

**CORRECTION OF ANSWER TO
U.S.Q. NO. 4121 DATED 25.3.1970
RE. NON-PUBLISHING OF ISSUE
OF RUM IN DAILY ROUTINE
ORDER OF 18 PUNJAB
REGIMENT**

THE MINISTER OF DEFENCE (SHRI JAGJWAN RAM) : In part (a) of the Unstarred Question No. 4121 answered on 25.3.1970 in the Lok Sabha, it was enquired whether it was a fact that the issue of the rum ordered by higher Commanders was always published in the Unit Daily Routine Order for the information of Jawans. In answer to this part of the Question, the following reply was given :—

“Yes, except in the case of units located in operational areas.”

2. In parts (b), (c) and (d) of the same Question, it was enquired as follows :—

“(b) whether it is also a fact that this was not done in the 18 Punjab Regiment during the period from May, 1964 to October, 1967 ;

(c) the reasons for not publishing the same in the Daily Unit Order and the manner in which it was used ; and

(d) who is the officer responsible for this and the action taken against him.

3. In answer to those parts, it was stated that the information was being collected and would be laid on the Table of the House.

4. On further investigation, it has come to light that, while some Units in peace areas publish free issue of rum in the Daily Routine Order, there is no uniform practice nor are there any rules making it obligatory. I, accordingly, take this opportunity to correct the answer given previously. It is regretted that complete and accurate information could not be collected before reply was given to part (a) of the question. The authorities concerned have been asked to

ensure that complete and correct facts are gathered before supplying material for answering Questions.

5. As regards parts (b), (c) and (d), the position is as follows :

(b) No such publication was made by 18 Punjab Regiment during the period May 1964 to October 1967.

(c) The reasons why it was not published, are that there is no rule requiring this to be done and there is no uniform practice in this regard. There is no means of ascertaining how the rum issued free to the Jawans, was used.

(d) The question does not arise.

12.08 hrs.

**CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE**

**REPORTED REFUSAL BY INDIAN
AIRLINES PILOTS TO FLY AVROS**

SHRI B. K. DASCHAUDHURY (Cooch-Bihar) : I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon :

“The reported refusal by Indian Airlines pilots to fly Avros from Bombay despite agreement reached between the management and the Commercial Pilot's Association.”

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : As the House is aware, an agreement between the Management of Indian Airlines and the Indian Commercial Pilots Association was signed on the night of 2nd December, under which the Association withdrew its directive in regard to Boeing training and undertook to restore normalcy in the functioning of the air services with immediate effect. The

Management had hoped that with the signing of this agreement the pilots would resume all their duties without delay. The pilots in the Bombay region, however, continued to refuse to fly HS-748 aircraft alleging various deficiencies in them, although pilots in the Madras region are flying these aircraft.

Of the 14 HS-748 aircraft in the fleet of Indian Airlines, 6 are based in Bombay and the pilots of the Bombay region initially picked out two aircraft as having defects, but refused to fly any of them under the plea of a directive from the Indian Commercial Pilots Association, Bombay Region.

In consultation with Hindustan Aeronautics Limited, who are the manufacturers of the HS-748 in India, the Management arranged to have the two aircraft in question test flown by HAL's test pilot. The tests were completed on the 5th December and a signed report has been given by the test pilot, countersigned by the General Manager HAL, Kanpur, as follows :—

"The flight tests carried out by the H. A. L. Test Pilot have revealed that the safety standards with regard to the aircraft performance are being met satisfactorily.

Other aspects of the aircraft behaviour which do not affect safety have also been checked, and the results are under examination."

Subsequently, two more planes were tested and the General Manager, HAL, Kanpur has stated that he is satisfied that the aircraft satisfy and meet the specific requirements. I will lay a copy of the statement on the Table of the House. [*Placed in Library. See No. LT-4490/70*]

In these circumstances, there seems to be no valid reason for the pilots in the Bombay region refusing to fly the aircraft. In view of the unequivocal report of the test pilot in regard to safety, the Management has issued instructions to the pilots to resume normal operations immediately.

SHRI CHENGALRAYA NAIDU (Chittoor) : Why do you not dismiss them ?

SHRI JYOTIRMOY BASU (Diamond Harbour) : Do not malign the public sector product.

SHRI B. K. DASCHOWDHURY : Sir, the hon. Minister's statement has been very carefully drafted. It seems, the hon. Minister is very much keen on laying the emphasis on that it was the Indian Commercial Pilots' Association who was creating all this trouble. I remember, it had been said in the Rajya Sabha and was reported in the papers, a particular phrase of the hon. Minister's statement that the action of some of the pilots under the threat of this pilots' Association not to fly these Avro aircraft from Bomlay base was malicious and un-patriotic. Patriotism seems to be the monopoly of the hon. Ministers here.

SHRI PILOO MODY (Godhra) : Of the scoundrels.

SHRI B. K. DASCHOWDHURY : About the public sector and particularly about the importance of Indian air transportation and the service conditions of the pilots of the Indian Pilots' Association, in the recent past we have been hearing so much. It is not only the question of strikes by pilots. Only 3 or 3½ months ago we had the strike by technicians and then somewhere by the laders. The same follows in Air India. So, these things should be viewed very seriously today because air travel is not the monopoly of the rich people but is a necessity now-a-days.

The hon. Minister, I must say with great respect to him, has not stated the facts before the House. He just wanted indirectly to make these pilots responsible for not flying these Avros, stating that though the agreement was reached on the 2nd December and it was hoped that they would agree to fly these Avros, they refused to do so. But I would request the hon. Minister to go through some of his files and papers and find out whether last May the Operations Manager had sent a note to the higher authorities concerned stating that certain complaints about these Avro-748s were received from the Indian Pilots' Association and whether the Operations Manager had agreed that those should be seriously looked into.

Again, in the month of August, did the same Operations Manager report to the higher authorities and these Pilots' Association that they were trying to make a test flight of all the defective and the reported or allegedly defective aircraft? Again, it was done in November.

The simple question arises as to why the management took so much time, about six months, to get these tested properly by the manufacturers of this aircraft, that is, HAL. Had it been done in time, the Minister would not have had the scope to say that though the agreement regarding their wage structure and other things was reached, they refused to fly them, to lay the blame simply on these pilots and to create a situation as if the pilots were doing everything though they were highly paid workmen in this industry.

We have also seen this advertisement—I understand that all these hon. Members have seen this advertisement—stating clearly that the pilots are given Rs. 4,495 or something plus Rs. 2,000 allowance, other fringe benefits and so many other allowances. Will the hon. Minister consider whether this Rs. 2,000 extra tax-free amount given to the pilots or any single naya paisa given to the pilots is more than what they agreed to on the 9th May, 1970? Also, will the hon. Minister consider whether even according to the agreement of the 9th May, 1970, to which the management had agreed, the management was giving exactly what they agreed to on the 9th May or whether they were withholding to give this agreed amount even?

But that is not the case. The case is that the defect is somewhere else, in the management itself. We have seen that for purchasing some aircraft it took three years' time to make final negotiations. What had happened was discussed in this House also. The matter has gone to the CBI because of certain alleged defalcation or trying to defalcate some amount of money in between this period.

Then, Sir, three sky-master aircraft were sold by the Management. Some of the high officials are very much interested in getting them sold at a very cheap price and the price, I tell this august House, is only

Rs. 14 lakhs for these three sky-master aircraft which is just 1/8th or 1/7th of the price which they could fetch along with engineering tools, extra aircraft engines and other things.

Another interesting thing is that some of the Dakota aircraft are under negotiation to be sold to a Czechoslovakian company at a very low price. The hon. Minister can enquire into it.

The main thing is that there are certain serious defects in the Management. They do not like to have better labour relations with workmen and, instead, they are trying to lay emphasis that the pilots, the workmen and the technicians are not working properly. The whole public sector Corporation, this Indian Airlines Corporation, is utilised for the benefit of some of the highly paid officers. But the Management is putting pressure on these people that they must work more than what was the award given by the National Industrial Tribunal of 1964. They have been asked to work for more hours than what has been agreed to. All these pressures have been put on the pilots. I agree that pilots should not be given much more than what is needed. But I must say that the Management must give to the pilots what has been agreed to on the 9th May and must agree to the National Tribunal Award given.

Looking into all these aspects, I would like to tell the Hon. Minister that simply to blame these pilots will not solve the problem. He must go deep to look into as to who are the officers responsible to take the money out of the Corporation. Will the hon. Minister make it very clear whether the defects of these Avros were mentioned much earlier. But for certain special reasons, for certain special benefits that have to be derived by some of the officers, they have not been looked into. Will he make a thorough enquiry about it?

DR. KARAN SINGH : The hon. Member has raised a number of issues. I thought we were really today discussing the question of Avros. Firstly, may I say that there is no question of my wanting to malign or question anybody's patriotism far less that of the pilots who are a respected, a very

highly-qualified and highly-paid society. There is no desire whatsoever to do that. I was speaking merely in the context of the acute inconvenience and disruption that was being caused to the general public.

As far as safety is concerned, I can say with some pride that the Indian Airlines safety record is amongst the best. It is true that as far as Avros are concerned, certain suggestions with regard to their performance in the air, with regard to safety and so on have been received from time to time. Whenever these are received, we immediately get in touch with the H.A.L. who are the manufacturers. The hon. Member said that these complaints were received from the beginning of the year. It is true we have received certain suggestions. Why should the pilots only now refuse to fly? There is reason to believe that there is a link between the two... (Interruption) These complaints are there. When you buy a new car, after a year you get certain complaints. Similarly, when you buy an aircraft... (Interruptions) Sir, as soon as the pilots refused to fly, we get the planes tested by the Test Pilot and the General Manager of the H.A.L. has, unequivocally, stated that as far as safety is concerned, they are well above the minimum standard.

Now, apart from that, there is.....

SHRI RANGA (Srikakulam) : There is too long time to correct them.

DR. KARAN SINGH : There is complaint about fuel consumption and other things. We are going into them and we will do whatever we can to improve their performance and maintenance and we will keep in touch with the manufacturers.

As far as safety is concerned, all the tests that we have done have shown that the plane is well above the safety margin and there should be no public apprehension in this regard. I would like to clarify this. Otherwise unnecessarily panic will be created which will adversely affect the functioning of the airlines.

MR. SPEAKER : Mr. Madhu Limaye.

SHRI B. K. DASCHOWDHURY : The hon. Minister has not replied to some other points relating to the question that I raised

here. (Interruptions). You said in your statement that there was an agreement entered into. Because of that, all these questions arise out of that. Have you given them anything extra which you had agreed to on the 9th May 1970 which you referred in your own statement?

DR. KARAN SINGH : I do not know whether we should go into the details of this. As I told the hon. Member, the negotiations between the management and the pilots had broken down. We now hope that they will be once again resumed in a better atmosphere. This unhappy chapter will be considered closed and we will move forward in a spirit of co-operation.

SHRI RANGA : One point arose from out of what my hon. friend, Mr. Daschowdhury has said.

MR. SPEAKER : Only those Members who are on the list should ask the question.

SHRI RANGA : How are we to get satisfactory answers from the Minister? Otherwise, what is the meaning of our making any kind of a statement here? He has asked as to why there is so much delay in attending to these complaints and giving satisfaction. My hon. friend has not given any reply.

DR. KARAN SINGH : There was no delay. Immediately, the complaints were received, they were immediately referred to HAL and the Corporation has been in close touch with HAL. There is no delay whatsoever. As soon as certain complaints are received about any airplane, the operator gets in touch with the manufacturers. This was done in this case also.

श्री बेणी शंकर शर्मा (बांका) : अध्यक्ष महोदय, माननीय मंत्री ने अभी सदन में जो उत्तर दिया उससे मालूम होता है कि जहाँ तक इन ऐरोज हवाई जहाजों के निर्माण का प्रश्न है उसमें कोई दोष नहीं है। मैं उनके उस वक्तव्य को मान लेता हूँ। उन्होंने आगे चलकर जो कहा है उससे यह और मालूम होता है कि 2 दिसम्बर से पहले इन ऐयरलाइन्स पाएलट्स ने गो स्लो पालिसी और

[श्री वेणी शंकर शर्मा]

वर्क ऐकौडिंग टु रूल्स के मुताबिक काम करना शुरू किया था। तो क्या उनकी यह कार्रवाही उसी का एक अन्य पहलू मात्र हैं।

अध्यक्ष महोदय, मजदूर या जो कम तनखाह पाने वाले लोग हैं वे यदि हड़तालें करते हैं, गो स्लो पालिसी और वर्क ऐकौडिंग टु रूल्स के मुताबिक काम करते हैं तो वह मैं कुछ-कुछ समझ सकता हूँ लेकिन जबकि सरकार ने देश के सभी महाराजाओं को देश निकाला दे दिया है वहाँ कम-से-कम इन इंडियन ऐयर-लाइन्स पाएलैट्स के महाराजाओं को बरकरार रखना कहां तक उचित है—यह मेरी समझ में नहीं आता। महाराजाओं की सी मनोवृत्ति इन पाएलैट्स में आती जा रही है। ये काफी अच्छी तनखाहें पाते हैं। जहां तक मेरा खयाल है इनको कैबिनेट मिनिस्ट्रों से भी अधिक तनखाह मिलती है और इन्हें अन्य दूसरी बहुत सी सुविधाएं भी प्राप्त हैं तो क्या मंत्री महोदय कोई ऐसा नियम या कानून बनाने की सोचेंगे ताकि ये उच्च वेतन मुक्त पाएलैट्स ही नहीं और भी ऐसे बड़े अफसर इस तरह से गो स्लो पालिसी और वर्क ऐकौडिंग टु रूल्स ऐडोप्ट करके हमारे से यातायात के इन महत्वपूर्ण साधनों को ठप्प न कर दें ?

आप जानते हैं कि इनकी 2 दिसम्बर के पहले अपनाई गई गो स्लो पालिसी और वर्क ऐकौडिंग टु रूल्स के कारण यात्रियों को काफी असुविधा हुई विशेष कर विदेशी यात्रियों को तो बहुत ही असुविधाओं का सामना करना पड़ा और उन्हें घरों/ऐयररोडों पर पड़ा रहना पड़ा। इसके लिए मैं फिर कहूंगा कि कम-से-कम ऊंची तनखाहें पाने वाले लोग हड़तालें न करें उसके लिए सरकार क्या कोई उपयुक्त नियम कड़ा व कानून बनाने के बारे में शीघ्रातिशीघ्र कोई कदम उठावेगी।

दूसरा मेरा प्रश्न यह है कि क्या इसमें मैनेजमेंट के उच्चाधिकारियों का भी कोई हाथ

है या उनकी कोई गलती है क्योंकि कुमारमंगलम साहब जो उसके चेयरमैन हैं एक तो वे बड़े वकील हैं जो हाल में प्रिवी पसेज के बारे में सुप्रीम कोर्ट में काफी दिनों तक व्यस्त रहे जिसके कारण इस संस्थान के प्रबन्धादि को देखने के लिए समय नहीं मिला। साथ ही साथ उनका ख्याल भी लैफ्टिस्ट होने के कारण हड़तालों आदि के प्रति हमदर्दी का सा है। इसलिए क्या उनकी सहानुभूति इन लोगों के साथ थी।

जहां तक ऐयरलाइन्स कारपोरेशन सरीखी संस्थाओं का सवाल है चूंकि उनके चेयरमैन को पूरा समय नहीं मिलता इसलिए चेयरमैन होलटाइमर उसमें होना चाहिये जो बराबर उसके कामों की देख-भाल कर सके और हर डिटेल आदि में जा सके ?

इसके अलावा जो उनके डिप्टी मैनेजर श्री रणदिवे हैं क्या उनके विचारों को भी वे जानते हैं और क्या उनकी भी सहानुभूति इन पाएलैट्स के साथ थी और क्या मंत्री जी इस बात से इन्कार करेंगे कि उनका हाथ इन पाएलैट्स को बहकाने में और इस तरह से उनके द्वारा यह गो स्लो पालिसी और वर्क ऐकौडिंग टु रूल्स की पालिसी ऐडोप्ट करने में नहीं था ?

मंत्री महोदय ने बताया कि बम्बई में अभी जो दो एन्नो विमानों का परीक्षण किया गया और उनको सरकार ने तब तक न चलाने का निश्चय किया है जब तक कि उनको पूरी छानबीन की रिपोर्ट न आ जाय तो क्या उसके बारे में भी पूरी टेस्ट रिपोर्ट आ गई है ?

डा० कर्ण सिंह : अध्यक्ष महोदय, माननीय सदस्य ने कई प्रश्न उठाये हैं। जहां तक यह मूल प्रश्न है कि इस प्रकार की हड़तालें होनी चाहिए या नहीं होनी चाहिए वह वास्तव में एक बड़ा गम्भीर प्रश्न है।

जहां तक यह एवियेशन का सम्बन्ध है हमने एसंसियल सर्विसेज मैनेजमेंट ऐक्ट के परव्यु

के मातहत ला दिया है ताकि इस तरह से यहां पर हड़तालें आदि न हों और अगर हों तो हम इस एसैशियल सर्विसैज मेंटेनेन्स ऐक्ट के मातहत उनके विरुद्ध कार्यवाही कर सकें... (व्यवधान) ... सुनिये। कुछ कार्यवाही कर भी रहे हैं वाकी अभी ऐसी स्थिति नहीं हुई है कि उस ऐक्ट का हमें प्रयोग करना पड़े लेकिन अगर आवश्यकता पड़ गयी तो हम उसका अवश्य प्रयोग करेंगे।

यह कहना कि मैनेजमेंट का इसमें कोई हाथ है मैं समझता हूँ कि यह बड़ा अन्यायपूर्ण है। विशेषकर चेयरमैन का जहाँ तक सवाल है उनके लिए ऐसा कहना कि उनका उसमें कोई हाथ है यह बड़ा अन्यायपूर्ण होगा। चेयरमैन तो इसका बराबर यत्न कर रहे हैं कि यह सिलसिला ठीक हो और वह जो काम में गड़बड़ है, ढीलढाल है उसे ठीक किया जाय। यह ठीक है कि वह पार्ट टाइम चेयरमैन है लेकिन...उनको 8 घंटे बैठना आवश्यक नहीं है। जहाँ तक कैप्टन रणदिवे का प्रश्न है... (व्यवधान) ...

SHRI S. M. BANDRJEE (Kanpur) : Mr. Tata was Chairman of Air-India. How does he work ? He does not go to Air-India Office even for an hour.

SHRI S. K. TAPURIAH (Pali) : For how many days has Mohan Kumaramangalam gone to the office in a week for full 3 hours a day ? (Interruption)

SHRI S. M. BANERJEE : I have known Members of the Swatantra party for years together. (Interruption)

MR. SPEAKER : What is this ? I had hardly one minute to read a paper and meantime everything is going wrong.....

SHRI S. M. BANERJEE : They are malaligning. They are taking this opportunity to malign him.

SHRI DHIRESWAR KALITA (Gauhati) : Is it in order to bring in Mohan Kumar-

mangalam when this specific issue is about Avros ? (Interruption)

MR. SPEAKER : Order, order.

SHRI DHIRESWAR KALITA : This Calling Attention is relating to the aeroplane, Avros. How does Mohan Kumaramanglam and others come in this question ?

MR. SPEAKER : Everything is in disorder.....

SHRI DHIRESHWAR KALITA : I am not allergic to discuss Mohan Kumaramanglam's conduct. But let it come in proper form. We cannot discuss that in this question.

डा० कर्ण सिंह : जैसा मैंने कहा है कि कैप्टन रणदिवे का जहाँ तक प्रश्न है तो उनको कल चेयरमैन साहब ने सस्पेंड किया और इसलिए चेयरमैन के वास्ते यह कहना कि उनका उसमें कोई हाथ है यह बहुत ही अन्यायपूर्ण है। वह बहुत मेहनत कर रहे हैं। कैप्टन रणदिवे सस्पेंड हैं। अब कैप्टन रणदिवे दोषी हैं या नहीं तो वह वाकायदा इनक्वायरी होगी और उसके बाद ही मालूम पड़ेगा और मैं उसे प्रीजज नहीं करना चाहता।...

SHRI JYOTIRMOY BASU : Why suspend him ? Why such a harsh action ?

SHRI M. L. SONDHI (New Delhi) : May I point out that the IAC's own house journal points out that Mr. Ranadive was promoted recently ? They are playing havoc with the staff. They are suspending somebody arbitrarily and then they are putting them back. They are thus creating a big problem and they are going to have a big problem on their shoulders.

डा० कर्ण सिंह : माननीय सदस्य ने चौथा प्रश्न टेस्ट के बारे में पूछा था। मैं पूरी तरह उसको समझ नहीं पाया। जो चार जहाज बम्बई में हैं वह टेस्ट हो चुके हैं। जो दूसरे दो जहाज बम्बई में हैं वह भी कल टेस्ट के लिए तैयार थे। लेकिन पाइलट नहीं पहुंचे। यदि आवश्यकता होगी तो उन्हें भी टेस्ट

[डा० कर्ण सिंह]

किया जायेगा। लेकिन जो चार चहाज टेस्ट हुए थे उनमें कोई ऐसी खतरे की बात नहीं है।

श्री बेणी शंकर शर्मा : आज हिन्दुस्तान का समाचार है कि कल इण्डियन एयरलाइन्स ने उन दो एव्रो विमानों को चलाने का निर्णय कर लिया है जिनके बारे में एयरलाइन्स वाले शिकायत कर रहे हैं। जहां तक टेस्ट रिपोर्ट का सवाल है, मैं जानना चाहता हूँ कि उसकी पूरी रिपोर्ट आ गई है या नहीं, और अगर आ गई है तो क्या वह विचाराधीन है ?

डा० कर्ण सिंह : जी हां, टेस्ट रिपोर्ट आ गई है। जैसा मैंने अभी कहा कि चार जहाज टेस्ट हो चुके हैं। उनमें कोई खतरा नहीं है बल्कि इण्डियन एयरलाइन्स ने पाइलट्स को आदेश दिये हैं कि वे एव्रो सर्विसेज को चलायें। हमें आशा है कि उनका चलना जल्दी शुरू हो जायेगा।

SHRI N. K. SANGHI (Jodhpur) : The hon. Minister has just now said in the course of his reply on the performance of the AVRO planes that he would not take up this question with the dispute with the Indian Commercial Pilots Association. But I am only sorry that he himself has brought up this matter here by saying that the Avros have been found suitable and that the Bombay pilots only have refused to fly them. If this dispute had been taken up by the Commercial Pilots Association, then the pilots all over the country would not have flown these aircraft rather than that they would fly them in Madras and not in Bombay. The reason is that this dispute has come on something which has been really found unsuitable on these aircraft.

I would like to draw your attention in this connection to the correspondence which has taken place on this matter, wherein certain technical drawbacks have been pointed out by the pilots over the last six months. Particularly, we have seen the Jamair airlines aircraft which had crashed the other day because of the cutting off of its engine. I

would like to point out some of the defects which the pilots have pointed out during the last six months as a result of the tests that they have carried out.

Firstly, the cruising speed is less by 16 to 18 knots at the true air speed. They have also said that the performance that is to be had at 14200 rpm under certain circumstances is obtained only at 14500 rpm and that the fuel consumption and flow which is to be had at 14200 rpm is had at 14500 rpm. Thirdly, the gradient climb of this aircraft, if an engine is cut off, which should be 35 feet is not being maintained, and the present climb is only 2.4 per cent and 35 feet is not maintained in case an engine is cut off. These are very serious allegations.

Now, what we have found from the hon. Minister's statement is that the HAL has said that the safety standards with regard to these aircraft are being maintained, but they have also said that the aircraft behaviour which does not affect safety has also been checked and the results are under examination.

I would like to draw your attention to the letter which has been sent by the IAC on the 4th, which reads thus :

"We have to advise you that the report of the test pilot of HAL on the test flights carried out on VT-DXO and VT-DXO has been received and is being studied by the higher authorities in HAL as well as the DGCA. We are awaiting further advice.

In view of this, we are cancelling the services that are being operated with the concerned aircraft."

I am really surprised that on the 4th, these two aircraft were grounded, and on the 5th, we have the statement from the hon. Minister that these aircraft have been okayed and that they have no defects. The manufacturers of a plane will always say that the plane is okay. But it should not be believed always. For instance, everyone of us may not be owning an aircraft, but many of us own motor cars, and we know that in spite of the fact that the manufacturers always say that the cars have been tested and they have no defect whatsoever, yet, we know it for a

fact that all these cars have a lot more defects and create a lot more difficulties.

also we take them up. We are not neglecting them.

SHRI RANGA : Five months !

DR. KARAN SINGH : It takes time ; it is a continuous process.

Then about this business of the 4th and 5th. On the 4th when complaints were received, the planes were grounded. On the 5th they were to be tested. Capt. Ashoka of HAL, the test pilot, tested them on the 4th and 5th ; it was only when he cleared them that IA said that they could fly again.

As far as an independent body is concerned, I had a talk with the Chief of the Air Staff, Air Chief Marshal P. C. Lal who is Chairman of HAL and is also on the Board of IA. I had a talk with him in my house ; I was also very worried about it. I was assured that there is no necessity in any way to doubt the safety standard. Accidents, of course-God forbid-can take place at any time, but as far as the safety factors are concerned, HAL is our expertise in this matter. I am not sure what other independent body can be conceived of. There is HAL, there is the IAF and there is IA. These are the only three bodies in this country available in this field, and we will make use of all available expertise within the country. I do not think it is necessary to import somebody else from outside to give us a test. But even if that is necessary, if HAL feels it necessary, I can assure the House we will do the needful.

SHRI RANGA : It is for you to feel they are only supplying them to you.

DR. KARAN SINGH : If I may say with due respect to Prof. Ranga, HAL is a very responsible organisation ; it is not a question of their wanting to palm off to us something which is below par. I am not prepared to accept that. The Air Chief Marshal is Chairman of HAL. It is not some private company giving us on a tender basis some planes.

So this is a matter in which all of us will get together and look into and whatever can humanly be done to ensure safety will be done.

I would like to submit that these planes have been under a continuous process of discussion by the engineering staff over the last six months, and the defects which have been pointed out in regard to the cruising speed, climb and in relation to the rpm, fuel consumption and flow, and the gradient climb etc. are very serious matters. Of course, the planes have been flying, and they can fly also. But the question is this. In case an accident takes place, the lives of hundreds of people will be jeopardised. These are very serious matters. It is not a question of the union or the pilots with whom the question is to be taken up. If it were a question of the union, then all the planes would have been grounded. Therefore, I would like to know whether an independent body of engineers would be set up to go into the matter and find out whether the defects that the pilots claim are actually there and then suggest a solution. That is very necessary, because the lives of hundreds of passenger would be jeopardised, and which should not happen. The past performance of the IAC also should make us cautious all the more careful. We should not always go by what the manufacturer says because a manufacturer will always say that everything is okay. So, I would like to have a specific answer to my question whether an independent body of engineers would be set up to go into the matter instead of leaving it to the manufacturers to say that the aircraft is good.

DR. KARAN SINGH : As I said in reply to an earlier question, certain technical defects, not affecting safety, have been pointed out from time to time and they are being looked into. Take, for example, cruising speed. Let us say that in a certain sector instead of 2 hours, it takes 2 hours. 10 minutes. Such things are not factors that affect safety. I make a distinction between the two. If in testing a plane, there are certain factors which fall below safety limits, then such planes have to be grounded immediately because, as the hon. member very rightly says, we cannot afford to take risks with human lives. If the safety factors are fully met and there are only certain operational factors to be looked into, then

MR. SPEAKER : Next item.

SHRI VASUDEVAN NAIR (Purmada) : Under the rules, I cannot put a question. But I want to submit that we in the south are the worst affected by the cancellation of air services. There are three flights from Bombay to Cochin every day and for the last one week there has not been a single flight. Government should take note of this. They should make alternate arrangements. This is causing us considerable inconvenience. Entire flights are cancelled.

SHRI JYOTIRMOY BASU : Today 2 lakh jute workers have gone on an indefinite strike. Will you please ask the Minister to make a statement as to what steps they are going to take to meet the legitimate demands of the jute workers.

SHRI M.L. SONDHI : What about the air crash near Safdarjang airport ?

MR. SPEAKER : A statement is due to be made today.

SHRI S. M. BANERJEE : We had tabled a call attention motion. There have been negotiations. Shri Bhagwat Jha Azad is back here fortunately. I would request you to ask him to make a statement because the strike by 2 lakh jute workers will seriously and adversely affect not only the economy of Bengal but of India ; jute is a very important foreign exchange earner.

SHRI S. K. TAPURIAH : What about the *bandh* there which will adversely affect the economy ? Why not call it off ?

SHRI JYOTIRMOY BASU : The jute millowners are solely responsible for this.

MR. SPEAKER : Without my permission, you get up and make your submissions. This cannot be allowed.

12.40 hrs.

PAPERS LAID ON THE TABLE

REVIEW ON AND REPORT ENGINEERS INDIA LTD.

THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND

CHEMICALS, AND MINES AND METALS (SHRI D.R. CHAVAN) : I beg to lay on the Table a copy each of the following papers under sub-section (1) of section 619A of the Companies Act, 1956—

- (1) Review by the Government on the working of the Engineers India Limited, New Delhi for the year 1969-70.
- (2) Annual Report of the Engineers India Limited, New Delhi for the year 1969-70, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Lib ary. See No. LT-4489/70]

MESSAGE FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following message received from the Secretary of Rajya Sabha—

"In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 3rd December, 1970, agreed without any amendment to the Central Labour Laws (Extension to Jammu and Kashmir) Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 9th November, 1970."

CONDITION OF EMPLOYEES OF M.E.S. PETITION RE. SERVICE

SHRI S.M. BANERJEE (Kanpur) : I beg to present a petition signed by Shri K.G. Sriwastava, New Delhi, regarding service conditions of employees of Military Engineering Service.