes the final decision to make a particular purchase? Is it not a fact that in the case of this particular purchase, there was no expert committee

been an international propaganda also, but the Minister has done nothing to set at rest doubts as to what really happened. At least on one or two issues he should tell the Parliament in confidence : was it the pilot's error or not? I think the Indian Airlines pilots are one of the best in the world and considering the salaries which are being offered by other Airlines all over the world, the fact that they are staying in the Indian Airlines and flying these planes is a tribute to their nationalism. Consequently the propaganda goes on that the pilot's error is responsible. This Minister has a responsibility after so much of time having elapsed to come to this Parliament and categorically state : no, there was no error on the part of the pilot. He must one way or the other set this matter at rest.

Also there must be some public function or some move by which the Air Hostesses who played an exemplary role should be rewarded. I have not seen anything in the statement which suggests that the Government intends to reward and recognise the services of the Air Hostesses.

I would like to know whether the *Indian Express* publication of the Voice Recorder or the Digital Voice Recorder or whatever it is, is correct or not, because there is a tendency in our country today to assume that whatever is published by the *Indian Express* must be correct because of the close proximity of the *Indian Express* with the Government and because, in fact, it is almost treated like the Official Gazette of the National Front.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY) : No inferences.

SHRI SUBRAMANIAN SWAMY : So, I would like the Minister to categorically tell us whether the Voice Recorder transcript is

accurate or not. If it is not accurate he should say so here and if it is accurate, we would like to know why the *Indian Express* is privy to such a thing and why the Parliament is not privy.

Another clarification I want is that again through the press there have been suggestions of kickbacks. Mr. Kulkarni was advising this Government not to come under my pressure to find out the names of those who got kickbacks, but I think whenever kickbacks are involved, whether it is kickbacks of this Government or of the previous Government or of any Government, the country as a whole wants to know. Since there is a press speculation that the Airbus purchase matter has been referred to the CBI and since there is no reference to it in the Statement of the minister, I want to know what the factual position is, if the CBI is investigating the kickback aspect of the deal or not.

6.00 P.M. Sir, one other clarification I would like to know from the Minister is that there was a report submitted ago on the 31st January, 1989, more than a year ago by the Justice Mathur Commission on the Ahmedabad plane crash which had made a number of suggestions on how such contingencies could be avoided that happened in that particular crash. That crash also took place as the plane was coming to land. They suggested what are the Indian Airlines should do to see such things don't happen and this report has still not been published. If I may take liberty to say I had privately spoken to the Minister about this sometime ago and said that he should place Justice Mathur's report on the Table of the House so that we can know what really happened.

I support fully Kalmadi's suggestion on setting up of a Parliamentary

[Shri A.G. Kulkarni]

knowing some name from some company. So, to satisfy him also at least don't create only a mirage.

I hope you will stay for five years. You should stay. Unlike Mr. Swamy, I do not hope that you crashland. I hope you will remain for five years. Our health will also be better. We have got more sugar, and we require some type of insulin, and we will be happy. Don't take it that we are more eager to sit there. We have at enough there for 40 years. I don't want you to take any advice from at least my friend, Mr. Swamy. And Chandraswamy, you leave aside. Don't go near him.

Mr. Arif Khan, I request you to look into this episode and the behaviour of Mr. Siddhu against the advice of the Finance Ministry and Jt. Secretary, Mr. Sen. What were the compelling reasons for that action? I think, Mr. Siddhu is in the Government still. I do not know exactly whether he is in Government or not. Or whether he has retired, I do not know. I do not keep track of officers also. But I am only on these grounds that in the interest of people an enquiry should be made in depth. You please assure today that you will do it and improve this system as your Government's motto is to improve the system and have a clean administration.

SHRI SUBRAMANIAN SWAMY : I will speak on my own behalf as I am a regular user of the Indian Airlines. I move frequently in it. I had been on this plane when it was first brought in. The pilot was very kind in one flight.

SHRI SURESH KALMADI : Again an inaugural flight.

SHRI SUBRAMANIAN SWAMY : No, it was a commercial flight,

SHRI A.G. KULKARNI : Not this flight?

SHRI SUBRAMANIAN SWAMY : Well, if it was up to Arif, he would have put me in that flight.

SHRI ARIF MOHAMMAD KHAN : No.

SHRI SUBRAMANIAN SWAMY : I have escaped from many such things.

So, the aircraft really impressed me when I was in the cockpit on a flight from Lucknow to Delhi.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY) : How were you allowed in?

SHRI GURUDAS DAS GUPTA (West Bengal) : It was absolutely illegal for a stranger to enter into the cockpit.

SHRI SURESH KALMADI : It is very serious.

SHRIGURU DAS DASGUPTA : That is why the Indian Airline is suffering from this problem. By showing this unusual treatment, this problems comes about. This is where one of the sources of the disease lies.

SHRI SUBRAMANIAN SWAMY : He does not know, once the aircraft takes off, the master of the aircraft is the pilot and he can decide who can enter and who cannot enter. There is nothing illegal. He does not know that.

But the reason is that after the success of A-300, one assumed that this aircraft would also augment the Indian Airlines capacity. But today it has reached a situation where the Government has to come out one way or the other to take a clear stand. There has been a press speculation continuously and there has

contract for the 12 planes that we don't want to take. Please show that courage also. And about these 19 planes, ask them to take them back. Whatever may be the liability, let the us fight it out legally in the Geneva Court. Mr. Arif Mohd. Khan, you are a young man, you have got the courage and you will do it.

Sir, with an expert at my back, it seems that the main cause was the V—2500 engine which was fitted to the aircraft. Is it a fact that when the order or the letter of intent was placed, the engine was already fitted and working in the Airbus or was it only the drawing board? Here is a very nice article in *India Today* dated 15th March by Prabhu Chawla. He has made an in-depth study and he has quoted many Government decisions. From that it seems that the engine itself was still on the drawing board.

Then, today there is an article by Manek Davar, giving minute-to-minute instructions in the recorder—which are very horrifying. What the main Captain and the Second-in-Command were talking is something horrible. That is why I say that the Indian Airlines, rotten administration has to be thrown overboard. In this connection I want to know whether the Dilbagh Committee was appointed and what its recommendations were.

Then, Sir, I want to know how this unsolicited offer came in and how it was considered, whether the Indian Airlines went out of its administrative power to consider such an offer.

* It is not a party matter at all. Nobody has said that. Why are you unnecessarily saying that it is concerning our leader, the ex-Prime Minister? It is nothing like that. The point is about the system itself, and I am interested in rectifying the system through you.

Then, Sir, it is written here in the "INDIA TODAY" that these two Secretaries, one, Mr. Siddhu and the other. I don't want to go into the details because they are there in the article in the "INDIA TODAY." You must have seen it. He has played a major, mischievous role in persuading the Indian Airlines Board to go in for this purchase. What was the reason? I want to know whether the purchase price, Rs. 2000 crores or whatever it is, is a loan or it is aid. What type of conditions are there between the Indian Government and the French Government on the purchase of these engines?

It is stated here, Sir, the Secretary in the Ministry of Finance on August 1, 1985 advised the Secretary, Ministry of Civil Aviation, "For heaven's sake don't purchase this Airbus with V—2500 engine." Why was it ruled out by the Indian Airlines?

Then, Sir, it is said that the offer became cheaper because of this engine. If the engine itself was on the drawing board, how was the offer evaluated? What were the reasons for going through it? I want to know whether this company can be taken to the World Court for defrauding the Indian Government. And I want to know whether there was a collusion between the officers of the Civil Aviation Ministry and the Indian Airlines to force the Government to purchase such an engine which really ought not to have been purchased.

I would only request Mr. Arif Khan that he should go into all these details. You please appoint a committee, whatever that committee, because this system cannot otherwise be improved. The Janata Dal Manifesto says that you want to improve the system. What are you improving? You are only appointing committees, committees, committees, but nothing is coming out. My friend is very much pathetic in

who have actually selected this engine because this engine was not being used by other airlines. I would like to know what you have done in this matter and whether you have identified the people responsible for it. An official has said that Rs. 2.5 crores per week is the loss because of the grounding of the aircrafts. Will you demand from the Airbus Industries compensation for the loss that we have been suffering, for the human distress and the death of the people and loss of revenue ?

The Ramdas Committee's Report has also spoken about inadequate training. I would like to know whether it is a fact that the French people and the Airbus Industries, the manufacturers, have not given adequate training to the pilots. If so, I would like to know what you have done in this respect. In fact, there have been four warnings about it. The press cuttings show that there were in all the important sectors as many as six hydraulic failures of this particular aircraft, A-320 during the last three months. Why didn't you take the warnings from this Ministry or the officials of the Civil Aviation Department that this is not functioning well ? I will not repeat what has been said about inadequate navigational aids at the airports. In fact, I will also say that the Government must table the Interim Report, the Ramdas Committee Report, and also the Report of the main Inquiry Committee whenever it comes, and I would also like the Government to tell us what it is doing for implementing the recommendations of these Committees.

I support the demand that has been made by my colleagues that a high-level Parliamentary body should be formed to inquire into the whole thing to ensure that such things do not happen again.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY) : Now, Mr. Gurudas Das Gupta.

SHRI GURUDAS DAS GUPTA : Sir, I must have a word of praise for the dynamic Minister for his dynamism, and I wish more Ministers in the Cabinet were as dynamic as he is. But dynamism should also be accompanied by proper... (Interruptions)...

SHRI PAWAN KUMAR BANSAL (Punjab) : At that time he was not dynamic ?... (Interruptions)

SHRI V. NARAYANASAMY : He was not dynamic earlier ?... (Interruptions)...

SHRI GURUDAS DAS GUPTA : Now, you people are becoming more dynamic and it is good !

My point is that if dynamism is not always accompanied by proper counselling on the part of the officers, then this dynamism is not always very much fruitful. We are all very much concerned because there has been an accident. We would not have been concerned if there had been no accident. But my point is that the Indian Airlines is suffering from very serious problems, whether there was any accident or not. It is accidental that there was no accident before because the whole Indian Airlines has become more accident-prone. The situation there is much more grave, not because some people lost their lives in Bangalore for whom all of us have sympathy. But the point is that the Indian Airlines is suffering from very serious problems and the Minister, with all his dynamism, must find suitable methods or procedures to set his own house in order. Otherwise, this will not be the first accident.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY) : Please ask questions.

**SHRI GURUDAS DAS GUP-
TA :** Mr. Vice-Chairman, Sir, I am having patience and, therefore, I want everybody to be patient in order to find out the cause of the accident. I want that.

This is a statement which gives the facts about the accident. But the Minister must go back, because he needs a serious introspection. Why? Because there are a few elements in the whole thing.

Firstly, there is the accident and therefore, it has to be probed.

Secondly, there has been a purchase which has to be probed.

Thirdly, the other serious problem must be a matter of probe.

Why do I say this? Here I totally agree with the previous speaker: We are lobbying for theories. The French are selling out the theory of pilot failure and some people here in this country are selling out the theory of engine failure. But there may be these two things. The engine might have failed because of human error and the pilot might have failed because of engine failure. Whatever it may be, my point is that there must be an objective study without any subjective obsession. There must be an objective study as to why there was failure. Why do I say this? Because I have my arguments and my points.

First of all, I would like to know from the honourable Minister whether there were any kickbacks. Of late, we have become obsessed with kickbacks even if there had been no kickbacks. Was it proper on the part of the Government of India to cancel unilaterally the letter of intent with regard to Boeing-757? That letter of intent was unilaterally cancelled. What is the argument being given for this. This is what I would like to know from him.

Then, at that point of time, the best aircraft in the Indian Airlines was Boeing. If we had opted for this Boeing, then there would have been much less expenditure on training and there would have been a much less expensive switch-over from this aircraft to that aircraft. Therefore, what is the reason, what is the scientific reason, for the purchase of the aircraft? Was a technical evaluation committee formed, not an expert committee. In the case of such a huge purchase, as in the case of the Bofors gun? Was there a technical evaluation committee? If so, what is the finding of that committee? Who constituted that committee? And was the committee usefully influenced? That is very important.

Now, coming to another important point, I hope my dynamic young Minister knows of a report submitted to the Government in September, 1989 by Capt. Bhasin. I have with me a copy of the report which the Government has not published, neither has *The Indian Express* been able to get hold of it...

**SHRI PAWAN KUMAR BAN-
SAL :** How did you get it?

**SHRI GURUDAS DAS GUP-
TA :** I got it from my own source...

**SHRI S. S. AHLUWALIA (Bi-
har) :** The report is written by him and signed by Mr. Bhasin.

SHRI M. M. JACOB (Kerala) : He says it is an unpublished report and he is reading from an unpublished report. Can he do it? Yesterday also the same thing was being done...

**SHRI GURUDAS DAS GUP-
TA :** Sir, ignorance is always pitted against knowledge...

SHRI V. NARAYANASAMY :

Has the CPI got access to the Government records? How can he get hold of it and how can he quote from unpublished reports?

SHRI SURESH KALMADI :

No, it is from Aerofoil.

SHRI GURUDAS DAS

GUPTA : I have got it from my own source. I am competent and I stand by this report. *(Interruption)* I say, Mr. Chairperson, ignorance is always pitted against knowledge. Anyway, I don't mind being under attack by some ignorant people. The point is different. *(Interruption)* I don't mind. But the most important point is that that report categorically states.

SHRIMATI JAYANTHI

NATARAJAN (Tamil Nadu) : He shows a report. He says it is an unpublished report. I can also get hold of a piece of paper and say here is a report..

SHRI V. NARAYANASAMY :

Let him place it on the Table of the House.

THE VICE-CHAIRMAN

(DR. G. VIJAYA MOHAN REDDY) : Please ask your clarifications. Please confine yourself to your questions.

SHRI V. NARAYANASAMY :

Let him put it on the Table. He is quoting from some unpublished report.

THE VICE-CHAIRMAN

(DR. G. VIJAYA MOHAN REDDY) : He is not quoting from any report.

SHRI V. NARAYANASAMY :

He is quoting.

SHRI SUBRAMANIAN SWA-

MY : It is good as a Communist was promoting American interests. He is going the West.

SHRI GURUDAS DAS GUPTA :

The point is it is not a secret document. It might not have been published. But it is not a secret document. The Members need not be very much in a hurry. I am coming to my clarifications. *(Interruptions)* Ignorance is pitted against knowledge. That is what we see in this House... *(Interruption)* I understand where the shoe pinches. I understand your problem because this is a report given when the previous Government was involved. I understand where the shoe pinches. But let us have a little patience..

SHRIMATI JAYANTHI NA-

TARAJAN : This is not a history lesson.

SHRI GURUDAS DAS

GUPTA : Neither are we facing a barracking crowd. It is interesting to have ladies to be the barracking crowd.

SHRI M. M. JACOB :

This is not a full debate on the Indian Airlines.

SHRIMATI JAYANTHI NA-

TARAJAN : He spoke about some committee. When is he going to ask clarifications and how long are we to listen?

THE VICE-CHAIRMAN

(DR. G. VIJAYA MOHAN REDDY) : Have you completed?

SHRI GURUDAS DAS

GUPTA : You please discipline the House. Sir, the main point is..

THE VICE-CHAIRMAN

(DR. G. VIJAYA MOHAN REDDY) : Put the clarifications. *(Interruptions)*

SHRI GURUDAS DAS

GUPTA : Mr. Chairperson, if we do not allow ourselves to be heard by each other, how the collective wisdom is going to be..

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): This is not a debate. Please put your clarifications.

SHRI GURUDAS DAS GUPTA: It is the other side which (Interruptions) I am coming to it.

My point is that even if there was no accident, the Indian Airlines is suffering from a serious shortage of trained pilots and co-pilots. That is the point. And it has been accepted by this committee, and I would like to know from the Minister whether he agrees that there has been no recruitment of pilots over a period of five to six years prior to 1987, and as a result of non-recruitment of pilots and co-pilots we are being forced to put on such aircrafts people who are not having sufficient expertise or experience. It is not so far as the Boeing is concerned only. This is so far as A 320 is also. It is very important. Somebody was referring to it.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Please put the questions.

SHRI GURUDAS DAS GUPTA: I am putting the questions. Some other people had taken time to frame the questions. Let there be no lopsided way of discussion on such a serious matter. The point is that there has been a shortage and the shortage is because prior to 1987 there was no recruitment. There has been seriously no recruitment, and as a result of this the Indian Airlines is suffering from shortage of trained personnel. I would like to know from the Minister whether there have been two more accidents with A-320, One being in Calcutta. That was the real accident. The engine had failed to gather power. There was loss of power, and as a result of the loss of power when the aircraft was just taking off,

it was almost on the point of making a force-landing in the Barrackpore military airport or in the Ganges. But suddenly it generated power. In the similar way there was loss of power in Bangalore. I would like to know whether the Minister knows it and whether he has with him such a report.

Secondly, Sir, I would like to know from him whether the A-320 aircraft has had a bird-hit accident in Delhi airport and after that accident while the manufacturer was called for close questioning the manufacturer had said that the aircraft was so manufactured as to withstand the impact of collision with a bird having a weight of 4 kg., not more than that. It involves a serious question about the suitability of the aircraft that we are just at the moment discussing. Therefore, the point is that it was a question of serious shortage of..

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Please put your clarifications.

SHRI GURUDAS DAS GUPTA: Lastly, Mr. Chairperson, Sir, I would like to know whether it is true that a report has been presented to the Government in September, 1989 and that report speaks of the serious lacunae in training of pilots and training of co-pilots, training of Commanders, in the training of Jet pilots and also in the personnel management. I would like to know whether that report has categorically stated that 80 per cent of air fields are not properly equipped and whether the report has stated that a number of reports of the Pilot Training Committees have been violated by the previous Government and they have been deviated from. All these questions are coming to one conclusion: to put the house of Indian Airlines in proper order, not because there was accident. This accident was accidental. This acci-

Therefore, I would like to ask what are the steps that are being taken not only to find out the cause of the accident through an inquiry but to put the Indian Airlines in proper order which has been put in a mess by the previous Government.

SHRI V. NARAYANASAMY:

Sir, I thank the Karnataka Government and the people of Bangalore for co-operating with the Government when the aircraft met with the accident and for immediately assisting the Civil Aviation Ministry. Let them understand that point. I thank them for saving the people who had been fighting for their lives. I also thank the Air Hostesses who acted promptly for saving the lives of the people who had been fighting for their lives.

Sir, I do not find any reason for the Civil Aviation Minister to go on telling everywhere, wherever he goes, that they are probing into the Airbus-320 deal. Let him do it. It is within his right. But he is exaggerating and tampering...

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
You have to put your question.

SHRIMATI JAYANTHINATHARAJAN: You allowed all of them to go on speaking so long.

SHRI V. NARAYANASAMY:
Wherever he goes, he says that he is going to probe into the Airbus deal. Sir, I would like to bring to the notice of the hon. Minister that the Chief Minister of Tamil Nadu who was not there in that particular aircraft at all told at the platform in Tamil Nadu that there was kickback in the Airbus-320 deal. He had not seen the flight at all. Therefore, I am telling that this Government is trying to take revenge upon the previous Government. I accuse this Government in this regard.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
Please ask clarifications.

DR. RATNAKAR PANDEY
(Uttar Pradesh): He is speaking the truth.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
Let him speak the truth when a discussion is there or there is something else. Please ask clarifications.

SHRI V. NARAYANASAMY:
Let them probe into the matter. But let them not tamper. Let them do their work. Secondly, was it not a fact that the passengers who have been saved gave the statement that when the flight took off from Bombay, it was not smooth flying. The Pilots had shown snags in the flight and a false alarm was given by the aircraft after landing. Thirdly, I would like to know whether... (*Interruptions*) I do not want to elaborate like Shri Gurudas Das Gupta. I am coming to each and every point. Thirdly, it was the grievance of the Airbus industry that they have not been associated with the inquiry. Is it not a fact that they have been sidelines at the time of the inquiry and that they gave a statement of that effect? What is the reason for that? Fourthly, I would like to know whether there was fault in one engine or in both the engines and whether the Ram Das Committee has said anything about it. Finally, the hon. Minister had stated that they were stopping flying all these aircraft and that they have grounded them. The preliminary report of the inquiry which was ordered by the hon. Minister has been submitted. I would like to know whether the Minister is willing to place the preliminary report of the inquiry on the Table of this House. When does he expect that the inquiry will be over?

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
Please confine your clarifications to two minutes only.

DR. NARREDDY THULASI REDDY (Andhra Pradesh): Mr. Vice-Chairman, Sir, it is said that a high-powered committee with Air Marshal Dilbagh as Chairman has recommended Boeing-737 instead of Airbus A-320 in the year 1985 but the then Government has decided to purchase A-320s keeping aside the recommendations of the high-powered committee immediately after the return of the ex-Prime Minister, Shri Rajiv Gandhi from France. Sir, it seems that the Bofors deal and the Airbus deal are contemporary. So, I strongly feel that there is some 'Kumbakonam' in this. So.... (Interruptions)

SHRIMATI JAYANTHI NATA-RAJAN: Sir, why is he using the name of a Tamil Nadu town?

DR. NARREDDY THULASI REDDY: So what action is he going to take... (Interruptions) Madam, I think you are not from Kumbakonam. Secondly, Sir...

SHRIMATI JAYANTHI NATA-RAJAN: Sir, you should not allow them to insult a Tamil Nadu town.

DR. NARREDDY THULASI REDDY: Sir, it is said that for the maintenance of these sensitive, sophisticated computerised airbuses, air-conditioned hangars are necessary. But, there are no such facilities in India. If it so, where is the hurry to purchase these? So, there is also something in this.

Thirdly, Sir, it is stated that experienced pilots are going to Singapore and West Asia because of higher salaries. So, there is a shortage of experienced pilots in the Indian Airlines. Even there is no proper training to the available pilots. It is stated that at present half of the pilots of A-320 have not completed 100 hours of operation. Is it a fact or not?

Fourthly, Sir, the National Airports Authority is working with 30 per cent shortage of staff. Its annual

budget is Rs. 76 crores. It is just sufficient for the maintenance of the staff. So, there is not money for improving the facilities. Is it a fact or not?

Lastly, Sir, it is stated that most of the control towers are in a bad shape in India. So, if all these are facts, I would like to know from the hon. Minister as to what action the Government is going to take mainly on the 'Kumbakonam'.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Dr. Ratnakar Pandey.

डा० रत्नाकर पांडेय : माननीय उपसभध्यक्ष जी, हमारे नागर विमानन मंत्री जी का दुर्भाग्य था कि सिर मुड़ाते ही ओले पड़ गये। यह इतनी बड़ी दुर्घटना हुई कि सारे देश और सारी मानवता के लिए चिंता का विषय बनी हुई है। यह भी दुर्भाग्य है कि जब भी ऐसी दुर्घटनाएं होती हैं उस समय तो बड़ी चिंता देश को होती है, सरकार को होती है, समाजसेवियों को होती है और ज्यों ही वह समाप्त होती है त्यों ही सब कुछ हम भूल जाते हैं और सामान्य ढंग से सारे काम चलने लगते हैं। एयरबस ए-320 की दुर्घटना पहले भी फ्रांस में हो चुकी थी और उस समय जो दुर्घटना हुई थी और अब बंगलौर में 14 फरवरी को दुर्घटना हुई है उसमें समानता देखने को मिलती है। एक तरह की दो दुर्घटनाएं हुई। समय की पाबन्दी लगा दी है इसलिए विशेष विस्तार में न जा कर यह कहना चाहूंगा कि उड़ान की जो योग्यता पायलटों की थी उसमें वह पारंगत थे। और केप्टन गोपूझकर और मह-केप्टन सी.एस. फर्नांडीज, इन दोनों व्यक्तियों की उड़ान की निर्धारित जो सीमा होती है ऐसे विमान चलाने के लिए, उसकी पूरी ट्रेनिंग थी। उसके बाद जब यह विमान उड़ा तब से अनेक यात्रियों ने जो बच गये थे, उसमें एक ही श्री लक्ष्मय्या रेड्डी भी थे, उन्होंने साफ कहा कि जब विमान टकराया तो इंजिन जोरदार आवाज के साथ अलग-अलग दो भागों में गिरता हुआ देखा गया।

और विमान में सुविधाजनक यात्रा शुरू की ही नहीं थी, उसमें डिस्टर्बेंस थी। जो भी दुर्घटना में भारी भये व्यक्ति हैं उनकी सेवा सुगुणा बाहे कमिटीक सरकार ने की हो, बाहे सामान्य जनता ने की हो, बाहे भारत सरकार ने की हो, वे सब सायुबाद के पाक हैं। आज स्थिति यह है कि कोई भी इस सदन में बैठा हुआ व्यक्ति ही या कोई दूसरा व्यक्ति हो, जब विमान से चलता है तो वह सोचकर चलता है कि हम सुरक्षित पहुँचेंगे या नहीं पहुँचेंगे,। वह जो बात ए-320 विमानों की है, जो लिण्ड कर दिये गये हैं और न्यायमूर्ति श्री शिबशंकर भट्ट की एक समिति जांच करने के लिए बैठा दी गई है उसकी रिपोर्ट और रामदास कमेटी की टेक्नीकल रिपोर्ट आएगी। मैं यह जानना चाहता हूँ कि शिबशंकर कमेटी की रिपोर्ट आप कब तक सदन के सामने प्रस्तुत कर देंगे? दूसरी बात मैं यह जानना चाहता हूँ कि इस एक्सीडेंट के कारण ए-320 बसों को बल्लोना रोक दिया गया है और यह सुरक्षा की दृष्टि से किया गया है। जो यात्री इन विमानों से जाते थे क्योंकि पहले से ही विमानों की शोर्टेज है उनकी यात्रा के लिए क्या व्यवस्था की गई है। और कितने विमान इस समय देश में हैं? बाहे वे एयर इंडिया के हों, बाहे इंडियन एयर लाइन्स के हों, बाहे कारगो के हों, सब में इंसान जहर चलता है। जितने भी इनके उप-विभाग हैं, जिनके द्वारा ये चलाये जाते हैं, कितने विमान ऐसे हैं जो अपनी उड़ान की क्षमता से अधिक चल चुके हैं, क्या उनको भी प्रयोग में लाया जा रहा है? ये बाहे एयर इंडिया के हों, इंडियन एयर लाइन्स के हों या किसी अन्य विभाग के हों, इसकी जानकारी मंत्री महोदय दें।

I-320

मैं माननीय सदस्य श्री कल्लमाडी जी और श्री मोरारका जी से पूर्ण सहमति हूँ और पूरा सदन सहमत होगा कि यह खूली सरकार है, लेकिन जनता में यह इम्प्रेसन पड़ रहा है कि यह कमेटी बनाने वाली सरकार है। जैसी कमीशन बनाने वाली सरकार खन् 1977

से 1980 के बीच में थी, यह कमेटी बनाने वाली सरकार है। वह कमीशन बनाने वाली सरकार थी। पूरा सदन इसमें एक मत है कि अधिष्ठा में ऐसी विमान दुर्घटना न हो। इसविषय इस सदन पर एक संसद समिति जांच के लिए बैठई जाय और क्या मंत्री महोदय संसद की समिति बैठाने का आश्वासन देंगे? उन्होंने अपने धक्केबाज के अंतिम पैरा में कहा है कि इंडियन एयर लाइन्स इस समय अत्यधिक कठिन दौर से गुजर रहा है। इस समय वह प्रति आवश्यक है कि इंडियन एयर लाइन्स को मजबूत और दक्ष प्रबंध उपलब्ध कराया जाय और इसका मनोबल और विश्वास स्थापित किया जाय। इसलिए मैं यह जानना चाहता हूँ कि क्या इंडियन एयर लाइन्स का मनोबल टूट गया है? और वह अविश्वास की भावना से काम कर रहा है? इस अत्यधिक कठिन दौर में क्या-क्या दिक्कतें आ रही हैं? इन सब बातों से निहित विवरण इस सदन के सामने माननीय मंत्री जी दें और इस सदन को कांफिडेंस में लेकर कुछ ऐसी व्यवस्था करें जिससे बायुयान की यात्रा सुरक्षित रह सके और सुरक्षित यात्रा करके वे अपने गंतव्य स्थान पर सकुशल पहुंच सकें।

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Dr. Sarojini Mahishi. Please be brief.

DR. (SHRIMATI) SAROJINI MAHISHI (Karnataka): I will try to be brief.

Sir, it was a very sad accident which happened on the 14th February at Bangalore. Perhaps, this was the first accident of its kind in Bangalore. As you know, Bangalore has a very congenial climate. It is a congenial place with a very level ground. I do not know how this accident occurred at twelve in the afternoon when we know that the visibility is very clear. It was also a flat area. I do

[Dr. (Smt.) Sarojini Mahishi]

not know how this accident took place in such conditions. I also visited the site. The aircraft had touched a golf ground. It had to proceed further. The pilot had tried to check it. He had tried to increase the power of the engine. But in this aircraft, the power control is at the backside. The computer which controls the communication and the voice recorder are in the cockpit chamber. At low altitude, the communication between the power control and recorder in the cockpit chamber is cut off. This is the special feature in this sophisticated aircraft. In this case, when the communication was cut off, the pilot could not know immediately what exactly had happened. He had tried to increase the power. This is very clear. In this aircraft, it takes seven to eight seconds before the power can be increased. The pilot could not increase the power. The aircraft came down dashing against a rock. The engines fell on both sides and caught fire. The emergency exit was opened by one of the airhostesses. Some passengers came out of it. One Mr. Sreedharan had taken a photograph when the aircraft was burning.

Of course, the hon. Minister is new to this Ministry. Earlier, 757 aircraft was being considered for purchase. Later on, A 320 was chosen. This is a specialised aircraft. This is what is called a fly-by-wire aircraft. It is also called 'aeropilot'. It is quite new. Therefore, training is absolutely necessary. Training on the flight-simulator is also necessary. The members of the Court of Inquiry visited the training centre at Hyderabad. This is meant for Avro and other aircraft. I would like to say that I am not speaking with any vengeance or any such thing here. I am speaking here only in the interest of the flying community in the country and from the point of view of the service the Indian Airlines would like to offer. As I was saying, the members of the Court of Inquiry visited the training centre at Hyderabad. They tried to find out whether

the flight-simulator in respect of A320 was there. They found that it had just arrived and that the pack had not been opened yet. Therefore, the question of giving training on the simulator does not arise at all. Of course, in this centre, pilots are being trained in relation to other aircraft. There are different types of aircraft like Avro, Viscount, Fokker, 707, 727, 737, 747, etc. (*Time-bell rings*). Please give me a little more time. Complete training must be given. If you say that complete training was given and in spite of that this had happened, I do not agree. Mr. Gopujkar was a very senior pilot with a lot of experience. So also was Mr. Fernandez. From the voice recorder, we have come to know that Mr. Gopujkar was saying to Mr. Fernandez 'raise the power'. But the power could not be raised because, as I said it takes seven to eight seconds for the power to be increased.

As I mentioned earlier, the visibility was very clear. This is one thing. The second thing is in regard to the ILS. We have the Category II ILS at the Delhi airport and in many other airports. I would like to suggest, if you want to put category II ILS, at least put it in all the important airports, particularly Bangalore, Hyderabad, Srinagar, Bhopal and in all other State capitals so that the ILS could be made use of. Then the ILS is fitted only where there is one runway. Other runways are not fitted with ILS except Bombay. And where it is fitted with ILS, it is not working. If it is kept in working condition, the pilots may be in a position to use it. If it is not in working condition, what is the use putting ILS also?

Sir, Last time also I spoke in this very House that a person of the stature of Mr. J.K. Mehra, who was running an automobile workshop, has been put in charge of the engineering services of the aircraft maintenance. Excuse me for saying these things, but highly qualified person should be there. Then a person who was connected

with so many things in Pawan House has been made representative of the Air Safety Commission, representing in the national safety transport and all these things. How is the Indian Airlines considering all these things? When you are getting sophisticated aircraft, the airports must be equally equipped. That is the most important thing.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Madam, clarifications only.

DR. (SHRIMATI) SAROJINI MAHISHI: I am making some important points, leaving out unimportant ones.

Unless the airports are properly equipped, unless better arrangements are there, unless the airports are equipped with ILS, with visual aid installation and all other things, it is no use importing sophisticated aircraft. What has happened in the Ahmedabad accident? The report has been submitted and in Ahmedabad accident you find the ILS is not working, the localiser was also not very clear, the municipality was also putting up some lines. There are so many other things. So, we shall have to learn so many things from the past experience also. Also, here some say that the engine has failed which, of course, the manufacturers of the engine may not like to accept. When they say that the pilot has failed, you may not like to accept. So, whatever may be the reason, the safety of the passengers is important. We shall have to see that all the sophisticated equipment is installed at the airports.

HAL in Bangalore has got the airport surveillance radar but not the air route surveillance radar. In spite of the fact that the airport surveillance radar is there, it is out of use, it is not being used. Here, of course, there was no need to go into it because the visibility was quite clear. So, what I want to say is, whatever may be the deco-

ding of the record of the black box, whatever it may, things must be improved at high level and special care should be taken to see that our airports are properly equipped, our pilots are properly trained. Our pilots are in no way inferior to any other pilots in the world. I know they have served in Africa, they have built up airlines in Algeria, in so many other places. Therefore, the human material available with us is of the highest order. I hope the Minister, who is very competent, would look into all these matters and set right the technical and non-technical issues

SHRI PAWAN KUMAR BANSAL: While I appreciate the declaration by the Government of its keenness to ensure safety of the operations of our Airlines, I am sorry that the Government by its actions has wittingly or unwittingly created a 7.00 P.M. fear psychosis among the public. Even today the hon. Minister wants to give an impression that the Airlines is in a state of collapse. He says in his statement that there is need to restore its morale and confidence. I am sorry that he has used such words which cause a scare when coupled with the fact that we have grounded all these aircraft. I do not find fault with that; that is a prudent step that he has taken. But the words used by the Government in its press releases coupled with the fact that 14 aircraft have been grounded do cause some panic in the minds of the people. I wish the Government were slightly circumspect. It should approach the subject with caution, particularly when the matter is before a Judge of the High Court who constitutes the Commission of Inquiry in the matter. Sir, I have an objection that at a time when the matter is before the Commission of Inquiry, certain information received by the Government has been leaked to the press. Whereas, as was pointed out by Mr. Kalamadi

[Shri Pawan Kumar Bansal]

earlier, Parliament is not taken into confidence about the decoding of the DFDR and CVR, reports about it have appeared in the press. Sir, in this connection, I would like to put one or two clarifications.

I have a lurking fear—I do not want to go into the merits of the pilots not having full training or there being engine failures—but I do have a feeling that there is some lack of understanding about the new system amongst our pilots. I do not want to cast any reflection on anybody. Why I say so is because I know of an incident where at the time of landing of the aircraft at Bombay, the plane was taking off again and again and encircling the city. Thrice it happened. Then they disconnected the computer system and went in for a manual landing. Later they found that the setting of the altitude of the airport was wrongly done by them. So a situation like that could arise. This is an incidental example I wanted to give.

In this context, I want to know from the Minister as to what steps the Government has taken to ensure that the pilots of the grounded aircraft are immediately given some refresher course and if they have not had the full training, this interregnum should be utilised for that training.

I know the hon. Minister has been a votary of ensuring proper ground facilities as a pre-condition to pressing in service any sophisticated aircraft. There is an opportunity now. We have the aircraft grounded. Whatever loss be there that we are suffering because of that, but I would like to know what steps the hon. Minister has taken to see that at least now our ground facilities are improved with the so-

phistication, which he has been pressing for in the past.

Thank you, Sir.

श्री सुरेन्द्रजीत सिंह ग्रहलुबानिया :
उपसभाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री महोदय से जानना चाहता हूँ—वैसे तो जानने के लिए बहुत कुछ अपने सहयोगियों से भी जाना है क्योंकि मैं तो इंडियन एयरलाइंस का तकनीकी विशारद नहीं हूँ पर इतनी जरूर नजर रखी है कि हमारे सिविल एवियेशन के नये मंत्री महोदय ने पद भार जब सभाला तो इन्होंने पहला काम जो किया था वह दिल्ली एयरपोर्ट पर जाकर वहां के टैक्नीशियंस की जो स्ट्राइक चल रही थी उसको उठवाया, उसको तुड़वाया और यह एम्बोरेस दिया कि तुम्हारी मांगों पर पूरा गौर किया जायगा और उनको देखा जायगा पर आज तक इन्होंने नहीं बताया कि उनकी मांगें क्या थीं और वे मांगें पूरी हुई या नहीं हुई क्योंकि अभी पीछे कुछ दिन पहले बम्बई से पाइलट आफिसर्स एसोसियेशन का एक स्टेटमेंट आया है कि एयरबस 320 फिर से चलाने की अगर कोशिश की गयी तो हमारी जो मांगें हैं या हमको जब तक यह निम्नलिखित इन्फ्रास्ट्रक्चर नहीं मिलता डिफरेंट एयरपोर्ट्स और डिफरेंट पाइंट्स पर तब तक हम यह एयरबस नहीं चलाएंगे। तो मैं जानना चाहता हूँ कि इन चीजों पर गौर कर रहे हैं या नहीं कर रहे हैं ?

दूसरा, जैसा कि अपने पूर्व वक्ताओं से जानने को मिला कि एक्सीडेंट होने का जो मूल कारण है, वह यह है कि यह एक बड़ा ही सॉफिस्टिकेटेड जहाज है, इसका इंजन कंप्यूटाइज्ड है और कंप्यूटर के बारे में मैं जितना कंप्यूटर के बारे में जानता हूँ कि अगर गलत बटन दबा दूँ, तो तुरंत थप्पड़ की तरह है—सारी बैड कमांड।

अब जब तक आपका पायलट आफिसर अगर कमांड सही न दे, अर्थात् फ्रांस में उसकी जब ट्रेनिंग हुई तो वह जैनेवा और स्विट्जरलैंड ही घूमता रहा हो, मां कालों घूमता रहा हो और पैरिस में सिर्फ कैबरे नाच ही देखता रहा हो, तो शायद टुलुस में उसकी ट्रेनिंग पूरी नहीं हुई होगी और जैसा

कि मशी, पीछे अखबारों में छपा, उसी एयर-बस कंपनी ने एक स्टेटमेंट दिया है कि जो पायलट ऑफिसर यहां ट्रेनिंग के लिए आए, वह गम्भीर नहीं थे। आपने इस स्टेटमेंट पर कोई गौर किया है या नहीं किया है, और जो-जो पायलट ऑफिसर वहां ट्रेनिंग लेने गये थे, उनकी ट्रेनिंग की मियाद उन्होंने पूरी की थी या नहीं की थी? अगर वह वहां गये थे, तो सिर्फ नाम के वास्ते विदेशों में उपस्थित थे, या उन्होंने कोशिश करके अपनी डायरी भरी थी, वह देखने की जरूरत है।

मैं आपके माध्यम से मंत्री महोदय से पूछना चाहूंगा कि जस्ट इस एयर कैंसल के बाद बहुत बड़े भाषण टी. वी. में सुनने को आए, टी. वी. के माध्यम से ही पता लगा कि साहब इस पर बड़ा किक बैक लिया गया है और सारा डील कैंसल कर दिया जाएगा, यह कर दिया और वह कर दिया और जो जहाज है उनकी डिलवरी नहीं ली जाएगी। मैं आपके माध्यम से पूछना चाहता हूँ कि 19 फरवरी से लेकर 22 फरवरी के अन्दर इंडियन एयरलाइंस के कितने पायलट ऑफिसर जॉईन गये हैं छह जहाजों की डिलवरी लेने के लिए—यह जरा सबन को बताने की कोशिश करें।

तीसरा, जो ऐसे माहोल में भी, इतने एक्सीडेंट होने के माहोल में भी, जैसा कि जानने को आया है, एक एयर होस्टस सब को कहती रही कि कूद जाओ, कूद जाओ, छलांग लगा लो, पीछे गेट पर खड़ी थी और उसने जो इतनी बहादुरी का काम किया, शायद मिस साहा उसका नाम है, सिविल एविएशन मिनिस्ट्री ने उसको क्या प्रमोशन या रिवाइड दिया है।

उसके साथ-साथ अभी जो अखबारों में सुन रहे हैं कि चारों तरफ कैंसल होने के बाद एक ऐसा माहोल क्रियेट किया गया कि यह एक्सीडेंट हुआ नहीं, करवाया गया है। करवाया कैसे गया है कि अगर यह जहाज खरीदने का अगर कोई गलत निर्णय किसी सरकार ने लिया है, तो जिम्मेवार वह है। अगर यह वायस रिकार्डर पढ़ कर या और कोई जांच कमेटी अगर रिपोर्ट देती है कि.. (व्यवधान)

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY):
What is the point for clarification?

SHRI S. S. AHLUWALIA:
Try to understand Hindi, Sir. I am trying to ask my points only and he is noting them down. बी-2550 जो इंजन है, इसके बारे में मैं कहना चाहता हूँ कि यह जो चारों तरफ प्रचार हुआ कि इसके बारे में जो निर्णय हुआ और एक माहौल हुआ कि लोग गलत निर्णय के कारण मार डाले गये हैं, मैं आपके माध्यम से मंत्री महोदय से पूछना चाहूंगा कि कल को अगर यह साबित होता है कि यह किसी सरकार की गैर-जिम्मेदारी के कारण इतना बड़ा एक्सीडेंट हुआ है, तो आपने जो मुआवजा लोगों को दिया है वह क्या सौ गुना बढ़ायेंगे?

जो लोग मारे जाते हैं और आपकी गलती के कारण मारे जाते हैं, उनके मुआवजे की सारी जिम्मेवारी तो सरकार पर है, न पायलट की है न कंपनी की है और अगर यह निर्माताओं का दोषपाया जाता है कि एक्सीडेंट इंजन के फेल्योर के कारण हुआ है, तो क्या जो मुआवजा आपने हमारे यहां के हिसाब से दे दिया—इंटरनेशनल कम्पेंसेशन एक्ट जो कि अमेरिका, जर्मनी, जापान और फ्रांस में लागू है, वहां पर जो एयर कैंसल में लोग मारे जाते हैं, जो मुआवजा उसके लिए दिया जाता है, उसके हिसाब से उन्हें मुआवजा दिलवायेंगे?

आज तक आपने क्या मुआवजा लोगों को दिया है और कितने लोगों को अभी मुआवजा देना बाकी है, वह जरा स्पष्ट करने की कृपा करें? और कितने लोगों को अभी मुआवजा देना बाकी है? यह आप स्पष्ट करने की कोशिश करें। अभी जैसाकि हमारी पूर्व वक्ता सरोजमोहिनी महिषी जी कह रही थी कि यह बंगलौर का पहला एक्सीडेंट है। मैं आपका ध्यान आकर्षित करना चाहता हूँ कि बंगलौर एयरपोर्ट शायद कामसिल पलाइट्स के लिए नहीं बना हुआ है। यह एयरपोर्ट इंडियन एयर फोर्स के जहाजों के डिफेंस के जहाजों के उपयोग के लिए

[श्री सुरेन्द्रजीत सिंह अहलुवालिया]

इसके पहले भी एक बार 1974 या 75 में इसी तरह एक जहाज जो बम्बई से आ रहा था रनवे को क्रॉस कर दीवार तोड़कर आगे निकल गया था। आप इस जांच को करते वक्त उसकी डिजाइन पर गौर फरमाएंगे? बंगलौर एयर पोर्ट के रनवे का जो डिजाइन है वह डिफेक्टिव तो नहीं है। हम दिन-प्रतिदिन साफिस्टेकड एयर क्राफ्ट्स खरीद रहे हैं, किंतु हमारा जो इंफ्रास्ट्रक्चर है ग्राउंड पर उसकी उन्नति नहीं हो रही है। उस पर विचार करने की जरूरत है। मैं आपके माध्यम से मंत्री महोदय से अंतिम सवाल पूछना चाहूंगा कि ये जो ट्रेनिंग लेने गए हमारे पायलट आफिसर्स, इनके साथ जो हमारी एअर ट्राफिक कंट्रोलर देने वाले हैं और जो टेक्नीकल स्टाफ है, क्या इनके साथ ये भी ट्रेनिंग लेने गए थे। तो कितना स्टाफ गया था? कौन-कौन एअर फोर्स के आदमी गए थे और इनकी कितने दिनों की ट्रेनिंग हुई थी?

यही जानने की इच्छा है। धन्यवाद।

श्री राम नरेश यादव (उत्तर प्रदेश) : मान्यवर, 14 फरवरी का दिन वह काला दिन था जब यह शर्मनाक, दुर्भाग्यपूर्ण और दिल को दहलाने वाली घटना घटी। आज सारा देश यह जानना चाहता है। यह वक्तव्य में अभी पढ़ रहा था। मैं इसलिए प्रश्न कर रहा हूँ क्योंकि इसमें लिखा हुआ है कि दुर्घटना और उससे सम्बद्ध मामले-जिसकी तरफ अभी सम्माननीय सदस्य अहलुवालिया जी ने मंत्री जी का ध्यान आकर्षित किया है। सारा देश जानना चाहता है कि उस दुर्घटना में जितने लोग मरे, उन परिवारों के लिए सरकार की तरफ से क्या व्यवस्था की गयी है? यह बहुत ही आवश्यक है क्योंकि इतने लोग मरे उनके परिवार के लोगों के मन में और दूसरे लोगों के मन में भी चिंता है। मैं मंत्री महोदय से जानना चाहता हूँ कि आज तक सरकार ने उस दिशा में क्या कदम उठाया है, कितनी धनराशि स्वीकृत की गयी, कितनी बांटी गयी, किस हिसाब से बांटी गयी और आगे भविष्य में जिनके परिवार के लोग मरे हैं, उनके बच्चे भी होंगे और दूसरे लोग भी हैं, भविष्य

में उनके हितों को ध्यान में रखते हुए सरकार उनके परिवार के लोगों के सम्बन्ध में क्या निर्णय लेने जा रही है? दूसरी बात यह है कि माननीय मंत्रीजी मौके पर पहुंचे। घटना स्थल पर गए, यह अच्छी बात है। मैं भी कर्नाटक सरकार को धन्यवाद देना चाहता हूँ कि उससे जितना भी सहयोग हो सका, उस दिशा में कदम उठाया। लेकिन साथ-ही-साथ यह भी कि रामदास समिति की रिपोर्ट 6 मार्च को आ गयी और आज 16 मार्च है तो दस दिन के अंदर क्या कारण थे कि माननीय मंत्री जी उसे सदन के ध्यान में नहीं लाए? एक इतनी बड़ी शर्मनाक दुर्घटना घटी और उस की जांच के लिए एक समिति बनायी गयी उसकी रिपोर्ट को सदन के सामने क्यों नहीं लाया गया? इसके साथ-साथ यह भी एक सवाल खड़ा होता है, मुझे ऐसा लगता है कि माननीय मंत्री जी की पकड़ अपने विभागीय कार्यों पर नहीं है, इसलिए मैं इस निष्कर्ष पर पहुंचता हूँ। यदि पकड़ होती तो यह रिपोर्ट सप्ताह चार पन्नों में कैसे प्रकाशित हो गयी? आप कहते हैं कि सरकार रिपोर्ट पर विचार कर रही है। वह रिपोर्ट सरकार के सामने विचाराधीन है तो किन परिस्थितियों में और कौन अधिकारी इसके लिए जिम्मेदार हैं। इसलिए जो अधिकारी इसके लिए जिम्मेदार हैं, उनके खिलाफ आप क्या कार्यवाही करने जा रहे हैं? तीसरी बात इस सम्बन्ध में यह जानना चाहता हूँ कि अब तो जनता के सामने बात आ गयी और हो सकता है कि वह सारी चीजें न अई हों तो क्या माननीय मंत्री जी जो रिपोर्ट सरकार के विचाराधीन है, उसे सदन के पटल पर रखकर, सदन को विश्वास में लेकर आगे कार्यवाही करने की कृपा करेंगे? साथ ही साथ, महोदय, वह जो इंडियन एक्सप्रेस में बहुत विस्तार से रिपोर्ट छपी है, जिसमें कि काकपिट वायस रिकार्डर का उल्लेख किया गया है और उसमें इस बात का भी उल्लेख है कि 700 फीट के नीचे किस तरह से वह जहाज आया, बोर्डिंग आया, इसकी चर्चा है। इसका मतलब यह हुआ, आपने एक जांच के लिए जज बैठा दिया, जो अच्छी बात है, सही काम हुआ है, लेकिन जब एक न्यायाधीश द्वारा जुडिशियल इन्क्वायरी चल रही है तो फिर यह चीज कैसे लीक-आउट हुई? कैसे इंडियन एक्सप्रेस में, समाचार-पत्रों में यह चीज आयी

है ? मान्यवर, यह एक बहुत दुर्भाग्यपूर्ण स्थिति है कि सदन के सम्माननीय सदस्यों को जानकारी नहीं, हमें कुछ पता ही नहीं, हमें विश्वास में ही नहीं लिया गया, लेकिन समाचार-पत्रों में बात जरूर आ गयी। तो मैं जानना चाहता हूं, इसको पढ़ने के बाद, उस इंडियन एक्सप्रेस को पढ़ने के बाद आपने अधिकारियों को इस तरह के निर्देश देने का काम किया, उनसे जानकारी लेने का काम किया और या उन अधिकारियों के खिलाफ आप कार्यवाही करेंगे ?

मान्यवर, इसके साथ ही साथ इस संबंध में एक और प्रश्न उभर कर सामने आता है कि जब 700 फीट नीचे आने के बाद उसमें सारी बात दर्शाई जाती है तो उससे ऊपर किस तरह से, कैसे उस रिकार्डर में सारी बातें अंकित है ? क्या उसको आप सदन के पटल पर पूर्ण रूप से रखने का काम करेंगे ? क्योंकि उससे पहले की सारी बातें सदन की जानकारी में आनी ही चाहिए, इसलिए, एक यह भी सवाल खड़ा होता है।

इसके साथ ही साथ यह आपने न्यायिक जांच बँटाने का काम किया है। पता यह चला है, जैसा कुछ मेरे सम्माननीय सदस्यों ने भी कहा—अंतरिम रिपोर्ट भी आई है, अगर नहीं भी आई है तो अंतरिम रिपोर्ट कितने दिन में आएगी ? क्या कोई आपने उसके लिए अर्वाधि निर्धारित की है कि इतने समय में आएगी ? उसे आप क्या सदन के सामने रखेंगे ताकि सदन के सारे सम्माननीय सदस्यों को जानकारी हो जाय और देश के लोगों को जानकारी हो जाय कि सरकार और यह सदन किस तरह से ऐसे मामलों पर विचार कर रही है ? पिछले दिनों कैसे रिपोर्ट आई, उसमें आने की आवश्यकता भी नहीं है, लेकिन इस दुर्घटनाग्रस्त मामले के प्रश्न पर क्या सरकार देश के नागरिकों को यह आश्वासन देने का काम करेगी कि भविष्य में इस तरह की घटनाएं न हों।

मान्यवर, यह जो जुडीशियल इन्क्वारी चल रही है, उसमें एक बिन्दु यह भी आएगा, जैसा कि समाचार-पत्रों में आ रहा है, कोई कहता है कि इंजी में ख़ाबी है, कोई कहता है कि पायलट की गलती है, तो क्या आप

बताएंगे कि कौन से प्रश्न, कौन से बिंदु हैं, जिसको आपने जुडीशियल इन्क्वारी के सामने रखा है। यह भी आप बताने का कष्ट करें ताकि सारे लोग जान सकें और आप सदन को विश्वास में लेकर इस कार्यवाही को आगे बढ़ाने का काम करें। धन्यवाद।

THE VICE-CHAIRMAN (SHRI G. VIJAYA MOHAN REDDY) : Mr. Minister. (Interruptions) No. Whatever the names are there, exhausted. I have completely

SHRI VITHALRAO MAHADEVRAO JADHAV: (Maharashtra): I had given my name about three hours back. Kindly give me two minutes.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): All right.

SHRI VITHALRAO MAHADEVRAO JADHAV: Thank you very much, Sir.

Sir, this was a very said accident. Ninetytwo persons had lost their lives in this. Another most important thing is that the pilot and co-pilot were quite experienced. The pilot was having experience of 10,000 hours of flying, including 260 hours of flying A-320. The co-pilot was having more than 9,000 hours of flying experience, including 62 hours as co-pilot in A-320. We have lost such experienced pilots also. We cannot blame the pilots that they were not trained. They were quite experienced and were having quite a big flying experience, including flying of A-320 aircraft. I have heard that the pilot while taking off the aircraft from Bangalore to Bombay was not ready because the aircraft was due for service. The ground engineer told the pilot "after completion of journey from Bombay to Bangalore and from Bangalore to Bombay, we will send the aircraft for servicing." If it is true, then, it is a matter for investigation. May I know from

[Shri Vithalrao Madhavrao Jadhav] the Minister whether the pilots who were flying Airbus A—320 were not properly trained in the technical aspect of this aircraft? I am a layman in the technical aspect of the aircraft. However, my friend, Suresh Kalmadi has already explained about the technical aspects in detail. Apart from India, which are the other countries who are operating A—320 aircraft and what are their experience with regard to operation of this aircraft? Sir, sometime ago, I have read in the newspapers that French pilots also have refused to fly A—320 aircraft. If it is true, what lesson we have taken from their pilots? Sir, our pilots are also not ready to fly this aircraft. According to the newspaper reports, the plane crash took place due to the engine failure. Sometime back maintenance engineers were on strike. It is a general complaint that engineers do not maintain the aircraft properly and most of the accidents take place due to bad maintenance. So it is a matter for investigation.

Another point I would like to know from the Minister is lack of coordination between DGCA officials and engineers and pilots. I understand that there is no coordination in these organisations. If so, what are the reasons? These are my points for clarification.

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Mr. Arif Mohd. Khan.

SHRI V. NARAYANASAMY:*

SHRI PAWAN KUMAR BANSAL :*

SHRI SURESH KALMADI:*

डा० रत्नाकर पाण्डेय :*

श्री सुरेन्द्रजीत सिंह ग्रहलवालिया :*

श्री राम नरेश यादव :* ॥ ७ ॥

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): Nothing will go on record.

*Not recorded.

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): You do not want me to reply on the statement?

(Interruptions)

THE LEADER OF THE HOUSE (SHRI M.S. GURUPADSWAMY): Sir, we are on a subject... (Interruptions)... We are not discussing Devi Lalji here... (Interruptions)

SHRI PAWAN KUMAR BANSAL: We want a simple answer. (Interruptions)

SHRI M. S. GURUPADSWAMY: Sir, if they do not want any clarification, you can adjourn the House. (Interruptions)

SHRI ARIF MOHAMMAD KHAN): Sir, I am very thankful to Mr. Suresh Kalmadi, Mr. Kamal Morarka, Mr. A.G. Kulkarni, Mr. Subramanian Swamy, Mr. M.A. Baby, Mr. Kapil Verma, Mr. Gurudas Das Gupta, Mr. V. Narayanasamy, Dr. (Shrimati) Sarojini Mahishi, Dr. Narreddy Thalasi Reddy, Mr. Pawan Kumar Bansal... (Interruptions)... I am thanking you and you are not listening to me. (Interruption) Sir, I can understand that any discussion on A—320 causes inconvenience to Members sitting opposite. I can understand that. But this is not the way. If you asked for certain clarifications, let me make those clarifications. Sir, if they do not want clarifications, it is okay. (Interruption)

THE VICE-CHAIRMAN (DR. G. VIJAYA MOHAN REDDY): The House stands adjourned till 11 O'clock on Monday.

The House then adjourned at twenty-eight minutes past seven of the clock till eleven of the clock on Monday, the 19th March, 1990.