

MR. SPEAKER : If he is misleading the House, you bring the issue of breach of privilege of the House. You can bring breach of privilege against the Minister, if he is misleading.

SHRI N.K. PREMCHANDRAN : The total bank of sanction used to be four times of the annual allocation formerly. Now it has been reduced to 2.5 times of the annual allocation. As a result of this, the highway development in Kerala is at a standstill. The allocation to the State of Kerala has also been considerably reduced. They are not able to meet the maximum expenditure due to the new policy made by the Government of India. I would like to know from the hon. Minister whether he will take steps to enhance this from 2.5 times to 4 times, so that we could meet the maximum expenditure.

As a special circumstance, I would like to make a note that the land acquisition proceeding is going on in Kerala for Highways. Rs. 28 crore have remained unspent on this account. That also will come within the bank of sanction. I would like to know from the hon. Minister whether the land acquisition amount will be exempted from this bank of sanction and it will be enhanced to four times that of the annual allocation.

SHRI T.G. VENKATRAMAN : If they do not spend whatever has been allotted to them, it comes back to the common pool. Therefore only next year we can augment the allocation.

KUMARI FRIDA TOPNO : Many big private industrial sectors are coming up in the eastern India due to its richness in mineral resources. I would like to know whether the Government have any proposal to entrust the expansion scheme of the National Highways to the private sector. If yes, which are the National Highways and the name of the business houses which are proposed to be entrusted with this job.

SHRI T.G. VENKATRAMAN : A separate question is required.

MR. SPEAKER : A separate question is required. Okay, we will go to the separate question !

... (Interruptions)

SHRI RAM NAIK : You said you would allow supplementaries on this, Sir.

MR. SPEAKER : In the last Session of Parliament we had a discussion on this, a full debate on this question. You cannot go on like this.

... (Interruptions)

MR. SPEAKER : I am sorry, Next question, Shri Prabhudayal Katheria.

[Translation]

Crash of I.A.F. Aircrafts

*23. SHRI PRABHU DAYAL KATHERIA :
SHRI LALIT ORAON :

Will the Minister of DEFENCE be pleased to state :

(a) whether crash of aircrafts in the IAF has become more and more frequent during the last three years;

(b) if so, the details thereof during the last three years and the losses suffered as a result thereof;

(c) whether any enquiry has been conducted to ascertain the causes of accidents;

(d) if so, the findings thereof;

(e) whether any systematic study has been undertaken by the Indian Air Force to check such crashes in the future;

(f) if so, the details thereof;

(g) whether the Government also propose to set up an expert committee to find out the reasons for such crashes;

(h) if so, by when and if not, the reasons therefor; and

(i) the measures being taken at present to check such accidents/crashes ?

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : (a) to (i) A Statement is laid on the Table of the House.

Statement

Accident rate of the IAF which was about 30 per year over the previous decade, has fallen to an average of 24 aircraft per year in the current decade. The number of accidents during the last three years are as follows :

1993-94	22
1994-95	25
1995-96	27*
1996-97 (upto 20.2.97)	17*

* Though there were 27/17 accidents, yet in a particular accident, two aircrafts were involved. So, the number of aircraft lost was 28/18.

Every accident in the IAF is investigated by a Court of Inquiry. Inquiries have revealed that the main causes of air accidents are Human Error, Technical Defects and Bird Strike. A number of studies were undertaken by the IAF and implementation of remedial measures suggested as a result of such studies has helped in bringing down the rate of accidents. An Expert Committee under the chairmanship of Scientific Advisor to Raksha Mantri has also been constituted for in-depth study of the accidents. Further, to

contain these accidents on an immediate basis, air support and attack patterns have been reviewed. Steps have also been taken by the Ministry of Agriculture and the Ministry of Urban Affairs & Employment and the State Governments concerned for modernisation of slaughter houses/carcass utilisation centres and for sanitisation of areas around the birdprone airfields to reduce the bird activities.

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, for the last sometime the Government has bent upon to give ambiguous reply to questions and shift the responsibility to State Governments. This matter relates to the Defence Ministry of the Government of India. In my question I have asked as to whether the air accidents have become more frequent in Indian Air Force during the last three years. In reply to it hon. Minister has stated that in 1993-94, 22, in 1994-95, 25, in 1995-96, 27 and in 1996-97, 17, means 17 accidents took place during two months. Hon. Minister has also mentioned that an expert committee has been constituted in this regard.

I would like to know as to whether any success has been achieved after constituting the expert committee ? What is the guidelines and conclusion drawn by the foreign as well as our scientists to check such accidents in future ?

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, as the hon. Member has mentioned that a committee is constituted to inquire into every accident, an expert committee was constituted to inquire into the matter when such type of air accidents became more frequent. You will be glad to know that yesterday Prithvi Missile had been successfully test fired. An expert committee has been constituted under the Chairmanship of eminent scientist Dr. Abul Kalam. Earlier this committee was working as judicial committee of Air Force and now it has been given responsibility for conducting details of inquiry into such accidents.

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, I seek your protection. It is an important question pertaining to Ministry of Defence. I would like to know from the hon. Minister as to what is the propriety of constituting this committee. The number of accidents has been increasing during the last three years. In reply to this question human error and technical defects and bird strike were main causes for air accidents. Even then the Government has been issuing licences every year to set up more slaughter houses.

MR. SPEAKER : You often ask long questions. Even this question has parts from (a) to (i). It is quite lengthy.

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, it is an important question about Ministry of Defence. On one hand technical faults, human error and bird strike have been ascertained as main causes for air accidents but on the other hand, Government are issuing licence for setting up new slaughter house, as a result of it birds keep flying on these areas. What the Ministry of Defence is doing in

this regard ? In the end I would like to know as to whether the soldiers who die in these aircraft crash, their relatives are given compensation amount or not ?

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, as regards the getting of assistance from State Governments in case of birds.

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, I have already said that this matter does not relate to state Governments.

SHRI MULAYAM SINGH YADAV : Please listen to my point. The place where training is imparted and aircrafts are flown, there Defence Ministry and State Government are trying collectively to minimise the number of birds. We are trying our best for prevention of such accidents in future.

[English]

MR. SPEAKER : No, Shri Katheria. Next, Shri Lalit Oraon, please.

[Translation]

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, it is an important matter. This matter does not relate to State Governments. The Government intends to prevent air accidents and even then it is issuing licences for new slaughter houses. Cattle are being slaughtered in open. Mr. Speaker, it is an important question. People are dying in air crashes due to bird strike and you are shifting the responsibility to the State Government.

[English]

MR. SPEAKER : Shri Oraon, you please ask the question. Please sit down Shri Katheria. I have asked you to sit down.

[Translation]

SHRI LALIT ORAON : Mr. Speaker, Sir, three reasons have been mentioned for air accidents i.e. human error, technical fault and bird strike.

Sir, measures have been taken to prevent bird strike but as per the reply no measures have been taken to check human error and technical faults. Does the Government believe that the number of accidents will go down just after obviating one of the causes attributed to it ?

SHRI MULAYAM SINGH YADAV : Sir, the Government is very keen to prevent such accidents. An apex committee has been constituted for this very purpose. There has been a decline in the number of accidents caused by bird hit and this year only one air-accident has been caused by bird hit. Otherwise also we are making efforts to check the accidents. After the submission of the report by the committee, the Government will be making all possible efforts to prevent air-accidents.

[English]

SHRI BIJU PATNAIK : Mr. Speaker, Sir, I would like to know from the hon. Minister as to whether he is aware that a certain class of aircraft has continuously caused death to our young pilots. The manufacturers have withdrawn those aircraft for further examination. Would the Government of India also do the same thing ? Air Force should be asked to hold back those aircraft and have a full investigation into it as to why it is defective. Aircraft is a manufactured thing and there can be defects anywhere—in the aircraft itself or in some of its parts like engine or instruments, etc.

I would like to know from the hon. Minister as to whether he would consider withholding the flight for this type of aircraft, particularly MIG-22 which has been causing a lot of damage to us, till such time a full investigation is completed. Shri Abdul Kalam is a competent person, but his competency is in the field of trajectory missile system. He does not know much about aircraft. So, I would like to know from the hon. Minister as to whether he would withhold the use of this type of aircraft till a full investigation is done.

[Translation]

SHRI MULAYAM SINGH YADAV : Sir, so far as the issue of prevention of accidents is concerned, we are putting in our best efforts and the Government has also constituted a committee for the purpose.

The second point that has been raised is that such aircrafts should be grounded which have met an accident. I have stated in the reply given just now that some aircrafts have been totally damaged, whereas some aircrafts have only minor defects such as jammed or dislocated wheels. Such minor technical defects are removed and such aircrafts as have met an accident are not operated unless they are repaired.

LT. GENERAL SHRI PRAKASH MANI TRIPATHI : There has been an increase in the price of Aviation Fuel during the last three-four years and on the other hand, there has been a reduction in the grants given for training of pilots. As a result, there has been a progressive decrease in the number of hours for which compulsory training is required to be imparted to pilots every year. There are several such countries where the number of hours of imparting training to pilots is determined by the Parliament of that country. It is such an important matter. Would the Hon'ble Minister be pleased to state as to how many training hours have been reduced during the last three-four years due to this reason ?

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, I have got the data. It is true that a few years ago, the training hours had been reduced. However in view of the accidents, those hours are not being reduced, rather they are being increased.

LT. GENERAL SHRI PRAKASH MANI TRIPATHI : Please have a look at the question. Before reducing the

number of hours, you should keep in mind that it is a very important matter. As there are several countries where the Parliament decides the number of hours for which training should be imparted to the fighter pilots. I request you to kindly keep in mind this fact also.

[English]

MR. SPEAKER : I think, you have made your point. The hon. Minister has noted down your point.

SHRI SONTOSH MOHAN DEV : Sir, I would like to ask just two questions :

(i) When was the Kalam Committee formed and when would it present its report to the Ministry and (ii) is it a fact that three batches of women pilots have been inducted into the Indian Air Force ? What is the reason that so far there is not a single case of accident by women pilots ?

[Translation]

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, the Committee has been constituted recently and the Government will try to ensure that the report of the committee is expedited.

MR. SPEAKER : Do you have any information regarding the women pilots ?

SHRI SHARAD PAWAR : Whether any Pilot of the three batches of women pilots inducted in the Air force so far, has been involved in any accident ?

SHRI MULAYAM SINGH YADAV : Yes, One such accident has taken place.

SHRI SHIVRAJ V. PATIL : We must look into another aspect of this issue. I would like to raise it with Hon'ble Minister and I would also like to know about the policy of the Government in this regard. The Air Force pilots are, instructed to utilise the full capacity of the machines while flying aircrafts because if they fail to fly the aircrafts in the same way during war, the capacity of the machines remains under utilized. Sir, in Civil Aviation Sector also, safety is given utmost importance and in the case of Defence aircrafts, we pay attention to fulfilling our objectives. Hence when the full capacity of the machine is utilised and pilots too put in their full strength, such accidents are caused. I would like to know whether you are contemplating to impose any restrictions on capacity utilisation of aircrafts in order to avert the accidents ? Will you keep this aspect in view.

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, Hon'ble Member is very experienced. He has earlier adorned the office of the Speaker. He has given a very good suggestion and we will take it into consideration.

Shortage of Life Saving Drugs in CGHS

*25. SHRI SHIVRAJ SINGH :
PROF. JITENDRA NATH DAS :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :