

**Shri D. C. Sharma:** There is, but what I am urging is this. Some of these Bills are drafted—I do not want to use any hard word though I can use hard words—in a fit of absent-mindedness.

**Ch. Ranbir Singh:** What about this Bill?

**Shri D. C. Sharma:** The first Bill which was drafted had not met the requirements of the case and therefore this amending Bill has come forward. The first Bill which was there was not so satisfactory....

**Mr. Deputy-Speaker:** The hon. Member is arguing that if that Bill had been drafted carefully there would have been no need for bringing in this Bill.

**Shri D. C. Sharma:** Yes; exactly. Now, what guarantee is there that when this amending Bill has been passed there will not be any decision of the high courts against this amending Bill also? I cannot give any guarantee nor can the Minister give any guarantee. Therefore, my point is, when you deal with a section of humanity for which you feel so much, for which there is so much of love in their hearts. . . .

**Mr. Deputy-Speaker:** Does not the hon. Member realise that it is as much the responsibility of every hon. Member here to scrutinise and see that the law is amended as desired?

**Shri D. C. Sharma:** I agree with you, but you must have noticed that even those amendments which are put forward here in good faith and which are brought on the floor of the House to improve the Bill are not accepted by the Minister.

**Mr. Deputy-Speaker:** The hon. Member tabled certain amendments and he feels that they were reasonable and very good. But even then they were not accepted. That is the problem.

\*Half-an-hour discussion.

**Shri D. C. Sharma:** The responsibility of the Member ceases because after all we sanction and pass whatever the Ministry brings forward.

**Mr. Deputy-Speaker:** The hon. Member may continue next time.

17 hrs.

#### \*CONVERSION OF SUPER-CONSTELLATIONS AS PASSENGER-CARGO PLANES

**Pandit D. N. Tiwari (Kesaria):** Mr. Deputy-Speaker, Sir, the matter under discussion today is very simple. It has arisen due to the unsatisfactory or cryptic answer given by the hon. Minister in this House. On 8th December last, a question was asked as to why no enquiry was made from the Hindustan Aircraft Limited, Bangalore, before giving the work to a foreign company. The answer was:

"This is a specialised job and it was not possible to call for tenders. Enquiries were made from other airlines and manufacturers and it was found that the Lockheed Aircraft Service could do the work best."

On the intervention of the Speaker, the following reply came:

"I have no knowledge whether the Hindustan Aircraft was consulted. The second point is that this involves a major structural change. For example, all the doors have to be widened and the whole side of the body had to be opened. This is a very delicate and important problem which could be dealt with only by those who have the manufacturing experience in this line."

To another question, the senior Minister said:

[Pandit D. N. Tiwari]

“For the simple reason that our technical experts felt that the Hindustan Aircraft Factory did not have the facilities to do this work.”

This answer is a wholesale condemnation of the HAL. It is admitted by Government that the HAL is not a fit establishment even for changing the doors. As far as I know, as early as 1941-42, the company was engaged in the manufacture of aeroplanes of American design and repair of badly damaged aeroplanes of the British, American and Dutch air forces. I understand HAL is currently on the approved list of the Civil Aviation Agency of the USA. Over and above all this, HAL was engaged in the design of jet aircraft that would be capable of flying at twice the speed of sound. So, I do not know why the Government considered HAL as not fit for doing this simple work of converting whole passenger aircraft into passenger-cum-cargo aircraft. So much foreign exchange is being wasted, simply because the officers who are in charge of the affairs do not take the trouble of even writing to the HAL and ascertaining whether HAL is capable of doing that sort of job or not. Other companies were consulted, but HAL was not. I do not know what was the strong motive to do this. When the HAL is capable of making aircraft, to say that it is not capable of repairing or converting an aircraft is simply preposterous.

Another reply was that the experts in the Airlines Corporation advised the Government not to consult HAL. How did they think like that without enquiry? What did the experts say? I may mention here that the General Manager of Air India International is an ICS officer, while the technical director is a pilot by training and experience. The General Manager of IAC is also a pilot by training, on deputation from the Indian Air Force, while the technical director is a ground engineer by training. There

are no experts there. The management consists of non-experts only. How could they feel that the HAL was not capable? Perhaps it may be the absence of such technical experts, who can run the show more efficiently and economically, that makes the public meet all the deficits now. There may be some experts at the lower level, but at the level where policy decisions are taken, there are no experts. So, I want to submit that such waste should be checked.

This is not the only instance of bad management of the Airlines Corporation that I have come to know. Certain appointments are made in the Corporation. How are they made? They have got funny grades, grade 3 to grade 6. As in the case of Government departments, in grade 3, there are three or four categories. When they want to dump someone what do they do? They advertise for the higher grade, but not for the lower grade. Lower grade people are left in the lurch. Their claims are brushed aside. Promotions are not given on the basis of seniority-cum-merit.

**Mr. Deputy-Speaker:** This is not one of the points that he gave to the Speaker for discussion.

**Pandit D. N. Tiwari:** No, but I want.....

**Mr. Deputy-Speaker:** He has given only two points—tenders were not called for and HAL was not consulted.

**Pandit D. N. Tiwari:** I wanted to show the way in which the Indian Airlines Corporation is working. This is another example. There the simple matter was the conversion of aircrafts. There the answer was very unsatisfactory, and the Speaker had to intervene and ask for clarifications. Still, the Minister did not take heed and went on replying unsatisfactorily.

17.9 hrs.

[MR. SPEAKER in the Chair]

He should have treated the House in a more responsible way. I do not want to say anything more except that such actions should be given the

go-by if the corporations are to work economically for the benefit of the people and if the drain on foreign exchange is to be checked. Otherwise, what is the use of keeping so big an establishment as the HAL? How could anyone dare say that, when our establishment is making an aeroplane, it is not fit for even the repair works? I hope the Minister would give a satisfactory reply at least at this stage and allay the apprehensions of the members of the House and the country.

It is not only we who are watching it, but people outside are also seeing as to how we are faring and how we are conducting this Corporation. If we go on in this way then the public sector is doomed.

**Shri Keshava (Bangalore City):** Sir, I do not want to go into the details of the present matter which is under discussion before us, but I think it is an eye-opener on the unwillingness on the part of Government to make full use of or to put to the best possible use the available indigenous capacity in our country. In fact, there cannot be another more significant instance of the unwillingness on the part of Government to conduct itself in a proper way and put to the best use the available material in the country. We constitute autonomous bodies for the purpose of facilitating them to work better and more efficiently. But if this is the way in which the autonomous bodies conduct themselves and refuse to make use of the available talent of our own technicians, I think the apprehensions of my hon. and learned friend are absolutely not unfounded. I would like to request the hon. Minister concerned to bear this aspect of the matter also in mind and let us know what he has got to say on that aspect of the matter.

**Mr. Speaker:** The main point seems to be that there was not even consultation.

**Shri Keshava:** HAL was not even consulted. It is a factory which is so

very well known to have repaired all foreign aircraft. This was only a matter of enlarging the doors and making it possible for the luggage to be carried.

**Mr. Speaker:** The hon. Member seems to suggest that there does not appear to be co-ordination between the various limbs.

**Shri Keshava:** It is grave injustice to HAL.

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** Mr Speaker, Sir, I am afraid the hon. Mover of the motion has been rather unkind to us in his remarks, namely, that we had declared HAL to be unfit to carry out a major structural change in the aircraft. That was never my intention nor that of the hon. Minister while giving replies to the supplementaries.

**Pandit D. N. Tiwari:** Can he consult the replies that were given?

**Shri Mohiuddin:** That was never the intention. As I had stated in reply to the supplementary that I did not know whether HAL was consulted because I never anticipated the supplementary, I did not know whether HAL was consulted. I had stated that in answer to a supplementary question, namely, that I had no knowledge whether HAL was consulted or not. But there was no intention.....

**Pandit D. N. Tiwari:** I simply want to read the interruption of the hon. Speaker and the reply by the hon. Minister. The hon. Speaker said:

"I understand the question to be this. Since there is the Hindustan Aircraft Factory, before placing orders with some other firm, why was not the Hindustan Aircraft consulted and if it was consulted, what was the difficulty?"

The answer was:

"For the simple reason that our technical experts felt that the Hindustan Aircraft Factory did not have the facilities to do this work."

**Shri Mohiuddin:** I will explain that point, as to what is meant by facility. Facility does not mean their competence to do the work. I will explain that point. I will come to it in a minute.

I entirely agree with my hon. friend Pandit Tiwari that it is preposterous to suppose that the Hindustan Aircraft Limited cannot do this job. This assumption was not there at all, namely, that they cannot do the job. They can do the job and they have done jobs much more difficult than the work involved in the conversion of the super-constellation from a passenger aircraft to a cargo aircraft. I entirely agree with the general statement that we should take every opportunity to utilise our own, technical resources for even complicated technical work; otherwise, our technical factories, our highly qualified men will not have an opportunity to make any progress in respect of highly technical and complicated jobs. I entirely agree there.

The quality of the work done by HAL is of a very high order. One recent proof of it is the Pushpak which they have produced as a trainer. I have had three occasions recently to fly in the Pushpak, and everywhere I found that the flying clubs speak very highly of it, and they are very pleased with the aircraft which we have produced at the HAL.

The important point about the facility was regarding the engineering equipment and jigs and tools for the carrying out of the type of work that was required in connection with the Super Constellation. Our AII engineers and other engineers have full knowledge of the existing facilities; they have also got full knowledge or what further facilities will be required for this conversion to take place at HAL. Enquiries from HAL were, however, made after the question was raised in the House.

**Mr. Speaker:** How are they associated with HAL in day-to-day management?

**Shri Mohiuddin:** They are not associated with the management.

**Mr. Speaker:** Nor do they know the actual working and the facilities; they have had no hand in that?

**Shri Mohiuddin:** They have no hand in the management of it, but our aircrafts used to go there very often for repairs, for overhauls, and as far as other civilian aircraft is concerned, we have very intimate connection with HAL. I will give one illustration. The DGCA has got a very senior officer located in the factory itself for inspection purposes for the civil aircrafts that are overhauled there, and there is constant communication and touch with our technical men.

**Mr. Speaker:** Did he say this cannot be done?

**Shri Keshava:** He was not consulted. Was that gentleman consulted at all?

**Mr. Speaker:** Was he consulted?

**Shri Mohiuddin:** No, Sir. As I said, on this question there was no direct consultation with HAL or any other person connected with it. I will give you the reason for it.

The reason is that on the statement that we have received from HAL itself, certain data had to be obtained from the manufacturers, which is not generally supplied to the operators. For example, stress data, strain data and other data had to be obtained, and these are very highly technical data, and I am sure that if we had obtained this data, they would have been able to do the work with the data in their hands.

Now, the engineering facilities had to be fixed up, and HAL had said that they would have taken six months to fix up the engineering aspect of it, the jigs and tools for the purpose of carrying out the work; they have plainly stated that. Of course, they were not consulted beforehand.

**Pandit D. N. Tiwari** rose—

**Mr. Speaker:** Let him ask at the end of the statement.

**Shri Mohiuddin:** Our experts know that there would be certain difficulties in obtaining this data which is essential and in fixing up the jigs and tools in the factory for the purpose of converting the aircraft.

Having that knowledge, they proceeded on the assumption that it would not be possible for the AII to have the work done in the HAL, the reason being the programme of receiving the Boeings and the releasing of the Super Constellations for some other work. The programme as was fixed last year was that the Boeings would be received during the first quarter of 1960, and our services in Boeing would commence from May, 1960. Till May, 1960, the Super Constellation had to be used for the scheduled services, and they could not be released earlier than May, 1960, for the work to be carried out. Otherwise, if they were to be released before that time, then we would have had loss on revenue and on foreign exchange.

The House already knows that the agreement with the Seaboard and Westerns was extended to September, 1960. And the AII had to take over the cargo service from the Seaboard and Westerns from September, 1960, and it was necessary and extremely desirable, therefore, that our Super Constellation should be ready for cargo traffic before September, 1960. They could not be released before May; they could be released only in May, 1960 and they had to be ready by September, 1960, which gives a very small period of about four months only. If the conversion work could not be done in four months' time, then the AII would have suffered a very heavy loss of revenue, and also foreign exchange. Of course, you might call this as an after-thought, but still.....

**Mr. Speaker:** Could not all this be anticipated, and so phased that there would have been sufficient time for the conversion?

**Shri Mohiuddin:** I entirely agree with you, Sir, that this could have been anticipated long ago, but still there would have remained one difficulty. According to HAL's own statement, after the necessary preliminary engineering works had been finished, perhaps, they would have required six months to carry out the conversion. Of course, I entirely agree with you that this is our after-thought. When the question was raised in the House, we made enquiries in the matter. But the previous thinking on broad lines was that the conversion would take.....

**Mr. Speaker:** How much money would have been saved, if it had been given to HAL? Leave alone the question of earning.

**Shri Mohiuddin:** I am afraid that it is rather very difficult for us to make any statement in regard to the amount involved. We have not made enquiries from our manufacturers of the Super Constellation but I have a feeling that the data that they would supply would also be charged, and that had to be paid on foreign exchange. Secondly, practically the whole of the raw material would have had to be imported from abroad. It is rather difficult for me to give any indication as to whether any saving would be involved.

If we take into consideration the period for which the Super Constellation would have to be grounded for this purpose, and the other charges that we would have had to pay, then, most probably the cost would have been more than what we have actually got to pay now for the conversion abroad. These are the important considerations that weighed with the AII at that time, of course, not in such great details as I have just explained to you now, because these facts were found out later, but broadly speaking, and generally speaking, those were the ideas. The earnings that we would have lost if we had grounded the air-

[Shri Mohiuddin]

craft would be nearly Rs. 12 lakhs a year, most of it in foreign exchange.

These were the considerations, broadly speaking—not in exact terms—for which the AII thought that the conversion should take place abroad with Lockheeds who are the manufacturers of the Super Constellations. I assure you and the House that as far as these complicated engineering works are concerned, we will certainly

take note of the suggestions made by hon. Members here that every opportunity should be given, and must be given, to the local, Indian manufacturers who can do the work.

17.27 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 11th February, 1960/Magha 22, 1881 (Saka).*

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