

to take up a few more slums and do the same type of work.

SHRI D. P. KARMARKAR: We shall welcome such a thing. But I should like to have notice for this.

SHRI M. P. BHARGAVA: May I know if in any area the slum clearance work has already started in Delhi?

SHRI D. P. KARMARKAR: Yes, Sir. Unhappily for me, it is a long statement. Shall I read again paragraph 6?

श्री पा० ना० राजभोज : इसको पढ़ कर बता दें । चेयरमैन साहब, हमको कुछ ध्यान में नहीं आता है कि स्टेटमेंट कहां रखा जाता है । जो सवाल पूछते हैं उनको ही स्टेटमेंट मिलता है, हम लोगों को नहीं मिलता है । इसलिये मैं जानना चाहता हूँ कि इस स्टेटमेंट में क्या लिखा है । इसको पढ़ें ।

SHRI D. P. KARMARKAR: I shall have the statement circulated.

#### REDIFON TRAINERS

\*417. SHRI AMOLAKH CHAND: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether the Redifon Trainers, for which orders were placed by the Air India International and the Indian Airlines Corporation, have been received; and

(b) whether training has since begun; if so, at what place?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN): (a) and (b). The Redifon Trainer, ordered by the Air-India International Corporation, has arrived and the training is expected to commence at Santa Cruz airport as soon as the equipment is installed.

The Redifon Trainer ordered by the Indian Airlines Corporation, is expected to arrive towards the end of October, 1958 and the training is likely to commence at Begumpet (Hyderabad) towards the end of November, 1958.

SHRI AMOLAKH CHAND: What is the cost of these Redifon Trainers and may I know whether it was necessary to instal two separate trainers one for Air-India International and one for the Indian Airlines Corporation?

SHRI AHMED MOHIUDDIN: The Trainer for Air-India International costs Rs. 8,93,000 delivered in India and the cost of the I.A.C. Trainer is Rs. 4,90,000. The reason for having two different Trainers is that the training given for the Air-India International pilots is for four-engine Super Constellations and in the case of the I.A.C. it is a smaller one, simulating conditions of two-engine aircraft.

SHRI AMOLAKH CHAND: May I know how many Link instructors and engineers have been sent to U.K. for training and whether they have arrived back to work on the Redifon Trainers?

SHRI AHMED MOHIUDDIN: The training for the instructors had been fully provided, for. They had gone to the manufacturers for training. They have received full training. As regards the actual number, I have not got the information at the present moment.

DR. RAGHUBIR SINH: Were these trainees sent earlier so as to be available here as soon as the Trainer arrived?

SHRI AHMED MOHIUDDIN: Yes, Sir.

#### LOSS INCURRED BY THE AIR INDIA INTERNATIONAL AND THE INDIAN AIRLINES CORPORATION DUE TO ACCIDENTS

\*418. SHRI AMOLAKH CHAND: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the financial loss incurred by the Air India International and the Indian Airlines Corporation due to accidents during the year 1957-58;

(b) the amount of compensation paid by the Air India International and the Indian Airlines Corporation to the persons injured and the heirs of the persons killed in these accidents during the same period; and

(c) whether the planes which met with accident were insured comprehensively?

**THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN):**

(a) to (c). A statement giving the requisite information is placed on the Table of the Sabha. [See Appendix XXII, Annexure No. 40.]

**SHRI AMOLAKH CHAND:** May I know why the first four planes mentioned in the statement were not insured? What were the reasons for not insuring those four planes?

**SHRI AHMED MOHIUDDIN:** The Dakota aircraft are very old and the written-down value of these aircraft is only nominal in the books of the Corporation and the Corporation thought that it would not be advisable to pay heavy insurance premia for these aircraft and therefore they did not insure them.

**SHRI H. P. SAKSENA:** Have they been . . .

**SHRI AMOLAKH CHAND:** May I know whether the sum of Rs. 2,83,840 which was the damage caused to the Dakota VT-ATR mentioned as item (2) in the statement is supposed to be a very trifling amount by the Government of India and as such no insurance was taken out?

**SHRI AHMED MOHIUDDIN:** Rs. 2,83,840 is not a trifling amount but it can be seen from the statement that the written-down value of one Dakota was Rs. 5,275; similarly the written-down value of other aircraft is also nominal and the Corporation has to take some risks. Now it may happen sometimes that the aircraft which is not insured may be substantially damaged or may have to be written off.

**SHRI AMOLAKH CHAND:** I put the question about item (2) in which case the damage was to the extent of Rs. 2,83,840. The hon. Minister referred to item (1) where the loss was only Rs. 5,275. My specific question is, when the Corporation was going to lose about Rs. 2 to Rs. 3 lakhs why was it not considered necessary that it should be insured?

**SHRI AHMED MOHIUDDIN:** I did say that Rs. 2,83,840 was a substantial sum but the premium that the Corporation will have to pay for more than 50 or 55 Dakotas will be much more than a stray accident as in the case of item (1). That is a consideration.

**SHRI H. P. SAKSENA:** I wanted to know whether these Dakotas had been written down in the books of the Corporation as condemned.

**SHRI AHMED MOHIUDDIN:** No, Sir. I stated that the written-down value of the Dakotas in the books of accounts of the Corporation was nominal. I did not say they were condemned.

**SHRI V. PRASAD RAO:** Since many accidents have taken place at an aerodrome called Pokra in Nepal—there are two accidents mentioned here and prior to that another two major accidents took place in that aerodrome—may I know whether any enquiry is conducted into the operational facilities and the conditions that exist in that airport called Pokra?

**SHRI AHMED MOHIUDDIN:** I did not quite follow that question.

**SHRI V. PRASAD RAO:** Sir, many accidents have taken place at an aerodrome called Pokra in Nepal where the services are operated by Indian Airlines Associates. May I know, in view of the large number of accidents that have taken place at that particular aerodrome, whether any special enquiry is conducted about the facilities available there

and about the condition or suitability of that airport?

**SHRI AHMED MOHIUDDIN:** That aerodrome, as the hon. Member himself states, is in Nepal. I do not know whether we are in any way entitled to make any investigation there. But we know what the conditions are and we have got to operate in certain conditions that are prevalent there.

**श्री पा० ना० राजभोज :** क्या उपमंत्री महोदय बता सकते हैं कि १९५७ और १९५८ साल में कितने अपघात हुए हैं और कितने आदमी मारे गये हैं ?

**SHRI AHMED MOHIUDDIN:** The question was about the losses. As regards death or injuries, we would want notice.

**DR. SHRIMATI SEETA PARNAND:** May I know what is the premium in terms of percentage for aeroplane insurance and does not the company allow a rebate for a small percentage of accidents and for insuring a number of planes?

**SHRI AHMED MOHIUDDIN:** Yes, Sir. The Corporation, wherever they are, ensure that the premium is paid.

**DR. SHRIMATI SEETA PARNAND:** What is the percentage?

**SHRI AHMED MOHIUDDIN:** I have no knowledge about the percentage.

**DR. SHRIMATI SEETA PARNAND:** Rate per cent?

**SHRI AHMED MOHIUDDIN:** I have no knowledge about it.

**DR. SHRIMATI SEETA PARNAND:** Sir, I want to have a clarification. The hon. Minister said that the premium would be very heavy, in view of the fact that 55 planes had to be insured. The House may be kindly told what is the actual premium that would be necessary to pay for the 55 planes, as at one time it was not considered necessary to insure them.

**SHRI AHMED MOHIUDDIN:** I have got some information on the premium paid. As an illustration I would give some figures. Skymasters are insured and the premium is Rs. 4,77,400. Viking, Rs. 74,560, Hyper Dakotas Rs. 46,406. In the case of the Viscounts the insurance premium is Rs. 3,40,969. It is only as an illustration these figures have been given.

**SHRI AMOLAKH CHAND:** May I know, Sir, why in the case of item No. 7, Dakota, the aircraft which was operated was insured for Rs. 2 lakhs and the Corporation was good enough to accept only Rs. 1.5 lakhs? May I know the reason why the Corporation waived its claim for Rs. 50,000?

**SHRI AHMED MOHIUDDIN:** The statement itself shows that the Corporation recovered Rs. 1.5 lakhs and also the wreckage from the Insurance Company. It is ordinarily a rule of the insurance companies that they pay the Corporation either the right to receive the whole of Rs. 2 lakhs from them and give them all the wreckage; or we could evaluate the wreckage which may be useful for the Corporation and take some amount less than the full amount. Here in this case the Corporation decided to take the useful parts of the wrecked aircraft.

**SHRI V. PRASAD RAO:** Will the hon. Deputy Minister inform us whether he received any reports from the commanders that are lent to the Indian Airlines Associates that it is not safe to operate our aircraft at Pokra?

**SHRI AHMED MOHIUDDIN:** That is quite a different question—whether it is safe or not.

**SHRI V. PRASAD RAO:** Has his attention been drawn to the fact that it is not safe to operate such twin-engined aircraft in that airport?

**SHRI S. K. PATIL:** So far as these Dakotas are concerned, my hon. colleague has said that they are old. That does not mean that they are

not airworthy. Hon. Members should know that periodically, according to international conventions, they are seen, the engines are changed, and other things are done. What is old is the body. When we come to the evaluation for insurance purposes every year some kind of depreciation is allowed. Therefore, the value may not appear to be great, although so far as their airworthiness is concerned they are as good as any other Dakota flying.

SHRI V. PRASAD RAO: My question is not answered.

MR. CHAIRMAN: His question is whether any report has been received from our people who are operating this aircraft that it is unsafe to land at some particular Pokra airport in Nepal.

SHRI S. K. PATIL: So far as that Nepal airport is concerned, it is a very difficult airport. There are some difficult airports in the world because of their situation, the mountains and so on roundabout, and they were operated not by us but by the Associates. We were not responsible for that operation.

#### SETTING UP OF SEED FARMS IN ANDAMAN ISLANDS

\*419. SHRIMATI SAVITRY DEVI NIGAM: Will the Minister of FOOD AND AGRICULTURE be pleased to refer to paragraph No. 7.1 on page 14 of the Report of the Ministry of Food and Agriculture (Department of Agriculture) for 1957-58 and state the amount allotted to the Andaman Islands under the scheme for setting up 12 seed farms in the Union Territories?

THE DEPUTY MINISTER OF AGRICULTURE (SHRI M. V. KRISHNAPPA): Rs. 0.65 lakhs.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if any such seed farm is going to be established in the Andaman Islands or not?

SHRI M. V. KRISHNAPPA: Yes, Sir. We have three such seed farms to be established in the Andamans and money has been provided for that. They have not been able to do it up till now because they say that they are not able to get suitable sites for the seed farms.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, at present what is the source from which the Andaman farmers are getting good seeds?

SHRI M. V. KRISHNAPPA: From their own source and the Government.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if there is any source, any organisation, which has been set up by the Government to supply such good seeds to the farmers of the Andamans or not?

SHRI M. V. KRISHNAPPA: They are going to have these seed farms very soon.

SHRIMATI SAVITRY DEVI NIGAM: I was asking about the present. Just now I was told that in the near future they are going to establish three farms but they are not getting suitable sites. My question is about the arrangement which has been made and which is going on at present.

SHRI M. V. KRISHNAPPA: The Government is there and they are supplying whatever they are able to supply.

SHRI S. PANIGRAHI: May I know, Sir, whether lands, in which cashew-nut production has been taken up, have been or are going to be exempted from the operation of the laws about to be enacted with regard to ceiling fixation?

SHRI M. V. KRISHNAPPA: I am sorry, Sir. It is the next question, not the present question.

MR. CHAIRMAN: He says it is the next question.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if it is a fact that in spite of very fertile land and