

*Airbus A-320 of Indian Airlines at Bangalore*

- the National Cooperative Consumers' Federation of India Limited, for the year 1988-89.
- (5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above. [Placed in Library. See No. LT- 297/90]
- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Central warehousing Corporation, for the year 1988-89 along with Audited Accounts under sub-section (11) of section 31 of the Warehousing Corporation Act, 1962.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Warehousing Corporation for the year 1988-89.
- (7) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above. [Placed in Library. See No. LT- 298/90]
- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Delhi Urban Art Commission, New Delhi for the year 1988-89 under section 19 of the Delhi Urban Art Commission, Act, 1973.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Delhi Urban Art Commission, New Delhi for the year, 1988-89 together with Audit Report thereon under sub-section (4) of section 20 of the Delhi Urban Art Commission Act, 1973. [Placed in Library. See No. LT- 300/90]
- (3) A statement (Hindi and English versions) (i) correcting the reply given on 3rd May, 1989 to Unstarred Question No. 7832 by Shri C. Janga Reddy, M.P., regarding losses in I.S.B.T and (ii) giving reasons for delay in correcting the reply. [Placed in Library. See No. LT- 301/90].

**Delhi Urban Art Commission (Terms and Conditions of Service) Amendment Rules 1989; Annual Report Annual Accounts of Delhi Urban Art Commission, New Delhi for 1988-89 etc.**

THE MINISTER OF URBAN DEVELOPMENT (SHRIMURASOLIMARAN): I beg to lay on the Table:-

- (1) A copy of the Delhi Urban Art Commission (Terms and Conditions of Service) Amendment Rules, 1989 (Hindi and English versions) published in Notification No. G.S.R. 265 in Gazette of India dated the 8th April, 1989 under sub-section (3) of section 26 of the Delhi Urban Art Commission Act, 1973. [Placed in Library. See No. LT- 299/90]

[English]

12.17 hrs.

STATEMENT RE: ACCIDENT TO THE AIRBUS A-320 AIRCRAFT OF INDIAN AIRLINES AT BANGALORE ON 14TH FEBRUARY, 1990

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): Sir, it is with deep anguish that I recall the accident to the Airbus A-320 aircraft VT-EPN of the Indian Airlines on the 14th February, 1990. The aircraft was on a flight from Bombay to Bangalore and was carrying 135 passengers, 4 infants and 7 crew members. The aircraft crashed outside the Bangalore airport about 800 metres short of the runway while on its final ap-

[Sh. Arif Mohammad Khan]

proach to land. During the crash, the aircraft caught fire and we burnt except for the tail portion and the wings. The weather at the time of the accident was fair with a visibility of 10 kms.

2. Unfortunately, 92 persons have lost their lives in this accident including the commander and the co-pilot, two cabin attendants, four infants, and the two passengers who succumbed to their injuries later. Fifty four persons have survived in the accident, including three cabin attendants.

3. The survivors of the accident were admitted to the Air Force Command hospital and the Hindustan Aeronautics Limited hospital at Bangalore and were given prompt and efficient medical service. Indian Airlines also made necessary arrangements for the transportation of the relatives of the victims to Bangalore and subsequently for the transportation of the bodies to various places at the request of the next of kin. Of the 90 persons who died on the day of the accident, the relatives could identify 66 bodies and the remaining 24 bodies were mass cremated on the 17th February observing the last rites of various religions.

4. Immediately, on receipt of information about the crash, I rushed to Bangalore along with senior officials of the Ministry of Civil Aviation, DGCA and Indian Airlines and visited the accident site and the hospitals where the injured were undergoing treatment. I also visited the mortuary and shared my grief with the relatives of the victims. I had also directed the hospital authorities and the Indian Airlines to provide every possible assistance to the injured and the relatives of the victims. Later, I also attended the mass cremation of the unidentified victims at Bangalore on the 17th February.

5. I should like to take this opportunity to place on record my deep appreciation of the cooperation and assistance extended by the Government of Karnataka as well as the Air Force Command Hospital and the Hindus-

tan Aeronautics Ltd., Hospital at Bangalore. I would also like to pay my tribute to the alertness, presence of mind and selfless action of the three surviving airhostesses viz Ms. Sujaya, Ms. Neela and Ms. Sadhana.

6. The ill-fated aircraft had arrived in India on 24th December, 89. It held a current certificate of airworthiness valid upto 21st December, 1990. The aircraft had done a total flying of 366 hours and 300 landings till the date of the accident. On the accident flight, the aircraft was under the command of Capt. S.S. Gopujkar who had a total flying experience of 10340 hours including 60 hours on the A-320 aircraft. Capt. Gopujkar was a Check Pilot on A-320 aircraft approved by the DGCA. The Co-pilot of the aircraft was Capt. C.A. Fernandez who had a total flying experience of 9307 hours including 68 hours as Co-pilot on the A-320 aircraft. Both Capt. Gopujkar and Capt. Fernandez had undergone the prescribed training with Aeroformation, Toulouse, France and had received their completion certificates.

7. Immediately after the accident, Shri Satendra Singh, Director of Air Safety, DGCA was appointed on the 14th February, as inspector of Accidents under Rule 71 of the Aircraft Rules for commencement of investigation of the accident. Both the Digital Flight Data Recorder (DFDR) and the Cockpit Voice Recorder (CVR) of the accident aircraft were retrieved on the same day. Considering the seriousness of the accident, I announced on the same day the appointment of a Court of Inquiry by a sitting Judge of High Court to investigate the cause of the accident. The formal notification under Rule 75 of the Aircraft Rules was issued on 17th February, 1990 and Justice K. Shivshankar Bhatt, a sitting Judge of the Karnataka High Court was appointed to head the Court of Inquiry. Capt B.S. Gopal Director Flight Safety, Air India, Capt. C.S.R.Rao, Director Training, Air India (Retd). and Shri S.G. Goswami, Director, Airworthiness DGCA (Retd) were appointed as Assessors to the Court of Inquiry. The Court of Inquiry has been requested to submit its report by 31st May, 1990. The Court has already held its first

sitting on 27th February, 1990 and has called for affidavits from the public and interested parties by 31st March, 1990.

8. The CVR of the ill-fated air craft was decoded by the officers of the DGCA in Delhi. As the facility for decoding the DFDR is not yet available in India, it was take to the Canadian Aviation Safety Board, Ottawa, by a team consisting of Shri H.S. Khola Deputy Director General of Civil Aviation, Capt. Iri-gaonkar, Indian Airlines and Sqn. Ldr. Yag-naswami of the Indian Air Force. Under their supervision, the DFDR was decoded at Ot-tawa in the week of 19th February, 1990 and brought back to Delhi. The CVR and the DFDR data have been provided to the Court of Inquiry.

9. I should like to say here that the decod-ing of the CVR and the DFDR as well as the appointment of a court of Inquiry were done with the utmost speed after the accident.

10. Considering the deep apprehension in the mind of the travelling public, Govern-ment has appointed a high powered Techni-cal Committee under the Chairmanship of Air Marshal S.S.Ramdas to evaluate the state of preparedness of the Indian Airlines for safe operation of the A-320 aircraft. Pending the submission of an interim report by the Committee, the operatins of the A-320 aircraft were temporarily suspended with effect from 19th February, 1990.

11. The Ramdas Committee has submit-ted its interim report on 6th March, 1990. The report is under the consideration of the Government.

12. I would like to apprise the House about the acquisition of A-320 aircraft by Indian Airlines. The airlines had signed an agreeemnt with Airbus Industries on 15th March, 1986 for the purchase of nineteen A-320 aircraft with option to buy twelve more aircraft. According to the agreement, the supply of the ninteen aircraft was to start in April, 1989 and end in March, 1990. Be-tween June, 1989 and till date, Indian Air-lines has received fifteen A-320 aircraft,

including the one which met with the acci-dent at Bangalore.

13. The agreement for the purchase of the additional twelve aircraft under the option was signed by the Indian Arilines on 5th June, 1989 According to this agreeemt, six of these aircraft are to be delivered during the period December, 1990 to March, 1991 and the remaining six are to be delivered during the period December, 1991—Janu-ary, 1992. The original project cost of acqui-sition of neneteen Airbus A-320 aircraft was Rs. 1238 crores involving a foreign exchange component of US \$ 952 million. The project cost of the additional twelve A-320 aircraft was Rs. 959 crores involving a foreign ex-change component of US \$ 633 million.

14. I would like to frankly say that the Indian Airlines is passing through a very difficult period at the moment. The need of the hour is to provide the airlines with sound and efficient management and the restore its morale and confidence. I seek the cooper-ation and understanding of the House in this task. Let me conclude my statement by assuring the House that there will be no compromise whatesoever on the safe op-eration of our airlines and Government would spare no efforts in this direction.

12.25 hrs.

STATEMENT RE: TELECOMMUNICA-TION TARIFFS

THE MINISTER OF STEEL AND MINES AND MINISTER OF LAW AND JUSTICE (SHRI DINESH GOSWAMI): (a) On behalf of my colleague Shri K.P. Unnikrishnan, Minister for Surface Transport and Commu-nications, I rise to make the following state-ment:—

2. The Honourable Members are aware that Telecom serivces form a basic infra-structure and the Government is committed