

these motives, whomsoever it may concern, whether it is a neighbouring country on the east or on the west.

Jammu and Kashmir is an integral part of our country and we do not give any room to such publications. They should be thrown out. We have provisions in the law under the Criminal Procedure Act, Section 2. But, let me assure this august House that if these provisions are not sufficient enough to take deterrent action against those who distort the maps of our country, the Government is willing to review the whole thing and come forward to this House with a view to taking stringent action against them and take sternest action. It is a matter of fact that Jammu and Kashmir is an integral part of our country

Secondly the Hon. Member asked as to at what stage the position is. I have the information that the Tamil Nadu Government has taken up the matter with the Prosecutor in the High Court of Tamil Nadu. The matter is being processed.

DR CHINTA MOHAN: How many square miles of land in Jammu and Kashmir is in our territory? I want to have a specific and pointed answer from the Minister.

S BUTA SINGH: I will give him the details.

SHRI RAM SINGH YADAV: Sir, the publication of wrong maps of the country is a matter of national concern. According to the reply of the hon'ble Home Minister, it has been left to the discretion of the State Government to initiate the prosecution against the erring press or the erring individual. May I ask the hon'ble Minister whether he or the Government of India is contemplating to introduce a law to enable the Government to take action against the individual or any nation which is publishing the wrong maps?

There should be a law. It is a matter of national interest. Therefore, the Government of India should have a right so that

criminal prosecution could be launched at the instance of the Union Government.

S. BUTA SINGH: Sir, I thought I had made it very clear. Because this thing has happened in a State, therefore, the State Government has to initiate the action. But we will not hesitate. The Government of India will take an initiative. If we have to launch criminal proceedings, we will do so. There is a provision in the law itself that the Government of India can nominate an officer in a State who can launch the proceedings.

Crash of Defence Plane Near Hissar (Haryana)

*373 SHRI M RAGHUMA REDDY
SHRI MANIK REDDY

Will the Minister of DEFENCE be pleased to state:

(a) whether a Defence Plane MIG crashed near Hissar (Haryana) on 27 July, 1987;

(b) if so, the reasons therefor; and

(c) whether any inquiry has since been conducted in this matter and if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) and (c). A Court of Inquiry has been ordered to investigate the causes of the accident.

SHRI M. RAGHUMA REDDY: The reply of the Hon'ble Minister is very terse but not sweet, Sir. In the name of inquiry, the details of the whole matter are not being given.

I would like to know from the Hon'ble Minister how many such accidents took

place during the last seven years and how many such inquiries have been conducted. What is the result of those inquiries? Whether the outcome of the reports has been placed on the Table of the House? What action has been taken on the reports?

SHRI SHIVRAJ V. PATIL: In the public interest, we do not disclose the number of the accidents that take place. If we disclose the number of accidents that take place, the enemy knows how many aircrafts we have with us. So, this is not disclosed.

Secondly, Sir, after every accident, a court of inquiry is ordered and the report is received by the Department. It is fully examined and corrective actions are taken. The reports of the court of inquiry are with the Department and the necessary actions have been taken.

SHRI M. RAGHUMA REDDY: Sir, the life of a pilot is costlier than any of the aircrafts. Many of our pilots are being killed by such accidents. Lafontaine Committee on Air Safety was appointed. Its report is Bible for them. In spite of the report of the Safety Committee, a number of accidents are taking place.

I would like to have a categorical answer from the Hon'ble Minister as to how many accidents took place after this Committee's report; whether the number of accidents has minimised or increased and what action the Committee has suggested. Is there any responsibility fixed on any person?

SHRI SHIVRAJ V. PATIL: Sir, Lafontaine Committee was appointed, I think, in 1983. The report has been received by the Department. There were about 45 recommendations made by the Committee. Ultimately these were combined into 31 recommendations. Out of 31 recommendations, 23 have already been implemented and 8 recommendations are again being examined.

The Lafontaine Committee was consti-

tuted in order to find out the human factor involved in the accidents. Human factor is involved, then mechanical and natural factors are involved. If a bird hits any aircraft, accident may take place. Because of the extraordinary turbulence also, accident may take place. That is a natural factor.

The recommendations of the Lafontaine Committee were that the syllabi for training should be different. Then, the pilot should be trained to have more technological information and training also. These two most important recommendations which are also there in every report have been implemented. I would not give you the number of accidents that have taken place after this report was received or after this Committee was constituted. But I can tell you that in the last five years period the rate of accident has gone down. The rate of accident is calculated by taking into account the number of hours for which the aircraft is flown and the accidents. The rate of accident has come down.

SHRI M. RAGHUMA REDDY: Has any responsibility been fixed? That has not been covered. Can you fix up the responsibility? Have you taken any action against the concerned persons?

SHRI SHIVRAJ V. PATIL. One factor that should be understood by the hon. Member is that the safety aspect for the Air Force is a little different from the safety aspect for the Civil Aviation. We do not want our soldiers, we do not want our pilots all the time to think about safety. They have to live dangerously, they have to out-manoeuvre the adversary and they have to use the aircraft to the maximum extent possible. If they do not do that and if they do not risk their lives, how can they work? And they have risked their lives, so many lives have also been lost. We cannot fix up the responsibility on the persons who have lost their lives. This aspect is there because they have to tax themselves and the machine to the maximum possible extent in order to acquire the skill which is required to out-manoeuvre the adversary. This aspect is not, therefore, considered in

this manner. Let us please understand it. If we do not want to have accidents, well, we may not have the training, we may not have the exercises also, but the danger is involved, the risk is involved and without understanding this aspect, we will not be able to train our people in a manner in which they should be trained.

SHRI MANIK REDDY: What was the amount of loss the Government has incurred due to accidents, both financially and utility-wise?

SHRI SHIVRAJ V. PATIL: Generally, when any accident takes place, it is reported in the newspapers. This aspect also we do not put before the House. There are people who are watching every word we are saying they calculate things; they may calculate how many aircrafts we have. That is why we do not disclose these facts. It is not a matter which should be laughed at. If you say that you have lost so many aircrafts, that means so many aircrafts are remaining with you..... (*Interruptions*). I would not like this House to take this matter so lightly. We would be interested to give you the information, if you come to our room, but these facts cannot be given in this fashion.

SHRI CHANDRA PRATAP NARAIN SINGH: Any accident of an Indian Air Force aircraft does, to an extent, affect the nation, and more so, our brave pilots, who man these aircrafts. The hon. Minister has categorically stated that it would not be in the national interest to disclose the information, because there are people who would calculate the number of aircrafts we have. But, if somebody keeps an eye on the press, where statements are coming about how many aircrafts have crashed, he would know, how many aircrafts are there. I would like to know one thing from the hon. Minister categorically. The Minister just now said that the pilots have to take unusual risks. But is it not a fact that a number of our brave people fly obsolete machines at still a greater risk. Should the country give them aircrafts which are not convenient or which are outmoded like the Dakota Squadron in the East. Sir, when

compared with the world requirements and world flight standards of the Air Force, our transport aircraft are obsolete but our brave air-men do not complain and hence they are landed with aircraft which nobody else flies

SHRI SHIVRAJ V. PATIL: Sir, the hon. Member knows what kind of aircrafts are there with us. We have the most sophisticated aircrafts and other type of aircrafts also. There are certain standards laid down. We follow those standards. After a particular number of hours an aircraft flies, it is not used. If it is old, we do not use it. And Dakota is a long time phase out long time ago.

Coir Export

*377. **SHRI VAKKOM PURUSHOTHAMAN.** Will the Minister of TEXTILES be pleased to state:

(a) whether export of coir has decreased during last three years;

(b) if so, the reasons therefor;

(c) the quantity of coir and coir products exported during last three years, year-wise; and

(d) whether Government have taken any steps to boost export of coir?

THE DEPUTY MINISTER IN THE MINISTRY OF TEXTILES (SHRI S. KRISHNA KUMAR) (a) to (d). A Statement is given below

STATEMENT

The exports of coir and coir products during the last three years has been as follows:-

Year	Quantity (in tonnes)	Value (in Rs. Crores)
1984-85	25788	26.4
1985-86	24672	32.8
1986-87	23214	31.4

Source: Coir Board