

inter-state river waters. In this context, the report mentions estimated costs of inaction in monetary terms in respect of water pollution, soil degradation, and revenue deficit in the form of low water rates and power subsidy in agriculture.

The National Water Policy of 1987 which has largely guided the water resources development in the country already addresses the inadequacies mentioned in the World Bank report. Importance of efficient and sustainable development of water resources, integrated development of surface and ground water through conjunctive use, program for improvement in quality of water and its efficient utilization has been emphasized in the National Water Policy. State Governments are managing their water resources under these policy provisions. The imperatives of agricultural development and the sensitivities/compulsions of socio-economic disparities have guided the policies of the States on subsidising the agricultural and power sector. As such the alleged costs of inaction, as estimated in the World Bank report are not on sound footing.

The revised National Water Policy 2002 further broadens the framework for improved and sustainable development and management of water resources.

#### **Delay in Development of Airports in NE Region**

2071. SHRI RISHANG KEISHING: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether development of airports in the North East Region has been seriously hampered due to delay in execution and cost escalation;

(b) if so, the reasons for delay in construction and completion; and

(c) what remedial measures Government have taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) No, Sir. However, there has been delay in some project at the airports in North East Region due to insurgency problems prevailing in different parts of North East Region, non-availability of raw materials for construction due to ban imposed by Supreme Court on forest product, including quarrying of stone aggregates at some airports, prolonged duration of rainy season and non-availability of land for development work.

(c) Matter has been taken up with the concerned State Governments for immediate transfer of land and assistance in supply of construction material at airports wherever required.

**Revival of Delhi Flying Club**

2072. SHRISANTOSH BAGRODIA:

DR. ABRAR AHMED:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to revive and introduce new features for the Delhi flying club; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) No, Sir.

(b) Does not arise.

**Upgradation of Lucknow Airport**

2073. PROF. M.M. AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have taken action for upgradation of Lucknow airport;

(b) if so, whether any action plan has been formulated by Government in this regard; and

(c) the steps being taken or proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir.

(b) and (c) Lucknow Airport has already been developed as a Model Airport by Airports Authority of India (AAI). A new terminal building adequate to cater for 750 passengers at a time with all modern amenities has been constructed at a cost of Rs. 13.68 crores in the year 1995. Departure holding area is fully air-conditioned. Customs and immigration facilities are available for limited International flights. AAI has now undertaken further upgradation works at Lucknow airport, which include extension of runway to 9000 feet to sustain the operation of AB-300 type of aircraft and installation of Instrument Landing System (ILS) with compatible approach lighting system at a cost of Rs. 21.81 crores. The