

and to assure ourselves about the safety before we make any purchase?

Shri Mohiuddin: That is exactly the point asked by Shri Mathur. I have stated that there is no significant common factor in the various accidents. (Interruptions). And, we have been assured that there is no structural defect that has been found so far. Though the reports have not yet come, we have been assured by the manufacturers as well as by others that there is no structural defect.

As for keeping the aircraft in absolute airworthy condition and the pilots up to the mark, I can assure the House that our pilots and our maintenance are of the very high order.

Shri Sham Lal Saraf: May I know if our Government depend upon the enquiries that may be launched by the other Governments where the accidents have taken place or will they satisfy themselves that there is nothing wrong as the hon. Minister just now said?

Shri Mohiuddin: We have got to depend upon other enquiries that take place all over the world. But, of course, we have to see that the report is examined very carefully and to see that there is no lacuna in the findings. That, we will examine.

Shrimati Sharda Mukerjee: May I know whether it is a fact that the boeings are, probably, used much more in international aviation and, therefore, we hear more of accidents in the Boeings?

Shri Mohiuddin: It is a fact that it is the most widely used aircraft and they compose the largest number of jet aircraft that are in use at the present moment.

श्री तुलसीदास जाधव : बोइंग के जो एक्सीडेंट्स होते हैं, उन के कारण उन को चेंज करने का प्रश्न उठाया गया है। क्या इस बात का पता लगाया गया है कि उन एक्सीडेंट्स के कारण क्या है ?

श्री मुहीउद्दीन : उन एक्सीडेंट्स के कारण अभी पूरे मालूम नहीं हुए हैं। वे तो थोड़े दिन बाद मालूम होंगे।

Shri Umanath: Is the Government aware of the report of the NARA which went into the question and which pointed out that there is a structural defect, namely, that a nut got loose for want of a pin; and has the Government issued any instructions to the manufacturers?

Shri Mohiuddin: Government does not issue any instructions to the manufacturers; but the manufacturers study these various accident before even the reports are received and they advise the users as to what modifications are to be made and so on for the purpose of any contingency.

Mr. Speaker: Next question.

Shri Joachim Alva: Sir, I rose half a dozen times; I wanted to put just one question.

Mr. Speaker: I am very sorry.

French Caravelles for I.A.C.

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*181. { **Shri D. C. Sharma:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Subodh Hansda:
Shri Yashpal Singh:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Indian Airlines Corporation has drawn up a plan to introduce the French Caravelles on trunk routes;

(b) whether it is also proposed that Viscounts and the Fokker Friendship should take over gradually the regional routes eliminating the Dakotas almost entirely; and

(c) the details of the proposal and the amount to be spent thereon?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). The Indian Airlines Corporation, after making a study of the traffic trends particularly on trunk routes, have

come to the conclusion that they require a larger aircraft than the Viscount to meet the growing demand on the trunk routes. After a study of the various Jet aircraft available at present, the Corporation have submitted proposals to Government for the purchase of 4 Caravelle VI N aircraft at a cost of Rs. 9.00 crores during the Third Plan period, with an option to go in for 3 more aircraft at a cost of Rs. 6.00 crores in the beginning of the Fourth Plan. The proposal is under consideration of Government. The intention of the Corporation is that as and when jet aircraft are acquired for the trunk routes, the Viscounts will be utilised on the larger regional routes.

Shri D. C. Sharma: May I know if the Corporation has drawn up any phased programme for the purchase of these French Caravelles?

Shri Mohiuddin: As I have stated the phased programme is that we should now place an order for four of them if the Government approves the scheme and if foreign exchange is available. In the Fourth Plan, we will require three. That is the phased programme.

Shri D. C. Sharma: May I know if we are going to use the jet planes for our regional routes also and if so, what is going to be the programme for the replacement of Dakotas?

Shri Mohiuddin: I have stated that the thirteen Viscounts which are there may become surplus when we get the jet aircraft for the trunk routes. They will be used on longer regional routes. For the small routes we have already purchased five Fokkers and five more will be received by the first quarter of 1963 and for more replacement of Dakotas we have issued instructions to the IAC that they should fully examine the purchase of Avro 748.

श्री म० सा० द्विवेदी : दूसरे देशों में बने इसी किस्म के हवाई जहाजों के मुकाबले में मैं जानना चाहता हूँ कि कैरेबेल्स में कौन सी ऐसी खासियतें हैं जिन की वजह से इन

को पसन्द किया गया है और इस से क्या फायदा होगा ?

Shri Mohiuddin: It is a technical matter. The IAC had examined a large number of types including Fokker, Electra, Caravelle, Trident, Boeing 727 and Illyushin BAC ill. After examining all these aircraft they came to the conclusion that for the type of trunk routes that we have, 800 1200 miles in India, Caravelle would be the best.

Shri Birendra Bahadur Singh: In the Third Plan the provision is Rs. 10 crores for the replacement of the Dakotas; out of this amount Rs. 4.5 crores go for Fokker Friendship. I want to know whether there is provision in the Third Plan for meeting the cost of the Caravelles.

Shri Mohiuddin: The Indian Airlines Corporation will avail of the Third Plan provisions. Out of Rs. 11 crores provided. . .

Shri Birendra Bahadur Singh: My point is about the purchase of Caravelles.

Shri Mohiuddin: Out of Rs. 11 crores or so, the IAC has paid about Rs. 3-4 crores for the purchase of Fokkers. About Rs. 7-8 crores are left for the purchase of new aircraft. If the Government decides to purchase Caravelles it may be necessary to approach Finance Ministry.

Shrimati Sharda Mukerjee: May I know whether the IAC has considered the standardisation of the planes it is going to use? Because it seems to me that we have three types of planes now. Viscounts, Fokker Friendship and Dakotas. Now we are getting the fourth: Caravelles. Perhaps we will have Avro 748 as the fifth category. Can we afford the luxury of an assortment of planes and can the country absorb so many planes on its internal routes?

Shri Mohiuddin: I entirely agree with the hon. Member that the types of aircraft should be as little as possible. We have of course got Dakotas,

Viscounts, Skymasters and Fokkers. It is proposed to reduce gradually the number of Dakotas. The Viscounts, Fokker Friendships, Caravelles and, of course, Avro 748, if it comes, will be in use. These are in addition to Caravelle.

Shrimati Jyotsna Chanda: May I know whether the Government propose to replace the Dakotas by Fokker Friendships on the route from Calcutta to Agartala, Silchar and Imphal (Manipur)?

Shri Mohiuddin: On the eastern region, there are five Fokkers that are in use at the present moment, and I am afraid the extended use of the Fokkers on that side will be very difficult.

Shri Jaipal Singh: I do not know whether the Minister has contradicted himself or not. In reply to a question by Shrimati Sharda Mukerjee, he said that the Caravelle will be there. That is what he said. I thought that the whole matter was under examination and no final decision had yet been taken. That is the first point. Secondly,—

Mr. Speaker: Why should he not be content with the first point?

Shri Jaipal Singh: He may correct himself when there is the opportunity now, and the time of the House need not be wasted later for correcting himself.

Shri Mohiuddin: I request the hon. Member to interpret the Caravelle as a jet aircraft.

Shri Jaipal Singh: That is not the point. My question is this. The Minister said, in reply to the question put by Shrimati Sharda Mukerjee in regard to the multiplicity of the aircraft which would complicate our maintenance and add expenditure in consequence, that of course the Caravelle will be there. I think earlier on he said that the question of going in for the Caravelles was still under examination. These two things do not tally. I wish to know what is the exact position.

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Shri Mohiuddin: I have just explained it. I might have made a mistake. What I meant was a jet aircraft, whatever type it may be.

Shri Jaipal Singh: I know what a jet is. In view of the fact that—

Mr. Speaker: Order, order. He has had a chance.

Shri Jaipal Singh: I want to put one question. Whatever be the justification for us to go in for the Caravelles in the third Plan or the fourth Plan, in between, what arrangements are being made to meet the increasing traffic, because the Caravelles will not be delivered till 1964. Between now and then, what are we going to do? Are we going to get Viscounts or Fokker Friendships or anything else to meet the increasing demand?

Shri Mohiuddin: I have stated that I expect five Fokkers by the first quarter of 1963, and fortunately, in 1962-63 season, a Boeing 707 will be available for carrying the traffic between Bombay and Delhi. Of course, the purchase of more Viscounts is already under consideration. The winter plan has already been made by the IAC and I hope that this plan will meet the growing demand of the public for air transport.

Shri Vidya Charan Shukla: Is it a fact that the Government have issued a directive to the IAC to purchase only the Avros for expansion of the Dakotas and, if so, may I know if they are going to purchase any more Fokker Friendship planes to replace the Dakotas?

Shri Mohiuddin: Two years ago, we had given an order for five Fokkers and they will be delivered by the first quarter of 1963. After that, we had issued instructions that Avro 748 should be considered for replacement of Dakotas.

Mr. Speaker: Next question.

Shri Birendra Bahadur Singh: This is a very important question.

Mr. Speaker: I have called the next question.

National Council of Study and Research in Community Development and Panchayati Raj

***182. Shri Shree Narayan Das:** Will the Minister of Community Development, Panchayati Raj and Cooperation be pleased to state:

(a) the important subjects discussed at the meeting of the National Council of Study and Research in Community Development and Panchayati Raj held in the first week of July; and

(b) the decisions taken by Government on the recommendations made at the meeting?

The Deputy Minister of C. D. Panchayati Raj & Cooperation (Shri B. S. Murthy): (a) & (b). A statement showing the important subjects discussed at the first meeting of the National Council held on 3rd July, 1962, and the action taken/proposed to be taken on the recommendations by the Government is laid on the Table of the House. [See Appendix I, annexure No. 50].

Shri Shree Narayan Das: From the statement it is seen that the Government have accepted the recommendation with regard to the formation of a standing committee. I would like to know what the precise function and scope of this committee are.

Shri B. S. Murthy: The standing committee will process all important items before they are placed before the National Council.

सेठ अचल सिंह : जिनमें राज्यों पंचायती राज लागू हुआ है, वहां क्या वह कामयाब हो रहा है ?

Shri B. S. Murthy: I would like the hon. Member to tell us.

Mr. Speaker: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Narmada Valley Authority

***173. Shri Hari Vishnu Kamath:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government propose to constitute the Narmada Valley Authority or Corporation; and

(b) if so, the tentative plan or outline thereof?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). The Government of India have appointed an Officer on Special Duty to work out details of the scheme—the character of the Authority, its powers and functions, financial arrangements and mode of functioning. His report is expected in September, 1962. Further action in the matter will be considered thereafter.

गाड़ियों का देर से चलना

*१८३. { श्री प्रकाशवीर शास्त्री :
श्री भावगत झा आज़ाद :
श्री भक्त दर्शन :
श्री सुबोध हंसदा :
श्री स० चं० सामन्त :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलों के देर से चलने सम्बन्धी प्रश्न पर कोई निणय कर लिया गया है ;

(ख) यदि हां, तो उस की रूपरेखा क्या है और कब से उस निर्णय को कार्यान्वित किया जायेगा ; और

(ग) क्या सरकार ने यह भी जानने का यत्न किया है कि गाड़ियों के देर से चलने के क्या कारण हैं, और यदि हां, तो उन्हें दूर करने का क्या प्रयास किया गया ?