

An hon. Member: What about (d)?

Shri Hari Vishnu Kamath: (d) is D-day!

Shri Swaran Singh: (a) I will not be surprised if they take the matter to the Security Council. This will not be a new experience. We know how to deal with it and put our case in the Security Council.

Shri Hem Barua: In spite of the Tashkent Declaration?

Shri Swaran Singh: (b) We have already informed the Soviet leaders; I have already replied to that.

(c) I could not follow.

Shri Hem Barua: (c) was: Whether our Government are convinced by now that Tashkent was a mistake, to put it in a very mild way?

Shri Swaran Singh: (c). No, Sir.

श्री यशपाल सिंह (कोराना) : विदेश मंत्री यह समझते हैं कि जो मसला मजबूत फारेन पालिसी से हल होना है उसे वह बातों से हल कर ले। ऐसा वह क्यों करना चाहते हैं? क्यों विरोधपत्र भेजते हैं? माननीय विदेश मंत्री ने यह भी कहा है कि हम छः सौ दफा भी बातचीत करने के लिए तैयार हैं। एक दफा में तो माननीय विदेश मंत्री जी हाजीपीर, कारगिल, टिब्बवाल आदि दे कर आये हैं और अगर यही सिलसिला जारी रहा तो उस हिसाब से मैं जानना चाहता हूँ कि साल किले का नम्बर कब आ जायेगा?

दूसरी बात यह है कि जब पाकिस्तान बार बार उल्लंघन कर रहा है, अतिक्रमण कर रहा है तो आप को क्या जरूरत है कि आप इस डिक्लेरेशन को रजिस्टर करवायें? आप का कौन सा काम ठका पड़ा है बिना रजिस्टर करवाये?

श्री स्वर्ण सिंह : जी हाँ, उनकी ताकत कायम रहे और हमारी जबान कायम रहे, दोनों की जरूरत है।

(ii) CANCELLATION OF IAC FLIGHTS  
FROM CALCUTTA—contd.

Mr. Deputy-Speaker: There is a call attention notice, Shri S. M. Banerjee.

Shri S. M. Banerjee (Kanpur): I have already called his attention to that.

Shri Hem Barua: There is another call attention notice—about Naga hostiles.

Mr. Deputy-Speaker: I will come to that. Please sit down.

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): Honourable Members will recall that on the 17th February, 1966, I made a statement in this House on the general question of indiscipline among the staff of the Indian Airlines Corporation, with particular reference to some incidents of disharmony between Pilots and Air Hostesses at Delhi and Calcutta. I had mentioned in that connection that certain sections of the I.A.C. employees at Calcutta represented by the Air Corporations Employees Union, who also represent Air Hostesses, have been resorting to 'go slow' and 'work to rule' tactics, to prevail upon the Management to withdraw the orders passed taking two Air Hostesses off roster pending enquiry. Despite these tactics, the frequency of services ex-Calcutta was maintained although they were subject to delays.

On the 5th March, 1966, Regional Unions I (Technical) and II (Non-technical) of the Air Corporations Employees Union gave a strike notice to the Management under Section 22 of the Industrial Disputes Act intimating that they propose to go on strike on the 4th April, 1966. In the strike notice, the Unions have listed six demands including one relating to cancellation of the orders issued against two Air Hostesses allotting them ground duties pending an enquiry. The strike notice had been brought to the attention of the Regional Labour Commissioner, Calcutta, and conciliation

proceedings were held on the 15th, 16th and 18th March, 1966. The conciliation proceedings did not, however, result in an agreement.

On the 20th March, 1966, Cabin Attendants at Calcutta reported for duty with paper cards bearing the seal of the Union and purporting to have been issued on its behalf. The cards contained all the points raised in their strike notice, such as, "put back Cabin Attendants on flight duty", etc. The Commanders of the flights objected to the Cabin Attendants wearing these cards while on duty. The Cabin Attendants refused to remove them, as a result of which the Commanders decided to off-load them. Even after the receipt of written orders from the Commanders in this regard, the Cabin Attendants refused to get off the aircraft, as a result of which it became necessary to cancel some flights ex-Calcutta. The feasibility of operating the services without the Cabin Attendants but with the help of other officers who would be in a position to render necessary help for the safety of operations, had been examined but because the pilots apprehended personal safety on account of intimidating tactics of some of the ACEU category employees, the pilots were unwilling to continue the operations under those conditions.

The Management, however, have been able to maintain certain flights with an additional officer to perform the duties of a Cabin Attendant. There are 13 regional services and 6 services operated on the trunk routes, emanating from Calcutta. Of these, only 5 services were cancelled on the 20th March, 1966. On the 21st March, however, only 5 services could be operated on the trunk routes and 8 services could be operated yesterday. The Management hope to maintain all the 6 services on the trunk routes and operate 6 services on the regional routes today. The Corporation is planning to maintain some of the important services to Assam which are now operating ex-Calcutta as services in transit through Calcutta, should the

present difficulties persist. Steps have also been taken to maintain the security of the airport and equipment in the premises and also to prevent unauthorised persons from using the vicinity of the area required for operations.

In the meantime, I am glad to report that the discussions which have taken place between the Management and the President and General Secretary of the Central Headquarters of the Air Corporations Employees Union on the basis of the proposals made by the Conciliator have borne fruit and an agreed solution has been found. The Representatives of the Central Union and the Industrial Relations Officers of the Corporation have left this morning for Calcutta to persuade the Regional Union to fall in line with the understanding reached in Delhi. I have myself seen the formula of understanding and consider that this provides a good solution for the impasse that was reached in Calcutta on the points of demand contained in the strike notice. I should like to commend the spirit of accommodation and conciliation shown by both parties which has resulted in this accord without any sacrifice of the essentials of discipline in the Corporation. I should also like to point out that the Members of the ICPA and the Officers Association of the Corporation at Calcutta have promised to render full cooperation to the Management in this difficult situation which has enabled the Corporation to maintain their services in the manner that I have described earlier. I would also like to congratulate the officers and staff of the Corporation in other Centres who have remained unaffected by these developments in Calcutta Region and have been rendering every help and cooperation in maintaining the services at and through those Centres.

Should, however, the hope that I have expressed not materialise, I need hardly tell the House that both the Government and the Corporation are fully determined to maintain discipline and orderliness in the operations of the Corporation and we shall not allow

[Shri Sanjiva Reddy]

any section of the employees to get away with the feeling that by their insubordination and undisciplined conduct they can succeed in blackmalling us into submitting to their unreasonable demands.

**Shri S. M. Banerjee:** I would like to know whether it is a fact that these badges worn by the cabin attendants, air hostesses, etc. did not bear anything except the six demands put forward by the union. I would also like to know the basis on which the commander ordered them not to wear such badges and turned them out. Is it also a fact that the commanders generally misbehave with the air hostesses . . . (Interruptions.)

**Shri Sanjiva Reddy:** No, Sir, they were expected to wear uniforms. These badges were not expected to be worn by them. I do not find anything wrong with the commander for asking them to remove those badges.

**Shri S. M. Banerjee:** Those badges were worn without any objectionable slogans.

**Shri Sanjiva Reddy:** It is objectionable.

श्री हुकम चन्व कछबाय : माननीय श्री बनर्जी ने जो प्रश्न पूछा था उस के उत्तर में जबाब दिया गया कि जो पट्टी बांधी गई थी वह अनधिकृत बांधी गई थी। वह बांधनी नहीं चाहिये थी, और इसलिये उन पर एक्शन लिया गया, दबाव डाला गया। अगर यह बात सही है तो जो समझोता सरकार ने किया है उस के बाद क्या इस बात का ध्यान रखा जायेगा कि भविष्य में इन कर्मचारियों के लिये ऐसी बात करने का मौका न प्राये, उन की जो मांगें हों उन को पहले ही मान लिया जाये, ताकि इस तरह की स्थिति पैदा न हो।

**Shri Sanjiva Reddy:** The central union people had gone to Calcutta; the

regional union will have to fall in line with them. Let us wait and see what they are able to do.

श्री मधु लिमये (मंगर) : इंडियन एयरलाइन्स कारपोरेशन और एयर इंडिया इंटरनेशनल, में जो कर्मचारियों . . .

उपाध्यक्ष महोदय : एयर इंडिया इंटरनेशनल की बात कल हो चुकी है।

श्री मधु लिमये : वह तो है लेकिन साथ साथ यह भी है। मेरा प्रश्न बहुत साधारण है जो कि दोनों पर लागू होता है। इस में घाप को क्या ऐतराज है।

उपाध्यक्ष महोदय : घाप इंडियन एयर लाइन्स कारपोरेशन के बारे में सवाल पूछ लीजिये।

श्री मधु लिमये : इंडियन एयर लाइन्स कारपोरेशन और दूसरा जो निगम है उन के बारे में मैं जानना चाहता हूँ कि कर्मचारियों के घापसी झगड़े, अनुशासनहीनता, बद-इन्तजामी और सुरक्षितता के बारे में भ्रसाव-घानी जिस को प्लेदंग डाउन घॉफ सेफ्टी फैक्टर्स बहते हैं, इन सारी चीजों के बारे में जांच करने के लिये क्या सरकार कोई जांच समिति बनायम करेगी।

**Shri Sanjiva Reddy:** First let us enforce discipline and see that it runs properly. Then naturally we can take further steps. I do not mean to say that everything is perfect but the first priority is to enforce some discipline and to care for the safety of the passengers. Later on we shall certainly look into it if necessary.

**Shri Ranga (Chittoor):** Mr. Deputy-Speaker, that question has not been properly answered. You are having discipline now. There is an agreement. In the light of this, would you like to enquire into the past happenings and analyse ways and means to prevent such occurrences?

**Mr. Deputy-Speaker:** He has answered it.

**Shri P. C. Borooah (Sibsagar):** Overlordism on the part of a certain I.A.C. pilot exercised on the hostesses on the one hand and the weakened policy of the I.A.C. management hand not to cause displeasure to the pilots on the other are the immediate cause of this malady. May I know how long it will take for the I.A.C. management to take courage and overcome their weaknesses and to bring to book anybody who is at fault?

**Shri Sanjiva Reddy:** I have said in the last para of my statement that we would take action if necessary. I cannot say how long it will take; we would certainly do it.

**Shri Brij Raj Singh-Kotah (Jhalawar):** How many cases of indiscipline have come to the notice of the management since the inception of this corporation and how many have been prosecuted?

**Shri Sanjiva Reddy:** I think it is a separate question. We have to collect particulars for all these years.

**Shri S. N. Chaturvedi (Firozabad):** May I know if it is one of the terms of conciliation that no action will be taken against recalcitrant hostesses?

**Shri Sanjiva Reddy:** That is not so. It is a very reasonable agreement which has been entered into yesterday. That is not one of them.

श्री यशपाल सिंह : क्या सरकार यह बतलाने की कृपा करेगी कि जो दैनिकिडिप्लिन दिन प्रति दिन बढ़ती जाती है और हवाई जहाज के स्टुअर्ट और एयर होस्टेज घन्दर बैठी हुई हैं और जहाज को चलने नहीं देती हैं, यह स्थिति जब तक देश बर्दाश्त करेगा । सरकार क्यों नहीं धागे बढ़ कर कुछ करती ।

**Shri Sanjiva Reddy:** We are also worried about it. We are taking action to see that the things are all right.

**Shri N. R. Laskar (Karimganj):** This has happened not for the first time, particularly in the eastern region. It is a regular feature, because we ourselves have experience of it, so many times. Either the service is cancelled or it is delayed for hours together; sometimes the delay is four to six hours. May I know at least what steps are the Government taking so that these unnecessary cancellations and delays may be prevented in the future?

**Shri Sanjiva Reddy:** I myself am very sorry for this. But the delays are there, then staff get inside the plans and do not obey orders. At times, flights are delayed for various reasons. It is unfortunate.

**Mr. Deputy-Speaker:** Shri Surendra Pal Singh—Shri Yashpal Singh—Shri D. C. Sharma—Shri S. N. Dwivedy—Shri H. N. Mukerjee.

**Shri Hem Barua:** What is this, Sir?

**Shri Surendranath Dwivedy (Kendrapara):** Did you call us on this subject, Sir?

**Mr. Deputy-Speaker:** It is all right. I am coming to that.

**Shri Hem Barua:** Did you call our names in connection with the IAC?

**Mr. Deputy-Speaker:** Yes.

**Shri Hem Barua:** Then let me put a question.

**Mr. Deputy-Speaker:** Your name is not there; I did not call you.

**Shri Hem Barua:** Then, what about us?

**Mr. Deputy-Speaker:** I am coming to it.