

- (v) SC/ST households;
- (vi) Households with no literate adult above 25 years;
- (vii) Landless households deriving the major part of their income from manual casual labour;

Statement-V

*Details of Criteria for Identifying BPL people in Urban areas as
based on interim report recommendations of Hashim Committee
to Government of India in May, 2011*

Categories of vulnerabilities:

1. **Residential Vulnerability:** The following categories of households are defined as 'residentially vulnerable' i.e. houseless population, persons living in Kuchha/temporary houses, where usage of dwelling space (whether ownership-based or rented accommodation) is susceptible to insecurity of tenure, and households are affected by the deprivation of access to basic civic services.
2. **Occupational Vulnerability:** The following categories of households could be classified as occupationally vulnerable: persons unemployed for a significant proportion of time and/or the duration of his/her employment is uncertain or irregular; persons engaged in informal/casual, low-end occupations with low and uncertain wages/earnings; persons whose employment is subject to unsanitary, unhealthy and hazardous work conditions, oftentimes bounded/semi-bounded in nature or undignified and oppressive in the conditions of labour, etc., and finally, persons occupationally vulnerable on the basis of stability/nature/periodicity of payment.
3. **Social Vulnerability:** The following categories of households could be classified as occupationally vulnerable: female-headed households, minor-headed households, old age in terms of dependency on the head of household, and education in terms of level of literacy, health in terms of disabilities and/or chronic illnesses.

Skidding incident of Kanpur airport

†1878. SHRI JAI PRAKASH: Will the Minister of CIVIL AVIATION be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether it is a fact that the recent incident of an Air India aeroplane skidding off the runway in Kanpur has adversely affected Air India's scheme of launching the air services from small cities; and

(b) if so, the steps being taken by Government to tackle this situation so that around 40-42 cities of the country may be connected through air services as per scheme of Government?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No, Sir.

(b) Does not arise.

Disaster management of airports

1879. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether arrangements for averting and managing disasters are sufficient at all the airports in the country;

(b) the present state of the arrangements;

(c) whether there are any deficiencies; and

(d) the steps proposed to be taken to upgrade the arrangements?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Yes, Sir. The existing Airport Emergency Plan (AEP) is considered sufficient to handle the present types of emergencies at the airports. In addition, Airport Rescue and Fire Fighting services are also available to meet any emergencies. Wherever required, the resources of State Disaster Management Authority, city fire brigade, hospitals and ambulance services are also availed to meet the emergencies. The AEP is practiced at regular intervals and mock emergency drills are regularly conducted to test the efficacy of the Plan and services.

(c) No deficiencies have been noticed in the existing AEP.

(d) The AEP is regularly updated to make it realistic to meet real-time emergencies. Also, the present AEP is in line with International Civil Aviation Organisation (ICAO) guidelines and Directorate General of Civil Aviation (DGCA) regulations.