

12.42 hrs.

STATEMENT RE. CRASH OF JAMAIR  
DAKOTA AIRCRAFT IN DELHI  
ON 5th DECEMBER, 1970

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : It is with deep regret that the House will have learnt of the unfortunate accident to a Jamair Dakota aircraft on the morning of 5th December, while operating a non-scheduled passenger service from Delhi to Jodhpur via Jaipur Kotah. The ill-fated aircraft took off from Safdarjung airport at 6.42 a.m. and almost immediately thereafter crash landed on an open piece of land behind the Super Bazar.

All three members of the cockpit crew, namely the Commander, Co-pilot and Radio Officer, were killed, while the Steward escaped without injury. Of the 12 passengers, one was killed, while the condition of another is still serious. The remaining 10 passengers sustained shock and minor injuries. Crash fire tenders and an ambulance reached the scene of the accident within a few minutes and the injured persons were immediately removed to the Safdarjung Hospital for medical treatment.

The Director General of Civil Aviation and senior officers of the Department rushed to the spot within a few minutes of the accident. A Committee of Inquiry headed by a retired Director General of Civil Aviation has been set up to inquire into the causes of this unfortunate accident.

The House will join me in expressing deep sympathy with the families of those killed, and wishing the injured speedy recovery.

SHRI M. L. SONDHI (New Delhi) : This is a very serious matter. The Safdarjung Airport must be closed. It is in the middle of so many colonies. The private airlines have got their own arrangements with officials, and I doubt whether proper standards are maintained. I demand an open enquiry by a High Court Judge. Otherwise, we will have to start an agitation. We will not let any plane to take off from that

airport. Why should this airport continue to play with the lives of the people ?

MR. SPEAKER : Why do you shout at the top of your voice ?

SHRI M. L. SONDHI : If it had fallen in the INA market, the death rate would have been very much higher. It is much more serious than the Minister had made it out to be. I would like him to assure us that there would be an open enquiry. You should allow a discussion.

श्री कंबर लाल गुप्त (दिल्ली सदर) : तीस साल पुराने डैकोटा इस्तेमाल होते हैं, इस वास्ते एयर क्रेश नहीं होगा तो क्या होगा ? आप लोगों की लाइव्ज से क्यों खेल रहे हैं ? यह एक कम्प्लिकेटेड मैटर है और इस पर डिसक्शन की इजाजत आप दें ।

SHRI M. L. SONDHI : Why should this private company put in jeopardy the lives of thousands of people ?

SHRI HEM BARUA (Mangaldai) : This is a very serious matter, and an adjournment motion was submitted on this. I would like to know whether the adjournment motion has been admitted or not.

SHRI M. L. SONDHI : The same thing could have taken place in any of our Government colonies and you would have had a day of mourning throughout Delhi. So many people would have died. What is the point in having this kind of enquiry ? The matter is being hushed up.

MR. SPEAKER : I have decided that in future when he does like this, I will quietly go out.

SHRI M. L. SONDHI : You have not allowed a calling attention. You never permit me to raise any matter which is relevant.

MR. SPEAKER : Please sit down. After all, there must be some decorum in the House. (*Interruption*) I do not give you any licence. If you go on doing this I am going to have satyagraha against you. Any time you get up, I will go out and ask

[Mr. Speaker]

the Chairman to preside. I will ask your own Chairman, Mr. Goyal, to sit here, I will go out. My head aches like that.

The same thing can be done in a very quiet way. Why is he shouting at the top of his voice ?

SHRI RANGA (Srikakulam) : You ask the Minister what his reaction is.

श्री प्रकाशवीर शास्त्री (हापुड़) : अध्यक्ष महोदय, इतना तो आप स्वीकार कर ही लीजिये कि सफदरजंग एयरपोर्ट उस समय बनी थी जब वह इलाका दिल्ली से बाहर था। आज वह बिल्कुल दिल्ली के मध्य में आ गया है। इस पोर्ट का वहां बने रहना खतरे से खाली नहीं है (इन्टरप्शंस) सोधी जी की इस बात को मंत्री महोदय तक आप पहुंचा ही दें कि इसको बिल्कुल बन्द कर दें।

अध्यक्ष महोदय : वह मेरी तरफ देखते ही नहीं हैं, कहते चले जा रहे हैं।

SHRI HEM BARUA : Adjournment motion was not allowed. But the Minister himself comes out with a statement. It is a wrong tendency in this House..... (Interruptions).

MR. SPEAKER : I also add my little humble request : do not throw the passengers at the mercy of such things.

DR. KARAN SINGH : I agree entirely. I appreciate the concern shown by hon. Member Shri Sondhi who represents that area. It so happens that I myself live in that area and I am equally concerned as a citizen and resident of New Delhi. I can assure the House and Mr. Sondhi that there is no question of hushing up anything. A Committee of enquiry has been appointed and anyone who wishes to appear before it can do so ; there is no question of hushing anything up..... (An Hon. Member : Why a retired Director General) .....Why not ? He is a technical man and on several previous occasions it had been done..... (Interruptions).

श्री कंबर लाल गुप्त : ये तीस साल पुराने डैकोटा हैं—(इन्टरप्शंस)

MR. SPEAKER : Are you interested in hearing him or not ?

DR. KARAN SINGH : Dakotas are very old ; it is true. They are still air worthy as far as their standards are concerned ; they are operating elsewhere in the world also. These Dakotas have got their certificate of air worthiness ; they are among the safest planes in the world. But accidents can take place to jumbo jets or other planes costing many crores of rupees. Each plane is tested from time to time and it is only when it gets its certificate of air worthiness it is allowed.

SHRI HEM BARUA : This plane was not..... (Interruptions).

DR. KARAN SINGH : Hon. Members have raised a very important question with regard to Safdarjang. Today a number of activities take place there. Aircraft of private operators and State Government.....

SHRI JYOTIRMOY BASU (Diamond Harbour) : Why are you encouraging private operators ?

DR. KARAN SINGH : They function within the ambit of the Air Corporations Act ; there is nothing illegal in this. Then there are the aircraft for spraying for plant, protection purposes ; the flying club and the gliding club are also there. A lot of miscellaneous activities take place at Safdarjang which it would not be convenient to do in Palam, which is an international airport and we do not want these crop spraying planes and other small planes to be wandering around in that area. We are fortunate that we have Safdarjang. Whether DC 3 operation should be transferred to Palam or not is a matter worthy of careful consideration and I am looking into it ; I have called a series of meetings to consider this point. I may inform the House that the existence in our city of a place like Safdarjang can be of considerable value. We are now moving towards VTOL and STOL ; vertical take-off and landing or short-take-off and landing ; in the next ten

years perhaps long runways may become obsolete and planes can come straight down. If we give up a place like Safdarjang and use it for something else, we may lose it for ever. I fully appreciate the hon. Member's apprehensions; consistent with safety we shall do what we can. I am now considering whether the DC operation should continue from here or not.....(*Interruptions*).

12.50 hrs.

**LABOUR PROVIDENT FUND  
LAWS (AMENDMENT) BILL\***

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI BHAGWAT JHA AZAD): Sir, I move for leave to introduce a Bill further to amend the Coal Mines Provident Fund and Bonus Schemes Act, 1948 and the Employees' Provident Funds Act, 1952.

श्री शिव चन्द्र झा (मधुबनी) : क्या सरकार इस विधेयक को पास कराने का ख्याल नहीं रखती ? क्या सरकार का मकसद इसको केवल मात्र इंट्रोड्यूस करने का है ? आपने इस पर राष्ट्रपति की अनुमति 171(1) में ली है।

मंत्री महोदय कहेंगे कि अनुच्छेद 117(3) के अन्तर्गत राष्ट्रपति की अनुमति लेने की स्टेज बाद में आयेगी। लेकिन प्रश्न यह है कि इस विधेयक को कनसिडर करने और पास करने के लिए राष्ट्रपति की अनुमति क्यों नहीं ले ली गई है। इससे यह मालूम होता है कि सरकार का मकसद है कि सिर्फ इस बिल को इंट्रोड्यूस करने का है। हो सकता है कि बाद में सरकार इस विधेयक को ड्राप कर दे। कोलमाइन्ज के प्राविडेंट फंड की प्राबलम को सरकार सीरियसली हैंडल नहीं करती है, बल्कि वह टिकरिंग विद दि प्राबलम कर रही

है। क्या वजह है कि सरकार ने अनुच्छेद 117(3) के अन्तर्गत राष्ट्रपति की अनुमति नहीं ली है ? अच्छा होता कि सरकार अनुच्छेद 117(3) के अन्तर्गत भी राष्ट्रपति की अनुमति ले लेती और तब इस विधेयक को इंट्रोड्यूस करती। सरकार ने ऐसा नहीं किया है, यही मेरी आपत्ति है।

श्री भगवत झा आजाद : अध्यक्ष महोदय, हमारा इरादा इस विधेयक को जल्दी से जल्दी पास करने का है। हम इस बारे में बहुत सीरियस हैं और ज्यों ही समय मिलेगा, हम इसको तुरन्त पास करना चाहते हैं। राष्ट्रपति की अनुमति लेने में कोई दिक्कत नहीं है।

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Coal Mines Provident Fund and Bonus Schemes Act, 1948 and the Employees' Provident Funds Act, 1952."

*The motion was adopted.*

SHRI BHAGWAT JHA AZAD : Sir, I introduce† the Bill.

12.55 hrs.

**INDIAN MEDICINE CENTRAL COUNCIL  
BILL—contd.**

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING, AND WORKS, HOUSING AND URBAN DEVELOPMENT (SHRI B. S. MURTHY) : Sir, I was speaking the other day about the main points of this Bill.

There are in the country today about 50,000 institutionally trained practitioners of Indian medicine as against 1,40,000 registered practitioners who have not undergone institutional training. One of the important functions of the Indian Medicine Central

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†Introduced with the recommendation of the President.