(DR. PRATAP CHANDRA CHUNDER): I beg to lay on the Table:—

(1) A copy of the Draft National Policy of Education, 1979 (Hindi and English versions) [*Placed in Library. See* No. LT-4378/79].

(2) A copy each of the following papers (Hindi and English versions):—

(i) Annual Report of Lalit Kala Akademi, New Delhi, for the year 1977-78.

(ii) Review by the Government on the working of the Lalit Kala Akademi, New Delhi, for the year 1977-78 [*Placed in Library. See* No. LT-4379/79].

STATEMENT RE. RECENT VISIT OF THE MINISTER OF EXTERNAL AFFAIRS TO USA

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): I beg to lay on the Table a statement regarding my visit to the United States of America from 20th to 25th April, 1979. [*Placed in Library. See* No. LT-4380/79].

CENTRAL EXCISE (NINTH AMENDMENT) RULES, 1979

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): On behalf of Shri Zulfiquarulla; I beg to lay on the Table a copy of the Central Excise (Ninth Amendment) Rules, 1979, (Hindi and English versions) published in Notification No. G.S.R. 617 in Gazette of India dated the 21st April, 1979, under section 38 of the Central Excises and Salt Act, 1944. [*Placed in Library. See* No. LT-4381/79].

श्री मनीराम बागड़ी (मथुरा) · उपाध्यक्ष जी आप सुन नही रहे हैं । इस तरह स कैस काम चलगा । व्यवधान)

उपाध्यक्ष महोदय : बागड़ी जी, आप जो कहना चाहत थ, कह चुके । अब आप शान्त रहिए ।

Now, Shri Dhanik Lal Mandal to make a statement.

PRESIDENTS' ORDER DATED 27-4-79 IN RELATION TO UNION TERRITORY OF GOA, DAMAN AND DIU

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): Mr. Deputy-Speaker, Sir, I beg to lay on the Table a copy of Order published in Notification No. S.O. 234 in Gazette of India dated the 28th April, 1979 notifying President's order dated the 27th April, 1979 in relation to Union territory of Goa, Daman and Diu, issued under section 51 of the Government of Union Territories Act, 1963. [*Placed in Library. See* No. LT-4383/79].

12.09 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

MINUTES

SHRI RAM DHAN (Lalganj): I beg to lay on the Table a copy each of the Minutes of the First to Fifty-second sittings of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes.

12.10 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED CRASH LANDING OF INDIAN AIRLINES BOEING-737 AT MADRAS AIRPORT

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I call the attention of the Minister for Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:

"Reported crashlanding of Indian Airlines Boeing-737 at Madras Airport on the 28th April, 1979."

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTTAM KAUSHIK): Sir, it is with regret that I have to inform the House that Indian Airlines' Boeing 737 aircraft VT-ECR, while operating scheduled passenger flight IC-530 (Trivandrum-Madras) on 26th April, 1979 overshot the runway during landing run at Madras Airport at approximately 1220 hours and was extensively damaged. The aircraft carried 61 passengers and 6 crew members. 7 passengers and all the 6 crew members who sustained injuries were hospitalised. Other passengers with minor injures were given first aid in the airport dispensary. According to the latest information furnished by Indian Airlines, there are 5 crew members, including the Commander of the ill-fated aircraft, and 2 passengers still undergoing treatment, some of them for suspected fractures. Indian Airlines are taking all possible care of these persons, apart from meeting their entire medical expenses.

After the accident, the aircraft was resting on the fuselage with both main under-carriage assemblies detached. Both the engines were also detached from the wings and damaged. The aircraft is being lifted with the help of air bags and jacks for assessing the cause of the accident and the extent of damage.

The Boeing 737 aircraft VT-ECR was taken delivery of at Seattle on the 30th October 1974 and arrived in India on 5th November 1974.

The aircraft was under the command of Capt. V. N. Arora and the Co-Pilot was Capt. P. K. Kapoor.

A Committee of Inquiry under Rule 74 of the Aircraft Rules, 1937, under the chairmanship of Shri S. Ramamritham, Retired Director General of Civil Aviation has been constituted to investigate into the unfortunate accident The Committee has already started functioning at the accident site. They have been directed to submit their report within two months. Boeing Company, manufacturers of the aircraft, have also been advised of the accident and they are sending their investigation team.

To re-assure ourselves that the existing maintenance procedures in Indian Airlines and their checks by the Regulatory Authority, namely Director General of Civil Aviation are up to the stipulated standards, it is proposed to constitute an Expert Group to go into these aspects and submit a report.

Perhaps I may not be out of place to mention here that the air safety machinery at the Madras Airport, including the fire-fighting unit functioned effectively on that day and was successful in quickly extinguishing the fire in the aircraft and rescue the passengers.

The House will join me in wishing speedy recovery of the passengers and crew members who are still undergoing treatment in the hospital.

SHRI JYOTIRMOY BOSU: Mr. Deputy-Speaker, Sir, the other day in December, a crash in Hyderabad took place and the passengers escaped very narrowly. Since then a few other mishaps have also taken place. The pressurisation panels in the Calcutta bound airbus were flown off soon after it took off on 23rd March 1979. The centre door opened of the Delhi bound Boeing-707 flight when it ought not have opened. There have also been numerous cases of complaints of aircrafts not leaving on time because of engine snags. The Hyderabad disaster enquiry revealsed that the aircraft was air-borne in partially stalled condition due to mal-functioning of the 'leading edge device. And with no adequate warning system available, the pilots took wrong corrective measures. It poses questions of maintenance of the Indian Airlines fleet, and of the competence of the inspection machinery of the DGCA. These are the two major things which strike our minds now.

The present Director-General of Civil Aviation. Air Marshal Zaheer said recently at a seminar: "The situation on the maintenance side was disturbing". He warned that the Indian average in respect of fatal accidents was 2 to 3 times more than the world average, and 10 times more than what was taking place in the United States of America, although we have very little air service in this country, compared to what they have in USA. This deals a major blow to civil aviatiion in this country, and creates shock, tension uncertainty among the travelling public.

I have a list with me, showing the number of air crashes, their nature and number of casualties. It says: in 1967 there were 30 crashes, 5 proved fatal and there were 9 casualties; in 1968 the figures were 27 crashes, 2 fatal and 3 casualties; in 1969, 28 crashes, 5 fatal, and 49 casualties, in 1970 28 crashes, 7 fatal and 51 casualties; in 1971, 32 crashes, 5 fatal and 41 casualties in 1972, 46 crashes, 7 fatal and 25 casualties; in 1973, 38 crashes, 5 fatal and 60 casualties; in 1974, 25 crashes, 4 fatal and 5 casualties; in 1975, 17 crashes, 3 fatal and 8 casualties; in 1976 and 1977 there were 32 crashes 4 fatal and 108 casualties; in 1978 upto March, there were 2 crashes, 2 fatal and 214 casualties. (Interruptions).

In India, we have the dubious distinction of never implementing the recommendations of our Crash Enquiry Commission, and of allowing investigations to fritter away inconclusive, under pressure of vested interests and lobbies.

In the matter of selection of persons. i.e. of composition of these commissions and committees, the posts are given to people who will be pliable and who would obey the command of the bureaucracy and the people in authority, e g. a retired Judge, a Civil Aviation bureaucrat. a discarded politician and the like, and many of them are devoid of know-how of the rudiments of Civil Aviation. For example, in the Boeing 747 crash last year, the enquiry commission did not include a single 747 pilot, or systems engineer or wreckage man. (Interruptions)

According to my information, there are at least 9 reports on air accidents. One was on the accident at Taksing (NEFA) on 3-1-1960, then on the Dakota aircraft crash at Calcutta airport on 26th August 1961, then about the Fokker Frienship aircraft at Palam airport on 8th June 1962, Hiper Dakota aircraft at Pathankot, Indian Air Force Accidents Committee report of November 1964, then Air India Boeing aircraft accident on 24th January 1966, accident to IAC Dakota aircraft at Imphal on 19-2-1966. (Interruptions) These have all been shelved, and put in cold storage. It is a mockery. We spend money on these things and still they throw the passengers into uncertainty.

Then there is this accident near Banihal, again the one at Nagpur and again at Khulna involving a Fokker Friendship. There are 19 cases. Where have you clinched the issue? (Interruptions) When did you try to improve the conditions?

The Indian pilots often complain about incorrect loading of cargo in the hold. These are removed prior to investigations ff there is an accident, to conceal facts. Incorrectly-placed baggage is a great hazard to the aircraft. This is also not known to many people in the Civil Aviation Directorate.

Aircraft designs have undergone great changes, but our supporting units are out-dated and inadequate. The Cachar Committee and the Tata Committee made recommendations specifically. Nothing happened. I will read out....

MR. DEPUTY-SPEAKER: You need not read out all these things, you have already taken quite some time, please ask your questions.

SHRI JYOTIRMOY BOSU: A Court of enquiry to investigate into the

causes of the Bombay accident Caravelle accident which happened on 12 October 1976 was constituted under Mr Justice S B Bhasme That report shows that the recommendations are never cared for they are relegated into cold storage they move on as it suits them What does the Air Corporations Act 1953 say? Section 30 says

> The Central Government may from time to time by notification in the Official Gazette constitute an air Transport Council consisting of a Chairman and such other number of members not exceeding eleven as the Central Government may appoint thereto

Would the hon Minister kindly enlighten the House why is it that the Air Transport Council was dissolved in 1962 and not revived? Is it a fact that it was done under pressure of a person? I want to know whether you have independent air safety authority If you have not one would you immediately create one and give an assurance to the House today here and now whether the Air Transport Council would be revived and if not the reason therefor

Boeings have shown inherent defects and other disturbing facts revealed by the reports I shall be laying the reports I will not divulge the contents now A very interesting feature in the air crashes both at Hyderabad and in Madras which is not quite connected with Mr Kaushik is the carrying of huge cash and gold jewellery These are undobtedly meant for people in authority in Delhi for services rendered Otherwise why do people carry so much cash from all over the country and bring it to Delhi when there are banks

MR DEPUTY-SPEAKER Please conclude cash inside does not create explosion

SHRI JYOTIRMOY BOSU It does Sir

SHRI PURUSHOTTAM KAUSHIK I have already stated in my statement that we are all concerned about air safety Looking to the frequent mishaps I have already said that I propose to constitute an expert committee to go into the maintenance system and also the working of the regulatory authority DGCA without losing any time I can assure the House that steps will be taken

SHRI JYOTIRMOY BOSU Air Transport Council and Air Safety authority?

SHRI PURUSHOTTAM KAUSHIK I do not know personally why that council was dissolved in 1962 I will look into the matter So far as air safety is concerned the Cabinet considered that issue but it was thought then that the major accidents under the Aircraft Act should be investigated by High Court Judge heading a committee of experts (*Interruptions*) It was also further considered looking to the frequency of this type of accident to make researches regarding safety of the operations I propose to review that position and we will take adequate steps to see that something is done to ensure the safety of passengers

श्री विजय कुमार मलहोत्रा (दक्षिण दिल्ली) उपाध्यक्ष महोदय मंत्री जी ने जो उत्तर दिया है मैं समझता हूं कि बहुत ही कंजुअल है और जो बाद में जवाब दिया है उसमें भी जितनी सीरियसनैस होनी चाहिये उतनी नहीं है। पिछले दो साल में जितनी दुर्घटनायें हो रही हैं और जितना उनका नम्बर बढ़ रहा है उससे जितना सीरियस मामला है उस सीरियसनैस के साथ इस सवाल को नहीं देखा जा रहा है। मैं दो तीन बातें मंत्री महोदय से जानना चाहता हूं।

यह जो इनक्वायरी कमेटी बैठती है उस की रिपोर्ट कई बार दो दो साल तक नहीं आती है, और जब रिपोर्ट आती है तो उस को कानफीडेंशियल रखा जाता है। ऐसी क्या चीज है जो उस को कानफीडेंशियल रखा जाता है, जिसको पब्लिक नहीं किया जाता है यही वजह है कि उन पर पूरा अमल नहीं होता। खासला कमेटी ने दो साल बाद रिपोर्ट दी और उस में भी यह लिखा कि 1973 में जो रिपोर्ट आयी थी उस पर अमल नहीं किया गया। मैं यह भी जानना चाहता हूं कि टाटा कमेटी ने जो एक इंडिपेंडेंट परमानेंट इनक्वायरी कमीशन का सुझाव दिया था और इस हाउस की एस्टीमेट्स कमेटी से जो तीसरी लोक सभा में इस बात को

कमटी ने जो तीसरी लोक सभा मे इस बात को कहा और चौथी लोक सभा मे दो बार इसको रिपीट किया, उसके बाद टाटा कमटी ने रिपीट किया कि परमानेन्ट तौर पर कमीशन बनाया जाय जिस मे एक्सपर्टस हो और टोटली इंडिपेंडेंट हो, उसके बारे मे मंत्री महोदय ने कोई कदम क्यो नही उठाया ? इसको इतनी बार कहने के बाद 1975 मे शैल्व कर दिया गया रिकमन्डेशन मानने के बाद, और आज भी ऐडहाक बेसिस पर एक हाई कोर्ट का जज बैठा देते है जिस को इस बारे मे कोई टैकनिकल नालेज नही होती है। और डी०जी०सी०ए० खुद इनक्वारी करता है जो कि अपनी ही इनक्वारी एक तरह से होती है। इसलिये इसको क्यो नही किया जा रहा है, जैसा कि सुझाव दिया गया है ?

दूसरे इन्होने कहा कि एयर सैफटी कमेटी बनाने वाले है। यह भी 1974 मे कहा गया था कि एक हाई पावर्ड एयर सैफटी बोर्ड बनाया जायगा। इस सिफारिश के पाच साल बाद मंत्री जी कह रहे है कि वह इसको प्रोपोज कर रहे है और इस में टाइम नही लगेगा क्या यह मेन्टेनेंस के मामले मे और मैनुफेक्चरिंग के बारे मे ध्यान देंगे, या सिर्फ एक कमटी होगी जो रिकमन्डेशन करेगी ?

इस बार पायलट ने कहा है कि इसके अन्दर सैबोटाज है, इस के अन्दर टाइम बोम्ब रखा गया है। यह बहुत ही सीरियस मामला है। और सिवाय इस के कि पायलट इजीनियर के ऊपर कहते रहे और इजीनियर्स पायलट को कहते रहें, इस से काम नही चलेगा। तो यह जो सैबोटाज का मामला है इस का भी मंत्री महोदय ने कोई जिक्र नही किया अपने जवाब मे। इस के बारे मे वह क्या सोच रह है।

उपाध्यक्ष महोदय, हालत बहुत खराब है। इंटेलीजेंस हमारी कितनी वीक है यह इस से साफ होता है। अभी देश के अदर जो विदेशी ताकते है चाहे अमरिका हो, चायना हो, एशिया हो या पाकिस्तान हो, यह ताकते ऐ स्पियोनाज का काम कर रही हैं। और जम्मू बौर्डर पर हमारी फौज के सैकडो आदमी पकडे गये। और हिन्दुस्तान की पुरानी प्रधान मंत्री परचेजेबिल रही है, वह भी रुपया ले करके दूसरी चीजें कर सकती है। ऐसी हालत मे एयरक्राफट के मुताबिक इटेलीजेंस के मामले मे आप क्या कदम उठा रहे है ? और जो पिछली रिपोर्टस है उस के बारे मे आप हाउस के अन्दर कोई व्हाइट पेपर लायेंगे ? जो पिछली 11 रिपोर्ट आई है उनके बारे मे क्या कदम उठाने जा रहे है ? और मेंटेनेंस, मैनुफैक्चरिंग कोस्ट और ह्यूमन ऐरर के बारे में आप क्या कदम उठाने जा रहे है जिस मे आप देश को आश्वस्त कर सकें कि ह्यूमेनली जो भी पौसिबिल है वह आप कर रहे है ? और तेजी से जो एक्सीडेंट्स बढ़ रहे हैं उस के बारे में आप कितने सीरियस है इस पर प्रकाश डालें।

श्री पुरुषोत्तम कौशिक उपाध्यक्ष महोदय, माननीय सदस्य ने जो पुरानी कमेटियो पर कार्यवाही के सम्बन्ध मे प्रश्न उठाया है, उन कमटियो की सिफारिशे क्या थी और उस पर सरकार ने क्या कार्यवाही की है। उसे सदन के पटल पर रखने में कोई आपत्ति नही है। जहा तक वामप्पा कमेटी का और उस के बाद दूसरी घटनाओ से सबधित कमेटियो का सवाल है उन्होने जो सिफारिशे की है उन सिफारिशो पर पूरी तरह से या तमाम सिफारिशो को सरकार ने स्वीकार किया है और उन सिफारिशो पर अमल किया जा रहा है। एयर सेफटी कमीशन के बारे मे, जैसा मैने निवेदन किया कि पहले जब उसके बारे मे विचार किया गया था तो कुछ कारणो से स्थायी रूप से सेफटी कमीशन बनाने की आवश्यकता प्रतीत नही हुई थी। (**व्यवधान**) ऐसा लगता था कि चूंकि एयर क्राफट एक्ट के अन्तर्गत ही अलग-अलग तरह की दुर्घटनाओ के लिये, जिस समय फेटल एक्सीडेंट होते हैं, उस के लिये समय समय पर हाईकोर्ट के जज की अध्यक्षता मे कमेटी नियुक्त कर के उसकी जाच की जा सकती है और दुसरी दुर्घटनाओ के लिये भी जाच करने के लिये समुचित सक्षम अधिकारी थे इसलिये यह समझकर कि उस कमीशन के पास पूरे समय का काम नही होगा इसलिये ही उसको अस्वीकार कर दिया गया था। जैसा मैने कहा कि फिर उस मामले पर विचार कर रहे है और विचार कर के समुचित रूप मे कमीशन को फिर से गठित किया जाय इस पर सरकार निर्णय लेगी।

श्री विजय कुमार मल्होत्रा दोनो अलग-अलग है, इन्वेस्टीगेशन कमीशन अलग है और सेफ्टी बोर्ड अलग है दोनो के बारे मे बताये।

श्री पुरुषोत्तम कौशिक जहा तक मेन्टिनेन्स आस्पेक्ट का सवाल है, जैसा मैने निवेदन किया कि डी०जी०सी०ए० के सेक्रेटरी (वर्क्स) देख रहे है कि उस के सम्बन्ध में क्या कमी है, किस तरह से और सुधारा जा सकता है, इस दृष्टि से भी एक एक्सपर्ट कमेटी बनाने की बात पर विचार कर रहे है। लेकिन यह परमानैन्ट कमेटी नही होगी, इसलिये उसकी जरूरत नही है। अगर एयर सेफटी कमीशन की नियुक्ति हो जाती है तो वह न केवल दुर्घटनाओ की जाच करेगी बल्कि बाकी समय मे वह यह भी देखेगी कि किस तरह से इस प्रकार की दुर्घटनाओ को रोका जाये। इस दृष्टि से भी शोध का काम करेगी इसलिये एक कमेटी गठित करने की बात सोची जा रही है जो केवल मेन्टीनेन्स और अथारिटीज के कार्यकलापो में ईरेगुलेरिटी के बारे मे समीक्षा करेगी।

जहा तक सेबोटाज का प्रश्न है, इस समय उस सम्बन्ध से कुछ कहना प्री-मैच्योर होगा, लेकिन जो कमेटी नियुक्त की गई है, उसमें एक्सप्लोसिव एक्सपर्ट भी एक सदस्य के रूप मे रखे गये है और वह निश्चित रूप मे इस बात का पता लगायेंगे कि वास्तव मे कोई एक्सप्लोजन हुआ है या नहीं और उसकी रिपोर्ट आने के बाद समुचित रूप में

[श्री पुरुषोत्तम कौशिक :]

कदम उठाये जायेंगे । यह मैं माननीय सदस्य को बता देना चाहता हूं कि उस कमेटी से कहा गया है कि दो महीने में अपनी रिपोर्ट दें और उसके बाद तत्काल कार्यवाही की जायगी ।

जहां तक कमेटी में विलम्ब का सवाल है, हम तो यही कह सकते हैं कि जांच जल्दी से जल्दी पूरी की जाये, अगर जांच समय पर नहीं होती है और उसके लिये समय बढ़ाने की मांग करते हैं तो इसको अस्वीकार करना संभव नहीं है । लेकिन हमारी कोशिश यह रहती है कि कमेटी की जांच निर्धारित समय पर पूरी हो ।

SHRI JYOTIRMOY BOSU: There are some serious suspicions of sabotage.

SHRI PURSHOTTAM KAUSHIK: I say that cannot be ruled out, But, at this stage it is rather premature to say what is the cause of the accident.

श्री एस० एस० लाल (बयाना) : लगातार एक्सीडेंट्स हो रहे हैं, जैसा कि पता लगा कि सैबोटाज का मामला है, पहला एक्सीडेंट दिसम्बर में हुआ और पांच महीने में दूसरा हो गया और दोनों खतरनाक हैं, दोनों जहाज तबाह हो गये और दोनों में बहुत लोग इंजर्ड हुए हैं । मेरी जानकारी के मुताबिक 11 आदमियों की कमर की रीढ़ की हड्डी टूट गई है । रीढ़ की हड्डी टूट जाने के बाद आदमी नकारा हो जाता है, अपने जीवन में कुछ नहीं कर पाता है । मैं जानना चाहता हूं कि अगर ऐसा है, तो मंत्री महोदय उनकी क्या सहायता कर रहे हैं, उनको क्या फाइनेंशियल एड दे रहे हैं या उनके जीवन के लिये क्या बात सोच रहे हैं ?

जैसा कि पायलट ने बताया कि अंडर-टाइम बम रखा गया था, लेकिन जो चेयरमैन है लाल साहब, उन्होंने कहा कि अन्दर से नहीं, बाहर से हुआ है, अगर बाहर से भी हुआ है तो इसका मतलब है कि हमारी सिक्योरिटी इतनी लापरवाह है कि बाहर से कोई भी आदमी सैबोटाज करके जहाज को नुकसान पहुंचा जाये यह कहां तक ठीक है इसके लिये उन्होंने बताया कि हमने प्रापर इन्क्वायरी सैट-अप कर दी, 3 आदमियों की कमेटी बना दी है, तो वहां पर जो सैबोटाज हुआ है, जहाज को बम से उड़ाया गया है और जो कमेटी बनी है उसमें एक्सपर्ट हैं जहाज को चलाने वाले, जहाज बनवाने वाले या मैनेजमेंट करने वाले । इस जांच का पता लगाने के लिए सी० बी० आई जैसी जो क्रिमिनल चीजों का पता लगाती है, उस तरह की कमेटी होनी चाहिये जो पता लगाये कि किसने सैबोटाज किया और यह बाहर से हुआ या अन्दर से हुआ ?

इन तमाम बातों का पता लगाना चाहिए ।

इन पांच महीनों में हमारे दो जहाज तबाह हो गये हैं । हमारे पास जहाज तो पहले ही से कम हैं और यात्री ज्यादा हैं । अब दो जहाज और कम हो गया है । मैं यह जानना चाहता हूं कि सरकार यात्रा करने वाले पैसेंजर्स के लिए क्या व्यवस्था कर रही है क्या दूसरी जगहों की फ्लाइट्स को कैन्सल करके जहाजों को वहां पर लगाया जा रहा है, या और जहाज लिये जायेंगे ? और जहाज लेने के लिए क्या व्यवस्था हो रही है, वे जहाज कहां से लिये जायेंगे ? कितना नुकसान हुआ है ? यह जांच कब तक हो पायगी ?

श्री पुरुषोत्तम कौशिक : जहां तक यात्रियों को आने वाली चोट का सवाल है, वह बात छिपी नहीं है, और जिस किसी यात्री को जो भी प्रकार हुआ है, सरकार की यह मंशा नहीं है कि उसको छिपाने की कोशिश की जाय । उनके उपचार की समुचित व्यवस्था की जा रही है। यह तो डाक्टरों की राय से पता चलेगा कि किसको किस तरह की चोट आई है । मैं माननीय सदस्य को आश्वस्त करना चाहता हूं कि जहां तक चिकित्सा का प्रश्न है, उनकी किसी तरह से कोई उपेक्षा नहीं की जायगी ।

श्री एस० एस० लाल : जिन लोगों की बैकबोन टूट गई है, जो कमाने-खाने लायक नहीं रह गए हैं, उनको क्या सहायता दी जा रही है ?

श्री पुरुषोत्तम कौशिक : जब डाक्टरों की रिपोर्ट आयगी, तो इस पर विचार किया जायगा । अभी इस संबंध में कहना कुछ आसान नहीं होगा ।

जहां तक कमेटी का सवाल है, उसमें पांच सदस्य हैं । वे केवल जहाज चलाने वाले नहीं हैं । कमेटी के सदस्य ये हैं ।

(1) डा० एस० रामामृतम :भूतपूर्व डायरेक्टर जनरल, सिविल एवियेशन । वह सिविल एविएशन डिपार्टमेंट में डायरेक्टर आफ रिसर्च एण्ड डवलपमेंट भी रहे हैं ।

(2) डा० के० आर० के० राव, डी सी एस ओ, एरोनाटिक्स रिसर्च एण्ड डवलपमेंट लैबारटरी ।

(3) कैप्टन जैड० ए० लालकाका, डिपुटी आपरेशन मैनेजर, एयर इंडिया ।

(4) श्री पी० वर्द्धराजन्, डिजाइनर, हिन्दुस्तान एयरोनाटिक्स लिमिटेड ।

(5) श्री बी० आर० चोपड़ा, डी डी ए एस, सिविल एवियेशन डिपार्टमेंट ।

इस प्रकार जिन लोगों को विशेष जानकारी है, उनको इस कमेटी में प्रापर रिप्रैजेन्टेशन देने की कोशिश की गई है ।

श्री एस० एस० लाल : क्या सैबोटेंज के बारे मे पता लगाया जायगा ?

श्री पुरुषोत्तम कौशिक : हम यह पता लगाने के लिए हमारी जो सीक्रेट सर्विस है, उसका सहयोग लेंगे, कि क्या वहां सैबोटेज हुआ है, अगर हुआ है, तो किस तरह हुआ है और कौन उसके लिए जिम्मेदार है। इस बात की निश्चित रूप से जांच की जायेगी।

DR. BIJOY MONDAL (Bankura): This is another major accident in our country. It is indeed a matter of concern that such crashes have taken place at short intervals. The Minister had stated in reply to my Starred Question No. 920 on 27th April, 1979 that Government was going to review the question of the setting up of an Air Safety Board in the country as in advanced countries of the world to suggest steps to avoid air mishaps. It is also understood that safety measures here compare poorly with those of other countries. The incidence of air accidents is much higher in our country. In modern times, science has developed greatly and so many devices have been developed that it is possible to take advance precautions to avoid air accidents. Ours is a poor country. We cannot afford to spend such a huge amount on the loss of aircraft. It is sheer good fortune that no human life was lost in this particular accident, but certainly the country has lost a huge amount in the form of the loss of an aeroplane.

There are different versions about the cause of the accident. There is also a rumour that sabotage was probably the cause behind this accident, by planting a time device in the cockpit. The explosion took place just ten minutes earlier, before the plane's landing at Madras. Its pilot, Mr. Arora, has also stated that it is a case of sabotage; fortunately the plane was landed and there was no loss of human lives.

I have come to know from newspaper reports that Government have started the inquiry into the causes. I want to know whether Government have received any interim report from them.

I also want to know from the hon. Minister whether Mr. Chellappa, Director, Air Safety, who visited the site of crashing had preliminary hearing of the flight data recorder and cockpit device recorder which were played to get the clue for the cause of mishap, and what are his findings.

I also want to know whether he has received any report or information from the intelligence or from the local police authorities; whether the plane was quite fit and was in a state of air-worthiness before it took off; whether it was thoroughly checked before the start of the flight; whether the pilot or any other staff had expressed any doubt about the working of this particular plane; whether this particular plane was insured before. I also want to know from the hon. Minister what interim measures he wants to take immediately. Lastly I want to know whether the Minister will consider my proposal of formation of Air Safety Boards like that in other advanced countries, as soon as possible.

SHRI PURUSHOTTAM KAUSHIK: So far as the interim report is concerned, Government has not received it as yet, and it is too early to expect the interim report. Secondly, the Air Safety Director, Mr. Chellappa, whatever inquiry he has made, will submit it to the Inquiry Committee and it is not necessary for him to give it to the Government; what ever evidence he has, it is necessary for him to place it before the Inquiry Committee.

So far as air-worthiness of the aircraft is concerned, it was already certified and it had air-worthiness.

So far as insurance of the plane is concerned, without insurance, the plane is never allowed to operate.

[Shri Parshottam Kaushik]

So far as Safety Board is concerned, as I have already said, I am proposing to constitute the Air Safety Board.

MR DEPUTY-SPEAKER: Now, reports to be laid....

DR. BIJOY MONDAL: Did the pilot express any doubt .

SHRI PURUSHOTTAM KAUSHIK: The pilot did not express any doubt about air-worthiness.

12.43 hrs.

PUBLIC ACCOUNTS COMMITTEE

134TH, 135TH, 136TH, 137TH, 138TH, 139TH, 145TH, 146TH, 147TH, 148TH. AND 149TH REPORTS

SHRI C. K. CHANDRAPPAN (Cannanore): Sir I present the following Reports of the Public Accounts Committee:—

(1) Hundred and Thirty-fourth Report on Audit Reports on the Accounts of the Indian Council of Agricultural Research for the years 1973-74, 1974-75 and 1975-76 relating to the Ministry of Agriculture and Irrigation (Department of Agricultural Research and Education).

(2) Hundred and Thirty-Fifth Report on Paragraphs 9 and 10 of the Report of the Comptroller and Auditor General of India for the year 1975-76, Union Government (Railways) on D/C. Electric Traction relating to the Ministry of Railways.

(3) Hundred and Thirty-sixth Report on Paragraph 7, 21 and 32 of the Report of the Comptroller and Auditor General of India for the year 1976-77, Union Government (Railways) relating to the Ministry of Railways.

(4) Hundred and Thirty-seventh Report on Paragraph 43 of the Report of the Comptroller and Auditor General of India for the year 1976-77, Union Government (Defence Services) relating to Purchase Contracts in two Commands.

(5) Hundred and Thirty-eighth Report on Paragraph 29 of the Advance Report of the Comptroller and Auditor General of India for the year 1976-77, Union Government (Civil) on Delhi Development Authority relating to the Ministry of Works and Housing.

(6) Hundred and Thirty-ninth Report on Audit Report on Bombay Port Trust relating to the Ministry of Shipping and Transport.

(7) Hundred and Forth-fifth Report on action taken by Government on the recommendations contained in the 55th Report on Union Excise Duties relating to the Ministry of Finance

(8) Hundred and Forty-sixth Report on action taken by Government on the recommendations contained in the 113th Report on Union Excise Duties relating to the Ministry of Finance.

(9) Hundred and Forty-seventh Report on Paragraphs 71 and 74 (iii) of the Report of the Comptroller and Auditor General of India for the year 1976-77, Union Government (Civil), Revenue Receipts, Volume II, Direct Taxes relating to the Ministry of Finance.

(10) Hundred and Forty-eighth Report on Paragraphs 7 and 18 of the Report of the Comptroller and Auditor General of India for the year 1976-77, Union Government (Posts and Telegraphs) on Arrears of Rent of Telegraph, Tele-