

12.14 hrs.

## COMMITTEE ON PUBLIC ACCOUNTS

[English]

Sixty-Seventh and  
Sixty-Eighth Reports

SHRI E. AYYAPU REDDY (Kurnool) :  
I beg to present the following Reports (Hindi  
and English versions) :

1. Sixty-Seventh Report of the Public Accounts Committee on Action taken on their 226th Report (Seventh Lok Sabha) relating to working of Embarkation Headquarters.
2. Sixty-Eighth Report of the Public Accounts Committee on Action taken on their 45th Report (Eighth Lok Sabha) relating to Construction of a sub-standard airfield.

12.15 hrs.

CALLING ATTENTION TO MATTER  
OF URGENT PUBLIC IMPORTANCE

[English]

## Defects in Vayudoot Aircraft

SHRI BASUDEV ACHARIA (Bankura) :  
I call the attention of the Minister of Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon :

"Reported Engine failures of Vayudoot Aircraft, defective door lock and non-availability of spare parts for this aircraft and steps taken by the Government in this matter."

THE MINISTER OF STATE OF THE  
MINISTRY OF CIVIL AVIATION (SHRI  
JAGDISH TYTLER) : Sir, since the beginning of Dornier operations by Vayudoot in January, 1985, there have been 19 cases of failures of Garrett engines installed on the Dornier aircraft in the fleet of Vayudoot. This necessitated premature removals of engines before their scheduled overhaul life.

The overhaul period recommended by the manufacturers is 6000 hours with a Hot Section Inspection in between, after 3000 hours of operation. Since this was a matter of serious concern, as it involved the safety of the passengers, the matter was taken up with the representatives of the engine manufacturers i.e. Garrett Corporation, Hindustan Aeronautics Ltd. and the Director General of Civil Aviation. Since preliminary investigations of the cases of these engine failures revealed that as many as nine engine removals were apparently ascribable to engine defect, Government constituted a Committee of Experts to go into the causes of the failures of Garrett engines installed on the Dornier aircraft in the fleet of Vayudoot and to submit a report. The report of the Committee has been received on the 2nd April, 1987 and is being studied.

Pending receipt of the report of the Committee of Experts on the causes of engine failures, Vayudoot and Government had a series of meetings with representatives of Garrett Corporation, Hindustan Aeronautics Ltd. and the Director General of Civil Aviation to discuss the basic causes of engine failures, short term and long term measures to improve performance and maintenance, and steps to ensure that the maximum number of aircraft remain operational.

The main entry door of Dornier VT-EJF aircraft operating scheduled Vayudoot flight from Ludhiana to Delhi on 30th March, 1987 opened while in flight. The Commander reported that about 25/30 minutes after the take off from Ludhiana the door 'open' warning light came in the cockpit. Subsequently, the door opened. The Commander reported this to the Air Traffic Control of Palam and full emergency was declared at the airport. The aircraft landed safely with the open door at 1957 hours. There was no injury to anybody on board the flight. The Director of Air Safety and Regional Controller of Air Safety, Delhi, carried out an inspection of the door involved in this incident, and also those of the three other aircraft stationed at Delhi Airport. It was found that the front plungers of the door locking system were not engaging fully while the door handle was put in 'lock' position. Vayudoot was, therefore, advised to rectify the snag before releasing the aircraft for flights. They were also advised to issue instructions to their out-