

THE VICE-CHAIRMAN (SHRI H. HANUMANTHAPPA): I shall now put the Statutory Resolution to vote. The question is:

"That this House approves the Proclamation issued by the President on the 7th September, 1988, under Article 356 of the Constitution, in relation to the State of Mizoram."

The motion was adopted.

STATEMENT BY MINISTER

Two accidents involving Indian Airlines B-737 aircraft VT-Eah at Ahmedabad and Vayudoot Aircraft VT-DMC near Guwahati on 19-10-88.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): Sir,

As the House is aware, two accidents involving Indian civil aircraft took place on 19-10-88. We share the grief of the family members and friends of the deceased. The brief particulars of the accidents are as follows:

An Indian Airlines B-737 aircraft VT-EAH was operating a scheduled passenger flight IC-113 from Bombay to Ahmedabad with 135 persons on board (124 passengers plus 5 infants plus 6 crew members). The aircraft was commanded by Capt. O. M. Dalaya with Capt. D. Nagpal as co-pilot. It took off from Bombay at 0605 hours and reported overhead Ahmedabad at about 0650 hours. While on the final approach at a distance of about 4 kms. from runway 23, it crashed into the ground. Prior to impact, the aircraft hit three trees. Almost the entire aircraft was burnt, 131 occupants died and 4 received serious injuries. The last transmission from the aircraft was about 2 minutes prior to the crash when it reported turning inbound. No emergency had been reported by the aircraft. Airport and City Fire Services reached the site and rendered assistance. The Flight Data Recorded (FDR and the Cockpit Voice Recorder (CVR) have been recovered.

Immediately after hearing the news, Indian Airlines set up special cells in Bombay, Delhi and Ahmedabad to assist the relatives of the victims. 122 bodies were identified and delivered to relatives at Delhi, Bombay and Ahmedabad. The rest were cremated/buried in a combined religious service on 23-10-88. Arrangements were made with the assistance of the Indian Air Force to transfer the bodies to Bombay and other destinations. Indian Airlines has been instructed to arrange for payment of compensation as soon as possible.

Indian Airlines is also making every effort to ensure that the 4 surviving passengers are given all medical and other assistance. The relatives of the survivors have been informed that in case they require transfer to a private hospital in Bombay/Delhi or any other place or if they need medical specialists, Indian Airlines would make necessary arrangements.

Government has appointed a Court of Inquiry headed by Shri Ashok Mathur, a Judge of the Rajasthan High Court. The Court will be assisted by three assessors who are experts in their field. They are S/Shri J. K. Mehra, K. B. Ganesan and Wg. Commander R. P. S. Garcha.

While details about this accident were coming in, another report was received at about 10 A.M. on the same day that an F-27 aircraft VT-DMC of Vayudoot which had left Silchar for Guwahati at 0808 hours to operate flight No. PF-704, had lost radio contact with Air Traffic Control, Guwahati after approximately 8.50 A.M. It was commanded by Capt. B. S. Bhogal with Capt. K. R. Reddy as Co-pilot. Search by Air Force helicopters later in the afternoon confirmed that the aircraft had crashed in the hills near village Noonmati in Assam. The aircraft had 34 persons on board. All of them were killed in the accident. Since the accident took place in hilly terrain, access to the site was extremely difficult. Finally, with the help of Police, Army, Indian Air Force and local people, the rescue team reached the spot. Two helicopters were pleased into service for establishing communication

and carrying bodies. All the 34 bodies were recovered. 30 were handed over to the relatives and 4 were buried. Vayudoot opened four Control Rooms at Delhi, Calcutta, Guwahati and Silchar. These Control Rooms were manned by senior officers to provide all assistance to family members of the ill-fated passengers.

Government has also appointed a Court of Inquiry to be headed by Justice Umesh Banerjee of Calcutta High Court to investigate into the accident. He will be assisted by three assessors who are technical experts in the field. These assessors are S/Shri J. D. Jeina, a former Regional Director, employee of Indian Airlines, V. Chellapa, former Director of Air Safety, Civil Aviation Deptt. and Capt. N. K. Dawar, Director Indira Gandhi Rashtriya Uran Akademi.

SHRI A. G. KULKARNI (Maharashtra): Sir, the crashes of the Boeing and Vayudoot aircraft are very depressing events. We are not only sorry for these events. The events are of such a great magnitude and tragedy that they make one sad.

Sir, with due respect to the hon. Minister who is a personal friend of mine, I am very sorry to say that the statement is just like a civil *panchnama* of the whole tragedy. (Interruptions) Please do not interrupt me.

श्री वीरेन्द्र वर्मा (उत्तर प्रदेश) :

वह तो आपको सपोर्ट कर रहे हैं।

श्री अरविन्द गणेश कुलकर्णी : मुझे

आपकी सपोर्ट की गरज ही नहीं है।

I can fight myself. You don't come in between. Don't disturb me.

SHRI MURLIDHAR CHANDRAKANT BHANDARE (Maharashtra): Sir, this is a very tragic and serious matter...

SHRI A. G. KULKARNI: Sir, what I was saying is that it is like a civil *panchnama*. I was expecting something else

because in the morning during the Question Hour, Shivrajji replied to certain questions and he was there on the defensive and he did not give much provocation for any shouting, etc. But, Mr. Minister, in the statement one expected that there would be a technical assessment. You can take a plea that the Court of Inquiry is doing that. That I can understand. The Court of Inquiry may fix up the reasons, the persons, etc. But the whole country is interested to know what the Government thinks are the probable technical causes and that will give us satisfaction. Of course, they may come out after eight months of two years or three years because many inquiries take place and they take a lot of time.

Mr. Vice-Chairman, Sir, I wanted to raise some four or five points by way of clarifications to get information. At the outset, I can say that the Indian Airlines has become notorious for its inefficiency, ineptitude, callousness and indiscipline in maintenance. And how we live or how we are saved in Delhi-Bombay or Bombay-Madras flights only God knows, only God saves us. I don't think anybody else is responsible for keeping us alive. I do not blame my friend, Mr. Shivraj because he has only recently taken over. This is the legacy...

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Only God saved us.

SHRI A. G. KULKARNI: Now Shivraj has come. He is "Shiv Raj".

SHRI VITHALRAO MADHAVRAO JADHAV: His name is also of a religious God.

[The Deputy Chairman in the Chair]

SHRI A. G. KULKARNI: Madam, I wanted to know some facts from him on the working of the Indian Airlines. I want to quote from some of your own statements. In the Air lines House magazine some figures are given. There

[Shri A. G. Kulkarni]

is an in-house Magazine in which they have said that the time performance or the arrival on the right time is 56 per cent in May and 51.5 per cent in June. This is the percentage of timely arrivals of planes. About the reasons, I am not ascribing the reason that one plane has gone to London and another plane has gone to New York. The reason is that the plane is not maintained to the status of flying. And that is what I say is the callousness, indiscipline, ineptitude and inefficiency of the Indian Airlines. When I am on this subject, particularly the Boeing flights, I want to remind you that my colleague, Mr. Kalmadi has asked in the morning about the flying hours experience. This Capt. Dalaya had a flying experience of 3,000 or 5,000 hours. But Capt. Nagpal had only 50 hours of experience on Boeing and the management allots him the job of being a co-pilot. So, Mr. Minister, if this is not callousness, then what is it? Please tell us. About 130 lives have been lost.

Now, Madam, I want to know about the navigational aids. Though fortunately nowadays, I am not appointed like that, but previously, during 1979 and 1980, I was appointed as a Chairman of an Advisory Committee. There were some Port Advisory Committees—in Bombay there was one—appointed by the Airport Authorities of India and there was also Mrinal Gore, ex-Member of the Lok Sabha. We could find out when we asked the officers how are the navigational instruments, we were informed that they were totally outdated. Personally, Madam, I do not blame the officers of the Civil Aviation Ministry. They propose to the Government that this must be imported, this must be replaced, it has gone out of order, it is not working properly, this is not of the latest technology, but no action is taken. Now, this is my specific question, please tell me whether at Ahmedabad the ILS and the DME were technically competent to perform their duties. I repeat, technically competent to perform their duties. For this a court of inquiry is not necessary.

It is only your Civil Aviation Ministry and your own officers who can tell this. I charge, Madam, that the life of these people could have been saved if these instruments including those which include localiser also and the other system like PI side and all those technical aids, whether they were functioning and technically competent to perform their duties. (*Time Bell rings*).

Madam, I am asking only clarifications. Two I have asked. And Madam, I cannot now say publicly here for how much time you have to remain our Deputy Chairman, God alone knows. So, Madam, please allow us at least this much so that we can ask questions.

THE DEPUTY CHAIRMAN: Please speak on the subject.

SHRI A. G. KULKARNI: That is all right, thank you, Madam. Then the third point is altimeter, etc. Now the ILS system and the DME system of these has been reported out of order. I fully agree with you, Shivrajji, neither you are a technical man nor I am a technical man. You are being guided by your officers and I am being guided by the press and luckily the press is there at least to guide us. So, we can only question from the information provided.

Another instrument they call slope indicator of such systems. I think Suresh must be knowing better what is called WASI etc. This was also not properly working at Ahmedabad airport, i.e., malfunctioning of the altimeter. That is what I say.

Now, Madam, on the 8th it was reported that the lights were not properly working. I want to know whether it is a fact. Then, Mr. Minister, the last point and one or two sentences more I will say, Madam, you know that Dallaya, they say, was an experienced pilot, but he did not get clearance that was one of the reports, and he was asked to go

to Baroda. One report is that he encircled the airport etc. I do not know. I want to know what is actually the fact. This is not a court matter. Did the Ahmedabad control tower, please tell us specifically, give him clearance to land at Ahmedabad airport.

Then, in Vayudoot there is another empire, presided over by Harshvardhan, as Chairman or Managing Director, I do not know. (Interruptions). Kalmadi is an authority. He might get a promotion because of the crash, second or third crash, or whatever it is. (Interruptions). Bhandareji, do not worry, do not get so much panicky. What I want to ...

SHRI SHIVRAJ PATIL: The officer is not to be mentioned by name, because he is not here to defend himself. So, may I request ...

SHRI SURESH KALMADI (Maharashtra): Might not be here, but if the blame is to be fixed on somebody it is to be fixed on somebody, it is to be fixed on him.

SHRI A. G. KULKARNI: Mr. Minister, I am not giving to have a fight with you on this. In this House many names have been taken and drawn in by our party as well as by the opposition. So there is nothing sacrosanct about that. It is reported that Mr. Bogal who was on that Vayudoot flight said—his voice is recorded on the instrument or the box that has been found out—that ILS is not working. This is what he said on the radio box which has been found. I want to know whether it is a fact.

Now I have two general Questions to ask. I made certain accusations about the inefficiency of the Indian Airlines organisation; Air India also is in the same category. Mr. Minister, I want to ask you very specifically, I feel a little bit let down here. I have got great faith in public sector; I have all along supported a viable, vibrant public sector. But I find more political interference of late in the working of these public sectors particularly the airlines corporations. What was the reason in appointing drawing-room ladies on the Boards of Directors of the Airlines or the Air India? What

have the cinema actresses to do with it? You add another ten members; I don't mind; but don't remove the technically competent persons. Madam, these technically-competent persons were removed whether it is in the Indian Airlines or the Air India. I can give their names but because, Mr. Minister, you are now a little bit scared about getting names, I do not take the names. What I want to know from you is what is these ladies, contribution? Perhaps on the catering side they may contribute; but actually they are not cook; they may be...

SHRI MURLIDHAR CHANDRAKANT BHANDARE: Chef-air.

SHRI A. G. KULKARNI: Yes, Chef-air or those who supply the food and the food materials. I am serious about it; I am not joking. These ladies are very noble ladies, great ladies, but my point is, you have done it at the cost of technical competence of the Board of Directors of the Indian Airlines and Air India. I charge your Ministry because you have encouraged this indiscipline and your Ministry is responsible for encouraging this indiscipline. I do not blame the officers because they have ultimately to carry out the orders. But there is entire ineptitude, loss of maintenance schedule and indiscipline; I can quote umpteen instances. ... But neither you are a technical person nor am I; you have to get information from that side and myself from Kalmadi. So this is a fight between these two groups. But I don't go into that. What I want to say is, don't bring in political interference in technical matters of the Airlines, because the casualty is the people of this country, and I charge that very recently the entire approach of the Government has become casual because competent persons were removed and some such drawing-room ladies were appointed or the actresses were appointed. It is not Andhra Pradesh or Tamil Nadu; they can do it there (Interruptions). So I want to ask you about this interference. I think my voice will reach to the authorities who are concerned with this that the people of this country whom I represent are very unhappy at the politicalisation of these public sector organisa-

[Shri A. G. Kulkarni]

tions particularly, in appointing people to these Boards. I am aware that competent private sector persons are on the Boards of Directors. There was one interview given by Mr. Bajaj in Pune. I read it in the newspapers. Somebody asked him 'You are running a factory: why are you not able to run the Indian Airlines on the same lines?'. He said 'Though I am the Chairman, I am least authorised to interfere with all my proficiency in management.'

SHRI JAGESH DESAI: Let him resign in that case.

SHRI A. G. KULKARNI: I am saying the same thing. You gave your outburst. But this is my question. If these persons, like Ratan Tata or Bajaj, think that they are not competent, please request them on my behalf and on behalf of the House to make their positions available to some technocrats who will improve the working of Indian Airlines, Air India and Vayudoot.

श्री शंकर सिंह दाघेल (गुजरात) :
मैंडम डिप्टी चैयरमैन, 19 अक्टूबर का दिन इण्डियन एयरलाइंस के लिए इसके इतिहास में एक काया दिन माना जाएगा। अहमदाबाद में सुबह जो आकस्मात् हुआ, वहां सबसे पहले जो लोग पहुंचे उनमें मैं भी वही था। डेड बाडीज निकलती थीं और 10 बजे दूसरा समाचार मिला कि सिल्वर जाने वाला वायदूत भी यमदूत बन गया और इसमें भी 34 लोग और स्वर्गवासी हो गए। 130 के आज 131 हो गए छोटे वाला जय प्रकाश था उसका भी कल स्वर्गवास हो गया। दो और सीरियस हैं शायद एक टी. राजीव करके हैं। पूरे का पूरा 135 वाला हवाई जहाज चौपट हो गया। अहमदाबाद के बारे में कुलकर्णी जी ने कहा इसलिए उसको रिपिट नहीं कहूंगा। लेकिन यह हवाई जहाज जहां क्रेश हुआ वह एयरपोर्ट की हवाई पट्टी से चार किलोमीटर दूर था। तो मेरा सबसे पहला प्रश्न है कि यह जहाज जो तक्षोबन 100 किलोमीटर दूर से नीचे उड़ रहा था और एयरपोर्ट पर

लैंड हो सकता था टावर कम्युनिकेशन के हिसाब से लैंडिंग के आर्डर दे दिए गए थे और कैप्टन ने भी कहा कि नाउ वि आर लैंडिंग, तो अग्रे मिनट, 40-50 मैकिन्ड में वह एयर क्राफ्ट आगे चला गया और बाद में दूर से ऊपर से ही जलने लगा था, हाई टेन्शन इलैक्ट्रिक वायर थोड़ी दूर थे। तो मेरी आपसे प्रार्थना है कि जो पायलट था और को-पायलट था, क्या इनमें बातचीत का व्यवहार था। मैंने समाचार सुना है कि दोनों में बातचीत के टर्मज नहीं थे। दूसरा मैंने सुबह आपसे पूछा था कि दलाया जो स्वर्गवासी हो गए मैं रिपोर्ट नहीं करना चाहता हूं, कोन डाक्टर थे जिन्होंने कैप्टन दलाया को चैक किया था कि यह पीए हुए हैं या नहीं हैं। मैं उस डाक्टर का नाम, उसका समय, मैडिकल क्लियरेंस सर्टिफिकेट का आपसे प्रफ मांगता हूं। आप हाउस में रखिए कि कोन डाक्टर थे जिन्होंने किस समय पर उन्हें चैक किया, काकपिट में जाने से पहले। यह सिर्फ पायलट-को-पायलट के बीच में अनबन की बात नहीं है, इण्डियन एयरलाइंस के आप आफिशियल्ज भी बातचीत में दूर रहते हैं। यह सब जगह है, आपके पब्लिक इंटर-प्राइजिज में भी बड़े आफिशियल्ज इससे दूर नहीं हैं, वे भी बातचीत के व्यवहार से दूर रहते हैं।

आपने स्टेटमेंट में कहा कि रिकार्डर मिला है। काकपिट वायस रिकार्डर और फ्लाइट डाटा रिकार्डर ब्लैक बॉक्स। उसकी रिपोर्ट अगर आपको मिल गई हो तो कृपया टेबल पर रखें कि पायलट को-पायलट्स के बीच क्या बातचीत हुई अहमदाबाद को आप इन्टरनेशनल एयरपोर्ट बनाने जा रहे हैं, इन्टरनेशनल की बात छोड़िए आज का जो आपका एयरपोर्ट है उसकी सुविधाएं ठीक प्रकार से हैं क्या?

महोदय, दो तीन महीने से वहां पर स्ट्राइक चल रही थी वहां जो पाइलेट आते थे उनका कहना था कि नाइट लैंडिंग सिस्टम नहीं है। हम नाइट लैंडिंग नहीं करेंगे, क्या उस स्ट्राइक का भी इसमें

अमर है जिससे उनमें कोअर्डिनेशन नहीं था। इसके बारे में कुलकर्णी जी ने अह दिया है। इसलिए मैं उसमें नहीं जाना चाहता। लेकिन इंटरनेशनल एयरपोर्ट आप इसकी वृत्ति जा रहे हैं तो इसकी विन्ता करेंगे और उस बारे में हाउस को जानकारी देगे?

आपने कंपेंसेशन की बात कही है; इंडियन एयरलाइंस ने जो स्वर्गवासो हो गए हैं उनकी विन्ता नहीं की जानी विन्ता वहां की स्पिनिसिपल कारपोरेशन और पुलिस डिपार्टमेंट ने की है। डेड बाडीज को वे सिविल हास्पिटल में ले गए। दो तीन घंटे तक इंडियन एयरलाइंस का कोई पदाधिकारी वहां दिखाई नहीं दिया। उन्होंने कहा कि एयरक्राफ्ट दूर जाकर गिर गया, हमें क्या इसकी आप इक्वायरी करें कि जो उनके रिलेटिवज बाद में आए, उनको भी रिसपोन्स ठोक से नहीं दिया गया। उनके भाई या बहनों को ले जाकर ठोक से उनके साथ व्यवहार नहीं किया गया। जो आपने कंपेंसेशन की बात कही है, उसके लिए आपने इतना लम्बा फार्म निकाला है जिसको भरना आसान काम नहीं है। हमने अपनी पार्टी की ओर से फार्म भरने का मुविधा लोगों को दी है, लेकिन वह फार्म इतना लम्बा है कि कोई उसको आसानी से भर नहीं सकता। दो लाख का जो कंपेंसेशन आपने डिक्लियर किया है वह इंडियन एयरलाइंस की ओर से है या एल. आई. सी. की ओर से है जो कि टिकट में एड किया जाता है? आपने जो वहां डिक्लियर किया है कंपेंसेशन उस में कोई प्रोग्रेस नहीं हुई है, अगर हुई है तो उसके बारे में भी बताएं।

मैडम, आपने जूडिशल इक्वायरी की रिपोर्ट का जिक्र किया है। इक्वायरी रिपोर्ट जो भी आए, वह पब्लिक के कंजेशन के लिए टेबल पर रखी जाए। रिपोर्ट का मतलब यह नहीं है कि यदि वह गवर्नमेंट के खिलाफ है तो उसको अलग रख दो। उसको आप पब्लिक के कंजेशन के लिए रख दो ताकि फिर से इस बात का रिपिटिशन न हो। इससे लोगों की जान को जो खतरा है उससे उनको बचाया जा सकेगा। मैंने उनके कण्ठों को देखा है

डेड बाडीज देखे हैं उनके दुख को देखकर मैं अभी भी एयर टेबल करने की हिम्मत नहीं कर पा रहा हूँ। शमशान वैराग्य अभी समाप्त नहीं हुआ ऊपर जाना है तो इनकी मदद से या बेवकूफी से नहीं जाना है इसलिए इन्वैस्टिगेशन रिपोर्ट आप पब्लिक के लिए खली रखें जिससे ऐसी दुर्घटनाओं की रिपिटिशन न हो। एक रिपोर्ट मैंने पढ़ी थी जिसमें कहा गया है कि चैक बी हो जाता है वह ठोक से नहीं होता। पाइलेट की जो कंप्लेंट होती है उसके बावजूद भी समय पर चैक नहीं होता है और एयरक्राफ्ट का जो स्टाफ है उसमें ओवर वर्क लिया जाता है। आप स्टाफ से ओवर वर्क लीजिए उनको ओवरटाइम दीजिए, लेकिन एयरक्राफ्ट को ओवरवर्क करेंगे तो उससे जान का खतरा है।

आपने सुबह कहा था कि एवरेज फ्लाइंग अवर्स जो उसके हैं वे कम हैं। आप एवरेज मत निकालिए। नहीं तो वैसा ही होगा जैसे कि एक नदी में एक किनारे पर मात फीट पानी था, दूसरे किनारे पर 1 फीट पानी था, दोनों का एवरेज निकाला गया तो 4 फीट निकला और बारात उसमें डब गई। आपने सेक्टरवाइज एवरेज निकाला होगा। एक एयरक्राफ्ट दिल्ली से काठमांडू जाता है, फिर दिल्ली आता है, और उड़ता रहता है। तो उसके फ्लाइंग अवर्स पूरे हो गए हैं तो उसको नहीं चलाना चाहिए। लेकिन आप आउट ऑफ डेट एयरक्राफ्ट को भी, लिमिट के बाहर होने पर भी उसको नहीं निकालते हैं और लोगों की जान पर खेलने के लिए ज्यादा पैसा कमाने के लिए कहते हैं कि लोगों को मुविधाएं दे रहे हैं। ऐसे हवाई जहाजों को आप देश के माथे पर मत मारिए जो हमारी जान लेते हैं। ज्यादा प्रोफिट के हिसाब से आपको संतोष होगा। 5.00 P.M. आपके पास एयरक्राफ्ट्स की कभी है, उड़ान कम करें। ज्यादा लोगों को मुविधा देने की बात न करें। नहीं है एयर क्रफ्ट्स, नहीं परचेज कर सकते हैं और हम देश में नहीं बना सकते हैं तो मत दीजिए ज्यादा मुविधा। जितने एयर क्रफ्ट्स हैं उनकी लिमिटेशनस हैं, मर्यादा है उस मर्यादा में जाईये चाहे कि जितने भी एयर क्रफ्ट्स कैमिल करने पड़ें।

[श्री जंकर सिंह बाबेला]

आपने मुँह कहा हमारी वायुदूत की फिलोसफी है पहाड़ी एरिया में ले जाने की लेकिन पहाड़ी एरिया में ले जाने की सुविधा नहीं है। वह तो आप पोखरन्दर में जहाँ बोइंग चलते थे वहाँ इन्टरोड्यूस कर रहे हैं बोइंग के अभाव में। आप कह रहे थे कि जहाँ रेलवे लाइन और रास्ते नहीं हैं वहाँ वायुदूत जा रहे हैं। जहाँ रेलवे लाइन है, वायुदूत भी है। जहाँ बोइंग जा रहा है वहाँ रिप्लेस किया है ज्यादा बोइंग और जगह पर देने के लिए। आप बोइंग दीजिए लेकिन आउट आफ डेट बोइंग देने से आप पैसेजरो को सुविधा देने के बजाये लोगों को जानबूझ कर मार रहे हैं। यह क्रिमिनल नेगलियेंस है आपका ज्यादा पैसा कमाले के लिए। ठीक है पैसा किसी के काम नहीं आता। आप किराया लेकर अमुविधा ही अमुविधा दे रहे हैं। पटना में एक गिट् आ गया। आज भी वह वहाँ जमीन पर पड़ा है। वहाँ के पैसेजरो की हालत क्या हुई होगी 50 घंटे तक एयर क्राफ्ट के इंतजार में रहने से, आपको शायद अंदाजा न होगा। आपने कानून बनाया कि एयर पोर्ट के पास बूचड़खाने नहीं होंगे। पटना में और दूसरे जगहों के एयरपोर्ट्स के पास आज भी हैं लास्ट नेशन में एक कानून भी बन गया था। इम्प्लीमेंटेशन भी हुआ उसका? कितने कतलखाने दूर किये वहाँ से? रोज रिपिटिशन हो रहा है। 19 अक्टूबर वाला दिन काला दिन बन गया जिस दिन मिर्जापुर और मद्रास में यह एयरक्राफ्ट्स ग्राउंड करना पड़ा 24 घंटे के अन्दर।

आखिर में, मैं इसके लिए शॉर्ट इयरेशन डिसक्शन की डिमांड करता हूँ। 320 एयरबस की बात हुई उसमें से 19 का आपने सौदा किया और 12 की बात चल रही थी। 320 की बात कहाँ तक पहुंची नये एयर क्राफ्ट्स लेने के लिए? आपने क्या बात की? बाँकी जो एग्जामेंट एयरबस का है, लीज पर लेने की बात हुई थी उसमें क्या प्रोग्रेस

हुई, यह बताइये। शॉर्ट इयरेशन डिसक्शन एलाऊ करिये। मैं पाटिल साहब को जानता हूँ। उनके मोराल का जानता हूँ। मेरा इम्प्रेसन था कि आप एविएशन मिनिस्टर की हैसियत से हाउस में नहीं होंगे सिर्फ मेम्बर की हैसियत से होंगे। मोराल रिस्पॉन्सिबिलिटी स्वीकार करके पाटिल साहब आप एविएशन मिनिस्टरशिप से इस्तीफा दे दीजिए। जिम्मेदारी किसी एक की है। आखिर मिनिस्टर की होती है।

I know Mr. Patil thoroughly.

एक दिन भी इस पर नहीं रहना चाहिए। दुर्भाग्य की बात यह है कि न मिस्टर ने, न चेयरमैन ने, न किसी डायरेक्टर ने, न किसी आफिसर ने जिम्मेदारी आन की है।

"I myself am responsible for this disaster." Then who is responsible? Is our Pilot P. M. responsible for this?

कोई तो जिम्मेदार है। और कोई जिम्मेदार हैं तो वह आये पब्लिक के बीच में और कहें कि मैं जिम्मेदारी लेता हूँ आज मैं मेरा इस्तीफा स्वीकार करें।

"Here is my resignation. It is my moral duty to resign from the Ministry, from the Chairmanship or Board of Directors or as M.D. or as a big officer in charge of Indian Airlines' flights."

इन दुखी शब्दों के साथ मैं मंत्री जी से कहना चाहता हूँ कि आप कम से कम मोराल रिस्पॉन्सिबिलिटी स्वीकार करके इस्तीफा दे दें ताकि रिपिटिशन न हो इस चीज का। लोगों की जान से न खेला जाए।

पायलेट की चेकिंग के बारे में मुँह कहा गया। यह भी कहा गया कि डाक्टर आपने आप सिग्नेचर कर रहे हैं। इसके बारे में काफी प्रेस में आ चुका है। मैं कुछ नहीं कहना चाहता। आप खुले दिमाग से सबके सुझेशन लीजिए और कम से कम ह्यूमन बाडी से, ह्यूमन बींग से यह खेल न खेलिये। जितने सुझेशन प्रेस में आये हैं उन सब को लेकर इंडियन एयर लाइन्स की क्रेडिबिलिटी को,

की विश्वसनीयता को बढ़ाइये जिससे
गों में दृढ़ता करने का भरोसा हो।
गो कुछ न कुछ कार्रवाई करेंगे इन
ब्दों के साथ मे मंत्री महोदय से अपेक्षा
रता हुआ अपना बात पूरी करता हूँ।
न्यवाद।

**SHRI KAPIL VERMA (Uttar Pra-
sh):** Madam, this is the worst tragedy
the history of civil aviation in India
to two air disasters. I am not repea-
ing the points that have been made by
my colleagues. In the morning also dur-
ing the Question Hour this issue figured,
and many searching questions were
asked. I will dwell on certain basic issues
very briefly.

In fact, the major problem to my mind
of the civil Aviation is the shortage of
planes and their consequent over use.
Everybody is aware that we have en-
tered into an agreement with the Airbus
Industries for supplying new planes which
are required. In fact, there was an
agreement with the Boeing Co., and they
were to deliver planes by 1986. That
agreement with the Boeig Co. was can-
celled, and this agreement with the Air-
bus Industries we have entered into. Up to
1989 they have to supply certain number
of planes. And because of shortage it
was agreed with the Airbus Industries
that in the interim period upto 89 they
would give 10 airrafts. But they have
actually given four only so far. Out of
those four also one has been grounded
because of an accident. So, actually there
are only three. I would like to seek a
clarificaion from the Minister why this
particular point in the agreement has
not been pressed, why we have not forced
the company, the Airbus Industries of
France to honour the agrement and sup-
ply us ten aircrafts because we are so
much short of planes.

In fact, I would say, as has been al-
ready mentioned, that poor maintenance,
overuse, inefficiency, indiscipline, so
many other things are there. In fact, at
its very root is the fact that the Director-
General of Civil Aviation who has to

look after airworthiness, air-safety, is an
IAS officer, not an expert, and that too
he is only a Joint Secretary and holding
additioinal charge of the Directorate-
General. This is not a very good situa-
tion, I would say. He is not an expert at
all. We should have an expert here who
should look after particularly the air-
worthiness and air-safety inspection.

I remember that the Estimates Com-
mittee of Parliament long ago had point-
ed out certain deficiencies in air safety
organisation. In fact, I think, it was Pt.
Nehru who had invited a high official
from Australia, Peter Lang, I think. He
recommended certain steps for the im-
provement of the functioning of air safety
machinery. That report has not been fully
implemented yet. Only partly it has been
implemented. I would say that this thing
should be immediately attended to.

Vayudoot is notorious for not having
air-safety measures implemented proper-
ly. In fact, the Committee's reports are
there. I have been talking to some offi-
cers, some air-Engineers. They have been
telling me that in Vayudoot the standard
practice is that the engineers belonging to
the Safety Section, what you call the
Airworthy Section, who should normally
certify the airworthiness, do not check the
aircraft and that only pilots do it. It is a
very perfunctory system. It is not proper
to play with the lives of the people.

Expansion of services is good. The
Minister was saying this morning that he
wants to give facilities to all those in-
accessible areas. Very good. He is doing
his best. But the whole point is, at the
same time, we cannot take the risk. As
the Minister said, we will not compromise
safety. You have expanded so much that
you do not have proper maintenance or
checks. No proper equipment is there.
How can do you do it? It is not proper
to go ahead with expansion at such a
fast speed without ensuring that proper
equipment is there and proper efficiency
is there, the whole difficulty is that.

I will refer to Silchar. Vayudoot was
started. I want to put a driect question

[Shri Kapil Verma]

of mine to the Minister : Was any engineer permanently posted there ? Is there proper equipment for checking the plane before it takes off ? If you had an engineer at Silchar, did he actually check the plane ? I am not talking of people who travel all the time as crew, engineers travelling here and there. If an engineer had been posted there, probably things would have been better.

Secondly, I am told that—probably the Minister will tell us—a confidential committee was appointed by the Indian Airlines after certain complaints about mixture of water in petrol, and the committee went to Gauhati and there and it actually caught some people who were travelling without ticket on planes. Because of over-loading this problem is there. In Jammu and in Gauhati sector particularly this problem is there. When I read in the newspapers about the tragedy the report said that one particular passenger was travelling on someone else's ticket. This rings a danger bell. That confirms the story that overloading was there. Why was that person allowed to get in ? I want to know whether insurance money is going to be paid towards his risk or not. What I want to say is that if there is overloading, it has to be checked because at certain heights in those very difficult areas, the planes cannot maintain heights and even go down if they are overloaded, particularly when the planes are old. As a poor country we cannot afford too many planes. So, certain speedy measures have to be taken up immediately to ensure safety. I would like to know in view of these disasters what special measures the Government has thought to improve the situation, so that these tragedies do not take place again. I hope the Minister will take speedy measures and tell the House what measures he has taken after these disasters to prevent reoccurrence of such accidents in future.

SHRI SUKOMAL SEN (West Bengal) : The statement that has been read out by our hon. Minister is much worse than newspaper report. Newspapers

have given much more details than what he has given to us. This statement relates to two air crashes—one in Ahmedabad another in Gauhati, one of Boeing and another of Fokker. It is not only the question of two air crashes. For the last few years we have been witnessing a number of problems arising during flights, the aircraft getting delayed due to snags or the aircraft while flying developing snags. All these problems are coming before us. Not only that, even during the last session, we have seen that one helicopter of Pawan Hans—crashed near Vaishno Devi temple at Jammu. What I want to say is that it is not only the Indian Airlines or the Vayudoot but the entire Civil Aviation Ministry which is managing the affairs in such a way that it has issued death notice to all passengers who want to use these airlines and also to the crew, who are supposed to operate these flights. I say this because the credibility of the Government is going down. Now, everybody is afraid of flying by aircraft whether it is operated by the Indian Airlines, Vayudoot, Pawan Hans or Air India. Why has it come to such a pass ? I do not know whether the Government has ever thought over it. Now, after one of the biggest disasters in our country, this Boeing crash in Ahmedabad and F-17 crash of the Vayudoot at Gauhati, it is clear that there is a criminal negligence on the part of the top-brasses of the Indian Airlines, Vayudoot etc. towards the passengers and the crew. In any civilized country, I think, by now these top-brasses would have been lodged in jail and the Minister in-charge would have taken the moral responsibility of these crashes and would have resigned. But in our country nothing happens.

What we see is that every year the number of domestic and foreign passengers is increasing in our country at the galloping rate. At the same time we find we are of using the same fleet or Jet aircraft, Boeing or Airbus or using the fleet certain other aircraft which are already obsolete, for example, Fokker Friendship. At the same time, we are acquiring some aircraft or some helicopters which are of

ore interior quality like Dornier and estland. Several times here we have scussed about the Dornier aircraft and estland helicopter. We have also demanded that these aircraft should be ounded. Recently a Boeing has crashed and a Fokker has crashed. Who knows hat will happen to Dornier aircraft and estland helicopter? The other day a helicopter near Vaishno Devi temple ashed. Who will own responsibility for is? The Government did not take any sponsibility. There was no word of ret from the Ministry for their inefficiency or negligence towards the passengers and the crew. Madam, this is what happening.

Now, when the number of passengers increasing at a galloping rate, many of ur aircrafts are getting grounded, the fleet decreasing and one aircraft from morning till night is flying over the whole of he country without any scope for overhauling and without any scope for maintenance. This is what is happening.

In the morning The Minister has said that their philosophy is to induct more Vayudoot services. What is the philosophy of this Vayudoot? It is the philosophy of cheap labour and earning more profits. You are employing the pilots in Vayudoot who were the pilots of the Air Force or just boys who have come out of the Flying Clubs. You are appointing them as half the salary which their counterparts are getting in other Agencies. Even the other crew is also paid at a very low rate. In this way you are operating the Vayudoot and you say that you are trying to connect the North-Eastern region and other difficult areas where there are no train connections. What is the philosophy for the North-Eastern region? In the past also so many air crashes have taken place in the North-Eastern region. The Government does know that flying a Westland helicopter near Vaishno Devi during the rainy season is very dangerous but still they flew and it crashed. Where is the responsibility? What I feel is that the Government is totally callous about it.

In the morning somebody said "This country is headed by an ex-pilot. He was expected to run at least the Civil Aviation Ministry efficiently." How he can run this department efficiently when he is creating a mess in other departments? In all the departments there is a mess and so also in the Civil Aviation Ministry. Civil Aviation Ministry is such a Ministry where people lives are in danger.

Madam, I would like to seek some clarifications from the hon. Minister. May I know what is the rate of increase of the passenger traffic for the Indian Airlines and the Vayudoot during the last three years? May I know what is the total number of fleet in the Indian Airlines and the Vayudoot three years back?

As regards the utilisation of the aircraft, what is the standard of utilising a 737 Boeing and an Airbus? What is the maximum standards of utilisation for a jet aircraft? Somebody told and it also came in the newspapers that the Boeing which crashed in Ahmedabad was acquired in the Seventies. May I know whether that Boeing aircraft can be used for 20 years or more? May I know whether the international standard and the Boeing manufacturing company permits it to use for 20 years or more?

Then, Madam, about the safety arrangements I would like to dilate upon this issue because time is short. The safety regulations are frequently violated by the Indian Airlines and the Vayudoot and also by the Air India. So many court rulings are there on it. Committees have made recommendations. But how many rulings and recommendations have been accepted? They have been accepted formally but how they have been implemented by the Government? They have not done it. I would like to know from the hon. Minister, what are the international standards of the duty hours of a pilot for the whole month and what are the duty hours of a pilot in our country, in the Airbus, in the Boeing or in the Vayudoot aircraft? Those things have to be made very clear.

[Shri Sukomal Sen]

Then about the aircraft checks. In the Lok Sabha and in this House also, it was discussed and certain newspapers also published photostat copies about the blank fitness certificate of the aircraft before flying and about the engineer's certificate. Many blank certificates are signed. The Minister could not deny. In the other House also, it was raised. I would like to know whether that practice is really followed, and if it is followed, how it can be allowed to be followed. Then about the doctor's check before the pilot enters the cockpit to fly the aircraft. In the morning also, it was raised. Why do you engage doctors on contract system? They have no responsibility. They can run away. Why you are showing this callous attitude, casual attitude to the passenger safety? Why you are not employing regular doctors? Is it only a question of money and human lives have no value? You are saving money by appointing doctors on contract system. How do you want to remedy the situation that there should be proper tests of the pilots before they enter the cockpit? Madam, permit me, I will give one example of the callousness even of the pilot. Once I was flying from Cochin to Delhi via Goa. I found in Goa, five-six ladies boarded the aircraft and all these five-six ladies together entered the cockpit and started gossiping. I asked one of the Air hostesses what is going on in the cockpit. She said, one of the ladies is the mother-in-law of the pilot and because mother-in-law is flying, so she was sitting in the cockpit and along with her, all her friends were also in the cockpit. Was it permissible? It is not only the management, sometimes the people who are in charge of the aircraft, either the commanders or the engineers, they also show callous negligence to the safety of the passengers. So, I feel the discipline which is lacking in the Indian Airlines, Air India and Vayudoot, the Government should pay heed to it. I do not know where is the Government? Who should pay heed to it? Nobody owns a moral responsibility. Nobody owns responsibility for the criminal negligence. Still, I would ask them to enforce discipline in the Indian Airlines, Air India and Vayudoot so

that work goes on according to rules and proper safety measures are taken and nothing is violated because here violation of rules is not just depriving somebody from money. But here violation of rules is depriving somebody from his life. So, all these questions have to be answered by the hon. Minister.

Now, Madam, last but one clarification about acquisition of aircraft. What was the difficulty of the Government in acquiring new aircraft since passenger traffic is increasing? Is it only the financial constraints or there are other constraints? Why they are not acquiring new aircraft when passengers are increasing and when they acquire aircraft, why they are acquiring inferior types of aircraft like Dornier or the Westland helicopters? Universally condemned things they are buying and as a result, people are dying in the aircraft crash. What is the criterion for procuring and acquiring these aircraft?

My last clarification is about the pilots' training. There are reports that there are many training institutes here flying clubs, which are not maintaining certain standard, they have no standard, as a result, the boys who pass out from these flying clubs, they are inferior quality pilots. There are also reports that those boys are directly employed as co-pilots. The co-pilot is expected to help the pilot in case of an emergency. Sometimes he has to do the landing and the take-off himself. That kind of standard should be maintained in the Indian Airlines and other organisations. Simply putting as co-pilot a man who cannot help in case of an emergency will not help either the passengers or the crew. I would like to know from the hon. Minister about all these details. The safety of the passengers and the crew should be taken care of.

Madam, this is not a clarification but a suggestion. We have only two engineering units in India, one in Bombay and the other in Delhi for Boeing and Airbus. If an aircraft develops some snags, engineering problem, if something has to be replaced, in the eastern and the southern sectors, the parts and engineers must be brought here and only then the work can be done. Why should they not open an

engineering unit in Calcutta or in Madras in the southern sector? Why are they not opening engineering departments or workshops in Madras? Why are they not renovating the workshop in Calcutta? If this is done, repair work can be attended to immediately. Thank you.

श्री भगतराम मनहर (मध्य प्रदेश) :
महोदया, 19 अक्टूबर, 1988 को जो दो भारतीय विमान दुर्घटनाग्रस्त हुए और उनके सफर करने वालों में परिवारों को काफी क्षति हुई, उसके लिए हम लोगों को महानुभूति है ।

महोदया, जहां तक वायुदूत का सवाल है, उसको चालू हुए अभी सिर्फ आठ साल हुए हैं और आठ साल में वायुदूत की यह पहली दुर्घटना है । उसके कई कारण हो सकते हैं । पहली बात तो यह है कि जो फोकर फ्रेंडशिप हमारे यहां अभी कार्यरत है संचालन में, उसको सर्विस को दशा में लाया गया था और इसके पहले जब यह शुरू हुआ था, तो 1972 में मेरा खाल है कि एक दुर्घटना हुई थी फोकर फ्रेंडशिप की और उस समय यह चर्चा चली थी कि इसको सर्विस में न रखा जाए । लेकिन उसके बावजूद भी कई कारणों से यह कार्यरत है और इतने दिनों के बाद, आऊटडेटेड होने के बाद भी ऐसी सर्विस को चलाना, खास करके जहां स्ट्रेटिजिक प्वाइंट्स हैं, जहां पर इसकी उड़ान क्षमता उतनी ऊंचाई पर नहीं हो सकती है, उन जगहों पर इसे चलाना उचित नहीं है ।

महोदया, मैंने जैसा कहा कि वायुदूत की उम्र ही बहुत कम है, इने-गिने आठ-नौ साल हुए हैं जब वह एग्जिस्टेंस में आया है, लेकिन उसकी कई चीजों का सामना करना पड़ रहा है । आठ सालों के अन्दर जहां तक मेरी जानकारी है, करीब-करीब एक सौ प्वाइंट्स से उन लोगों ने उड़ान भरना शुरू किया है और उनका एन्कास्ट्रक्चर जितना अच्छा होना चाहिए, उसको जो आर्थिक सहायता मिलनी चाहिए, उसको दूसरी चीजों की जो जरूरत है, वह मुहैया नहीं की जा रही है और उसका नतीजा यह हो रहा है ।

जब मैं पढ़ता था, तो मेरे एक गुरुजी ने कहा था “डोट बी ओवर एंथ्यूजिआस्टिक” लेकिन मैं समझता हूं कि वायुदूत के अधिकारी ज्यादा ओवर एंथ्यूजिआस्टिक हैं, अपनी क्षमता से आगे चल कर वह हम लोगों की सेवा करने के लिए बढ़ा रहे हैं । यह सब जिस स्पीड से आप बढ़ रहे हैं उसी अनुरूप उनको साधन मुहैया करना आवश्यक है ।

इसके ऊपर मैं चाहता हूं कि मंत्री जी विशेष ध्यान दें ।

दूसरी चीज, जहां तक कि पायलट के पीने की डाक्टरी जांच की बात है हम सब जानते हैं कि बार-बार जब किसी चीज को अनिवार्य कर दिया जाए तो उसका विपरीत असर होता है । यदि हम हमें लोगों की सुरक्षा जांच की जाती है तो लगता है कि हम लोगों के साथ काफी बड़ा अन्याय हो रहा है और हम सब लोग मिलकर रिजेंट करते हैं कि क्यों हो रहा है । उसी तरह से मैं समझता हूं कि डाक्टरों के मन में भी प्रतिहार की भावना उत्पन्न होती होगी । मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या कोई दूसरा तरीका नहीं है कि जिसमें उनको समझाया जा सके या कहा जा सके कि अगर उनकी आहत पीने की है तो अपनी ड्यूटी खत्म होने के बाद ही वह आगम करें । अगर समझाने में मान जाते हैं तो मैं समझता हूं कि यह बहुत ही उचित बात होगी ।

महोदया, जहां तक आई० एल० एस० इंस्ट्रूमेंट का सवाल है जो गोहाटी में रखा गया है वह काफी डिफेक्टिव है । मेरी जानकारी के अनुसार यह दिल्ली से गोहाटी ले आया गया है । जब यह यहां दिल्ली में इस्टाल किया गया था तो आपकी ख्याल होगा कि कुछ वर्ष पूर्व इस इंस्ट्रूमेंट के चलते जापान का एक एयरलाइनर दुर्घटनाग्रस्त हो गया था । इसकी दूर करने के लिए जैसे कि कहावत है कि घोड़े की रोब बंदरिया को, अपना बला टालने के लिए डिफेक्टिव इंस्ट्रूमेंट को ले जाकर गोहाटी में रख

[श्री भगत राम मनहर]

बिया गया। क्या यह सही है कि इस इन्स्ट्रुमेंट के डिफैक्टिव होने की शिकायत कई पायलटों ने की है और उसके बावजूद भी इस पर कोई कार्यवाही नहीं की गई? मेरा दूसरा सवाल यह है कि जहाँ तक वो० आ० आर० उपकरण का सवाल है वह भी डिफैक्टिव है। जिस दिन यह वायुसेना दुर्घटनाग्रस्त हुआ उस दिन पायलट ने शिकायत की थी कि यह ठीक से जानकारी नहीं दे रहा है? अगर यह बात सही है तो उसको सुधारने के लिए क्या-क्या कार्यवाही की गई है, यह ध्माननाय मंत्री जी बताने की कृपा करेंगे? धन्यवाद।

श्री चतुरानन मिश्र (बिहार) : उपसभानि महोदया, बातें तो काफी हो गई हैं। मैंने यह सोचा था कि शिवराज पाटिल जी ने कुछ मंत्री सम्भीरता से इस सवाल को लेंगे। कुछ और बातों को रखेंगे लेकिन उन्होंने उतना बताना भी नहीं कहाँ जितना अखबार में है। इसलिए लोग वैसे ही कन्फ्यूज है सरकार के बारे में वैसे पहले रहे हैं सरकार क्लेरिफिकेशन नहीं देना चाहती तो क्या करे? अभी एक माननीय सदस्य ने कहा कि मंत्री महोदय को नैतिक जिम्मेदारी ले करके इस्तीफा दे देना चाहिए लेकिन इस सरकार में कौन-कौन इस्तीफा देगा, पता ही नहीं चलता है? हवाई जहाज आकाश में जाता है तो फाटक खुल जाता है, इंजन रेल की पटरि देखता है तो अलग जा कर बैठ जाता है, गृह मंत्री कोई दिन ऐसा नहीं होता है कि 10-20 मृतक ले करके राष्ट्र को नहीं देते हैं? अभी दिवाली के अबसर पर तरन-तारन पंजाब में 23 आदिमियों की लाश उपहार में मिली है। हम किसको कहे कि इस्तीफा दे? प्रधान मंत्री तो सब चीज देखते हैं वह आपको मालम ही है? जब तक हम मांग करेंगे कि इस्तीफा दे तो सब तक मंत्रीमंडल का रि-शफल हो कर देंगे। राजधानी में हुआ हो गया और दो-तीन सौ आदमी मर गए। अब किसका इस्तीफा ले? क्या रहेगा, क्या चल रहा है, क्या नहीं चल रहा है पता नहीं चल रहा है?

अभी हमारे पास जो रिपोर्ट है वह मंत्री महोदय को हम देना चाहेंगे। हमारे ट्रेड यूनियन के लोगों का कहना है कि

जब से आप लोगों ने यह शुरू किया है कि राजकीय क्षेत्र में प्राइवेट सेक्टर के लोगों को दें और मुनाफा कमाया जाए तब से जहाज सेवा में सुरक्षा की भारी घमी आ गई है। उन्होंने देखा है कि खानगी क्षेत्र ही मुनाफा दे सकता है। स्पेयर पार्ट्स की घमी है, बहुत ही बड़ मेंटीनेंस है, इधर ट्रेफिक हैवी है, ग्रीडिंग डिमांड है दूसरी ओर जो पलीट है, वह बहुत ही ज्यादा एजिंग है तो एक्सीडेंट इसलिए हो रहा है कि वह मुनाफा दिखाने के लिए यह सारा काम कर रहे हैं। मुनाफा ही आपका इष्ट देवता है। दिक्कत यह है कि हमलोग भी अभी-व भी हवाई जहाज में बैठते हैं तो सोचते हैं कि मुनाफा हम लोगों को भी लेकर चला जाएगा..... (व्यवधान)..... यह मौत भी ऊपर से ही हुई है, मैं नीचे वाली मौत की बात नहीं कर रहा हूँ..... (व्यवधान).....

उपसभापति महोदया, टोटल अराजकता लगती है हमारी एअर-सेक्टर में। यह हवाई सेवा इतनी लेट होती है, कि फर्क इतना है कि पहले ट्रेन लेट होती थी, अब ट्रेन बाइ डे यानी दल की गाड़ी आज, परसों, ऐसे लेकिन प्लेन लेट होता है सुबह से शाम। हम कई बार हवाई अड्डे पर ही बैठे रहते हैं और एनाउन्स भी नहीं करते। यही एफीमियेन्स आई है, जब से आपने प्राइवेट सेक्टर को दिया है। इस देश में न पब्लिक सेक्टर चल पा रहा है आपने और प्राइवेट सेक्टर को हैड ओवर दिया, तो वही नतीजा हुआ।

उपसभापति महोदया, हम चाहेंगे कि यह जो जुडींगियल इन्क्वायरी सेट-अप की है, वह काफी नहीं है। इन दो घटनाओं के बारे में अब तक रिपोर्ट आयी तब तक हमारा ख्याल है कुछ और दुर्घटनाएं न घट जायें। इसलिए हमारा ख्याल है कि एक पार्लियामेंटरी कमेटी ज्वायंट बने, जिसमें दोनों सदन के लोग हों, पूरे इम माहौल की जांच करे कि क्यों इस तरह की बात होती है? मेरा एक प्रश्न तो यही है मंत्री महोदय से कि वे इस बात का स्पष्टीकरण करें कि उनको इसमें क्या एतराज है? हम लोग हवाई जहाज में

जाति है, हमारे दोनों सदन के दोनों तरफ के लोग रहें। कमेटो में और सारी चीजों की जांच करें। यह कोई फार्सिंग नहीं है या कोई जानून या वायलेंन नहीं, जो देखें कि पहले लाठीचार्ज हुआ या नहीं और गोली चला दी जब लोग ही उनमें देखें इस पर मन्त्री महोदया को क्या एतसूज है, वह स्पष्ट बताए।

दूसरी बात यह है कि जब तक इन्क्वायरी कमेटो की रिपोर्ट आती है तब तो एहतियाती प्रिवेंटिव मजस गवर्नमेण्ट ने क्या लिए हैं। इतना तो काम में काम हम लोगों को आप सुना दें, नहीं तो लगता है कि सरकार जनता के हितों की तरह स्थितप्रज्ञ। आपने अपने बयान में इसकी चर्चा तक नहीं की, जबकि यह इनका गम्भीर और दुःखद घटना है इस घटना को देखकर भी सरकार ने कुछ प्रिवेंटिव मजस लिए हैं या नहीं, यह बताए?

उपसभापति महोदया, मेरे यही दो बिन्दु हैं एक तो पार्लियामेन्टरी कमेटो के सत्र में और दूसरा प्रिवेंटिव मजस का। मन्त्री महोदय इतना जवाब दें।

THE DEPUTY CHAIRMAN: Now, Mr. Bhandare.

SHRI MURLIDHAR CHANDRA-KANT BHANDARE: Madam Deputy Chairman. Lord Rutherford, the father of nuclear physics, has said that the probabilities of a man walking out of his house and dying on the road because of a road accident are a million times more than a man dying in an air crash. That is the safety under the law of probabilities in air travel. So, with that high safety margin according to the law of probabilities, it is indeed a matter of regret that within a short span of time on the same day of the fateful event, that is, the 19th there were two air crashes in the country. Unluckily, I was there in Ahmedabad on that day. As soon as I got the news at about eight o'clock, I went to the airport. I met Mr. Vaghela there. We went to the place where the plane had crashed. We went to the hospital. Here I must also appreciate that the honourable Minister also was there without any loss of time and his presence in the midst of the worst

of tragedies was a welcome thing and the people felt a great deal of comfort by his presence there. But the point which I want to make is: Are we really conscious about air safety at all? There are two aspects of the matter. In fact, things were once a matter of pride internationally. Air-India last year with a glorious reputation had now been named as one of the 10 worst airlines. When I asked somebody responsible as to how this is being said, he replied: it is not Air India but it is Indian Airlines. I said: look, probably they mean both. And it is really true. Mr. Shivraj Patil took charge very recently. He is known to be a man of great industry, great rectitude, great discipline. The whole nation is expecting that things under him will really improve. And he is also assisted by a very, competent Secretary of the Department. But that is not enough. But I would like the hon. Minister or the Ministry to point out a single word in praise of Indian Airlines or Air India in the last two years. Things have been deteriorating. Apart from safety, never does a plane leave on time. It has become a nightmare for the passengers to travel particularly by Boeing planes. Everybody knows that these Boeing planes have outlived their lives more than twenty years. Yet we will not think of air safety and ground them. Only when they have crashed or whenever there is forced landing, we will ground them. Why are you not taking steps for an adequate substitution of these planes? Every two months you are raising the fare by 5 per cent. Nobody will believe. Something is wrong, utterly wrong, in the running of international airlines or the domestic traffic in other countries can go on at cheaper rates than in our country.

There are two or three points which I would like to make. I would like to share really the bereavement of the entire nation over this tragedy. But I do not see any light that this tragedy will not occur again in the near future. Therefore, I rise. Otherwise I do not want to be the fifth man to speak here today. I would request that at top speed, top priority, the Minister should sit down and get this indiscipline out of the Air India and Indian Airlines. Whatever may be the problems, it is a

[Sri M. C. Bhandare]

bilateral thing. You must not go on blaming the staff. You must take them into your confidence. You must find out what their difficulties are. This is so far as the human factor is concerned. We have read in 'India Today' that certificates of fitness are just signed in blank. It is a most shocking thing. It is only coincidental. I do not mean anything. But the specimen certificate which was published gave the name of the pilot of the ill-fated plane, who is also no more. I would like to know, what action has been taken by the Ministry to see that there is a proper check? Let the staff come 15 minutes earlier or half-an-hour earlier. Let there be a proper check. Even if they feel one per cent diffident to go on the flight, let them not go on the flight, because you cannot compromise with safety. This is so far as the human factor is concerned.

Then there is the fact about the machine. Every time you get into an aircraft they announce after one hour that there is a snag. I do not know how snags develop like this. One does not find in foreign countries such things. But this happens once a week here. I would like you to collect statistics and see how these snags develop. The very fact that snags develop in the aircraft shows that they are really not air-worthy. Therefore, I think there should be no let-up at all on the safety factor. Please have a revised code of safety. You yourself go and see how the pilots and others are examined. You yourself go and see how planes are checked before they are certified to be air-worthy. At the last moment, for no reason or rhyme a flight which is to go to Lucknow is diverted to Jammu. The plane which is going to Jammu is diverted to Madras and the passengers do not know what to do. I think there is something very very drastically wrong. Many people talk of competition and opening up. That will take its own time. Today you must take timely remedies. You must work on these factors of having adequate number of standby and safe planes, answering all the safety requirements. Then you should do something about staff. Unless you do

that, I don't think we can speak about our civil aviation with any sense of pride. We cannot say that our aviation is safe despite the fact that you go on taxing the passengers every two months by raising the fare to an extent that the passengers cannot afford it.

SHRI SHIVRAJ PATIL: I must be allowed to say that what the hon. Member is saying about raising the fare is not correct.

SHRI MURLIDHAR CHANDRA-KANT BHANDARE: In spite of the fact that I get some free air travel, I have been paying for my air travel out of my pocket also. At the end of this debate, I would request the hon. Minister to give the increase in air fares during the last 18 months. I will be very happy if my statement is proved incorrect. I won't feel 'sorry to withdraw it and express my regret over such a statement.

I don't want to talk about food, this and that because these are minor things. Food and other things are minor. Today we are talking about basic conveniences. You talk of flying on time and reaching on time and safety. You need not serve any food at all. Let the passengers bring their own food. I am not against that. Let me reach on time and safety. That is all that I have to say.

DR. (SHRIMATI) SAROJINI MAHISHI (Karnataka): Madam Deputy Chairman, it was a very unfortunate and a shocking day for the country. There was two accidents on the 19th of October—one in the West and the other in the North East region. It was really a very unfortunate day. We all feel sorry for the accidents and give our condolences to the bereaved families. But what is it that can compensate the grief that has been caused and the lack of confidence that has been created in the travelling public? What is it that can bring the confidence back?

Madam, I would like to ask whether we are thinking of the preventive measures or whether we are thinking of the remedial measures. Do we think before the accident occurs or do we think after the accident occurs? Madam, accidents

have occurred many a time. Have we tried to improve over these things in any way? The aviation industry has grown over the last 34 years after amalgamation of the company into a very sophisticated industry. It has been put under ESMA, i.e. Essential Services Maintenance Act. Madam, I would like to know whether we are caring for the metal fatigue, wear and tear and maintenance. One part is maintenance of the aircraft. That is very very important. What was the performance at the manufacturer's level and what is the performance at the maintenance level? What is the percentage of deterioration? At a temperature of 42 centigrade, metal wear and tear and fatigue is so high. Of course, we cannot compare ourselves with the western countries which are cold. Madam, I would like to know how much care we are bestowing to these things which are very very important. There are four agencies which are working here. One is the National Airport Authority and the other is the International Airport Authority. These are two autonomous bodies or corporations. They organise the Indian Airlines and the Air India. To add to these two corporations, there is another Vayudoot Corporation. Then there is the fourth corporation which is the Pawan Hans Corporation. This corporation has also been created. Are these corporations created to accommodate certain people or the services of certain people are to be used for the promotions of these corporations? That is the question which I would like to put to the hon. Minister. One of my friends said that one of the helicopters met with an accident near Vaishnodevi. How are these helicopters purchased? When they are thrown out and discarded in the other countries, we purchase them here and they are taken on the Corporation. So is the case with Vayudoot. I would come to that point later on. These 737s which belong to the 1970s have also over-worked. The metal fatigue is very much there. And the fuel has also got to be looked into because as one of my friends said, fuel is also adulterated. It is not petrol. It is super-fine kerosene which is used. I would like to say—and

the House would be surprised to know—that with 1,90,000 litres of superfine kerosene in the wings and with oxygen inside, the jumbo runs, and in one minute 20 seconds, the whole thing would be reduced to ashes if it is not brought under control. And the fire fighting engine has also to be looked into. The airport has to be equipped with so many things. About the Instrument Landing System, even in Delhi, only runway No. 28 is working, and the other runway may not be necessary. We here on this side are non-technical people. Members from the other side are also non-technical people. But people in the bureaucracy and in the technical positions are also non-technical people. Most of the non-technical people are occupying technical positions. And I would not know what advice would be tendered by them also in this matter. The ILS Category I which was there in Delhi was shifted to Guwahati. There is nothing wrong in shifting. But it is working? Category I Instrument Landing System is working under Category III conditions. Even now also in Delhi, Category II is working under Category III conditions. How sensitive the instrument should be and how the pilot should be able to make use of that are, of course, the points. In the morning the hon. Minister replied that 737 Boeing in Ahmedabad could not be brought under the funnel. If the ILS is working properly, it will be brought under the funnel and it will automatically be brought under the funnel. Therefore, the question does not arise. I would not say that the Minister should know everything technical about these things. He knew. He has got a very sharp absorbing capacity also. I know that. But in spite of all these things, the time factor is also there. It is a technical advice to be given by the technical officials who are there to see that the airport is equipped properly. The International Airport Authority has recently been constituted. But then, of course, it is its duty to look into these things also to see that the ILS and the Visual Aid installation and the other things are working properly there. I am extremely sorry, Madam, to say that even in Delhi this thing is not working. And the Minister

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will be briefed and the officials will say that it is working and because of that we have to accept that it is working. But it is not working because people who have to use it are not using it. In remote Guwahati, it was a mountainous terrain, it was a difficult terrain and this is not the first time that the accidents have taken place. Many a time accidents have taken place because it is a difficult terrain. And I will come to that later on. But this 737 which was purchased in the 1970s has also outlived. And there is a perspective planning also in the Ministry. Of course, they will be planning for ten years to come, 20 years to come and how these things are to be purchased. The Indian Airlines and Air-India have become a museum as I said the other day while putting a question. We have got Avros, we have got Fokker Friendships, we have got Viscounts, we have got Caravelles, we have got the Boeings 701, 727, 733 and 747, all belonging to the Boeing family. The engineer who has to work will have to renew his licence after getting training on each of the aircrafts because each aircraft requires special spare parts and that also requires different type of training which is very essential. Many accidents have taken place because the present engineers had not got proper training and renewed their licences also on the other aircraft. Therefore, you can just see that if the spare parts are to be collected, it becomes a museum for the spare parts also. This thing also has got to be taken into consideration. If the House allows me, I will take a few more minutes.

Moreover, there are nallas in the Bombay airport. It comes under the International Airport Authority. Someone said that there are about 60 to 79 nallas. In 1986, when there was an aircraft accident, members fell into the nalla and died. Have you ever heard of this that the drainage is not covered, and the drainage goes round and the members fell into the nalla and died? These things are happening. Therefore, we have to see what these things exactly are. In the super-

fine kerosene fuel which is used, if there is adulteration, the aircraft has no other alternative but to suffer an accident. Distinguished visitors, guests of NAM, the Non-Aligned Movement, who came to India brought their own fuel because they were not confident of our Indian fuel, so they brought their own fuel.

Therefore, Madam, I would like to say these things also about the Fokker, which met with an accident. Fokker has outlived its utility. The Avro has outlived its utility. On Avro the report was given and it was upgraded. The 44,000 all-up weight, it was upgraded, it could not lift also. Therefore, when it was upgraded by turbine gas temperature by 32 degrees, automatically check pressure action by 15 points, it was well known that the old 531 engine was being upgraded. I just try to ask 531 and 532, it is to be upgraded, 531 is to be upgraded investmentwise and operationwise, what is the difference between 531 and 532? Why we are still going in for Avro whose break-even load factor is 165 per cent, 165 cent occupancy, then they will reach a point of no loss, no gain factor point there, and for our Viscount it is again 155 per cent or so, for Fokker it is 160 per cent. We have reached that point. Why are discarded aircraft being given to Vayudoot? It flies at a height of 10 to 12 thousand feet, while as a Boeing rises to a height of 30,000 to 33,000 feet, beyond the hills. But then, of course, Vayudoot which goes up to 10,000 to 12,000 feet, naturally of course in the mountainous terrain, where there are no other facilities: the instrument landing system, which is not working, they will say, it is working, but I am not going to argue here, but we have to think of the preventive measures whether it is possible for us with all the sophistication to prevent accidents. Accidents do not occur in the air. Accidents do usually occur while taking off or while landing. The other day in Madras also, I found an accident was averted. It was an Airbus or so, the accident was averted, but how was it averted? The airport manager came and spread foam and water over that not knowing that there was no fire. He poured

on that and as a result the engine has been damaged to a very great extent. A number of things are there. And I would like to say, Madam, on this occasion that all these uneconomic things are going on in Vayudoot and the airworthiness certificate is issued by the DGCA. The DGCA has not been left with any other working now after the formation of the National Airports Authority of India, except that of issuing the certificate of airworthiness, the DGCA was supposed to be an independent body for inquiring into such matters. Even that has not been done today. Therefore, with all these things I would say that whether it is Vayudoot or Pawanhans, what is the amount of risk we are taking in this matter, and there is no equipment, no proper equipment also. Fire-fighting equipment, they say, the Minister says is given in the statement also, the city fire-fighting equipment, I am extremely sorry Madam, I am not saying that the Minister should not say or should say about all these things, but the fire-fighting equipment according to ICAO must be there on each and every airport and not only fire-fighting equipment, but fire-fighting equipment which is capable of fighting the fire and bringing the whole fire within one minute under control. As a result the fire-fighting equipment should be able to reach a speed of 65 kilometres in 45 seconds, that must be able to run and reach and bring the fire under control. If there is no such thing what is the use? The ICAO rules provide for that. The LCN and the PCN, the load carrying number, because if the aircraft goes there, the runway sinks, because the LCN, the load carrying number that is written on record is 60, but actually it is 40, and when on record it is 100, actually it is 60. Like that of course in Bhubaneswar and other places, when on record it is 40, actually it is 20 or so. I do not wish to go into all these matters but then of course because it is in the larger interests of the international aircraft stopping in our country, because the flights are stopping in our country, I have to say this. Usually they come during night-time only because they start from their country during day-time and come to our country during

night-time only. Of course, our people will be working during the night. Anyway, of course, we want to gain something. It is a commercial concern and, therefore, you allow all these international flights to come at night only. But then, of course, the international airports have got to be fitted with proper equipment proper fire-fighting equipment. What was made for the domestic airports has now been kept in the international fire-fighting equipment. The ICAO statement, the statement of the International Civil Aviation that is issued, does not mention what our PCN is, what our load-carrying number is; they do not mention it; they have left it blank because we have not been able to give them this information. As regards other international airports, they have mentioned it, but in our case they have left it blank for you to fill up. Once upon a time, we had a great reputation; our airlines had great reputation but now because of this deterioration, it has come down. Now, who is responsible for all these things? Technical posts are being filled up by non-technical people and they may not be in a position to advise you. But their advice is considered as the highest or the best advice that is available in the country. Under these circumstances, how are we going to function. I am not saying this out of any prejudice or anything like that; I am saying it in the larger interests so that our airlines which enjoyed the highest reputation at one point of time, must again regain that reputation and must be able to render yeomen service to the travelling public of the country.

Therefore, I would say, leave aside all this. We have to see whether we have the proper preventive measures whether it is the fire-fighting equipment or other preventive measures which means quite a lot. We have to have all the preventive measures before an accident takes place. That is more important than the remedial measures after the event occurs. After the disease has come, any one can say, cure the patient

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and give him the medicine. But before the disease comes, we have to take preventive measures so that the disease does not come at all.

I am sorry at these accidents. Of course, two accidents in one day means quite a lot for the public and also for the airlines. Airlines have lost quite a bit of confidence. They have to regain that confidence which would require a longer time for them. Ninety-nine good services will not be remembered, but one bad service will always be remembered by the public. Our friend on this side said that nobody is taking the moral responsibility. The other day I quoted a small couplet in the Consultative Committee and I would like to repeat it here, that people never offer a tiger in sacrifice; people never offer an elephant in sacrifice; people never offer a wolf in sacrifice. Only a poor goat is sacrificed.

व्याघ्रं नैव गजं नैव, वृकं नैव च नैव च,
अजापुत्रं वकिं द्ध्यात देवां दुर्बलघातकः !

Therefore, let us go into this matter and see how best the preventive measures can be undertaken. Remedial measures come later on. Admission of disease is no cure for the disease; if is the effective remedy that will be the cure for the disease. Thank you.

श्री विठ्ठलभाई मोतीराम पटेल :
मेडम डिप्टी चैयरमैन, डा० महिषी ने काफी बातें इस पर कह दी हैं और मंत्री महोदय उनका जवाब दे दें तो काफी होगा। लेकिन अहमदाबाद में जो यह एक्सीडेंट हुआ है, उसके बारे में हम लोगों को कुछ पता नहीं चलता है। इधर यह कहा जाता है कि हवाई जहाज एकदम से नीचे आया और जो पैसेजर्स बच गये थे, उन्होंने कहा कि ऊपर आग लग गई थी और जब हवाई जहाज उड़ रहा था तो उस वक्त आग लग रही थी। वह खुद दौड़ा, बाहर चला आया। यह जहाज एकदम से नीचे गया, यह टेक्नीकल

खराबी से हुआ। जहाँ तक अहमदाबाद एयर पोर्ट का सवाल है, यह क्लाइमेटवाज भी अच्छा माना जाता है। वहाँ पर एक्सीडेंट की पोसिबिलिटी बहुत कम मानी जाती है। इसलिये यह साफ है कि किसी टेक्नीकल बीमारी के कारण ही यह हुआ है, नहीं तो यह हवाई जहाज वहाँ गिर नहीं सकता था। मुझे यह भी बताया गया है कि वही हवाई जहाज एक दो दिन पहले मद्रास में खराब हुआ था। उसको टेम्परेरी ठीक करके भेज दिया गया। उसको टेम्परेरी ठीक किया गया या कैसे ठीक किया गया, यह तो मंत्री महोदय ही तलाश करके बता सकते हैं। लेकिन ऐसा लगता है कि कुछ मैनेजमेंट की खराबी के कारण यह एक्सीडेंट हुआ है। मैं जानता हूँ कि पाइलट खुद मरना नहीं चाहता था। लेकिन अगर मशीन में कोई खराबी थी या वह ठीक तरह से दुस्त नहीं हुआ था तो यह कैसे हो गया ?

दूसरी बात मैं यह कहना चाहता हूँ कि जब से आपने पार्लमैंट का प्राइवेट सेशन किया है, तब से हवाई लाइन्स काफी बढ़ गई हैं और कभी भी प्लाइट ठीक से नहीं चलती है ?

आपने पिछले सत्र में जवाब दिया कि 49 प्रतिशत प्लाइट रेगुलरली इरेगुलर हो गई है। आय दिन हम देखते हैं कि एक भी प्लाइट टाइम पर नहीं जाती है। कभी आधा घंटा, कभी दो घंटा, कभी तीन घंटा लेट होती है। हम जब घर से पूछते हैं तो कहते हैं कि आधा घंटा लेट है, लेकिन वहाँ जाकर पता चलता है कि प्लाइट दो घंटे लेट है। यह क्यों है ? यह हमारे खुद के अनुभव की बात है। अहमदाबाद में हवाई जहाज कितने बजे पहुँचा, यह हम को रोज का पता है। पाशियल प्राइवेटाइजेशन जो हो गया है, इसके कारण इस सविस की दशा बहुत खराब हो गयी है। आप इसकी जांच कीजिये कि इस नये सिस्टम के बाद हवाई सविस की क्या हालत हो गयी है। वहाँ पर कोई ऐसा आदमी नहीं है, जो मंत्री

जाँ को सही सलाह दे। ये उनको सही सलाह नहीं दे सकते हैं। वे तो केवल हवाई जहाज को उड़ा सकते हैं, लेकिन हवाई सर्विस को कैसे चलाना है, यह उनको पता नहीं है और न इसको उनको पता हो सकता है। अगर वहाँ पर मेरा तेरा इस तरह के आदमी रखे जायेंगे और सही आदमियों को नहीं रखेंगे, तो ऐसा ही होगा।

दूसरा, यह जो हवाई जहाज था, इसकी कैपैमिटी भी खत्म हो गई थी। जितने आवर फ्लाइट की उसकी कैपैसिटी थी, उससे ज्यादा वह चल चुका था। इसलिये मेहरबानी करके पैसेजर्स के साथ, उनकी जिम्मेदारी के साथ खिलवाड़ मत कीजिये। अगर जहाज नहीं हैं, तो फ्लाइट को कैंसिल कर दीजिये या फिर नये हवाई जहाज खरीदें, पैसा नहीं है तो कहीं से भी पैसा लेकर खरीदिये। लेकिन जिस जहाज की अवधि समाप्त हो गयी है, उसको आगे मत चलाइये। कुछ दिन पहले बड़ौदा में एक्सीडेंट हुआ था। कहा गया कि हवाई जहाज के आगे वेल-बैस आ गये थे। लेकिन वहाँ अन्दर बैठे हुए मुसाफिर ने बताया कि कोई वेल-बैस नहीं आया था। मैं चाहूँगा कि आप इसकी भी तलाश कीजिये।

तीसरी बात मैं मंत्री जी से यह कहना चाहता हूँ कि आपने अहमदाबाद इन्टरनेशनल एयर पोर्ट बनाने के लिये नेशनल एयर पोर्ट अथॉरिटीज आफ इण्डिया लि० को कहा। लेकिन उन्होंने कहा कि हमारे पास पैसा नहीं है। जब उसके पास पैसा नहीं है, तो आप इसकी जिम्मेदारी उसको क्यों देते हैं?

इन्टरनेशनल एयरपोर्ट अथॉरिटी के पास पैसा है, तो इसकी जिम्मेदारी उसको क्यों नहीं देते हैं। उनके पास पैसा है और वे इसको अच्छी तरह से कर सकते हैं, तो उनको आप इस काम को क्यों नहीं देते हैं। वे काम को ठीक ढंग से भी करेंगे। लेकिन जिनके पास

पैसा ही नहीं है, उसको इसकी जिम्मेदारी क्यों देते हैं। इसलिये मेरा आपसे निवेदन है कि आप डिसीजन ठीक से लीजिये। लेकिन ऐसा हो गया है, प्रधान मंत्री से डरते हैं और अगर डिसीजन नहीं लेंगे, तो डांट पड़ेगी। इसलिये वे इस तरह के डिसीजन ले लेते हैं। आप ऐसा मत करिये। नेशनल एयर पोर्ट अथॉरिटी आफ इण्डिया जिसके पास पैसा नहीं है, उसके बजाय आप इसको इन्टरनेशनल एयर पोर्ट अथॉरिटी को दीजिये। मेहरबानी करके आप ऐसा करिये जिससे हवाई सर्विस अच्छी हो और जो आप के पास आउट डेटेड हवाई जहाज हैं, उनको आप खत्म कर दीजिये।

DR. G. VIJAYA MOHAN REDDY (Andhra Pradesh): Madam Deputy Chairman, as a matter of fact, everybody who was flying was sensing that such a tragedy will occur. There was on doubt about it. Everybody was sensing. Everybody was anxious because fifty per cent of the flights were getting delayed during the past few months. Everybody knows it. Airbus are diverted to airfields which cannot provide a ladder and passengers remain in the airbus itself. This was also seen. Landing without wings has taken place where passengers have escaped by hair's-breadth. Door flying off. This also has taken place. Aircraft hitting objects, aircraft hitting cattle etc., has also taken place. Bird-hit has been very very usual. This has become a regular feature. So many aircraft have been grounded because of this reason. An atmosphere was developing wherein everybody was thinking that some kind of a tragedy was going to occur. I think this anxiety has not been reflected in the hon. Minister's statement the anxiety, which the nation was having. The Minister's statement does not exhibit any anxiety at all. It is a very very blank statement, a very very casual statement. The main thing is that the mandatory safety measures and procedures are reduced to a paper exercise. That is well known because there is no time for these clearances of the aircraft. Most of the time they are in the air only. For a very less time they are on the ground.

[Dr. G. Vijaya Mohan Reddy]

And the tests or whatever it may be, as many of our colleagues have said, have become a farce. Contract doctors will give certificates under pressure and coercion. Pressure and coercion are there because we do not want any delay. We want to send as many aircraft as possible into the air. That is why the entire thing has become a confusion.

Somehow or other the authorities are very blind to the grievances of the staff also. There is friction between the management and the staff. And it is a continuous process. The 1985 Wage Agreement had expired. There has not been any wage agreement, no negotiation, no bonus. How do you expect that this kind of friction will not develop? There is this friction in such an important service and yet nobody is bothered about it! These things do matter.

Then standby aircraft. There are no standby aircraft. As our friends have said, the aircraft had been over-utilised, both the Vayudoot aircraft and the Boeing in which this crash occurred. Instead of 2500 hours, the aircraft had done more than 3000 hours. Therefore maintenance is a casualty. Snags are developing. And most of the time the snags are passed over as minor snags. This is a very very serious thing. And there is complete paralysis in the decision-making itself. You appoint a Managing Director superseding seniors. The posts of 3 Directors are vacant and you are not bothered about it. Therefore who is to decide? That is why I say the thing becomes partisan. The senior pilots are trying to opt for other international airlines. The DGCA who grants licences to pilots and issues air-worthiness and flight safety certificates is headed by an unqualified IAS officer. What more is required? An unqualified man is there to head the most important feature of the airlines operations. There are pressures for issuing licences. Therefore pilots who should not be qualified are getting jobs because somehow under pressure they are getting the licences.

Aircraft checks are not carried out scrupulously. Like that, Madam, these particular crashes which have occurred had a kind of premonition because things were developing. As our hon. Member, Smt. Sarojini Mahishi, has said there were absolutely no preventive measures. People were not thinking in terms of prevention of such like accidents. Can I ask was the localiser, a part of the instrument landing system, at the Ahmedabad airport had been malfunctioning for the past two months? An official report has been made—just a day before the tragedy. Therefore, the ISL instrument at the Ahmedabad airport was reported sick, and it was not functioning for the past two months, but nobody cared about it at all. Only a day prior to the tragedy, an official complaint has been made about the malfunctioning of this instrument. What is this?

According to the reports, when the air crash occurred, it was ascending. This makes one speculate whether the required power was being provided by the engines or not. Old machines are used, and because of wear and tear they cannot rise up. And the same snag was found at Coimbatore also, in the same aircraft. They say that the snag had been rectified and the aircraft was allowed to fly. You know the snag, you know that the aircraft cannot rise up, you know that the ISL instrument is not functioning and then what else can you expect except an accident? Therefore, it is very, very tragic.

If you go to Vayudoot, as some of my friends have stated, it is a very, very sad story. In the Boeing aircraft, the Co-pilot was a raw recruit. How can a raw recruit go and sit as a Co-pilot? One of the news items stated that Vayudoot is a time-bomb. Technical snags, human errors and such other factors plague three of the national carriers. The crew of Vayudoot is made up of fresh recruits from flying clubs, retired civil aircraft pilots or those whom the other two national carriers would not have. This is the standard of recruitment of pilots. And the emoluments are diffe-

rent. For the same job, the emoluments are different. Then how can you expect complete cooperation from the staff?

About visibility, about instruments required at the airports, expansion and so on, all these must be looked into. A thorough investigation has to be demanded into the functioning of the three airlines in all directions.

Everything is in a mess and nobody takes any kind of responsibility. I think the honourable Minister must take the responsibility. After all, Lal Bahadur Shastri was there, occupying the same Treasury Benches, who had set an example of integrity by resigning. I request the House to demand the resignation of the honourable Minister—naturally. At the same time, a thorough investigation into the functioning of all the three airlines should be made. Also in the purchase of Dorniers and Westlands, what all illegal things that had taken place should be totally investigated. On the functioning of the airlines, in several audit reports things have come out and into all those factors there should be investigation.

Thank you, Madam.

डा० अब्दुल अहमद खान (रजस्थान) : महोदया, 19 अक्टूबर, का जो दिन था वह वास्तव में राष्ट्र के लिये बहुत ही दुःखद दिन था। मैं माननीय मंत्री जी से जानना चाहूंगा कि इस दिन जो दोनों विमान दुर्घटनाग्रस्त हुए, ये कितने-कितने घंटे चल चुके थे तथा इनके लाइफ आर्क्स क्या थे, कितने घंटे थे, ये स्टैंडर्ड लाइफ में कितने घंटे चल सकते थे और कितने घंटे चल चुके थे। महोदया, मैं यह भी जानना चाहूंगा कि जिस श्रेणी के ये विमान दुर्घटनाग्रस्त हुए हैं, उस श्रेणी के कितने और विमान हमारे पास हैं, जो इतने चल चुके हैं और इसी स्थिति में हैं, इसके अलावा क्या भविष्य में भी इनको चलाने का विचार है? यदि चलाने का विचार है, तो कब तक इनको और चलाया जायेगा?

इसके साथ ही साथ मैं यह कहना चाहूंगा कि इन दुर्घटनाओं के घटने से जो वायु यातायात से सफर करने वाले यात्री हैं वे अत्यधिक आतंकित हो गये हैं। प्रत्येक आज किसी भी जहाज में बैठने के पहले यह सोचने को मजबूर हो गया है कि वह जिन्दा भी बचेगा या नहीं बचेगा। तो इस आतंक को दूर करने के लिये आप क्या उपाय कर रहे हैं, इसके संबंध में भी मैं माननीय मंत्री महोदय से जानना चाहूंगा।

इसके साथ ही साथ

THE DEPUTY CHAIRMAN: I will request hon. Members not to repeat the points which have been raised earlier.

डा. अब्दुल अहमद खान : इसके साथ ही साथ ये बात जो इसमें बराबर आई है कि जो पायलट थे, वह मदिरा का सेवन किये हुए तो नहीं थे, उनका चैक सही तरह से होता है या नहीं होता है?

मैं जानना चाहूंगा कि उन पायलट्स का जो चैक करने वाले डाक्टर हैं, उनको भी कोई चैक करता है या नहीं करता है? उनका जो चयन करता है, वह चयन किस प्रकार किया जाता है, किस प्रकार उन डाक्टरों को जिनको चैक-अप प्रथा के आधार पर कांटेक्ट दिया जाता है, तो किस प्रकार से उन डाक्टरों का चरित्र या उनके बारे में जांच की जाती है कि वह नहीं पीते हैं? अगर वह डाक्टर भी वास्तव में पीने वाले हैं, तो पीने वालों में तो अत्यधिक मित्रता होती है। किंग हप यह उम्मीद नहीं कर सकते कि वह सही प्रकार से जांच कर सकेंगे।

इसके साथ ही साथ मैं इस संबंध में एक बात और कहना चाहूंगा कि जो रेजर्वेशन किया जाता है, उसमें कहीं भी किसी पैसेंजर का पता नहीं लिखा जाता है। मात्र नाम लिख कर टिकट खरीदे जा सकते हैं और उसके बाद यात्रा करते हैं। तो जब भी कोई इस प्रकार

[डा० अब्दुल अहमद खान]

की घटना घटित हो जाती है या उन पर्सेजर्स के बारे में पूरी जानकारी अगर एयर-इण्डिया चाहे तो उसको नहीं मिल सकती मात्र नाम के आधार पर। इसलिये रिजर्वेशन के साथ-साथ पर्सेजर का पूरा पता भी उसमें होना चाहिये ताकि एयर-इण्डिया भी चाहे तो उसके बारे में पता लगा सके क्योंकि कई शवों को नहीं पहचाना जा सका। तो इसमें यही कारण नहीं है कि उन शवों को इसलिये नहीं पहचाना जा सका कि वह पहचानने की स्थिति में न हों। उसमें यह भी संभव है कि कुछ पहचानने वाले, उनके घर वाले भी वहाँ नहीं पहुँच सके हों और एयर-इण्डिया के पास ऐसी कोई व्यवस्था नहीं थी कि उनके घर वालों को इसकी सूचना दे सकें।

इसके साथ ही साथ मैं अन्तिम बात माननीय मंत्री महोदय से जानना चाहूंगा कि जो लोग मर चुके हैं उनको मुआवजा देने में क्या देरी हो रही है? जिनके परिवार का कोई मुखिया मर गया है, तो क्या भारत सरकार उनके घर के किसी भी सदस्य को रोजगार देने अथवा रोजगार दिलवाने के बारे में भी क्या कुछ सोच रही है? धन्यवाद।

SHRI CHITTA BASU (West Bengal): Madam, the two crashes which have recently occurred, have brought to the fore the most dismal failure of the Government in running the Civil Aviation Department. I do not want to go into the details of that. But I feel that it is high time that the Government should take appropriate steps to remedy the situation, overhaul the whole administration of this Department.

Madam, you have been listening to general complaints. For the benefit of the House I would like to catalogue these complaints to begin with. The complaints are as catalogued.

1. Established procedures are not observed. Generally they are ignored.

2. Maintenance staff hurry through the mandatory checks.
3. The instrument landing systems do not work properly.
4. There are bad management practices.
5. The regulatory authorities which do exist, are, in fact, ineffective.
6. There is a phenomenon, I will say, of overworking of the pilots and overuse of the aircraft.

These are the general complaints about the deficiencies of the Department.

I think, the Government is not unaware of these because I have got with me the report of the C.K.S. Raje Committee which investigated the technical snags in the VVIP Air India aircraft in 1986. That report—I will quote only a small portion of it—has made scathing remarks about the maintenance staff, particularly the engineers. Kindly allow me to quote a very small portion of that Report. I quote:

"The snag sheet completion certificates are signed by Assistant Engineers/Managers without actually supervising the work or even scrutinising the schedule copy. The certificates are signed in a casual manner. On the basis of that engineers have appended their signatures against the inspection items."

The report further states that the blank certificates would prompt the engineers to wave all safety checks by merely filling in the relevant details. This Report was made available to the Government about two years back. In spite of that Report being made available by a Committee, the Government has not taken appropriate remedial measures. That is my charge. May I know from the Government whether the Minister has examined the Report of the Raje Committee? If Yes, were these things brought to the notice of the Government? If these drawbacks were brought to the notice of the Government, why didn't the Govern-

ment take appropriate action on the recommendations? It is not a question of failure of one person. It is the risk which involves the nation. Therefore, the Minister owes an explanation to the House. Of course, I do not want to make the Minister a sacrificial goat for this thing.

My second point is about Pawan Hans. Its track record is very bad. Two months ago it had two major crashes killing seventeen people. Equally the Westland helicopters track record is also very much disappointing. I would only like to know whether the Government will go into the functioning of Pawan Hans and also ground these Westland helicopters, which have been universally condemned. For whose interest and for what purpose is the Government still putting these Westland helicopters into use?

Lastly, I think the Government should seriously consider about the proposal which has been mentioned in the morning and even now I am making. The proposal is that the Government should set up a joint Parliamentary Committee to go into the entire working of this department and suggest remedial measures. If this Government is insensitive to this very rational proposal of the House where the tragedies are being discussed, I think the Government deserves contemptuous condemnation. That would mean the Government is insensitive to any kind of proposal which emanates from the representatives of the people. May I know what would be the response of the Government to this suggestion that I have made?

श्री राम चन्द्र विकल (उत्तर प्रदेश) :

माननीय उपसभापति महोदया, सदन में आज सुबह प्रश्न काल में भी और मंत्री जी के वक्तव्य के बाद भी सारे सदन ने इस पर गम्भीर चिन्ता व्यक्त की है और कुछ माननीय सदस्यों के मंत्री जी के त्याग-पत्र की मांग के अलावा मैं समझता हूँ कि यहां राजनीति से ऊपर इस पर विचार-विमर्श हुआ है। उपसभापति महोदया, मैं भी कुछ स्पष्टीकरण दो-तीन शब्दों में मंत्री जी से जानना चाहूंगा।

एक तो जों बड़ी आशंका सभी माननीय सदस्यों ने जाहिर की है कि कुछ दिनों से पायलट की ट्रेनिंग, उनकी नियुक्ति और परमोशन या अकेले को जहाज में चलाने का चार्ज देने में कुछ पक्षपातपूर्ण रवैया रहा है। यह सही है या गलत है, इसके बारे में मंत्री महोदय को कुछ बताना चाहिए क्योंकि इससे सारा सदन चिन्तित है।

दूसरा, मैं यह जानना चाहूंगा मंत्री महोदय से कि यह 30 या 34 जो दुखद मृत्यु हुई हैं, उनके परिवारों के लिए घोषणा तो हुई है मुआवजे की, लेकिन इस मुआवजे की बढ़ोतरी के संबंध में या उसको समय पर देने के लिए कोई समय मुकर्रर हुआ है या नहीं हुआ है?

तीसरा, मैं मंत्री जी से यह जानना चाहता हूँ कि जांच कमेटी जो बैठाई गई है, उसकी रिपोर्ट के लिए कोई समय की सीमा लगाई गई है या नहीं लगाई गई है? यह जो जुडिशियल कमेटी इन्क्वायरी के लिए बैठा दी है तो क्या मंत्री जी कोई टेक्नीकल लोगों की भी इन्क्वायरी बैठाना चाहते हैं या नहीं बैठाना चाहते? जो विशेषज्ञ हैं या टेक्नीकल लोग हैं, मैं चाहूंगा कि उनकी भी कोई कमेटी बैठाए ताकि गहराई से वह जाकर इसमें सोच सकें।

आखिर में मैं मंत्री जी से यह पूछना चाहूंगा, उपसभापति महोदया, आपके माध्यम से कि जो अभी तक की जानकारी आपको हो सकी है निजी तौर पर या अपने मंत्रालय के विभिन्न अधिकारियों द्वारा एक्सीडेंट के दिन के बाद यानी 19 अक्टूबर के बाद, उसको भी वे बताएं, बिना इस चिन्ता के कि कोई कमेटी बैठी है, हमें कुछ नहीं बताना चाहिए। अगर आपको कोई जानकारी हुई है तो उससे कमेटी को मदद ही मिलेगी। इससे कोई कमेटी के काम में रोड़ा नहीं आएगा। इसलिए अगर कोई जानकारी है, तो वे बताएं।

[श्री राम चन्द्र विकल]

उपसभापति महोदया, मैं यह भी जानना चाहूंगा, जैसी माननीय सदस्यों की चिंता है और जनता में भी कुछ चिंता है, लोग जहाज की यात्रा करने में काफी कठिनाई महसूस कर रहे हैं और कुछ मानते हैं, जानहीं रहे हैं, इस दुखद घटना के बाद से अब तक कोई ऐसी हिदायत दी गई है, जिसे लोगों की चिंता दूर हो जाय, पायलट लोगों की भी, टेक्नीकल लोगों की भी चिंता दूर हो जाए। जहाज में बैठने से जो लोगों की चिंता हो गई है, डर हो गया है उस डर का निराकरण हो सके, उसके लिए इस दुखद घटना के बाद से कोई ऐसे आदेश उनका पालन या संचालन हो रहा है या नहीं हो रहा है? इस बारे में भी मैं मंत्री जी से जानना चाहूंगा।

उपसभापति महोदया, मैं आपके द्वारा लोगों के मृतक परिवारों को अपनी संवेदना भी भेजना चाहता हूँ। साथ ही मंत्री जी से चाहता हूँ कि भविष्य में ऐसी दुखद घटनाएं न हों, उसके लिए कोई ऐसे इंजाम आपको करने चाहिए कि इन दुर्घटनाओं से बचा जा सके। पुराने जहाजों की शिकायत लोगों ने की है और मुझे तो यह भी बताया गया है कि कुछ इंटरमेंट ऐसा होता है, आला, जिससे जहाज के नीचे उतराई में कुछ दिक्कत होती है, तो वह मालूम होती है, कुछ जहाजों में यह भी नहीं रखे जाते इन दिनों या रखने में भूल हो जाती है। तो ऐसी भूल टेक्नीकल न हो। मुझे कुछ यह भी जानकारी है कि कुछ एअरपोर्ट की पट्टियां बनती हैं हवाई जहाज उतरने के लिए वह पट्टियां समय से पहले ही टूट जाती हैं क्या ऐसी कोई जानकारी मंत्री जी को है या नहीं है कि जो पट्टियां बनाई गई हैं, उसकी जो अवधि होती है उससे पहले ही टूट जाती हैं? अहमदाबाद एअरपोर्ट, जो इंटरनेशनल एअरपोर्ट बनने जा रहा है, उसके बारे में हमको यह बताया गया है उसकी जो पट्टी थी, उसकी चौड़ाई और लम्बाई में कुछ कमी है, जिससे वह जहाज पट्टी तक आया हो नहीं और वह पहले ही दुर्घटनाग्रस्त हो गया। तो

इस तरह की जो एअर-पट्टियां देश भर में बनी हुई हैं, उनकी जो टेक्नीकल उपयोगिता है, उसके बारे में भी देखना होनी चाहिए और अगर उसमें कुछ अधिकांश पाए जाय कि ये पट्टी बनने में करणन के भागीदार हैं तो उनके लिए दण्ड की व्यवस्था होनी चाहिए। यह दंडकी व्यवस्था आपकी है या नहीं है, मंत्री जी जरा इस बारे में भी बताएं।

इन्हीं शब्दों के साथ उपसभापति महोदया, मैं आपका आभार मानता हूँ, जो आपने मुझे समय दिया। सारा सदन सुबह से इस मामले में चिंतित है। मैं मंत्री जी को इस बात के लिए जरूर बधाई दूंगा कि जो हाउस का सत्र बितता था कि अल्पकालीन इस तरह चला हो तो मंत्री जी ने आज ही वक्तव्य देकर इस पर बहस करा ली। इसके लिए मैं मंत्री जी का धन्यवाद दूंगा। धन्यवाद।

THE DEPUTY CHAIRMAN: Shri V. Gopalsamy. Absent. Dr. Nagen Saikia.

DR. NAGEN SAIKIA (Assam): Madam Deputy Chairman, the statement made by the hon. Minister could not satisfy me because his statement could not give the details of the two accidents. The two accidents that took place on the same day were the worst of their kind.

The statement he has already placed before the House, I think, is prepared, as usual, by the officials of the department to cover up the matter. Therefore, I want to ask a few questions because most of the points have already been covered by my colleagues. I would like to know whether the aircraft, the Boeing and the Vayudoot aircraft were overutilised; whether the pilot under whose command the aircraft was flown was under the influence of alcohol. I have a personal experience. Sometime back, when I went from Calcutta to Dibrugarh, I experienced that the aircraft suddenly went high and suddenly it came down. Then after a few minutes, I came to know that the pilot tried to show his craftsmanship

to some of his friends, who were with him in the cockpit. Such happenings are taking place every day. What measures the Government would take against such attitudes of the persons concerned? Everybody knows that there is no maintenance or poor maintenance of the aircraft and there is no inspection of the same. I want to know from the Minister whether some effective measures will be taken to inspect the aircraft daily before it is on route. Moreover, there is poor maintenance in the airport itself, not to speak of the north-eastern region. In the north-eastern region, the airports are very badly maintained. I think, the airlines have got a show of aristocracy. Aristocracy is only maintained and they do not maintain the aircraft properly and as other colleagues have already asked, I want to know whether the bank certificates were issued as a routine. One of my hon. friends pointed out that ice is served in the aircraft. Yes, we also see that whenever we go from Delhi to Calcutta by this airbus, we generally see that ice is served to the persons who take drinks in the aircraft I would like to know whether it can be stopped. The Airlines Corporation itself functions like a separate department. It should be brought under control. Regarding Vayudoot, nowadays, it is called by the people as 'Yandoot'. In most of the cases we have seen that the functioning of this Vayudoot is very bad. It is most unreliable, most uncertain. Sometime back, one Dornier aircraft which was on the route from Arunachal to Calcutta, one of its window panes gave way and the co-pilot had to press the window pane throughout the three hours' flight from Arunachal to Calcutta. It came out in the paper but no statement was made by the Minister at that time. Nowadays, as has already been said, no time schedule is maintained by the airlines nor by the Vayudoot. Would the Government take appropriated measures in this case also?

A few days back, a news item came in newspapers that Government is proposing to place some helicopter services in the north-eastern region and today also the hon. Minister has stated that it is their philosophy to reach the interior

places with Vayudoot services. May I know whether this philosophy would be abandoned because it is very risky to reach the interior places with Vayudoot flights and helicopters?

These are my points. Thank you.

श्री मीर्जा इर्शादबेग (गुजरात) :
मान्यवर, उपसभापति महोदया, सबसे पहले तो मैं अपनी संवेदना प्रकट करता हूँ उन मृतकों के परिवार और उनके सदस्यों की और। मैं एक बात के लिए मंत्री जी को धन्यवाद दूंगा कि दुर्घटना घटने के तत्काल पश्चात् मंत्री जी वहाँ पर उपस्थित थे। उसके बाद भी जब मृतकों का अंतिम संस्कार किया गया तब आपने जो उपस्थिति वहाँ दिखाई, इससे उनके परिवारों को और जन-मानस को एक संवेदना मिली।

यह बड़ा गम्भीर दिवस था 19 अक्टूबर का कि जब 164 व्यक्तियों ने अपनी जानें ये दोनों जगह की दुर्घटनाओं में गवाई। इन दुर्घटनाओं से कितने टेक्निकल प्रश्न खड़े हुए हैं। मैं कोई टेक्निकल व्यक्ति नहीं हूँ लेकिन जो जानकारी प्राप्त हुई है उनके आधार पर मैं मंत्री जी से ये जानकारी लेना चाहूंगा क्योंकि इससे यह बात हलित हो जाती है कि अकस्मात का कारण क्या है? या उसकी जिम्मेदारियाँ किसपर स्थाई हो सकती हैं?

मान्यवर, अहमदाबाद के नजदीक कोत्तरपुर वाटर वर्क्स के नजदीक जो वैमानिक दुर्घटना हुई उसके संबंध में सबसे पहला मेरा प्रश्न यह है कि जैसा कि एक हमारे आनरेबल मेम्बर ने यह कहा कि जो उनमें से बच गए हैं, उनकी जो बातचीत सूनी है, उनके साथ जो बातचीत की गई और उसके बाद जिन लोगों ने दुर्घटना होते हुए विमान को देखा था उनसे दो प्रश्न उपस्थित होते हैं। इसलिए मैं मंत्री जी से यह जानना चाहता हूँ कि आपके निर्णय इस पर क्या हैं। विमान में पहले आग लग गई और तत्पश्चात् यह धरती पर आ गिरा या बिजली की हार्ड-टैशन वायर से विमान में आग

[श्री मीर्जा इशानदेव]

लग गई। मुझे आश्चर्य होता है कि जो निवेदन यहां पर दिया गया है मंत्री जी द्वारा उसमें सिर्फ यह बताया गया है कि पेड़ों से उकराकर के यह विमान जमीन पर आ गिरा और क्षतिग्रस्त हो गया, लेकिन असल में वहां पर जो बिजली की हाई-टेंशन लाइन जा रही थी वह भी वहां पर टूटी पड़ी मिली और यह भी एक संशय पैदा होता है कि बिजली की हाई-टेंशन वायरों में भी इतना ही बिजली का प्रवाह वह रहा था और हो सकता है इसकी वजह से विमान में आग लग गई हो और उसमें पेट्रोल होता है इसलिए उससे पूरा विमान खनम हो गया हो। तो इसलिए मैं आपसे जानकारी लेना चाहता हूँ कि इसमें आपकी प्रतिक्रिया क्या है? क्योंकि निवेदन में इस बात को नहीं बताया गया है।

दूसरे, मान्यवर, ब्लैक वाक्स, फ्लाइट डाटारिकार्डर, कार्कपिट वायस रिकार्डर, ये आपको कब प्राप्त हुए और मैं आपसे यह जानकारी लेना चाहता हूँ कि क्या ये दोनों क्षतिग्रस्त हुए हैं या केवल कार्कपिट रिकार्डर ही क्षतिग्रस्त हुआ है? और मैं यह भी जानकारी लेना चाहता हूँ कि इसको कब और किसने खोला है और इसकी रिकार्डर महिती है, वह क्या है?

मान्यवर, दुर्घटना, जैसा कि डा० सरोजनो महिषी ने कहा, यहां पर जो दुर्घटनाएं हुई हैं यह टेक-आफ या लैंडिंग के समय पर नहीं हुई है और अहमदाबाद हवाई अड्डे के साथ विमान के पायलट की अंतिम बातचीत क्या है, कब और किसने समय पर हुई? जो अन्तिम सन्देश था उसके और दुर्घटना के बीच का जो समय गैप रहा, उसकी भी जानकारी मैं चाहूंगा।

माननीया, दुर्घटनाग्रस्त बोइंग 737 का अंदाजन भार 45 हजार किलोग्राम है और वह 500 किलोमीटर की रफ्तार से चल रहा था। तो अहमदाबाद से कितने किलोमीटर दूर से बम्बई एयरपोर्ट ने

उसको चार्ज दिया और वी.ओ.आर. सिगनल की परिस्थिति उस समय क्या थी। यह जानकारी हासिल हो सकती है तो इससे जिम्मेदारी डाली जा सकती है। बम्बई रीजन ने अहमदाबाद रीजन को कब उसकी जिम्मेदारी दी?

मैं यह भी जानना चाहता हूँ कि क्या ब्लैक वाक्स अहमदाबाद और बम्बई को सही ट्युनिंग दे रहा था क्योंकि अगर ट्युनिंग सही नहीं मिलती है तो उसकी उड़ान को कब नीचे लाना चाहिए तभी पाइलोट उसका सही निर्णय ले सकता है। इसलिए क्या इसकी ट्युनिंग सही पाई गई? क्या जब विमान बम्बई से चला था तो उसकी जांच की गई थी तथा क्या विमान में जीरोस्कोप या होक यंत्र ठीक काम कर रहे थे? क्या इनकी भी जांच बम्बई में हुई थी?

महोदया, मैं यह भी जानना चाहता हूँ कि क्या अहमदाबाद का लैंडिंग सिस्टम दुस्त था या उसमें क्षति पाई गई थी? बोइंग 737 में इस्ट्रुमेंट लैंडिंग सिस्टम और रिसीवर जो था वह सही पाया गया? ट्युनिंग और रिसीवर का परस्पर संबंध होता है। इसलिए उसका रिसीवर ठीक काम कर रहा था या नहीं यह भी मैं जानना चाहता हूँ।

महोदया, यह बात भी हमारे सामने आई है कि अहमदाबाद में इतनी धुंध थी जिसकी वजह से विमान चालक रास्ता नहीं देख पाया और ठीक समय पर ठीक जगह पर लैंडिंग नहीं कर पाया। इसमें यह भी कहा गया है कि विमान के बाइपर ठीक से काम नहीं कर रहे थे। तो क्या दुर्घटनाग्रस्त विमान के बाइपर ठीक से काम कर रहे थे और विमान चालक ने क्या अहमदाबाद एयरपोर्ट को कोई सन्देश दिया था?

क्या एयर ट्रैफिक कंट्रोल ने इस विमान को अहमदाबाद उतरने के लिए निर्देश दिया था? यदि हा, तो राडार पर अन्तिम समय पर सन्देश कब पाया गया? ये

दोनों जीवें इस दुर्घटना से संबंधित हैं। इसलिए इनकी भी जानकारी दे सकें तो अच्छा होगा।

महोदया, मैं मंत्री महोदय से यह भी जानकारी चाहता हूँ कि अहमदाबाद में यह विमान कब दुर्घटनाग्रस्त हुआ था और उसकी प्रथम माहिती कब और किसको उपलब्ध हुई और इस पर उस अधिकारी ने क्या पहली कार्यवाही की?

माननीया, विमान को नीचे लाने के लिए उसका कुछ क्षेत्र तय किया जाता है, रन वे का क्षेत्र तय किया जाता है और रन वे के पहले का एरिया तय किया जाता है, उसकी हाइट तय की जाती है, इसलिए मैं माननीय मंत्री जी से जानना चाहता हूँ कि अहमदाबाद एयरपोर्ट के लिए विमानों अड्डों को कितने भागों में बांटा गया है? विमान को उतरने के लिए मिनिमम रन वे की हाइट क्या थी, इसकी न्यूनतम ऊंचाई क्या थी, यह भी जानकारी मैं लेना चाहता हूँ।

माननीया, दुर्घटनाग्रस्त स्थल और रन वे के बीच में क्या अंतर था? उन्होंने 4 किलोमीटर कहा है दुर्घटना आकाश में कितनी ऊंचाई पर हुई और विमान की दिशा क्या थी; यह भी जानकारी देने का कष्ट करें।

मेरा आखिरी प्रश्न यह है कि जो इसके मालिक थे या जिन्होंने इस प्लेन को बनाया था क्या अमरीका की बोइंग कंपनी तथा नेशनल ट्रांसपोर्टेशन सेफ्टी बोर्ड तथा अमरीका फ़ेडरल ऐविएशन ऑर्गेनाइजेशन के विशेषज्ञों ने अहमदाबाद में दुर्घटना स्थल का तथा दुर्घटनाग्रस्त विमान का मुआयना किया था? अगर हाँ है तो कब ली है और उस पर उन्होंने अपनी क्या रिपोर्ट दी है और उस पर उसकी टिप्पणी मंत्रालय को क्या मिली है? अगर नहीं मिली है तो वह कब मिल पायेगी? उस पर मंत्रालय की अपनी प्रतिक्रिया क्या होगी? यह जानकारी मंत्री जी देंगे तो उस पर और अधिक प्रकाश डाला जा सकता है।

आखिर में एक शब्द कह कर अपनी बात खत्म करता हूँ। जैसा कि कहा गया है हम को इस बात को भूलना नहीं चाहिए। मंत्री जी की सराहना करता हूँ। वह सक्षम हर एक काम करने के लिए। यहाँ पर जो कमियाँ बताई गई हैं उनको वह पूरा करेंगे। वह जिम्मेदार व्यक्ति हैं। लेकिन अगर कुछ गैर जिम्मेदार व्यक्ति मंत्रालय में बैठे हुए हैं और उसकी गम्भीरता को अगर नहीं पहचाना है तो उसके बारे में मंत्री जी उनके जिम्मेदारी तय करें ताकि जो गैर जिम्मेदार व्यक्ति है जो लोगों की जिन्दगी के साथ खेलते हैं उनके साथ खिलवाड़ न कर सकें।

मैं आशा करता हूँ यह जो विमानों व्यवस्था है इन को देश और विदेश की एक सर्वोच्चतम व्यवस्था बना पायेंगे। मैं यह भी आशा करता हूँ हमारे मंत्री जी के नेतृत्व में इसको सही ढंग से करार दिया जायेगा। धन्यवाद।

THE DEPUTY CHAIRMAN: Now, Mr. Matto.

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Madam Deputy Chairman, first of all, I wish to share my sentiments with the honourable Minister and to express my grief and sympathy to the members of the bereaved families and the friends of the deceased.

Madam, coming as we do from Jammu and Kashmir, we have become highly dependent on aircraft, more so after the road blockades, and we are very much worried about air safety. Last week, for four or five days consecutively, the Boeing service could not be operated to Jammu. Even yesterday I was seeing off my daughter and the flight was late by 2-1/2 hours. I would, therefore, confine myself to one or two points which the honourable Minister may kindly reply to.

I would like to ask the honourable Minister: What is the depletion in the IA flights on account of (1) this accident, (2) the more stringent engineering checks that he might have stipulated and (3) bird-hits, etc? By when is the strength of the fleet going to be restored? This I am asking because of the dislocation that has taken place. I can understand that it is not pos-

[Shri Ghulam Rasool Matto]

sible to acquire the fleet immediately. If orders are placed now, it takes years for the fleet to arrive and I think some orders have been placed and some aircraft are likely to come. But, by way of having a crash programme, will the honourable Minister consider getting on lease a certain number of aircraft from other countries and using them in our various airline organizations? My other question in the same context is this: By when the Government going to be prepared to increase the flight to keep pace with the increasing passenger traffic?

With regard to the human side which one of the honourable Members mentioned, I would like to ask the Minister how much amount has been disbursed by to-day, that is, the 2nd November, to the members of the bereaved families and what is the quantum of the compensation and by when he intends to satisfy all the compensation claims of the people?

What steps is he going to take in the Ministry---

(a) to restore passenger confidence in the IA and Vayudoot which has been shattered in the recent past, and

(b) to improve passenger care before and during flight? From the preliminary reports that he has received, is the crash due to any metal fatigue in the two accidents that have recently taken place?

My next question would be: Is it because of lesser trained personnel in the airlines that we had to face a situation like having Mr. Nagpal with 50 hours' experience only as a co-pilot, and what steps is he proposing to take to have adequate number of trained staff?

My last question would be: When was the Fokker Friendship acquired for Vayudoot and was this Fokker Friendship which was involved in the accident in Assam already plying on the Airlines and then switched on to this?

These are the few questions Madam, that I would like the hon. Minister to reply, and I shall be glad if reply is given

to these points. Thank you, Madam Deputy Chairman.

SHRI BHASKAR ANNAJI MASODKAR (Maharashtra): I rise only to share the sense of shock and sorrow as well as of anger and anguish felt by the Members of this august House at the dual tragedy of 19th October.

I would not have intervened in this. But I feel that there are some silent aspects in this particular statement which should not be missed by this House. Particularly I draw the attention of the hon. Minister to the third paragraph of the statement where it is stated that Indian Airlines has been instructed to arrange for payment of compensation as soon as possible. Some of the hon. Members have already asked whether the compensation has been paid or not. I would like to ask two questions on this. What is the quantum of compensation that is being provided by the Indian Airlines? As an offshoot of that, I would further request the hon. Minister to clarify whether this is the quantum frozen to any particular amount or whether the capacity of passenger, his life expectancy, his life, will be evaluated by any machinery. I read in the Press that the Government has come out with Rs. 2 lakhs per individual per dead body of the individual. Madam Deputy Chairman, I must say that this cannot be the compensation in a country like ours. Those who fly by the Indian Airlines are persons having larger expectancy-economic expectancy as well life expectancy. Will the Minister care to refer this question of compensation to the court of inquiry which already been set up? I do not know whether it will come within the compass of the reference because, as I said there are some silent aspects of this statement. One of them is that the terms of reference of the court of inquiry are not before the House. It would have been better had the Minister put the terms of reference before the august House. I would like the Minister to clarify what are the terms of reference and whether these terms of reference include the matter of compensation to each individual who has lost his valuable life.

Madam Deputy Chairman, you are aware that the law of compensation in this country is part of the law of torts, based on negligence as well as fixing of the liability. That being the position, I would request the Minister to state whether the terms of reference encompass the fixing of responsibility with regard to this particular accident. Do the terms of reference further state what remedial measures should be taken with regard to this after fixing the responsibility? Madam Deputy Chairman, one of the things which must have come to your notice is that there is an overall anxiety expressed on the floor of this House with regard to the safety of passengers and the safety of the flights. I do not wish to repeat what the hon. Members have said because I sincerely share their concern with regard to efficiency, wear and tear, life expectancy of the machines we are flying and the dangers to which we expose the citizens of this country. I simply ask the hon. Minister to state what policy he is going to frame so as to reconstitute the lost confidence of the nation by this great tragedy. There is nothing in this statement which indicates the steps which the Ministry proposes to take so as to avoid such dangers and to reconstitute the confidence of the people in our flying machine. Thank you, Madam.

श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश): माननीय उपन्यासिका महोदया, 19 अक्टूबर को 3.30 घंटे के अंदर दो दुर्घटनाएँ हुईं। इन दुर्घटनाओं के बारे में अभी पूर्व वक्ताओं ने चर्चा की है। महोदय, जहां तक मेरी जानकारी है आज तक इन प्रकार की 3.30 घंटे के अंदर दो विमान दुर्घटनाएँ कभी नहीं हुई हैं वायुदल में 34 में से 34 व्यक्ति मारे गये और दूसरे इंडियन एयरलाइंस के विमान में 135 में से 130 व्यक्तियों की मृत्यु हो गई और जैसा अभी वाघेला साहब बता रहे थे उन में 1-2 और आदिमियों की मृत्यु हो गई। सारा प्रश्न यह है कि इस विभाग का जो कार्यकरण है वह बहुत खराब है। आज ही मंत्री जी से इस विभाग के संबंध में जो प्रश्न पूछे गये थे उन्होंने मदद में कुछ तारोक्त और कुछ तारोक्ति प्रश्नों के उत्तर में

बताया कि अप्रैल से सितम्बर, 1988 के बीच में 1162 इंडियन एयर लाइंस के विमानों की उड़ानें रद्द की गईं। इसी 6 महीने की अवधि के अंदर एयर इंडिया की 230 उड़ानों को तकनीकी कारणों से रद्द किया गया दूसरे विवरण में दिया गया है कि 1984 में इंडियन एयर लाइंस की तीन दुर्घटनाएँ हुईं और एयर इंडियन की एक दुर्घटना हुई। 1985 में इंडियन एयर लाइंस की एक दुर्घटना हुई और एयर इंडिया में भी एक दुर्घटना हुई। 1986 में इंडियन एयर लाइंस में पांच दुर्घटनाएँ हुईं और 1987 में इंडियन एयरलाइंस में एक दुर्घटना हुई। जैसे कि कई माननीय सदस्यों ने बताया पिछले तीन चार महीनों के अंदर जो पवनहंस हेलीकाप्टर है, विमान है उनकी दुर्घटनाएँ हुईं इंडियन एयरलाइंस के एक बी-4/737 बी०टी०आई० ए० जो जम्मू चण्डीगढ़ हो कर आई-422 श्रीनगर दिल्ली की उड़ान कर रहा था 19 जनवरी, 1988 को इंदिरा गांधी अंतर्राष्ट्रीय हवाई अड्डे पर उतरते समय दुर्घटनाग्रस्त हो गया। यह सौभाग्य था उन व्यक्तियों का कि किसी व्यक्ति की मृत्यु नहीं हुई। सारा सवाल यह है कि इन विभाग की जो कार्य-प्रणाली है वह बहुत ही खराब है। यदि उसको आप सुधार नहीं सकते हैं तो मैं आपको यह सलाह दूंगा कि एक वक्तव्य इस देश के नाम ऐसा प्रकाशित करवा दिया जाए कि हम लोगों की जान की सुरक्षा नहीं कर सकते और चाहे वह एयर इंडिया के विमान हों या इंडियन एयरलाइंस के हों या वायुदल के हों सब की उड़ानें रद्द कर दी जाए क्योंकि आज इन विमानों में बैठना मौत के मुंह में जाना है। इसलिए मैं यह निवेदन करूंगा, जैसा कि आपने अपने वक्तव्य में बताया है कि दोनों दुर्घटनाओं के संबंध में दो हाई कोर्ट के जज अलग-अलग न्यायिक जांच करेंगे लेकिन यह जांच केवल दो दुर्घटनाओं की होगी। यहां पर माननीय सदस्यों ने मांग की है और विषयकर हमारे विद्वान सदस्य श्री चित्त बसु जी ने मांग की है कि यह जो नागर विमानन विभाग है, सिविल एविएशन डिपार्टमेंट है इसके पूरे कार्यकरण की आपको जांच

[श्री मत्स्य प्रकाश मालवीय]

करानो चाहिए और वह जो बहाना चाहिए लोक सभा और राज्य सभा के सदस्यों द्वारा बना हुई संयुक्त समिति में। उस समिति में इसकी जांच कराना चाहिए क्योंकि दुर्घटनाएं बरतती ही रहती हैं। दुर्घटनाएं तो हमने पहले भी हुई लेकिन इस प्रकार दुर्घटनाएं जा हो रही हैं इनको रोकने की बहुत ही आवश्यकता है और इसकी जांच पंचद की संयुक्त समिति में कराई जाए।

इसके संबंध में गुरुवार राहंगा कि आप माननीय सदस्यों को इसका जवाब अवश्य दें। इस संबंध में आपकी स्पष्ट आश्वासन सदन में देना चाहिए जिसमें कि देश की जनता का जानकारी हो कि सरकार जो इस बारे में चिन्तित है आदमी का जीवन जो है वह बहुत ही मूल्यवान चीज है जो व्यक्ति चले गये जिनके परिवार के लोग चले गये उनको हम वापिस नहीं ला सकते हैं लेकिन कम से कम भविष्य में जो लोग इन विमानों में यात्रा करते हैं उनका जीवन सुरक्षित हो इसलिए पुनः आपसे निवेदन है कि आप इस संबंध में स्पष्ट रूप से सदन को आश्वासन दें कि संसदीय समिति इस विभाग के पूरे कार्यकरण की जांच करेगी।

PROF. SOURENDRA BHATTACHARJEE (West Bengal): Madam, thank you for calling me to speak. My daughter had a strange inhibition regarding the air flight. She says that there is no touch with the earth and therefore when we are in the mid-air, I do not know what it will be, which sphere. Particularly when we are there, the question of sense of security becomes very important in the mid-air. It is neither earth nor heaven, but in between. What it is, I do not know.

AN HON. MEMBER: TRISANKU SWARGAM.

PROF. SOURENDRA BHATTACHARJEE: We are having 'trisanku swargam' very often. Therefore, the number of Members participating in the discussion, perhaps, has been rather more than

the usual quota of Rajya Sabha in seeking clarifications out of an instinct of self-defence... (Interruption)... out of self-preservation, I stand corrected. The question is, I am very reluctant to use the charge which was a cliché, but this statement of the hon. Minister is so thoroughly bureaucratic. That in the circumstances it was bit unexpected. The ministers are expected to read out statements prepared by the bureaucrats. Some exceptions might be there sometimes. But here, Mr. Patil gives away nothing except the promise of compensation to the next of kin of those who have died. He should have been, perhaps a bit more forthcoming. If there is any thing ailing in the airlines, whether in the Air India or the Indian Airlines or the Vayudoot or the Pawan Hans, he should have been more forthcoming and he should have taken the House into confidence. Why in the face of such a tragic happening, such a cold statement has been made, an expression of sympathy in a format, nothing else? It is not expected of him, particularly Mr. Patil whose human wealth is wellknown. Then, is the system so much oppressing that it cannot make self-criticism and introspection and must repeat by rote what was written on the previous occasions that is in the case of precedents, when such things happened? The hon. Member there read out a list of crashes in the Indian Airlines. So by those precedents a statement has been presented before the House. It should not have been like that.

I have no claim to any technical knowledge and I am completely a novice in this regard. But a statement by one Mr. Harshvardhan, reported to be either the Managing Director or the Chairman of Vayudoot, seems to be vague. I do not know what it means. In each flight ten minutes instruction by the pilot to the co-pilot, they are piloting the plane and at the same time giving instruction also. As a teacher I was just having an inferiority complex. The pilots and co-pilots in Vayudoot have a very capable faculty. Otherwise while piloting the plane how can

the instruction being given is possible and it was in response to what, that the pilots in Vayudoot are under-trained. A crash programme has been launched. Already a crash has been there. And now there is a crash programme to properly train the pilots and co-pilots. In all these matters let the Minister make a clean breast of actually what is the matter. At least on this matter let us know officially what the position is. And what happened at the Zero Hour be not repeated. Both sides of the House have been unanimous in deploring in the strongest possible terms any negligence in such a matter. And the Government must take note of this unanimous opinion of the House. And at the same time, a demand has been voiced from this side of the House that let there be a Parliamentary probe to go into all the aspects of the civil aviation. I would expect that without having recourse to just bureaucratic paraphrasing the Minister would take courage into both hands and accept the demand for a Parliamentary probe and thereby assure the country also, particularly the passengers travelling by air that the Government is really serious about their safety and security.

श्री ईश दत्त यादव (उत्तर प्रदेश) :
माननीय उपसभापति महोदया, पिछली 19 अक्टूबर को इस देश में भयंकर और बड़े विदायक घटना हुई और दो दुर्घटनाओं में 164 व्यक्तियों की मृत्यु हुई। यह संख्या तो अब और बढ़ गई है एक बच्चे के मरने से। यह दोनों विमान दुर्घटनाएँ जो हुई हैं, यह निश्चित रूप से सिविल एविएशन डिार्टमेंट के अधिकारियों या जिम्मेदार व्यक्तियों की लापरवाही के कारण हुई।

यह इंडियन पीनल कोड के सैक्शन 302 का जुर्म अगर नहीं बनता है, तो 304 का तो बनता ही है। इस भयंकर दुर्घटना पर इस सदन में माझे चार वज से चर्चा चल रही है, मंत्री जी के वक्तव्य आने से अब तक और पूरा देश प्रतीक्षा में होगा कि इन दो दुर्घटनाओं के बारे में माननीय मंत्री जी निश्चित हो कोई सही वक्तव्य सदन के अंदर देगे। लोग टी० वी०, रेडियो और समाचार-पत्रों पर प्रतीक्षा

करेंगे। लेकिन महोदया, मुझे मंत्री जी का यह बयान पढ़कर निराशा हो रही है। यह तो 20 अक्टूबर को समाचार-पत्रों में बयान आ गया था, एक भी नई बात मंत्री जी ने इसमें नहीं जोड़ी है। यह तो सब छप गया था कि कौन विमान कितने बजे उड़ रहा था, कितने वजे दुर्घटना हुई, कितने आदमी मरे।

इस माननीय सदन का बहुमूल्य समय जो लिया जा रहा है, आज देश आशा लगाये हुए है कि मंत्री जी कोई सही बयान देंगे, यह नहीं हुआ है। इसलिए माननीय मंत्री जी से मेरा पहला प्रश्न और पहला स्पष्टीकरण यही है कि माननीय मंत्री जी मौके पर गये थे, हमारे माननीय सदस्य कह रहे थे, मैं प्रशंसा कर रहा हूँ कि वह मौके पर गये तो निश्चित रूप से आपको कोई न कोई जानकारी मिल गई होगी, आपके अधिकारियों ने और आपके एक्सपर्ट्स ने जानकारी दी होगी। तो आपको इस माननीय सदन में उस रहस्य को खोलने में कोई इतराज नहीं होना चाहिए।

मेरी समझ में दो कारण हो सकते हैं— एक तो आप प्रोटेक्शन लेंगे जूडिशल इन्क्वायरी की दूसरे कानून में तो वाय्डन नहीं है, हो सकता है कि प्रधान मंत्री जी नाराज न हो जाए कोई सही बात बताने में। मैं माननीय मंत्री जी की प्रशंसा करता हूँ भले आदमी हैं उनकी नायब में कोई संदेह नहीं करता, लेकिन मैं मंत्री जी से यही स्पष्टीकरण चाहूंगा, यही प्रश्न कर रहा हूँ कि अब तक जो आपको जानकारी मिला घटनास्थल पर जाने के बाद अब आपके अधिकारियों द्वारा जो जानकारी मिली है इस माननीय सदन में आप उसे स्पष्ट रूप से व्यक्त कर दें। इससे जूडिशल इन्क्वायरी प्रभावित नहीं होगी। कानून हम भी जानते हैं। यह इजाफा होगा। इसमें जूडिशल इन्क्वायरी अफैक्ट नहीं होगा और अगर प्रधान मंत्री जी नाराज हो गये, तो इस देश में, मान्यवर, आपका नाम हो जाएगा एक सही और ईमानदार मंत्री के रूप में, जो वस्तुस्थिति हो सदन में सही रखता है। . . . (व्यवधान)

श्री सत्य प्रकाश मालवीय : श्री विश्वनाथ प्रताप सिंह के वाद ।

श्री ईश दत्त यादव : इसलिये मेरा पहला स्पष्टीकरण तो यह है—मैं ज्यादा समय नहीं लगा और रेपोटीशन भी नहीं होने दूंगा । दो चीजें हैं, किसी न किसी टेक्नीकल डिफैक्ट की वजह से यह एयर क्रेश हुआ है दो चीजें, मान्यवर, आपके माध्यम से मैं माननीय मंत्री जी से अनुरोध करना चाहता हूँ, यह इनकी नालेज में जरूर आई होगी—क्या स्टेप्स इन्होंने इनके बारे में लिये हैं ?

दो चीजें होती हैं, एक तो पायलट्स की डाक्टरी जांच और दूसरे जहाज की टेक्नीकल जांच—यह दो चीजें हो जाने के बाद ही उड़ान भरी जाती है । माननीय मंत्री जी की नालेज में यह होगा और यह इसको एडमिट भी करेंगे, ऐसा मैं समझता हूँ । मैं समाप्त ही कर रहा हूँ । मैं अंतिम व्यक्ति हूँ, इसलिए मेरे ऊपर जरा दया करें ।

उपसभापति : नहीं, अंतिम व्यक्ति अभी बाकी है ।

श्री ईश दत्त यादव : तो मैं निवेदन कर रहा था कि दो फैक्ट्स बराबर समाचार-पत्रों में मँगझीन में आ रहे हैं । एक तो डाक्टर लोग जो पायलट्स की डाक्टरी जांच करते हैं, यह फर्जी सर्टिफिकेट इशु कर दिया करते हैं और दूसरे जहाज की जो टेक्नीकल जांच होती है, इसकी इंजीनियरी की जो जांच होती है, “चेक बी” जो होता है, यह भी फर्जी सर्टिफिकेट दे दिया जाता है ।

महोदया, मुझे तो यह जानकारी दी गई है कि जो विमान अहमदाबाद में दुर्घटनाग्रस्त हुआ था उसी विमान के चेक-बी का सर्टिफिकेट कुछ दिन पहले फर्जी दे दिया गया था और “इंडिया टुडे” ने इसको छाप दिया था । वह ब्लैक चेक था “बी-चेक” । क्या मंत्री जी के नालेज में यह बात नहीं आई ? साथ

ही जिस इंजीनियर ने वह फर्जी चेक-बी जारी किया था उसके खिलाफ माननीय मंत्री जी ने क्या एक्शन लिया ? उस व्यक्ति को जेल के हवाले किया या नहीं किया ?

दूसरा महोदया, मेरे पास इंडियन एक्सप्रेस की एक कटिंग है । इस एक्सप्रेस की कटिंग में वाईंग-737 एयरक्राफ्ट के बारे में यह इंजीनियरिंग या टेक्नीकल रिपोर्ट दे दी गई है इस पर इंजीनियर के हस्ताक्षर हैं और जांच का जो पूरा फार्म है यह ब्लैक पड़ा हुआ है । मैं समझता हूँ कि माननीय मंत्री जी के पास भी यह कटिंग गई होगी या उनके नालेज में भी यह पेपर आया होगा, उन्होंने इसके बारे में अब तक क्या एक्शन लिया ?

अंत में, मैं मंत्री जी से दो-एक निवेदन और करना चाहता हूँ और उसके बाद अपनी बात समाप्त कर दूंगा । यह भी माननीय मंत्री जी आपका जानकारी में होगा कि इन विमानों की लिमिटेशन है कि इतने हजार घंटे उड़ने के बाद यह बेकार हो जाते हैं और अगर उस निर्धारित अवधि के बाद आप विमान चला रहे हैं और यह बात आपकी जानकारी में है तो क्या आपके विभाग के लोग इन होने वाली दुर्घटनाओं के लिए जिम्मेदार हैं या नहीं ? यह भी नियम है, महोदया, जो इसके पढ़ने में लगता है कि हर 24 घंटे की उड़ान के बाद विमान की इंजीनियरिंग जांच होनी चाहिए । मैं माननीय मंत्री जी से जानना चाहूंगा कि जो दोनों विमान दुर्घटनाग्रस्त हुए हैं, दुर्घटना होने के कितने समय पूर्व इन दोनों की इंजीनियरिंग जांच हुई थी ? इन्हीं शब्दों के साथ, माननीय उप सभापती महोदया, मैं आपके प्रति आभार प्रकट करता हूँ कि आपने मुझे समय दिया । धन्यवाद ।

SHRI V. NARAYANASAMY (Pondicherry): Madam Deputy Chairman, thank you for giving me this opportunity at the last minute to seek some clarifications on the statement made by the hon. Minister.

(Interruption)

Madam, I have gone through the statement of the hon. Minister.

THE DEPUTY CHAIRMAN: Last-minute opportunity is only for one minute.

SHRI V. NARAYANASAMY: I will take only three minutes. I have gone through the statement of the hon. Minister. The statement is wanting in more particulars. This statement contains only the information which had already appeared in the newspapers on the 20th October. The same information has been reproduced in this statement. We are now in the month of November. Later developments have not been explained at all in the statement.

Madam, there is a demand from the other side that the hon. Minister should resign. Of course, they do it for their political ends. But all the same, complete information is required to be given to the House. I would request the hon. Minister to give detailed particulars on the two air crashes.

The hon. Minister had been reported as having said that he did not rule out the possibility of sabotage. Where from did he get the information that there is a possibility of sabotage? I would like to know from him, what was the report of the preliminary investigation at the crash site.

There is another important thing which I would like to know from the hon. Minister. It has been stated that when the plane was descending, the pilot gave a signal at about 6.35 a.m. He radioed to the Ahmedabad control tower that he was approaching. The control tower replied to him. They gave him clearance. In the morning, the hon. Minister, while replying to a question, said that by the side of the runway there was greenery; trees were there, and fog formation was there. Why did the control tower not warn the pilot about fog formation near the airport? Why did the control tower not give the information to the pilot? I would like to seek this clarification from the hon. Minister why this information was not given to the pilot at the time when he said that he was

approaching the airport and he was out-bound.

Thirdly, this particular aircraft which crashed at Ahmedabad airport is reported to have had serious snags. About four days back it was rectified also. The major snag was leakage in the hydraulic landing gear. Who certified that it was all right? Who was the maintenance engineer who certified that the hydraulic landing gear was all right? At the time when the aircraft was allowed to fly, what was the condition of the hydraulic landing gear?

Apart from that, it is well-known that the altimeter was defective because it showed a height of about 180 feet when the aircraft was flying at 500 feet. It was found to be defective when it was recovered. Therefore the snags were there and yet the flight was allowed to fly. Who were responsible for this? What action has been taken against them?

Another important aspect is about the Vayudoot service. In the year 1983, about 18 stations had been opened. Within a period of five years, now we have 91 stations. The airports are constructed and Vayudoot services are being operated. We welcome this. But the maintenance has to be foolproof. The maintenance system has not been improved. Especially in the Vayudoot service, the aircraft maintenance is very poor, because of which we have seen several air crashes. The hon. Minister should review the maintenance procedures of the aircraft in the Indian Airlines and Vayudoot service and show to the country that the maintenance of the aircraft is done as per the guidelines and principles.

Lastly, I would like to say a word about compensation amount. The hon. Minister has announced that 2 lakh will be given to the next of kin of the deceased. It is a meagre amount. The persons who have died in the air crashes belonged to various sectors of the society—businessmen, executives and persons belonging to various categories. The amount of Rs. 2 lakh as compensation is very meagre. The hon. Minister should appoint a commission for the purpose of finding out the exact amount which should be paid to the next of kin of the deceased persons.

[Shri V. Narayanasamy]

Another aspect is about the court of inquiry. What are the terms of reference, when the court of inquiry is to submit its report and have they started investigation? On all these aspects the hon. Minister has to give a reply. With this, I conclude, Madam.

SHRI SHIVRAJ PATIL: Madam ! I would like to express my gratitude to the hon. Members who have evinced interest and discussed these tragic incidents and have made some valuable suggestions. I understand and I realise the anxiety, the concern and the anger of those who have expressed their views and of those who have expressed their views outside this House also. If anything has to be learnt from these things, it is as to how we should conduct ourselves to see that accidents of this nature do not recur.

Madam, the two accidents were really lit from the blue. One accident took place in the western part of our country and the other accident took place in the eastern part of our country. One and the same day, within a short time. Accidents do not have any logic, they say.

DR. G. VIJAYA MOHAN REDDY: Who said that?

SHRI SHIVRAJ PATIL: I do not know whether this statement can be accepted or not.

DR. G. VIJAYA MOHAN REDDY: No, it cannot be accepted. It should be rejected outright.

SHRI SHIVRAJ PATIL: Madam, it is a fact that the weather near Guwahati on that day and after two days also was not good. It was drizzling, it was misty and the visibility was very poor. Near Ahmedabad also the weather condition was not really very good. This is the factual information I am giving to you.

Madam, honourable Members have said that more information should have been given on the floor of this House. It is not that information is not available.

But, having appointed a Court of Inquiry and, as per the rules of this House, as the matter becomes subjudice, whether it is correct to place the bits and pieces of information without connecting them with each other and without... (*Interruptions*)...

SHRI SATYA PRAKASH MALAVIYA: What is your reaction to our demand for a parliamentary probe?... (*Interruptions*)...

SHRI B. SATYANARAYAN REDDY: Appoint a Parliamentary Committee... (*Interruptions*)...

SHRI V. NARAYANASAMY: Let us hear the Minister first.

SATYANARAYAN REDDY: Appoint a Joint Committee of Parliament

SHRI SHIVRAJ PATIL: I have not completed... (*Interruptions*)... I have not finished my speech... (*Interruptions*)...

THE DEPUTY CHAIRMAN: Pleased sit down... (*Interruptions*). Mr. Reddy, this is not correct. Please sit down.

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): No... (*Interruptions*)...

THE DEPUTY CHAIRMAN: What is "No"? I am asking you to sit down. Please sit down.

Now, you have placed some facts and some queries before him. He is trying to reply. Now when he is trying to reply... and he is saying that there are some facts which are subjudice because of a Court of Inquiry—you are not listening to him. You may be demanding a Parliamentary Committee. That is a different thing... (*Interruptions*)... Please listen. You may be asking for or demanding a particular thing, but whether he accepts that or not is a different thing. Let him explain first... (*Interruptions*)... This is not correct. This is not as per Parlia-

mentary practice—let me tell you. You have to listen. When you ask some queries, you have to listen to the replies—and whether you accept them or not is a different thing. He has just started and you have started obstructing. This is not correct... *(Interruptions)*... Let me tell you, this is not correct. You may want to raise some matter from your point of view... *(Interruptions)*... Please sit down... *(Interruptions)*... I, am not going to allow that, please... *(Interruptions)*...

SHRI SHIVRAJ PATIL: Madam, I will reply to that point also. I am not going to be silent on that point. But at least you will please show the courtesy to other Members and to me also to explain the point. I have not finished my statement. I have just begun. I am going to give my views my opinion, my stand, Government's stand on this point also. Why don't you have a little patience please? I did not obstruct when you were saying things. I could have explained at that time also. But I did not. Why don't you wait for some time?

PROF. SOURENDRA BHATTACHARJEE: We have been waiting patiently.

SHRI SHIVRAJ PATIL: It is not correct. I have just started. It is not correct.

SHRI GHULAM RASOOL MATTO: Please carry on.

SHRI SHIVRAJ PATIL: Madam, I was trying to say that unless the information which is available with the Department, information which is available with me is properly analysed, unless conclusions are drawn, it will be difficult, and it will not be correct. It will not be just for a Minister to go on giving expression to his opinion or his conclusion. It has to be fully assessed. It is not the opinion of a layman. It is the opinion of the experts also which has to be taken. *(Interruptions)*

Please now let me finish. Then you can ask.

THE DEPUTY CHAIRMAN: No, please.

SHRI SHIVRAJ PATIL: That is not correct. After I finish, if you have any doubt, I will be ready to reply, but not before I finish.

Madam, I was trying to say that the information is available. It has to be put in a fashion and some conclusions are to be drawn. The experts have to act. The acumen has also to be used for drawing proper conclusions. When such a tragedy has taken place, you would not like me to express my views or you would not like any officer in the Ministry to express his views arbitrarily. His views may be acceptable, his views may not be acceptable. His views may be correct, his views may not be correct. Now that we have appointed experienced judicial officers from the High Courts, Judges from the High Courts, please, I would request, allow us to put all the facts before them. Let them give their opinion. *(Interruptions)*...

I am going to give my reply. Why don't you wait for some time? Please don't disturb me. For God's sake, wait for some time. *(Interruptions)*

THE DEPUTY CHAIRMAN: I am not allowing you. Please sit down. *(Interruptions)*

SHRI SHIVRAJ PATIL: This is not correct. Listen.

(At this stage some hon. Members left the chamber)

श्री सीर्जा इशान्वेग : मैडम, वह ३१ तारीख की रैली देखकर सबका संतुलन बिगड़ गया है ।

SHRI V. NARAYANASAMY: They had decided to walk out.

SHRI SHIVRAJ PATIL: I am really very sorry that on a matter like this when 21 hon. Members have expressed their views and we have patiently heard them, they do not show the courtesy of hearing what the viewpoint of the Government is

श्री मीर्जा इशदिबेग : मैडम, यह शेम-फुल है कि ऐस मामले पर भी ये राजनिति करते हैं ।

SHRI SHIVRAJ PATIL: This goes to show how keen they are to understand the problem, how keen they are to see that such things do not happen and how keen they are to help us. I can only say that I am sorry. I would not say anything more than this.

Madam, I have heard the hon. Members very very patiently, and I would again like to say that the expression they have given to their views is quite sincere. I take it; they are going to be useful.

The views they have expressed can be divided into two compartments. The hon. Members have spoken not only about the accidents themselves, but they have expressed their views about other general things relating to the Indian Airlines and the Vayudoot also. As far as the queries on the accidents proper are concerned, there is some judicial difficulty. The rules are there. Certainly the august House would expect me to follow the rules which are laid down. So, there are limitations as far as that is concerned. As far as other general points are concerned, they are very good points. Probably they are well within their right to ask what is the stand of the Government on those points and I shall have no difficulty in expressing my views on those points.

The hon. Members while asking the questions had tried to understand whether the accidents took place because of mechanical defects, was there anything wrong with the aircraft itself? They have tried to understand whether the instruments which were used for guiding the aircraft to the airports were properly working or not. They have also tried to understand whether the pilot was under the influence of liquor or it was a human error. In short, they wanted to know whether it was a mechanical error or a human error. One of the hon. Members wanted to know as to how it was said that the accidents could have taken place because of some other things also. These are the

things on which the court of inquiry has to go into depth and they have to come to certain conclusions. After they examine the remains of the aircrafts, after they examine the instruments that the there at the aircraft, after they examine all the documents, which will be submitted to them, and they can call for that also, after they examine the eye-witnesses and others also and after they collect information which is collected by the police as well as the investigating authorities, they can apply their minds. Some hon. Members wanted to know whether it is only the Judge who is going to inquire into it or there are experts also assisting the judges. We have said four experts are there in each inquiry and they will help. Now, with the help of the assessors the hon. Judges would come to certain conclusions and they will give the conclusions. They may give their opinion as to the cause of the accident and the circumstances in which the accident has taken place and the points which are relevant and related to these points. On those also the opinion or the judgment can be given by these two courts and those points will be acceptable to us.

THE DEPUTY CHAIRMAN: No, the question was asked what are the terms of reference.

SHRI SHIVRAJ PATIL: I am coming to that. As per rules there are certain terms of reference. There are rules under which court of inquiry can be constituted. We want the court to enquire into the causes of the accident and the circumstances in which the accident took place. These are the two most important things.

A very relevant point was made by hon. Member, Mr. Masodkar, whether the quantum of compensation that is going to be paid to other members is also going to be considered. On this point I would not say yes or no. This is a point which has been thrown up for consideration. Without giving any assurance, I shall have to understand its implications.

SHRI V. NARAYANASAMY: I wanted to know whether a commission will be appointed.

SHRI SHIVRAJ PATIL: I am coming to these points. What I am saying is as to the compensation, there are certain rules which are followed. There is a law of compensation which is applicable to the people who are working actually. If anybody is in service, that law of compensation will be applicable. There is a general law about compensation that will be applicable. And there are compensations given when accidents take place to buses, accidents take place to railways, accidents take place to ships, accidents take place to other things also. And what generally the Airlines have been doing is whenever the passengers are travelling, they insure the lives of the passengers travelling as well as the crew members with the insurance companies. They get the compensation and they pay it to them. Now the passenger is insured for Rs. 2 lakhs. It is not the passengers who are insuring for themselves with the company. It is the Airlines which is insuring them with the company. They get the compensation. Now, whether this quantum of compensation is sufficient or not is completely a different issue. I am not saying this is less or this is more. If you look from one angle it may appear to be less and if you look from a different angle, well, a different view can be taken. I am not expressing any view on this point. But this is a point which is very well taken and without giving any assurance to this House I would simply say that we will remember this point and on this point we will form our own opinion.

SHRI BHASKAR ANNAJI MASODKAR: It is a matter of policy.

SHRI SHIVRAJ PATIL: I have to understand the implications. I am not just committing.

SHRI BHASKAR ANNAJI MASODKAR: Because of Bhopal gas tragedy experience I am telling that the people have not yet got the money. Thousands of people have died but the compensation has not been paid so far. This is our experience.

SHRI SHIVRAJ PATIL: That is a different thing.

SHRI BHASKAR ANNAJI MASODKAR: That is all right.

SHRI SHIVRAJ PATIL: As regards compensation, I would like to say that we are ready with the money. We are not going to wait for the amount of money to come from the insurance company. The money will be kept ready and paid from the coffers of the public sector undertaking. But nobody can understand better than the hon. Member Mr. Masodkar that the money has to be given to the kith and kin of the deceased. We have to decide as to whom that money has to be given. Now, if this responsibility is given to the public sector undertaking and if they are correct in deciding as to who is the successor and to whom the money should be given, well, mistakes can be made and if the mistakes are made in this matter, it becomes very difficult. So what we are asking...

THE DEPUTY CHAIRMAN: You fix up a time-limit. Otherwise, it will go on.

SHRI SHIVRAJ PATIL: As far as the succession certificate is concerned, it has to be obtained by the relatives and the amount of money we have kept ready and succession certificate is given by the court. I think Mr. Masodkar understands that. If the man who has died has mentioned somewhere in the document...

SHRI SHANKARRAO NARAYANRAO DESHMUKH (Maharashtra): In the Commission of Enquiry no succession certificate is required.

SHRI BHASKAR ANNAJI MASODKAR: By the insurance people.

SHRI SHANKARRAO NARAYANRAO DESHMUKH: Yes, by insurance people also.

SHRI SHIVRAJ PATIL: If I am insuring myself there is a column wherein I have to mention in that policy as to who will receive the money. Here the passengers have not insured themselves. The public sector undertaking has insured and the passengers and the persons who are entitled to receive the amount have to come. That is the only difficulty. We

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would like to take a practical and understandable view.

SHRI BHASKAR ANNAJI MASODKAR: If the hon. Minister permits, I want to say that the flight itself is insured. I am not sure.

SHRI SHIVRAJ PATIL: The flight is insured, the passengers are insured and the crew is also insured.

As far as the compensation is concerned, we will keep that money ready and we will not wait for the money to come from the insurance company. We will give that money. The only anxiety that we have is that it should be received by the proper person. If it is not received by the proper person, then, again many complications arise. If it is received by a wrong person then, the person who has to actually receive that compensation will suffer. That is the only anxiety. Nothing else. Even then we will also try to see how we can help them in this matter. These are the only things.

Now, Madam, I would request the hon. Members to understand the difficulty we face when a judicial enquiry is appointed. Our opinions are bits and pieces which are collected from which the conclusions have to be drawn, have to be correctly assessed correctly examined and only then the opinion can be given. It is exactly for this reason, we have not said whether the crash was because of mechanical defect because of the human error because of the defect in the aircraft, because of the defect in the instruments because of the wheather conditions and because of any other reason. We have not expressed our views. We would not rush to express our views. That would not be correct to do. We would rather wait for some time and we have said that the court of enquiry will give their report by 31st of January. The time limit is also there. 31st of January is the time limit fixed for that and we hope the court will be able to complete the enquiry before 31st of January and the report is given and then it will be put before you.

कुमारी सईदा खान (मध्य प्रदेश): यह जो इन्श्योरेंस होता है वह प्लेन और प्लाइट का होता है और अगर पैसंजर पहले से ही इन्श्योरेंस कराया हुआ है तो क्या उसको डबल पैसा मिलेगा क्योंकि उसने खुद भी इन्श्योरेंस कराया हुआ है?

श्री शिवराज पाटिल: अगर उन्होंने खुद किया है तो उनको अलग मिलेगा और जो हमने किया है वह अलग है।

Madam, there are certain other points on which the discussions has taken place and I think, I should express the point of view of the Government on those points. The hon. Members have said that the flights are being delayed. Yes, I shall have to accept what they say and we will like to see that the delays do not occur and delays are reduced. As to how it has to be done, we are looking into this matter and we would be able to do something substantial in this respect. Some of the Members did say here that we are flying too many routes and we are flying too many frequencies and that is one of the reasons why the delays are taking place. Well, I cannot dispute this thing. The anxiety of the Airlines is to provide the aviation facility because the time factor involved is very great. If one has to come from Trivandrum to Delhi or from Calcutta to Delhi and if he has to travel by train, he takes about three days. But if he has to travel by aircraft, he takes two hours and even if there is some difficulty, he prefers coming by that. In the process, what happens is that because we have taken too much responsibility in this respect, some difficulties have arisen. We are trying to solve these difficulties. We are looking at the routes and frequencies. On hon. Member said, "Have a look at the routes and frequencies and reschedule your flying in such a

manner as to provide the maximum facility to the Members and at the same time, see that there are no delays." I think, this is an acceptable proposal and we are already working on it.

The second suggestion which was given was, "Are you not trying to take some more aircraft?" Well, we are trying to acquire aircraft. I have many times said on the floor of the House that the Indian Airlines is hardly having 50 aircraft. It has to fly over the entire country. It has to transport more than 1 crore passengers. I have said it again and the Vayudoot is having only 19 aircraft and it is covering about 90 stations and covering those areas where easy access is not available. We are trying to do that. Now, the question is whether we are trying to add to the capacity or not. Yes, we are trying to add to the capacity. There are two methods by which we are trying to add to the capacity. One method is to help in the immediate future. The other method is a little long-term method. We are trying to acquire the aircraft on lease also. We have already contracted to take the aircraft on lease and I was told that in this month itself, we were to receive the aircraft by 15th of this month. Maybe, four or five days here and there, we should receive four aircraft and if four aircraft are given to us, it can help us a lot.

Then, we are trying to get more aircraft also on lease if it is available. Even if we have to take aircraft on lease to add to the capacity, it takes time. We have to enter into a contract and then the aircraft has to be ready. It has to be brought here and some fittings have to be done and when all those things are complete, it can be done. Then, we are trying to acquire Airbus-320 and next year, from March onwards, 19 Airbus will be added to the fleet of the Indian Airlines and it should be possible. Now, we are trying to

get some aircraft for Vayudoot also. As to how the aircraft can be acquired for Vayudoot is a question. Some hon. Members were saying, "Why don't you get more aircraft why don't you build new airports. why don't you provide navigation facilities?" These are things which we would like to do. The difficulty is that of finding funds for these purposes. The Government has rightly expected the airlines to earn and stand on their own legs and not to depend on the budgetary support. The budgetary support which is given to the Civil Aviation Department is very very limited. Sometimes we get less than Rs. 100 crores: sometimes Rs. 40 crores too. With this everything has to be had. They do give us the moral support and strength to get things on credit and all that. But we have to depend on ourselves. There is paucity of funds. The Government has rightly done it. If the Civil Aviation Department does not earn, who else is expected to earn? If the Transport Ministry does not earn, who else can be expected to earn? They have rightly taken the decision. But this is the difficulty and we have to find a way out of this difficulty and we are trying to do that. So, acquisition of aircraft is one of the things which we are trying to do. I think we will be able to acquire aircraft temporarily and all that.

Some hon. Members have spoken about the fatigue of the aircraft. They have said that the aircraft are old and all that. Some Members wanted to know for how many hours these aircraft, both the Boeing and the Fokker have flown. Both of them have flown for about 51,000 hours. There are aircraft of the Boeing Company in other countries which have flown for 80,000 hours also. Flying for 80,000 hours is much more than flying for 51,000 hours. When we say these aircraft have been flying for 51,000 hours, we are also changing their engines. We are changing their navigation equipment all the time.

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There are so many checks. There is the first check, the second check and the third check when they have flown for 1500 hours, 4000 hours and 8000 hours. Everything is checked. If it is necessary we change the equipment. Engines are changed. Navigation equipment are changed. If some parts have to be changed, they are changed. We are following the procedure laid down by the company when we acquire these things. We are exactly following the procedure laid down. Again, we are saying that if it is necessary to have a fresh look at all these things, it can be done also. But we are following the procedure laid down. We think that these aircraft can be flown. Experts have said that and that is why we are flying. Moreover, the question is that of finding funds. There is the interest of providing facilities to citizens. On the other hand there is the interest of providing the facilities in a safe manner. The interest of safety is there and the interest of providing facilities is there. These interests have to be balanced. We are trying to balance them.

Madam, then there was the question of training. It was asked whether the pilots are properly trained or not. Now, Mr. Dalaya had flown for about 6000 hours and the other pilot, Captain Dugal, had also flown for about 6000 hours. Both the co-pilots had flown for more than 500 hours. As far as training is concerned, I would like to place on record that we are taking pilots from the clubs which are training them. But we are not depending on the clubs only. It is only very recently that we have established the Indira Gandhi Rashtriya Udan Academy. There was nothing before that. We are training pilots in that Academy and after they are trained there, they are sent to the institute run by the Indian Airlines. They are trained over there also and then they come as co-pilot and start flying.

SHRI GHULAM RASOOL MATTO:

The question is: Is the number adequate?

SHRI SHIVRAJ PATIL: I am coming to that. The demand goes on increasing. I would like hon Members to appreciate that in the Civil Aviation Ministry—I do not take the credit for this; but it goes to the Ministers who were there—they have established four new organizations. One of the organizations is the training institute, the Indira Gandhi Rashtriya Udan Academy. Vayuoot is one more organization established. Pawan Hans is the third organization and the National Airport Authority is the fourth organization established. And these organisations have been established in order to meet the requirement of the country, the requirement of constructing airports, the requirement of providing helicopter aviation service to the people, the requirement of providing civil aviation facilities to the people in forest areas and rural areas and other places and also the training. These are the basic things. Institutions have been established only very recently and they are in the process of establishing the infrastructure and as the time passes, they would acquire the strength which is required to meet all the demands in all these areas. It is not that the matter is not looked into. I do not take the credit for it. I cannot take the credit for it. My predecessors have done that and especially I should say that the Prime Minister had taken interest in seeing that these institutions were established. They give the basic strength. But when a new institution has been established, from the time the institution has been established, if we start saying that this institution is not having all the infrastructure comparable to the infrastructure which is available with other institutions which have been running for years and which are well-established. I think we are doing a little injustice to that organisation or that institution. We should give that institution some

time to develop the infrastructure which is required to meet the objectives for which it has come into existence. The point I was trying to make is in the area of training also we are paying proper attention. As the requirements are increasing, as we are inducting more aircraft, it is natural that we are going to require more pilots and we are not depending only on pilots coming from here. I am told by the gentleman in Vayudoot that they are depending on pilots coming from the Air Force. Air Force pilots are very well trained and they have the practice of flying, they have all the skills required, and some of the pilots have flown more than 7,000 hours, 10,000 hours. Experienced pilots are being taken from the Air Force and they are inducted here with a little training on rules and regulations. And, moreover, when the pilots are asked to go into this, they are examined also. All the same we are looking into the training aspect of it. We have been asked by the Leader to look into the training aspect, how to strengthen it, how to have the necessary infrastructure to meet all the demands and come to a mark. We are looking into it. This is a general issue and this has nothing to do with one incident only

About the Board, the staff and other things honourable Members have made some comments. I would like to say that on the Board there are so many experts. If you consider the Chairman of Air India, the Managing Director of Air India, the Deputy Managing Director of Air India, the Managing Director of Vayudoot, these are all experts, and they are members of the Indian Airlines Board. There is the Director General of Tourism also, because tourism is something important. There are Joint Secretaries who have been dealing with it. There are other experts also. Now, the Board is consti-

tuted in such a fashion as to get the expertise of those who know how to manage the things, to get the expertise in the technical matters, to get the expertise in providing facilities to the passengers. It is a combination of those things which will give an acceptable product. And that is what we are doing. People may have different opinions. I am not going to dilate on them. This is not really a point which has directly any bearing on this. I would only say that we are trying to do our best.

Then we are asked whether we are going to refer this matter to a Parliamentary Committee. Well, if he had said, that this matter should be referred to a Parliamentary Committee, some others would have said, 'Why don't you appoint a court of inquiry?' In this case we have appointed a court of inquiry. Now some honourable Members are saying, 'Why don't you refer it to a Parliamentary Committee?' With all humility at my command I would say that this Parliament has a Parliamentary Committee which looks into public sector undertakings. There is a public sector undertakings committee itself existing. And, if the Committee on Public Undertakings, which consists of the Members of this House and the other House, wants to look into matters relating to Air-India or Indian Airlines or Vayudoot or into any issue for that matter, nobody can construct them and nobody can say that they cannot look into those things. Already there is a PUC and it can look into it and, over and above that, we have a Court of Inquiry also. Now, in such situation, it will be redundant to have one more Parliamentary Committee for that and that is why I think it is not necessary to have another committee for this purpose.

Then, Mdam, a pertinent question was asked: What are the immediate steps that we have taken? It is really neces-

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sary, when something has happened, when something tragic has happened, that the confidence of the people should not be shattered and it will be the

duty of all those who are in the airlines, it will be the duty of the Ministry also and it will be the duty of this House also to see that the confidence of the people is not shattered. Now, for the information of this House, I would like to say that if you look into the record of accidents which have taken place the world over and if you examine the performance of the Indian Airlines, you will develop some sort of confidence. Now, the rate of fatal accidents per hundred thousand take-offs for the Indian Airlines for 1981-82, 1983-85 and 1986-87 is zero whereas the rate of fatal accidents per hundred thousand take-offs for all the scheduled airlines of the ICAO contracting States is like this: I is 0.20 in 1981, 0.25 in 1982, 0.19 in 1983, 0.14 in 1984, 0.19 in 1985 and 0.13 in 1986. Now, these are the figures. I am not saying that we should be satisfied with this kind of statistics and all those things.

What I am trying to say is that compared to the performance of the airlines throughout the world, the performance of the Indian Airlines is satisfactory. Of course, this tragic accident has taken place and we are sorry about it and everything that is necessary will have to be done and will be done. But then we cannot forget this fact also. Why am I saying this? I would not have said this thing if it was not necessary to build

confidence in the minds of the Members here and the people. Accidents

have taken place. We used to say that it was safer to fly by aircraft. But we are not given that kind of luxury today. We were saying that more accidents were taking place to buses and cars and to other modes of transport and all that, and so, it was safer to travel by air. But that is not given to us today and we are sorry for that. Accidents have taken place and we shall have to take corrective action. At the same time, our confidence should not be shattered and we are trying to do that. What else would we like to do except to see that confidence develops? The immediate step that we have taken, as I have explained earlier, is that we are trying to avoid delays and other things by rescheduling. The exercise is already on and something has come to us and we will come to a final conclusion as to how rescheduling has to be done. Then, the training aspect is being examined in detail by us.

Now, with regard to the procedures which we have followed, certain things have been said in the newspapers. In one of the newspapers something was published and something did not appear. Now, this is the Inspection Schedule. The first page has been published in the newspapers. There are many pages on which the engineers who are actually examining the aircraft have to give their remarks and then they have to sign at the end. After this is done, the other engineer who supervises sees whether there is any repetitive snag or not and having seen that, he puts his signature. His signature is important from the point of view of finding out whether there is any repetitive snag or not. But, for actual maintenance and all those things, there are