

[Mr. Deputy-Speaker]

He did say that. Therefore, I think in his mind, he did not have any kind of disrespect for Dr. Ram Manohar Lohia or any idea of wounding the sentiments of those who love and cherish the memory of Dr. Lohia. Now I would like to hear from Shri Azad what really he has got to say, because this is the impression I have got.

**SHRI BHAGWAT JHA AZAD** (Bhagalpur): Sir, you have very ably summed up from the proceedings as to what I had said yesterday. I clearly said yesterday that I have love for Dr. Lohia. Earlier my reference was to this party. I did not mean any disrespect to Dr. Lohia and I want to make that very clear. I do not know how my friends got this wrong impression. I say emphatically that I meant nothing against Dr. Lohia and my references were to the policies of his party.

**PROF. MADHU DANDAVATE** (Rajapur): Sir, on a point of order. I am not going to accentuate the situation. It is true that at a later stage the hon. Member had used these words which you have one sentence in his speech in the records which says that if there is one party which is flouting the decorum, it is the Socialist Party right from Dr. Lohia up to Shri Madhu Limaye.

**MR. DEPUTY-SPEAKER:** I think we should close this.

**PROF. MADHU DANDAVATE:** Sir, from what you say, the impression is gathered as if he did not say anything defamatory to Dr. Lohia. It was said earlier and, at a later stage, he said, "I love Dr. Lohia." A very clear reference is there. That is on the record. I am happy to find that very honestly the records have been kept and the point of order which I raised, you will agree with me, was relevant. That is all I want to say

**MR. DEPUTY-SPEAKER:** I think we end this on this happy note.

15. 50 hrs.

# DISCUSSION ON THE REPORT ON THE ACCIDENT TO INDIAN AIRLINES' BOEING ON 31ST MAY, 1973

**MR. DEPUTY-SPEAKER:** We now take up Discussion under Rule 193 on the Report on the accident to Indian Airlines' Boeing 737 VT-EAM on the night of 31st May, 1973, laid on the Table of the House on the 24th July 1973.

Shri H. M. Patel.

**SHRI H. M. PATEL** (Dhandhuka). Mr. Deputy-Speaker, Sir, I find that after a very exhaustive inquiry into the Boeing 737 air-crash on 31st May, 1973, Justice Sachar found that Capt Nair was responsible for the air-crash and his co-pilot to have contributed to it. This finding is as much a condemnation of the Commander as of the organisation which could entrust to the care of sub-standard pilot most sophisticated planes in the fleet of the Indian Airlines. It is not surprising, therefore, that Justice Sachar should lay particular emphasis in his recommendations on both these aspects. He is, however, a Judge....

**SHRI N. SREEKANTAN NAIR** (Quilon): On a point of order, Sir I admit that the whole accident was an unfortunate one. But to pinpoint on the pilot and the co-pilot the things which have not been proved in the inquiry and the report is very unfair. They are not here in the House to defend themselves. It is hitting on a dead body. Because they are almost dead.

**MR. DEPUTY-SPEAKER:** We are discussing the Report. If the names figure in the Report, you cannot help referring to them.

SHRI H. M. PATEL: I have only referred to the findings. I have not made any reference to anybody.

I was saying about these two aspects, the pilots and their training and the responsibility of the management. In this connection, it is relevant to note that there have been a number of crashes in the last three years which have been fatal crashes and there have also been a large number of crashes which have not been fatal. After all these crashes, there have been inquiries, some held by the D.G.C.A., under the instructions of the D.G.C.A. and others have been judicial inquiries. But it is surprising that not one of these reports was published, not until this last inquiry was held by Justice Sachar.

It made one wonder why these reports were being suppressed. The public was never informed as to what were the findings of these inquiries. That it was desirable, that it should have been done, is evident from these instances. I will give only two instances. There was an AVRO crash at Madurai in 1970, I think, and the Judge who conducted that inquiry recommended that there should be a daily medical check up of pilots. This recommendation, it is quite evident, was never given any effect to. Had it been done, it is quite possible that we might not have had the Avro crash which took place in Hyderabad. The finding of that inquiry was that this was due to the fact that the pilot instructor was an alcoholic and that fact that he was an alcoholic was known to almost everybody, who was anybody in the Indian Airlines organisation and even to the Director of Airlines Safety.

Similarly, Justice Sachar himself conducted an inquiry into the Fokker Friendship crash near Delhi and one of his recommendations was that the PIR should be installed in Delhi. This is the same recommendation

which he now repeats. These navigational aids are undoubtedly of great assistance. It is true that the non-functioning of ILS was not found to be a contributory factor by Justice Sachar in this particular case, but he goes on to say that, while it was the result of the mistakes committed by the pilot commander that the crash took place, in the kind of weather that obtained on 31st May, had the ILS been functioning efficiently, it would have helped. That is as good as saying that not functioning efficiently of these aids could cause a crash.

My main point, however, is that, when these earlier crashes were inquired into, they did lead to certain recommendations to which the civil Aviation Ministry paid, apparently no attention whatsoever.

I would go on to the recommendation of the Sachar Committee relate to pilot training and where the responsibility should rest for the selection of check pilots, instructors and examiners. Why are check pilots, instructors and examiners important? It is because it is they who check the pilots and decide about their fitness, suitability, etc., to hold the command and so on. And these are selected today by a Selection Board on which five of the members are virtually nominees of ICPA, Indian Commercial Pilots' Association, and the sixth is a nominee of the Director of Operations or Operations Commercial Pilots' Association, and Branch. That means, in effect, it is the pilots themselves who decide who aircraft. It means the stage at which are to be selected, who are fit, who are not fit. The Association has virtually laid down the criteria which should govern these selections and the Civil Aviation management have acquiesced into being coerced virtually—I can use only that word—to accepting the criteria which could only lead to sub-standard pilots whereas the whole idea behind having check pilots, instructors and examiners

[Shri H. M. Patel]

is to see that we have pilots of a certain standard; that a certain standard of efficiency is maintained. It is ultimately the pilot's competence which ensures the safety of an aircraft. So, the first few recommendations of the Sachar Committee relate to this and I may read them out.

"The Indian Airlines management....

16 hrs.

This is the first recommendation. Incidentally, I would like to say one other thing that when the statement was made in this House by the Minister, the summary gave only the findings of the inquiry but virtually made, except for a passing reference to the need for more navigational aids no reference to the recommendations contained in that report. After all, the public were most interested in knowing what these recommendations were. Not only that, I do feel and I consider it as a legitimate grievance of this House, that to this, day, only a few copies have been made available to the members though a copy was laid on the Table of the House. One has to go to the Library in order to refer to it. This was supposed to be discussed in this House but sufficient copies are not made available. I think quite a few days have passed since the report was made available to the House and adequate number of copies could have been made easily available to the Members.

Now, I come to the recommendation. It says:

"The Indian Airlines management must, in the interest of efficient conduct of operations and safety, be exclusively responsible for selecting the check-pilots/instructors/examiners."

This is the first recommendation. This was something which was quite ob-

vious but they allowed it to let the authority pass from their hands into those of ICPA.

The second recommendation is:

"The prerequisites for appointment of check-pilots/instructors/examiners appear to be on the low side....

I emphasize this fact—'appear to be on the low side'.

"... and seniority seems to play an important part for such appointments. It is essential that pilots only with high professional skill be selected, trained and appointed...."

Something again which is quite obvious.

"The Indian Airlines may consider the introduction of a Central Training Scheme for the training of check-pilots/instructors/examiners...."

Here, I would like to mention that such a scheme had been introduced or it had been decided to be introduced in the Indian Airlines organisation. Why was it allowed to be dropped? I do not know. But, certainly, it was realised that such an establishment, such a central organisation throughout these people should be checked and trained was desirable.

"... Merit...."

says Mr. Sachar:

"... should be the criterion rather than seniority. Training should be placed under a highly centralised control."

As I have said, these are fairly obvious recommendations and it does not seem to have struck either the Civil Aviation Ministry or the Indian Airlines Management or the Civil Aviation authorities that the latest

they should do was to implement them without delay in the interest of the safety of the passengers and safety of flying in this country. Again, it is only after these recommendations were made, the 8th, 9th and 10th recommendations, that the PAR should be installed at Palam, that the approach facilities at international diversionary airfields should be of the same standard as at international airports, and that the air safety organisations of the DGCA and the Indian Airlines should be strengthened, that suddenly the Ministry wakes up to its duties and placed orders, worth several crores, for these equipments. I do not know why they had to wait until so many deaths took place. There have been several crashes but it is only because the last crash attracted so much public notice, because it led to the unfortunate passing away of one of the really great men of this country, because of public conscience being aroused, that the Ministry of Civil Aviation woke up to its duties.

The point that the international diversionary airfields should be provided with the same approach facilities is also something to which I would like to make a special reference here, because, it was the absence of such facilities which led to the unfortunate crash which happened recently in Calcutta. If such facilities had been provided at Panagarn there would not have been such a crash. I am mentioning the obvious nature of these recommendations. Some of the other recommendations should also be noted. One of the recommendations says:

"Checks on PIC endorsement are all done by check pilots. It is considered that the last two checks should be done by examiner of the rank of at least operation manager."

PIC means Pilot-in-Command or Pilot-in-Charge of the aircraft. It means the stage at which you are saying that this man is fit enough to be in charge, in sole charge of the

aircraft. The importance of this is self-evident. And therefore it is that Justice Sachar says:

"Last two checks should be done by examiner of the rank of at least operation manager."

That is, by some one higher than the check pilots. And, about the check pilots I have already said that there is an unsatisfactory method of selection today. Their next recommendation is also most important. It is surprising that it should be necessary to make it. It says:

"It is considered desirable that the knowledge of aircraft, technical emergency procedure and of associated subjects be tested of all pilots at least once a year by an examination in writing."

This indicates that Justice Sachar was impressed by the fact that pilots did not possess that degree of knowledge that they should possess of these very important matters. Next is also about the same subject. It says:

"To afford pilots practice in instrument flying and emergencies, there should be a procedure of two six monthly continuation training in aircraft/simulator."

—something which is done everywhere. Why in India we should be lagging behind, I do not know, Sir.

The next one is this. I quote:

"The Indian Airlines should reconsider its present policy of having two commanders on a flight for one way command which is at present creating training problems in Indian Airlines."

The problem is, that when there is a shortage of trained personnel a training problem is created by their wasteful use. And this is something again which was enforced on the Indian Airlines by the ICPA.



[Shri H. M. Patel]

Besides creating a training problem, it is financially also an unsound proposition. The next one is about co-pilot. He was not being checked at present for his proficiency. It is desirable that the proficiency of co-pilots should be checked before they are released as co-pilot's. While is it that the adequacy of proficiency of the Co-pilots is not checked? It is obvious that the Ministry of Civil Aviation have not bothered about it. The next recommendation is that the co-pilot must be made aware of his contribution to safety of the aircraft is obvious and self-evident.

I do not wish to take much more time of the House on this. The D.G.C.A.'s organisation has also been found to be wanting in several important respects. I may mention that I was surprised when I read in Justice Sachar's Report a reference to the fact that the D.G.C.A. who was represented by a Counsel, put in a request that:

"The enquiry should be confined to the causes of the accident and things immediately connected therewith and not concern itself with matters which though connected with aviation safety did not arise directly out of the cause of the accident."

Surely, the D.G.C.A. should have been most anxious to see that whatever facts and findings are relevant to ensure the safety of an airline travel in this country, should be brought out. After all, Justice Sachar was going to make his observations not drawing upon his imagination but on the basis of evidence that would be led before him, documents etc. placed before him. The D.G.C.A. who is himself supposed to look after the safety has not been as diligent in this respect as he should have been. It is obvious.

I have a few more points and I shall have done. I think there is one other observation, again, an incidental one, which has been made by Justice Sachar in this regard. That is this. At present it is the D.G.C.A. who is

responsible for holding an enquiry into every accident that takes place. In the D.G.C.A. there is a Director of Air Safety. He is responsible to D.G.C.A. who is also under the same Ministry and the same Minister. Is it not desirable that such inquiries should be held under independent auspices so that they inspire confidence in the public? Now, the Minister must have known that this is something which is clearly important. On the same analogy that the railway accidents are always enquired into by an organisation which is located in another Ministry, that is, the Ministry of Civil Aviation the organisation responsible for inquiry into air accidents of a major should be located in another Ministry than the Ministry of Civil Aviation. The Minister of Civil Aviation should have been aware of the necessity for having enquiries conducted independently. This is one of the most important recommendations, and it should be accepted. I do not wish to take much more of the time of the House, and I would like to conclude by saying that all this points regrettably to the fact that the various agencies, the Ministry, the DGCA and the Indian Airlines and the Department of Civil Aviation have all been found gravely wanting in the discharge of their duty in a very important direction, that is, ensuring the safety of those who fly in Indian Airlines which is managed by them. The way in which certain things have been handled certainly affects the image of this country. I would like to refer here to the Japanese aircraft accident or crash. There was an inquiry into it and the Japanese brought in certain experts who tendered evidence. One of them came here and wrote a letter which had appeared in the *Times of India*, dated the 25th July, in which he says that he gave evidence and that he also offered to give whatever technical help he was in a position to give as an expert. Far from being accorded any facility, he was threatened with the Defence of India Rules, if

he came anywhere near the airport air-control buildings. What grave anxiety does this display for learning if there was anything wrong with our equipment and facilities. After all, there should have been nothing to hide. If the suggestion was merely that the ILS probably functioned defectively,—the ILS had been functioning defectively off and on it had been imported from abroad,—and if a foreign expert was there—it may be that he was an American expert—there was nothing wrong in taking his advice; he could only have been helpful to us; he might have elicited this information, in fact the reply would have had to be provided by the manufacturers of the ILS. But, no, instead of that....

SHRI INDRAJIT GUPTA (Alipore): They have invited their man here; Mr. Taylor has already come.

SHRI H. M. PATEL: I am only referring to what took place at the time of the Japanese aircrash. The result is, and this is what I consider most deplorable, that up to this day, the Japanese are quite definitely satisfied that during this inquiry they did not have as fair a deal as they should have.

Since you are ringing the bell, Sir, I would conclude by saying that to my mind this really should have been the occasion for the hon. Minister to have tendered his resignation. This was the occasion, not the occasion when the Hyderabad aircrash took place. Now, the results of the investigations are available; the inquiry is over; the findings are there and the findings show clearly what an amount of negligence, if you like to say, what amount of carelessness, or if you prefer, indifferent administration was there. For all this, along with all the others, the Minister must hold himself also responsible, and if he has been so meticulous as to submit his resignation when something goes wrong in his Ministry or organisations under him, then this, I suggest to him, is the proper occasion when he might consider this seriously.

SHRI A. P. SHARMA (Buxar): At the very outset, I would like to express my heart-felt sorrow over this sad accident which took away many valuable lives, including that of our important party Member and Minister Shri Mohan Kumaramangalam. After the publication of the report of the Justice Sachar Inquiry Committee, I do not think that there was any necessity for a discussion on this subject. The report of the committee of inquiry has clearly indicated the causes of the accident and who was responsible for it. After hearing the speech of my hon. friend Shri H. M. Patel who has initiated the debate, I do not feel that he has made any improvement over the suggestions contained in the report.

As a matter of fact, Government have already taken certain measures to improve upon the working of this department even before this report was published. I would like to recount some of the steps taken under the able guidance of our Minister, Dr. Karan Singh. Therefore to say that after the publication of this report of Mr. Justice Sachar all these measures have been taken is not correct. They have already made changes in the management of IA and certain other measures have been taken to improve the working, wherever they found it necessary. They have also set up an expert committee to go into details and suggest what more changes are necessary.

I was amused to hear the argument put forward by Shri Patel that the pilot was a sub-standard pilot. In his report, Justice Sachar has said that Capt. G. P. B. Nair and Capt. B. N. Reddy had valid licences for operation of the flight.

SHRI INDRAJIT GUPTA: Has he read the whole report?

SHRI A. P. SHARMA: Justice Sachar has said that both Capt. Nair and Capt. Reddy were qualified to undertake the flight. Capt. Nair and Capt. Reddy were physically and mentally

[Shri A. P. Sharma]

fit? The report has said that the flight duty time of Capt. Nair and Capt. Reddy were well within the safe duty time limitations accepted by IA and the pilots. These are the things mentioned in the report. I am trying to say that there was nothing wrong so far as the pilot was concerned. The only thing pointed out in the report is that it was the sheer negligence of the pilot that was responsible for the accident. When we heard that he landed even before the air strip could be located, what could be a bigger mistake on the part of a pilot than this? Therefore, to say that the pilot was sub-standard is not correct.

SHRI JYOTIRMOY BOSU (Diamond Harbour): He is contradicting himself.

SHRI A. P. SHARMA: There was nothing wrong so far as the fitness of the pilot was concerned, so far as his standard was concerned, so far as his ability to handle the aircraft was concerned. So it was not correct for Shri Patel to say that he was sub-standard.

Then he referred to the improper working of the ILS. I do not know whether when Shri Patel was in service and had been Secretary to many Ministries, he had an opportunity to work in the Ministry of Transport and Civil Aviation also. But it is wrong to say that if the ILS does not function, a safe landing is not possible. Even without the functioning of the ILS, safe landing can be had. In many air fields where ILS is not provided, landing takes place safely. Even in the report of Justice Sachar, the responsibility has been out and out and entirely fixed on the pilot. Therefore, to say that there was something wrong with the management, and the Minister failed to take action, etc., is not correct.

Lastly, Mr. Patel said that this is the occasion for the Minister to offer his resignation. He has said that after this accident, this is the occa-

sion to resign. (Interruptions) But, I would say that as a matter of fact, the way the Ministry has been working—at least we have been furnished with all the information in the Consultative Committee of the Ministry—we do find that wherever necessary the Ministry has been unhesitatingly making improvements on the suggestions made by the Members or whenever they have found that something is lacking. Therefore, in my opinion, I feel that no blame, in view of this clear judgment of Justice Sachar, can be apportioned either to the Ministry or to the management. It is out and out the fault of the pilot due to which this accident took place. Had the pilot worked with care and vigilance, this unfortunate accident could have been avoided.

Therefore, the theory of Mr. Patel that now is the time that the Minister should offer his resignation is absolutely untenable, and we hope that the Minister will not agree to this

16.27 hrs.

[DR. SARADISH ROY in the Chair]

SHRI JYOTIRMOY BOSU: Mr. Chairman, Sir, Mr. Patel should have realised one thing, that in this Government, Ministers resign conveniently; when it is inconvenient for them they forget about it. So, let us not talk about that

There is a Government, we find, which has specialised in lamenting, not in performance, not in execution, not in running the department properly but in lamentation. When something happens, you find double columns, the Press Information Bureau is mobilised, and wonderful things are said, and regret letters are sent out. But as far as this Minister is concerned, he is a good, cultured man, more for philosophy, but I have been feeling that as far as the Minister in this Ministry is concerned, he is a square peg in a round hole.

This department is dominated by the Secretary and his henchmen. This constant complaint we have been hearing about his Ministry, that it is dominated by bureaucrats. A thorough probe is necessary on the working of the flying section; I am not talking about tourism at the present moment. A thorough probe is necessary on the functioning of these three units, particularly—the Ministry, the Civil Aviation Directorate and the Indian Airlines Corporation. It is absolutely necessary. If we so desire, if the House so desires, the Public Undertakings Committee should create a special cell for it and institute a thorough probe because we have come to the edge of our patience and we are really tired and fed up with the inefficiency and the malady that occur often.

Even a few years ago, our air safety was pretty high. To quote an authority—I am not an authority and I have read it somewhere else—we are below 50 nations in the world. Mr. Minister, I beg of you not to quote from the *Illustrated Weekly of India* where a very impressive article has come out. But it is neither fish nor flesh, it does not take you anywhere. Unless there are enough data shown, any quotation from that article will really amount to misleading this House. This responsibility has to be equally shared by the Minister, the Ministry, the Civil Aviation Directorate and the Indian Airlines Corporation.

Four or seven—I am not very sure—fatal accidents have occurred since 1970, and a hundred accidents were averted. This shows a total failure of observance of air safety.

I read from the report of Justice Sachar—I was able to get hold of a copy with great difficulty, and in fact it amounted to sheer stealing because it has not been made available, with a purpose in mind—(Interruptions).

AN HON. MEMBER: You are known for that.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): 22 copies have been sent to the Lok Sabha.

SHRI JYOTIRMOY BOSU: For 524 Members?

On page 120 of the report it says:

"A statement prepared by this witness as to the serviceability of the fire appliance at Delhi Airport with effect from February 1, 1972 to May 31, 1973 will show that the water how has been grossly inadequate for most of the time. Between the period 1st April, 1972 to 31st March, 1973 there were hardly 19 days when water availability at the airport was...."

This is a simple thing. I am saying this because I want to show that even a small thing like the supply of water for doing fire fighting was not being looked after.

I now come to page 123:

"It is not as if..on May 31, 1973, various services i.e. fire fighting safety service etc. were not adequate for unforeseen and sudden reasons. One can accept the adequacy of certain services on any particular day, because of some justifiable reason. But as the facts previously mentioned show this estate of inadequate facilities has been a regular feature and I have not been able to find any justifiable reasons for this to have been allowed to persist for so long. It is a matter of great regret that the fire fighting media and rescue services should be at such low percentage of the prescribed capacity at one of the most important international airport of the country i.e. Delhi Palam. What is worst is that such like con-

[Shri Jyotirmoy Basu]

ditions should have existed for years with out any action having been taking all these years."

That is the deplorable condition.

Pilots have repeatedly alleged failure and malfunctioning of equipment. Your DGCA is Dr. Ramamrutham. I have a little dossier about him. You may kindly refer to these points in your reply. Is it a fact that this gentleman was rejected by the UPSC although he was the senior man of the senior-most man? Was he rejected by the UPSC or not? Is it also a fact that the UPSC has raised objections because you have appointed him as DGCA superseding their recommendations? Is it also a fact that as gentleman called Gidhwani was selected by them but was not given the job and shunted out elsewhere? Is it due to some political pressure of some party boss of yours? Was the appointment subject to the condition that he would technically advise on selection, he will create no difficulty in the matter of selection and purchases of aircraft and for the contract for the purchase of crash fire tender.

Strangely enough two accidents have taken place at the same time site within one year. Could the hon. Minister tell us: Did he ever enquire if any local factor had been contributing to 'his'? If he had enquired we want to have the documents laid on the Table of the House. You should see the amount of money that people have paid you during the fourth plan. The outlay has been a bucketful of money. That money has been given to you and you have made a mess of the whole thing. The amount is: civil aviation—Rs. 72 crores; Indian Airlines—Rs. 55 crores; Air India—Rs. 60 crores.

This is a poor country where a man hardly gets Rs. 20 a month. They have been contributing crores of rupees and you have been playing with the lives of people. The outcome has been most miserable. In return for that money what is the performance?

What mismanagement and inefficiency we have seen. It calls for efficiency, soundness and accurate serviceability of equipment. You are trying to make an outward show, a status symbol. You have spent more money for civil construction in Palam for interior decoration and for fresco paintings on the wall than on having a sound and matching ground landing navigational equipment. If anybody goes to Palam, you will see that every day the interior decoration is being changed. There are beautiful laminated plastics and beautiful photos. Millions of rupees have been spent. But when you come to the matching navigational landing equipment, it is next to nothing.

You have a wonderful adviser in Mr. Buck Minister Fuller. I never heard of this name before. The proof of the pudding is in the eating. I do not know who he is and what his credentials are and how close he is to your department or to your departmental personnel. I am not aware of these facts.

You had announced the appointment of a high-powered review committee after this accident and the committee was to visit Calcutta, Bombay, Madras and Delhi. Why is it that you have not included any electronic engineer? Don't you feel that this team will have more to do with electronic gadgets than anything else? From 31st May to 9th August, more than two months have passed. Where is the committee? Have they visited any place? Have they given a report? Please lay it on the Table.

What about Dum Dum which was once the busiest airport? We know under your regime it has been downgraded gradually every day. The International Civil Aviation Organisation says that Dum Dum has only the minimum facilities available. We know the eastern region must decay and decay further unless they rise in revolt. But what about the bura sahebs and tycoons who are flying there because the natural resources

are in the eastern region? Dum Dum has the minimum facilities. There are gentlemen in London who have written clearly that Palam is a great disadvantage as far as pilots of international airlines are concerned. Times without number they have said that Palam is not a likeable airport. Your ILS-Instrument Landing System, if some of my friends know what it is—is more on the list of out of order than it is in order. On that vital day—31st May—this vital landing equipment was out of order and it was out of order for 34 days at the turn of the year. You can deny it but we would like to have documentary evidence. We do not want to be spoon-fed with cock-and-bull stories by your bureaucrats. The Indian and foreign pilots complain that even when the ILS functions, it gives false bearings. You cannot even keep your airport free from vultures. The other day three aircraft had to be diverted to Bombay. The Qantas chap was grumbling like anything. I had gone to see somebody at Palam. You cannot fire-fighting. You cannot keep your ILS all right. You do not have a precision approach radar. You cannot keep cows away or even wood-peckers away. You cannot keep dead bodies away.

The malfunctioning and absence of navigational and landing aids is one of the main reasons for this disaster. When pilots report malfunctioning or defect, they hardly take any action. It is inadequacy of modern landing equipment, inadequacy of skilled hands, inadequacy of maintenance resulting in poor functioning and frequent power failure. For God's sake, let the House know how many times there was power failure at Palam during the last six months, how long it lasted and how long did the stand-by generator take to take it over. The estimates Committee had very strongly recommended that there should be a separate body—as Mr Patel rightly said—of people not connected with the Ministry, who would not be browbeaten by the minister or the secretary of the department when they

draft the report, who should enquire into accidents. When you have accidents in coal mines, the Department of Labour enquires. In Railways, it is the Civil Aviation and Tourism Ministry which enquires. Of course, it is more or less that bullocks are made to carry the wheel. Why is it that you are so reluctant to have a separate Ministry for conducting the inquiry? What has the Sachar Commission report said about this. It says:

"The argument was that as the investigation under rule 70 is carried out by a person who is appointed by the DGCA, it may be difficult for him to pay sufficient attention to the faults which may have been occasioned by the lapses on the part of the Civil Aviation Department. It was suggested that it will lead to the greater confidence in the public if initial investigation was done by a body which was not under the same Directorate of Civil Aviation and was under other Ministry. There appears to be force in the arguments."

Then the Report says:

"I feel that the Government may consider this question whether it may not be consistent with instilling greater confidence in the machinery of investigation, that it should be conducted by Directorate under a Ministry different from that of Civil Aviation."

I would like the Minister to give a satisfactory explanation before this House today as to why they have come to the conclusion that they could not accept the recommendation of the Estimates Committee on this point. Why is it that you are so much resistant to this idea of having a separate set-up unless you have so many skeletons in the cupboard?

I had a long correspondence with Dr. Karan Singh last year. In his letter he had stated:

[Shri Joytirmoy Bosu]

"In view of the fact that Palam already has a category II instrument landing system, the reliability of which is tested regularly...." of investigation, that it should be This is incorrect. If I only category I, as the Court had observed. I did not expect it from the Minister. Then he says:

"I might mention that the International Air Transport Association has informed the Department of Civil Aviation that where there is a full instrument landing system, permitting operations to an approved minima, the Association does not require a PAR."

The previous Court of Inquiry as also the present court have actually recommended PAR in addition. Then he says:

"In the United Kingdom also, the Civil Aircraft Control Advisory Committee has agreed in principle that precision approach radar equipment can be progressively withdrawn."

It is in Bombay. Then he says.

"The procedure for investigating aircraft accidents is laid down in the Aircraft Rules, 1937. There are three different types of enquiries possible."

In USA all air accidents are investigated by a technical standing committee. Why are you not doing it? Here the DGCA is invested with this power, although it is very undesirable. There are so many things mentioned in this letter which are not true. I am releasing it to the press to show that the Minister has been deliberately misleading us.

Even the Minister did not dare include independent experts from Defence Ministry or IATA or ICAO.

During the Japanese Airlines enquiry there was complaint about the

ILS. During the same night one IAC pilot also complained about the same things. In December 1972 the glide path components of ILS at Delhi and Calcutta were out of order. Why is it that you have no precision approach radar? There is very little co-ordination between the Director of Airports/Air Routes and Communications even in international airports. We can imagine the position in regional and smaller airports.

Recently one ILS designer gave a pretext that external disturbance was affecting its working. Although he gave a good blanket certificate, he passed on the buck by saying "erratic behaviour of ILS may be due to fault in plan". Did you conduct any check at any time on the complaining planes?

Now you have approached the Planning Commission for a sum of Rs. 15 crores for navigation and landing aids. But you did not think about it while purchasing the planes.

You have now created four posts of Controllers of Communication. Do they sit in Palam or do they relax at Safdarjung? You allow the petty officers to look after this.

About this Antenna, there is another story. The Ministry sat over it and imported an aerial which was of a different variety altogether. The old one was repaired and fitted. A new one could not be fitted. It is lying idle.

About the pilots and personnel, the Indians do not make bad pilots. About the C.T.E., Hyderabad, Training and Refresher Course, while Capt. Mistry was alive, it was good and the rate of accident was low. Since his death it is fast deteriorating.

Why no simulator for the I.A.C. for training on emergency? Why it is for Air India but not for I.A.C.? Why is it that pilots were sent to Paris? Why can't you do that here? Now, the assessment of checks of pilots is being done. It means that the earlier training was substandard.



Senior pilots are made to fly two or three types of aircraft. Can you drive a truck today and a Standard Herald car tomorrow? You cannot do it.

About Capt. Nair, he is a sub-standard pilot. The American trainer has quite clearly said that he never made the grade. Just because in 1970, when the pilot went on strike, he was a "black leg", a strike breaker of 1970, you showed him a favour. That is why you favoured him with the command of Carvalle, with the command of Jet, with the command of Boeing 737. He was never to fly this type of aircraft.

Lastly, I want to say, you bought the aircraft for which your party took money, Rs. 15 lakhs. For the purchase of aircraft, last year, not you but your party took money. I have full information about it.

श्री भागवत झा आजाब (भागलपुर) :  
महापति महोदय, सदन के समक्ष जो अभी प्रस्ताव है उस से बहुत अधिक सारे सार की परिक्रमा माननीय ज्योतिर्मय बसु ने अपने स्वभाव से अनुसार । अब मैं इस अवसर पर अपने उन तीन मित्रों, श्रीमती जयालक्ष्मी, माननीय बालगोविन्द बर्मा और माननीय भान सिंह भोरा को बधाई देता हूँ जो मृत्यु की राह से घूम कर तथाकथित स्वर्ग का दर्शन कर हमारे बीच में आये । मुझे आश्चर्य है माननीय ज्योतिर्मय बसु ने इस प्रस्ताव के बाहर जा कर कभी बमबम, पेरिस और इंग्लैंड और इन्टर-नेशनल एयर पोर्ट्स की यात्रा की और कहा कि यह भत्तालय चंखुखाने की बात करता है । वास्तविक बात यह है कि जितनी बात उन्होंने ने कही उस में अधिकतर चंखुखाने की गप्पा है । वह इस बात में विश्वास करते हैं कि हिटलर की तरह एक झूठ को एक सौ बार बोलों वह सब बन जायेगा । हम लोग इस में विश्वास नहीं करते हैं ।

1378 L.S.—10.

क्या प्रश्न है ? इन्होंने दो प्रश्न उठाये और वह प्रश्न यह है कि आप अपने मंत्रालय, डायरेक्टोरेट और इन्डियन एयर लाइन्स के सभी भागों की पूर्णतः जांच करने के लिये एक कमेटी बैठायें । माननीय बसु जी, अगर आप ने अष्टवार पढ़ा होता तो आपको मालूम ही जाता कि आप के इस प्रमूख सुझाव के पूर्व ही माननीय मंत्री जी ने कमेटी बैठा दी है । आप को शायद मालूम हो कि टाटा कमेटी का निर्माण इसलिये हुआ है कि सिविल एविएशन विभाग के हर प्रकार के विभागों की सर्वेक्षणी जांच के लिये पूरी कोशिश की जाय । जो आप ने आज कहा वह बहुत दिन पहले हो चुका है, सम्भवतः आप ने पढ़ा नहीं है । आप को यह भी मालूम होगा कि इंडियन एयर लाइन्स के लिये पूरा समय देने वाला एक चयनमेन भी नियुक्त हो चुका है और वह है एयर मार्शल पी० सी० लाल, जिन के सम्बन्ध में आप भी प्रशंसा करेंगे । तो एक बहुमूल्य बात जो आप ने कही उस सम्बन्ध में मंत्रालय ने पूरा काम कर लिया है ।

आप ने फायर फाइटिंग मशीन आदि की बात की । सचचर कमेटी की रिपोर्ट जो आप ने कहा कि चुरा कर लाया है वह रिपोर्ट पालियामेंट में है, लेकिन सम्भवतः आप को चोरी के माल से बड़ा प्रेम है इसलिये आप को वह रिपोर्ट चोरी करनी पड़ी । हम लोगो ने लाइब्रेरी में उस को पढ़ लिया है ।

श्री ज्योतिर्मय बसु लाइब्रेरी में नहीं रखा ।

श्री भागवत झा आजाब : वह रिपोर्ट लोक सभा को भेज दी गई है । इस लिए मैं यह कहना चाहता हूँ कि सचचर कमेटी ने यह नहीं कहा कि वर्तमान केश जो है वह फायर फाइटिंग मशीनरी या अन्य मशीनरी के न रहने के कारण हुई, बल्कि सचचर कमेटी ने यह कहा कि आज पालन में जो यन्त्र उपलब्ध हैं वह और अधिक होने चाहिये और मैं मंत्री महोदय से स्वयम् कहना चाहता हूँ कि इस

[ श्री भावराज सा आचार्य ]

मामले में उन की धीर से दिखाई हुई है। वास्तविक बात यह है कि माननीय बत्ती जी सज्जन स्वभाव के हैं और उन्होंने जो काम आज किया है अगर उस को कुछ दिन पहले किया होता तो सम्भवतः यह कठिनाई उपस्थित न होती और आप को यह काफ़ी एंड ब्रूस स्टोरी सुनने को न मिलती। जो कदम उन्होंने आज उठाया है वह उन को बहुत पहले उठाना चाहिये था। मैं हर बात में उन का समर्थन नहीं कर सकता। अच्छी बात का मैं समर्थन करता हूँ कि वह सज्जन पुरुष है, बहुत अधिक व्यवहार कुशल है और समद में हम लोगो से कम भिड़ते हैं, लेकिन इस बात का जवाब उन के पास नहीं है कि यदि इन कामों को उन्होंने पहले किया होता तो सम्भवतः यह कठिनाई उपस्थित न होती और श्री ज्योतिर्मय बसु से जो उपदेश उन को आज सुनना पड़ा वह शायद न सुनना पड़ता।

आज लैंडिंग ग्राउंड की बात कही जाती है। उन को बड़ी तकलीफ है कि पालम में सुन्दर सुन्दर डेकोरेशन क्यों है। असल में उन को बराबर जिन्दगी का कष्टपूर्ण रूप ही अच्छा लगता है। उन्हें खून चाहिये, वेस्ट बगाल में झगडा हो, वहाँ भार पीट हो जाय, सर फट जायें, उन को खून से प्रेम है लेकिन हम को सुन्दर डेकोरेशन सप्रेम है। सी पी (एम) और कांग्रेस में यही फर्क है। इस जीवन का प्रकाशपूर्ण रूप देखते हैं, वह जीवन का अन्धाकारमय रूप देखते हैं वह जीवन का दुर्भाग्यपूर्ण रूप को देखते हैं और हम सीमा यूपन रूप को देखते हैं। इस लिये मैं कहूँगा कि पालम का इटीरियर डेकोरेशन भी सुन्दर है, लेकिन साथ साथ सच्वर कमेटी में जो व्यवस्था की है कि पालम की धीर चीजों में भी उत्पत्ति हो, वह भी सी जायें यह मैं आप से चाहता हूँ।

मैं श्री ज्योतिर्मय बसु से कहना चाहता हूँ कि इस सम्बन्ध में मन्त्री जी का बयान राज्य सभा और लोक सभा दोनों में हो चुका है और जानें वह सदस्य कह रहे हैं वह झूठ हैं,

चण्डूखाने की गप्प है। इस पाइलट ऐसी-सिखन ने कहा है कि हमने कोई ऐसी प्रोटस्ट नहीं की है। माननीय सक्क्य बड़े विद्वान हैं, वह कहते हैं कि आप ऐसी कमेटी बहाल कीजिये जिसका विशेषज्ञों से कोई सम्बन्ध न हो, यानी उस कमेटी में श्री ज्योतिर्मय बसु हो जायें। न तो वह पायलट हैं और उनको किसी धीर बात का ज्ञान है। वह चाहते हैं कि नोविसेज की कमेटी बनाई जायें, ताकि जो वह चाहे वह उनकी लिखने को मिल जायें। हम यह नहीं करेंगे। हवाई जहाजों में चलने वाले प्रादमी अपनी किस्मत नोविसेज के हाथ में नहीं सौंप सकते हैं। हम चाहते हैं कि कमेटी बने लेकिन उस में विशेषज्ञ हो। सच्वर कमेटी में दो विशेषज्ञ थे एयर फोर्स के। उन्होंने जा रिपोर्ट दी है उसके आधार पर जो बातें आवश्यक हो वह की जायेंगी और की जानी चाहिये। कमेटीया बन चुकी हैं और उन कमेटीयों की मिकारिशा के आधार पर जल्द से जल्द कार्य होना चाहिये।

श्री ज्योतिर्मय बसु न बड़े कमान का और महत्वपूर्ण सुझाव दिया। मैं उनकी तारीफ करता हूँ। उन्होंने कहा कि बल्चर्स को भगाने के लिये क्या उपाय हुआ है? मान लीजिये कैराबेल जा रहा है बल्चर और बल्चर मिल गया है भागलपुर पर तो उसके लिये क्या किया जायें? क्या पालम से दमदम तक और पालम में बम्बई तक हर रास्ते पर एम्बर गन ले कर लोगों को खड़े होना चाहिये। बल्चर मारने के लिये, ताकि हवाई जहाज बल्चर्स से सुरक्षित रहे? क्या दिया जायें इसके लिये बड़ा वरत्तस से दत्ताने लिए हवाई जहाज के आगे एक और के हवाई जहाज चले? अगर उस पर भी बल्चर आ जायें तो फिर क्या किया जायें? कितना सुन्दर सुझाव है कि बल्चर के लिये कुछ किया जायें। आज तो हर जगह पर बल्चर मर गये हैं, चाहे एम्बर लाइन्स का सवाल हो चाहे राजनीतिक का सवाल हो, चाहें लोक सभा का सवाल हो। आज हर जगह पर बल्चर

धम गये हैं जिन्होंने जिम्मेवारी हराय कर दी है। इसलिये आवश्यक बात यह है कि आकाश के ऊपर उड़ने वाले बल्बर को मारने के बजाय पृथ्वी के बल्बर से हमको बचाया जाये।

श्री पटेल ने एक बात कही कि आज पायलट पी कर उड़ते हैं। इससे बड़ा अपराध आज और कोई नहीं हो सकता। यह बात सही है कि इस रिपोर्ट में कहा गया है कि सिकन्दाबाद में जो हवाई जहाज गिरा उसका पाइलट अधिक पीने वाला नहीं था, वह पियक्कड़ पाइलट था। वह एक आध या दो पैग नहीं पीता था। वह पी कर होश में आना हाराम है वाले सिद्धान्त में विश्वास करता था। मैं जानना चाहूंगा कि जब हमारे देश के लोगों से इतना पैग लेते हैं हवाई जहाज की यात्रा के लिये तो आपने उसके लिये क्या इन्तजाम किया है? मैंने देखा है कि आपने बयान दिया है कि पच्चीस पाइलट्स से आपने कमान छीन ली है। यह प्रशंसा की बात है। आपने कहा है कि ट्रेनिंग के लिये आप एक कैंग्वाल और एक और हवाई जहाज अलग कर रहे हैं। और प्रशिक्षण विशेषता के स्तर पर का दे रहे हैं। लेकिन मैं कहना चाहता हूँ कि यह कोई विशेषज्ञ के राय देने की बात तो थी नहीं कि प्रशिक्षण अच्छी तरह से हो, पियक्कड़ लोग हवाई जहाज न उड़ाये, भरती के मागे नियम कानून ठीक किये जाये। आखिर इसके लिये आपने पहले से कदम क्यों नहीं उठाया? इसके लिये सचचर कमिटी की कोई जरूरत नहीं थी। क्यों आपने ऐसे पाइलट को हवाई जहाज उड़ाने दिया, जिसके लिये श्री पटेल ने कहा कि वह पी कर बिल्कुल धुत्त था।

यद्यपि आपने अच्छे काम किये हैं, आपने टाटा कमेटी बनाई है, आपने और कमेटीया बनाई हैं, लेकिन मेरा निवेदन है यह है कि आपने जो भी कमेटीया बनाई है उनकी

रिपोर्टें जल्द प्रानी चाहिये। टाटा कमेटी के साथ साथ पी० सी० लाल भी अध्ययन में भी आपने कमेटी बनाई है। वह आपके समक्ष जरूर रिपोर्ट देगी। एयर लाइन्स आपरेशन में सुधार किया जाये। इस्ट्रुमेंट लैंडिंग सिस्टम के बारे में मंत्री महोदय ने बयान दिया है कि उन्होंने कोई प्रोटेस्ट नहीं किया है, लेकिन यहां बार बार कंट्रोवर्सी क्यों होती है इसके बारे में मंत्री महोदय स्पष्ट बयान दे। मैं जानता हूँ कि तीन चार रास्ते हैं जिनका प्रयोग पाइलट करते हैं, इस केस में कोई खास बात नहीं है थी।

इसलिये मेरा निवेदन यह है कि यद्यपि आपने सारे काम अच्छे किये लेकिन एक बिद्वान होने के नाते हम आप से यह आशा करते थे कि आप पहले से कदम उठाते और जो दोष पाते उनको दूर करते। जैसे मैंने ऐक्सिडेंट्स के बारे में देखा, अधिकांश में ह्यूमन एरर पर जोर दिया गया है, लेकिन फायर फाइटिंग मशीन या दूसरी चीजों में जो खराबियां थी, उनके लिये तो सचचर कमेटी ने बनवाया है कि आप का डिपार्टमेंट ही जवाबदेह है। लेकिन श्री पटेल ने जो बात कही उनके सुझाव से मैं सहमत नहीं हो सकता कि हमारे मजिस्ट्रल का इतना योग्य मंत्री, नौजवान मंत्री इस बात के लिये इस्तीफा दे। मंत्री महोदय इस बारे से हर्गिज न सींचे। शायद खुद श्री पटेल भी आपने मन में यही सोचते होंगे। फिर भी मैं एक बात कहूंगा कि

समय शेष है, नहीं पाप का अपराधी है व्याधु

जो सज्जन तटस्थ है, समय मिलेगा उनका भी अपराध।

इसलिये मैं इतना ही निवेदन करूंगा आपकी प्रशंसा करते हुये, कि जो काम आपने किये हैं उस पर निकट भविष्य में, जल्द से जल्द विचार होगा और आप हमको इस बात से

[बिनायक सा आवाज]

सन्तुष्ट करेंगे कि अब ऐसा घटनाएँ होगी नहीं, बनहीनी होगी।

SHRI INDRAJIT GUPTA (Alipore): I find it a bit difficult to share the levity which some members are trying to inject into this debate. I know that no postmortem can bring back the dead. But it should at least serve some purpose for the future. I am not going to deal in the few minutes that I have at my disposal with the specific circumstances of this accident which took place on the night of the 31st May. I have no doubt in my mind after going through this report, that the immediate and direct cause of the accident was human failure on the part of Capt. Nair and perhaps, to a lesser degree, of his co-pilot. Now, we can say 'That is enough'. That is what my friend, Mr. A. P. Sharma tried to make out: 'The pilot was responsible. So, the matter ends, let us say 'Amen' till the next accident takes place'. I am afraid I cannot share this kind of a superficial point of view.

About the accident itself, there are some disquieting features. But I have no time to go into them. As long as the aircraft was still in the air, it was under the command of Capt Nair who has been declared in this report to be technically equipped, holding a technically valid licence, having been in very good health, physical, mental, and so on. Nevertheless anybody who goes through the training report of Capt. Nair as recounted in pages 28-29 cannot but have some feelings of disquiet. The training record, the remarks which have been entered into in his training record by his trainers both foreign and Indian, is far from satisfactory. However I am not going into that at the present moment. Secondly, after the plane had crashed the first person to reach the site of the accident within 20 minutes of the crash was FL Lieut. Anil Kumar who was residing perhaps at the Vasant Vihar locality. The other point which remains is this. When did any one

from the DGCA reach the site of the accident? When did anybody responsible in the Directorate of Air Safety actually reach the site of the accident? According to this report Mr. H. B. Singh, Deputy Director of Air Safety, reached the site of the accident at 0015 hours on 1-6-73. The plane had crashed shortly before 10 O'clock in the previous night. He reached the site of the accident at quarter past mid-night. And the report itself further points out that all except four of the survivors were helped and looked after and taken to hospital by private parties, by private persons and not by any official agencies. All these things have some implications, I don't want to drag those implications now.

Sir, what I am concerned with mainly is something else. And that is, with regard to what is given in page 139 of this report. Mr. Sachar has quoted extensively from the Manual of Aircraft Accidents. I may be permitted to quote one or two paras.

"Aspects of safety totally unconnected with the circumstances or chain of events leading to the accident are often revealed during the investigation with a resultant benefit in terms of effective accident prevention. Investigators should not be inhibited from investigating these matters or from drawing attention to them merely because they are not related to the cause of the accident.

Some aircraft accidents have resulted from organisational defects or weaknesses in managements."

Then he goes on to say—

'Similarly, ambiguous instructions, and those capable of dual interpretation may also have existed.'

And then he goes on:

"It may therefore be necessary to inquire closely into other organisa-

tions or agencies not immediately or directly concerned with the circumstances of the accident but where action or lack of it may have permitted or even caused the accident to happen."

Mr. Sachar says

"I have delay in this investigation keeping the above approach in view"

It is not enough just to put the blame on the pilot and say the matter ends there

SHRI A P SHARMA It is for that purpose that the Committee is going into the matter

SHRI INDRAJIT GUPTA Even if Dr Karan Singh were to leave the post I can never recommend you to occupy it I say, this matter should be treated with all seriousness and paramount consideration for safety I don't see what it has got to do with party politics

The paramount point is the safety of passenger, and aircraft Nothing else matters I have to run very quickly through some of the points—observations—which have been made by the enquiring judge These are summarised from this Report I am not going beyond the pages of this document both for the sake of relevancy and because I want to be fair to the Minister There are lots of materials on the subject relating to the general working of the airlines and the Civil Aviation Department which I do not wish to bring in I shall now deal with this document because, the debate is supposed to be on this On page 36 we find that no copies are maintained by the DGCA or by the Indian Airlines of the entries which are made in the Pilot's licences regarding their proficiency checks Entries are made in the licences of the pilots But no copies of those entries are maintained either by the DGCA or by the Indian Airlines If a pilot's licence happens to get lost,

it is impossible to find out what were the entries in his licence On page 38 you will find that the proficiency checks which, normally, are supposed to be done every six months, were given up Why? They were given up due to 'operational exigencies and non-availability of aircraft and check pilots' This is how it is going on for years together The Manual lays down that 'proficiency checks should be operated every six months This thing was changed and relaxed into saying that it is enough if it is done so that a period of more than eight months has not been exceeded after the previous check Why was this done? Why was this practice given up? That was given up due to operational exigency and non-availability of aircraft and check pilots I am not making any comments—I am just going on See page 53—Radio and Navigational Facilities It is a fact and it has been made quite clear by the judge that if the ILS (Instrument Landing System) is not working at a particular moment on a particular day it does not mean that other facilities are not available It does not mean that the aircraft cannot land without this or that facility That is not my argument at all Nevertheless, facts have emerged If you wish to gloss over them, I shall not mind that But the fact remains that, on the night of 31st May, 1973 the ILS—Instrument Landing System—was unserviceable, ILS Glide path was unserviceable the ASR—Airfield Surveillance Radar—was unserviceable You can say what does it matter when other things were available? Then why have we installed all these things? I do not say that these will never go out of order because, after all they are mechanical devices But, the point is that Mr Sachar says in his report on page 140 as follows—

"Of course in a weather like that which prevailed on 31st May 1973 the availability of ILS is certainly of great help and much more important than the other navigational aids"

[Shri Endrajit Gupta]

The words he used are 'much more important than the other navigational aids. No spare antenna was available. The antenna had been damaged. You have read about it. But no spare antenna was available.

Attempts were made subsequently, had to be made, to import one on emergency basis from abroad.

At page 55, Mr. Sachar has emphasised that in view of the fact that the ILS facilities are provided at Delhi, Bombay and Calcutta airports and emergency may take place in any of these three airports at any time, at least one spare antenna should always be kept available. It may be required in an emergency either at Delhi or at Bombay or at Calcutta, but no spare antenna has been kept available.

At page 56, Mr. Sachar has posed the question why this antenna was damaged by wind velocity which was between 83 to 90 k.m.h. and never more than 90 k.m.h., when it had been designed to stand up to a wind velocity of 160 k.m.h. That is the equipment which we have purchased, and that is the claim made by the manufacturers of this equipment, that this antenna can stand up to a wind velocity of 160 kmh. Why was it damaged when the wind velocity never went higher than 90 k.m.h? The manufacturers may be asked for an explanation. Perhaps, somebody will be sent here, some expert, but I do not know whether the manufacturers' explanation should not be taken with a pinch of salt, because they will try to whitewash it and try to say that the equipment is all right. Obviously, there is something defective; either the manufacturer has been hoodwinking us or has given us some defective equipment or something of that kind.

Then, at page 57, we have something relating to the cable of the ASR. We have heard about it that that cable had been accidentally cut by some

workmen who were digging there or something of that kind. Mr. Sachar finds that the laying of these cables of the ASR was done with out any coordination between the airport authorities and the PWD authorities. He says in any case that the ASR was found to be frequently unserviceable, but apart from that, the work of cable-laying has been done in such a way that the PWD authorities/people who are working there and the airport authorities have no coordination between them; they do not know where the cable is being laid, who is working, what its route was, etc.

At page 58, Mr. Sachar has pointed out periodical check-flights are required in order to test these navigational facilities, and these periodical check-flights could not be carried out because properly equipped calibration aircraft are not available. All these years, this has been going on. I am just trying to point out this; if this accident had not taken place, if a Cabinet Minister had not lost his life, if this report had not been available, how could we have known about these things that properly equipped calibration aircraft were not available, and, therefore, periodical check-flights to test these navigational facilities are not there?

At page 69, he has remarked that the way the Notam messages are displayed and dealt with cannot be considered satisfactory. He has dealt exhaustively with the way Notam messages are handled and says that the conclusion is that the way that they are displayed and dealt with cannot be considered satisfactory. On the Notam which is put up for the pilots. Mr. Sachar criticises the fact that there is no pinpointing of those facilities which happen to be out of order or unserviceable on that particular day.

At page 72, Mr. Sachar has said that the concern for the safety of passenger in an aircraft must be paramount and it must be shared by all. There

must be no attempt to apportion blame from one to the other or to try to pass on the buck from the one to the other.

At page 110, he has remarked that the fire-fighting service at Palam a very minor, if at all any, role in putting out the fires on that fateful night.

At page 116, he says that the Civil Aviation Department has no information about, or arrangements to carry out, detailed tests for alcoholic content of the pilots' blood. I do not subscribe to the view that all pilots are drunkards or that all pilots are drinking. There may be individual cases here and there; that is not my point. My point is that suppose they were all drunkards; suppose hypothetically that they were all addicted to drinking, then what would happen?

Because he says that the Civil Aviation Departments has not got the arrangements or facilities for making a detailed scientific test of the alcoholic contents of the pilot's stomach or breath or whatever it is. He says this makes rule 24 infructuous. The pilots claim that Mr. Justice Sadasivam who inquired into the Avro crash near Madurai on 19-12-71 had suggested that there should be a daily check up of pilots, and though this recommendation was welcomed by the Pilots' Association, it has neither been accepted nor implemented by IA or DGCA.

Then page 118, safety services and equipment. The fire service crash tenders at Palam are short of spare parts. Out of 4 of them, one or two are usually off the road. It is all here. The water tenders are old and out of date. The ambulance vans and emergency vans are not satisfactory. The water supply is grossly inadequate. The fire fighting staff have no helmets and are not given any protective clothing. There are no walkie-talkie sets to contact the control from the site of crash. The vans are not fitted with emergency lights. There are no trained ambulance attendants. The

emergency rescue units have got no electric saws with which to cut open the wreckage.

Page 122: He observes that there is a dangerous dependence on the Delhi fire service which may happen to have its hands full at that time.

Then there is the control tower from which, we know, you could not see the whole air-field and runway. I suppose it will have to be demolished and new one built.

Then in pages 123/24 he says that these inadequate facilities were a regular feature and no action has been taken all these years. This, he says, is a matter of great regret.

It is in this context that the question of priorities comes. It is not a matter for joke. Why should we not have beautiful frescoes and so on and so forth? Who does not like frescoes? I like them too. But the point is that you should have some scale of priorities. We have spent a lot of money on interior decoration of airports and installation of TV sets through which the ground hostess speaks to you and reports to you about the departure and arrival of flights and so on. But what about these things which are just not there? Are these things to be argued about? Is this a matter for argument? It is not a question of not linking beautiful frescoes. But is this the way to argue? I do not understand it.

Then on page 130, he talks about the unsatisfactory procedure—Shri Patel has dealt with it and I am not going to repeat it—for selection of check pilots and instructors mainly based on the weightage of seniority and not on merit, not enough importance being given to the pilots' general knowledge about technical procedures and continuation training.

Then on p. 162, there is reference to a very serious matter. IT pilots are allowed to make landing approaches even when the weather is reported to be below minima, that is



[Shri Indrajit Gupta]

to say, the visibility. They are being allowed to do it. Who is responsible? I think the Director of Operations. Some explanation is called for here. This is against all international practice and highly dangerous.

On 3rd February this year, the Finance Minister himself had a narrow escape during a flight which landed at Santa Cruz which was in similar conditions, where the visibility was below minima. The pilot cannot see the runway and yet he lands, tries to land. Is this international practice?

Two days after the crash of this Boeing, we hear about a flight which was coming from Moscow to Delhi, which came to Delhi and went back to Kabul twice came back again, because the conditions were such that the pilot preferred not to take the risk of trying to land. But Capt. Nair did it on the night of the 31st May and this has become a general practice.

There is an allegation that the Director of Operations not only allows this dangerous practice, but even encourages it. These executive pilots who are now operating, apart from the line pilots—I believe there are 42 of them—are frequently guilty of this practice.

Finally, much has been made of the fact that after the accident, two committees have been set up. This is a follow-up action with which we are supposed to be satisfied and go home. The first committee has been set up to review navigational facilities at the four international airports. Who are the actual users of these facilities? The pilots. Who uses the navigational facilities? It is the man who flies the plane, I presume. On this sort of technical committee, I think contrary to the practice in other countries, not a single representative of the pilots has been taken on this committee to review the working of the navigational facilities. Secondly, the second committee has been set

up to review the organisational structure of the Civil Aviation Department and to make recommendations. It is a welcome step. I welcome it. I am not talking about its composition. There is nothing wrong with all those who are already there. But is it enough? Two out of its three members are Chairmen; the Chairman of the Indian Airlines and the Chairman of Air India; and the third member is the Secretary of the Ministry. There is not a single, independent person, any expert or independent person taken on this committee. There is no representative of the employees; not even one of the employees has been taken from the Civil Aviation Department although you are going to review the whole organisational structure. We talk a lot nowadays about consulting the employees. It is not a question of the management. It is a question of consulting the employees; they may have some useful suggestions. The way both these committees are set up is like this. As far as the committee to review the navigational facilities is concerned, this committee is packed with those people who may be guilty of omissions and commissions, who would like to cover them up. It is a typically bureaucratic way of thinking which has been revealed. So, I would say that the report has revealed enough about the serious shortcomings, serious defects, negligence, lacunae, in the working of the Civil Aviation Department, the DGCA directorate and the International Air Ports Authority, to warrant public disquiet and lack of confidence. The purpose of this enquiry must be to expose ruthlessly these failings and shortcomings, and these have to be rectified or removed in the supreme interests of air safety. There is no room, if I may say so—I am sure the Minister will appreciate what I am saying—for personal sentiments here. I have high personal regard for the Minister. He is a good friend of mine. But I do not think there is any room here for any personal sentiment or subjective feeling for any individual however exalted he

may be. And for once in my life, I find myself in the unfortunate position of sharing, on one point at least, the views of the Swatantra party which normally I do not do.

In our system of Government, the overall responsibility for the working of these departmental organisations has to rest with the Minister. It cannot be evaded. In our system of Government, he must be ultimately accountable and nobody else. I am sorry to say that I think from that fateful night of 31st May last, the Minister's attitude betrays a certain lack of gravity befitting the occasion.

It would not do just to blame the pilot and leave it at that. I think enough has been revealed in the pages of this report to indicate a high probability of future accidents and casualties unless draconian action is taken for a clean-up of these departments and these organisations which are collectively responsible for running these air services.

I would finally say that these steps should be taken as soon as possible, but if the Minister has a conscience—knowing him as I do, I am quite sure he has a conscience and he has set a standard for himself when he offered to resign after that AVRO accident—I do not want him to depart now from that standard which he set for himself, and if he has a conscience, I would request him to be faithful to that conscience and not to do anything which creates an impression that now he would like to cling to public office. I hope he will not take this in any personal light, but keeping in mind the paramount importance of safety of aircraft and the passengers who are under his care, he will do what is expected of him.

श्री सतपाल कपूर (पटियाला) चेयर-मैन साहब, जहाँ तक सचर कमेटी की रिपोर्ट का ताल्लुक है, उस में जितने डिफेक्ट्स का जिक्र किया गया है और जितनी मजेशचन्ज

दी गई हैं, उन डिफेक्ट्स में सुधार लाने की सब कोशिश की गई है। मैं श्री भगवत भा आजाद के इस क्रिटिसिज्म से बिलकुल इतफाक करता हूँ कि जो काम पहले करना चाहिये था, वह सब किया गया है, यह जो डिले हैं, इस की जिम्मेदारी किस पर आती है ?

जा तक इण्डियन एयर लाइन्ज के काम का ताल्लुक है, पिछली लोक सभा में और उस से पहले भी जब इस का बजट यहाँ पर डिस्कस हुआ था, उस वक्त भी इण्डियन एयर लाइन्ज के काम को पार्लियामेंट ने काफी क्रिटिसाइज किया था और मैं यह तजवीज करना चाहता हूँ कि जहाँ आप ने हार्ड पावर्ड कमेटी बनाई है—श्री टाटा और हमारे दो ब्रादरियों की—उस के साथ पार्लियामेंट को अपनी एक स्पेशल कमेटी बनानी चाहिये या पब्लिक अण्डरटेकिंग कमेटी अपनी एक कमेटी बना कर इण्डियन एयर लाइन्ज और सिविल एविएशन डिपार्ट-मेंट के काम को देखें तथा जो डिफेक्ट्स सचर कमेटी ने पइन्ट आउट किये हैं उन को कैसे दूर कर सकते हैं और जो नये डिफेक्ट्स हमारे सामने आ रहे हैं, उन को कैसे सुधारा जा सकता है—इस तरफ ध्यान देने की जरूरत है।

पिछले दिनों जो वाक्या हुआ, इस एक्सीडेंट से हमारे मुल्क का बहुत नुकसान हुआ। जहाँ डा० कर्ण सिंह बैठे हुए हैं इसी जगह से श्री मोहन कुमार भगलम ने, खड़े हो कर—ब्र नज्जारा मेरी आँखों के सामने है—सप्रेम भाव जुड़ी शिथरी के सवाल पर स्पीच दी थी। इसी बुर्घटना में हमारे बजुर्ग मेम्बर श्री भगमनाथ विशालकार के लड़के डा० कुमार की मृत्यु हुई—इस से नेशन को काफी धक्का लगा है।

## [श्री लल्लु, चणूर]

जब कभी एक्सीडेंट होता है—तब हम देखते हैं कि क्या क्या डिफेक्ट्स रह गये हैं, कौन कौन से नुक्स इस में हैं, उन को सुधारने के बारे में सोचते हैं। इस लिये यह जो हार्ड-पासर्ड कमेटी बनाई गई है, इस कमेटी के साथ-मेरी अपनी तजवीज है—है—पालियामेंट की एक स्पेशल सब-कमेटी होनी चाहिये, जो इण्डियन एयर लाइन्स के काम को देखे—पब्लिक अण्डरटेकिंग कमेटी देखे या स्पेशल सब-कमेटी देखे। वैसे पब्लिक अण्डरटेकिंग कमेटी के पास काफी काम पेडिंग पड़े हैं और उन्होंने यह कहा भी है कि हमारे मेम्बरज की तादाद बढ़ाई जाय। 15 साल पहले जितने मेम्बरज थे, उतने ही मेम्बरज इस वक्त भी हैं। इस लिये उम्मीद है कि भगले बजट सेशन के बाद नये इलैक्शन में मेम्बरज की तादाद बढ़ेगी। इस लिये फिनहॉल पालियामेंट की स्पेशल सब-कमेटी बनाई जा सकती है।

इण्डियन एयर लाइन्स के मुलाजिमो और आफिसरज सब का एक व्यू है कि आज उन के मुकाबले में कोई दूसरी कम्पनी नहीं है। मैं यह तजवीज करना चाहता हूँ कि गवर्नमेन्ट को एक और कारपोरेशन बनानी चाहिये। जब हम एयर इण्डिया और एयर लाइन्स के कामों का मुकाबला करते हैं तो दोनों में बहुत बड़ा फर्क नजर आता है। एयर-इण्डिया ज्यादा एफिशियेन्ट है, क्योंकि उस का दूसरो के साथ कम्पीटीशन है, उस को दूसरी इन्टर-नेशनल एयर लाइन्स के मुकाबले में चलना पड़ता है, कम्पीटीशन की वजह से उस को अपना काम सुधारने की जरूरत पड़ती है, लेकिन इण्डियन एयर लाइन्स का कोई कम्पीटीटर न होने की वजह से उस के काम में दिन-ब-दिन गिरावट आती जा रही है। इस लिये पब्लिक सैक्टर में ही एक और

क्यूबिट बनाइये ताकि सब के अन्दर मुकाबला हो और इस के कार्यों में सुधार आ सके।

पिछले दिनों अखबारों में खबर आई थी कि पालियामेंट में एक क्वेश्चन आया था कि हमारी रन-वेज पर कितने जहाजों के टायर फटे। ऐसा क्यों होता है? यह ठीक है कि बाद में उन को ठीक किया गया, लेकिन अभी भी बहुत ज्यादा इम्प्रूव-मेन्ट की जरूरत है।

बेयरमैन साहब, मैं बहुत ज्यादा लम्बी स्पीच नहीं करना चाहता हूँ। मैं डा० कर्ण सिंह से अपील करना चाहता हूँ कि इस हार्ड पासर्ड कमेटी के साथ पालियामेंट का सम्बन्ध होना चाहिये और पालियामेंट की कमेटी इसके साथ बैठ कर सिविल एवियेशन और इण्डियन एयरलाइन्स के काम को देखे। सचचर कमेटी ने जो इम्प्रूवमेंट्स बताये हैं, वे तमाम बातें और जो इम्प्रूवमेंट्स आपने की हैं, उन तमाम चीजों पर और जो फंडर इम्प्रूवमेंट्स किये जाते हैं, उन तमाम बातों पर गौर किया जाये ताकि एक प्रोग्रेसिव प्लान बना कर हम सारी इण्डिया के एयर-लाइन्स के काम को सुधारे।

डा० लक्ष्मी नारायण पाण्डेय (मन्दसौर) : सभापति जी, बोइंग 737 के बारे में अभी माननीय सदस्यों ने अपने विचार व्यक्त किये हैं। सचचर कमेटी को रिपोर्ट हमारे सामने है, उसने कुछ ऐसे तथ्यों को सामने रखा है जिससे पता लगता है कि वास्तव में सारे के सारे मैनेजमेन्ट की, या यह कहना चाहिये कि कुछ सीमा तक आपकी मिनिस्ट्री की इस प्रकार की भूलें हैं कि क्लिनिक कारण इस प्रकार की दुर्घटनाओं के बारे में बहुत पहले सोचा जा सकता था, रोका जा सकता था। उनको रोकने में वह असमर्थ रहे हैं। वह घटना मुझे भली प्रकार से याद है कि जब एक बार मंत्री महोदय ने हमारे बीच में आ कर

बड़े साहसपूर्वक वह बोइंग की थी, जब एचरो विमान दुर्घटना हुई थी, कि उन्होंने त्याग-पत्र दे दिया है। ऐसा लगता है कि वह साहस आज मंत्री महोदय में नहीं है। एक सामान्य ही दुर्घटना के बारे में, जब कि वह भी सामान्य नहीं थी किन्तु इस दुर्घटना का देखकर उसे सामान्य ही कहा जा सकता है, उस दुर्घटना के बारे में इस प्रकार का साहस दिखा सकते थे, जो इस बार वह हसाहस क्यों नहीं दिखाया? हमारी अपेक्षा थी, मंत्री महोदय ने उस समय जो सारा एक नाटकीय किन्तु सुन्दर आचरण दिया था पहले सारे कांड को, वैसा नाटकीय आचरण इस समय न देकर अपने साहस का परिचय वे तो ठीक होगा हमें प्रसन्नता होगी कि आप उसके बारे में किन्तिस्त हैं और ठीक करने की इच्छा रखते हैं।

जो दुर्घटनाये हुई सारी उनकी सख्या भी बहुत बड़ी है। पिछले दो, तीन सालों के अन्दर काफ़ी दुर्घटनाये हुई हैं और उनमें हमारे बीच में रहने वाले कई सदस्य आज हमारे मध्य नहीं हैं जिनको हम आदर के भाव से देखते थे। इसी तरह की दुर्घटना में मेरे अपने प्रान्त मध्य प्रदेश की संसद सदस्या मिनिमाता का स्वर्गवास हुआ। और उन सब के जो कारण बताये गये हैं वह यह कि दिल्ली के पालम हवाई अड्डे पर जिस प्रकार के उपकरण होने चाहिये नैडिग के बारे में जिस प्रकार के इन्स्ट्रक्शन्स दिये जाने चाहिये, वे उपकरण ठीक नहीं थे, उनका ससाधन ठीक नहीं था और इसी कारण इस प्रकार की दुर्घटनाये हो रही है। मैं मंत्री जी से कहना चाहूंगा कि जो संचर कप्तानी ने अपनी रिपोर्ट में कहा है, जिसमें पायलट को बोधी बताया गया, उन्होंने साफ़ साफ़ कहा है कैप्टेन नायर के बारे में, यह 8-2-71 का वर्जन है।

Progress rather slow. Tends to forget procedures. Will need extra time.

13.2.71. Instrument procedure O.K. But speed and height not within limitations. Normal to engine approach. Landed after two poor attempts. Poor profile. One engine landed on second attempt. Profile not correct Still not at home in the aircraft.

और उस के बाद 14-2-71 को फिर कहा है

Some improvement today. But general progress slow.

मैं जानना चाहता हूँ कि आखिर इतना सब होते हुये भी बोइंग पर वह जा सकते हैं, उसे अत्यन्त कुशलता से चला सकते हैं इस बात की पूरी परीक्षा किमने की? उनको इस हद तक इस ध्येनी तक, पहुँचाया किसने? उस के पीछे कौन से कारण रहे हैं? उनकी प्रोग्रेस रिपोर्ट में यह सब कारण होते हुये भी बोइंग का पायलट बनाया गया जिस की बजह से यह दुर्घटना हुई।

इसी तरह से सहायक कैप्टेन के बारे में सञ्चर कोटी ने कहा है, और जहा उन्होंने फाइडिंग्स दी है उसमें उन्होंने साफ़ साफ़ कहा है कि

"Captain Nair had descended below his MDA of 806. Commander had selected flaps to 40° after Outer Marker as for as ILS approach while he was required to maintain 15° flaps till such time as the runway was sighted. The runway was, however, never sighted till the crash."

यह साफ़ साफ़ बताया कि कैप्टेन नायर और रेड्डी की भूल के कारण यह दुर्घटना हुई।

हमारी इंडियन एयर लाइन्स और एयर इंडिया का जो इतिहास है, जो कार्य है, उसके बारे में जो पायलट्स हैं और पायलट्स ऐसी-सियेशन है उन्होंने भी कई बार सरकार का ध्यान आकर्षित किया है और उन्होंने कहा है कि किस प्रकार की व्यवस्था होनी चाहिये,

[डॉ० लक्ष्मी नारायण पाण्डेय]

धीर सुधार होना चाहिये, लेकिन इसके बारे में सरकार ने किसी प्रकार का कोई विचार नहीं किया। मैं एक उद्धरण देना चाहता हूँ, यह पायलट्स एसोसियेशन की तरफ से प्रस्तुत किया गया :

"This Association has consistently drawn the attention of the authorities regarding pilots flying after the expiry of type rating of their licences which are renewed only after a Proficiency Check has been carried out. We have also pointed out instances regarding Aircraft Maintenance Engineers certifying airworthiness of the aircraft without possessing valid qualifications and authority."

प्रोफिसिएंसी चेक के बारे में क्या व्यवस्था है ? पायलट्स ट्रेनिंग में जिन सुधारों की जरूरत है उनके बारे में आपने कौन से कदम उठाये। एयरक्राफ्ट कौन चेक कर सकता है ? डिप्टी चीफ इंजीनियर ने जो कुछ वहां पर किया उस के बारे में पायलट्स एसोसियेशन ने कहा है :

In July 1971 Boeing aircraft were certified at Madras by the Dy. Chief Engineer without valid authority.

आगे वह कहते हैं कि प्रोफिसिएंसी चेक भी समय पर नहीं होता है :

"Captains Nair and B. N. Reddy, the two pilots of the ill fated Boeing aircraft had also not undergone the Proficiency check in the last six months, which, if done in appropriate time, perhaps, would have detected deficiency of the pilots."

मैं जानना चाहता हूँ कि इस के बारे में जो चेयरमैन, मैनेजिंग डायरेक्टर या अन्य संचालक वगैरह हैं उन्होंने इसके बारे में कौन सी मावझाबी बरती है ? धीर यदि नहीं बरती है तो उसके कारण जो दुर्घटना हुई उसका उत्तरदायित्व किस किस पर डाला जाये।

एक और निवेदन करना चाहता हूँ कि हमारे यहां पर जितने भी दूररे हवाई अड्डे हैं उनके बारे में कई बार आपके सम्मलेन शिकायतें आयी हैं जिसके कारण दुर्घटनायें होती रहती हैं या दुर्घटनाओं की संभावनायें बनी रहती हैं जम्बुराहों का बहुत छोटा सा भग्न है वहां पर बोईंग भेजा जाता है। वहां फायर प्रोटेक्शन के लिये क्या प्रीकीजन है ? केवल 500 बैलन पानी की व्यवस्था है, धीर कोई उपकरण नहीं है। अगर कभी कोई दुर्घटना हो तो क्या आप समझते हैं कि इतने कम साधन से आप दुर्घटना को बचा सकते हैं ? इसी तरह से गोहाटी हवाई अड्डे पर आई० एल० सी० उपकरण दो वर्ष से है लेकिन वह काम नहीं कर रहा है। श्रीनगर में भी इसी प्रकार की दुर्घटना है। वहां भी आई० एल० सी० उपकरण नहीं है। अगर इन हवाई अड्डों पर ठीक से उपकरण आदि की व्यवस्था नहीं होगी तो दुर्घटना का होना स्वाभाविक है। खालियर अगर रात को यान उतारना हो तो वहां लाइट्स की व्यवस्था नहीं है। इसी प्रकार धीर भी कुछ बातें हैं।

पहले दिल्ली से जो पोर्ट बलेयर की हमारी सर्विस थी वह बाया रगून हो कर जाती थी। लेकिन कुछ दिनों से सीधी जाती है। उस सर्विस को जाने में चार घंटे का समय लगता है या साढ़े तीन घंटे का समय लगता है। इस बीच में यदि बेदर कडीशन खराब हो या धीर कोई गड़बड़ी जहाज में हो जाय तो वह जहाज कहां वापस लौटकर आयेगा ? क्या इतना इन्जन उस जहाज में होता है कि आवश्यकता पड़ने पर वापस लौट कर कलकत्ता आ सके ? इसके बारे में यदि आपने कोई प्रीकीशनरी मेजर्स लिये हों तो अच्छा है। बरना आज स्थिति यह है कि इंटरनेशनल एयर सर्विसिज में जो हमारा एयर का ड्रांचा है उसमें जहां दुर्घटनाओं की संख्या में हमारी जो स्थिति थी उसके अनुसार हमारा 14वां नम्बर था। अब वह घटकर

के और नीचे खला गया है। हम दुर्घटनाओं के अन्दर सबसे आगे हो गये हैं।

आपने कमेटी के बारे में बात कही है, जैसा माननीय सदस्यों ने कहा है, जो कमेटी बनी है वह इम्पेडेंट कमेटी हो, उसमें इस प्रकार के लोग हों जो विशेषज्ञ तो हो ही, साथ ही ऐसे भी लोग हों जो निष्पक्ष राय दे सकें, जैसा पायलट गिल्ड और एसोसियेशन ने और दूसरे लोगों ने भी माना है मैं चाहता हूँ कि इन के ऊपर विचार हो सारी परिस्थितियों पर।

एक बात मुझे मंत्री जी से और कहनी है और वह यह कि कुछ समय पहले एक बी० ओ० ए० सी० का विमान आया था जिस का टायर दिल्ली के पालम पर बस्ट हो गया दिल्ली के पालम हवाई अड्डे पर वह टायर नहीं मिला जिस की वजह से और दूसरी उड़ानें डिले हो गयी यह एक उदाहरण मात्र है इससे जाहिर है कि प्रशासनिक ढाँचे में आज बहुत कमियाँ हैं जिन को सुधारने की आवश्यकता है।

इस ढाँचे को सुधारने की आवश्यकता है और इस की सारी जवाबदारी आप के ऊपर ही है। हमारे यहाँ जितनी दुर्घटनाएँ हुई हैं उस में बहुत से वरिष्ठ लोग, देश के कर्णधार, मारे गये हैं। बहुत से लोगों की मृत्यु हो चुकी है। डा० भाभा की मृत्यु बड़ी दुर्भाग्यपूर्ण थी। हमारे माननीय मंत्री मोहन कुमार मंगलम तथा श्रीमती मिनिमाता की मृत्यु आज हमारे लिये कितनी कष्ट प्रद ही रही है। जो भी ऐक्सिडेंट्स हुए हैं वह दुर्भाग्यपूर्ण हैं और इस लिये मैं समझता हूँ कि सारी परिस्थितियों पर विचार करने के लिये कोई हाई पावर कमेटी बनाई जानी चाहिये और यह सारी बातों पर पूरी तरह विचार करे।

इन सब बातों का उम्तरदायित्व हमारे मंत्री महोदय पर है और इस लिये वह अपना कर्तब्य जार दूसरे को सौंप कर अपने पद से त्याग-पत्र दे। इस बारे में जो भी तिकायें

हैं उन को दूर होना चाहिये और सरकार से मेरा निवेदन है कि वह उन को दूर करे।

**SHRI VAYALAR RAVI (Chirayinkil):** Mr. Chairman, Sir, this is a sad occasion to speak on the Report under discussion because it will make all of us remember the smiling face of Shri Mohan Kumaramangalam and the other friend, Shri Baladhandayutham, on the Opposition Benches.

I will not go into the *post mortem* of what happened and how it happened. We are more concerned about the future air safety of the country. The Sachar Committee Report has revealed many facts and, rather, I must say, the omissions of the Department as well as of the Ministry and, I hope, they will take proper steps to correct them.

I am not in a position to contribute to the idea projected either by Mr. H. M. Patel or by Mr. Indrajit Gupta that, due to the negligence of certain officials and others, the Minister should submit his resignation. My only complaint against the Minister is that he is always too liberal to these people. He feels that his democratic attitude will improve the situation. But, unfortunately, his liberal attitude has been considered to be his weakness. Rather, I must say, the people have taken undue advantage of it. So, my request to the Minister is that he should be more strong in dealing with the Department as a whole.

Now, coming to the Report, I am one of those who believe that in the last few years, the Indian Airlines is functioning at the dictates of the pilots. The Indian Commercial Pilots' Association has been dictating terms to this Department and the management. The management is always incapable of standing up to their threats. What is happening? Every day, the stand taken by the pilots deteriorates the situation of the

[Shri Vayalar Ravi]  
Indian Airlines. It affects not only the Indian Airlines, but also the entire country. You take the experience of the last 2-3 years. There have been lightning strikes. It is done by the pilots, the highest paid, the privileged class of a few individuals in the society. They have taken the Indian Airlines and the entire country to ransom. No action has been taken against them. Though the Minister has said that they will take necessary action, I do not know what action has been taken. Every time, they are surrendering before these pilots.

You know the notorious story about tandoori chicken. Of course, it is a delicious dish. One pilot refused to fly from Cochin because he did not get tandoori chicken. Some M. Ps. complained to the Minister. An inquiry was made; Rs. 18,000 were spent. But the net result is that the pilot is still flying. I do not know whether he gets tandoori chicken now-a-days. This is not an isolated instance. We can point out many instances. These people have taken the Indian Airlines into their own hands.

Even in regard to Schedule fixing, can the Indian Airlines have their own freedom? Take the case of the flight to Kathmandu and to Srinagar, they have to provide overnight stay for the pilots. Otherwise, they will not fly. Because they will get different types of allowances, tax-free allowances. They are the highest paid people. They get tax-free allowances, the meal allowance, the cigarette allowance, staying in 5-Star hotels and so on. This is how they are being treated. I want to know why the Minister and the management is keeping quiet. The time has come when these people must be taught a lesson. But, Sir, I fully stand by the employees in the Indian Airlines. I stand by the employees of Categories III and IV. I have no complaints against them. If you go to the airport counter, you will find that they are more decent and honest;

they behave properly. They never go on agitation even though their basic pay is Rs. 150. It is only the high-paid people who are doing the mischief.

This particular accident is the culmination of a series of accidents. It started from the Madurai-Kambam accident and many accidents have taken place in quick succession. Everything is said to be pilot's error. Mere pilots' errors cannot contribute to such accidents. This is because of the deterioration in the Indian Airlines. That is why, these frequent accidents had happened. There was nose landing at Cochin; there was crash landing here in Delhi and heavy-landing in Calcutta and Bombay. For the last one year, we have lost the feeling of air safety. It is the duty of the Ministry to make us regain the feeling of air safety. That is the immediate problem. We must take necessary steps.

Now I come to the selection of pilots. I happened to read some articles in the *Times of India* where they have cited examples of Canada and some western countries; the pilots there are selected from the school itself; they are trained and mentally equipped for the job; the necessary training is given and then they are recruited. But here the selection of pilots is not done on the basis of merit but on the basis of kinship. Only the relatives, son-in-law or nephew or cousin or some other relations, either of top officials or of the pilots themselves are recruited. There is no merit. Merit is the casualty. The net result is that incompetent people have entered in the field which needs more talents. They have completely spoiled the organisation. What is a pilot? A glorified driver with more privileges worldly pleasure and nothing more. But you are attributing something big or great to those people.

Now I want to say a few words about the control tower and, also maintenance. The Minister has said



nothing about the maintenance system in respect of aircraft. The maintenance is poor; the maintenance has to be improved. I do not know whether the aircraft is available in the night because it may go on test flights. I repeat that the maintenance must be improved. It requires competent people. I do not know whether competent people are available in the Civil Aviation Department for maintenance.

Coming to control tower, my hon. friend, Mr. Ramachandran travelled to Madras a few weeks ago. He told me that at Madras the plane had to fly over the airport for 1½ hours and made heavy landing. When he asked for the reason, he was told by the Pilot that the control tower was not giving proper signal to land. I want to know whether you make any surprise check of the control tower. I am not believing, but I am told by some of the people in the Indian Airlines that they used to hear Vividh Bharati in the Control Tower; I do not know whether this is true or not. I want to know from the Minister whether any surprise checks are made to find out what they are doing in the control tower, whether proper guidance is given by them to the aircraft. I am sure, the answer will be in the negative. There is no proper check. The whole thing is neglected. That is why it is all in a mess. I do not know Mr. Lal personally, who has taken over charge. I hope he will try to improve the situation.

I do not want to go into other aspects. But it is connected with Air India also. You know the elephant's story of Air India in Rome. It happened in Rome. The elephant was a cargo in the Jumbo Jet. It was left untied while the aircraft was on the ground. Imagine, Sir, what would have happened if the elephant had been left untied when the aircraft was air-borne. It shows how negligent and indifferent these people are. They are concerned about their frequent travels abroad; they are concerned about their facilities and privileges. The hon. Minister is now

making a new experiment with an inefficient man at the top. Already the efficiency is at a low ebb. I do not know whether the Minister has satisfied himself that the new man will improve the efficiency. My submission to the Minister is that he must take a serious view of these matters and clean up the whole thing and see that the Indian Airlines and Air India should function properly and see that indiscipline must be stopped. To-day there is indiscipline to the core and nobody can fix responsibility on any body. So, the time has come that discipline must be injected and enforced. Otherwise, the whole aviation system of the country will be finished. Merely placing the blame of Capt. Nair for the fateful accident is not correct as was done by Mr. Jyotirmoy Bosu and Mr. Gupta. I am sorry they forget the observations of Capt. Metha and Capt. Padmanabhan. They certified on 15-2-1971—it is reported on the same page—that his training was satisfactory.

**SHRI JYOTIRMOY BOSU:** Sir, he is misquoting. I said that Mr. Panjwani referred to this remark and asked the American instructor whether he considered it as adverse and below standard performance to which the answer was 'In this exercise he was below standard'.

**SHRI K. P. UNNIKRISHNAN (Badagara):** That is a press report which cannot be reliable.

**SHRI VAYALAR RAVI:** It is uncharitable to say that Capt. Nair was substandard. Of course, it may be that Capt. Nair might have committed some error. But, it is unfortunate to fix all responsibility on Capt. Nair and other people escaping the responsibility. That is uncharitable. That cannot be accepted.

**SHRI SEZHIYAN (Kumbakonam):** It is with a sense of sadness and a sense of duty that I am participating in this discussion. It is not a pleasure

[Shri Sezhiyan]

to go through this. As Mr. Indrajit Gupta rightly pointed out, there is no move on our part to score any debating points over it.

The previous speaker said that the maintenance was bad and that it requires improvement. Following that he gave very many instances wherein negligence was noticed. In the incident under discussion more than the crash and more than the failing—I am not concerned with individual ones—but in a general way, it is the system that has crashed. It is the system that is finished. The entire Indian civil aviation has crashed more than being crashed. It is in the mud, it is in the stinking mud. It has crashed and the failings of the individuals are only symbols of the deep disease and the deep malady that is afflicting Indian civil aviation. This has been going on for years. This has not been corrected in spite of many accidents, many crashes, many findings and inquiry committees. Because this time there was a very beloved person and leaders were involved, it attracted so much attention and the Parliament was seized with this report. If you go through the previous reports, probably some of these might have been repeated again and again and they have not been corrected. For example, I can point out how callous and how in a very casual way they have been treating even the investigation. If you take the previous one which is also given by Mr. Justice Sachar on an accident to the Indian Airlines aircraft near Delhi airport on the 11th August, 1972, you know he points out how in a callous way even the investigations and post mortem were carried out. It says how even the inquiry was treated. There he mentions one of the important factors. There, the entire crew died—the Capt. in command and the co-pilot. He says that the specimen of the stomach contents and the samples of kidney and liver of Capt. Thapar and Capt. Singh were handed over to the Police for chemical

analysis. He says that it has taken a month for sending these samples to the Chemical Analyst. It took a month for these samples to reach the chemical analyst. He wondered why it has taken a month. The sample gave positive test for ethyl alcohol but because of the decomposition for more than a month they could not come to any specific conclusion.

Now, Sir, what I say is this, that they have been very callous; they have not observed certain conditions which should have been observed. I am not going into the history of each individual crash. What I say is this. They represent and they reveal the very shocking state of affairs in the Indian Civil Aviation. I have gone through the report very carefully but the summary of observations and recommendations does not reveal the depth and the seriousness of these matters. The whole system was inefficient. There was gap in the system of communication and lack of proper maintenance. I can quote chapter and verse to show how the Indian Civil Aviation has come to this sorry situation. More than anything else that should be our aim. That should be the approach whereby this system should be corrected. I agree with certain points made by Mr. Vayalar Ravi. There is no use in putting the entire blame on Capt. Nair or Capt. Reddy,—not that I am absolving all of them. They are part of the system, because, the pilots have been landing even though the prescribed minima conditions were not fulfilled. The Pilots' Association has brought up this point a number of times, still nothing was done and without minima conditions they have been landing. Therefore this is a usual affair. Only in this case the crash occurred. So, we have got to look at the system, it is the inefficient system which is responsible. They have made a mockery even of the Notam precautions.

**SHRI BHAGWAT JHA AZAD:**  
What is the point in saying that the

system is wrong? The detailed report has stated that the entire system was functioning satisfactorily. It was only the pilot who was in the wrong.

**SHRI SEZHIYAN:** I meant the system of working of the entire Civil Aviation Department. For example, I can tell you about the system of keeping record of the licences issued to the pilots. They don't have proper record of the particulars of the licence issued to the pilots. Suppose the pilot loses the licence you cannot get the particulars of the same. If you have a car licence, if you lose your licence, you can get another, because these particulars are being kept somewhere. But here it cannot be done. Even in regard to Notam Board, they have made a mockery of this. It was Captain Reddy who said that 'Notam Board has been there in Madras all these years'. But, he also said 'He never consulted it'. Captain Nair, of course, was unable to say anything whether the message was on the Board or not because according to him 'he never looked up the Board'. He had at an earlier stage stated that there was no board, but later on, in the evidence, he admitted that there was a board. So, it has come out that the Pilots, in general, never look at the Notam board. It is a wonder how in spite of all these deficiencies all these years, they have been able to land; that is a matter of surprise.

**SHRI AMRIT NAHATA (Barmer):** It is a tribute to our pilots.

**SHRI SEZHIYAN:** Tribute to the engines.

16 hrs.

About the I.L.S. (Instrument Landing System) much was made out. It has been indicated that we can do without the I.L.S. This is the system which has been introduced and I do not know why persons have been saying that we should be able to do without it? I want to invite the attention of the Minister to one small point. It has been stated on page 54 of the report as follows.  
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"On the day of the crash, i.e., May 31, 1973 as per Notam issued that I.L.S. both localiser and Glide Slope were not available as the antenna of the localiser had been stated to have been damaged on January 29, 1973."

If you turn to the next page, you will find that antenna got damaged due to strong winds earlier to 14th May, 1973. But, there was no record of the inspection stating that the operational damage which was noted on May 28, 1973, may have started earlier to May 14, 1973. The enquiring judge on page 56 says as follows:

"... it may have been due to cumulative effects of high velocity winds from 15th to 29th May, 1973. If that is so, it shows a lacuna in the inspection, I feel that more defined and rigid standard of inspection should be followed."

That means we do not know what has happened to this? There is no system of inspection of these things. I can quote other things also but, because of want of time, I am not taking much of the time of the House. Regarding the antenna and I.L.S., it has been stated here that the equipment has not been properly maintained. So much so, the enquiring judge, on page 56, observes as follows —

"I find that the unserviceability of the localiser and glide path in the year 1972-73 has risen from 0.44 to 4.34 and 0.49 to 12.47 respectively."

I think, probably, the unserviceability is increasing by 20 or 25 times now and nobody has made any inspection of these things. On this I want to quote many other things. But I find that this is a reflection on the working of the Civil Aviation Department and the Ministry and the Indian Airlines because some of the Members were saying that they appointed a Committee now. In place of the Managing Director, Chairman has come. The recommendation was

[Shri Sezhiyan]

made in 1966 (May). It has taken seven long years to implement. Why was this recommendation not implemented much earlier? The Avro accident took place when the Minister, as a Parliamentary courtesy and morality, came up before the House and stated on 16th March, 1973 here in the following words I quote:

"The fact remains, however, that the country and Parliament are exercised over this issue. After careful deliberation, I have come to the conclusion that my moral duty lies in accepting responsibility, and this will also be in keeping with the highest parliamentary traditions. I have decided, therefore, to submit my resignation from the Council Ministers, and would like to announce this in the Lok Sabha after my statement on the air crash."

I feel that, keeping this high Parliamentary tradition, this is a more opportune moment for the Minister to fulfil what he said that day.

MR CHAIRMAN: The Minister for Parliamentary Affairs has told me that all leaders of the parties have agreed to extend the sitting of this House for some time.

SHRI JYOTIRMOY BOSU: I am sorry we cannot do it everyday.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Sir, most of the Members have spoken. Two or three remain still. Let us finish it. The hon. Minister wants only fifteen minutes to reply. We are already behind schedule. And I would request the House to sit a little longer.

SHRI JYOTIRMOY BOSU: The point is this. Yesterday, Shri Raghu Ramaiah had made a similar request and we honoured his request and we had agreed to his proposal. But if he goes on doing it every day, I am afraid we cannot oblige him. We have

other engagements, and it is already continuing tomorrow. Let him not insist six o'clock, and so, the debate may be on our sitting late today.

SHRI N. SREEKANTAN NAIR: He himself had taken more time, and now he wants to curtail this debate. That is unfair.

SHRI JYOTIRMOY BOSU: I always do that.

SHRI K. RAGHU RAMAIAH: Let us extend it by half an hour.

MR CHAIRMAN: We shall adjourn at 6.30 p.m.

SHRI K. RAGHU RAMAIAH: Actually, the Hon. Speaker had said this morning that whatever time had been lost in the earlier part of the day would be made up after six o'clock. Let us extend by half an hour and finish this debate.

SHRI JYOTIRMOY BOSU: These things are unusual. For, Mr. Speaker was wise enough to say that during this session we would not sit beyond six o'clock. If he wants to violate the Hon. Speaker's directives, he is at liberty to do so. That will amount to breach of privilege of the House.

SHRI A. P. SHARMA: Would he not agree even to this simple request?

SHRI RANABAHADUR SINGH (Siddhi): This is a sombre matter that is before this House and the country. I feel that the opinions that have been expressed here only underline the fact that this is one of our most glamorous departments, and accordingly the fire has been vehement. But it must be said that it was a set of unfortunate circumstances that led to this most grievous of losses to us, both on the question of maintaining the civil aviation integrity and also on the question of the misfortune of suffering the loss of one of the best and most luminous persons in our public life. I would not go over all the

factors that have already been covered by other Members, but I would draw the attention of the House to one factor which had also contributed to the set of unfortunate circumstances which led to the crash, namely that of the approach control officer not being very clear in his instructions to the pilot of the aircraft. It is obvious from page 147 of the report that the approach control officer did not particularly give instructions under what particular procedure the pilot was to bring in his aircraft, and this grievous fault had led to the unfortunate circumstances under consideration.

Since all other points leading to the crash have been covered, I would not again go over them. But I would like to draw the attention of the people who are involved to one thing to be attended to that has not been covered so far.

One of the most glaring things is the question of the management dealing with our pilots. I am sure that it has been causing a lot of concern to everyone concerned, and especially to us who fly on these aircraft and who are vitally concerned with the safety.

I feel that in this country we have a situation where the demand and supply position of pilots as to our requirements needs looking into. The management as such has to labour under certain limitations when it deals with the pilots. I feel that in order to give greater efficiency to our domestic as well as international aviation, it is necessary that we remedy this factor at this very level wherein the management is not constrained in dealing with pilots. How this has to be done and how we can go about it is a matter which is of concern and has to be looked into.

There is also another very painful aspect of this whole affair and that is that the previous records of the pilots are not available to the IA

check pilots when they carry out their checking of the pilots in the six-month or one-year period. It has been said in the report that it has been the practice in IA that the previous records are not given to the check pilots and thereby one of the factors is very badly overlooked and the check pilots have no particular knowledge of the previous record of the checked pilots. I think this should also be remedied and the previous records must be made available to the check pilots when they carry out periodical checks.

Thirdly, it has also been pointed out in the report that the Approach Control Officer's instructions issued to the aircraft when it is coming in for landing are not recorded and these were not available to the Sachar Commission when it went into the matter. It would be worthwhile looking into whether it is possible to keep a record of the Approach Control Officer's instructions to the aircraft.

In conclusion, I would say that some appreciation must be shown to the non-officials, specially the villagers, who were the people first to arrive at the site of the crash and render assistance. They must somehow be rewarded for the public service they rendered which is something which should not be ignored.

I would also like to sound a note of warning that the matter of the International Pilots' Organisation's stand about overflying Delhi has not yet come to rest. As per reports that are available, they are still studying the landing aids available at the international airport in Delhi. I think this matter should be looked into before it takes a more serious turn.

Finally, I feel that this opportunity has been used to embarrass a person who has tried to set parliamentary standards of conduct. I feel it would not be in the fitness of things to drive a person to the extreme.

SHRI VASANT SATHI (Akola). There can be no two opinions that but for the supreme sacrifice this country had to make in the loss of an eminent citizen of this land. Shri Mohan Kumaramangalam, and also but for the sad demise of some of our other colleagues, I do not think this whole debate would have been taking place in such a serious atmosphere. Earlier also, these air accidents have occurred and many a life has been lost. Life for life, those lives were not less valuable, but enquiries have been held, reports have come out. But I must say that the administrative system that we have is typically bureaucratic, typically commercial, not even in the sense of commercial, but when it becomes monopolistic as a more or less departmental undertaking, they do not have to listen to anyone howsoever efficient the Minister may be. I know that Dr. Karan Singh has nearly identified himself with his department. He has been wanting to make it efficient, popular and not only popular but even in a commercial sense, develop tourism and develop everything. But with all his heart and mind in it, I entirely agree with Shri Sezhiyan when he says that there is something wrong in the system. In that system there is no accountability; there is no answerability; no person seems to be responsible. You cannot catch the neck of any one particular man and say, "You have failed; out you go." You can always pass on the buck.

1815 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Now, you appoint a committee, and in that committee you do not have the representatives of those very people who are supposed to take advantage of the navigational facilities. Sir, I do not agree with my colleague and friend, Shri Vayalar Ravi, when he said that the pilots draw very high salaries and because of that he went on condemning the whole fraternity of pilots in this country. I feel that

our pilots, some of them at least, are the best in the whole world. Simply because they enjoy some higher facilities which pilots all over the world do, we must not forget that these pilots have to handle instruments and are responsible for human lives. Therefore, do not under-rate the pilots.

I am sometimes surprised that our pilots can really fly the type of aircraft that you have, which are very old; we do not have sufficient new aircraft. They are not properly kept or maintained. The runways are not properly maintained. The instrument landing system is not good. Weather conditions, sometimes, are also bad. And yet, they have to land. Why? It is all right today to say that the pilots could go back, as the Russian pilots did, to Kabul. If your pilots were really to start doing that, I am sure your executive officers here and the Tatas there would jump on their throats and tell them, "You are inefficient; why did you not land? How much has it cost me in terms of fuel and all that?" Do you really take the pilots into confidence? Does your airline system, whether it is Air India or the Indian Airlines, really have a proper accord with the pilots? Where is the sense of participation or partnership? We all talk of partnership, workers' participation in the management, etc. I know Dr. Karan Singh has been very seriously concerned about this. He has been wanting to have a dialogue with those people and tell them. But he has his own limitations.

One point more, with which I shall end. After hearing the beautiful speech and the wonderful suggestions made by Mr. H. M. Patel, I cannot help thinking that they were in the right tradition of the so-called civil service to which he belonged. But pat comes Piloo Mody. The politician in H. M. Patel comes out. He ends the beautiful speech with a suggestion that this is the best opportunity for Dr. Karan Singh and he must resign.

**SHRI PILOO MODY (Godra):** You do not want him to?

**SHRI VASANT SATHE:** Of course I do not want. When he rose to the occasion and took up the responsibility for the Avro crash, all of us practically from every side said: Do not do this Shri Piloo Mody also. Now how are things changed? I personally feel that also was a mistake. Because of his spiritual, moral and emotional stature he must have felt at that time that he should take the responsibility and resign. Now if it is to be a precedent every time something happens in some Ministry, every time there is a crash the Minister must resign. On the contrary you must take up the challenge. This is a greater challenge. Take up the challenge to improve the airlines, improve the services. It is your responsibility. Instead of running away from the field I should say that this is in keeping with the teaching of the Bhagwat Gita. You should not run away, you must take up the challenge. Therefore, I do not agree with that suggestion.

**SHRI PILOO MODY:** We want Mrs. Indira Gandhi to resign.

**SHRI VASANT SATHE:** As far as that is concerned, he has already made the offer that he would be happy to become the Prime Minister, and I do not think that that day would ever come.

**SHRI SAMAR GUHA (Contai):** It should be clear to the country not only to Members like us that the judgment of Justice Sachar is not a judgment on the error committed by the pilot and co-pilot. Actually the error of judgement was committed continuously for many years by those who were in charge of the Civil Aviation Ministry. I think this House should go into the whole aspect of the judgment. It is not an issue of the Boeing crash only, but the whole gamut of the mess that has been created in the whole administration and management of Indian Airlines.

During the last 20 years there have been 42 commercial crashes and 630 persons were killed. There was only one instance of crash due to an alco-

holic pilot, but it has been highlighted as it was due to the drunkenness of certain pilot. That crimes have been taking place. It is absolutely wrong. Crashes take place due to facts which my friend Shri Indrajit Gupta rightly pointed out by citing the reasons given in the judgement of Justice Sachar, 1970-71, there was a strike by the Pilot's Association. We did not go into the merit of the issues involved. I am sorry now to say that. At that time they made a very valuable suggestions in regard to arrangements and certain measures regarding management of Indian Airlines. At that time we did not give any consideration to them at all, and treated them as criminals. We brushed aside the points raised by them. The minimum in regard to weather conditions had been violated Svc. 263 of 8-1-71 landed at Delhi when visibility was below the prescribed minima. Indian Airlines Boeing flight No. 401 of 15-1-72 paid no heed to the weather conditions before commencing the flight. Svc. 182 of 3rd February, 1973 very nearly escaped disaster Mr. Chavan miraculously escaped. The gentleman who violated that required minima weather condition that required minima weather condition has not been punished yet.

Svc. 211 of 11th January, 1973 made 11 attempts to land at Gauhati when the visibility was 300 metres, though the minima for the same is 1,600 metres. These illegal 11 attempts were witnessed by a Deputy Operations Manager who was there. On 31st May, 1973, some three minutes before the Boeing Accident Svc. 406 landed at Delhi in below minima condition. At least if these minima weather conditions were observed, the tragedy of losing valued comrades like Shri Kumaramangalam and others would not have occurred.

There are many pilots who used to fly after the expiry of type rating of their licences which are renewed only after a proficiency check which had not been carried out. There are many instances of aircraft maintenance engi-



[Shri Samar Guha]

persons certifying airworthiness of the aircraft without possessing valid qualifications and authority. In July, 1971 Boeing Aircraft were certified at Madras by the Deputy Chief Engineer without valid authority. On 20th December 1971, Svc. 421 was operated by Operations Manager, Delhi, without the necessary licence renewal check. This executive pilot of Indian Airlines had not flown F 27 aircraft for a period of a couple of years prior to 20th December, 1971. A Deputy Operations Manager operated Svc 219/245 of 8th January, 1973 without having carried out his proficiency check in the last six months. Captain Nair and B. N. Reddy, the two pilots of the ill-fated Boeing aircraft had also not undergone the proficiency check during the last six months, which if done in appropriate time, perhaps would have detected the deficiency of the pilots and this unfortunate accident would not have occurred at all.

According to the International Flight Magazine, our country is last but not one—14th out of 15th in regard to safety and precaution. We are almost at the bottom of the ladder in this regard. In most of our airports there is no ILS. What is the point in asking the U.K. manufacturers to certify the instrument which they themselves supplied? Will they ever say it is wrong? At least this much common sense should have been with the ministry that an independent authority should be asked to check whether the ILS supplied was correct or not. About alcoholic habit of the pilots, Capt. Isaac who met with a tragic end in the Hyderabad crash, was flying planes after consuming alcohol for almost 15 years with impunity and there was no check even though the Madras High Court had asked for a check for alcohol.

I want to point out one dangerous thing. There is a bi-weekly Viscount service from Calcutta to Port Blair. It is a four hour flight and it reaches Port Blair after flying 3.20 hours. The pilot cannot go via Rangoon. Sup-

pose there is no visibility at Port Blair and the plane cannot land at Port Blair. What will happen? It will meet a watery grave in the Bay of Bengal. There is no alternative.

The pilot instructors who give instruction and training are themselves appointed to do the work of assessment check. At least there should be another independent authority who should see whether the training is complete and correct or not. If the same person who gives the training is also appointed for checking, I do not know what kind of checking and training this is.

ILS has already been referred to by many friends. The precision approach radar or the air surveillance radar is out of commission in many airports. Then, most of the fleet of the Indian Airlines have no flight recorder called 'black box'. There is no arrangement for skopograph or cellograph in most of the airports and only three airports are equipped with them.

The central lighting arrangement is also imperfect. In Nagpur, where there is criss-cross flight by Indian Airlines goose neck flares are used.

So far as fire protection is concerned, as at Lucknow, Banaras, Jaipur, Patna, Khajuraho, Gauhati, Hyderabad and Trivandrum, there is no adequate arrangement for fire fighting even though accidents generally take place mainly at the time of take-off and landing.

The present Director of Operations and Training has no expert knowledge about the technology of aeronautics, he is only a science graduate. Such a person has been kept in charge of operations. This man should be replaced forth-with.

If there is any accident in the railways or in some mines, it is enquired into by an independent body not connected with that Ministry. But, in the case of plane accidents, the inquiry is conducted by the Ministry of Civil Aviation. That system must be changed. The enquiry should be entrusted to a body which is independent of the Ministry of Civil Aviation.

In conclusion, I want to say that the hon. Minister is a good friend of mine and of many members in this House. But I am sorry to say that with his taste and temper he is not really a suitable incumbent for the job entrusted to him. I do not know whether he will carry more blame by having more miserable end to many more lives.

MR. DEPUTY-SPEAKER: Let us hope not.

SHRI SAMAR GUHA: I wish it is not so. I think he should make a heart searching, a searching of his own conscience whether with his taste and temper with his taste for art, literature and culture, he should continue in the present technical and difficult job of looking after Aviation Ministry.

SHRI N. SREEKANTAN NAIR (Quilon): Mr. Deputy-Speaker, Sir, I am a Keralite, a South Indian, and this tragic air-crash has affected me much more than anybody else. This air-crash has affected some of us much more than others in the House. Because the ill-fated flight started from Trivandrum and touched Madras, it is our people mostly who were in the plane. The persons, like, Mrs. Devaki Gopidas who was a Member of our Assembly earlier as well as the Members of the Rajya Sabha and who was the Commissioner of Linguistic Minorities and many others were killed in the accident.

Many hon. Members who have preceded me have been trying to put the entire blame, at least apportion the major blame, on the pilots. But what are the findings of the Sachar Inquiry Committee? These are:

(1) The Localiser and the Glide Slope were out of order.

(2) The Nopam A 262 was not properly circulated. Even if it was put up on the Board which itself is doubtful, the Briefing Officer did not either orally intimate it or write it down on the flight plan.

(3) The visibility was below the landing minima.

(4) The IAC method of conveying information about Notams require improvement.

(5) The flood lights at Palam had blinding effect on the operators in the A.T.O. office.

These five major defects were there on the day the plane came to land in Delhi. With poor visibility and without landwing aid, how could a pilot land? There might have been lapses on his part. But to throw the entire blame on the pilots is not proper. If he decides to commit a suicide, he dies along with others in case the plane crashes. Therefore, he would have never attempted to do any such thing which would have ended his own life.

Some lapses on his part may be there. I do not exonerate him completely. But I would request the hon. Minister to consider whether with such flying conditions and such limitations, the entire blame should be put on the pilot and the co-pilot.

Secondly, the moment the accident occurred, the Indian Airlines management decided to take disciplinary action against a pilot about whom there has never been any complaint of inefficiency. He was perhaps the best pilot in the Indian Airlines. He was dismissed summarily for no reason whatsoever. There is a saying in our language that when the house is on fire, you can cut down all the plants and trees because everybody will be attending to put down the fire. So also, the Ministry and the management immediately decided to take disciplinary action against the best trained, the most competent pilot. Mr. Hariharan. It shows a very bad approach to the entire problem.

I do not agree with the hon. Member who spoke earlier that every pilot is very correct in his behaviour

[Shri N. Shreekantan Nair]  
or each one of them is a very great expert in the line. Many of them misbehave also. As was pointed out by Mr. Ravi, a pilot, if he does not get tandoori chicken, says he will not fly. Such a person should be shot. I am a trade union leader. I do not stand by a pilot who will say, "I want tandoori chicken or I will not fly." He should be shot, not only dismissed. But the human considerations must come in when the question of man's judgment comes in. The milk of human kindness must flow out. The lives of our dear departed persons will not come back. We should not be harsh against those people who might have done something out of erroneous judgment.

MR. DEPUTY-SPEAKER: Mr. Dinesh Chandra Goswami.

SHRI JYOTIRMOY BOSU: Sir, I want to make a submission. When we said that we would not sit beyond 6.00 p.m., we were requested to bear with Government for half an hour more, and we accepted gracefully. The Chair said that the House would sit upto 6-30 p.m. It is on record. It is already past 6-30 p.m. The House should adjourn (Interruptions).

MR. DEPUTY-SPEAKER: I will do everything with the consent of the House. If it was agreed some time ago that we adjourn at 6-30 p.m., I would like to know now what is the pleasure of the House.

SHRI K. P. UNNIKRISHNAN: We have to finish it today. (Interruptions).

SHRI JYOTIRMOY BOSU: The Chairman has placed it on record that the House will adjourn at 6-30 p.m.

SHRI PILOO MODY: Let the Minister withdraw his speaker

SHRI K. RAGHU RAMAIAH: The hon. Member is already on his legs. He will take five minutes, and then there is another speaker who will take ten minutes. Let us not make

an issue out of it. Secondly, today our side has had much lesser time than what the Opposition has taken; I do not mind that. Thirdly, the Speaker has said that whatever time is lost would be made up after 6 O' Clock. Fourthly, the observation of the Speaker is general and is not applicable only for today.

SHRI PILOO MODY (Godhra): Unless the Minister replies now, the House has to be adjourned. What have you to contribute? Let the Minister reply.

SHRI DINESH CHANDRA GO-SWAMI (Gauhati): For a member to come in half way through the debate and not knowing what is really being debated to say what I have to contribute, only shows his frivolity. I am only asking for one-tenth of the extra time that Mr Jyotirmoy Bosu had taken

My hon friend, Shri Samar Guha, complimented himself by saying that he had given a very good speech. The only remarkable thing about his speech was that he made his speech without referring to the report at all. It is unfortunate that, of such an issue, most of the Opposition members have tried to make a political debate; and they have done it by asking our Minister, Dr Karan Singh, to resign. If the entire voluminous report had said something against the Ministry or the administration which would have connected this crash with mal-administration, there would have been some ground for it. I have gone through the entire report, but I have not been able to find anything directly or indirectly in this regard. Justice Sachar, in his report on page 140, says:

"It may, therefore, be necessary to inquire closely into other organisations or agencies not immediately or directly concerned with the circumstances of the accident, but where action or lack of it may have permitted or even caused the accident to happen..."

Therefore, he inquired into not only direct and indirect causes but also the peripheral causes and came to the conclusion that at least this accident happened due to the pilot's error. To make the Minister suffer for the foolishness of the pilot is something which I cannot comprehend.

Some of the Opposition members were saying, "Look here; the Minister submitted his resignation on Avro-748 issue; why is he not doing it now?". They have failed to realise that the issue relating to Avro-748 and the Boeing case are entirely different. In the case Avro-748, there was a controversy going on in the country that this type of plane was unserviceable and the Minister defended it by saying that this was a serviceable plane. When the accident took place, he took the responsibility on himself by saying, 'As I said that this was a plane which was serviceable, I am taking the responsibility on myself and I am resigning'. So, this was completely a different issue. It is the wrong approach, the cloudy approach, of the Opposition, their incapability to see things in their proper perspective that has unfortunately clouded the debate.

Mr. Sezhiyan spoke about the system, that there was something wrong with the system. I accept there is something wrong. There is something wrong with the systems. What is wrong? Whenever we try to fix the responsibility, it is only some members of the Opposition who try to defend the pilots. That is one thing wrong in the entire thing. What is the other deficiency in the system which, unfortunately, none of the members have cared to point out. That is the defect in the administration. Even if the officers are found responsible, we cannot touch them. We cannot touch the officers or the bureaucrats and whenever we try to touch them, then the opposition come to there rescue and stand by them, of course, for their own political ends. This is the error in the system which we should try to correct.

MR. DEPUTY-SPEAKER: Mr. Buta Singh.

SHRI K. RAGHU RAMAIAH: In order to make it easy for you, I have requested my friend to waive his right to speak.

MR. DEPUTY-SPEAKER: Dr. Karan Singh.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): It is with a heavy heart that I rise to reply to the debate, because in this air crash valuable lives have been lost. Every life is, of course, equally valuable, but when the lives of our colleagues and friends are lost, it becomes more poignant. It is, therefore, in the beginning incumbent upon me to pay my respectful homage to those who were killed. Added to that, we are grateful that three Members of this hon. House survived this terrible accident. I think it is really in a way a miracle and I was in fact expecting that Shri B. S. Bharua and Shrimati Javulakshmi who survived this crash might perhaps be able to take part in the proceedings to-day. But, in any case, it is most gratifying that they and some others have survived.

I entirely share the sense of concern that the hon. Members have shown on this whole question of air safety. It is a problem which we are facing not only in India but throughout the world. With every increase in technological competence and invention, and with the increase in the magnitude and complexity of air operations, and in the density of air traffic, this whole question of safety and accidents assumes added importance. We find that in many countries of the world accidents are on the increase. In India also, very unfortunately, we have had a number of accidents. For us in India aviation plays a very crucial role, both internationally because we are at the cross-roads of the world, and also nationally, because we are a large country in which the domestic airlines occupy a crucial role in national integration and in economic and administrative cohesion.

[Dr. Karan Singh]

As far as the importance of air facilities are concerned, whether it is the planes or whether it is the ground aids, this is, of course, a continuous process. We are a developing country. We are not an extremely rich or affluent country. Very often it is not possible for us to get either the latest airplanes or even the latest ground equipment. We have to get them as and when resources become available. I will not deny the fact that this great tragedy has highlighted some of the weaknesses and deficiencies that we have, not, I may submit, as a result of any deliberate effort or any deliberate lack of interest of anybody. Many of the problems are cumulative. Many of the airports that we have inherited are structures which were built during the Second World War. In 90 airports—we maintain a number of airports—conditions are very difficult.

This whole debate has clearly brought out and the report of Mr. Justice Rajindra Sachar has concentrated on three or four main aspects. The first aspect is the pilots. Responsibility for this crash has clearly been laid upon the pilot and it has also brought to focus the whole question of pilot training and pilot checking. As I said, this is one of the inheritances and one of the situations that have developed as a result of a long process of 20—25 years of agreements between the Management and the Unions and certain procedures have come into effect. As some hon. Members have rightly said, those procedures imply that the check pilots themselves were largely chosen by the I.C.P.A.

Sir, it is not my intention—let me make it clear—to condemn the pilots wholesale. One or two friends have said to me—not today, but outside the House—that I have given the impression that in some way I am against the pilots. This is certainly

not true, Sir. They are among the highest paid employees and, as somebody has said, we have some of the very finest pilots in the world. And yet, the continuance of crashes due to pilot error have very clearly shown that there is something wrong in the present system.

I wish to point out to the honourable House that we have made drastic changes in the whole system of pilot checking. The D.G.C.A. now has chosen a group of three to four pilots for each type of plane, and these have been chosen not on the recommendation either of the ICPA or the management of the Indian Airlines, but directly by the DGCA looking into their records. Every commander is being put through tests to assess his capacity for command, and as a result of these new series of tests a number of pilots have in fact been taken off command.

In addition to this, we are in the process of appointing two very senior Air Force Officers, Air Vice-Marshal Grewal and Air Commodore Gama as check pilots directly under the DGCA. These persons will, in addition to the new checks, be constantly monitoring the various check procedures which take place and will go in and check whatever pilots they think necessary. So, we have made these major changes in the system of pilots checking.

In addition, we have had to introduce medical tests at airports. Some hon. Members said: Why were medical tests not introduced earlier? I would say, it is very unfortunate that it should be necessary at all for such highly-paid and highly-skilled people to have to introduce medical tests and breathalyser tests. The ideal thing would be that a group of people functioning at that level would have a self-monitoring system whereby they themselves would ensure that this sort of thing does not happen. However, as this has continued, we have now introduced in the four major airports these medi-

cal tests. The doctors are there. The doctors look at every pilot before he takes a flight and, if they suspect that he has consumed alcohol, then they put him through what is known as the breathalyser test. This is done before they take off in the mornings.

The Central Flying Training School at Hyderabad is also being expanded so that the whole system of training is improved. Shri Sathe had one very good point to make and he said that there should be a sense of cooperation among the pilots. I agree; I personally have met the President and the Secretary of the ICPA; they are meeting me again tomorrow or the day after; I am always ready for dialogue and I am sure the management of Air India are also ready. But I would submit this; for a group of people who draw emoluments far in excess of the normal structure—I don't grudge that they do deserve special consideration—but I sincerely hope, and I would like to express this in the floor of the House,—that they will adopt an attitude of cooperation and that if they have any constructive suggestions they would come forward with those suggestions.

SHRI VASANT SATHE: You should give representation to them in the management. That is the best way of doing it.

DR. KARAN SINGH: One of the difficulties in giving representation on the management to labour in the Airlines is that there is a multiplicity of unions both in Indian Airlines and in Air India.

In my third Corporation, the International Airports' Authority, I have gone out of my way to give representation to the Union because it was simple for me to do so. There was no problem of multiplicity. But, in the others, there is multiplicity. So, the first problem is with regard to the pilots, their procedures, their training, check-pilots, so on and so forth.

The second set of problems comes in with our navigational aids. Here again, as I have said, navigational aids are something which are in a continuous process of improvement. It is true that our navigational aids can do with a great deal of improvement. We have—I may take the hon. House into confidence—as a result largely of the report, set up immediately after the crash an internal Group, not a public Group, and it met representatives of the Pilots' Associations. As a result of the report of that Group, we have put in indents for many crores of rupees worth of fresh equipments with the Ministries of Finance and Planning. We have made special provisions in the Fifth Five Year Plan for improving these facilities. Let me make it clear that we will never, in all the ninety airports, be able to have the very latest international equipment. That is simply not possible. We are a developing country. I remember at one time, in 1947, when Kashmir was invaded, our Pilots flew in without a single navigational aid. But, that was in an emergency.

We are just a poor country. I shall be happy if I can get Rs. 500 crores worth of equipment so as to equip all our 90 airports with the latest equipment. That is simply neither possible nor realistic. Even to-day we get new equipment and still we are carrying on with old. In the same way when we get new equipment we have still got to carry on with the old. This is not a plea for substandard equipment. I agree that there is a great scope for improvement in our Fire Fighting Service. The I.L.S. has been introduced a great deal in the discussion. We have tested it ourselves. We got the help of the manufacturers. Shri Guha took objection to this. These manufacturers are not small people. These are people who supply this sort of equipment all over the world, and if their equipment fails, they stand to lose much more than we do. So, the men who came were their men. (Interrupt-

[Dr. Karan Singh]

tions). If their equipment is discredited, that is discredited all over the world. So, they came and have gone back.

Sir, one important point was raised with regard to calibration aircraft. We do have a calibration aircraft in the Department of Civil Aviation. But we are now considering the possibility of linking up, of coordinating our calibration with the Air Force because Air Force has also to do a number of such calibrations of various types. It is not exactly the same work as we do, it is somewhat different. We want to pool our resources. The Air Force has ordered two planes with calibration equipment. We are at present working out a proposal for a very close coordination between the Air Force and the Civil Aviation Department.

Then with regard to the Control Tower, again, it is not as if a new proposal for the New Control Tower was made after the crash. The proposal was made three or four months back. It has now been sanctioned finally. The Control Tower is 75' high which will be built in Palam, and which will not only house the existing staff and equipment of the Control Tower in Palam but many parts of equipment which are in Sardarjag will be shifted there. The point I really wish to make on this is that we are, to the best of our resources and to the best of our ability, trying to procure equipment.

Maintenance is another point. I must admit that I am myself not satisfied with the standard of maintenance. It may not necessarily be due to human failure. There are certain special climatic conditions. Much of the equipment that we buy has been really designed and built for entirely different types of climate—not for the very high dust storms like the ones that we have or the monsoon and so on. This is a matter which I am looking into very carefully, because I feel that it is no use simply

having the equipment and not having it working. It is almost worse than not having it at all. It is there and if it is not working, there is a tendency for the people to feel that it is there, whereas if it is not there the people know that it is not there.

SHRI JYOTIRMOY BOSU: What about the future?

DR. KARAN SINGH: I am talking about the future because future is the only thing which we can now change. You cannot change the past, you can only influence the future.

With regard to the suggestions of Mr. Justice Rajinder Sachar for safety, various suggestions have been made by him including the whole procedure for Notam, the way of maintaining the licence of the pilots. All these have been very carefully considered, and many of the things had been in fact accepted and introduced already. Many others are under consideration.

19.00 hrs.

SHRI INDRAJIT GUPTA: He never came to know of these things till he read this report?

DH. KARAN SINGH: Quite frankly, not about the Notams. No doubt, for the last 25 years, to the best of my knowledge, the pilots' association and the airlines have been using these Notams. It is only now that at least I have heard that the Notam should be put on a special board and so on. These are routine things which we would expect the airlines and the management to clear up.

There is one important point regarding the Safety Directorate of the Indian Airlines. It is true that the Estimates Committee had suggested that it should be bifurcated.

SHRI JYOTIRMOY BOSU: That was done three years ago.

DR. KARAN SINGH: We have looked into it and Justice Sachar has also looked into it. In one Ministry



it is bifurcated already totally and it is in my Ministry now, and that is in regard to the Safety Directorate of the Railways. Whether it has led to an increase of safety in the Railways is something on which I would not like to comment, because it is a separate Ministry. But whether we can do it in aviation is a matter to be considered. Aviation is a very technical matter, and, therefore, whether it is feasible to put a small group of people in another Ministry and whether they will be able to keep in touch with developments in aviation which are very rapid and whether they will be able to have the necessary supporting staff which is required, etc. are all matters which are being looked into and will be looked into. I can assure you that there is no reluctance on my part to leave hold on this particular Safety Directorate I am not anxious to hold on to this Safety Directorate, because, in fact, if it is in another Ministry it makes my task easy because I can always say that you may ask the other Minister. But there are certain particular problems involved in this and these are being looked into and being studied very carefully.

In addition to this, we have made two or three very important changes. For a long time, hon. Members in this House have been expressing the view that we should have a full-time chairman for the Indian Airlines, and this is a view to which I myself have subscribed. Air Chief Marshal Lal retired from the IAF on 15th July, and we were able to appoint him on 1st August; he was not available earlier, even if I had wanted to appoint him. I do not want to cast any reflection on the previous chairman. We have had a number of very able people. We had Mr. Mohan Kumaramangalam. In fact, the very first thing that I did when I took charge of this Ministry was to request him, although I did not know him personally, to come on the board, and then I had requested him to become its chairman.

We have had distinguished people as chairman. The outgoing chairman was also a distinguished person, a managerial expert. But the Indian Airlines did and does need a full-time man, and I hope that now we have a full-time chairman who will constantly be looking into the administration, many of the weaknesses, and particularly when we have a person with the background of aviation and the Air Force, many of the difficulties will be overcome.

The other important thing that we have done is to set up this committee under Shri J. R. D. Tata, who is not only the chairman of Air India but also a very distinguished aviator in his own right, a pioneer of aviation in this country, and including Air Chief Marshal Lal, who is Chairman of Indian Airlines and an aviator, and the Secretary in the Ministry who is the Chief administrative man. We have set up this committee to look into the whole gamut of the organisation of the Civil Aviation Department and of the International Airport Authority, because the International Airport Authority, as you know, was created by bifurcating the Civil Aviation Department. I myself feel that the whole structure of this Department now is tending to be obsolete. It was a department set up by somebody in the British days and it has come down to us in that form.

SHRI JYOTIRMOY BOSU: For 25 years he has been sleeping over it.

DR. KARAN SINGH: I think, therefore, that a fresh look can be given, keeping in view the requirement of aviation. Aviation, as you know, is one of the most dynamic functions in the world today, with everything changing so rapidly. Aviation technology is changing very rapidly. This committee will look into the problems of the rapidly changing aviation structure in our country, and will, I am sure, laid down some very useful norms for the future.

**SHRI INDRAJIT GUPTA:** Would these three wise men not require a little assistance from other people who work in the organisation?

**DR. KARAN SINGH:** I entirely agree with what he says. In fact, I have myself spoken to the leader of the union in the Civil Aviation Department.

Instead of trying them up as members of the Committee, it is much better if they take this opportunity to put forward all the constructive suggestions they have. I can assure you that this Committee will not function in a bureaucratic manner trying to lay down the law. They will study the situation in depth. If any suggestions are there from the employees or from the Consultative Committee, for example—this point was raised by Shri Satpal Kapur and others—I can assure you that they will very gratefully take cognisance of them.

**SHRI JYOTIRMOY BOSU:** We want a parliamentary probe which you should agree to, unless you have too many skeletons in the cupboard.

**DR. KARAN SINGH:** There is already a Consultative Committee of MPs attached to my Ministry. There is also the Committee on Public Undertakings which can look into it if anything needs to be done.

There are two or three other things. The question of Port Blair has been raised. I think, by Shri Samar Guha. When the plane flies from Calcutta to Port Blair, it has rights to land at Rangoon in an emergency, and also at Car Nicobar. These two alternatives are available on the flight. So it is not as if we are just sending it on to Port Blair without any alternative arrangements on the way. Although it does not make a scheduled landing at Rangoon now, we do have the technical rights to land at Rangoon. I thought this matter should

be clarified lest there be any wrong impression.

**SHRI JYOTIRMOY BOSU:** Kindly cover the points we raised.

**DR. KARAN SINGH:** With regard to the question of meteorological minima, it is not correct to say that instructions were issued only after the crash. Instructions for strictly observing the laid down weather minima were issued on 15th October 1971 and they were again repeated in March, 1973.

**SHRI JYOTIRMOY BOSU:** But never observed in practice.

**DR. KARAN SINGH:** During June 1973, instructions were again repeated.

Shri Jyotirmoy Bosu has gone on record as saying that my Party has made Rs. 50 lakhs or something like that in planes purchase. This is the first time I have heard about it. I would like very strongly to repudiate the suggestion (Interruptions).

**SHRI PILOO MODY:** You do not know about it. How can you repudiate it?

**DR. KARAN SINGH:** There are a number of other very valuable and valid points raised, but I do not think it will be possible for me to cover them all. For one thing, the House has already sat late.

I did not wish to inject any personal note into this debate at all, but as some of my very good friends have referred to this questions of my resignation on an earlier occasion—Shri Indrajit Gupta, Shri Patel and some other members of the Opposition have particularly tried to go out of their way and into my personal problem—I wish to say a few words. As Shri Dinesh Goswami has said, my resignation on the Avro issue was not over a single

crash. I had in this very House stood up and defended the Avro as an airworthy and safe plane. It was controversial and I had stood up and defended it. When the plane crashed on a training flight with only three people on board, with one of them a check pilot in command, I assumed that there must be something wrong with it and that, therefore, I had misled the House. Therefore, I immediately offered to resign. But if I may take the House into confidence, within 24 hours I started getting reports that in fact the likely cause of the crash may have been the fact that the pilot had taken alcohol. I could not say anything subsequently because I had set up the Allady Kuppuswami Commission and therefore could not pass any judgment. But within 24 hours, to my horror, I realised that the crash had probably nothing to do with the plane's airworthiness but was because of the pilot having taken alcohol.

SHRI PILOO MODY: Are you now recertifying the plane

DR. KARAN SINGH: No, that is being gone into by Prof. Dhawan in a very intensive and thorough way, and that will be the definitive report on it.

I will only say that somebody mentioned a possibility of clinging to office. I have had occasions to hold public office unbroken for over 24 years from the age of 18 and I can assure the hon. Members that public office as such has no glamour for me. Also, I think I have imbibed enough of philosophy to realise that political power in its very nature is eavescent—here today, gone tomorrow—and that the only real power that is worth cultivating is the power of inner spiritual growth and integration. So, there is no problem as far as that is concerned

But I would submit that there have been crashes all over the world, and

if, for every air crash the Air Minister has to resign, for every rail crash the Rail Minister has to resign and for every road crash the Transport Minister has to resign, then, as far as that is concerned, it is impossible. I do not intend to run away from my responsibilities. I have no desire, as I said, and I have no craving for clinging to office at all. In fact, if anything my problem is the reverse. But I would like to tell the House... (Interruptions)

SHRI JYOTIRMOY BOSU: You are running away from the issue.

DR. KARAN SINGH: Mr. Bosu, I have listened to you with great attention. Please listen to me. I would only say this. As long as I am entrusted with this portfolio, it is my responsibility to set aviation right. May be I am guilty of one failing which some Members have mentioned, that I have perhaps not been as ruthless as I should have been. That may be, I do not know. It is very difficult to judge oneself. But one point I must say. I have always been a great respecter of the autonomy of public sector corporations. For me, the autonomy of a public sector corporation is not just a convenience. It is something which I consider to be central, and one of the reasons why I have been reluctant to intervene on many occasions is because I did not want to impinge upon the autonomy of the public sector which, to my mind, is a very crucial thing.

I have taken steps, very far-reaching steps, to look into the department and the two air Corporations—It is my responsibility to see that whatever deficiency could be removed are removed. Nobody can guarantee that there will not be air crashes. Even in the most advanced countries of the world the United States, the Soviet Union, West Germany—air crashes continue to take place. (Interruption). There are a large number of factors which are involved in that. But, as far as

[Dr. Karan Singh]

it is humanly possible, it is my responsibility to see that the deficiencies are removed. I can assure the hon. Members of the hon. House that whatever possible that can be done within the limitations of our resources, both financial and human, will be done in order to improve the situation.

**SHRI JYOTIRMOY BOSU:** Dr. Karan Singh, I want to say once again that you want to run away from the main issues. You have not covered any of the points raised by us, because you have got too many skeletons in your cupboard. You were talking of the future; not of the present and the past. It does not make any difference to us (*Interruptions*).

**MR. DEPUTY-SPEAKER:** Order, please.

19.14 hrs.

**PERSONAL EXPLANATION BY MEMBER**

**SHRI BHAGWAT JHA AZAD** (Bhagalpur) Sir, under rule 357, I wish to make the following personal explanation

A section of the press like *Patriot* and *Nav Bharat Times* has published a distorted version of my participation in the Lok Sabha on 8th August, 1973. The *Patriot* dated 9th August, 1973 has published on page 9 as follows:

"He"—meaning myself—"said he would in return challenge Mr. Bosu to prove his charge that 'my leader' (Mr L. N. Mishra) has

toppled the Kedar Pandey Ministry in Bihar with the help of money bags."

The *Nav Bharat Times*, on 9th August, 1973, has also published at page 1, as:

इस के विपरीत मैं ज्योतिर्मय बसु को चुनौती देता हूँ कि वह अपना आरोप प्रमाणित करे कि 'मेरे नेता' (श्री ललित नारायण मिश्र) ने घन की बैलियों के सहारे केदार पण्डे सरकार को गिरा दिया।'

As is evident from the proceedings, I did not mention any such thing even remotely. I referred to Shri Uma Shankar Dikshit as 'my leader'. Shri L. N. Mishra is my colleague and never my leader.

These sections of the press have put in my mouth distorted version. I hope they will publish suitable contradiction.

**MR. DEPUTY-SPEAKER:** I also had the occasion to go through the proceedings this morning. I do not think there was anything anywhere in the record to indicate that Shri Bhagwat Jha Azad has made 'his kind of statements as reported in these papers. It is quite possible however, that the papers might have misheard him in the din and confusion, and we would expect that they would publish a suitable correction.

19.15 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 10, 1973/Śravana 19, 1895 (Saka)