

(k) of the 1948 agreement between the pilots and the Port Commissioners will be referred for interpretation to a High Court or an eminent person?

Shri Raj Bahadur: It has been laid at rest for ever, and there is no question of referring it to a High Court or anybody else.

Shri Hem Barua: Is it not a fact that a definite assurance was given in 1948 to the Hooghly Pilots when this Bengal Pilot Service was taken over by the Calcutta Port Commissioners that in case of an increase in the salaries and emoluments of the other wings of the service, the case of the Hooghly pilots would be taken into consideration?

Mr. Speaker: Now we are talking of May, 1962, not the assurance given in 1948.

Shri Raj Bahadur: Sir, in order to lay the controversy at rest, I should like to reply to that question. This point was specifically considered, and the pilots accepted the position which was put before them by the Government, that this cannot be considered, and this has been laid at rest for ever.

Air Accidents

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- *180. { **Shri Harish Chandra Mathur:**
 { **Shri Indrajit Gupta:**
 { **Shri Sham Lal Saraf:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government have taken note of a series of accidents met by Boeings and given any consideration to our decision to change over to jets; and

(b) what is our programme for future purchases?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) Yes, Sir. A vigilant watch is kept on all incidents and accidents involving Boeing and other aircraft. The results of technical investigations to date on the various accidents to the Boeing 707 are

reported to have revealed no significant deficiencies according to the U.S. Government authorities and the Boeing Aircraft Company. The question of giving any consideration to replacement of the present Jet aircraft does not arise, at this stage.

(b) The programme of future purchases has not yet been finalized.

Shri Harish Chandra Mathur: Reports on which of the accidents have been examined by the Ministry, and what were the main causes of the series of accidents to Boeings during the last six months?

Shri Mohiuddin: The last four accidents are still under investigation by the concerned authorities. I may remind the hon. Member that the last two accidents occurred only in May and June. As far as the first accident is concerned, it was reported that there was an explosion by sabotage on the aircraft, and that was the cause of the disaster.

Shri Harish Chandra Mathur: In view of the fact that a series of accidents has happened and four of them are still under examination, will the Ministry finalise its programme for the purchase of these Boeings only after a thorough examination of these reports, as this has already seriously affected traffic on the air?

Shri Mohiuddin: I have already assured the House that there is no significant deficiency in the aircraft. There is nothing common in the accidents that have taken place. As far as the suggestion of the hon. Member is concerned, that we should very carefully examine these reports, that is already being done. I thank him for the suggestion that we should be very careful about it.

Shri Indrajit Gupta: In view of the fact that in the 5 accidents which took place between 15.2.61 and 22.6.62, 416 persons were killed, does the Government not consider that it is necessary to examine the question of whether these Boeings 707 are particularly susceptible to some sort of metal fatigue after doing a certain number of miles

and to assure ourselves about the safety before we make any purchase?

Shri Mohiuddin: That is exactly the point asked by Shri Mathur. I have stated that there is no significant common factor in the various accidents. (*Interruptions*). And, we have been assured that there is no structural defect that has been found so far. Though the reports have not yet come, we have been assured by the manufacturers as well as by others that there is no structural defect.

As for keeping the aircraft in absolute airworthy condition and the pilots up to the mark, I can assure the House that our pilots and our maintenance are of the very high order.

Shri Sham Lal Saraf: May I know if our Government depend upon the enquiries that may be launched by the other Governments where the accidents have taken place or will they satisfy themselves that there is nothing wrong as the hon. Minister just now said?

Shri Mohiuddin: We have got to depend upon other enquiries that take place all over the world. But, of course, we have to see that the report is examined very carefully and to see that there is no lacuna in the findings. That, we will examine.

Shrimati Sharda Mukerjee: May I know whether it is a fact that the boeings are, probably, used much more in international aviation and, therefore, we hear more of accidents in the Boeings?

Shri Mohiuddin: It is a fact that it is the most widely used aircraft and they compose the largest number of jet aircraft that are in use at the present moment.

श्री तुलसीदास जाधव : बोइंग के जो एक्सीडेंट्स होते हैं, उन के कारण उन को चेंज करने का प्रश्न उठाया गया है। क्या इस बात का पता लगाया गया है कि उन एक्सीडेंट्स के कारण क्या है ?

श्री मुहीउद्दीन : उन एक्सीडेंट्स के कारण अभी पूरे मालूम नहीं हुए हैं। वे तो थोड़े दिन बाद मालूम होंगे।

Shri Umanath: Is the Government aware of the report of the NARA which went into the question and which pointed out that there is a structural defect, namely, that a nut got loose for want of a pin; and has the Government issued any instructions to the manufacturers?

Shri Mohiuddin: Government does not issue any instructions to the manufacturers; but the manufacturers study these various accident before even the reports are received and they advise the users as to what modifications are to be made and so on for the purpose of any contingency.

Mr. Speaker: Next question.

Shri Joachim Alva: Sir, I rose half a dozen times; I wanted to put just one question.

Mr. Speaker: I am very sorry.

French Caravelles for I.A.C.

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*181. { **Shri D. C. Sharma:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Subodh Hansda:
Shri Yashpal Singh:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Indian Airlines Corporation has drawn up a plan to introduce the French Caravelles on trunk routes;

(b) whether it is also proposed that Viscounts and the Fokker Friendship should take over gradually the regional routes eliminating the Dakotas almost entirely; and

(c) the details of the proposal and the amount to be spent thereon?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). The Indian Airlines Corporation, after making a study of the traffic trends particularly on trunk routes, have