

the approach and views of the hon. Member. These are not the guidelines which we have circulated that an officer against whom the complaint is made should dispose of the complaint. On the contrary, the guidelines which we have circulated are that the Heads of Departments and officers at the district level must be available and they must dispose of the grievances. In fact, we have circulated guidelines on the 20th May, 1988 and 29th November, 1988 and we continue to ask them for information whether they comply with these guidelines. But I cannot say that all the Committees are functioning well, nor can I say that the complaints do not go to the officers against whom the complaint is made. But this is really a matter for the State Governments to be alert and vigilant and to set right their procedures. At best, what we can do at the national level is to only request the State Government to get out of this very bad system which has been integrated and to work out a better system of dealing with grievances.

#### **New Safety Rules**

\*456. SHRI SAIFUDDIN CHOWDHARY :  
SHRI AJOY BISWAS:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the air safety measures taken up by Government so far have provided adequate safety to the passengers;

(b) whether induction of new technology aircrafts of different origins have created problems of safety of air travel;

(c) if so, whether Government is planning for a new set of safety rules to ensure safe air travel in the country; and

(d) if so, the details thereof and when the new set of rules are expected to be put in operation?

**THE MINISTER OF STATE OF THE  
MINISTRY OF CIVIL AVIATION AND**

**TOURISM (SHRI SHIVRAJ V. PATIL):** (a) Yes, Sir.

(b) No, Sir.

(c) and (d). Air Safety Rules are included in the Aircraft Rules framed under the Aircraft Act 1934. These are amended from time to time as and when necessary.

**SHRI SAIFUDDIN CHOWDHARY:** If you see part a) of my question, it says whether the air safety measures taken up by Government so far have provided adequate safety to the passengers and the answer is—yes, Sir.

A look at the 34th report of the Committee on Public Undertakings, 1987-88, apart from the reports that have appeared in the newspapers from time to time, would show that the Committee had commented that out of 86 airports excluding the four international airports, a few airports have instrument landing facilities and they recommended strongly for introduction of ILS facilities in those airports, which operate Boeings and air-buses. Very recently, in the 54th report, 1988-89, the same thing has again been reiterated by the Committee on Public Undertakings. When questions relating to this were put during the evidence—now the report has been published—the Government reply was that it is not mandatory and it is very costly. Everyone knows that the Ahmedabad accident took place due to lack of these modern facilities at the airport. The lack of these facilities is causing heavy damage to the lives of passengers. Will the Minister amend this part of the answer to my question and tell the House whether they are going to comply with the recommendations of the Committee, made not once but twice, and going to introduce ILS facilities in all the airports that handle Boeings and Air buses? Wherever these facilities are provided, they are also not in working order.

**SHRI SHIVRAJ V. PATIL:** I will give statistics which are available with me. This relates to the fatal accidents throughout the world...*(Interruptions)*

MR. SPEAKER: Let us see what he says.

SHRI SHIVRAJ V. PATIL: I am going to reply to the entire question of his and, I think, he should extend the courtesy to me of hearing what I have to say. After that if he has any question, I will reply to that also. What I am saying is that in 1981, the fatal accident rate per lakh takeoffs in the world was 0.20, India nil; in 1982-0.05, India nil; in 1983 - 1.9, India nil; in 1984-1.4, India nil; in 1985 - 1.1, India nil; in 1986 - 1.3, India nil; in 1987 - 1.9, India nil; in 1988 - 2.3 and India 9.3.

In 1988 it has gone up. I will say this much, Sir.

SHRI SAIFUDDIN CHOWDHARY: Is it happening in the recent past due to your complacency?

SHRI SHIVRAJ V. PATIL: Let me reply. I am not disagreeing with many things you have said but then you should listen to what I have to say. Having said this much, I can say that accidents which took place in 88 were very unfortunate and we are sorry about it.

Now, the point which has been made by the Hon. Member in that is the Report of the Committee on Public Undertakings it has been mentioned that the ILS is required to be put up over there to facilitate the flight. We are trying to have as many ILS at as many stations as is possible for us. These ILS instruments are very sophisticated instruments. They are not entirely produced in the country. We have to get them from outside also. These are costly instruments. What has happened in recent years is that we have expanded flying in many areas and we have started using the aerodromes which were used by the Defence forces and which were remaining unused for a pretty long time. This was done to provide the facility to our brothers and sisters in remote parts of the country so that if road facility is not there and if the rail facility is not there at least the civil aviation facility should be provided. We are intending to provide ILS facility also.

Having said this much, I will try to explain and the Hon. Members will bear with me—that the ILS facility is a facility which is not a must for flying. There are many countries in the world and in our country also ILS facility is something which helps in flying. It helps in getting the aircraft to a particular area but it is not a must. There are other procedures laid down which are used for landing and take off. What the Ministry has been saying is that we are going to have ILS facility at all the places. But at the same time we are trying to ask the Hon. Members: if we do not have ILS facility, are you suggesting to us that we should not fly to places where ILS facility is not there? It is your wish, if it is your desire, if the ILS facility cannot be have in the shortest possible time, we will be guided by the Hon. Members and by this House. *(Interruptions)* Now, we are trying to have the ILS facility, we will put it there and we will spend the money also but at the same time we ask you to understand that there are other methods which are used for landing and taking off.

SHRI SAIFUDDIN CHOWDHARY: I am not satisfied with the answer. Sir, it is not a question that where ILS facility is not there one should fly there or not. One has to fly and that should not be taken advantage of by the Minister for not putting up adequate facility. He should not do it.

Now, Sir, for the minimum safety what is required? The first thing that comes in everybody's mind is a good aircraft. When the Westland Helicopters were purchased, everybody know that these were faulty and the flying of these helicopters was fatal and distarous to the lives of the passengers. Many committees reported that. Even the Prime Minister said that even if they are given to us as present we are not going to take them. Despite that we purchased them and the result is that many accidents took place. One accident took place in Jammu & Kashmir, at Vaishnu Devi. One widow of the victim and many other persons wrote me very painful letters. I referred back to the Prime Minister and other concerned Minister and demanded an inquiry on that, as to why

the Westland Helicopters were purchased despite adverse comments given by all the committees. But there is no human consideration. Nobody is going to inquire into it. I would like to know whether he will at least now agree to set up a Committee to inquire into the purchase of Westland Helicopter.

SHRI SHIVRAJ V. PATIL: Sir, I would like to say let us not pre-judge the issue. Accidents have taken place and we have appointed committees and the reports of the committees also have come and we are examining them. At this point of time, I would like to say that those reports will be placed on the Table of the House and then you would be in a position to find out whether what you are saying is correct or there is something else.

SHRI SAIFUDDIN CHOWDHARY: Even the Prime Minister said that they were no good. You please intervene Sir. You are the most impartial.

SHRI SHIVRAJ V. PATIL: I appreciate the concern of the hon. member. But without going into the details and without analysing the correct reasons, he will not be able to guide me also. What I am seeking is that he should hear what I have to say. I say, I share his concern. But then, he should understand what is what. He has made a statement that all the Committees which have been appointed for procuring the Westland Helicopter have stated that it should not be acquired which is not a fact. It is not correct....(Interruptions)

SHRI SAIFUDDIN CHOWDHARY: Which Committee recommended it?

MR. SPEAKER: Hear him first and then let us see.

SHRI SHIVRAJ V. PATIL: I am not discussing the Committees. But I am telling that the statement made by him on the floor of the House that all the Committees which have been appointed to procure these helicopters have said that this helicopter should

not be acquired is not correct....(Interruptions)

I think you will be able to persuade me. But you will not be able to cow me down by interjecting. I may again tell you that your statement that all committees have stated that these helicopters should not be acquired is not correct. Let me put the record correctly. If you go on making such statements, misapprehensions arise.

SHRI SAIFUDDIN CHOWDHARY: I want to know the name of a single committee which recommended the helicopters.

SHRI SHIVRAJ V. PATIL: You ask a separate question. I will reply.

DR. DIGVIJAY SINH: Sir, my compliments to the Department and the Minister for having comparatively very few accidents. The Lord is great and let there be no more accidents.

May I ask you a very specific question on one aspect of your safety measures with regard to bird hits? We are very much concerned about the problem of birds hitting the planes and causing accidents. In this connection I would like to ask what kind of research and funding have been done in the following three fields to prevent this problem: (1) Building boundaries around all the civil aviation areas and airports; (2) Shifting the abattoirs from where these birds come to eat the meat and also shifting the other sources from where products come out which attract birds, especially birds of prey and carrion birds; (3) What is being done to see that birds are shooed away?

From these points of view, I would like to know what funds are made available and what kind of measures are taken. Secondly, what is being done to amend the Aircraft Act of 1934 to incorporate these measures?

SHRI SHIVRAJ V. PATIL: This matter is discussed every now and again with respect to the aircraft coming from the Defence Ministry as well as the aircraft of the Civil

**Aviation Ministry.** Sometime back a Committee was appointed under the chairmanship of Dr. Salim Ali as to what should be done to see that there were no bird hits. Dr. Salim Ali had made several recommendations which had been considered in the Defence Ministry as well as in our Ministry. But later on, we have appointed certain committees and the matter is discussed in seminars and also by the officers. Certain steps have been taken. The rubbish that is thrown on the ground outside the airport compound also attracts the birds and what is to be done is to see that the birds are not attracted towards the rubbish. That is the real question. As far as the airport area is concerned, it is the responsibility of the Airport Authorities and the Civil Aviation Ministry to keep that area clean and we take all steps that are necessary for this purpose. But for getting things cleaned which are outside the compound, we have paid money to the corporations also in certain areas. For example, Bombay Corporation and Delhi Corporation have been given fat sums of money to see that the area around the airports is kept clean. As far as the responsibility of the individuals is concerned, some sort of educational efforts have to be made. The Act has been amended making the act of throwing the rubbish on the ground as cognisable offence and punishable with imprisonment. But this has to be implemented by the State police. Here is the question which has to be tackled by the private persons, the Municipal authorities, the State Government and the Central Government. I hope that the entire burden will not be put only on the Civil Aviation. Without the cooperation of others, this becomes difficult. But we are not leaving any stone unturned for this purpose. The success depends on the cooperation of all.

**SHRI BHADRESWAR TANTI:** Sir, the Minister has just now told us that he is very much concerned about our safety. Many precious lives have been lost due to accidents in our country. Last year two accidents—one at Ahmedabad and the other near Guwahati—took place and many people lost their lives because of lack of safety measures or due to technical faults

and all that.

I am citing two examples. Last year, myself, Orta Member of this House and a Minister were travelling by IC-487 to Assam via Patna and at 7.00 P.M., the Pilot at Patna refused to take off the flight. When we enquired about it, the reply he gave was...*(Interruptions)*

Please don't give a running commentary. Please have patience. The reply he gave was that lights on both the sides of the run way were not visible. And we were detained in Patna.

Secondly, recently a Delegation of Members of Parliament.....

**MR. SPEAKER:** You put the question....

**SHRI BHADRESWAR TANTI:** I am coming to the question. It is very important, Sir.

**MR. SPEAKER:** If you go on like this, you will not be able to put any question.....

*(Interruptions)*

**SHRI BHADRESWAR TANTI:** In the run way the cows were dancing. *(Interruptions)*

**MR. SPEAKER:** I am asking you were they dancing cows?

**SHRI BHADRESWAR TANTI:** May I know from the hon. Minister as to what step he is going to take to avert accidents? We do not know about the technology.

So far as the lives of the human beings are concerned, you must inform the House what action you propose to take so that you can save the life and property of the people.

**MR. SPEAKER:** Mind you, he has already said that there are dancing cows in Assam!

**SHRISHIVRAJ V. PATIL:** I have not got

up to contradict what you have said! I have got up to understand and to do my best to see that the organisations also do their best to see that the difficulties don't arise. What I am trying to say is that the expansion has taken place, the compounds have to be constructed and if you have to have lights on the runway, the electricity is to be supplied by the State Government. If the electricity supply is not there what is necessary...

SHRI BHADRESWAR TANTI: The runway lights were covered by grass. The lights were not visible.

SHRI SHIVRAJ V. PATIL: Don't be too touchy. What I am saying is that at times, it is not possible for the State Government also to supply power regularly.

RAO BIRENDRA SINGH: Why do you not have your own power? (Interruptions) Do not depend upon the State Government of power.

SHRI SHIVRAJ V. PATIL: At times it is not possible for the State Government also to supply the power regularly. That is why, we have ordered the oil engines to be put up there. But we cannot have oil engines all over the place at once and the same time put up. (Interruptions)

SHRI BHADRESWAR TANTI: The runway was covered by grass. What prevented the Authority from getting the grass cut?

MR. SPEAKER: You do not get agitated like this.

SHRI SHIVRAJ V. PATIL: I am explaining the difficulty... (Interruptions)

MR. SPEAKER: Do not get agitated. It might hurt you. Then what do I do?

(Interruptions)

SHRI SHIVRAJ V. PATIL: The power supply has to be provided primarily by the State Governments. Wherever we have

found that it is not regular we have ordered oil engines to be put up. But getting this done takes some time and money also. We are looking into all these aspects.

[Translation]

#### Air Service in Eastern Region of Bihar

\*457. SHRIMATI MANORAMA SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the number of flights of Indian Airlines in eastern areas of Bihar has been reduced;

(b) if so, the reasons therefor;

(c) whether the number of flights is proposed to be increased to provide better transport facility in eastern sector; and

(d) if so, when these are likely to start operation?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (d). Due to capacity constraints with effect from the 17th January, 1989, Indian Airlines flight IC-487/488 operating on the Delhi-Patna-Guwahati and return sector was changed to operate Delhi-Guwahati-Delhi omitting Patna. With effect from the 1st of April, 1989, this flight has been restored to operate to Patna.

[Translation]

SHRIMATI MANORAMA SINGH: Mr. Speaker, Sir, through you, I would like to thank the hon. Minister for his commendable work. But besides Patna and Ranchi in Bihar, Muzaffarpur and Bhagalpur are two other major business centres. Whether the hon. Minister propose to consider the proposal to link these cities by air-services in the next plan. The hon. Minister may kindly give information in this regard to the House.