

- (b) if so, the details thereof;
- (c) whether Government has sent any team to assess the loss of property and crops caused in the areas to announce- the financial assistance, if so, the details thereof;
- (d) Whether Government has already announced any interim Financial assistance to the affected ares in Srikakulam district, if so, the details thereof; and
- (e) whether any report has been received from State Government requesting for sanction of financial assistance, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJJU): (a) to (e) Yes Sir. As per the assessment of State Government, 16 human lives were lost and there was a loss of 5823 cattle. In addition, 46126 houses/ huts damaged and 1.40 lakh hectare cropped areas have been reportedly affected due to cyclone 'Titli' in Andhra Pradesh during 2018.

Following the memorandum submitted by the State Government of Andhra Pradesh seeking assistance of ₹ 1330.67 crore for temporary measures for cyclone Titli of 2018, an Inter-Ministerial Central Team (IMCT) was deputed for on the spot assessment of damage. Based on the report of IMCT, the High Level Committee (HLC), in its meeting held on 06.12.2018 has approved the assistance of ₹ 539.52 crore from National Disaster Response Fund (NDRF) for cyclone 'Titli' of 2018 as per prescribed norms and scale. This is in addition to ₹ 458.10 crore released by the Government of India to Government of Andhra Pradesh as Central share of SDRF for management of relief necessitated by natural disasters during 2018.

The primary responsibility for disaster management rests with the State Government. The allocation in the SDRF of the State is made for the entire State towards notified disasters, and it is for the State Government concerned to undertake necessary relief measures to provide relief from SDRF already placed at their disposal in accordance with Government of India approved items and norms without any discrimination, to various districts through concerned administrative authority, in the wake of a natural disaster in accordance with the magnitude of the ground situation. When the available resources of States are inadequate, additional financial assistance is extended from the NDRF by following the laid down procedure.

Action against stone pelters

†*27. SHRI RAM NATH THAKUR: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether it is a fact that stone pelters gather in large numbers at certain

†Original notice of the question was received in Hindi.

places in Jammu and Kashmir and start pelting stones at the Army and thereby creating a lot of difficulties for the Army to fight against terrorists;

(b) if so, the details thereof; and

(c) the action taken against stone pelters till date?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI HANSRAJ GANGARAM AHIR): (a) to (c) There are instances of Stone pelting during anti-militancy operations in J&K. State Government has reported that 759 cases have been registered against stone pelters in 2018.

Passenger aircrafts flying beyond their flying life

*28. SHRI C.M. RAMESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there are many passenger aircrafts engaged by different domestic airlines in the country which are flying beyond their flying life, if so, the details thereof, airlines-wise; and

(b) what action Government proposes to take on these airlines keeping in view the safety of the passengers, the details thereof and if no action is taken, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) and (b) An aircraft is considered fit for flying if it is maintained in accordance with relevant maintenance program/guidelines specified by manufacturer and approved by Directorate General of Civil Aviation (DGCA) for that particular type of aircraft. There is no flying life (in years) of an aircraft specified by manufacturer or regulator of State of design of aircraft. However, some of the aircraft manufacturers have defined Design Economic Life (in terms of flying hours/cycles) in type certification document with the approval of Aviation Regulatory Authority of State of design of aircraft. An Aircraft may operate beyond Design Economic Life subject to compliance of additional modification/inspection/tasks laid down by the manufacturer after evaluating several factors like environment in which it has operated. The factors which limit the Design Economic Life are repetitive inspection requirements/corrosion, fatigue, metal fatigue, cracks etc. in areas which are normally accessible during even major checks. Any enhancement in Design Economic Life is done by manufacturer only after it is approved by its regulatory authority of the country of Design. Airworthiness