the Secretary-General of Rajya Sabha:—

'I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held today, the 9th July, 1982 adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses of the Indian Veternity Council Bill, 1981:—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Indian Veterinary Council Bill, 1981, be extended upto the first day of the last week of the Hundred and Twenty-fifth Session of the Rajya Sabha."

12.09 hrs.

RAILWAY CONVENTION COMMITTEE

Fifth Report

SHRI D. L. BAITHA (Araria): I beg to present the Fifth Report (Hindi and English versions) of the Railway Convention Committee on 'Review of the Working and Financial Results of the Railways during Fifth Plan Period (1974-78) and during '1978-80' and Targets and Achievements with regard to Freight and Passenger Traffic during the Fifth Plan Period (1974-78) and during 1978-80.

12.10 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

RECENT AIR CRASH OF AIR INDIA BOEING AT BOMBAY'S INTERNATIONAL AIRPORT

श्री चन्द्रपाल शैलानी (हाथरस) : अध्यक्ष महोदय, मैं अविलम्बनीय लोकमहत्व के निम्नलिखित विषय की ओर पर्यटन तथा नागर विमानन मंत्री जी का ध्यान दिलाता हूं और प्रार्थना करता हूं कि वह इस बारे में एक वक्तव्य दें :—

"बम्बई के अन्तर्राष्ट्रीय हवाई अड्डे पर एअर इंडिया के एक बोइंग विमान के हाल में दुर्घटनाग्रस्त हो जाने और उस के परिणामस्वरूप लगभग 20 व्यक्तियों की मृत्यु होने के समाचार" ।

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A.P. SHARMA): Sir, it is with profound sorrow that I have to inform the House about the tragic accident which occurred to the Boeing 707 aircraft of Air India on 22nd June, 1982 resulting in the death of 18 persons including two cabin crew members, and injury requiring hospitalisation to 25 persons. The ill-fated Boeing 707 aircraft VT-DJJ was operating the Scheduled Flight AI-403 from Singapore to Bombay *via* Kuala Lumpur and Madras with 99 passengers and 12 crew members. Out of 99 passengers, 38 had boarded at Singapore, 6 at Kuala Lumpur and 55 at Madras.

2. The aircraft was making on ILS approach for landing on Runway 27 at Bombay airport and was found to have crashed north-west of Runway 09 threshold. Some of the aircraft components were found widely scattered. The aircraft was totally destroyed. The approximate time of the accident was 04.34 hrs. IST on 22nd June, 1982.

3. Boeing 707 aircraft (Gauri Shankar) was manufactured in 1960 and was issued Certificate of Registration showing Air India as its owner, on 21st February, 1960. At the time of the accident the aircraft held current Certificate of Airworthiness.

4. The aircraft had flown for 66,077. 48 hrs. approximately since acquisition. Its last major check was carried out on 3rd April, 1982 when it had completed 65,601 hrs. It had flown for nearly 476 hrs. after its last major inspection, prior to the accident.

5. The aircraft was flown by Capt. Goodwin who has 6818 hrs. of flying experience to his credit, out of which he had flown nearly 1917 hrs. as Pilot-in Command on Boeing 707 aircraft. was assisted by Co-pilot S. Nath who had a total flying experience of 7979 hrs. out of which he had flown as a Co-pilot on Boeing 707 aircraft for nearly 829 hrs. They were medically examined for their fitness on 20th February 1982 and 9th January 1982 respectively.

6. The injured persons were rushed to the hospitals, given first aid and discharged except 25 persons who were admitted for treatment. Air India provided immediate monetary relief of Rs. 2,000/- to each of those who were in need of assistance. The relatives of the deceased and injured were given free travel facilities and accommodation at Bombay.

7. The Central Government has constituted a Court of Inquiry headed by Shri Justice P. B. Sawant, Judge, the High Court, Bombay, under Rule 75 of the Aircraft Rules, 1937. The Court of Inquiry is assisted by four Assessors. It is expected that the Court of Inquiry will complete its inquiry and make its report to the Central Government by 30th September, 1982.

श्री चन्द्रपाल शैलानी : अध्यक्ष महोदय, गत 22 जून को बम्बई के अन्तर्राष्ट्रीय हवाई अड्डे पर एक अनहोनी एवं दिल हिला देने वाली दुर्घटना हो गई । एयर इन्डिया का बोइंग 707 "गौरी शंकर" नाम का विमान दुर्घटनाग्रस्त हो गया ।

12.15 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

यह दुर्घटना सुबह 4 बज कर 34 मिनट पर हुई बताई जाती है । बड़े खेद का विषय है कि इस दुर्घटना में 20 लोगों की जानें गई और करीब 25 लोग बुरी तरह से घायल हुए । मरने वाले लोगों में 18 यात्री और 2 विमान के कर्मचारी थे । यह दुर्घटना क्यों हुई और कैसे हुई ? जैसा कि समाचारपत्रों के माध्यम से पता चला है कि जिस वक्त यह प्लेन लैंड करने वाला था, उस वक्त बम्बई का मौसम बहुत खराब था । तेज हवाएं चल रही थीं, आसमान में बादल छाये हुये और चारों तरफ धुंधला नजर आ रहा था और जो कन्ट्रोल टावर है, उस ने भी पाइलट को सूचना दी थी कि हवाई-अड्डा लैंड करने के काबिल नहीं है, अनुकूल नहीं है लेकिन फिर भी वह लैंड हुआ और रन-वे को क्रोस कर के दूर जा कर एक दीवार से और कांटों से टकराकर ध्वस्त हो गया और एक नाले में जा कर गिर पड़ा । इस विमान के तीन हिस्से हो गये । टकराते ही एक पंख और इंजन विमान से अलग हो गया, बीच का हिस्सा अलग हो गया और पीछे का हिस्सा भी अलग हो गया । बीच का हिस्सा घुटने-घुटने पानी में डूबा हुआ था ।

MR. DEPUTY-SPEAKER: This information must be furnished by the Minister. You put your question. He must furnish it to the House. You put your question.

श्री चन्द्रपाल शैलानी : मैं उसी पर आ रहा हूं । मेरे कहने का आशय यह है कि विमान दुर्घटनाग्रस्त होते रहते हैं और लोगों की जानें जाती हैं और अनेक दुर्घदनाओं में बहुत से लोगों की जानें गई हैं । वैसे तो हर इन्सान, हर आदमी की जान बराबर है लेकिन कुछ व्यक्ति एसे होते हैं, जिन की सेवा और जिन के काम देश के लिए, समाज के लिए और पूरी मानवता के लिए बहुत महत्वपूर्ण हैं । एक विभान दुर्घटना में इस देश के महान वैज्ञानिक, साइंटिस्ट डा. भाभा की भी मृत्यु हुई थी और एक विमान दुर्घटना में इस देश के एक केन्द्रीय मंत्री, महान् समाजवादी, विचारक श्री कुमारमंगलम की मृत्यु हुई थी और भी एक चोटी के वैज्ञानिक एवं भाभा परमाणु केन्द्र के निदेशक डा. राजा रमन्ना यात्रा कर के निदेशक डा. राजा रमन्ना यात्रा कर रहे थे और सौभाग्यवश वे बच गये । मेरे कहने का मतलब यह है कि इस तरह की दुर्घटनाएं होती रहती हैं और यह दुर्घटना भी कोई मामूली दुर्घटना नहीं हुई है । मेरा आप से यह निवेदन है कि इस तरह की दुर्घटनाएं न हों और उन को रोकने के लिए क्या उपाय किये जाएं, इस

[श्री चन्द्रपाल शैलानी]

संबंध में मैं माननीय मंत्री जी से चन्द सवालात करूंगा और मैं तो मंत्री जी की सराहना भी करूंगा, उन की कार्य-क्षमता की, उन की तत्परता की भी सराहना करूंगा कि जैसे ही यह दुर्घटना हुई, वे फौरन बम्बई एअर-पोर्ट पर गये और दुर्घटना-स्थल का मायना किया, अधिकारियों से बातचीत की और जो लोग घायल हुए थे, उन को देखने के लिए अस्पताल भी गये और उन के प्रति सहानुभूति प्रकट की और तुरन्त ही दुर्घटना की जूडीशियल इंक्वायरी के लिये आदेश दिये।

MR. DEPUTY-SPEAKER: Your question now.

श्री चन्द्रपाल शैलानी : अब मैं कुछ सवाल पूछ कर अपनी बात को समाप्त करूंगा ।

1. इस विमान दुर्घटना से पहले उसी रात को बम्बई इन्टरनैशनल एअर-पोर्ट पर कितने एअरक्राफ्ट लैंड हुए ?

2. एक एअरक्राफ्ट की कितनी लाइफ होती है और उस के अनुसार क्या इस विमान का काम में लाया जाना उचित था ?

3. एअर इंडिया के बोइंग 707 का लास्ट एक्सीडेंट कब हुआ था और उस में कितने आदमी मारे गये थे ?

4. बम्बई एअरपोर्ट पर आई. सी. ए. ओ. स्टैन्डर्ड के मुताबिक सभी लैंडिंग फैसीलिटीज उपलब्ध हैं, यदि नहीं तो क्यों ?

5. क्या सरकार इस तरह की विमान दुर्घटनाओं की जांच के लिए इन्डिपेन्डेंट एक्सीडेंट एजैन्सीज एपाइन्ट करेगी, यदि नहीं तो क्यों ?

6. समाचारपत्रों द्वारा पता चला है कि इस दुर्घटना से पहले एअर इंडिया का एक बोईंग 747 बम्बई से दूसरी जगह डाइवर्ट हुआ था, क्या यह सच है ?

लेण्ड करते वक्त विमान की जो नारमल स्पीड होती है, यह विमान उसी स्पीड पर था या उस से अधिक स्पीड पर ?

क्या कंट्रोल टावर ने विमान के पाइलट को मौसम खराब होने तथा दूर-दूर तक धुंधला नजर आने की चेतावनी दी थी ?

क्या विमान का मलबा रनवे पर भी बिखरा पाया गया था जो इस बात का सूचक है कि विमान में पहले से ही टूट-फूट हो चुकी थी ?

इस विमान दुर्घटना की सिविल एविएशन डिपार्टमेंट द्वारा जांच की गई है उसकी प्राथमिक रिपोर्ट सरकार को प्राप्त हुई है, उसका ब्यौरा क्या है ?

कई बार विमान चालकों की मानसिक स्थिति तनावपूर्ण होती है और वे विमान संचालन में असावधानी कर जाते हैं । कुछ वर्ष पूर्व एक विमान दुर्घटनाग्रस्त हुआ था उसकी जांच से पता चला था कि पाइलट की मानसिक स्थिति तनावपूर्ण थी । क्या एयर इंडिया के दुर्घटनाग्रस्त विमान 'गौरी शंकर' के पायलट की भी मानसिक स्थिति खराब थी ? इसकी सरकार ने जांच कराई है या नहीं ?

श्री अनन्त प्रसाद शर्मा : उपाध्यक्ष महोदय, सब से पहले मैं कहना चाहूंगा कि माननीय सदस्य ने जो यह कहा है कि 20 आदमियों की मृत्यु हुई है, मृत्यु 20 की नहीं हुई है, मृत्यु 17 आदमियों की हुई है और यह मैंने अपने स्टेटमेंट में भी बताया है ।

जहां तक इनके प्रश्नों का सम्बन्ध है, इनका पहला प्रश्न यह है कि एयर इंडिया के कितने एयरक्राफ्ट इस दुर्घटना के पहले लेण्ड हुए थे ? इस दुर्घटना के बहुत थोड़े समय पहले एक प्लेन वहां पर लेण्ड किया था और दूसरे ने वहां से टेक आफ किया था ।

जहां तक इसका सम्बन्ध है कि लास्ट एक्सीडेंट कब हुआ था, मेरे पास जो इन्फर्मेशन है वह यह है --

The Past accident of 707 Boeing Air India was on 24-1-1966 at Mont Blanc involving death of 106 passengers and eleven members of the crew.

तीसरा इनका प्रश्न है कि बम्बई में सारी लेंडिंग फेसिलिटीज है या नहीं ? इन्टरनेशनल सिविल एवियेशन आरगेनाइजेशन के मुताबिक बम्बई में सारी लेंडिंग सुविधाएं हैं ।

इन्होंने एक प्रश्न किया कि क्या एयर इंडिया की कोई फ्लाईट इस दुर्घटना से पहले डाइवर्ट हुई थी या नहीं ? ऐसी कोई सूचना मेरे पास नहीं है कि कोई एयरक्राफ्ट उसके पहले डाइवर्ट हुआ था ।

पांचवां सवाल इन्होंने सिविल एवियेशन डिपार्टमेंट की जांच की रिपोर्ट के सम्बंध में किया है वह रिपोर्ट अभी गवर्नमेंट के पास नहीं आयी है । लेकिन इसके सम्बन्ध में पोजिशन यह है कि जब कोई एक्सीडेंट होता है तो तुरन्त डाइरेक्टर जनरल सिविल एवियेशन इंस्पेक्टर सेफ्टी या कंट्रोलर सेफ्टी को इन्वैस्टीगेशन करने के लिए अपाइंट कर देते हैं और वह इन्वेस्टीगेशन चलता रहता है । अगर कोर्ट आफ इंकवायरी चलती है या कोर्ट आफ इंक्वायरी अपाइंट हो जाती है तो अनलेस एण्ड अनटिल कोर्ट आफ इंक्वायरी उनको दूसरा कोई आदेश दे कि वह इन्वेस्टीगेशन जारी रखे या न रखें वे उसके मुताबिक काम करते हैं ।

श्री चन्द्रपाल शैलानी : पाइलट की मानसिक स्थिति के बारे में तो आपने कहा नहीं ।

श्री अनन्त प्रसाद शर्मा : इनका अन्तिम क्वेश्चन है । आपने स्टेटमेंट को अगर ध्यान से सुना होगा तो देखा होगा ।

MR. DEPUTY-SPEAKER: You need not reply to any interruption. I am conducting the House according to rules only. He is replying to Shri Shailani. In Calling Attention the Minister need not reply to the interruptions. You are not entitled to interrupt the Minister. (*Interruptions*)

MR. DEPUTY-SPEAKER: It takes more time and that is why, I said like this.

श्री अनन्त प्रसाद शर्मा : लास्ट क्वेश्चन इनका यह था कि जो पायलट थे, उनकी मानसिक स्थिति क्या थी ? उपाध्यक्ष महोदय, पायलट की मानसिक स्थिति क्या थी, इसकी भी जांच कोर्ट आफ इन्क्वायरी करेगी और फिर उसकी रिपोर्ट हम लोगों के पास आएगी ।

श्री चन्द्रपाल शैलानी : माननीय उपाध्यक्ष जी, इंडिपेंडेंट इन्क्वायरी बोर्ड के बारे में मेरा प्रश्न था ।

श्री अनन्त प्रसाद शर्मा : इन्होंने जो इंडिपेंडेंट इन्क्वायरी बोर्ड के संबंध में कहा है, उसकी आवश्यकता इसलिए नहीं समझी जाती है कि जब कोर्ट आफ इन्क्वायरी सेटअप हुई है तो वह इंडिपेंडेंट है और जांच करके रिपोर्ट गवर्नमेंट को देगी ।

(*Interruptions*)

MR. DEPUTY-SPEAKER: We must complete this call attention within half-an-hour. That is the rule.

(*Interruptions*) **

MR. DEPUTY-SPEAKER: Please don't record.

(*Interruptions*) **

MR. DEPUTY-SPEAKER: That is the rule. I am telling you the rule. We lose lot of time in this way and we may not have time to discussor important Bills. On a Call attention, we take more than an hour or one and half hour. An important Constitution Amendment Bill is coming.

(*Interruptions*)

MR. DEPUTY-SPEAKER: It is all right. I want your cooperation. If hon. Member like Dr. Subramaniam Swamy does not cooperate. I cannot conduct the House.

SHRI UTTAM RATHOD (Hingoli): Fortunately enough, people had started reposing more confidence in a

**Not recorded.

[Shri Uttam Rathod]

travel. But at this stage, we have faced such a grave accident. We are all very sorry for this. I think during the last two and a half years, the safest take-off and landing in the Ministry of Civil Aviation has been that of Mr. A. P. Sharma.

Sir, we have seen that there is a great discontent among the technicians. The aircrafts have been carrying extra passengers. There have been two hijacking incidents a couple of accidents and so many complaints. While these things are there, they are also charging more.

I want to ask the hon. Minister if the pilot had taken a permission from the control tower to land and if it was taken, whether the control tower had given the existing weather chart at the airport to the pilot? This is No. 1. Second thing, I want to know from the Minister is, who was the person who was in-charge of the aircraft when it was actually landing—whether he was Capt. Goodwin or Mr. S. Nath?

Thirdly, is it a fact that the aircraft touched the runway and rolled down nearly 300 metres and again tried to take off? If so, why did that happen?

These are some of the points which I want to ask the hon. Minister and I hope I will get an appropriate reply for these.

MR. DEPUTY-SPEAKER: He had put a pointed question and he would get the pointed reply.

SHRI A. P. SHARMA: I am very much thankful to the hon. Member for his appreciating the air travel in the country and abroad by Indian Airlines and Air India. As a matter of fact, in the very beginning, I have expressed my regret about this unfortunate accident which had taken place.

So far as hijacking is concerned, as you know and the hon. House knows, sometimes it does happen and this kind of a thing is beyond our control. But even in the case of hijacking, so far as we are concerned, we try to do our best to see that the passengers travelling, our pilot and our crew are all helped and we always care for their safety. I would inform the hon. House that in the case of last hijacking of Indian Airlines aircraft, we had sent extra aircraft to Lahore to bring back the passengers who were released in batches.

Another question asked by hon. Member was whether the pilot had taken permission to land. The pilot was given permission and the control tower had given permission to land.

About weather conditions, of course, this will also be a subject matter of investigation. But I would like to say about the exact position of weather, that according to the meteorological report, the weather was above the minimum prescribed limit and the aircraft was within the regulations to land at the airport. Beyond this I am sorry, I am not in a position to say anything because this will also be a subject matter of investigation.

As to who was in-charge of the aircraft, as a matter of fact, who was in command of the aircraft, in this particular case, the pilot Capt. Goodwin was in command of the aircraft. I am not prepared to say anything more than that because this question also, as to who was in command of the aircraft at the time of landing irrespective of the fact that Capt. Goodwin was in command of the aircraft, it will be a subject matter for the court to decide and, after the court decides and submits the report, it will then be known.

SHRI M. RAM GOPAL REDDY (Nizamabad): The hon. Minister has given full details of how the accident had taken place and what are the precautions they have taken. Air India enjoys the highest reputation in the world. Most of the people prefer to travel by Air India. It has given 15 years service free of any accident, from 1966 to 1982, including 3 or 2-1/2

years of Janata rule. I want to know what are the concrete steps the hon. Minister is going to take to avoid such accidents in future.

Secondly, when it was heavily raining, I want to know why the pilot was not asked to stay for some more time in the sky till the visibility was clear. After all, it was early morning at about 4 O'Clock. In Bombay, at 5'O Clock, the sun comes out. That is why, I ask, why the pilot was not asked to either go somewhere else or to remain in the sky for some more time so that such accident could not have occurred. Why was this precaution not taken?

SHRI A. P. SHARMA: So far as the weather condition is concerned. I have already answered the question.

As regards safety measures, I have already made a statement saying that all the landing safety measures are provided at Bombay according to the international civil aviation organisation standards

MR. DEPUTY-SPEAKER: Shri Eduardo Faleiro.

SHRI EDUARDO FALEIRO (Mormugao): The accident has been reported and the report shows how ghastly it has been. As per the reports, when this huge Jumbo aircraft attempted to land, it disintegrated into three pieces and it would have been much more tragic if fuel tanks had burst. There was a bit of flood at that place and it was raining and perhaps due to the rains and water, the fuel tanks did not burst and had the fuel tanks burst, there would not be any passenger alive, not even 17 would be there. Out of the 111 passengers, nobody would have been there to tell us what actually happened.

I must command the Government and congratulate the Hon. Minister and appreciate his gesture in having appointed judicial enquiry. This has not been the practice in such cases. When the Hon. Minister appoints an enquiry headed by a High Court Judge, it helps a lot to create confidence in the minds of the public that the Government really wants to come out into the open with an impartial body and impartial person.

May I ask the Government further to restore public confidence and build public confidene in the way the Government functions in such cases and to lay the report of the judicial enquiry on the Table of the House and to make it public actually how it happened so that everybody comes to know how it happens and such type of accidents are prevented in future and remedial measures which are necessary evolved? It is important to build up public confidence.

Again on the question of this enquiry, I would like to remind that as early as the Third Lok Sabha, the Estimates Committee, in one of its reports had suggested that an independent Air Safety Commission, which would be independent from the DGCA should be constituted to look into air crashes and air accidents by Air India and Indian Airlines. This was as early as 1963 and the Estimates Committee reiterated in 1967 and again in 1968, this recommendation for an independent Air Safety Commission.

As early as 1975, on the same lines, a Review Committee on Civil Avaition, headed by Mr. J. R. D. Tata, also appointed by the Government made a similar recommendation.

I would like to know whether this recommendation has been accepted because it was reported that on 5th March, 1980, the Union Cabinet had accepted the recommendation of the Clvii Aviation Review Committee headed by Mr. J.R.D. Tata that an independent investigation commission be entrusted with conducting enquiries into air crashes.

I would like to know if this recommendation has been accepted and, if accepted, what is the delay in actually constituting the Commission.

[Shri Eduardo Falerio]

It is an extremely sound principle that on one should be a judge in his own court. All of us know that principle. And it is not casting any aspersion on DGCA or on its enquiry but, then what happens is that DGCA, it has been felt, is actually the Authority who looks after, administers and controls civil aviation operations and provides all navigational and ground aids and the same Authority—it is not proper in the eyes of the public—which is responsibile for the air safety equipment, cannot actually see that it operates properly. It is not proper that the same authority should look and try to find out whether the equipment operates-well in a particular case.

The first and foremost question is this: What actually happened to this recommendation which is accepted by the Government and why it is not being implemented and if the Government is going to implement the recommendation, when they are going to do so.

Again on the DGCA, there have been reports as early as April this year under the caption "Air Safety given a go-by. Nearly 1,000 aviation jobs yet to be filled." And this report goes on to say how these posts have remained unfilled. It is in the Economic Times, it gives the details of all these posts concerned with air safety which have not been filled so far. I want to know from the hon. Minister why there has been delay here and whether during this period from April 1982 upto-now, these posts have been filled, and if not, why they have not been filled only partially, to what extent they have been filled and when the others also will be filled.

I am again on the DGCA. There are reports of a move to appoint as Director-General a man who is from the IAS cadre. Where is a feeling that this is a technical post, and it has been filled by a technical man all these years. The question, therefore, arises whether the Government really intends to change this practice of appointing a technical man to be the Director General by appointing an administrative man and if so, what has led the Government to make this change.

The question of who was piloting or commanding this aircraft has already been raised here. There is one report here that the pilot who was in command and the other pilot, the check pilot acted at cross purposes and that is attributed as a major reason—'Cockpit confusion led to Air India crash'; it seems, they acted at cross purposes. But, as the Minister has rightly pointed out—and I agree with him—, this is a matter which the Commission of Inquiry will look into. It would be premature at this stage to say whether one or the other pilot was responsible, whether one was in charge or the other was in charge, whether there was any action at cross purposes between these two pilots. But the question I want to ask and which the Minister can reply is whether the training facilities for our pilots are adequate in his view—because this is a general question which is being asked—, what are the training facilities provided to pilots of Air India and Indian Airlines, whether he feels that they are adequate and what are the improvements that he intends to make in this regard.

The point that arises which is of minimal importance but which, perhaps is the only thing that can be done in these cases is that of compensation. Financial compensation is no substitute for loss of human lives, but in this case, perhaps, that is the only type of compensation that can be given to the families of those persons who lost their lives. And may I say—and you will agree with me, Sir, when I say this—that what is mentioned at paragraph 6 of the statement, namely,

> "Air India provided immediate monetary relief of Rs. 2,000/- to each of those who were in need of assistance."

is not adequate. This is not a very serious way of looking at the facts.

You should see whether the compensation that is being given is increasing over the years taking into account devaluation and inflation....

MR. DEPUTY-SPEAKER: That is why, '....immediate monetary relief'.

SHRI EDUARDO FALEIRO: A compensation of Rs.. 2,000, even if it is given immediately, is, in my view, not adequate.

Some of these passengers were known to an hon. Member of this House, Shri S. M. Krishna. In that plane there were two passengers, husband and wife, who had just married; they had gone to Singapore for their honeymoon and on their way-back they wanted to get down at Madras because it was nearer to Bangalore, but they were not permitted to get down at Madras because the tickets were to Bombay, and in that process they lost their lives. They were not permitted to get down at Madras. I want to know whether their tickets had allowed them to get down earlier than Bombay, whether they were entitled to it, and if so, why they were not permitted to get down at Madras. If they had been permitted to get down at Madras, their lives would have been saved.

Lastly, I want to ask whether this is a fact—the Minister may please look into this allegation—that it took about 45 minutes for the medical faciliiies to be provided at the Bombay Airport. If the facilities had been provided in time, a oot of injuries and, perhaps, even demise of persons, could have been avoided.

I would lastly submit that with the hike in the cost of ticket which has been fabulous, the minimum that the passengers are entitled to expect is that they will not embark upon a journey to such a tragic destination. So I would really like to know the improvements on the ground and safety on the ground at the airport the Minister contemplates for avoiding such accidents in future.

SHRI A. P. SHARMA: I am very much thankful to the hon. Member for raising certain points and clarifying them also for all of us. One such point is about the pilot in command of the aircraft and something reported in some newspapers about some confusion. I am sorry I will not be able to discuss those things because I have already stated that Capt. Goodwin was in command of the aircraft. Beyond that I cannot say who was actually in command at that time, who was landing and who was not landing. All these aspects will be inquired into by the Court of Inquiry. Therefore, I said in the beginning that I will not be able to say anything about that.

The hon Member has raised a question of setting up an independent inquiry Board for this purpse. It is a fact that several committees have made several recommendations regading this including the Tata Committee and the Government has considered this matter and has come to the conclusion that there is no necessity of appointing any such independent inquiry Board in view of the fact that when such accidents take place, we appoint a Judge of a High Court as an inquiry commission also assisted by certain assessors. Therefore, this is as good as setting up a permanent inquiry Board as this serves the purpose and we hope and pray that such accidents should not be many because in that case only..... (*Interruptions*)

So the Government has taken a decision like that.

The hon. Member has raised about a thousand posts being kept vacant in the Civil Aviation Department. There was a question also in the House on this issue and I have answered this question in detail. Some of these posts are filled up by departmental promotion and some of them are filled up through Union Public Service Commission. Some of them have been filled up and some of them are being

[Shri A. P. Sharma]

filled up and some of them are before the Union Public Service Commission.

He has also raised the point whether the Government is intending to appoint an IAS officer as Director-General of Civil Aviation. This is a matter which also again I would not like to discuss. The Government has discretion to appoint anybody whether he is an IAS Officer or an officer outside the Department of Civil Aviation also if they do not find people with competence to hold that post. This is not perhaps going to be the first time that he is talking about the thinking of the Government. It has been done in the past on several occasions also. According to the amended rules for people from the Civil Aviation Department the minimum service in the Deputy Director-General's post should be 7 years. So if within this parameter of the rules people are found, definitely we will not naturally like to go outside. But if we do not find them, perhaps we may have to.

Then there is the question of training. I would like to say that both Indian Airlines and Air India have got their own system of training so much so foreign countries take advantage of our training at Hyderabad so far as Indian Airlines is concerned.

As far as Air-India is concerned, the training arrangement is in Bombay. Over and above, after this training, the pilots are examined by the Examiners. The co-pilots are given the command after their training and, after examining them, if they fulfil certain conditons, then, they are given the command.

My friend had talked something about the compensation. This Rs. 2,000/- which has been indicated in the Statement is not a compensation. It is just to meet the immediate requirement if anybody wanted because their packages were lost and they were thrown out here and there. Therefore, this was just an immediate help. So far as the compensations are concerned, there are compensation rules for that. I would like to read that for the benefit of the hon. Members of this House. I quote:

> "In case of their dependents, the wage earning capacities, dependancy of the family members and other relevant factors are taken into account while deciding the compensation which varies from Rs. 3 lakhs to Rs. 7 lakhs so far as the international passengers are concerned.
>
> As far as the domestic passengers are concerned, it is Rs. 2 laks."

Now we also pay Rs. 7,600 for the missing baggages in such cases. Therefore, you will see that there is a provision of adequate compensation to be paid to the people concerned. In some cases, the claims have already been preferred. The claims have to be preferred. Then we will see that their claims are paid as soon as possible. We will not take a long time.

MR. DEPUTY-SPEAKER: Shri Vijay Kumar Yadav.

SHRI INDRAJIT GUPTA (Basirhat): What about the couple who was not allowed to de-plane in Madras?

SHRI A. P. SHARMA: I have no information regarding that as to whether the couple was not allowed to de-plane.

श्री विजय कुमार यादव (नालन्दा) : उपाध्यक्ष महोदय, इस तरह की घटनाओं से हमारी हवाई सेवाओं की प्रतिष्ठा पर जबर्दस्त चोट पंहुचती है । यह जो दुर्घटना हुई इस का भी असर हमारी सेवाओं पर पड़ा है और इस से हमारी हवाई सेवाओं की बदनामी हुई है । वैसे एकाध बार यह सवाल उठा था तो मंत्री जी ने बहुत सारे आंकड़े पेश किए कि हमारे यहां यात्रियों की संख्या बढ़ गई है और अगर यात्रियों की संख्या ज्यादा है तो हमारी सेवाओं के बारे में लोगों के दिल व दिमाग में गलतफहमी नहीं है । आप जानते हैं

अच्छी तरह से कि रेलों में कितनी दुर्घटनाएं हो रही हैं, बावजूद इस के उस में सवारियों की संख्या में वृद्धि ही हो रही है । तो परिस्थिति का तकाजा है, जल्द से जल्द लोग एक जगह से दूसरी जगह जाना चाहते हैं, दुनिया का विकास हो रहा है और हमारे मुल्क का भी विकास हो रहा है इसीलिये हवाई सेवाओं की आवश्यकता ज्यादा से ज्यादा लोग महसूस करते हैं और खतरा उठा कर भी उस से यात्रा करना चाहते हैं ।

मंत्री जी ने चिन्ता तो अवश्य प्रकट की है लेकिन ऐसी बात को भी उन्होंने कमीशन के नाम पर बताने से इन्कार कर दिया है जिससे मैं समझता हूं कि कमीशन का जो दायरा है उस पर कोई आघात नहीं पंहुचता । एक दो माननीय सदस्यों ने केवल एक बात जानने की कोशिश की थी कि एक्सीडेंट के समय एक्चुअली कौन पायलट हवाई जहाज की पायलटिंग कर रहा था । उन्होंने यह नहीं पूछा कि कौन इस के लिए जिम्मेदार है, उस पर आप जिम्मेदारी लादते हैं या नहीं लादते हैं ? केवल एक फैक्चुअल जानकारी हासिल करने की कोशिश की लेकिन मंत्री महोदय उसे भी नकार गये । तो कम से कम इतनी बड़ी दुर्घटनाओं के मौके पर जब कि सारा देश जानना चाहता है और आप के कायदे कानून का कोई उल्लंघन नहीं होता है तो इतनी साधारण सी जानकारी देने में मंत्री जी को गुरेज नहीं करना चाहिए । इस से ऐसा लगता है कि न जाने उन के दिमाग में किसी को बचाने की बात है या क्या बात है, कुछ समझ में नहीं आता है ।

अखबारों की रिपोर्ट के मुताबिक मद्रास से जब यह जहाज चला तो लगभग एक घंटा उस को वहीं देर हो गई चलने में पैसेंजर्स का जो कुछ ब्यान अखबारों में निकला है उस में इस बात को दर्शाया गया है कि वहीं से कुछ न कुछ गड़बड़ी इस हवाई जहाज के अंदर कुछ पैसेंजर्स ने नोटिस की थी। और पाया था कि कुछ गड़बड़ी जहाज में है। यह बात कहां तक सही है? लेकिन कमीशन बैठा हुआ है, जज बैठे हुए हैं इसलिए जो भी सवाल उठेगा उसका जवाब वे देंगे, आप यहां पर कह देंगे कि यह मत पूछिए और वह मत पूछिए ।

मंत्री जी ने अपने जवाब में कहा था कि कुछ समय पूर्व एक जहाज वहां से उड़ा था और एक जहाज उतरा भी था । अखबारों की रिपोर्ट के अनुसार कन्ट्रोल टावर की तरफ से कहा गया था कि मौसम अच्छा नहीं है और पटरी जो है वह भी उतरने लायक नहीं है तब थोड़ी देर के बाद ही उतरने की इजाजत क्यों दी गई । अगर कोई जहाज पहले उतरा था और टेकाफ हुआ और कन्ट्रोल टावर ने थोड़ी देर के बाद, जो मौसम था, जो अंधेरा था और जोरों की जो वर्षा हो रही थी वह सारा वातावरण एक दो मिनट में ही बदल गया हो, बरसात ठीक हो गई हो और पटरी उतरने लायक और टेकाफ के लायक हो गई हो - मैं ऐसा नहीं समझता हूं । यह सारे प्वाइन्ट्स जो हैं वह कंफ्यूजन क्रिएट करते हैं ।

तीसरी बात यह कही गई है कि जहाज एक दीवार से टकरा गया लेकिन काकपिट के अन्दर जितने लोग हैं वे सेफ हैं, केवल टेल एन्ड में जो लोग थे उनकी डेथ हुई है । जहाज का टकराव आगे से होता है लेकिन आगे वाले बच जाते हैं, बीच वाले बच जाते हैं और पीछे वाले जो लोग थे वही दुर्घटनाग्रस्त होते हैं--यह बात समझ में नहीं आती है ।

बोइंग-707 जहाज का जहां तक संबंध है, आज से ही नहीं, बल्कि पहले से ही मालूम है कि ज्यादातार मुल्क इसको रिजेक्ट कर रहे हैं। यहां तक कि जो मुल्क अण्डरडेवलप्ड हैं वे भी इसको रिजेक्ट कर रहे हैं । जबकि दूसरे मुल्क बोइंग-707 को अनफिट करार दे रहे हैं, हमारे मुल्क में इस जहाज को इन्टरनेशनल और डोमेस्टिक सर्विस में क्यों रखा गया है ?

इसके अलावा एक माननीय सदस्य ने कहा है कि एक दुर्घटना और हुई थी जिसमें एक हमारे बड़े साइंटिस्ट श्रीभाभा मारे गए थे और उनकी फाइल--बहुत ही नेशनल और इन्टरनेशनल इम्पोर्टेन्स की--आजतक नहीं मिली । इस जहाज में भी हमारी एक बहुत बड़े साइंटिस्ट--रामन्ना साहब का नाम आया है, जोकि उससे सफर कर रहे थे, उनके पास भी बहुत सारी फाइल्स थीं और उनकी वह अटैची गायब

[श्री विजय कुमार यादव]

हो गई थी, बाद में कहा जाता है कि उनकी अटैची मिली लेकिन उनके सारे कागजात भी मिले या नहीं और क्या इसमें कोई कांसपिरेसी तो नहीं है--यह मैं जानना चाहता हूं ।

इसमें जज की बहाली की बात भी कही गई है लेकिन फर्स्ट हैण्ड इंक्वायरी जज महोदय की ओर से नहीं की जा रही है । एक्सीडेंट के बाद डिपार्टमेन्टल इंक्वायरी के लिए डिपार्टमेन्ट के लोग मौके पर गए । ऐसी स्थिति में कई दिनों के बाद तो बहुत सारी चीजों के इधर से उधर हो जाने का खतरा मौजूद रहता है । क्या सरकार यह मुनासिब नहीं समझती है कि डिपार्टमेन्टल इंक्वायरी के स्थान पर हमेशा के लिए एक ऐसा कायदा बनाया जाए कि जैसे ही कोई एक्सीडेन्ट हो फौरन जज की बहाली हो और सबसे पहले एक्सीडेन्ट स्पाट पर वह जाएं और जज के जिम्मे ही सारी इंक्वायरी की व्यवस्था हो ?

इसके अलावा मंत्री महोदय ने यह भी बताया है कि इस जहाज की जांच इतने घंटे पहले की गई थी, मैं जानना चाहता हूं इस सम्बन्ध में क्या नियम है, कितने घंटे चलने के बाद जहाज और पायलट की जांच की जाती है और उस नियम का निर्वाह इस मामले में भी किया गया था या नहीं ?

श्री अनन्त प्रसाद शर्मा : उपाध्यक्ष महोदय, माननीय सदस्य ने जो सवाल किए हैं, वे कोई नए सवाल नहीं है । इन्होंने कहा कि उस समय कौन पायलट जहाज को चला रहा था या कौन नहीं चला रहा था । इसका उत्तर मैंने पहले ही दे दिया कि कैप्टिन गुडविन के कमाण्ड में वह जहाज था । . . . (व्यवधान) . . . कमाण्ड के मायने आप अगर समझते हैं, तो समझ लीजिए । इस के अलावा मैंने कहा कि उस समय कौन चला रहा था या नहीं चला रहा था यह कोर्ट बतलाएगा जांच करके । जहां तक उनका यह कहना कि इसमें किसी को बचाने की बात तो नहीं है ? मैं माननीय सदन को यह आश्वासन देना चाहता हूं कि जिसके ऊपर जो जिम्मेदारी इस एक्सीडेंट के लिए ठहराई जाएगी, उसको बराबर सजा दी जाएगी, उसको छोड़ा नहीं जाएगा । इसमें किसी को बचाने का सवाल नहीं उठता है ।

इन्होंने अखबारों का भी जिक्र किया । अखबारों में बहुत सी बातें छपती हैं, उन सारी बातों की तरफ हम कुछ नहीं कह सकते हैं कि कहां तक वे ठीक हैं या कहां तक गलत है । जैसा मैंने आपसे कहा कि एक अखबार में छपा है कि यह कन्फ्यूजन की वजह से हुआ है । ये सारी बातें कोर्ट आफ इन्क्वायरी देखेगी कि उस में क्या सच्चाई है या क्या सच्चाई नहीं है और उसकी रिपोर्ट सरकार के सामने आएगी ।

इन्होंने यह भी कहा कि क्या वजह है कि काकपिट में जो लोग थे, वे बच गए और जो लोग बीच में थे, वे बच गए और जो आखिर में थे, उन्हीं लोगों की मृत्यु हुई है ? उपाध्यक्ष महोदय यह आप समझ सकते हैं कि एक्सीडेंट कैसे हुआ, इसमें हवाई जहाज को किस तरह से चोट पहुंची है, कैसे टूटा, कैसे गिरा, ये सब जांच करने की चीज है । इसके सम्बंध में माननीय सदस्य से निवेदन करना चाहता हूं कि इसके संबंध में कोर्ट आफ इन्क्वायरी से 30 सितम्बर तक की रिपोर्ट मांगी है, उस वक्त तक के लिए वे इन्तजार करें ।

जहां बोइंग-707 के रिजैक्शन की बात है । मैं माननीय सदन को यह आश्वस्त करना चाहता हूं कि जो भी इस वक्त हमारे पास बोइंग-707 है, उनकी बराबर जांच होती है और जांच करके ही हम उनको फिर सेवा में लगाते हैं। इसमें किसी प्रकार की कोई त्रुटि नहीं होती है। बात यह है कि बोईंग-707 में खर्चा ज्यादा लगता है। आपरेशनल कास्ट बहुत ज्यादा है। इसलिए 707 को बदल कर लोग दूसरे जहाज ले रहे हैं, जिसमें आपरेशनल कास्ट बहुत कम है। हमने भी यह तय किया है कि जितने भी हमारे पास जहाज हैं, उनको 1985 तक फेज-आउट करके दूसरे हवाई जहाज लेंगे, जिसमें कि आपरेशनल

कास्ट कम आता है । इसमें फियूल ज्यादा लगता है और कोई वजह नहीं है।

. . . (व्यवधान) . . .

आप जो बतलायेंगे, उसको भी सोचेंगे। इन्होंने रमन्ना साहब के ब्रिफकेस के बारे में कहा है कि वह गायब हो गया और यह भी कहा कि बाद में मिल गया। उनके जो कागजात थे, जो सारी चीजें थीं, वे मिलीं या नहीं मिलीं, इस बारे में हम लोगों को मालूम नहीं है। यह आप पता कर सकते हैं और वह भी बतला सकते हैं। यह आपने कहा है कि बाद में उनको ब्रिफकेस मिल गया है। जहां तक डी, जी. सी. ए. की इन्क्वायरी का सवाल है, इसके बदले में आप इन्डिपेंडेंट इन्क्वायरी की बात करते हैं। इस का भी उत्तर मैंने आपको दे दिया है। डी.जी.सी.ए. की इन्क्वायरी प्रारम्भिक इन्क्वायरी है और कानून के मुताबिक, जब कोई एक्सीडेंट होता है तो डी.जी.सी.ए. एटोमैटिकली आर्डर देता है और इन्क्वायरी आरम्भ हो जाती है। मैंने बतलाया कि कोर्ट आफ इन्क्वायरी सैट-अप होती है, उस वक्त चाहे इन्क्वायरी बन्द हो जाती है या वह जैसा हुकम देता है, उसके मुताबिक काम करते हैं। (इति)

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13.04 hrs.

STATEMENT *RE*: INDIA'S EXTENDED ARRANGEMENT WITH THE INTERNATIONAL MONETARY FUND

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Mr. Deputy Speaker, Sir. On November 23, 1981, my distinguished predecessor had informed the House that the International Monetary Fund had approved on November 9, 1981 an Extended Arrangement covering a period of three years, in an amount of SDR 5 billion. This arrangement is in support of Government's external adjustment programme based essentially on the Sixth Five Year Plan. Under the first year's programme of the Extended Arrangement, India had the right to draw until June 30, 1982 up to SDR 900 million. The first Year's programme has been successfully completed and purchases envisaged in the programme have been duly made.

2. I am glad to inform the House that negotiations with the Fund regarding the second year's programme have also been successfully concluded and the Fund has approved on July 9, 1982 the second year's programme which would enable drawals of another SDR 1800 million between the period July 1982 and June 30, 1983.

3. The programme for 1982-83 will be based on policies which have been outlined in a statement furnished to the Fund with my letter of June 8, 1982 to the Managing Director of the International Monetary Fund. Copies of these documents have been placed in the Parliament Library.

4. Hon'ble Members will observe, on perusal of these documents, that the statement of policies reiterates the basic strategies and programmes that have been approved by this House from time to time. I do not propose to elaborate these policies since they had been fully set out in the said statement made by Government on November 23, 1981 and in the relevant documents placed in the Parliament Library at that time.

5. I would, however, like to invite the attention of the House to the performance criteria which have been agreed upon in regard to the programme for 1982-83. For the current fiscal year, we have indicated our intention to limit the total domestic credit outstanding at the end of the fiscal year to a maximum of Rs. 87,679 crores, as against the outstanding amount of Rs. 73,729 crores at the end of fiscal year 1981-82. This implies expansion of domestic credit of about 18.9 per cent in the course of the year over the amount outstanding on March 26, 1982. I am sure that the House will agree that this limit is consistent with the objective of adequately meeting the legitimate credit needs of the economy while restraining inflation.

6. The total net credit outstanding from the banking system as a whole