

[Shrimati Ram Dulari Sinha]

under extremely difficult conditions and as a result of their sustained hard work there has been marked improvement in the law and order situation in Assam.

Sir, I extend my thanks to the hon. Members who have participated in this debate. I appreciate their suggestions and criticism also. We have taken note of some of the suggestions and they will be looked into.

Sir, I request, therefore, the hon. Member kindly to withdraw his Motion.

SHRI JASWANT SINGH: Mr. Deputy Chairman, Sir, I am not convinced by the Minister's reply, but in deference to the traditions of this House and parliamentary norms, I do not press my Motion.

The Motion was, by leave, withdrawn.

[The Vice-Chairman (Shri J. P. Goyal in the Chair.)]

STATEMENT BY MINISTER

Res Hijacking of Indian Airlines Aircraft to Dubai.

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI KHURSHED ALAM KHAN): Sir, I made a statement in the House on 24th August 1984 on the hijacking of the Indian Airlines Boeing-737 aircraft, based on the information then available. Now we have more information which I would like to share with Honourable Members.

Within a short while of the aircraft taking off from Chandigarh, seven persons arose from their seats. Two entered the cockpit after breaking the door open. They overpowered the commander and the co-pilot. They assaulted the co-pilot, inflicting an injury on his head and fastened him to a seat with a turban. The five young men who were seated at the rear of the aircraft took advantage positions in the cabin, shouting pro-Khalistan and anti-India slogans. They announced that the aircraft had been hijacked and

was being taken to Lahore. They displayed a round object in a paper wrapping which they described as a grenade, a camera case described as a 'time-bomb' and a bottle containing some liquid described as an 'explosive'. They also brandished two long metal pins, threatening that their tips were lethally poisoned. The hijackers had also seized the fire axe and the loose wheel pin crowbar from the cockpit and bandished them as weapons. At that stage and in fact until well after the plane had been at the Lahore airport, there was no sign of the hijackers being in possession of any fire-arms.

The aircraft landed at Lahore at about 9.45 a.m. and was there till 7.15 p.m. The hijackers released five passengers including two Norwegians and an Indian couple with a child.

At Lahore hijackers demanded refuelling of the aircraft and safe passage to USA via Bahrain. Throughout the day they kept repeating their demand for refuelling and threatened to blow up the aircraft if this demand was not met. Later in the evening at about 5.00 p.m. they made other demands including payment of Rs. 5 lakhs to each hijacker, Pakistani citizenship for them and the issue of passports with permission to travel to USA. At one point of time they threatened to start killing one passenger every fifteen minutes.

I should like to mention here that India repeatedly requested the Pakistan authorities not to permit the aircraft to leave Lahore. These requests were made not only at official levels but by the Home Minister directly to Gen. Arif. However, the aircraft was refuelled at Lahore and allowed to proceed to Karachi. The Prime Minister spoke to Gen. Zia-ul-Haq and repeated the request that the Pakistan authorities should ensure the safety of the passengers, the crew and the aircraft, not to allow the aircraft to leave Pakistan territory and apprehend the hijackers. The aircraft landed at Karachi at 8.55 p.m. At Karachi two more women passengers were released. Once again the aircraft was refuelled and allowed to take off at 2.30 a.m. disregarding our repeated requests.

The aircraft proceeded towards Dubai from Karachi. Initially the Bahrain Central Control refused permission to land and closed the airport. But on repeated requests on behalf of the Government of India and on the pilot's urging that his fuel supply was running dangerously low, permission was given and the aircraft landed safely at about 6.25 a.m. at Dubai.

We sent a team of technical officers in a second aircraft, first to Karachi and from there to Dubai. At Dubai, the hijackers repeated their demand of safe passage to USA and the refuelling of the aircraft.

The halt at Dubai lasted for about 18 hours, during which protracted negotiations were conducted by the Dubai authorities, resulting in the termination of the hijack. The passengers and crew of the hijacked aircraft returned to Delhi in the second aircraft at 4.25 a.m. on 26th August, 1984. They were received by me and officers of my Ministry. The hijacked aircraft returned at 3.55 a.m.

Hon'ble Member have been rightly concerned about the security arrangements at our airports. While investigations are still under way, it would be premature to come to any judgement on the effectiveness of the security checks conducted before the take-off of the aircraft. On the basis of information so far available there is no firm evidence of any weapon having been taken into the aircraft in contravention of our regulations. As I have stated earlier, a fire-arm was displayed by the hijackers only after the aircraft had been at the Lahore airport. However, at this stage no definite conclusion can be drawn and we must await the completion of investigations.

At Dubai the situation was handled by the authorities with great firmness. Sheikh Mohd. Defence Minister of the Government of Dubai was personally in charge of the negotiations with the hijackers. He made it clear to them that violence to passengers would not be tolerated. When they demanded refuelling of the plane for onward flight they were

told that the aircraft would not be permitted to leave Dubai. The Prime Minister has already conveyed her thanks to the President of U.A.E. Sheikh Zayed and to Sheikh Mohd. for the assistance so well rendered.

The passengers, crew and the aircraft are safely back in India. The hijackers are still in Dubai in the custody of the authorities there. I do not wish to say more at this stage. I am confident that the House will appreciate this, as further action is the subject matter of very delicate negotiations.

SHRI R. RAMAKRISHNAN (Tamil Nadu): Mr. Vice-Chairman, Sir, I do not wish to add to the tension of the hon. Minister who has been through three days of high tension and gruelling action which would definitely unnerve anybody. But, at the same time, this is too serious a matter to be let off lightly, particularly in the light of two hijackings happening in quick succession. Sir, hijacking first started in the 'sixties when planes from the US were diverted to Havana. Today it has become a nightmare. Today both hijacking and this bomb hoax, which has now caught the fancy of people, are going to set the clock of our country back by many years because this causes not only unnecessary tension but it really upsets all schedules. But coming more specifically to the Minister's statement, I would like to join him, and I am sure the entire House would join him, in congratulating the Prime Minister for the strong remedial action taken by her. She was in minute-to-minute control of the events because even the other day when she was presiding over the External Affairs Consultative Committee meeting as Chairman, she was in constant touch with the principal officers and others on what was happening in the hijacking episode. I offer my congratulations and thanks to her and also through her to the Governments of various countries who have co-operated with us in securing the passengers back, all safe and in one piece. But this raises certain larger issues.

There is an international convention on hijacking. In fact, there are three con-

[Shri R. Ramakrishnan]

ventions. The first one was signed in Tokyo in 1963. The second one was signed in Hague in 1970 and the third one was signed in Montreal in 1971. All these conventions which were signed by all the countries who are members of the ICAO relate specifically to hijacking, to unlawful seizure of aircraft, as they call it. Now it is rather strange that some countries are not adhering to the rules which these conventions have laid down, although they are signatories to these conventions. I would like the Minister to kindly take up this matter at the next meeting of the ICAO and, if necessary, to pass a resolution stating that some sort of concerted action in whatever manner should be taken against the members who are breaking the conventions.

Coming to the need for remedial action, Churchill once said that if the present is to go on judging about the past, there can be no future. So what is now required is, what future action should be taken. Everybody is concerned about the need for great security checks in the airport. But I do not think this is the real answer. In spite of all your checks, I think anything can be taken inside the aircraft, whether it is in India or elsewhere, if a person wants to do it. So what is required is greater care and caution which will come not merely by putting the blame on the security police or anybody else, but by taking strong measures.

Sir, in this connection, I would like to ask the Minister specifically about two things. Mr. B.D. Pande was the Union Cabinet Secretary and he as early as 1971 chaired an enquiry committee and the committee made certain recommendations which included, as early as 1971, the formation of an all-India cadre for airport security and having a centralised security force in the airports. The other day the Minister said that security is the concern of the State Government and the Centre can at best recommend to the State Government and things like that.

Why not, since now civil aviation is a part of the Central administration, have security men and security officers as

part of an all-India cadre so that you may not shift the responsibility? Secondly, posting of army and trainee commandoes in every flight was suggested. Sometime there may be two or three or even ten hijackers. If there are two or three trained commandoes on every flight—no doubt, the cost will be there—it should help the situation definitely. It is a good suggestion which should be considered.

In 1979 Mr. Ramamritham, who was formerly Director-General of Civil Aviation, soon after a bomb was supposed to have been detected in an IAC from flight Trivandrum to Madras, went into this matter in great detail, at the head of a committee. And that committee also reiterated the suggestions of the Pande Committee and made, among other things, the recommendation for procurement of new sophisticated metal detectors which can detect not only metal but also non-metallic stuff which may be taken inside and can be scanned by the X-Ray equipment. Apart from that they also suggested that the Explosives Department should be set up under the aegis of the Ministry of Civil Aviation itself. Today it is coming under the Chief Controller of Explosives who mainly deals with industrial explosives. Furthermore, they also suggested that round-the-clock security should be provided and also that the explosives experts and other persons who are connected with this should live within the vicinity of the airport. In the latest bomb explosion at Madras airport, the airport contacted the Deputy Director of Explosives whose residence was situated 21 kms away and naturally it took time for them to come. So, the committees considered having certain quarters near each international or other airports where all these persons who are required for such occasions can stay. These are the measures which these two committees which were manned by officials in the know of things, had recommended. I do not know why the Government is sleeping over these reports and allowing them gather dust. It is not necessary that you should active and kind out implementation of such important and necessary measures? I hope you will at least now

immediately set up a study group and take concrete and concerted action.

Lastly, it is rather strange that the Pakistani Government had agreed to re-fuelling the aircraft under the guise of showing their concern for the passengers' lives first. Nobody can deny their concern. But after all these things are over, I think, because of the new detente which is there between Pakistan and India, this matter can also, be taken up with the Government of Pakistan particularly because Pakistan is in the vicinity of the trouble-prone area.

Before I conclude, the security checks, particularly in the sensitive areas, should be tightened. Even general checking should be tightened. However high and mighty one may be, except perhaps Cabinet Ministers or other Ministers, who may be exempted, everyone should be subjected to the security check. I am sure MPs too won't mind being subjected to the security check. In fact, if you tell them we are MPs, they will check you more. But what is happening is some private secretaries and personal assistants of Ministers, some big-wigs and big businessmen, are going through the security with abandon and disdain where even honest persons who serve the country are to be subjected to security checks, which I don't object to. I would request the Minister to clarify on these points.

SHRI SUKOMAL SEN (West Bengal): I would like to seek certain clarifications. First of all, there is a press report that while the aircraft was hijacked to Lahore, at that time the Indian High Commissioner was Lahore airport, but he was not allowed to listen to the conversation going on between the hijackers and the authorities there. I would like to know whether this report is correct that the Indian High Commissioner was not allowed. Secondly, this flight plan of the aircraft was drawn in Lahore. At 6 pm on the day of hijacking, at that time, our High Commissioner was present there at the Lahore airport and then, according to the statement, the plane landed at Dubai airport at 6.25 am the next day.

Now, when the flight plan was drawn up at 6 pm on the day of hijacking, when the Government of India was in the know of the flight plan since the Indian High Commissioner was present at the Lahore airport, I would like to know whether the Government of India contacted the Dubai Government and, if so, what their reaction was at that time, because press reports say that when the plane was hovering over the Dubai airport it was at the point of exhausting the fuel and then the pilot decided to make a ditch in the sea at that time. Only at that point the airport authorities allowed the plane to land after the whole night was spent. I would like to know whether the Government of India promptly contacted that Government for landing permission and if so what was their reaction?

After the last highjacking incident, did the Civil Aviation Department go into the security measures and satisfy themselves that they were sufficient? Or, did they notice some loopholes in the security arrangements and, if so, what are the loopholes? What is the Government doing to plug those loopholes?

Regarding security and safety inside the aircraft, so many suggestions have been made. After two highjacking incidents in quick succession, is the Government now thinking in terms of providing safety and security inside the aircraft, especially when the credibility of the Indian Airlines is going down after what has happened?

SHRI JASWANT SINGH (Rajasthan): I would be very brief. Hon'ble Shri Ramakrishnan has made very interesting and valuable suggestions. He said this is the second successive hijacking incident in recent months. But this is the tenth hijacking incident from the beginning. What is noteworthy is that this has happened in the same sector and it follows the same pattern, though the context is somewhat different because in Punjab there is now President's rule and in Jammu and Kashmir you are now partners with the Government.

[Shri Jaswant Singh]

The first confusion that arises in my mind is about two conflicting statements. The Hon'ble Minister in his statement says, and I quote him:

While investigations are still under way, it would be premature to come to any judgement on the effectiveness of the security checks conducted before the take-off of the aircraft.

It has recently been reported in the newspaper that yesterday the Prime Minister, while at a Press Conference, was asked directly: Are you satisfied with the security arrangements at the airports? And the Prime Minister said she is entirely satisfied and nothing needs to be done to improve them. Now, I am unable to determine as to which particular statement of the Government directly relating to this incident is to be believed—the one given by the Prime Minister in answer to a query by a press correspondent or this statement. This naturally raises ideas in the mind of whoever goes through these that there is confusion in Government's mind. Now my question is: Are you satisfied with the existing arrangements? Or do you wish to add to them and if so, what do you want to be done? If not, why are these hijackings taking place in quick succession?

The next point I have is this. This is disturbing because the Minister is not very clear on this. I do not see any reason why the Government is being coy about the whole thing. The phraseology used in his statement suggests two things as far as Pakistan is concerned. One is that the alleged pistol seems to have changed hands when the aircraft was at Lahore. There is no need for the Government to be coy about it. If that is the information, let them say so. If that is not the information, they should not then suggest it in this fashion. Simultaneously, there is another phraseology in the statement suggesting that the required degree of cooperation was not forthcoming from Pakistan in regard to this act of terrorism. If that is so, then it is a very serious matter. What initiative is the Government taking with the Government of Pakistan in that context? Have you received any

report from our Ambassador at Islamabad and, if so, what does that report say? Finally, about UAE and Dubai, I would need some clarification because there is an interesting phraseology which the Minister again uses in the statement, namely, "I do not wish to say more at this stage". "I am confident that the House will appreciate this." I do not appreciate it and, therefore, have to seek a clarification. I do not see what is delicate in this. Criminals have been arrested in Dubai. What is the negotiation now? And, if something is being negotiated, then I have certain clarifications to seek and there is no question of appreciating the Minister's reticence in this particular matter.

Did the Government of UAE consult the Government of India regarding granting a safe passage to the USA or enabling those criminals to stay in Dubai for seven days? Were we consulted? Was it with our concurrence or was it a decision taken by the Government of the UAE? Do we have an extradition treaty with the UAE? If we have an extradition treaty, what are we waiting for? Have we moved the Government of the UAE to extradite those criminals? What initiative did you take with the Government of the USA when it was learnt at Lahore that they wanted to take the aircraft to the USA or wanted to make the USA their eventual destination? These are some of the clarifications that I would like to seek. It is an extremely disturbing event and nobody can possibly express satisfaction with it. The statement is replete with a boring kind of routineness. I would like to draw the attention of the honourable Minister to one particular statement attributed to Oscar Wilde. "I can accept your being careless once. But you have made it a habit." Similarly, Sir, the Government is making it a habit of being careless always. Thank you, Sir.

SHRI M. KALYANASUNDARAM (Tamil Nadu): Sir, this statement does not add anything to or say more than what the Press has said or what has appeared in the Press. Perhaps what appeared in the Press is more detailed than what is given in this statement.

However, when we discuss this issue, we should bear in mind the anxiety which the entire country had for three days when the plane was in the hands of the hijackers. They have got the aircraft, the passengers and the crew back safely here. But we should not forget the anxiety that was there. So, not only this House, but also the entire country, will join the Prime Minister in thanking the President and the Defence Minister of the UAE for the help which they have rendered.

Now, why does this happen? The UAE has come to our help. But here is a neighbour, Pakistan. But Pakistan has refused to accede to the request made directly by the Prime Minister to General Zia. It is not strange. It is clear. The attitude of Pakistan is so clear. On the earlier occasion also—still the details are not known—Pakistan co-operated with the hijackers or the hijackers used the hijacking as a device to get out of this country and to get into Pakistan. This is the story behind the previous hijacking. In this also, the hijackers forced the passengers to shout "Pakistan Zindabad.", "Khalistan Zindabad.", and they even said, "Glory to those passengers who would shout 'India murdabad'". This is what we are told. From the statement it appears that the hijackers carried no firearms until after landing at Lahore although the Minister is fighting shy of saying so openly. Till then they did not have any arms. So, the hands of some sections of the people in Pakistan and some people in the USA are behind such actions of the hijackers, both in this case and in the previous case.

Now, Sir, will the Government take up this matter seriously with the Governments concerned, that is, with the Government of Pakistan and the Government of the USA? Unless they had been forced, why should these hijackers insist on going to the USA? Even in the present case whatever may be the circumstances in which the Government of U.A.E. allowed them to stay there for seven days, I do not know whether they will further send them here or take action there or permit them to go the USA, is not clear.

Now, let us come to other points.

Our pilots working in the Indian Airlines should have the confidence in our Government's capacity to protect them. Similarly, passengers also should be given the confidence, specially in these routes. It is clear that the routes on the border with Pakistan, particularly Delhi to Jammu and Kashmir, has become very vulnerable. There are recommendations, as was explained by the hon. Member Shri Ramakrishnan earlier about posting commandoes in these aircrafts to protect the cockpit and pilots. And I learn that there are other modern methods also by which the hijackers can be dealt with inside the plane without damaging the plane. Let us examine and take the help of other countries wherever they have devised such modern methods of immobilising the hijackers before they could use the arms, through some chemical weapons, without bursting. Where such devices can be found out our pilots be trained. And, if necessary, the help of our pilots from the Air Force also may be obtained to train our pilots in these methods of preventing hijacking in future. This should be the last hijacking. Not only the Ministry of Civil Aviation, but the Home Ministry and the external Affairs Ministry should also come jointly, and if necessary with the help of the Air Force, to devise the methods of dealing with the hijackers even on the flight.

श्री रामानन्द यादव (बिहार) :

मान्यवर, मैं तीन-चार पोंडन्ट्स पर सरकार का क्लेरिफिकेशन चाहता हूँ। पहली बात तो यह है कि प्राइम मिनिस्टर ने जिया-उल-हक साहब से भी बातों की और रिपॉटेड रिक्वेस्ट्स करने पर भी भारत सरकार के किसी तरह का कन्मेशन पाकिस्तान सरकार ने मंजूर नहीं किया और प्लेन को रिफुएल किया प्लाई आउट करने के लिए। दूसरी बात यह कि दो पिस्तौल पैकेट में बन्द कर के लाहौर एयरपोर्ट पर हाइजेक्स को दिये गये इस बात को लेकर क्या भारत सरकार पाकिस्तान सरकार के प्रति स्टिफ

[श्री रामानन्द यादव]

एटीट्यूड रखेगी? क्या भारत सरकार ने इस घटना को लेकर पाकिस्तान सरकार से प्रोटेस्ट लाज किया है? तीसरी बात मैं यह जानना चाहता हूँ कि क्या पाकिस्तान सरकार आई०ए०टी०ए० की मेम्बर है तो क्या हिन्दुस्तान की सरकार पाकिस्तान की सरकार के इस एटीट्यूड पर—कि हिन्दुस्तान की सरकार के रिपीटेड रिक्वेस्ट्स करने पर भी प्लेन को रिफ़ुएल किया और उसे कराची से बहरीन उड़कर जाने की इजाजत दी—आई०ए०टी०ए० में पाकिस्तान के खिलाफ कम्पलेंट करेगी? क्या कमीशन ने एक बार रिपोर्ट किया कि यह मेथड हाईजैकिंग को रोकने के लिए किया जा सकता है, भारत सरकार एडाप्ट कर सकती है और उस में इनसाइड द प्लेन कौन सा तरीका अख्तियार किया जाय, कौन से मेज़र एडाप्ट किये जाय?

क्या यह बात सही है कि किसी कमीशन ने यह भी कहा कि जो टायलेंट है वह काकपिट के पास न होकर बैक साइड में होना चाहिये और काकपिट का लोक प्लेन तुरन्त उड़ने के पहले ही बंद हो जाना चाहिये ताकि वह खुल न सके। क्योंकि ऐसा देखा जाता है कि जैसे ही प्लेन उड़ता है, हाईजैकर रश करते हैं पखाने की तरफ जो बिल्कुल नजदीक रहता है काकपिट के पास, वहाँ जाकर उसको खोलता है और अन्दर घुस जाता है। क्या ऐसा सेफ्टी लाक जो अन्दर से बंद हो जाए, उड़ान के बाद किसी भी हालत में न खुल सके, इस तरह का डिवाइस सरकार सोचेगी?

जहाँ तक कमांडो का सवाल है, पहले भी इस पर चर्चा हुई थी, शायद मॉन्ट्रैल, हेग और टोकियो में, सब में कमाण्डो रखने की बात है। क्या 4-5

ट्रेंड कमाण्डो, स्माल आर्म्स के साथ उसमें रखने के लिये भारत सरकार विचार करेगी? हर प्लेन में 3-4 कमाण्डो ट्रेंड करके आर्म्स के साथ उसमें रखे जायें ताकि पैसेंजर सेफ हो सके और हाईजैकिंग न हो सके। क्या भारत सरकार यू०ए० ई० सरकार से आग्रह इस बात का करेगी कि यह जो हाईजैकर्स हैं उनको भारत वापस लौटा दिया जाए और हाईजैकिंग के केस में भारत सरकार उन पर केस चलाये? क्या इसके लिये भारत सरकार वहाँ की गवर्नमेंट से आग्रह करेगी? यही मेरे सवाल है।

श्री बीरेन्द्र वर्मा (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष महोदय, गत सात सप्ताहों में यह दूसरा शर्मनाक प्लेन के हाईजैकिंग का मामला हुआ है। देश में अभी तक इस प्रकार के हाईजैकिंग 10 बार हो चुके हैं। यह माननीय मंत्री जी के लिये, क्योंकि उनकी जिम्मेदारी है इसलिये, चुनौती है। लेकिन देश की सरकार और देश के लिये भी चुनौती है। जिस समय भी यह बात कान में पड़ती है कि हिन्दुस्तान का प्लेन हाईजैक कर लिया गया तो सभी देशवासियों और सभी जिम्मेदार आदमियों की शर्म के मारे गरदन झुक जाती है। वैसे सभी यात्री सुरक्षा के साथ लौट आए यह खुशी की बात जरूर है लेकिन जिस प्रकार की यह घटना घट रही है यह हमारे लिये शर्म की बात है। खोसतौर पर मंत्री जी का ध्यान रखना चाहिये कि मंत्री जी ने 24 अगस्त को जो स्टेटमेंट दिया था उसमें बताया था कि 56 यात्री थे और बाद में जो अखबारों में देखने से मिला उसमें 86 यात्री और 6 पायलट, को-पायलट, कमाण्डर वगैरह थे। इस प्रकार 92 यात्री कुल मिलाकर हो जाते हैं। मुझे बताने की कृपा करें कि जो 56 यात्रियों के बारे में मिनिस्टर साहब ने अपनी स्टेटमेंट में बताया था वह कहाँ

तक सही है और यह जो अखबारों में निकला है 92 की संख्या, यह कहां तक सही है ?

मान्यवर, एक बात यह भी अखबारों में देखने को मिली कि पायलट और को-पायलट को बेहोश कर दिया गया। वे इस हादसे से बेहोश हुए या किसी दवा के जरिये उनको बेहोश किया गया ? आज की स्टेटमेंट में इस बारे में कोई चर्चा नहीं है। यह तो मंत्री जी ने बताया कि—प्राइम मिनिस्टर महोदया ने पाकिस्तान के प्रेजीडेंट साहब से बातचीत की है। दुख इस बात का है कि भारत सरकार की तरफ से पारस्परिक संबंध सुधारने की चेष्टा निरन्तर रही है लेकिन फिर भी इस संबंध में जो पाकिस्तान का रवैया रहा है तो क्या भारत सरकार ने पाकिस्तान सरकार के पास कोई प्रोटैन्ट स्ट्रॉंग वर्ड्स में भेजा है ?

मंत्री जी ने कहा कि दुवाई सरकार सात दिनों के लिए उनको वहीं रखेगी। मैं यह जानना चाहता हूं कि क्या सरकार हाईजैकर्स पर मुकद्दमा चलाने के लिए या उन्हें भेजने के लिए कोशिश कर रही है ? अगर दुवाई सरकार उनको, यात्रियों की सुरक्षा की खातिर अमेरिका भेजना चाहती है क्योंकि उसने इस प्रकार का वायदा किया था, इसलिए वह अपने वायदे को निभाना चाहती है तो क्या भारत सरकार अमेरिका की सरकार से इस बात की चेष्टा करेगी कि उन हाईजैकर्स को जो इतने बड़े दोषी और कसूरवार हैं उन्हें हमारे देश में लौटाने के लिए कदेगी जिससे उन पर मुकद्दमा चलाया जा सके ? क्या किसी अन्तर्राष्ट्रीय कानून के जरिए उन पर मुकद्दमा नहीं चलाया जा सकता है ? अगर उनको यहां नहीं भेजा गया तो

सरकार उन पर अमेरिका में मुकद्दमा चलाने के लिए सिफारिश करेगी ? जैसा मैंने पहले कहा, अब तक दस हाईजैकिंग हो चुके हैं। सात सप्ताह बाद ही यह जो दूसरा हाईजैकिंग हुआ है, इनके संबंध में मंत्री जी ने पहले एक स्टेटमेंट दिया था। उस स्टेटमेंट में उन्होंने अपनी तसल्ली कर ली थी और आज भी ऐसा लगता है कि उनकी तसल्ली हो गई है। मैं यह जानना चाहता हूं कि हवाई जहाजों में किस प्रकार से सेक्योरिटी एरेन्जमेंट्स एफिसिएंट और मेडिस्फैक्ट्री हो सकते हैं, इस पर क्या आपने कभी विचार किया है ? क्या भारत सरकार इस बात पर विचार करेगी कि चूंकि ये प्लेन्स कई स्टेटों से होकर गुजरते हैं, इसलिए वहां पर भी साइमलटेनियसली केन्द्र व राज्य सरकार द्वारा साथ-साथ मेक्योरिटी एरेन्जमेंट्स किया जा सके, इसके लिए कोई कदम उठाया गया है ? यदि इसमें कोई दिक्कत न हो तो क्या आप इस मुद्दाव पर विचार करेंगे ?

मान्यवर, एक विशेष बात मैं यह कहना चाहता हूं और उस दिन भी मैंने प्रश्न पूछा था कि इन प्लेन्स में जब हाईजैकर्स बदमाशी करते हैं तो क्या पैसेजर्स की सुरक्षा के लिए सेक्योरिटी एरेन्जमेंट्स प्लेन के अन्दर रखे जाने की व्यवस्था करेंगे ? उस दिन मंत्री जी ने सर्वथा असंतोषजनक उत्तर दिया था कि माननीय सदस्य कई दफा हवाई जहाजों में सफर कर चुके हैं, उन्हें पता होगा कि वहां पर क्या सेक्योरिटी एरेन्जमेंट्स हैं। यह तो हम लोगों को मालूम है, लेकिन किस प्रकार की हाईजैकिंग अब हो रही है उसके आधार पर मैंने कहा था और अब भी सुझाव देना चाहता हूं कि यह नितान्त आवश्यक है कि सेक्योरिटी एरेन्जमेंट्स अन्दर भी होने

चाहिए। यह व्यवस्था उसी प्रकार में होनी चाहिए जिस प्रकार की व्यवस्था बसों में और रेलवे ट्रेन्स के अन्दर प्रदेश की सरकारों और केन्द्रीय सरकार की तरफ से होती है? मैं समझता हूँ कि इस प्रकार से यात्रियों की सुरक्षा रखी जा सकती है। आखिर में मैं यह निवेदन करना चाहता हूँ कि इस मिनेम का मुकाबला करने के लिए क्या कोई हार्ड पावर्स कमेटी आफ एक्सपर्ट्स आप बैठाने को कोशिश करेंगे जिससे भविष्य में इस प्रकार की अकरेन्स न हो सके और इस प्रकार टोम कदम उठाने में आप सफल हो सकें?

SHRI VISHWA BANDHU GUPTA (Delhi): Mr. Vice-Chairman, Sir, the hon. Minister in his statement on page 3 has said and I quote: "We sent a team of technical officers in the second aircraft". I would like to know who these technical officers were, whether they included a party of commandos to take care of that situation. That is number one. Secondly I would like to know whether there is a rapid deployment force of commandos at the disposal of the Minister and whether some arrangements have been made to train such commandos who can take care of things in such situations, i.e., fly out quickly and deal with any such situation whenever it arises. Thirdly, I would like to say a word about the suggestions made by my hon. friends about commandos being deployed in these flights. This may or may not be a practical suggestion. As per my understanding, any shooting inside the aircraft even for protection against any hijacker would be dangerous while the aircraft is in the air. I think this is the basic thing which is not permitted by the rules, I think the hon. Minister would clarify. This is a matter in which very careful

thought should be given by the Minister before deciding on the deployment of security force inside an aircraft on every flight.

SHRI VISHVAJIT PRITHVIJIT SINGH (Maharashtra): Mr. Vice-Chairman, I have heard with interest the statement of the hon. Minister. There are certain ramifications that emerge from this which are rather difficult to understand. Number one is the position taken by the Pakistan authorities vis-a-vis the hijacked plane; number two, the position taken by the U.S. Government vis-a-vis hijackers. This has not been made clear here. It has been made clear in all the newspapers that the hijackers are demanding safe passage to U.S. I would like to know from the hon. Minister as to what the attitude of the United States of America is regarding this demand of the hijackers. Technically, the plane landed in Dubai, it did not land in America. Hijacking took place from India to Dubai. Are those hijackers going to be welcomed in America or are they going to be imprisoned under the law of the land or are they going to be sent back to India? What is going to be done?

The other question is, any promise made to a criminal by a Government is by itself not valid. If Dubai authorities have made any promises to the hijackers or given any guarantees, are those guarantees valid under the international law? Do they hold any water? Today, a man holds you to ransom and says: You will have to do this. And you agree to it, just to get him off your back. Afterwards do you do that once you apprehend him? Now that they are in custody, are the Dubai authorities contemplating sending them onwards to the U.S.? That is the second question.

And the third question is, I agree with the Minister when he said that it is a very delicate matter; positions are being taken; various things are being done. He said: "As I have said earlier, a fire-arm was displayed by the hijackers only after the aircraft had been at the Lahore airport. However, at this stage, no definite conclusion can be drawn and we must await the completion of investigations."

I would like to say to the Minister that two foreign nationals who have got no interest whatsoever in any country, either with India or with Pakistan or with anything, have categorically said that the hijackers received a packet from the people at the Lahore airport and it is only after that that they started brandishing a gun, and when they brandished the gun, they did not even know how to load it and they had a different kind of ammunition and they tried to put that ammunition but found that it was not of right calibre. Then they took proper ammunition which also they had and they put it in. They also had grenades which they got from Lahore. I would like to know from the hon. Minister, in the face of this categorical statement which has been made by disinterested foreign nationals who had nothing to do with Either of the countries and who can be taken as dispassionate observers, are they going to sit silent over it? We have to come to some definite conclusion. There is a foreign hand; there is definitely something wrong, something rotten in the State of Denmark' as Shakespeare had said. There is something wrong happening. This country is sought to be torn as under by certain big power, in the world who do not want to see this country to march ahead and who do not want to see that this country which is progressing, and which is soon going to become a world power, should become a world power; they do not want this to happen, and that is why they are doing all these nefarious things all over the country. Why can't we come out bluntly and say, yes. This is what is happening.

8 P.M.

SHRI KHURSHED ALAM KHAN:
Sir, I would once again like to reiterate my anxiety and share the anxiety of the hon. Members of the House and I think in my statement I have neither tried to conceal facts nor I have tried to say something about which I do not have the conclusive evidence available at this stage. It is just possible that more evidence may be coming forth and then it would be possible for me to say something definite in the matter.

We are quite conscious about our own responsibility I can assure the hon. Mem-

bers that whatever is possible for the security and safety of our passengers, our crew and our aircraft is being done and will continue to be done. However, I certainly agree that the room for improvement is always there and, therefore, we are always examining this aspect and doing everything possible to make improvement on the existing conditions, including to find out what others have done, what they are doing and whether we also can take advantage of the experience of others.

It is really very difficult to say about the commandos, whether the commandos could be utilised inside the aircraft. Normally, as far as I know, the commandos are not utilised, these are, what are called, the air marshalls. That is a fact which we are looking into, but one thing is very certain that the commandos, if they are at our disposal in this country, can be utilised only in this country. Our commandos cannot be utilised in any other country unless that country is agreeable and willing to say that our commandos can go and operate there. In this particular case, I must say that the commandos at the disposal of the authorities at Dubai were available and they are equally good and well trained and well equipped, but perhaps it was not necessary to utilise them.

Now it is a fact that there has been no lapse on the security aspect on the basis of the evidence as is available now because at no stage when the plane took off from Chandigarh up to the point it landed at Lahore any weapon was shown or displayed by the hijackers. They were only having kirpans and what they call the *silat*, the pin with which they, of course, adjust their hair.

As regards checking, well, I can assure the hon. Member that there is no discrimination and we always try and there are standing instructions, regular inspections are also carried out. We are always in touch with the State Government regarding the security arrangements and the security checking. It is really a good suggestion whether Central force could be recruited or Central force could be raised for security purposes at the airport, which may be directly or indirectly under the

[Shri Khursheed Alam Khan]
authority of the Civil Aviation Director-General.

Shri Jaswant Singh made a reference to the Prime Minister about security arrangement. I also say that we made the best possible arrangement that we could make and we are always reviewing them. As I said earlier also, the room for improvement is always there. We cannot say that we have reached a point where there is no room for improvement. Surely we always review the arrangements. Wherever it is necessary, some additional steps are taken, but there is no confusion or contradiction between the views expressed by me or the views expressed by the Prime Minister.

SHRI KHURSHEED ALAM KHAN:
We know what you have done.

श्री वीरेन्द्र वर्मा : आपने क्या किया है वह आप बताइयेगा (व्यवधान) आप बताइयेगा कि आप क्या करते हैं . . .

श्री खुशींद आलम खान : आपने छड़ दिया, यही अच्छा किया।

श्री वीरेन्द्र वर्मा : आप क्या कर रहे हैं, यह अच्छा करा रहे हैं !

श्री खुशींद आलम खान : आप आयेगे फिर देखेंगे कि आप क्या करते हैं !

As regards alert, not only we were in contact with the Pakistan airport but also Dubai and all the airports in the U.A.E. All our Ambassadors were in contact with the authorities there. In fact, before the aircraft landed there, our Ambassador at Dubai was already at the airport and in contact with the authorities there, who were very cooperative and they helped the Ambassador in every way.

As regards the Pakistan matter, I have explained what Pakistan's attitude was in my statement and 'naturally' the hon. Members can draw their own inference. Our Ambassador was present at the Lahore airport also and he has definitely taken up this matter with the Pakistan Government and similarly our External Affairs Ministry was also in touch and is in touch with their counterparts in Pakistan.

Mr. Ramamritham Committee's sug-

gestions have been implemented and further implementation is being done as far as additional requirement is concerned.

About Dubai I have already mentioned. As regards the Conventions, UAE and India are both signatories to the Conventions. But unfortunately, there is no extradition treaty between the UAE and India. Therefore, there is some difficulty on this account. Still our Ambassador and our Government are in touch with the UAE Government, particularly the Dubai Government, and they are trying to sort it out in an amicable manner.

I can assure the hon. Members that our crew have full confidence in our administration and their morale is very high. Therefore, there is no need to express any concern about that.

Shri Yadav mentioned, and I have also said, that the weapon was seen only after arrival of the aircraft at Lahore airport and it was not seen during the flight between Chandigarh and Lahore airport.

I quite agree with Shri Virendra Verma that hijacking is a real nuisance and it is a nuisance which has affected not only this region but almost every part of the world and I am sure everybody and all the airlines and governments are very concerned about it. We are also concerned about it and everything possible will be done to deal with this nuisance.

As regards the number of passengers that I mentioned, I would only request if the hon. Member would look into my statement that I made on the 24th August he would find that I had definitely said that there were 86 passengers and 6 crew. I did not say the number which the hon. Member has mentioned.

The discussions with the various concerned Governments are at a very delicate stage and naturally in these discussions, contacts have also been made with the USA Government and we are also in touch with them. Naturally if the hijackers will go to the USA, or to any other country, then the law of that country will take its own course and the USA laws are known to everybody.

One thing I would like to make very clear. No promise was made by the Government of Dubai on behalf of the

Government of India or for the Government of India. Whatever the protection for seven days or the duration of the stay, seven days have been given to them. Most probably they want to complete all the formalities and inquiries about it so that they have the full facts, before them, and what happens afterwards they would let us know.

SHRI DARBARA SINGH (Punjab): For an entire week they would inquire?

SHRI KHURSHEED ALAM KHAN: Surely they won't discuss the weather with them.

SHRI DARBARA SINGH: Not weather, but what you have explained to us means that they are kept there for some time only to be sent to America or for interrogation.

SHRI KHURSHEED ALAM KHAN: I have not said that they will be sent to America. What happens after seven days. Naturally, when they are in their custody, definitely they would like to question them, they would like to find out what they have done, what weapons they were carrying and all sorts of questions—which we would have done if the hijackers were with us.

SHRI M. KALYANASUNDARAM: Will they consult the Government of India before taking a final decision?... *(Interruptions).*

SHRI VISHVAJIT PRITHVIJIT SINGH: I have a mapor clarification to seek.

THE VICE-CHAIRMAN (SHRI J. P. GOYAL): Let the Minister reply to all the questions.

SHRI VISHVAJIT PRITHVIJIT SINGH: One point he has mentioned and I want him to clarify that.

SHRI KHURSHEED ALAM KHAN: Which particular point? Can you tell me?... *(Interruptions).*

SHRI VISHVAJIT PRITHVIJIT SINGH: I want to know whether the law of the land will apply.

THE VICE-CHAIRMAN (SHRI J. P. GOYAL): Item by item.

SHRI KHURSHEED ALAM KHAN: I said, wherever the hijackers are or wherever the hijackers will be, the law of the land will take its own course.

SHRI VISHWA BANDHU GUPTA: I wanted to know whether our commandos were sent to Dubai or not. That point has not been answered.

SHRI KHURSHEED ALAM KHAN: The hon. Member should know that no other country will allow another country's commandos on its soil.

SHRI VISHVAJIT PRITHVIJIT SINGH: What is the position of the United States Government? Because the crime was not committed in the US, that is the problem.

THE VICE-CHAIRMAN (SHRI J. P. GOYAL): I may just invite the attention of the hon. Minister here. After the clarification regarding commandos, I feel the point was that, suppose a flight goes from Delhi to Srinagar, can't we have, just as we have our armed guards in the compartments of railways, our own armed guards or some commandos in the airplanes? I think that was the question.

SHRI KHURSHEED ALAM KHAN: A shoot-out in an aircraft is a very dangerous thing.

THE VICE-CHAIRMAN (SHRI J. P. GOYAL): Inside...

SHRI KHURSHEED ALAM KHAN: Inside the aircraft, a shoot-out is a very dangerous thing... *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI J. P. GOYAL): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at fourteen minutes past eight of the clock, till eleven of the clock, on Tuesday, the 28th August, 1984.