

SHRI GURUDAS DAS GUPTA: Sir, you can adjourn the House. What is the harm?

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): As I said an unusual situation has arisen. But can we find a way out which enables the house to conduct its business, particularly, on a day which is devoted to the Private members' Business which we so much cherish? This is a privilege which we so much cherish. That is why I was wondering.....

SHRI GURUDAS DAS GUPTA: Sir, I can help you. I can start speaking on this Bill.

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): I think you have already spoken.

SHRI GURUDAS" .DAS GUPTA: Yes, Sir.

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): Mr. Kumar has already spoken. What can we do? I attach utmost importance to the work of the House. If you want, we can adjourn the House for five minutes.

AN HON. MEMBER: Sir, adjourn for ten minutes.

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): Ten minutes will be too long. I adjourn the House for five minutes to see how the situation can be resolved.

I adjourn the House for five minutes.

The House then adjourned at half past four of the clock.

The House reassembled at forty five minutes past four of the clock, The Vice-Chairman (Shri Triloki Nath Chaturvedi) in the Chair.

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): Now, Mr. Ibrahim. Mr. Minister, you may make your statement. Before you make your statement, I request Mr. Swaminathan to take the Chair.

[THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN) in the chair]

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): Mr. Ibrahim, please proceed.

STATEMENTS BY MINISTER —

Coverage of Shri Krishna Menon's Birth Centenary Celebrations by Doordarshan

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): Mr. Vice-Chairman, Sir,

The Birth Centenary Celebrations of Shri Krishna Menon are being covered by Doordarshan in a befitting manner keeping in view Shri Menon's contribution as one of the prominent leaders of this country. Doordarshan is also planning to mount suitable programmes on Shri Menon's contribution on the National Network of Doordarshan as well as its Regional Kendra at Thiruvananthapuram.

It is not correct to say that no coverage was given to the Inaugural Function of the Centenary Celebration held in New Delhi on 1st March, 1997. The function in fact was scheduled for 5.00 p.m. The function continued for nearly one hour fifteen minutes. In order to give full justice to the event and in the interest of proper coverage, the News Division of Doordarshan decided to use the footage, prominently, in their News bulletins the next morning, i.e. 2nd March, 1997. Consequently the coverage was highlighted at 7.00 a.m. in Hindi, 8.15 a.m. in English, 9.00 a.m. in the International News Bulletins in English and at 11.45 a.m. in Hindi on 2.3.97. Hon'ble Members will appreciate that the coverage could not have been used properly on the 1st March itself since the function was over only at about 6.15 p.m. on 1.3.97. This coverage on 2.3.97 took

place also due to very heavy news fall on 1.3.97 and due to reactions to Budget presented on 28.2.97.

Doordarshan and All India Radio have already been instructed to give suitable coverage to all functions related to the Birth Centenary Celebrations of Shri Krishna Menon.

However, officers in News Division have been cautioned to be more careful in future in respect of reporting such items of importance.

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): Mr. Minister, I think you have another statement also. You may make that also.

MANDATORY CARRIAGE OF AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) ON AEROPLANES

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): Mr. Vice-Chairman, Sir, honourable Members are aware that with the liberalisation of air transport operations in the country, the domestic operations have increased considerably during the last couple of years. Besides, there is congestion in the Indian airspace on account of large number of international flights over-flying or transiting through India. I have, earlier on various occasions, informed the House that the Government is fully committed for enhancement of air safety in the Indian skies and is taking all possible steps to achieve this objective.

In September, 1996, I had constituted a committee headed by Air Marshal J. K. Seth (Retd) to review the existing set up of the DGCA, Aircraft Act and Rules, existing safety regulations, facilities for development of aviation manpower, existing system of licensing of aviation personnel and air navigation, communication and surveillance system to ensure air safety and efficient regulatory control on aviation activities. While the air traffic services and associated facilities

are continuously being upgraded and modernised by the Airports Authority of India, it may take considerable time to cover the entire Indian airspace. It has, therefore, been felt necessary, particularly after the mid-air collision near Delhi on 12th November, 1996, to upgrade the equipment of aeroplanes to reduce the risk of mid-air collisions. Installation of Airborne Collision Avoidance System (ACAS), which is an equipment installed on aircraft and functions independently of the ground based air traffic control system, can help in preventing mid-air collisions. If the aircraft are fitted with this system, it will alert the pilots when the two aircraft come dangerously close. The system gives visual and audio warnings and also advises the crew of the corrective action required to be taken for preventing an impending collision.

In the interest of air safety, we propose to make:

- (i) Carriage of ACAS system mandatory on all aeroplanes having a seating capacity of more than 30 passengers or pay-load capacity of more than 3 tonnes in case of cargo aircraft tentatively after 1st December, 1998. No such aircraft shall be allowed to be imported after 31st December, 1997 without fitment of ACAS system.
- (ii) Installation of ACAS system is also proposed to be made mandatory on transport aeroplanes of less than 30 seats tentatively after 31st December, 2003. No such aircraft shall be allowed to be imported after 31st December, 2001 without fitment of ACAS system.

The proposal was discussed by DGCA with the International Civil Aviation Organisation. ICAO has opined that the Indian proposal for mandatory installation of ACAS is well in line with the spirit of ICAO standards. They have, however, advised that the requirement of mandatory carriage of the system should be on the basis of regional air navigation