

Request of Gulf States for Air Presence In India

6887. SHRIMATI BASANTI SARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the airlines from five Gulf States are pressing Government to increase their presence in India;

(b) if so, the summary of the communications received from these Governments/airlines, alongwith the reaction of Air India and his Ministry; and

(c) the gains and losses of revenue with the arrangement envisaged?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Government of Qatar has sought traffic rights for a new Airline Qatar Airways.

Emirates, the Airline of Dubai, UAE have sought an increase in capacity of 650 seats per week for their airline.

Government of Kuwait has requested for increase in capacity entitlement and Trivandrum as an additional point of call in India.

No agreement has been reached in the issues so far.

In addition, the Government of Oman has sought designation of Oman Air for operating to and from India besides additional capacity of 500 seats per week. This was agreed to in the bilateral civil aviation talks held in November, 93.

(c) Additional rights to foreign airlines are granted on the basis of reciprocity of benefits to both sides.

Accidents and Incidents of Air India

6888. SHRI NILOTPAL BASU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of all the accidents and incidents involving Air India aircraft for the last three years while maintenance in its hangars;

(b) the number of employees injured/casualties suffered in such incidents

(c) the details of loss to property equipment, in rupees and

(d) whether enquiry was conducted in each case; if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The requisite information is furnished in the Statement (See below).

(b) There were no casualties. However, one Technician was injured in the incident which took place on 8-1-93.

(c) Loss to property/equipment on account of these incidents was negligible.

(d) Departmental enquiry was conducted by Air India in each case. The recommendations of the enquiry committee were implemented to prevent recurrence of such incidents in future. Wherever the incidents were caused by human error, appropriate action was taken against the erring personnel.

Statement

(1) Fuel line flange was damaged while being loaded by stand on B 747 aircraft on 2-2-91.

(2) Excessive load was imposed on MLG jack pad area because of improper procedure on B 747 Combi aircraft on 5-2-91.

(3) The LH stabilised tip was hit by a Coles Crane and damaged on 5-2-91.

(4) Fuselage skin was damaged as a result of hitting by LH paint dock limit switch mounting bracket on 21-1-92.

(5) While removing stand from No. 8 canoe, trestle hit No. 7 canoe and damaged the canoe on 2-4-92.

(6) Oil tank on No. 1 engine was damaged by contact with work stand on 6-6-92.

(7) Fuel spillage was noticed at 1A hanger on 30-10-92.

(8) Fuselage skin got holed and was scratched by tail dock cradle on 4-1-93.

(9) During lubrication of nose landing gear wheel well area, the door got closed resulting in injury to a technician on 28-1-93.

(10) LH I/B elevator had hit LH O/B elevator due to sudden gues of wind on 8-1-93.

(11) No. 8 canoe damaged on 25-5-93 while removing engine I/B stand, as one of the wheel of the stand was stiff.

Accidents prone airport Hangars

6889. SHRI NILOTPAL BASU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to news-item 'Airport Hangars Accident Prone' which appeared in 'The Daily of Bombay of 26th March, 1994;

(b) whether Government are concerned over the State of affairs prevalent in public sector Air India; and

(c) if so, what action Government propose to take in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Air India hangars at Bombay are not accident prone, as mentioned in the report. During the last 3 years, the total no. of accidents/incidents involving Air India aircraft under maintenance is only 11 and the damage to property was negligible. The news item gives an exaggerated view of the situation. Departmental enquiry is conducted into each case of incident/accident and remedial measures are taken. Whenever incidents are caused due to human error, suitable punishments are awarded.

Engine overhaul training for the employees of A. I.

6890. SHRI NILOTPAL BASU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many employees of Engine Overhaul Deptt. of Air India have been sent for in House Engine Overhaul Training on P & W-4056 Engine with the new Boeing 747-400 aircraft at Hartford, USA, giving details thereof, category-wise, and the period of training, during 1993 and 1994;

(b) how many Foremen; Sr. Foreman, Master Technicians and Technicians were sent for the above training between 2nd October, 1993 and 2nd November, 1993;

(c) what was the criteria adopted for selection of employees for the above course;

(d) whether any employee has been deprived of such training and who represented to the Deptt.;

(e) whether the said representation has been considered and replied; and

(f) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) 55 employees including 14 executives, 20 aircraft engineers, 2 foreman and 19 aircraft technicians, of the Engine Overhaul Department of Air India have been sent for different courses whose duration ranges from 5 days to 39 days, on P 4056 engine installed on B 747-400 aircraft.

(b) One Senior, Foreman, one Senior Master Technician, Four Master Technicians and one Senior Technician were sent for training.

(c) The candidates were selected on the basis of seniority and suitability. Agreement with the concerned unions was also reached on the list of candidates to be sent for training.

(d) to (f) One representation was received from a Master Technician whose name was not included. The matter was discussed with the concerned representative Union and after discussion, both the management and the Union agreed that the representationist did not fit into thorty as on date;