

1	2	3
June, 89	0.74	0.74
July, 89	0.77	0.76
Aug., 89	0.77	0.76
Sept., 89	0.74	0.74

So far as payment to consultants and designers is concerned, there is no month to month payment and a consolidated fee of US \$ one million (Rs. 1.53 crores) has been paid to M/s. Landor Associates of San Francisco, USA who have been appointed to provide necessary expertise in improving the image of Air India

(b) Under the MOU, review of such items by Government is not involved.

(c) Does not arise.

Thefts of Goods from Goods Trains

79. SHRIJANARDAN TIWARI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of complaints of theft of goods from goods-trains registered last year, and

(b) the number of cases in which the persons stealing the goods were apprehended and the cases registered against them?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) During the year 1989, 23883 complaints of thefts of goods from trains have been registered

(b) 910 number of such cases were detected and registered during the year 1989.

[English]

Crash of Indian Airlines and Vayudoot Planes

80 SHRI ARVIND TULSHIRAM KAMBLE:
SHRI NATHU SINGH.
PROF. YADUNATH PANDEY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Indian Airlines and Vayudoot planes which crashed during the last three years;

(b) the reasons therefore

(c) the number of persons who died and those who suffered irreparable injuries,

(d) the financial implications of these accidents in terms of loss of planes and compensation paid to the victims; and

(e) the steps taken to prevent such crashes?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) During the last three years there have been five notifiable accidents, each of Indian Airlines and Vayudoot aircraft.

(b) A statement indicating the causes of accident in each case is given below.

(c) 268 persons died and 26 persons received serious injuries in these accidents.

(d) All aircrafts were insured and as such loss is compensated by the insurance company. Similarly, compensation in respect

of deceased and injured which is governed by Carriage by Air Act, 1972, is claimed from the Insurer as per insurance policy taken by Airlines.

(e) Based on the findings and recommendations made in the inquiry reports, appropriate action is taken to prevent recurrence of accidents.

STATEMENT

<i>S.No.</i>	<i>Accident</i>	<i>Cause of the accident</i>
1	2	3
1.	Accident to Vayudoot F-27 aircraft VT-DMB on 6.7.87 at Cooch-Behar.	The accident occurred as a result of the pilot effecting late touch down with higher speed under the prevailing heavy rain. The decision to land in visibility below minima condition and existence of tall trees in the approach funnel were the contributory factors.
2.	Accident to B-737 aircraft VT-EDS on 1.11.87 at Bangalore.	Non locking of the nose landing gear in down position which caused the accident was most probably due to downward shifting of the nose landing gear actuator attachment point subsequent to failure of vertical leg of its attachment fitting. Under fatigue and 'T' section longitudinal been under stress corrosion cracking.
3.	Accident to B-737 aircraft VT-EAI ON 19.6.88 at IGI Airport, Delhi.	The accident occurred because of Commander's negligent flying contrary to laid down procedures and failure to ensure that the landing gears were down and locked before landing.
4.	Accident to Vayudoot Dornier aircraft VT-EJV at Guna on 20.6.88.	The co-pilot's failure to bring to the notice of the commander the deviation from the laid down procedures and to verify and cross check that the gears were down, was a contributory factor to the accident. Failure on the part of Co-pilot who was handling the aircraft to maintain directional control during landing roll and late corrective action by the pilot-in-command resulted in the aircrafts leaving runway surface and hitting an obstruction on the side strip.

S.No.	Accident	Cause of the accident
1	2	3
5.	Accident to B-737K aircraft VT-EF at Baroda on 19.7.88	The accident was caused by pressure of a bull on the runway which entered the operational area through the broken fencing and remained undetected during runway inspection carried out 20 minutes prior to the landing and also remained undetected by the chowkidars on duty in that area.
6.	Accident to Vayudoot Dornier aircraft VT-EJT at Aurangabad on 22.9.88.	The Commander while landing during bad weather had descended at a very fast rate and subsequently could not arrest the sink rate while approaching close to the runway due to improper handling of engine controls. Non-aviability of deteriorating visibility conditions to the flight crew at the time of landing is a contributory factor.
7.	Accident to B-737 aircraft VT-EAH at Ahmedabad on 19.10.88.	The accident has been investigated by a Court of Inquiry appointed by the Government under Rule 75 of Aircraft Rules. The report submitted by the Court is under examination by the Government.
8.	Accident to Vayudoot F-27 aircraft VT-DMC at Guwahati on 19.10.88.	The accident report is under examination.
9.	Accident to Vayudoot Dornier aircraft VT-EJF near Pune on 23.9.89.	The accident is under investigation by a Court of Inquiry appointed by the Government under Rule 75 of Aircraft Rules.
10.	Accident to Indian Airlines Airbus A-320 aircraft VT-EPN near Bangalore on 14.2.90.	The accident is under investigation by a Court of Inquiry appointed by the Government under Rule 75 of Aircraft Rules.