

(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;