

मुख्य मुख्य बातें जिन पर वे विचार करेंगे वे ये हैं कि कितना नर्चा इस पर लगेगा, किस प्रकार की इसकी स्पीड होगी, अगर एक फैनट्री बनाई जाए तो उत्पादन में क्या व्यय होगा और जो वर्तमान में मशीनें इस्तेमाल हो रही हैं उनका भत्ता में क्या किया जाएगा। जहां तक अन्तर्देशीय संचार व्यवस्था का सम्बन्ध है, उसमें पांच यूनिट कोड का प्रयोग किया जाए या छः यूनिट कोड का। ये पांच छः बातें हैं जिनकी इन विशेषज्ञों ने जांच करनी है और वे कर रहे हैं।

Enquiry into Air Crash at Dum Dum

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*1054. { Shri D. C. Sharma:
Shrimati Renu Chakravartty:
Shri H. N. Makerjee:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 893 on the 6th December, 1957 and state:

(a) whether Government have since considered the report submitted by the Inquiry Committee appointed to enquire into the death of four members of the crew of an Indian Airlines Corporation freighter Dakota which met with an accident at the Dum Dum airport on the 1st September, 1957; and

(b) if so, the action Government propose to take on it?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) and (b). The Report of the Court of Enquiry is still under examination.

Shri D. C. Sharma: May I know who the members of this court of inquiry were and whether any public man was associated with it.

Shri Humayun Kabir: There was only one High Court judge who constituted the court of inquiry.

Shrimati Renu Chakravartty: Is it a fact that the young widows and the children of these unfortunate victims have not up till now received compensation on the basis of the findings of the court of inquiry?

Shri Humayun Kabir: That is not a fact. Compensation has been paid to three out of the four members. In the case of the fourth member, compensation has not been paid, as no heirs have appeared with any succession certificate.

Shri Joachim Alva: Is it true that between the Dum Dum and the NEFA area the highest number of air accidents has taken place, and if so, have Government gone into the matter to see that these accidents are not repeated hereafter?

Shri Humayun Kabir: This is an entirely different question, but if you ask me, I shall try to answer it.

Mr. Speaker: No.

Shrimati Renu Chakravartty: In view of the fact that this report has been finalised many months ago, and also in view of the fact that the court of inquiry, as far as we have come to know, has found the Hermes's pilot at fault, may I know what the reason for the delay is?

Shri Humayun Kabir: I think both the suggestions of the hon. Member are slightly inaccurate. The report was submitted on 8th October, 1957. There was one technical point on which there was a difference of opinion as to what exactly constituted simultaneous use of parallel runways in an airport, and for this, certain reference had to be made to our representative in the ICAO. I can tell the hon. Member that the final stages have been reached, and perhaps, before the week is out, Government will have to take a decision on the finding of the court. But even then it cannot be released as another Government is concerned; and the practice always is that when Government have accepted the findings, they consult the other Government, and then a date is fixed when the report is simultaneously published.

Shri D. C. Sharma: May I know whether any date has been fixed for the publication of the report, and whether the other Government have submitted their conclusion on this report?

Shri Humayun Kabir: Perhaps, the hon. Member did not hear my reply. I have just replied to that question.

Shri Jaipal Singh: Are we to understand that the ICAO regulations do not clearly and expressly indicate the parallel runway utilisation?

Shri Humayun Kabir: That was the suggestion at first. But now we have arrived at a decision.....

Shri Jaipal Singh: My question was whether the ICAO regulations did not provide for this.

Shri Humayun Kabir: The hon. Member has knowledge of aviation, and he knows that in these matters the decision has to be taken by Government, not by the ICAO.

Shrimati Renu Chakravartty: May I know whether the report of the court of inquiry has been accepted both by our Government and by the other Government concerned, and whether the rate of compensation which has been paid preliminarily will be raised according to the findings?

Shri Humayun Kabir: The compensation has been paid according to the rules which have been laid down by the IAC. After we have taken a decision on the report, if it is accepted also by the U.K. Government, the question will be reviewed.

Kandla Air Port

*1055. **Shri Rameshwar Tantia:** Will the Minister of Transport and Communications be pleased to state:

(a) what steps have been taken to install navigational aids at Kandla Air-port; and

(b) whether the air-strip would be ready to receive Dakotas?

The Minister of State in the Ministry of Transport and Communications (**Shri Humayun Kabir**): (a) Building for the wireless station is under construction and new tele-communications equipment has been procured and kept ready for despatch to Kandla. The installation of the equipment can be completed on a fortnight's notice as soon as a decision is taken regarding the operation of a service at Kandla.

(b) Yes, Sir.

Shri Rameshwar Tantia: May I know the total cost involved?

Shri Humayun Kabir: The revised estimate for the Air-port is Rs. 17.29 lakhs.

Shri Jaipal Singh: In view of the fact that Dakotas have one day or the other to be matters of the past, and the future aircraft, whatever the replacement might be, will have to be of a bigger order requiring longer runways, may I know whether, when new air-strips are coming into operation, Government are making allowance for this development?

Shri Humayun Kabir: It is true that bigger runways will be required in the bigger air-ports, but we also have to have smaller air-ports where it is not expected that very big aeroplanes will be used.

Shri Jaipal Singh: Are we to understand that Kandala Air-port will always be a minor air-port?

Shri Humayun Kabir: The runway at Kandla air-port is 5,000 feet long, and we expect that with the improvements in the engine performance of aeroplanes, in future very much larger planes can take off or land in 5,000 feet.

Whistle Boards at Railway Level Crossings

*1056. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state the position with regard to the proposal for having whistle boards on all unmanned level-crossings?

The Deputy Minister of Railways (**Shri Shah Nawaz Khan**): The work of