(b) the sources of availability of power to each steel plant to meet its requirement;

(c) whether any steel plant has set up its captive power plant; and

(d) if so, the detaills thereof ?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) and (b) The plant-wise power requirement of SAIL steel plants and VSP for the year 1997-98 has been assessed as follows :

Steel plant	Average power Req.mt.(mw)	Soure of supply
Bhilai Steel Plant(BSP)	222	MPEB and Captive Power generation.
Durgapur Steel Plant(DSP) and Alloy Steel plant (ASP)	151.4	DVC and Captive generation.
Rourkela Steel Plant (RSP)	175	GRIDCO and Captive Power generation.
Bokaro Steel Plant	262	DVC and Captive Power generation.
Indian Iron Steel Company Ltd.(IISCO)	29	DEC and Captive Power generation.
Salem Steel plant	12.75	TNEB
Visvesvaraya Iron and Steel Company Ltd.	21.91	KSEB and Captive Power generation.
Visakhapatnam Steel Plant (VSP)	221	Captive Power generation with system support from APSEB.

(c) and (d) (i) All integrated Steel Plants of SAIL have installed captive power plants. Plant-wise details of captive power plants is as follows:

Plant	Achievable capacity of Captive power plant (MW)	
BSP	104	
DSP	135	
RSP	190	
BSL	240	
IISCO	25	
VISL	6	(DG Sets)

(ii) Rated capacity of captive power plant at VSP is 247.5 MW . It also generates 16 mw of power from waste heat of coke dry cooling plant through the back pressure turbine system and from the High Top pressure of blast furnace through the gas expension turbine system.

[English]

Operation of A-320 Aircrafts

242. SHRI V.M SUDHEERAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the steps taken regarding the A-320 aircraft operations at the cochin Airport ;

(b) Whether there is in-ordinate delay in taking a decision in this regard; and

(c) if so, the steps taken to avoid further delay ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATRAJAN) : (a) to (c) The runway available at Cochin Airport is 8000 feet but it is a unidirectional runway and the available landing distance is only 5,645 feet. A Committee was set up to assess whether airbus A-320 operations to/from Cochin airport could be carried out safely. This Committee had representatives from Indian Airlines, Director General of Civil Aviation, Central Training Establishment Hyderabad and Airports Authority of India. The Committee concluded that in view of the limited runway length, unidirectional operation weather conditions, airbus A-320 operation to/from Cochin can be permitted provided certain conditions are met. Accordingly, the matter has already been initiated and a meeting was held under the Chairmanship of Joint Secretary on 14th February, 1997 at Cochin to follow up the recommendations of the Committee. A series of measure have been suggested which include obtaining of land from port Trust Authorities, blocking of rail/road traffic for landing of A-320 aircraft,technical examination of runway and other technical aspects.

Since a number of State/Central Government organisations are involved, no fixed time-frame can be given for implementation of the recommendations of the Technical Committee .