

of the Third World and on the ways and means of developing mutual ties between these nations and also exploring the possibilities of co-operation in the task of economic development in the industrial and agricultural fields for mutual benefit were discussed and, if so, what are the results of such discussions ?

PROF D P CHATTOPADHYAYA

Sir, these questions were mentioned in passing. Since these are general political questions governing our commercial decisions, no concrete measure reflecting these deliberations or decisions is there. But they have been discussed in passing, Sir.

MR CHAIRMAN All right. Next question.

SHRI HARSHDEO MALAVIYA Sir, in the Lusaka Conference there was a specific resolution on economic policies of these countries.

MR CHAIRMAN All right. Next question.

Withdrawal of Avro (H.S. 748) planes from operation

*34 SHRIMATI AZIZA IMAM †
 SHRI KRISHAN KANT
 SHRI S C ANGRE
 SHRI O P TYAGI
 SHRI PREM MANOHAR
 SHRI JAGDISH PRASAD MATHUR
 SHRI N K SHEJWALKAR
 SHRI V K SAKHLECHA
 SHRI D K PATEL
 SHRI M K MOHTA
 DR R K CHAKRABARTI
 SHRI MOHAMMED USMAN ARIF
 SHRI J S TILAK
 DR K MATHEW KURIAN
 SHRI N R CHOUDHURY
 SHRI KALI MUKHERJEE
 SHRI M B SINGH
 SHRIMATI LAKSHMI KUMARI
 CHUNDAWAT
 SHRI CHANDRA SHEKHAR
 DR Z A AHMED
 SHRI KOTA PUNNAIAH
 SHRI K B CHETTRI
 SHRI HARESH DEO MALAVIYA
 SHRI SANDA NARAYANAPPA
 SHRI K C PANDA
 MISS SAROJ PURUSHOTTAM
 KHAPARDE :

SHRI K. P SINGH DEO
 SHRI GURUMUKH SINGH
 MUSAFIR
 SHRI A G KULKARNI :
 SHRI SARDAR AMJAD ALI
 SHRI LOKANATH MISRA
 SHRI GANESHI LAL CHAUDHARY
 SHRI DEBANANDA AMAT
 SHRI K CHANDRASEKHARAN

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state

(a) whether Government have decided to withdraw Avro (H S 748) planes from operation,

(b) if so, what are the reasons therefor,

(c) what is the total loss to Government on this account,

(d) whether any elaborate technical check up of the aircraft has been conducted, if so the results thereof,

(e) what are the rules for periodical check-up of Indian Airlines planes, and

(f) what steps Government propose to take to supplement the operation of air services as a result of withdrawal of Avro planes from operation ?

THE MINISTER OF COMMUNICATIONS AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR) . (a) No such proposal is under consideration.

(b), (c) and (f) Do not arise.

(d) On 14-1-1971 a committee headed by Shri S. Ramamritham, then Deputy Director General of Civil Aviation was appointed to examine and evaluate the performance of the HS-748 aircraft in use with Indian Airlines with reference to the approved Flight Manual. The conclusion reached was that the in-service fleet performance was satisfactory and that safety was in no way compromised.

Following the accident to an HS-748 on a training-flight at Secunderabad on 15-3-1973 a one man committee comprising Dr S. Dhawan was appointed to evaluate all aspects of the Avro (HS-74) with special reference to its safety under various operating conditions in Indian Airlines. His report is awaited.

(e) A statement is laid on the Table of the House.

†The question was actually asked on the floor of the House by Shrimati Aziza Imam.

Statement

Rules for periodical thorough check up of HS-748 (AVRO) Aircraft of Indian Airlines

- 1 *Transit 'A'*—At every transit stop
- 2 *Transit 'B'*—Night stop routine
- 3 *Trip Inspection (Check I)*—Every 325 hours/65 days' elapsed time
- 4 *Check II Inspection*—Every 1500 hours (A cycle of part 'A', 'B', 'C', and 'D' to be completed in 6000 hours)
- 5 *Time between complete overhaul of Engines*—3000 hours
- 6 *Renewal of Certificate of Airworthiness*—Every 12 months
- 7 *Performance test flights*—After every Check II and also after engine change

SHRIMATI AZIZA IMAM Sir, I would like to know from the hon Minister whether the structural defects in the Avro planes have been fully rectified or not I would also like to know whether these Avro 748 planes are used in England and other countries and, if so, whether Hawker Siddeley, the manufacturers of these planes, have received such type of complaints from those countries also ? If so, what is the Government's reaction thereon ?

SHRI RAJ BAHADUR Sir, the Avros have been found to satisfy the rules laid down by the manuals of the Civil Aviation Department They are flying in 33 civil airlines in 30 countries We have not really done anything to compromise with the safety standards of the aircraft

SHRI KRISHAN KANT May I know from the hon Minister whether it is a fact that as reported in the Committee on Public Undertakings, the cost of production of HS 748 has increased from Rs 45 lakhs to Rs 132 lakhs and Government are going to negotiate about the price for HS 748 ? May I know whether a final decision has been taken on that May I also know whether it is a fact that the operating costs of HS 748 are very high and it is a losing proposition ? I would like to know whether they have worked them out and whether they are doing anything to reduce the operational costs

SHRI RAJ BAHADUR I cannot off-hand say whether this particular matter has yet been decided, but I do know that the operating cost of the Avro is kept under review periodically But an important factor, a dominant factor, that we have got to bear in mind is that

it is our aircraft. We are trying to improve it constantly both in operational efficiency as well as from the point of view of economics of operation It is a long-drawn process and I am sure the hon Member will kindly bear with me if I say that we have got to show that patience with our own manufacturers of this aircraft

श्री ओ३म् प्रकाश त्यागी सभापति महोदय, मैं मन्त्री महादय से यह जानना चाहूंगा कि क्या कुछ वर्ष पूर्व विमान चालको ने और विशेष रूप से उनके नेता श्री रणदेवे जी ने ऐवरा की उड़ान करने से इन्कार किया था और उन्होंने इस बात का इशारा किया था कि इसमें कुछ डिफेक्ट है। सितम्बर मास में जब तमाम ऐवरोज को उड़ान करने से रोक लिया गया तब क्या यह सच है कि गवर्नमेन्ट को वही खराबियां मालूम पड़ीं जो कि विमान चालको ने बनाई थीं। क्या यह भी सच है कि जिन श्री रणदेवे ने खराबियों की ओर संकेत किया था उनको डी०आई०आर० में पकड़ लिया गया उन पर कैसे चलाया गया और उनका नौकरी से हटा दिया गया। ता मैं सरकार से जानना चाहूंगा कि जिन विमान चालको ने खराबियों की ओर सरकार का ध्यान दिलाया था और जिन को डी०आई०आर० में पकड़ लिया गया था, उनका क्या द्वारा नौकरी पर ले लिया जायेगा।

श्री सभापति आप तो बहुत सवाल पूछ रहे हैं।

श्री ओ३म् प्रकाश त्यागी सभापति महादय, एक ही सवाल है। उन्होंने एक बात की ओर विशेष ध्यान दिलाया था कि ये ऐवरो विमान थोड़ा बाझा ले जाते और थोड़ा उड़ान के लायक हैं। क्या इस पर भी अमल किया गया

श्री राज बहादुर श्रीमन्, माननीय सदस्य का प्रश्न एकता में अनेकता का रूप प्रतिबिम्बित करता है, किन्तु उनको विश्वास दिलाना चाहता हूँ कि इस प्रश्न पर बार-बार इस मदन में सूचना दी जा चुकी है कि उन चालकों की आपर्नि पर ही यह निर्णय लिया गया कि कमेटी बिठला दी जाय उस कमेटी ने पूरी तरह जांच की और जांच करने के बाद जो भी नियमों में जो भी उड़ान की पाबन्दियाँ, उन सब के अनुकूल उसको पाया गया तब उसकी उड़ान जारी रखी। इसके अतिरिक्त जो उन्होंने दूसरा प्रश्न किया है श्री जो व्यक्तिगत रूप से श्री रणदेवे के सम्बन्ध में है, मैं उस लिए पृथक् नाटिम चाहूंगा।

श्री ओ३म् प्रकाश त्यागी सितम्बर मास में आप ने विमानों को उड़ान करने से रोका तो उस का कारण क्या था

श्री राज बहादुर इस प्रकार से विमानों को उड़ान से रोकना कोई नयी बात नहीं है। जिस किसी टाइप विमानों में ऐसी खराबियाँ देखी जाती हैं, उस टाइप के सके समूचे विमानों को ग्राउण्ड कर दिया जाता है। किसी जहाँ में जो विशाखापट्टनम् में उतरने वाला था उस एक खराबी पायी गयी और जब यह खराबी पायी

बो यह निर्णय किया गया, क्योंकि हम कोई खतरा नहीं जेना चाहते थे कि एक एक जहाज को जो 9, 10 या 12 हजार घंटे उड़ान कर चुके थे, उस एक जहाज में जब यह क्रेक की शलक पायी गयी तो उस को रेक्टिफाई करने के लिए उन सब को ग्राउण्ड कर दिया जाये और उसे रेक्टिफाई करने के बाद ही उनको चलाने की इजाजत दी गयी।

SHRI LOKANATH MISRA : On a point of order. Sir, the Minister seems to be trying to mislead the House. He said that a defect was found in the aircraft at Visakhapatnam airport and thereafter when other similar aircraft were checked, there was no defect found. . .

SHRI RAJ BAHADUR : No.

SHRI LOKANATH MISRA : . . . and subsequently it was found out that the same defect was found in more than two or three planes—I think four planes—last month and this month, and, now, Sir, there were already reports that the same defect persisted in other planes. Therefore, what the plane fatigue. . . .

MR. CHAIRMAN : I will ask him to clarify it.

SHRI LOKANATH MISRA : He should clarify it because it involves the safety of the passengers.

MR. CHAIRMAN : Of course.

SHRI RAJ BAHADUR : I can assure him there is no attempt and there cannot be any attempt on my part to mislead him or mislead the House. The fact of the matter was an approaching aircraft at Visakhapatnam airport exhibited some defect. After that a thorough examination was made. In the beginning there was only a visual test applied and the Avros were continued. And a thorough examination was made and it was found that there was reason for us to ground them. And have already said that in two or three aircraft which had flown more than 9000 hours. I am not giving exact figures—some type of crack was discovered and therefore it was considered necessary and vital in the interests of safety that all of them should be grounded. This fault was rectified.

SHRI LOKANATH MISRA : After grounding them did you find the defect in two other ones ?

SHRI RAJ BAHADUR : In one aircraft which was already in service—it was being

tested or it was being serviced at Hyderabad—this defect was discovered. Then in two other aircraft it was discovered. Therefore, all of them were grounded.

SHRI LOKANATH MISRA : After you grounded and checked up the aircraft, newspaper reports came out that in Calcutta an Avro plane could not take off because there was an alarm defect. . . .

SHRI RAJ BAHADUR : I have said that there was some type of crack-fatigue in that particular aircraft. . . .

SHRI LOKANATH MISRA : Sir, you see the difference between what I have asked and what he is replying. What I wanted to know is whether after the planes were grounded. . . .

SHRI RAJ BAHADUR : After the planes were grounded, the defect was rectified.

श्री ओ३म् प्रकाश त्यागी : प्वाइट ग्राफ आर्डर।

श्री सभापति : आप किसी और को सवाल पूछने देना नहीं चाहते।

श्री ओ३म् प्रकाश त्यागी : वह अब स्वीकार कर रहे हैं कि औरों में भी खराबी पायी गयी इसलिए उन सब को ग्राउण्ड कर दिया गया। परन्तु पहले उत्तर इसके विपरीत दिया था।

श्री राज बहादुर : नहीं, यह बात नहीं है।

श्री जगदीश प्रसाद माथुर : क्या यह सही है कि जो आपत्तियां पायलट्स ने एवरो विमानों के सम्बन्ध में की थीं उन्हीं की जानकारी उन विमानों की उड़ान बन्द करने के बाद होने वाली जांच में पायी गयी ? तो उनके द्वारा उठायी गयी आपत्तियों में और आप के द्वारा खोजबीन करने के बाद पायी गयी खराबियों में क्या अन्तर है और क्या यह सही है कि इंडियन एयर लाइन्स के कितने आर्डर्स हिन्दुस्तान एरोनाटिक्स के पास एवरो विमानों के हैं और भविष्य में सरकार ने उनको खरीदने का निर्णय किया है या नहीं ?

श्री राज बहादुर : मैं बताता चाहता हूँ कि जिस प्रकार की आपत्ति चालकों ने उठाई थी उस के कारण वे विमान ग्राउण्ड नहीं किये गए थे। उनकी आपत्ति विभिन्न प्रकार की थी। जो आपत्तियां उन्होंने उठाई थी उसमें इस का कोई सम्बन्ध नहीं है।

श्री जगदीश प्रसाद माथुर : एवरो विमानों को खरीदने की दृष्टि से कितने आर्डर सरकार के पेडिंग है ?

श्री राज बहादुर : दस के लिए आर्डर प्लेस किये थे जिनमें तीन मिल चुके हैं और बाकी सात मिलने वाले हैं, लेकिन उन में कुछ विलम्ब लग रहा है क्योंकि जो बनाने वाले

है मैं यूनिफॉर्मर वह किसी प्रकार का कोई शकाशुभा उसमें रहने बेना नहीं चाहते और सारी एहतियात लेकर ही वह उन का देना चाहते हैं।

MR CHAIRMAN Question Hour is over

WRITTEN ANSWERS TO QUESTIONS

Profits of Cotton Textile Industries

***35. SHRI KALYAN ROY** Will the Minister of COMMERCE be pleased to state

(a) whether it is a fact that the cotton textile industry made huge profits during the year 1972-73,

(b) if so, what are the details thereof, and

(c) what steps have been taken to reduce the price of cotton cloth and with what results ?

THE MINISTER OF COMMERCE (PROF D P CHATTOPADHYAYA) (a) and (b) While there has been some improvement in the profitability of the cotton textile industry during 1972-73 compared to 1971-72, it cannot be said that the industry as a whole made huge profits. Based on a study of 199 cotton textile mill companies in the private sector, the profit before tax during 1972-73 expressed as a percentage of sales came to 4.1% as compared to the profit before tax in 1971-72 which expressed as a percentage of sales came to 2.4%.

(c) A Voluntary Price Restraint Scheme was brought into effect from 20-7-1973 according to which all composite cotton textile mills agreed to maintain ex-mill prices of wearable varieties of non-controlled cloth upto higher medium category at November, 1972 levels plus 10%. The distribution margin on non-controlled cloth under the scheme was limited to 20% over the ex-mill prices inclusive of excise duty. The scheme stands extended upto 30.11.1973. A revision of the cotton cloth policy is under the consideration of the Government.

Reopening of Wealth Tax Cases Against Birlas

***36. MISS SAROJ PURUSHOTTAM KHAPARDE**

SHRI K B CHEITRI
SHRI KALYAN ROY
SHRIMATI AZIZA IMAM
DR R K CHAKRABARTI
SHRI N R CHOUDHURY
SHRI HARSH DEO MALAVIYA
SHRI SARDAR AMJED ALI

Will the Minister of FINANCE be pleased to state

(a) whether it is a fact that Government have recently reopened Wealth Tax cases against persons belonging to the Birla group of industries, and

(b) if so, what are the details in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K R GANESH) (a) and (b) A statement is laid on the Table of the House

Statement

(a) and (b) Yes Sir. Details of the Wealth-tax cases opened/reopened are given in the Annexure [See Appendix LXXXVI, Annexure No 3]

Production of Cotton cloth and Synthetic fibre

***37. SHRI KRISHAN KANT**
SHRI J S TILAK
SHRI KALI MUKHERJEE
DR Z A AHMAD
SHRI GURUMUKH SINGH
MUSAFIR
SHRI KOTA PUNNAIAH
SHRI CHANDRA SHEKHAR
SHRI A G KULKARNI

Will the Minister of COMMERCE be pleased to state the comparative figures of production of cotton cloth and synthetic fibre separately, during the last five years yearwise ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A C GEORGE) A statement is laid on the Table of the House