

[Shri Morarji Desai]

get up and shout like this. They have to abide by the rules. If we do like this with the Chair, then others also will do it. You cannot go on like this.

MR. DEPUTY-SPEAKER: As long as I am sitting in the Chair, I will not allow defiance of the Chair like this. There should be some procedure in the House. If there is no procedure in the House, I will get out of the Chair. I want to make it very clear.

On a minor thing, you want to create disturbance in the House? I have allowed so many hon. Members to say something on this issue and you are only repeating it. Mr. Purushottam Lal Kaushik. . . (Interruptions) उस की बीर बाब होगी।

13.52 hrs.

STATEMENT RE. CRASH-LANDING OF BOEING 737 AIRCRAFT AT HYDERABAD

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): With your kind permission, Sir, I regret to have to inform the House about an unfortunate accident at Hyderabad to a Boeing 737 aircraft of Indian Airlines.

At about 1040 hours on Sunday the 17th December, a Boeing 737 aircraft (VT EAL) operating scheduled flight IC-539 (Madras-Hyderabad-Delhi) met with an accident during take off at Hyderabad. According to available information, the aircraft after its normal take off, run and lift-off on runway 09/27 impacted the ground and came to rest approximately 500 meters beyond the end of the runway and outside the airport boundary fence.

As the House knows there were, fortunately, no casualties amongst the passengers and the crew. All the 126 passengers and the crew of 7 were safely evacuated within minutes of the accident and are reported to be safe.

15 passengers and one crew member sustained minor injuries and burns and were provided immediate medical aid. 15 of them were discharged immediately after first aid and the one crew Member is under treatment in the hospital. One more passenger, who sustained serious burns, has been hospitalised and is under intensive care.

The aircraft, however, having caught fire has become a total wreck. The entire baggage of the passengers has been burnt in the fire but the postal mail was retrieved.

I am sorry to have to report that three labourers on ground close to the site of the accident were killed.

On hearing of the accident, the Chairman Indian Airlines and Air-India Managing Director, Indian Airlines; the officer currently looking after the duties of Director General of Civil Aviation and other senior officers of the Director General of Civil Aviation and Indian Airlines were detailed to Hyderabad with a relief aircraft.

Some passengers were brought to Delhi by the relief plane while some preferred to return to Madras. A few passengers, who boarded at Hyderabad, stayed back.

Indian Airlines provided immediate financial assistance to passengers wherever needed.

Under the Indian Carriage by Air Act, the passengers will be granted compensation for baggage lost at the rate of Rs. 125 per kilogram for registered baggage and upto a maximum of Rs. 500/- for unregistered hand-baggage.

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For the labourers killed on ground, an immediate interim assistance of Rs. 2000 each will be paid to the families of the deceased pending entitlement under the third party insurance cover.

The Director of Air Safety has been appointed as an Inspector of Accidents to inquire into the cause of the accident under rule 71 of the Aircraft Rules (1937).

SHRI M. SATYANARAYAN RAO (Karimnagar): Sir, Mr. Lal, Chairman, Indian Airlines Corporation has already made a statement in Hyderabad and he has expressed a doubt whether there is any sabotage. Whether there is any sabotage and if so, are you going to have a judicial enquiry into this?

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, there should be a judicial enquiry and not a departmental enquiry. The report of the accident which took place in 1976 and which took a heavy toll is yet to come. It is a deplorable matter. Although the accident did not occur during this government's time yet the Government should see to it that that report is laid on the Table of the House before any more delay.

की उससे (देहरादून): उपाध्यक्ष महोदय, कायस्थित पायलट एडीसिएन के जनरल सेक्टर, ईस्टेन वायसी ने इसी प्लेन के बारे में 18-11-78 को कहा था कि इसको ठीक किया जाय लेकिन विचार में इसको ठीक नहीं किया। तो क्या मंत्री की इसकी जांच करावेंगे।

SHRI VAYALAR RAVI (Chirayinkil): Sir, the Chairman of the Indian Airlines, Mr. Lal has made a statement to the effect and it has appeared in the Press also that he has ordered an enquiry to be conducted by the Director of Air Safety. This is a matter wherein the Boeing company

is also involved. So, I would like to say that first of all there is an impropriety on the part of the Chairman to make a statement before the Minister himself makes a statement. It is a serious accident although there are not casualties. It is good. So, the statement should come from the Minister instead of coming from the Chairman. Once your own officer has made a statement now you are coming before the Parliament to make a statement. Therefore, I support the demand made by Shri Jyotirmoy Bosu that there should be a judicial enquiry and secondly, it is improper on the part of Mr. Lal to issue a statement before the Minister makes a statement.

SHRI PURUSHOTTAM KAUSHIK: The Chairman of the Indian Airlines has not appointed any man. DGCA is independent of Indian Airlines and whenever accident of non-fatal nature takes place generally the Director of Safety, who is an independent person, holds an enquiry and he is holding the enquiry. (Interruptions).

MR. DEPUTY SPEAKER: Now, we are approaching 2 O'clock. There is item marked to be taken up at 2 p.m. I suggest we may first finish 377 and then take up that item.

14.00 hrs.

MATTERS UNDER RULE 377

(i) REPORTED DEATHS IN DHANBAD DUE TO CONSUMPTION OF POISONOUS LIQUOR.

डा० रामजी सिंह (बागलपुर): उपाध्यक्ष महोदय, मैं नियम 377 के प्राचीन धनबाद की घटना सम्बन्ध में एक बयान देना चाहता हूँ।

यह दुर्घटना का विषय है कि जहरीली जराब पीने के फलस्वरूप लगभग बीस-तीस वी कीयला-मधुर धनबाद में मर गये। साथ उसने परिवारों का करना कवन हो रहा है। सरकार ने इसकी जांच करने का जो निर्णय किया है, वह धनबाद में, यह ठीक नहीं है। इसकी जांच ब्याधिक होनी चाहिए और जब तक ब्याधिक जांच नहीं होती है,