

MR. SPEAKER: You give notice; it will be considered. (Interruptions)\*\*

DR. SUBRAMANIAM SWAMY: I have given notice.

MR. SPEAKER: That is all. Some amount of noise is necessary! Otherwise, it becomes lifeless! But not beyond that.

\* Shri Satish Agarwal.

#### DEMANDS FOR EXCESS GRANTS (GENERAL), 1976-77

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): I beg to present a statement showing Demands for Excess Grants in respect of the Budget (General) for 1976-77.

#### SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1978-79

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (General) for 1978-79.

12.09 hrs.

#### MATTERS UNDER RULE 377

##### (1) PURCHASE OF TRANSPORT AIRCRAFT G-222 MANUFACTURED BY AERITALIA

SHRI MALIKARJUN (Medak): Mr. Speaker, Sir, with your permission, I wish to raise a matter under Rule 377 regarding the purchase of transport aircraft G-222 manufactured by Aeritalia.

Recently there has been a clamour for a transport aircraft to replace our packets. The packet has no doubt seen

its best years, but still has a life of three to four years to run. The reason for this indecent haste to purchase a transport aircraft—an Italian aircraft known as G-222 manufactured by Aeritalia is beyond imagination. When this plane was offered in May, 1978 it was rejected as it was found unsuitable for our conditions by a team of IAF experts who witnessed its performance at the Franborough air show. The main consideration for the rejection was the weight of the plane and its exorbitant price among other reasons. The External Affairs Ministry informed the Italian Embassy that the aircraft was not required when Aeritalia requested permission to demonstrate the plane in India with a view to selling it.

It is amazing to note that the decision of the External Affairs Ministry was immediately reversed and permission was granted to Aeritalia to give a demonstration with a view to purchase. It was decided to buy the G-222 despite protest from senior officers of the IAF. Aircrafts of other countries were ignored without giving them an opportunity of a demonstration or evaluation and an order to purchase one squadron (consisting of 12 aircrafts) was to be placed on Aeritalia. The demonstration of the G-222 might have taken place on Wednesday, 21st instant, at Delhi when a song and dance was made about it.

A pertinent question arises why aircraft of other countries are not evaluated when transport aircraft of other countries are known to be superior and cheaper. Could it be that some interested men fear that an evaluation of independent officers of the IAF will strike down the G-222 in favour of another country? Why cannot people sit on the evaluation committee to ascertain facts? A transport aircraft is not a classified item and there should be no objection to having an impartial body to judge the merits of this issue along with aircraft of other countries. Italian equipment is known to be inferior and more expensive than