

the report of the Commission and for allowing a discussion on the report in the Parliament.

(iv) CELEBRATION OF 1000 YEARS OF INSTALLATION OF STATUE OF BHAGWAN GOMATESHWAR IN KARNATAKA.

SHRI NIRMAL CHANDRA JAIN (Seoni): Under Rule 377. I make the following statement of urgent public importance.

The famous statue of Bhagwan Gamateshwar at Shravanbelagola (Karnataka State) was installed in the year 981 A.D. It would complete its 1000 years of its installation in 1981. It is called one of the wonders of the world. Its grandeur, magnanimity, beauty and sculptural art is beyond description.

In the year 1981 there is going to be big celebrations in the form of Sahasrabadi Pratishtapana Mahamastikubhishat at Shravanbelagola. Millions of persons from all over India and thousands from the foreign countries are likely to visit the place on that occasion. State of Karnataka has formed one State level Committee. It would be in the fitness of things if the National level Committee is also formed by the Education Ministry.

13 hrs

MR SPEAKER: There are two statements left. Is it the pleasure of the House to finish these statements now?

SEVERAL HON. MEMBERS: Yes

(v) REPORTED DELAY AND CANCELLATION OF INDIAN AIRLINES FLIGHTS DUE TO NON-COOPERATION OF TECHNICIANS

SHRI B. RACHAIAH (Chamarajanagar): There is something radically wrong with the maintenance of aircraft by the Indian Airlines. It is common knowledge that the IAC is hardpressed to maintain its services having been left with only two of its five prestigious airbuses in full working order. Airbus flight IC

403 which was to leave Delhi at 10 A.M. to Bangalore was delayed by four hours on 28-4-79.

Airbus flight IC 401 developed an engineering snag on May 1, 1979 and the boarded passengers had to be brought down. Another airbus in the evening was hit by a bird causing extensive damage to it. Last week Boeing 737 crash-landed in Madras. One Airbus has grounded for some time for extensive maintenance operation. The passengers are caught unawares by the sudden cancellation of flights and they are made to run to the airport four times a day and are compelled to spend Rs 150 on taxis, forgetting for the moment the hotel and food expenses.

In this environment of uncertainties of flights, on May 1, 1979 the aircraft technicians of Indian Airlines and Air India started their 'non-cooperation' as a consequence of which morning Delhi-Calcutta airbus flight was cancelled. The Indian Aircraft Technicians Association, Delhi Region has recently empowered the Central Office to take any appropriate step including strike to expedite the settlement of charter of demands including allowances for children's education, tool kit, no work during break-time, no work on weekly-off days, no work except according to work schedules etc. The Labour Commissioner Bombay has been apprised of the demands of Aircraft technicians.

This non-cooperation movement has led to inordinate delay of five to six hours in the running of flights. The next meeting of this Association has been fixed for May 23. If this condition is allowed to continue till then the IAC can better wind up its operations in the country. I request the hon. Minister of Civil Aviation to make a detailed Statement on the floor of this House.