

there are monitoring committees at the implementation level and even village committees are arranged. I am a Member of Parliament for the past three decades. Since the inception of this scheme I have never seen any such Committee functioning at that level. I want to ask the hon. Minister whether he is tempted to assure the House that he is going to accept all such suggestions. When the review takes place, if that Committee of elected public representatives is going to be strengthened, the intended purpose of anti-poverty programmes could be achieved. Can the hon. Minister assure this House to include public representatives in such Committees, and if necessary such Committees could be strengthened and their say would be final even on the bankers?

SHRI RAM JETHMALANI: While I cannot give complete assurance of accepting everything which the hon. Member has said but broadly speaking this suggestion is also a facet of the other suggestions which have been made. But be sure that when we are going to carry on the review which the hon. Prime Minister has promised, all these considerations would be very carefully borne in mind.

Instrument Landing System at Airports

*123. DR. BIZAY SONKAR SHASTRI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Category II Instrument Landing System has not been operational at Delhi Airport for a couple of years due to minor hiccup;

(b) if so, when was the system installed and the reasons for not tackling this problem;

(c) whether flights get delayed for hours due to inclement weather; and

(d) if so, the steps taken to overcome delays?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (d) A statement is laid on the table of the Sabha.

Statement

(a) and (b) The Category II Instrument Landing system was installed at Delhi airport in May, 1995 and is being operated as Category I because the equipment does not meet ICAO specifications. Airports Authority of India has taken up with the supplier the need to resolve the anomaly and make the system operational for Category II operations.

(c) and (d) Airline operators fix their minima for operating under Category II conditions and the length of the delay varies from airline to airline. No Indian operator has the approval to operate under Category II conditions.

After the equipment becomes operational as Category II, about 20 international operators could be benefited, since they have filed the Category II minima. Under current conditions, aircraft are cleared as soon as weather/visibility conditions permit.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, through you I would like to inform the House about a big scam. In this question I had asked as to whether the Instrument Landing System purchased recently is lying out of order for the last two years. What are the reasons therefor? Why it is not being used properly? The reply to this question has revealed a new development. As the hon. Minister has stated that category II Instrument Landing System is a sophisticated instrument, which was purchased during the regime of previous Government and presently it is being used as category-I. My question is whether the Category-II instrument is as per the specification given by ICA officers. The first part of my question is that why the sophisticated category II instrument is not being used as category II?

'B' part of my question is whether the specification of category II instrument is as per the specifications of ICAO or not? If so, who are responsible for the specifications given by ICA? . . . (Interruptions)

'D' part of my question is about the action taken so far in this regard?

[English]

MR. SPEAKER: Shri Shastri, please ask your questions. You are not supposed to read the entire thing.

[Transation]

DR. BIZAY SONKAR SHASTRI : Whether the Government propose to issue some White Paper on this issue.

[English]

SHRI ANANTH KUMAR: The hon. Member has asked many supplementaries in one supplementary question.

MR. SPEAKER: You can answer only one supplementary.

[Translation]

DR. BIZAY SONKAR SHASTRI : These are parts of this question.

[English]

SHRI ANANTH KUMAR: The thing is that we have ordered for Category I instrument and what they have supplied is Category II. There has been a discussion with them. The amount has been withheld for not supplying according to the specifications. Now, the fresh

Category-II instrument is being supplied by them which will be installed within the next six months.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, he wants to say that.

MR. SPEAKER: You ask your supplementary.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, let us first complete this point. Previous government committed some irregularities and category-II instrument was purchased which is presently being used as category I. My question was that what action is being taken by the hon. Minister regarding irregularities committed in this purchase.

MR. SPEAKER: Please ask your supplementary.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, I would like to say that inquiry should be conducted in this regard and White Paper should be issued on it.

Secondly, due to scam in purchase of this instrument or some technical fault several problems are cropping up. On 4th December, 1997, sixteen flights were delayed in a single day. The people, who travel by air spend a lot of money with an intention to save time and to perform their duties as per their schedule.

MR. SPEAKER: Please ask your supplementary.

DR. BIZAY SONKAR SHASTRI: In this supplementary I would like to know about the persons responsible for delaying the flights due to technical fault in the instrument. What is the reaction of the Government with regard to the problems faced and losses suffered by passengers. What are the reasons for delay in implementation of the scheme of modernisation of Delhi and Mumbai airports.

[English]

MR. SPEAKER: This is a question relating to Instrument Landing System at Delhi Airport.

SHRI ANANTH KUMAR: Sir, the thing is that we had asked for Category II instruments and instead of supplying Category II instruments, they supplied an instrument which is capable of handling Category I as well as Category II operations. The categorisation is done on two counts. One is the height at which the mist approach for the land is to be initiated or aborted and the other is the minimum runway visual range. In Category I, the decision at height can be possible at sixty metres and the runway visual range will be 800 metres. In Category II, it will be thirty metres and 400 metres respectively. They provided us with an instrument which is capable of handling both Category I and Category II operations. . . (Interruptions)

SHRI CHAMAN LAL GUPTA: How can it be possible? Category II is much more superior and Category I is the

most inferior. . . (Interruptions)

MR. SPEAKER: Please, not like this.

SHRI ANANTH KUMAR: Sir, I seek the indulgence of the hon. Member, Shri Chaman Lal Gupta that the categorisation is like this. Category I is inferior and Category II is more superior. But he is telling otherwise. . . (Interruptions)

SHRI DIGVIJAY SINGH: No, he is telling the same thing.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, while keeping in mind the Categorisation, modernisation and operational conditions of aircrafts this instrument was imported. . . (Interruptions)

[English]

SHRI ANANTH KUMAR: Category III(a) is more superior. We had put in a requisition for Category II. But only in Delhi there is fog and that too for 7-8 days. Therefore, Category II is required only at Delhi and at some of the northern airports. Fifty per cent of the air traffic is basically in Delhi. There has to be a corresponding instrument even in the aircraft to use this Category II instrumentation. Therefore, this instrument becomes unviable for the aircraft, especially for the eastern, western and the southern parts of the country. In those airstrips, Category II is not viable because of the problem of fog. (Interruptions)

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, Banaras also faces the problem of fog. . . (Interruptions)

[English]

SHRI ANANTH KUMAR: I agree with the hon. Member, Sir. We have already asked for Category II instruments. . . (Interruptions)

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, a White Paper should be issued on it. . . (Interruptions)

[English]

MR. SPEAKER: No, not like this. This is Question Hour, not Zero Hour.

[Translation]

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, proper reply has not given to my questions.

[English]

SHRI ANANTH KUMAR: The Government is not protecting anybody. . . (Interruptions)

MR. SPEAKER: This is Question Hour; this is not Zero Hour.

SHRI ANANTH KUMAR: The Airport Authority of India has already completed consultations with the. . .
(Interruptions)

MR. SPEAKER: Please take your seat.

(Interruptions)

[Translation]

MR. SPEAKER: No, not now.

DR. BIZAY SONKAR SHASTRI: Mr. Speaker, Sir, reply given to my question is not complete, I would like to know about the reasons for delay of sixteen flights on 4th December.

[English]

MR. SPEAKER: Shri Shastri, please take your seat.

SHRI P.C. CHACKO: Hon. Speaker, Sir, the answer given by the hon. Minister has brought up some very serious issues. In the answer, it is mentioned that Category II system was ordered in May, 1995 and what was supplied was Category I system, which is a much inferior system. The last part of the answer says that "under current conditions, aircraft are cleared as soon as weather/visibility conditions permit".

Sir, the frequent accidents which are taking place in Delhi are a matter of concern for the whole country. Now, the airfield of Delhi, which is mostly affected by mist and visibility problems, is completely depending on the visibility conditions. We do not have the Instrument Landing System which is required for Delhi. So, I would like to know from the hon. Minister whether the Airport Authority of India has taken any definite action against the supplier and if so, what action is taken against the supplier. Who was the supplier who supplied inferior system to Delhi Airport? By what time will the advance system, that is, Category II instrument be installed in Delhi and by what time will it become operational?

SHRI ANANTH KUMAR: I appreciated the concern of my hon. colleague, Shri P.C. Chacko. The Category II instrument will be commissioned at Delhi Airport within six months. This matter has been taken up with M/s Retan and sorted out. An amount has been withheld in case of non-compliance.

SHRI PRITHVIRAJ D. CHAVAN: How much?

SHRI ANANTH KUMAR: An amount to the tune of \$ 6.44 million has been withheld from M/s Retan, which works out to 7.5 per cent of the contract amount. Moreover, the new Category II instrument is being supplied to us free of cost by M/s Retan.

SHRI RAJESH PILOT: Mr. Speaker, Sir, only half of the question is answered. I was also keen about it. When such an important instrument is being ordered, a lot of consideration goes into it. My question is whether this Category II instrument is not operational because the system is not available in the aircraft, or Delhi airport cannot operate on Category II instrument. In the former case, his answer has to be different. He is answering that 20 international airlines are fitted with Category II systems. It means that if Category II system is available in Delhi, then the aircraft of 20 airlines should not be deprived of it. I would say that it is a very sad thing that in all the international airports of the world, Category II instruments are available. For Delhi, we are hearing it for the last four for five years. I am not denying the fact that in 1995 it was our Government that assured here. Now, he has again assured us that in six months' period it will be installed. I wish him good luck and I wish him to continue as Minister of six months in this Government. Should we take it as an assurance that he will come back within six months?

SHRI ANANTH KUMAR: Firstly, the continuance of our Government for the next five years is assured. Secondly, I assure the completion and commissioning of the system within six months.

SHRI RAJESH PILOT: Is this the reply?

SHRI ANANTH KUMAR: Yes.

PROF. A.K. PREMAJAM: Sir, it is a matter of great concern because they are playing with the lives of the people who board the plane. As per the answer given by the Minister, Category II Instrument Landing System was installed at Delhi Airport in May, 1995 and is being operated as Category I instrument because the equipment does not meet ICAO specifications. Is there any mechanism to check an item supplied, whether it is according to the specifications?

Here it is stated in the answer given by the hon. Minister that "the Airport Authority of India has taken up the matter with the supplier the need to resolve the anomaly and make the system operational for Category II operations." After that three years have passed. Will the Minister be pleased to state as to what steps are taken against the supplier for not supplying the instrument according to the specifications?

SHRI ANANTH KUMAR: Sir, as far as not meeting the specifications is concerned, I have already said that only after the instrument is commissioned, the operational compliance can be checked.

Secondly, regarding non-compliance, I have already replied that 7.5 per cent of the contract amount is being withheld and a new Category II instrument is being installed by them, free of cost.