

LOK SABHA DEBATES

LOK SABHA

Monday, April 6, 1992 /Chaitra 17 1914
(Saka)

*The Lok Sabha met at
Eleven of the Clock*

[MR SPEAKER *in the Chair*]

OBITUARY REFERENCE

[*English*]

MR SPEAKER Hon Members, I have to inform the House of the sad demise of one of our former colleague, Shri Zulfikar Ali Khan

Shri Khan was a Member of the Fourth, Fifth, Seventh Eighth and Ninth Lok Sabha representing Rampur constituency of Uttar Pradesh during the years 1967-70, 1971-77, 1980-84, 1984-89 and 1989-91. Earlier he was a Member of the Uttar Pradesh Vidhan Sabha during 1963-66. Shri Khan took great interest in Parliamentary proceedings. He served on a number of Committees including the Estimates Committee.

Shri Khan was a Member of the Court of the Aligarh Muslim University.

A widely travelled person, he was the Indian delegate to the U N General Assembly in 1971.

In passing away of Shri Khan the coun-

try has lost an educationist, agriculturist and a well known Parliamentarian.

Shri Khan met with a road accident on 5 April, 1992 near Hapur and was brought to the Holy Family Hospital in Delhi where he succumbed to his injuries. He was 59 years old.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may now stand in silence for a short while as a mark of respect to the deceased.

The Members then stood in silence for a short while

11.03 hrs.

ORAL ANSWERS TO QUESTIONS

[*English*]

Landing Facilities in North East

*52 SHRI DWARKA NATH DAS Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) whether peculiar geographical conditions pose problems for safe landing of aircraft in north eastern zone,

(b) if so, the remedial steps proposed to be taken in this regard,

(c) the reasons of air crash at Imphal in 1991 and the measures being taken for the safety of the passengers;

(d) whether there is any proposal to set up an airport at Karimganj;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK): (a) and (b). Hilly terrain can pose certain limitations on landing. The landing procedures are therefore evolved keeping in mind geographical features, landing aids etc. specific to the airports to ensure safe landing. These procedures are published and are mandatory.

(c) The report of the court of enquiry is awaited.

(d) to (f). No Sir. There is already an airport at Silchar, about 50 kilometers from Karimganj.

SHRI DWARKA NATH DAS: Sir, three things are most essential for the safe landing of aircraft especially in the North-Eastern region for its peculiar geographic position. These are radio navigational facility, traffic control service and geographic condition. Sir, through you I would like to know from the Hon. Minister whether all these three things are available in all the airports of the North-eastern region or not. At the same time I would also like to know whether all the aircrafts which are flying at present in this region are fully suitable for this region or not.

SHRI M.O.H. FAROOK: Sir, the aircrafts which are being deployed at these places are fully suitable for navigation. As far as providing of these facilities are concerned, each airport has got different facilities. If the hon. Member wants to know the facilities provided in a particular airport, he may let us know and I will answer to him.

SHRI DWARKA NATH DAS: I have

already stated about the radio, navigational facilities, traffic control services, geographical conditions and so on.

Sir, Karimganj is a district situated in a border area. So, for security reasons, there should be a small airport at Karimganj.

Secondly, from the commercial point of view also, Karimganj is a good business centre in the Eastern-most part of the country.

Thirdly, during monsoon, Karimganj remains, totally cut-off from the rest of the country for several days.

And fourthly, as rail facility is insufficient, so there should be a direct link of Karimganj with Guwahati, the Capital City of Assam and also with Calcutta.

Sir, in such circumstances, whether the Civil Aviation Minister would think of setting up one Airport at Karimganj.

SHRI M O.H. FAROOK: Sir, I have already told that Karimganj is just about 50 km. away from Silchar. So, for the time being, it is not possible to have another Airfield at Karimganj.

The hon. Member has also mentioned about the other facilities for the purpose of landing. Whatever basic facilities that are needed in all these places they have been given to them. In fact, if the hon. Member wants, I am prepared to give him as to what are the facilities that are given to all the sixteen Airports in the North-Eastern Region. I can write to him also.

SHRI SATISH KUMAR SHARMA: Sir, the question is whether the peculiar geographical conditions pose problems for the several aircraft that land in the North-Eastern Zone.

There are peculiar problems. To the best of my knowledge, whenever an aircraft flies in any mountainous area – it may be North-Eastern Zone or it may be in Kashmir

or it may be in Himachal Pradesh – because of hilly terrains, sometimes, the signals from the navigational aids, like the VOR and the ADF that we have in our country, do not reach because their range is very limited. Sometimes, we see that because of the break down of power in the local area, these navigational equipments are not in working order.

So, these are practical problems which a pilot faces. My suggestion to the hon. Minister is this: These are all very small investments these days. You take the example of VLF Omega. It is an on-board equipment. It has nothing to do with the integral operational airport facility. It is totally independent of the ground facility. It is fixed through a satellite. They are available at a very small small expense these days.

I think all the aircraft that are flying in that region should have this system. I know A-320 has this equipment. A 300, Boeing 737 and the Dorniers do not have this equipment. If we want to use these aircraft or for that matter whichever aircraft we use in these mountainous areas of the country, they should be equipped with the VLF Omega system.

SHRI MOH FAROOK Sir, the suggestion of the hon. Member is a very good one. We will examine this matter and then we will see whether we will be able to implement this suggestion or not.

SHRI YAIMA SINGH YUMNAM May I know whether it is a fact that the pilot of that ill-fated plane which crashed in Imphal in 1991 had asked for permission for landing his aircraft but the Duty Officer at the Airport on that day refused permission to land the aircraft?

Is there any facility provided for night landing at the Imphal Airport?

SHRI MOH FAROOK Sir, regarding the plane which crashed at Imphal, I would say that a Court of Inquiry is on. I cannot tell anything about it for the time being because

it will vitiate the position. We are expecting within a very short period, I think by 30th of this month, its Report. After that, we will examine it.

But as far as night landing facility at Imphal Airport is concerned, I would say that a process is going on. It is likely to be completed by December, 1992. The hills which are forming obstructions and which are obstructing the lights will be marked at Imphal and also at Dimapur.

SHRIPETERG MARBANIANG What are the special facilities provided for the Shillong Airport? When will the Government extend Indian Airlines operation to the Shillong Airport?

SHRI MOH FAROOK At Shillong, Vayudoot is now operating. We have got NDB in Shillong and BHP in Shillong. Since it is enough for Vayudoot, we are operating only Vayudoot.

As and when we think of improving its status then we shall try to equip it with other things. You are well aware that we are having resource constraint.

[Translation]

SHRI RABI RAY Mr. Speaker, Sir, in regard to the part (a) of the question I would like to ask the hon. Minister whether keeping in view the frequent incidents of air crash in the north-eastern region due to its special geographical features the hon. Minister paid attention to the crash of the then Prime Minister's aeroplane in which 3-4 pilots died and fortunately the Hon. Prime Minister had a narrow escape, if so, whether measures have been taken to avert such incidents and whether the 1977-78 plane crash has been probed? If so, what is the outcome?

[English]

SHRI MOH FAROOK In 1977-78 that unfortunate incident had happened. As I told you earlier, north-eastern is hilly terrain, and because of the weather as well as

hilly track, we have got lot of difficulties over that area. But we are doing our best.

As far as the accident is concerned, I have got a full list of the accidents of all the places and the recommendations which have come. I can send it to the hon. Member.

[Translation]

Utilisation of Rain Water

*553. SHRI RAM PUJAN PATEL:
SHRI JAGMEET SINGH
BRAR:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government have chalked out any scheme to ensure full utilisation of rain water; and

(b) if so, the details thereof?

[English]

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). A Statement is laid on the Table of the House.

STATEMENT

The country receives annual precipitation of 4000 cubic kilometres out of which the average annual flow available in rivers is around 1850 cubic kilometres. Owing to the topographic, hydrological and other constraints, the utilisable surface water is assessed at 690 cubic kilometres in addition to the annual replenishable ground water resources which is about 450 cubic kilometres. The State Governments are implementing major, medium and minor irrigation schemes for increased utilisation of utilisable water. A total of 263 major irrigation projects and 1104 Medium irrigation projects have been taken up so far all over the country in addition to promotion of well irrigation and minor irrigation works to increase the utilisation of

utilisable water. 83 major projects and 777 medium projects have been completed so far. At present, the utilisation of water has been assessed at 552 cubic kilometres out of the total utilisable quantity of 1140 cubic kilometres.

For maximising the availability of utilisable water, the Government has prepared national perspectives for transfer of water from surplus areas to water-deficit areas, which comprises of two components viz. Himalayan River Development Component and Peninsular River Development Component. National Water Development Agency is engaged in carrying out detailed studies on inter-linking of major rivers in each component. Already studies on 7 water transfer links out of the 17 water transfer links in the Peninsular River Development Component have been completed and the Preliminary feasibility reports have been sent to the concerned State Governments for concurrence. Further studies for the remaining water transfer links are programmed to be completed in the Eighth Plan. Studies on Himalayan component have also been taken up recently. Separately, water shed development programmes have also been undertaken to conserve and utilise the rainwater where it falls. But full utilisation of rain water is not possible due to evaporation and vegetation losses and because of the need to allow certain amount of water to flow in the river for maintaining the river regime

[Translation]

SHRI RAM PUJAN PATEL: Mr. Speaker, Sir, through you, I would like to draw the attention of the hon. Minister to the reply to my question laid on the table of the House. The hon. Minister has said that the country receives annual precipitation of 4000 cubic kilometres out of which only 25 to 30 per cent of water is utilized. There always remains an acute shortage of drinking water in the country. What to talk of human beings even the animals do not get drinking water. Therefore, my submission is that a comprehensive programme should be chalked out to be launched in rural areas. In this state-