

incident till date, which cannot be called a fraud.

A case of disputed amount relating to Canara Bank was reported by but a major part of the amount was recovered. An FIR was also filed and six people were arrested in that connection.

Air Accidents

*302. SHRI RAM PRASAD SINGH:
SHRIMATI GIRIJA DEVI:

Will the MINISTER OF CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether attention of the Government has been drawn to the press reports regarding antelopes (Neel Gayan) keeping Aircraft off from the Patna Airport;

(b) if so, the details thereof;

(c) the number of incidents of bird hit that took place at Airports in country during the last three years;

(d) the total loss suffered as a result thereof;

(e) whether the International Airports Authority of India propose to use Falcons to scare away birds from Airports; and

(f) the other steps taken or proposed to be taken to prevent incidents referred to in parts (a) and (c) above?

[English]

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (f). a statement is laid on the table of the house.

STATEMENT

(a) Yes, Sir.

(b) On 26th December, 1993, three blue bulls were sighted within Patna airfield area. National Airports Authority with the help of local Police and others, tried to chase the animals out. Two animals were chased away and one was caught on 29th December, 1993. Meanwhile, Patna airfield had to be closed for aircraft operations on 28-29, December, 1993.

(c) The number of incidents of bird hit during the years 1991, 1992 and 1993 is 127, 126 and 128 respectively.

(d) The total loss suffered as a result of bird hit has been estimated at Rs.11.39 crores during the period 1991 to 1993.

(e) An attempt was made by placing advertisement in newspapers for deployment of falcons in controlling bird menace. However, no further action could be taken as falcon is a protected specie in India under the Wild Life (Protection) Act.

(f) National Airports Authority has been asked to provide boundary wall with over hang barbed wire around the entire airfield to prevent animals intruding into to airfield.

Airfield Environmental Management Committees have been set up to take preventive measures for checking bird hit incidents.

[Translation]

SHRI RAM PRASAD SINGH:
Mr. Speaker. Sir, My question was that

on 26th, 27th and 28th December, 1993 antelopes (Neel Gaya) had sneaked into the airport at Patna and were grazing all along there. Your department is so incompetent that for three days you made all efforts to evict the three antelopes and spend thousands of rupees but you could not chase them away. At last, you had to put the grass on fire.

MR.SPEAKER :This is not the speech hour but the question hour.

SHRI RAM PRASAD SINGH: I had suggested that the grass be put on fire

[English]

MR.SPEAKER: I will not allow this.

[Translation]

SHRI RAM PRASAD SINGH: I would, therefore, like to know from the hon.Minister as to how many flights were disrupted there due to the presence of these antelopes and what was the loss of revenue. due to disruption of flights scheduled to leave Patna for other destinations?

SHRI GHULAM NABI AZAD: It is true that this incident took place there on 26th, 27th, 28th and 29th December. There was no flight scheduled for the evening of 26th December but all the flights scheduled for 27th were operated because we had formed a human chain around the runway that prevented the disruption of flights but 28th and 29th the airport had to be closed for traffic due to which only 7 flights were affected.

SHRI RAM PRASAD SINGH: Mr.Speaker, Sir, my second question is that on 15th Oct. 1993 the hon.Minister

inaugurated a seminar organised by an Air Society at Chandigarh. It was revealed in that seminar that an annual loss of Rs.200 crores is suffered due to bird-hits whereas you have mentioned it only Rs.11.39 crores. In that seminar, it was said that such accidents take place due to the presence of trees etc. around the airports that serve as birds' abode. You can see for yourself that Patna Airport is surrounded by all the filth and garbage. A suggestion came up in the seminar that all such obstacles should be removed. 30 per cent accidents occur due to the birds there.

[English]

MR.SPEAKER: Please come to the question.

[Translation]

SHRI RAM PRASAD SINGH: You have said that there have been 127, 126 and 128 incidents of bird hits during 1991, 1992 and 1993 respectively. This is no minor thing and this causes the loss of revenue also. Are you going to formulate a master plan in order to remove such garbage, dumped around air-ports?

SHRI GHULAM NABI AZAD: I agree that there is garbage but it is not on the runway. It is around the airport. Such things depend on the towns surrounding it. This is a world wide problem, though it has acquired greater proportion in India. It will have to be looked in its full perspective in India in proportion to the population inhabiting near airports. More the population, more will be quantity of garbage but it has registered a decline in the last few years. I would like to submit the figures of 1984, 1985 and 1986.

There were 183 such cases in 1984, 184 in 1985 and 190 in 1986, their number has nearly been above 180. However, I would like to touch upon the action plan mentioned by you. Their number has remained restricted to 126 to 128 during the last three years which means that the number has decreased but we have not got rid of it completely. The Bombay Natural History Society had, on the instance of the Ministry of Defence, conducted a survey in which they inspected nearly 21-22 airports, including 9 civil airports. The Civil Aviation Ministry of the Government of India formulated a national action plan based on their recommendation. The Airfield Environmental Management Committee constituted at every airport, having senior officers, the local administration. Municipality, Municipal Corporation and personnel from Airport Authority and Indian Airlines as its members. looks into this national action plan and every effort is made to implement it.

SHRI SURYA NARAYAN YADAV: Mr.Speaker, Sir, what I have gathered is that this question is related to those airports where flights are not operated, due to which garbage will, quite naturally, get accumulated there.

MR.SPEAKER: Garbage is not on the airports but it is dumped in surrounding areas of Municipal Corporation around the airport.

SHRI SURYA NARAYAN YADAV: Yes, Sir, it is around the airport. I would, through you, like to know from the hon.Minister the names of the state capitals in India where minimum number of flights are operated. Would any arrangements be made to operate more and more flights

from those airports so that the airports can be kept neat and clean.

MR.SPEAKER: Disallowed. Please take your seat. (*Interruptions*)

[*English*]

MR.SPEAKER: Disallowed. This does not come out of this question. Please take your seat

[*Translation*]

You are wasting the time of the house. (*Interruptions*)

[*Translation*]

SHRIMATI GIRIJA DEVI: Sir, this question is concerned with the obstruction caused by the antelopes or birds on the runways, but in my opinion this question is basically related to the negligence observed against the state of Bihar.

It has been demanded time and again that Bihar may be developed as a place of tourists interest so as to earn money to exchequer.

MR.SPEAKER: Girija Devi ji, I will disallow it too.

SHRIMATI GIRIJA DEVI: I would like to submit that there is ZOO besides the airport. Recently, antelope had intruded and in future a tiger can also intrude and it is the policy of Government that...

MR.SPEAKER: Disallowed. Please take your seat.

SHRI SURYA NARAYAN YADAV: This is the misery with us that we are asked to take our seats.

[English]

MR.SPEAKER: Disallowed. Please take your seat. Shrimati Girija Devi, please take your seat. (*Interruptions**)

MR.SPEAKER: This will not go on record:

[Translation]

MR.SPEAKER: The supplementary should come out of the main question. Do not link with it any such things about which the Minister does not have the information. Some of 105 MPs have written a letter to me that raising the question in such a manner should not be allowed. (*Interruptions*)

SHRI HARIN PATHAK: Mr.Speaker, Sir, air taxis are being operated in various parts of the country by the private companies. I would like to know from the hon.Minister, the number of accidents of these private companies' aircrafts which took place due to the security lapses or the number of accidents averted and the action taken thereon.

MR.SPEAKER: Pathakji, this question is concerned with the accidents due to bird hit or due to the animal intrusion. It seems that you too have not gone through the question.

DR.CHATTRAPAL SINGH: Mr.Speaker, Sir, I would like to know from the hon'ble Minister whether the fencing of the airports where the animals intrude would be undertaken?

MR.SPEAKER: It is a very good question.

SHRI GHULAM NABI AZAD: Mr. Speaker, Sir, there are many types of airports. As far as the operational airports are concerned every effort is being made that there should be fencing around them. Arrangements are also made for the same whenever it is needed. The main question is the intrusion of antelopes in the airports. Therefore, I would like to submit that a long term and short term programme has been prepared. In the short term programme there are three items. I would like to start from Patna.

[English]

(a) Repair of gaps in the fencing is being undertaken immediately upon noticing any gap in the fencing;

(b) provision of barbed-wire overhang all round the airfield is being made, for which action has already been initiated.

(c) the wild growth known as "Munj" which is a special phenomenon at Patna Airport, has been cleared from the operational area near the runway. Efforts are being made to keep the side strip of the runway and adjacent operational areas cleared out of this wild growth.

[Translation]

Sir, apart from this on the large airports which have more traffic, walls are being constructed and work of fencing is being undertaken but on small airports where there is not much traffic, it cannot be done.

SHRI VIJAY NAVAL PATIL: Mr.Speaker, Sir, the number of accidents due to the bird hit have not gone down,

I would therefore like to know from the hon. Minister about the cases of accidents due to high speed of aircraft while taking off or while landing, since the pilots often maintain high speed to cover up the time, which results in bird hit as the birds have the tendency to come towards land. In such cases how pilots were found guilty and whether any action has been taken against them?

[English]

SHRI GHULAM NABI AZAD: Sir, the Indian Airlines has taken the following action and has issued the following guidelines to its pilots to reduce the bird hit incidents:-

(a) to keep clear of flocks or individual birds and not to pass too close to them;

(b) to switch on aircraft landing lights/strobe lights while landing or taking off, to scare away the birds from the flight path;

(c) to delay their take off when there is known bird hazard on the runway or the runway area, until the concerned authorities have cleared the birds;

(d) to restrict the climb and descent speed to 250 nautical miles per hour between ground level and 10000 feet, in order to reduce the force of the impact in case of bird strike.

[Translation]

Bank Loans to SSIs

*303. SHRI RAM KRIPAL YADAV: Will the MINISTER OF FINANCE be pleased to state:

(a) the criteria fixed for providing loan to Small Scale Industries by the Public Sector Banks;

(b) whether loan is provided by the above banks to the industries on the basis of classification thereof; and

(c) if so, the amount of loan provided to these classified industries by Public Sector Banks during the last 3 years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. ABRAR AHMED): (a) to (c). A statement is laid on the table of the house.

STATEMENT

(a) As per the credit policy announced by the Reserve Bank of India (RBI) in October, 1993, advances to Small Scale Industries (SSI) having investment in plant and machinery upto Rs.60 lakh (Rs.75 lakh in the case of ancillary units and export oriented units) are to be treated as priority sector advances. The banks have been advised by the RBI to give preference to village industry, tiny industries and other small scale units in that order. While meeting the credit requirements of village industries, tiny industries and other SSI units having aggregate fund based working capital limits upto Rs.1 crore from the banking system, working capital limits are to be computed on the basis of minimum of 20% of their projected annual turnover of new as well as existing units. With a view to obviating the possibility of most of the bank credit being availed by comparatively bigger units, banks have also been advised by RBI that atleast