

[Sh. Tej Narayan Singh]

ure should be handed over to the Tatas and Birlas. If we do so, it will be a big setback to socialism and will amount to an encouragement to capitalism. Today about 50 per cent people in our country are living below poverty line as they do not get two square meals a day. Their number is about 35 crores. If all the schemes of the Government are handed over to the Tatas and Birlas. I think the number of people reaching the verge of starvation will increase to 75 per cent. Therefore, under the present circumstances, this suggestion does not seem to be relevant. I would demand that stern action should be taken against those officials who were behind this deal. Shri Hukumdeo Narayan Yadav has rightly said that how can the enquiry be conducted now when they are no more in the world. There is a saying in Bhojpur—'Cham kabera, kuku rakhwar' which means that if protector becomes the destructor, what can be done. I am sure that there are still some people who can be entrusted with the enquiry. Much hue and cry was raised over it. We used to speak against the corruption in congress rule. Later on a time came when some Congressmen started speaking against the corruption. They left the Congress and formed another party and now the burden of running the country has fallen on their shoulders. It is good, as has been said by one of our colleagues, that today the Ministers and the Prime Minister are our own men but even then persons like me are compelled to think that in spite of our unrestrained support, there is nothing certain about them. Even then I hope that a time will come when 60 or 70 Members from the opposition who criticise the Government will shift to the benches where today Shri Vishwanath Pratap Singh and other Ministers are sitting. With these words I conclude and demand that stern action should be taken against the guilty persons who are behind this deal because many people have lost their lives in this crash. I am thankful to you for giving me time to speak.

[English]

MR. CHAIRMAN: It is nearing 7 PM. I

want to know the sense of the House, whether we can continue and finish this subject.

SHRI ARIF MOHAMMAD KHAN: Mr. Chairman, how many speakers are there?

MR. CHAIRMAN: Seven or eight speakers are there.

SHRI SAMARENDRA KUNDU (Balasore): Sir, we can sit late and finish it today itself.

SHRI SONTOSH MOHAN DEV: Mr. Chairman, let the Minister reply at 7.30 PM today.

19.00 hrs.

SHRI ARIF MOHAMMAD KHAN: This can be taken up tomorrow after Private Members' business.

SHRI SAMARENDRA KUNDU: Tomorrow is Friday. Members will go back to their constituencies. We will finish it in another 30 to 40 minutes.

MR. CHAIRMAN: Let us start the discussion now. We will see it later.

19.01 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Vote on Account) Bill, 1990, which was passed by the Lok Sabha at its sitting held on the 28th March,

1990, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1990, which was passed by the Lok Sabha at its sitting held on the 28th March, 1990, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

19.03 hrs.

DISCUSSION UNDER RULE 193

Accident to the Indian Airlines Airbus A-320 at Bangalore

[*English*]

SHRI CHITTA BASU (Barasat): I will not take much time of the House because much of the ground has already been covered by the speakers who have taken part earlier to me. The main point is the sordid story of the acquisition of these aircraft. My esteemed colleague, Shri Amal Datta, has already described exhaustively the background and other factors which have weighed on the choice of A-320 aircraft.

If we make a brief appraisal of what has already been said in the House regarding the acquisition, four relevant points emerge. One, the previous Government pushed through the deal with undue haste. Second, the previous Government ignored the other options as well as warning signals about the inadequacy of ground support system. Third, the previous Government brushed aside the

advice for more time to evaluate. In this case, I do not want to quote from some relevant papers regarding the views given by the Indian Commercial Pilots' Association in October, 1988 and also some views given by the Planning Commission. Simply I read out a portion of the views given by the Indian Commercial Pilots' Association relating to acquisition of the aircraft:

"We state that the aircraft is neither proven nor does Indian Airlines have the infrastructure to maintain them. Even a freak chance of main and back-up computer failure due to dust, heat, or humidity will end in a disaster as the pilot shall have no control whatsoever."

I think I do not have enough time to explain it but this is exactly what has happened, although I am not an expert. Therefore, my point is that these warnings were not heeded to by the earlier Government while acquiring these aircraft. The Planning Commission, as also another official, were also reported to have given the view that the Indian Airlines and the country's airports might not be ready to handle the fly-by-wire aircraft in 1988. That being the case, I think it requires a thorough inquiry and I would suggest that there should be an inquiry under the Commissions of Inquiry Act, in order to go through the entire process of the acquisition of these aircraft.

I would only like to refer to a few points. One is, for how long will these aircraft remain grounded, or do you not like to allow these aircraft to fly again? As has already been mentioned, the pilots have already decided not to fly the planes till the report of the inquiry is available. I want the Minister's reaction to this aspect of the decision of the pilots.

There is a demand, and I also share that view, that the agreement should be cancelled. Today's Press reports have said that the terms and conditions of the agreements are heavily loaded in favour of the manufacturing industry. One of the conditions is that