

appointed to investigate into the circumstances of crash of AI Jumbo Jet 'Kanishka'

the Rajya Sabha do elect one member of the Rajya Sabha to the Joint Committee on Offices of Profit and resolves that the House do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, one member from among the members of the House to the said Joint Committee to fill the vacancy caused by the death of Shri Amarprosod Chakraborty."

2. I am further to inform the Lok Sabha that in pursuance of the above motion, Shri K. Gopalan, Member, Rajya Sabha, has been duly elected to the said Joint Committee,

12.06 hrs.

STATEMENT RE : FINDINGS OF THE 'COURT' APPOINTED TO INVESTIGATE INTO THE CIRCUMSTANCES OF CRASH OF AIR INDIA JUMBO JET 'KANISHKA' ON 23TH JUNE, 1985

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : Sir, on the morning of 23rd June 1985, Air India Boeing 747 aircraft VT-EFO 'Kanishka', was on a scheduled passenger flight (AI-182) from Montreal and was proceeding to London en route to Delhi and Bombay. The aircraft was being monitored on the radarscope of Shannon airport in Ireland. AT 0714 GMT it suddenly disappeared from the radarscope and the aircraft which was flying at an altitude of approximately 31,000 feet plunged into the Atlantic Ocean off the South West Coast of Ireland at position latitude 52° 3.6' N and longitude 12° 49' W. This was the worst air disaster in the history of Indian aviation wherein all the 307 passengers and 22 crew members perished.

The Government of India had appointed Justice B.N. Kirpal, Judge of the Delhi

High Court; to carry out a formal investigation into this accident. The Court was assisted by five assessors. It carried out detailed examination of the Digital Flight Data Recorder and Cockpit Voice Recorder. The entire wreckage lying at the bottom of the sea was mapped and photographed. Part of the wreckage was recovered and examined in detail at the facilities of Bhabha Atomic Research Centre, Bombay. In all, 13 witnesses were examined by the Court which included representatives of aircraft manufacturers, Royal Canadian Mounted Police, Canadian Aviation Safety Board, Director General of Civil Aviation India, Air India, Bhabha Atomic Research Centre, Doctors of Royal Air Force, United Kingdom, and the Indian Air Force. Post mortem reports from the doctors from Ireland, report of Structures Group constituted by the Court, Cockpit Voice Recorder Analysis Reports of experts of Bhabha Atomic Research Centre, Canadian Aviation Safety Board, National Transportation Safety Board, U.S.A., and the Accident Investigation Branch of United Kingdom and the report of the Inspector of Accidents, Civil Aviation Department, India were examined by the Court. The Court visited Ireland and Narita Airport, Tokyo.

The Court has submitted its report on the 12th February, 1986 to the Government. All the five assessors have signed the report in token of their agreement with the conclusions and recommendations. There is no minute of dissent.

On the basis of the circumstantial and direct evidence, the Court has concluded that the accident was caused by an explosion of a bomb in the forward cargo hold of the aircraft. The Court has also made some recommendations. They relate to International Civil Aviation Organisation, International Air Transport Association, Airlines, Government and manufacturers of aircraft, on a matter like air safety, air security, etc. These recommendations are being examined by Government for further action.

BUSINESS OF THE HOUSE

[English]

MR. SPEAKER : Shri H.K.L. Bhagat.