

Absent. Shri E. Ayyapu Reddy-Absent. Shri Vakkom Purushothaman-Absent. Shri Indrajit Gupta-Absent. Shri Mullappally Ramachandran-Absent. Shri P.M. Sayeed...Is it a windfall?

SHRI. P.M.SAYEED: Yes, it is a windfall.

Indian Airlines and Air India Plane Accidents

*79. SHRI P.M. SAYEED†:
SHRI VIJAY KUMAR MISHRA:

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

(a) the number of planes belonging to the Indian Airlines and Air India, separately which were involved in accidents since November, 1988;

(b) the main reasons in each case;

(c) whether enquiries were instituted;

(d) if so, the findings thereof; and

(e) the numbers of planes grounded during the same period?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No aircraft belonging to Indian Airlines and Air India was involved in any accident since November, 1988.

(b) to (d). Do not arise.

(e) No aircraft belonging to Indian Airlines and Air India was grounded due to accident since November, 1988

SHRI P.M. SAYEED: Mr., Speaker, Sir, from this answer I do not think there is any scope for me to ask any supplementary but I will try to ask a supplementary and, I think, the hon. Minister will oblige me by giving the reply. Day before yesterday it was reported in the Indian Express that the mandatory

checks that are to be done before necessary certificate is issued for clearing the flight are not done strictly and they are not strictly adhering to them. Is it a true fact? It came in the press day before yesterday and earlier also that they gave the instance that in Goa ground staff refused to issue a certificate and Indian Airlines then asked Bombay ground engineers which went over to Goa and then issued the certificates. If it is so then will he kindly look into it and see that it is adhered to?

SHRI SHIVRAJ V. PATIL: The mandatory checks are necessary and as far as my information goes the mandatory checks are being done. But now that the hon. Member has suggested, we will look into it more minutely and in details and if there are any lacunae we would like to make it up.

SHRI SHANTARAM NAIK: Whenever aircrafts meet with accidents, obviously inquiry of one nature or the other is instituted and normally the statements come from the Minister or other officials that until the inquiry is complete they are not able to state the causes as to why the accident took place and the inquiry normally takes at least six months to complete. Till then no official version or whatever comes. I would like to know at one stage whether it is not a fact that whenever an inspection is made of the accident site and *prima facie* comes to a certain conclusion. What is the harm in letting the country know that *prima facie* they think that this is the cause of accident subject to the findings of the inquiry commission so that officially one version is told to the public, otherwise newspapers give tens of reasons and everyday one reason comes which creates apprehensions in the minds of the people and creates mis-understanding. Therefore, would he give thought to this and say something on it.?

SHRI SHIVRAJ V. PATIL: If any incident or accident happens, then it is looked into and the officers who examine the accident or the incident come to certain conclusions. The conclusions arrived at by them are utilised to take corrective measures but

if a judicial inquiry is instituted and any opinion is expressed before the judicial inquiry is concluded then the judicial inquiry is likely to be prejudiced and as per the law we are not expected to disclose the reasons until and unless the entire gamut is examined and final conclusion is arrived at. As a lawyer, he will appreciate that we do not pre-judge. If the judgement is to be issued we do not pre-judge. It is necessary that we do not disclose the things on the basis of cursory examination. So, the entirety is looked into. Then, we come to the conclusion and then it is disclosed.

SHRI NAWAL KISHORE SHARMA: Apart from the accidents which have occurred during the last six months—it is a matter of grave concern—the working of the Indian Airlines has gone astray. Planes are not reaching in time. Information is not given to the passengers. There have been long waitings and all sorts of inconvenience. Perhaps the reasons may be the shortage of the aircraft.

May I know from the Minister whether he is able to give us an assurance that the working of the Airlines would be streamlined and the passengers would not be faced with the difficulties which they are facing? Can he also give us an assurance about the time by which these things can be remedied?

SHRI SHIVRAJ V. PATIL: I have already replied to a question of this nature while replying to question number two in the list today. But I would like to say without giving any assurance that we would do our best to see that the passengers and the customers are provided with better services. We have taken certain steps. We feel sure that those steps will yield results.

SHRI NAWAL KISHORE SHARMA: By what time?

SHRI SHIVRAJ V. PATIL: More aircrafts, better training, better maintenance facilities, modernisation and settlement of the trade union disputes will certainly help us to provide better service to the customers.

But you will agree with me that with limited resources and with limited machines, we have been running these Airlines throughout the country of our size. The demand is also growing by leaps and bounds.

So, in face of the growing demand and in face of the expectation of the people, we shall have to stretch ourselves and the machines to such an extent that sometimes difficulties do arise. What I am trying to say is: please understand our difficulties, understand the limitations and the constraints under which the Airlines and other facilities of this nature have to work. Please give us your cooperation and give us your advice also.

SHRI CHANDRA PRATAP NARAIN SINGH: Sir, there is little that can be asked after the Minister has replied. But as we have time, I hope you will give me the permission to ask an allied question.

SHRI P.M. SAYEED: You can also make a speech if you want.

SHRI CHANDRA PRATAP NARAIN SINGH: The hon. Minister has said that passenger amenities have been improved. I would like to point out about just one amenity which existed during the old days. Many people who go to receive passengers, have to stand outside in the freezing cold where there is a little shed. People are told by the security people not even to stand there. I know the terrorists may have their say in Punjab. But surely the Minister can have some control or some funds for the passengers' relatives or people who are there at the airport to receive their relatives or friends and have to stand out in the bitter cold and cannot even get near that shed or terminal.

Secondly, the Minister said that there have been no aircraft that have been grounded. We keep on hearing of aircraft that have been grounded because of bird-hits. Bird-hits in the vicinity of Palam specially, have been increasing because of slaughter-houses and the MCD and the DDA refuse dumps. What has the Ministry

done regarding these dumps?

SHRI SHIVRAJ V. PATIL: Sir, we are expanding our terminal buildings at the airports. With the expansion of these buildings, it should be possible for us to accommodate more passengers and those who come to see them off. I do realise that in the cold season, sometimes the people for security reasons have to stand or sit at places where all the facilities are not available.

We will certainly keep these things in mind. I do not know when they happen and in what fashion all these things can be done. But our efforts will be to see that more facilities are provided to the passengers. As far as bird hits are concerned, this is something which has to be done by the people living in the vicinity of the airports. Firstly, rubbish is not to be thrown in the open. Secondly, the local self-Government has to look into these aspects and not the State Governments even. The Central Government does not come into the picture as also the State Governments. Airlines have given some amount of money to Bombay and Delhi and also to other corporations. This is a problem which has to be solved with the help and assistance of the local self-Governments and there has to be realisation in the minds of the people living in the vicinity who are throwing rubbish in the open causing difficulties to the passengers who are flying from there. Some sort of education, some sort of system is; required which we are trying develop and make use of.

[Translation]

Shifting of Super Computer From Weather Forecasting Centre

*80. **SHRI SHARAD DIGHE†:**
SHRI HARISH RAWAT:

Will the PRIME MINISTER be pleased to state:

(a) whether Government have taken a decision to shift the super computer procured from America and at present installed

at Mausam Bhavan in New Delhi to Pune;

(b) if so, the amount likely to be spent in shifting the computer from New Delhi to Pune;

(c) whether this shifting is being done due to experts' opinion; and

(d) if so, the details in this regard?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (**SHRI K.R. NARAYANAN**): (a) No, Sir.

(b) to (d). Do not arise

SHRI SHARAD DIGHE: Even though the reply is that the Government have not taken a decision to shift the super computer from New Delhi to Pune, I would like to know whether it is a fact that a technical five-Member-Committee was appointed by the Ministry to examine this question and the Committee had come to the conclusion unanimously that a long term interest of the centre would be better served if it was located in Pune rather than in New Delhi.

SHRI K. R. NARAYANAN: The Committee which was appointed to pronounce on the question did express the view from a long term point of view that Pune would be slightly better than New Delhi. What the Report of the Committee did was that it gave there pros and cons. the advantages in New Delhi and Pune then ended by saying that by shifting it to Pune it would be better in the long term. But it would cast a substantial amount for the Government about Rs. 2.6. crores as against Rs. 40 to Rs. 80 lakhs if the computer centre was situated in Delhi. This was a decisive thing because Rs. 2.6. crores is a sizeable amount and the counter-vailing arguments produced by the Committee were not strong enough for the