

acceptable. We are not going to change it. On the contrary, an offer was made, according to my reading of the proceedings, from the Government. It is better. Therefore, I would consult

SHRI RAJNARAIN : No, no.

MR. CHAIRMAN : You are not the only person. Why do you say "No, no" ?

SHRI RAJNARAIN : How do you say it is better ?

MR. CHAIRMAN : I will discuss with all the leaders and come to a definite conclusion whether the meeting is to be called tomorrow morning or today evening. Whatever it is we shall discuss it and settle the matter. When we have settled practically everything there should be no difficulty now. Let us go to the next business, Calling Attention.

SHRI DWIJENDRALAL SEN GUPTA: What about my submission?

MR. CHAIRMAN : We will consider that.

[MR. DEPUTY CHAIRMAN IN THE CHAIR]
CALLING ATTENTION TO A MATTER
OF URGENT PUBLIC IMPORTANCE

REPORTED CRISIS BEING FACED BY THE
KANPUR UNIT OF HINDUSTAN AERONAUTICS
LIMITED DUE TO LACK OF BUYERS FOR AVRO
AIRCRAFT

श्री ओइम् प्रकाश त्यागी (उत्तर प्रदेश) :
श्रीमन्, मैं रक्षा मंत्री का ध्यान इस समा-
चार की ओर दिलाता हूँ कि गत दो वर्षों
से खरीदारों के अभाव के कारण दस
करोड़ रुपये के मूल्य के एवरो एयर क्राफ्ट
के न छुड़ाए जाने और 20 करोड़ रुपये के
मूल्य के संयंत्र तथा मशीनों के बेकार पड़े
रहने के कारण हिन्दुस्तान एयरोनाटिक्स
लिमिटेड का कानपुर एकक संकट में पड़
गया है।

**रक्षा मंत्रालय (रक्षा उत्पादन)
में राज्य मंत्री (श्री राम निवास मिश्री) :**
श्रीमन्, हिन्दुस्तान एयरोनाटिक्स लिमिटेड
का कानपुर प्रभाग एच०एम-748 (जिसे
एवरो भी कहते हैं) विमान निर्माण
करता है। जुलाई, 1967 में हिन्दुस्तान
एयरोनाटिक्स लिमिटेड ने इण्डियन
एयरलाइंस से एच०एम-748 के 14
सिविल यात्री किस्म के विमानों के लिए
आर्डर प्राप्त किए थे। इस आर्डरों के प्रति
अन्तिम विमान का हस्तान्तरण 1969-70
में किया गया था। एयरलाइंस द्वारा 10
विमानों का और आर्डर अप्रैल, 1970 में
दिया गया था, और इन में से तीन विमान
1972-73 के दौरान दे दिए गये थे।
शेष सात विमानों का निर्माण भी 1972-
73 में पूरा कर लिया गया था परन्तु
कतिपय तकनीकी समस्याएं उत्पन्न हो जाने
के कारण सिविल विमानन के महानिदेशक
से इन विमानों की वायु उपयोगिता का
प्रमाण-पत्र रुक गया। अप्रैल, 1973
में पर्यटन और सिविल विमानन मंत्रालय ने
इण्डियन एयरलाइंस में विभिन्न संचालन
स्थितियों के अधीन इसकी सुरक्षा के विशेष
संदर्भ में इस विमान के सभी पहलुओं का
मूल्यांकन करने के लिए प्रोपेसर सतीश
घावन को नियुक्त किया। यह आशा की
जाती है कि जैसे ही उसकी रिपोर्ट प्राप्त
हो जाएगी, सात विमानों को निर्वाह कर
दिया जाएगा और इण्डियन एयरलाइंस को
हस्तांतरित कर दिया जाएगा।

इण्डियन एयरलाइंस से एच०एम-748
के लिए कोई नए आर्डर प्राप्त नहीं हुए हैं।
भारतीय वायुसेना के लिए वर्तमान आर्डरों के
प्रति अन्तिम विमान 1975-76 के दौरान
हस्तांतरित किया जाना है। भारतीय वायु
सेना द्वारा इस समय इस विमान की कोई
और आवश्यकता नहीं बताई गई है। अतः
कानपुर प्रभाग में 1975-76 के पश्चात
कार्यभार में स्पष्टतः गिरावट आने वाली है।

प्रभाग की कतिपय उत्पादन शापों की गतिविधियों में धीरे-धीरे रद्दोबदल किया जा रहा है। इस परिस्थिति को कम करने के लिए यह निर्णय किया गया है कि बंगलौर कम्पलैक्स से "बसन्त" कृषि विमान के निर्माण कार्य को कानपुर प्रभाग में स्थानांतरित कर दिया जाए। कानपुर प्रभाग में कार्य के कतिपय अन्य मदों को स्थानांतरित करने की व्यवहार्यता का भी अध्ययन किया जा रहा है। इन स्थानांतरणों में ऐसी आशा की जाती है कि इस प्रभाग को कुछ कार्य भार मिल जाएगा तथापि, इसकी क्षमता का पूरा उपयोग सुनिश्चित नहीं किया जा सकेगा।

श्री ओइम् प्रकाश त्यागी: उपाध्यक्ष महोदय, इस सरकार की लगातार अदूरदर्शिता और लापरवाही के कारण जितने भी पब्लिक नैक्टर के संयंत्र और कारखाने चल रहे हैं, लगभग वे सभी में इस प्रकार का हानियाँ उठानी पड़ रही हैं और देश भी एक बहुत बड़े संकट में आ गया है।

हिन्दुस्तान एरोनाटिक्स में जो वर्तमान संकट आया है उसका एक ज्वलंत प्रमाण हमारे सामने प्रस्तुत हुआ है। धावन कमेटी नियुक्त की गई इस एग्री 748 विमान का उपयोगिता और अनुपयोगिता के दृष्टिकोण से और मैं समझता हूँ कि धावन कमेटी की रिपोर्ट को आप प्रकाश में नहीं लाये। आपने इस प्रकार की बात बताई है कि उसको प्रकाश में लाना चाहते हैं। अतः मैं जानना चाहूँगा कि धावन कमेटी की नियुक्ति कब हुई और उसने अब तक आपको रिपोर्ट दी या नहीं। दी है तो कब दी; मेरी जानकारी समाचारपत्रों के अनुसार यह है कि धावन कमेटी ने रिपोर्ट दे दी है और वह प्रकाश में न लाने के कारण परिणाम यह हुआ है कि एच० ए० एल० में लगभग 10 करोड़ के एग्री 748 विमान बेकार पड़े हैं। 15 करोड़ रुपये का एग्री बनाने का सामान वहाँ बेकार पड़ा है और वह बेकार हो जाएगा। लगभग 20 करोड़ रुपये का मशीनों का कोई उपयोग नहीं हो रहा है।

इसके अलावा दिल्ली और कानपुर दोनों के अधिकारियों की अदूरदर्शिता के कारण और अज्ञानता के कारण उन 7 एग्री जहाजों के ऊपर 2 सौ रुपये के हिसाब से इंश्योरेंस का लग रहा है और गत दो वर्षों में 2 लाख रुपये के करीब लाइफ इंश्योरेंस का आप खर्च कर चुके हैं। यह हानि उठाई जा चुकी है केन्द्र और कानपुर दोनों के अधिकारियों की अदूरदर्शिता के कारण। मैं आपसे विशेष रूप से यह जानकारी चाहूँगा कि धावन कमेटी की नियुक्ति कब हुई और उनकी रिपोर्ट कब आनी है; या आ चुकी है। अगर आ चुकी है तो आप अब तक उसको प्रकाश में क्यों नहीं लाये?

दूसरी बात मैं यह जानना चाहूँगा कि इंडियन एयर फोर्स और इंडियन एयरलाइंस ने एग्री जहाज लेने से इंकार किया। उन्होंने 15 जहाजों के ऑर्डर दिये और 7 लिये। अभी तक 7 बन कर खड़े हैं। उन्होंने एग्री जहाजों को लेने में इंकार क्यों कर दिया है। जहाँ तक मेरी जानकारी है एग्री 748 संसार के सर्वोत्तम जहाजों में से हैं और संसार भर में लगभग 350 एग्री जहाज उपयोग में आ रहे हैं। तो इंडियन एयरलाइंस और इंडियन एयर फोर्स ने क्यों बिल्कुल इंकार कर दिया है कि हम इन जहाजों को उपयोग में नहीं लाएँगे। क्या इस बात की जानकारी आपको एच० ए० एल० में कब दी गई और सरकार के पास यह सूचना कब आई? इसकी सूचना आने के बाद भी एग्री जहाज बनते रहे हैं या इसकी सूचना आने के बाद सरकार ने कौन सी सावधानी बरती कि इस तरह का संकट न आये। इस संकट को टालने के लिए आपने क्या उपाय अपनाये?

मैं यह भी जानना चाहूँगा कि ये 10 करोड़ रुपये 7 हवाई जहाजों के ऊपर इंश्योरेंस का दो लाख रुपये प्रति हवाई जहाज के हिसाब से जो खर्च पड़ रहा है इसको दूर करने का सरकार ने क्या उपाय किया है? इसके अलावा मैं यह भी जानना चाहूँगा कि 15 करोड़ रुपये का जो सामान वहाँ पड़ा है, एग्री जहाज

[श्री ओइम् प्रकाश त्यागी]

बनाने के लिए खरीदा जा चुका है और इस समय वह बेकार पड़ा है। अगर लापरवाही रही तो 15 करोड़ रुपये की हानि हो जाएगी तो मैं जानना चाहता हूँ कि इसके सामान्य उपयोग की दिशा में सरकार क्या पग उठा रही है?

दूसरी चीज यह है कि 20 करोड़ रुपये की मशीन जो आपकी इस समय बेकार पड़ी है आपने कहा है बसन्त के लिए कुछ पुर्जें आपने दिए हैं इस लिए दिए हैं क्योंकि आपको एव्रो जहाज की जानकारी नहीं है तो मैं जानना चाहूंगा कि एव्रो जहाज की अनुपयोगिता के आर्डर नहीं मिल रहे हैं एच० ए० एल को यह सूचना कब आई और उसके बाद आपने क्या प्रयत्न किए ताकि 20 करोड़ रुपये की मशीन काम में आ सके?

अंत में मैं यह जानना चाहूंगा कि उस कारखाने में लगभग 4,500 कर्मचारी काम कर रहे हैं जिसमें से 2,200 कंजुयल कर्मचारी हैं जिनकी छुट्टी की इस समय स्थिति आ गई है तो क्या सरकार यह आश्वासन देगी कि इनमें से कोई छटनी नहीं होगी इनको काम पर लगा रहने दिया जाएगा?

अंतिम प्रश्न जो विशेष है मैं पूछना चाहता हूँ कि एच० ए० एल० जो भारतवर्ष का महत्वपूर्ण कारखाना है जिसमें जहाज बना रहा था उसमें अबतक संकट आ गया है और इसमें मेरी जानकारी यह है कि इसमें इंडियन एयर लाइंस, एच० ए० एल का मैनेजमेंट और केन्द्रीय अधिकारी इसमें शामिल हैं और मेरा यह भी कहना है कि लापरवाही के कारण हो ऐसी स्थिति आई है? मैं समझता हूँ अगर कमेटी की रिपोर्ट आजाती है तो यह परिस्थिति न आती? मैं जानना चाहता हूँ कि सरकार क्या इन पहलुओं पर जांच करने के लिए तैयार है ताकि दोषियों को पकड़ा जा सके और सजा दी जा सके? क्या इस बात का आश्वासन देने को तैयार है कि इसके लिए एक जांच कमेटी बैठाई जाएगी ताकि

सच्चाई प्रकाश में आ सके और दोषी को दंडित किया जा सके।

श्री रामनिवास मिर्धा : ऐसा प्रतीत होता है कि माननीय सदस्य के दिमाग में तमाम गलतफहमियां तथा भ्रम है

श्री ओइम् प्रकाश त्यागी : तो दूर कीजिए।

श्री रामनिवास मिर्धा : इन्होंने कई प्रश्न पूछे हैं। सबसे पहले तो उन्होंने यह कहा कि सार्वजनिक क्षेत्र घाटे में चल रहे हैं . . .

श्री ओइम् प्रकाश त्यागी : आगे विस्तार से बताइये।

श्री राम निवास मिर्धा : यह कोई उपयुक्त समय नहीं है मैं विस्तार से जाऊँ। मैं आपके जवाब में कह रहा हूँ कि हमारे कहने का मतलब सार्वजनिक क्षेत्र के कारपोरेशन से है। वे सभी काम कर रहे हैं और उसमें हर साल उत्पादन हो रहा है। . . .

श्री ओइम् प्रकाश त्यागी : उनमें से अधिकांश में बेयरमेंट भी नहीं है।

श्री राम निवास मिर्धा : माननीय सदस्य ने पूछा कि ध्वन कमेटी कब बनी तो मैं उनको बतलाना चाहता हूँ कि ध्वन कमेटी की 73 में घोषणा हुई और उसके 2-3 महीने बाद काम शुरू हो गया? माननीय सदस्य समझते हैं कि उसकी रिपोर्ट आ गई है और हम छिपा कर बैठे हैं। मैं आपके माध्यम से उनसे निवेदन करूंगा कि ऐसी स्थिति नहीं है। उनकी रिपोर्ट अभी नहीं आई है। मैं आपकी संतुष्टी के लिए बताता हूँ कि उन्होंने थोड़ा समय मांगा है रिपोर्ट पेश करने के लिए। हमारे उच्च अधिकारी ने उनसे बात की है उन्होंने कहा है कि रिपोर्ट जल्दी देंगे।

जब एव्रो जहाज दुर्घटनाग्रस्त हुआ था तो मंत्री जी ने संसद की भावना की कद्र करते हुए यह घोषणा की थी कि इस तरह की कमेटी बैठाई जाएगी। हालांकि एक कमेटी बन चुकी थी और इस हाउस को वह कमेटी रिपोर्ट पेश कर चुकी थी क्योंकि एक संदेह उत्पन्न

होगया था इसलिए श्री धवन कमेटी बनी है और उसकी रिपोर्ट बहुत जल्दी आएगी और आते ही उस पर कार्रवाई कर ली जाएगी।

और रिपोर्ट आने के बाद हमारा पूरा विश्वास कि है वहां पर पूरी सुविधा मिल जाएगी और एयर लाइन्स वाले भी इन जहाजों को खरीद लेंगे। तब तक वहां पर यह मशीनें पड़ी हुई हैं और माल रखा हुआ है। हम चाहते हैं कि एयर लाइन्स वाले पूरी तरह से अपने आप को संतुष्ट कर लें और इन जहाजों को जनता की सुविधा के लिए तभी खरीदे जब इनको सिविल एविएशन के लिए उपयुक्त मान लिया जाए। हम इन बात के लिए कोशिश कर रहे हैं और हमें उम्मीद है कि यह काम जल्दी पूरा हो जाएगा।

दूसरी बात आपने इंडियन एयर फोर्स के बारे में कही है और यह कहा है कि वह इन जहाजों को नहीं ले रहा है। लेकिन मैं यह कहना चाहता हूं कि ऐसी स्थिति नहीं है? जैसा मैंने अपने वक्तव्य में कहा था कि हमारे पास उनके कुछ आर्डर्स हैं जो अभी चल रहे हैं। लेकिन प्रश्न यह है कि भविष्य में इंडियन एयर फोर्स कितने इस प्रकार के हवाई जहाज खरीदे। इंडियन एयर फोर्स भार बाहन के काम में डेकोटा वगैरह का इस्तेमाल करता है। जो कि बहुत पुराने हो गये हैं। इंडियन एयर फोर्स चाहता है कि नये प्रकार के भारवाहक जहाज उन्हें उपलब्ध कराये जा सकें। इसी उद्देश्य से हमारे तकनीकी कर्मचारियों ने एच० एन० 748 भारवाहक जहाज बनाया और इंडियन एयर फोर्स वालों ने इसकी देख-भाल की और एक समय तो यह तय पाया गया कि इस बारे में निश्चित आर्डर दे दिये जायें। लेकिन इंडियन एयर फोर्स वालों की आवश्यकताएं कुछ बढ़ गई और ज्यों-ज्यों समय निकलता जाता है, वे चाहते हैं कि उन्हें सोफिस्टिकेटेड जहाज दिये जायें। इसलिए मैंने कहा कि ये भारी चीजें खत्म नहीं हुई हैं। इस बारे में हमारी उनसे चर्चा चल रही है और बहुत शीघ्र ही इस बारे में कोई निर्णय

हो जाएगा और उसके पश्चात् हमें पूरी उम्मीद है कि यह कारखाना बहुत सुचारु रूप से अपनी पूरी कैपसिटी के साथ लम्बे अरसे तक चल सकेगा। इसलिए हमें यह भी विश्वास रखना चाहिए कि एयर फोर्स के लिए भी यहां पर जहाज बनेंगे।

माननीय सदस्य ने यह भी कहा कि यहां पर 20 करोड़ रुपये की मशीनें रखी हुई हैं और अन्य सामान रखा हुआ है। लेकिन स्थिति ऐसी नहीं है। वहां पर जो सारी केपिटल है मकान, मशीन, बिल्डिंग और जमीन आदि, उस सारे की कीमत केवल 285 लाख रुपये है। इसलिए यह कहना कि वहां पर 20 करोड़ का सामान पड़ा हुआ है, बात को बहुत बड़ा-चड़ा कर कहना है। मैं समझता हूं कि माननीय सदस्य ने इसी अनुपात में दूसरी बातें भी कही हैं। मैं आंकड़े देना नहीं चाहता, लेकिन मैं यह विश्वास दिलाना चाहता हूं कि इसमें अयोग्यता का कोई प्रश्न नहीं है, इसमें अदूरदर्शिता का कोई प्रश्न नहीं है और न ही कोई कमेटी बनाने का सवाल पैदा होता है। जो भी हमारे अधिकारी और कर्मचारी कर सकते हैं, कर रहे हैं। हमें विश्वास है कि एयरलाइन्स वाले और एयर-फोर्स वाले इन विमानों को स्वीकार करेंगे और हमारा यह कारखाना आगे चल सकेगा। लेकिन चूंकि यहां पर संभावना काम की कम हो और चूंकि किसी नये जहाज को बनाने में दो तीन वर्ष का समय लगता ही है, इसलिए "बसन्त" नामक जहाज को जो कृपि काम के लिए बनाया गया है और जिसकी मांग कृपि मंत्रालय ने की थी, यह कोशिश की जा रही है कि उसको बंगलौर में हटाकर यहां पर लाया जाए ताकि तात्कालिक रूप से वहां पर किसी प्रकार की बेकारी या बेरोजगारी की समस्या पैदा न हो। माननीय सदस्य ने वहां पर बेरोजगारी के बारे में चिन्ता व्यक्त की है। हम भी इस बारे में चिन्तित हैं और यह कोशिश कर रहे हैं कि मजदूरों की किसी प्रकार की कोई छटनी

[श्री रामनिवास निधारी]

करनी पड़े। यह भी कोशिश की जा रही है कि कानपुर में पूरी क्षमता के साथ काम किया जाए ताकि वहां पर मजदूरों को राहत मिल सके। मैं माननीय सदस्य को इस बात का विश्वास दिलाना चाहता हूँ कि मजदूरों को हटाने की हमारी कोशिश नहीं है। हम यही कोशिश कर रहे हैं कि तात्कालिक रूप से दूसरे संभागों से वहां पर काम लाया जाय और इसी सिलसले में "बसन्त" नामक जहाज का काम वहां पर ट्रांसफर करने की कोशिश की जा रही है ताकि वहां पर काम सुचारु रूप से चल सके। मैं पुनः यह कहना चाहता हूँ कि हम इस बात की पूरी कोशिश करेंगे कि कानपुर के इस कारखाने में ठीक प्रकार से काम चल सके।

DR. K. MATHEW KURIAN (Kerala) : Sir, there has been a scandalous delay in the publication or the finalization of the Report of the Dhawan Committee. Sir, despite the fact that it was appointed long ago, I would like to know why the Committee is taking so much of time. In the meantime, workers in the Kanpur factory are languishing for lack of work.

According to the report in the "National Herald" of December 6, 1974, roughly a loss of Rs. 10 crores due to non-delivery of the Avro-748 planes manufactured for the Indian Airlines and the Indian Air Force is occurring, and according to this report there are politics and pulls of vested interests in this. I would like to know whether he is aware of the "National Herald" report that there are politics and pulls of vested interests, mismanagement, lack of foresight and complete indifference of the authorities in Kanpur and in Delhi. This is what is reported in the "National Herald". Is it also not a fact that because of the callousness on the part of management in Kanpur and high officials in Delhi this report has been delayed and crores of rupees have been wasted? We are looking for resources during this period of inflationary crisis. Here are the real resources being wasted, human resources being wasted and financial resources being wasted because of the callousness of the management and due to political pressures and vested interests, is it not a fact?

Then, Sir, according to the information with me, nearly Rs. 10 lakhs have been wasted or spent on premiums only in two years because of the delay in the Dhawan Committee Report. At the rate of Rs. 200 per day, about Rs. 10 crores of rupees have been spent only because of the delay of the Dhawan Committee Report, which should be made responsible for this loss to the nation. Similarly, Sir, a unit set up, worth Rs. 40 crores, is lying almost unutilized. Apart from this, there is a colossal loss of about Rs. 10 crores to Rs. 15 crores because of purchase of raw materials for production of Avro-748, and because of the closure all the raw materials are again rotting.

I would like to know whether, apart from the suggestions he made, he would consider resumption of production of Avro-748 by speeding up the publication of the Dhawan Committee report? Will there be a special instruction to the Committee to submit its report immediately so that the production of Avro-748 can be speeded up and the workers, the manpower, the financial resources and the capital sunk in this industry at Kanpur can be properly utilized?

Lastly, Sir, I would like to know whether the Government will consider the suggestion to give the Kanpur unit a major new project to save the nation and to ensure that the colossal loss of financial materials and human resources is reduced?

SHRI RAM NIWAS MIRDHA : Sir, in my earlier answers I have covered all the points the hon. Member has raised. It is not a fact that machinery worth Rs. 15 or Rs. 20 crores is lying there. I have already stated that the machinery and every thing is worth just Rs. 285 lakhs. So the question of Rs. 15 crores or Rs. 20 crores does not arise. It is true that insurance premium is being paid on the 7 aircrafts which are lying there ready, but, Sir.....

DR. K. MATHEW KURIAN : Is it true that ten lakhs of rupees are wasted on that?

SHRI RAM NIWAS MIRDHA : Nothing has been wasted. Insurance premium is being paid....

DR. K. MATHEW KURIAN : The cost of non-delivery....

MR. DEPUTY CHAIRMAN : Let him answer.

SHRI RAM NIWAS MIRDHA : Obviously, non-delivery has been due to Prof. Dhawan's report which has not yet come. As regards the query of the hon. Member whether we would try to expedite it, I have stated that we are trying to expedite it. Even last week our officers met Prof. Dhawan and they are trying to sort out certain matters.

Weil, as regards giving Kanpur some new massive project, I cannot say anything at this moment. But as I have said, we are contemplating further production of Avro-748 Military Freighter in consultation with the Indian Air Force. And if that comes through they will have a new line of production, which will keep the Kanpur division of HAL busy for a long time to come. Even in the short term, when there has been a fall in work, we have tried to shift work from other centres.

For example, as I have said, we are trying to shift the production of Basant, our agricultural aircraft from Bangalore Complex to Kanpur Division. We have taken work from the Space Organisation. We are also exploring other avenues of providing work there and we would see that the Kanpur division works to full capacity.

SHRI LOKANATH MISRA (Orissa) : Sir, I have two or three specific questions to put. My first question is whether the Avro-748 has not been able to come up to the standard specified by the Indian Air lines or any other purchaser. And what were the terms of agreement between the Hawker Siddeley and the HAL so far as the standard of Avro-748 was concerned ? And in this connection, I would like to know whether the engines either supplied by the Hawker Siddeley or manufactured locally—I do not know whether they are manufactured locally or not and I would like to get a reply from the hon. Minister—were stated to be less by 80 H.P. than what they really were. When they were put to a test, when a rig test was taken, they were short by 80 H.P. And if that is so, how the manufacturers—the HAL or the Defence Ministry—can justify their ware to the purchasers, whether they are local or foreign ? And the Defence

Forces can never rely on any aircraft, whether it is a fighter bomber or a transport aircraft, which is below the specification. Therefore, I would like to know whether what was stated to be the engine power, the take-off power, the transport power of the particular plane has been maintained in the get-up or not.

Secondly, Sir, I would like to know whether the cost structure which was initially said to be Rs. 24 lakhs in all—out of which only Rs. 10 lakhs was to be in foreign exchange—has now gone up to Rs. 150 lakhs, out of which more than Rs. 75 lakhs is in foreign exchange. If that is so, would it not be difficult for any purchaser, including the Defence Forces, to pay for a propeller jet—that is what Avro-748 is—an amount of Rs. 150 lakhs while a foreign plane would be available almost at half of that price? Therefore, how would it be marketed in a competitive world unless a protection is given ? And I would like the protection to be given to any machine or any airplane manufactured in India provided it sticks to the specifications of airworthiness. Therefore, Sir, I would like to know whether the prices have not jumped almost seven times the original price.

Sir, the third question would be, whether an attempt was made to put the engine, Avro engine, into the frame of Hawker Siddeley plane to find out whether there was some defect in our frame, and whether it was found that only when that engine was put in this plane, the defect was discernible not *vice-versa*: when our engine was put in the other plane, there was no defect in the take-off capacity. Therefore, Sir, I would like to know whether there is some defect in the frame itself.

No. 4, I would like to know whether the defect which occurred twice or thrice did not affect the creditworthiness of the HAL manufactured plane.

And finally I would like to ask the hon'ble Minister this question. He has said that they would switch over to the manufacture of Basant plane—a model they call "Basant". Sir, as it is, the Avro-748 plane is 20 years old model, which is now almost an obsolete material so far as the Defence Forces anywhere in the world are concerned, and it is going to be obsolete even as a transport plane. If the Government really thinks of

[Shri Lokanath Misra] switching over to production of any new type of planes, would they think of a full jet plane in which field we could probably compete with any other manufacturer if we have the right type of collaboration. Whether Hawker Siddeley would be the right company for the collaboration or whether we should collaborate with a new one, that is for the Government to decide, but if we switch over at all, let us not waste all the money that has been invested already : and it would only be a good investment if we switch over to a full jet plane which is now the only need for the purchaser ; nobody probably would like to take a propeller jet plane which is already 20 years old model and which is going obsolete both in the Defence Forces and in the commercial market.

SHRI RAM NIWAS MIRDHA : Sir, the hon'ble Member has asked a number of questions, some of which are really being considered by Prof. Dhawan. He is saying that HS-748 which we made has not come up to specifications. It means whatever planes are manufactured by us, they do not come up to the specifications. Sir, I would like to say that this is not so. All the planes that the I.A.C. took delivery against the first order were fully tested, and were fully airworthy. The IAC took them and have been using them since then.

SHRI LOKANATH MISRA : I did not ask that. The Bangalore factory of HAL has examined in the Rigs test one of these engines and they have exploded this myth: It is not I who is saying this.

SHRI RAM NIWAS MIRDHA : Sir, I would like to repeat that the planes that we delivered against the first order to IAC were fully tested and were then completely in order, and no difficulty arose in regard to them. Even after that, when some difficulties did come to notice, a committee was appointed which went into the whole thing, under the Chairmanship of Shri Ramamritam, the then Deputy Director General of Civil Aviation. He went into the whole question that whatever we manufacture should be fully up to the specifications. The Committee submitted the report in August, 1971. Delivery to IAC against the first order was made after ensuring that the aircrafts were airworthy and

sate in every respect. Then again another check was done by a technical committee and it was found that these aircrafts were perfectly all right and there was nothing wrong with them. There was nothing unsafe.

SHRI LOKANATH MISRA : That was why the Dhawan Committee was appointed ?

SHRI RAM NIWAS MIRDHA : That is exactly what I am saying. Then some accidents took place and there was a lot of anxiety in this House and outside also that there was something wrong in its manufacture. Therefore, that committee was appointed. I will not completely answer all your questions, though I have material on that.

SHRI LOKANATH MISRA : I have asked a specific question whether a particular engine of Avro or HS-748 was put to test, rig test, and whether it was found wanting by 80 H.P.

SHRI RAM NIWAS MIRDHA : The engines have not been found wanting by 80 H.P. At a certain stage it was desired that it should be upgraded by about 80 H.P. You are probably understanding it in a wrong way. It was suggested at one stage that the engine should be upgraded by 80 H.P. or 85 H.P. Then, I suppose, again the manufacturers were consulted. At a certain stage that modification also was carried out. So, it is the other way round. It was not found wanting to that extent. They were completely according to the specification. This modification was suggested to upgrade it slightly to that extent. Again, I would request him not to please go into all the details. Prof. Dhawan is seized of the matter. He will go into all these things. It is only after he is fully satisfied that we will go further and provide these planes to the IAC.

Well, Sir, as regards the Basant, it is not an obsolete aircraft. It is an aircraft which we do not require for our military needs or defence needs. It is an aircraft which HAL Bangalore designed purely for agricultural purposes at the request of the Ministry of Agriculture for aerial spraying of fertilisers, pesticides and things like that. It is not a defence requirement. It was a requirement of the Agriculture Ministry which we tried to comply with. First the

idea was that it should be manufactured in Bangalore. Since there is a drop in the work of the Kanpur complex of HAL we are shifting the production here. As regards the hon. Member's observation that instead of going in for this obsolete aircraft we should go in for a full jet aircraft, we do manufacture full jet aircraft. There are aircraft and aircraft. For agriculture we have the piston-engined aircraft. For some of our freighter needs, we want not a full jet, but a turboprop aircraft which we are trying to modify. There is need for full jet which we are manufacturing. Various types of aircraft are needed for various roles in the civil as well as defence spheres and HAL at the various centres is trying to play those roles. I am sure whatever version is final, we will undertake it in consultation with everybody and we will try to get the Kanpur complex going.

SHRI K. CHANDRASEKHARAN (Kerala) : Mr. Deputy Chairman, Sir, I think the hon. Minister is wrong in waiting any more for the Dhawan Committee's report. The Dhawan Committee's report hereafter, according to me, would have only a very limited use in respect of the seven aircraft which have been ordered by the Indian Airlines and yet to be taken over by the Indian Airlines. So far as the Indian Airlines are concerned, particularly on account of the fuel price hike the Avro aircraft has become an absolutely uneconomic aircraft. The hon. Minister would agree with me and will look into it in a realistic manner. It will not be just possible for the IA to give any more order for the Avro aircraft, the turbo-prop one that we have been producing at Kanpur. Even before the fuel price hike the Avro aircraft was uneconomic. With a full load of passengers the Avro was resulting in an operating loss to the Indian Airlines. Now, on account of the increase in fuel price, it has become absolutely uneconomical.

Therefore there are no fresh orders from Indian Airlines and there are not likely to be any new orders from them except that they are committed to take the seven now remaining idle at the factory, which the Dhawan Committee has cleared. Therefore the Dhawan Committee no longer matters so far as the prospects of fresh manufacture of Avros are concerned.

Secondly, the hon. Minister at one stage said that it is not correct to state that Defence is not taking these aircraft. It is not the case that Defence has not been taking or is not taking the aircraft. The question that I pose before the hon. Minister is this. Except the current orders that are lying with Kanpur from Defence, is there any fresh order coming? Is there any prospect of any fresh or new order coming from Defence for these Avro aircraft? I do hope that the hon. Minister would be able to answer much better than I, and that he would share the answer that I am trying to give that. Defence is not likely to order for any more of Avro aircraft. The position is that the Avro has become an obsolete aircraft. It is just not possible either for Defence or for Indian Airlines to use that aircraft anymore.

Then the hon. Minister has placed before us the stop-gap arrangements for the workers of the factory saying that for the present it will manufacture the Basant type of agricultural aircraft that Bangalore has been manufacturing up till now.

The hon. Minister has also stated that Kanpur may go in, in due course, for the manufacture of the Avro version of freighter. And I am sorry that the hon. Minister has stopped at that. It is a most unfortunate state of affairs so far as Defence is concerned, so far as the manufacture of civil aircraft in this country is concerned. May I say that such a small country as Israel is now producing a jet aircraft which is now flying round the world, an aircraft called the West Wind? May I know from him whether the Defence Ministry has got any policy in this regard, any long-term view? We want particularly for Defence, for the expanding Indian Air Force, non-fighting type of aircraft, transport aircraft, and Defence will also be able to provide aircraft for civilian purposes. May I know what steps would be taken for the manufacture of passenger aircraft and freighter aircraft for Indian Airlines and for defence requirements and whether he would assure this House that the jet version, a new aircraft, would be there, if necessary with Soviet collaboration because that collaboration is likely to be the best so far as this country is concerned. At present in case the aircraft that Soviet Russia is producing is

[Shri K. Chandras-kharan] very economical, I would suggest that with collaboration or without collaboration we should go in for new jet aircraft manufacture at Kanpur.

SHRI RAM NIWAS MIRDHA : In my statement I myself admitted that there are no fresh orders for HS-748 from Indian Airlines. I myself admitted the whole thing; there is no question of my trying to mislead or give wrong things. So, this question is clear that they have their own requirements regarding their fleet for civil aviation, and they have not indicated any more requirement of this type of aircraft to us up till now, and that I have clearly stated.

As regards the Indian Air Force, I have said in my statement that the last aircraft against the existing order is *to* be delivered during 1975-77. No further requirement of this aircraft has been indicated by the IAF for the time being. I have said so. At a certain stage we had developed a Freighter version of this HS-748 which the Air Force tried and found satisfactory, and a tentative decision was taken to place firm orders. But some rethinking started because things move so fast technologically in the sphere of aviation and fresh requirements come up 1 P.M.

So the Air Force is trying to rethink about the whole thing. They are trying to give the requirements of the freighter aircraft, whether we can move in that direction and to what extent. This exercise is going on. We are discussing with them. No final decision has been taken in this respect as yet. We have to wait for the result of our discussion and see as to what the Air Force really need and whether we can meet then-needs or not.

As regards the aircraft being obsolete and going in for the full jet ones, I have tried to explain. In my reply to the previous question I said that we need all sorts of aircraft, Basant agricultural aircraft is a Piston Engine aircraft. Then we have HS-748. This we need for transporting paratroops in certain areas and it is a turbo-prop aircraft. Even now we are making quite a large number of full jet aircraft. We are making Gnat, we are making Ajit, we are making Marut.

SHRI K. CHANDRASEKHAR AN : I said for non-fighting purpose and for civilian purposes, not for fighting purposes.

I know the difference.

SHRI RAM NIWAS MIRDHA : If you know the difference you should not have posed the question in that manner.

SHRI K. CHANDRASEKHAR AN : You are confusing the issue. I said clearly for non-fighting purposes and civilian purposes. The Minister is confusing the issue..

MR. DEPUTY CHAIRMAN : There is nothing to get excited.

SHRI RAM NIWAS MIRDHA : I think the Member is unnecessarily confused and excited. Aircraft are not produced in vacuum. There should be a definite demand. If there is civilian need we will make. If there is Air Force need we will make it. But the Indian Air Force has its own requirement of aircraft. So we are manufacturing as they are needed. We are fully prepared to meet any needs that might arise from the civilian side or the defence side but the need should come from them.

MR. DEPUTY CHAIRMAN : Mr. Anand.

श्री राजनारायण (उत्तर प्रदेश) : मेरा व्यवस्था का प्रश्न है। आप खुद अच्छी तरह से अवगत हैं कि इस सदन में एक फैसला किया गया कि जहां जार्ज पंचम की मूर्ति लगी हुई थी वहां गांधी जी की मूर्ति लगेंगी और आज गांधी जी की मूर्ति वहां लग रही है और हम को भाषण करना है परन्तु इस सरकार ने धारा 144 लगा दी है

MR. DEPUTY CHAIRMAN : Mr. Rajanarain, when there is Calling Attention going on some other subject there cannot be.....

श्री राजनारायण : मैं चाहता हूं कि एक मिनट के लिए हमारे गृह मंत्री जी रेड्डी साहब जो यहां बैठे हुए हैं उसको चल कर देख लें। हम मूर्ति की स्थापना करने जा रहे हैं।

श्री उपसभापति : आपको जाना है चले जाइए। इसको एलान करने की क्या जरूरत है।

श्री राजनारायण : सदन ने फैसला किया था कि वहाँ पर गांधी जी की मूर्ति लगेगी। ओम मेहता जी और रेड्डी साहब चले मेरे साथ ताकि कोई घटना न घटे।

श्री जगदीश प्रसाद माथुर : क्या गिरफ्तार होने जा रहे हैं?

श्री राजनारायण : हम क्या जानें। गवर्नमेंट जानती है।

MR. DEPUTY CHAIRMAN : You should not talk while going, you should talk from your seat.

SHRI J. S. ANAND (Punjab) : Mr. Deputy Chairman, Sir, I am not one of those who are out to denounce our public sector establishments on every possible pretext and every possible occasion. In fact, it is a welcome news that the key public sector projects have begun to show profits and I am looking upto the day when more and more public sector projects will show profit which will be ploughed back into further expansion and further putting up the public sector projects because they go to strengthen the economy of our country, strengthen our economic independence. But so far as this controversy about the HAL is concerned, I am afraid it has a certain background which is not being brought forward.

Sir, the propaganda against the Avro aircraft is motivated. It is motivated by the American company, Messrs. Lockheeds, who are anxious that the Avro goes out of production and they can find a market for their own product in India. I would like the Minister to make a definite statement whether it is to his knowledge or not, that it is a motivated propaganda by a foreign company which wants to find its market in our country. The other aspect of the matter is that when the Dhawan Committee was appointed, it was held out that the report would be ready within three months. Now it has been more than two years and the report is not ready. I would like to know from the hon. Minister what steps are being taken to expedite the report. Beyond that, I would like to say....

SHRI LOKANATH MISRA : He has no information. You have some information against Lockheeds. 6—783RSS/74 *

SHRI J. S. ANAND : I want to know from him why the committee's report is being delayed because the acceptance of those seven aircraft which have already been manufactured and which the Indian Airlines are not accepting, will depend on the Dhawan Committee report. The other point is, when the situation arose, there should have been a better perspective realisation. Now we are being told that the Basant aircraft will be manufactured, and the Buffalo type of aircraft will also be manufactured. Now, we have got a going concern. We have got machines installed. It is manufacturing aircraft which are already operating in this country. I am told there is an Avro service to Chandigarh and there is another Avro service from Bombay to Goa, and they have been giving a satisfactory service. Besides, other countries like Indonesia have purchased some aircraft from us. That goes to show that there is nothing fundamentally wrong with the machinery or the set-up there. And if, for some reason, some concern was expressed and those seven Avros were not accepted, then in time measures should have been taken to start some alternative production to put those machines to better use because what has appeared in the newspapers is that even if the Basant thing comes up, it will give work only to 20 per cent of the labour for 30 months and about 80 per cent of the labour will be idle. And among the labour, I do not know whether you call them temporary or casual, there are 2,400 who have been trained there, who are highly trained technical hands. And if things continue to go this way, those highly technical hands will find themselves on the road. I would like a definite assurance from the hon. Minister that nobody is going to be retrenched. Then apart from the possibility of alternative production in Kanpur, there is some type of production in Lucknow, in Barrack-pore, in Nasik and in the parent organisation in Bangalore. What I want to say is that the Minister should give a definite assurance about all the trained hands being retained. The Minister should also tell us what alternative arrangements are being made to build alternative type of aircraft for other uses so that this machinery is properly utilised. Also, how soon can we expect the Dhawan Committee report

[Shri J. S. Anand]

so that the whole trouble stops and Avro production itself could go up?

SHRI RAM NIWAS MIRDHA : Sir, it is true that the Dhawan Committee report has been delayed and we have been making efforts for the report to come as early as possible. As I said earlier, only a week or so back, our senior officers had a discussion with Prof. Dhawan who wanted certain clarifications and certain other facilities, and he has assured us that the report will come very soon, and I do hope that it will come. I think it would be very unfair to say that this report is being delayed because of some foreign propaganda or some motivated propaganda regarding HS-748.

SHRI J. S. ANAND : I have not connected it with the report. I am saying that the propaganda against the Avro is politically motivated.

SHRI RAM NIWAS MIRDHA : There has been a lot of discussion about the appropriateness of HS-748 in this House and outside, but I cannot say that the observations made in this House or outside are motivated or because of certain American lobby, Lockheed lobby or any such thing. It is not for me to say. But whether they are pilots or hon. Members or other writers, they have been saying certain things about certain alleged shortcomings of HS-748, and that is why this committee has been set up. It is true, as the hon. Member says, that HS-748 is a good aircraft which is used in service in India and in many foreign countries. In fact, they are buying every year a few aircraft. Foreign countries are already buying it and they are using it very satisfactorily. And that is why I said earlier with confidence that what we are making is a very satisfactory aircraft. The Avro is a useful aircraft and can be usefully inducted for civilian as well as defence use. I have clearly said that we are trying to see that more work is given to Kanpur in the short run also when there are no firm orders regarding HS-748.

I can certainly give an assurance that we will see that no trained personnel are retrenched and all are fully occupied and what is more we are trying to have a new line of production for which even more people can be employed in this very vital

sector of national economy.

MOTION *RE*, APPOINTMENT OF A MEMBER OF LOK SABHA TO THE JOINT COMMITTEE ON FOREIGN CONTRIBUTION REGULATION BILL 1973. THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY) : Sir, I beg to move :

That this House do recommend to Lok Sabha that Lok Sabha do appoint a member of Lok Sabha to the Joint Committee of the Houses on the Foreign Contribution (Regulation) Bill, 1973, in the vacancy caused by the resignation of Sardar Buta Singh from the membership of the said Joint Committee and communicate to this House the name of the member so appointed by Lok Sabha to the Joint Committee.

The question was put and the Motion was adopted.

REFERENCE TO COMPLAINTS REGARDING DISCRIMINATION AGAINST SCHEDULED CASTES AND SCHEDULED TRIBES.

श्री रवी राय (उड़ीसा) : डिप्टी चैयरमैन साहब, मैं आपकी अनुमति से एक विशेष सवाल के प्रति सरकार का और सदन का ध्यान खींचना चाहता हूँ। श्रीम मेहता साहब यहाँ उपस्थित हैं और असल में यह सवाल भी उनके मंत्रालय के साथ संबंध रखता है। मैं आपकी खिदमत में यह कहना चाहता हूँ कि कल के 'हिन्दुस्तान टाइम्स' में यह खबर छपी है कि—गवर्नमेंट वाडीज प्रैक्टिस कास्ट डिस्क्रिमिनेशन। वह खबर इस तरह से छपी है, मैं आपको पढ़ कर सुनाता हूँ :

Government Bodies 'Practise' caste Discrimination

The office of the Commissioner of Scheduled Castes and Tribes has been crippled by the closure of 17 of its regional offices since 1967. Despite a Law Ministry report stating that the offices be reopened, no action has been taken yet.

SHRI N. G. GORAY (Maharashtra) : The Commissioner has made a report and in that report these things have been mentioned.