

**Defective equipment at Airports
responsible for Air Accidents**

63. SHRI R. KOLANTHAIVELU: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that defective equipment at the airports is largely responsible for a large number of air accidents and near accidents; and

(b) particulars of survey, if any, made in this regard and the remedial action taken?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) No, Sir.

(b) Equipments installed at airports are constantly being checked and monitored against malfunctioning. In case of any malfunctioning, the defective equipment is withdrawn from service for carrying out any repair and alternative serviceable equipment is pressed into service.

SHRI R. KOLANTHAIVELU: The minister has replied that it is not because of defective equipment. Is it because of the defective engines in the planes or the inefficiency of the pilots or improper training of the pilots in our country. What steps have been taken so far to improve the airport equipment as suggested by the public? Is there any suggestion put forward to the ministry?

SHRI PURUSHOTTAM KAUSHIK: Since 1973 out of the 114 notifiable accidents that took place, none of them according to the court of inquiry or committee of inquiry or inspector of accidents, was attributed to the malfunctioning of the navigable aids. The accidents were mainly because of some lapse on the part of the pilot or bad weather and such other things. So far as the improvement of the existing navigational aids is concerned, three committees had been constituted. Firstly the Saigal Committee went into the

navigational equipment in international airports. The Khosla Committee went into the equipment in domestic airports. Lastly the Tata Committee went into the reports submitted by the first two Committees. They were asked to suggest what equipment should be purchased and what should be phased out. The Tata Committee recommended that equipment to the tune of Rs. 50.37 crores should be phased out in a number of years. Out of this, in 1978 we are expecting equipment to the tune of Rs. 81 lakhs. We have already placed order for equipment to the tune of Rs. 3.21 crores, which is pending. Also, further equipment to the tune of Rs. 11.15 lakhs is under consideration. In this manner we are phasing out the old equipment and adding new equipment wherever necessary.

SHRI R. KOLANTHAIVELU: Though it is not directly connected, may I know whether there is any proposal have an aerodrome in Salem in Tamil Nadu?

MR. SPEAKER: It does not arise out of this.

DR. KARAN SINGH: Mr. Speaker, Sir, equipment is important at all airports, but particularly at the international airports where the density of national and international traffic is very high. So, the International Airports Authority of India was seized with a comprehensive proposal to construct modern terminals in these four international airports so that the facilities available here would equal the best in the world. So, would the hon. Minister be kind enough to tell us why the International Airports Authority seems to have become defunct or gone underground? What has happened to all these proposals to set up new terminals because unfortunately we are falling behind every day as far as international standards are concerned? Would he kindly assure the House that he will try and revive those projects and pro-

posals and see that these four international airports are brought up to international standards?

SHRI PURUSHOTTAM KAUSHIK: I can assure that the International Airports Authority, for the credit that the hon. Member took that it was constituted during his Ministership, has not fallen just behind. It is doing its duty and for the information of the hon. Members I may inform that so far as equipping the international airport of Delhi on the modern lines is concerned, it is being taken up in the Sixth Plan. Regarding equipping other airports, it is subject to the resources and regarding the provision of needs and necessities, we shall definitely take it up as early as possible.

SHRI ANANT DAVE: The hon. Minister has stated in his reply that in case of any mal-functioning, the defective equipments were withdrawn from service for carrying out any repairs and alternative serviceable equipment is pressed into service. Therefore, I want to know from the hon. Minister in how many cases the major defective equipments were withdrawn and at which airports this type of repair was made.

MR. SPEAKER: He said that no accident has taken place because of defective equipment.

SHRI ANANT DAVE: He stated in his reply that defective equipments were withdrawn. He has admitted.

SHRI PURUSHOTTAM KAUSHIK: It is a continuous process. Whenever we see that the equipment has gone out of order, we will withdraw. I have already stated how we are phasing out to replace the old equipment and also to commission the new one.

श्री धुवराज : यह ठीक है कि विमान दुर्घटनाओं की रोकथाम के लिए उपचरसम्भक कार्यवाहियों की गई हैं, लेकिन मैं जानना चाहता हूँ कि जो विमान दुर्घटनायें अभी तक

हुई हैं, क्या उन की छानबीन से ऐसा पता लगा है कि डिफिक्टिव इक्विपमेन्ट की वजह से दुर्घटनायें होती हैं ?

श्री पुरुषोत्तम कोशिक : जैसा मैंने अभी निवेदन किया है—जो 114 दुर्घटनाएं हुई थीं, उन में एक भी दुर्घटना किसी भी तरीके से नवीगेशनल-एड्स के कारण नहीं हुई थीं।

SHRI A. SUNNA SAHIB: I want to know from the hon. Minister whether any tracking radars have been installed at all airports used by Indian Airlines.

MR. SPEAKER: He wants to know whether any tracking radars have been installed in all airports.

SHRI PURUSHOTTAM KAUSHIK: I cannot say with certainty. But whatever equipments are necessary under the ICAO standards, they are installed at the international airports and also domestic airports according to the standards of the DGCA.

MR. SPEAKER: Specifically he wants to know whether you have installed tracking radars in all the airports.

SHRI A. SUNNA SAHIB: Both weather radars and tracking radars.

SHRI PURUSHOTTAM KAUSHIK: For that, I require notice.

PROF. P. G. MAVALANKAR: Sir, while it is heartening to note that no accident has taken place because of what the Minister says no defective equipment of navigational aids at various airports may I know whether he is aware of the fact that a number of accidents have been averted merely because of God's grace and for his information I may tell him that a number of airports in India including Ahmedabad airport suffer from a number of inadequacies. It is one thing to say 'not equipped properly' and another thing to say 'inadequate'. My

question, therefore, specifically is whether he is satisfied about the safety of passengers including Members of Parliament who come from Ahmedabad and go to Ahmedabad—including the Prime Minister, and the Finance Minister not to talk of my poor self? Is it a fact that some of these equipments and facilities are far from adequate and far from satisfactory? Will he see to it—I am in support of Dr. Karan Singh's point—that he spends progressively more money on getting things corrected as early as possible?

SHRI PURUSHOTTAM KAUSHIK: I can assure the Member—as I said we are phasing out things and—that we will put in more and better instruments.

Decision on Treatment of Foreign Companies at par with Indian companies for Lending Purposes

***SHRI S. G. MURUGAIYAN:** Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank has lifted curbs on commercial banks' lending to foreign companies operating in the country;

(b) if so, the details thereof;

(c) whether Government have decided to treat all the foreign companies which have reduced their non-resident interest to 40 per cent under FERA at par with Indian Companies for lending purposes; and

(d) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b) No. Sir, Commercial banks have to apply the usual credit guidelines and criteria while making advances to foreign companies operating in the country. However, so far these advances were made on an annual basis conditional on the final decisions on applications made by these companies under Section 28 and 29 of the Foreign Exchange Regulation Act, 1973. Since decisions on a large

number of applications under Sections 28 and 29 have already been taken, authorised dealers have been permitted to grant loans/overdrafts without prior approval of the Reserve Bank, but after applying the necessary checks and credit guidelines.

(c) and (d). Yes, Sir. Provisions of Section 26(7) of the Foreign Exchange Regulation Act, 1973 restricting loans to or deposits with foreign companies do not apply to companies which have less than 40 per cent non-resident interest.

SHRI S. G. MURUGAIYAN: Is the extension being given by RBI for facilities, loans and overdrafts from the banks for one year in favour of foreign companies which have still not complied with the provisions of Foreign Exchange Regulation Act? If so, how many such companies are there; and what is the reason for delay in the completion of processing their cases?

SHRI H. M. PATEL: As I have already said in my main reply, this permission is being given from year to year, until such time as the Reserve Bank has cleared these companies under Sections 28 and 29. The moment the companies are Indianized, and their foreign-shareholding goes down to 40 per cent or below 40 per cent, they don't have to seek permission from the Reserve Bank. They can go under the normal procedures, borrow money, overdrafts etc.

SHRI BEDABRATA BARUA: What is the policy of the Government in regard to the finances being supplied by the banks? It appears that while you have told that we are getting foreign money i.e. by inviting multi-nationals we are getting foreign capital, the actual position is that they are using our money and our advances. Is the Government aware of this problem? Are they putting any pressure on the foreign companies to get their credits