

श्री सभापति : आप को याद दिलाने की जरूरत नहीं है ।

प्रो. सैफुद्दीन सोज : वहां महाराजाओं का बनाया हुआ दरबार था...(व्यवधान)... वह जल गया जिसे विदेशी लोग भी देखकर हैरान रह जाते थे । क्या आप इन क्राफ्ट्स को बचाने के लिए टैक्सटाइल मिनिस्टर से और काश्मीर के जानकार लोगों से मशविरा कर के exhibition लगाएंगे ?

श्री सभापति : माननीय मंत्री महोदय, आप संबंधित से जानकारी ले लीजिए और बता दीजिए ।

डॉ. रघुवंश प्रसाद सिंह : महोदय, माननीय सदस्य ने जो सूचना दी है, उस पर मैं गौर करूंगा । मैं इनकी सूचना का स्वागत करता हूँ, मैं देखूंगा कि कैसे सहायता दी जाए ।

श्री सभापति : नैक्स्ट क्वेश्चन ।

श्रीमती सरला माहेश्वरी : सभापति महोदय,...(व्यवधान)...

श्री सभापति : इन दो क्वेश्चन में आधा समय चला गया । ...(व्यवधान)... अच्छा, अब महिलाओं को प्राथमिकता देंगे ।...(व्यवधान)... अब आप बैठ जाइए । नैक्स्ट क्वेश्चन ।

Snags in Jaguar Engine

*43. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether complaints of snag in the engine of Jaguar aircraft have been reported;

(b) if so, the details thereof; and

(c) the action taken to remove the defects immediately?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) A Statement is laid on the Table of the House.

Statement

Like any other aircraft system, routine snags have been reported on the engine of Jaguar aircraft also. Rectification of these snags is carried out at the unit level on a day to day basis.

The only major problem faced by some of the Adour Engines installed on Jaguar aircraft pertains to low thrust. This problem has been reported on about 10% of these engines.

A Study was ordered in September, 2002 to find out the reasons for

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such low thrust and to suggest remedial measures. The study team comprising representatives of Indian Air Force, Hindustan Aeronautics Limited, Directorate General of Aeronautical Quality Assurance and M/s Rolls-Royce have suggested a number of remedial measures. All these measures have since been implemented. As a result, the problem of low thrust has been reduced considerably.

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, I would like to know from the hon. Minister whether all the Jaguars have been examined by the experts? If so, what were the defects noticed leading to several crashes?

SHRI PRANAB MUKHERJEE: Sir, it is a normal practice that whenever certain snags are developed, there is arrangement of rectifying those snags in the aircraft and it is almost part of the avionics. If there are minor snags, those are rectified in the base unit itself. And, if there are major snags, those are rectified in the organisations under the HAL. so far the snags in the areas of fuels are concerned, those are rectified in the units at Lucknow, and with respect to the avionics, those are rectified in the unit of HAL at Bangalore. The major problem that jaguars had at initial stage, for which these complaints came that the power which was generated by the engine was low, that is why, it was called 'low-power, low-thrust'. And, after that, a Study Team was appointed with the experts consisting of the representatives of HAL, Rolls-Royce, Air Force and other organisations. They made recommendations and after those recommendations being fully implemented, the snags have come down and reduced substantially.

SHRI RAVULA CHANDRA SEKAR REDDY: Sir, I want to know whether improper command and control was responsible for the mid-air collusion of two Jaguar fighters on April 2nd. If so, the steps taken to prevent such crashes in future?

SHRI PRANAB MUKHERJEE: Sir, it is unfortunate that on 2nd April, two Jaguars crashed and as per the language of the Indian Air Force, the accident was 'category one', that means, it is beyond repair. What happened, in the formation of four, these two Jaguars collided with each other as a result of which they met with this crash and it is unfortunate that both the pilots were injured. I hope they will recover. The Court of Inquiry is in progress and till I get the Report of Court of Inquiry, it is difficult for me to indicate what were the reasons and whether there was any human failure or there was a technical failure.

SHRI ANAND SHARMA: Hon. Chairman, Sir, I would like to know from the hon. Defence Minister that in the wake of large number of snags reported in the engines of Jaguar, ten per cent engines suffering from low-thrust at the time of take-off, is a scary serious number. Similarly, MiGs-21 series have reported large number of engine failures. There have been reports of defective spare parts having been purchased, large number of pilots have lost their lives and accidents continue to occur. Though there is an inbuilt mechanism, as the Minister has explained, whether any accountability has been fixed, especially with regard to the purchase of the spare parts and the reports that defective spare parts were purchased? And, what steps will be taken in future to pre-empt such situation and save pilots lives?

SHRI PRANAB MUKHERJEE: Sir, it is unfortunate that a large number of MiGs have met with accidents. One of the reasons is that the number of the MiG aircraft of different categories which were introduced in the mid-60s, MiG-21, a large number of aircrafts of these types are in active force. So according to the law of probability, largest number of accidents also take place in the MiG family. So far as the future is concerned, we are updating 125 MiG aircraft- Some of these aircraft are over-aged. They are gradually phased out. And, so far as the Jaguars are concerned, it is correct, the information, which the hon. Member gave, that about 10 per cent of aircraft have, what is called, 'low-thrust' and after Study Team's recommendations being implemented, it has improved substantially. But, this is an area where we shall have to keep a watch constantly.

SHRI SHANKAR ROY CHOWDHURY: Mr. Chairman, Sir, I would like to put a question to the hon. Minister. In the series of accidents of Jaguar aircraft, where we lost some very experienced pilots, has low thrust, low power been identified in any of the cases?

SHRI PRANAB MUKHERJEE: Sir, in earlier cases, yes, the low thrust-engines were responsible. That was identified. But, in the recent two cases, which occurred in April and May, as the Court of Inquiry is in progress, General will appreciate that unless I get the report, it will be difficult for me to indicate what was the precise reason. .