

One IAF officer (the Pilot) was killed in the crash in Hoshiarpur district. No other individual was either injured or lost his life.

(c) and (d). The estimated damage to standing crops and the land on account of the accident near Pune has been assessed at Rs. 48,000/-. The extent of loss to civilian property on account of the other accident will be known after the Report of the Court of Inquiry becomes available. The accident near Pune was due to technical failure. The exact cause of the other accident will be known only after completion on the Court of Inquiry Report. Findings and recommendations of the Courts of Inquiry will, however, be classified and cannot be disclosed in Public interest.

(e) Compensation to the civilians for damage to their property will be paid after the finalisation of the Court of Inquiry Reports. Terminal benefits like ex-gratia payment, gratuity and family pension will be paid as per Rules in the case of the IAF officers killed.

Traffic on Gulf-Trivandrum Sector

8508. SHRI T. BASHEER: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether in the past any study survey had been conducted on passenger traffic potentialities between Gulf and Trivandrum by Air India;

(b) the findings/recommendations thereof;

(c) the action since taken on these recommendations/findings; and

(d) whether there is any proposal to increase the number of flights between Gulf and Trivandrum; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) In the recent past no field market survey in respect of Gulf/Trivandrum has been undertaken by Air India.

(b) and (c). Do not arise.

(d) No, Sir.

(e) Since the capacity presently deployed is considered adequate to meet the demand, increase in number of flights is not deemed to be necessary. However, Air India monitors the market developments and if found necessary additional flights would be mounted.

Indo-US Accord on Civil Aviation

8509 SHRI MULLAPPALLY RAMACHANDRAN:
SHRIMATI BASAVARAJESWARI:

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

(a) whether India and US have finalised an agreement to expand the air services between the two countries;

(b) if so, the details of the agreement signed and the aspects of cooperation; and

(c) the existing points of operation between the two countries?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). Yes, Sir. During the last round of air talks held in Washington on 27-29 March, 89, the following has been decided:—

- (i) Air India may have access to Chicago in future.
- (ii) A revised format for exchange of statistics was agreed.
- (iii) Amendments relating to tariff of schedule filing were also agreed.

(c) Whereas Air India operate to New York in USA, the USA carrier Panam has been operating to Delhi and Bombay.

Protection of Fort Maidan in Cannanore

8510. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have received any representation from Cannanore Kerala requesting protection/preservation of Fort Maidan there;

(b) whether Government have instituted any enquiry into the issue involved in this request;

(c) if so, the composition of the enquiry Committee;

(d) the details of their findings;

(e) whether the enquiry officers have discussed the issue with representatives of the public of Cannanore before submitting their report; and

(f) the final decision taken by the Government in the matter?

THE MINISTER OF DEFENCE (SHRI K.C. PANT): (a) to (f). A number of representations received in the matter were examined and the site was also inspected. It has been found that the present location is the most suitable for siting the Kendriya Vidyalaya.

Compensation to Air crash Victims

8511. DR. A.K. PATEL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the amount of compensation to be paid to the families of air-crash victims according to the International Notifications under the Warsaw convention, Hague Protocol, Guatemala Convention and Government of India in 1973 and 1980.

(b) whether there have been demands to revise to compensation amounts; and

(c) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) The liability limit of an air carrier for each passenger is as follows:—

(i) Under Warsaw Convention,
1929: 1,25,000 Francs.

(ii) Under the Hague Protocol,
1955: 2,50,000 Francs

(iii) Under the Guatemala City Protocol,
1971. 15,00,000 Francs.

(not in force for want of requisite number of ratifications subject to the certain conditions).

(iv) Under the Government of India Notifications applicable to domestic carriage:

(a) SO. 186(E) dated 30.3.1973: Rs. 1,00,000 if the passenger is 12 or