

data is under compilation after which the results will be known.

Steps to Minimise Delays in Transportation of Baggage from the Aircrafts

6811. SHRI DEBI GHOSAL : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Government have taken steps to eliminate/minimise delays in transportation of baggage from the aircrafts to the conveyor belts at different airports in India;

(b) if so, the details thereof; and

(c) whether there has been any improvement in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GFHLOT) : (a) to (c). Through increased supervision, close monitoring and deployment of additional loaders in the arrival hall for clearing baggage from the conveyor belts, Indian Airlines and Air India have tried to minimise the delay in baggage clearance. Air India ensures that the first baggage reaches the conveyor belt within 15 minutes and the last baggage within 45 minutes of the arrival of a flight. Indian Airlines endeavours to complete baggage clearance of the passengers within 20 minutes of the arrival of the flight. Bunching of flights, however results in stray cases of delay in baggage clearance.

Deployment of Para Military Forces in States

6812. SHRI DEBI GHOSAL :
SHRI S. M. BHATTAM :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Centre has issued guidelines to the States in connection with the deployment of Para-Military Forces like BSF, CRPF, ITBP and other Central forces to assist the State Governments in maintaining law and order;

(b) if so, the details thereof;

(c) the number of occasions and in which States these Central forces were deployed for maintaining law and order during the last three years, year-wise; and

(d) what is the present rate of recovery for deployment of such forces in the States ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : (a) and (b). From time to time instructions are issued to the State Governments regarding placing requisitions for Central forces to deal with law and order situations. CRPF is primarily concerned in assisting the State Governments in maintenance of law and order in situations which cannot be handled with the strength of local police force. The BSF as an armed force of the Union is also deployed to meet emergent law and order situations in the country when such assistance becomes necessary in the event of non-availability of CRPF. The ITBP and Assam Rifles are generally deployed when additional force is required by States during elections or for giving security to VIPs. In the instructions issued to the State Governments, the State Governments have been requested to make a proper assessment of the law and order situation before asking for Central assistance; to make requests for precise strength of additional force required to, to examine the possibility of mobilising additional forces before placing requisition for Central forces; to release the Central forces immediately as soon as normalcy is restored; and to note that the retention of the Central force should be for the minimum period and position should be reviewed from day to day to avoid wastage of Central resources.

(c) A statement showing deployment of Central forces during the last three years is laid on the table of the House. [Placed in Library. See No. LT-1127/85].

(d) The State Governments other than Assam and Orissa are charged at the rate of Rs. 60 lakhs per battalion of CRPF or BSF per annum plus the actual cost of transportation/movement of the battalion. In case of Assam and Orissa they are charged at the rate of Rs. 24 lakhs per battalion per annum plus cost of transportation/movement of the battalion with effect from 1st April, 1985. No recovery of cost is made from the state Governments in respect of CRPF/BSF if they are temporarily requisitioned for a period not exceeding 10 days and the deployment is within the district of their permanent Hors. In pursuance of the recommendations of the

8th Finance Commission, the States of Himachal Pradesh, J. and K., Nagaland, Sikkim, Meghalaya, Manipur and Tripura have been exempted from making payment towards cost of deployment of CRPF/BSF battalions from 1st April, 1985 to 31st March, 1990. No orders have been issued regarding rate of recovery for deployment of ITBP and Assam Rifles.

Functioning of International Airports

6813. SHRI MOHANBHAI PATEL : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) the number of International Airports functioning at present;

(b) whether there is a great demand for opening more International Airports in the country;

(c) if so, the steps being taken in that regard;

(d) the names of the State Government which have approached the Union Government to open International Airports in their States;

(e) whether Government of Gujarat have also requested for opening International Airport at Ahmedabad; and

(f) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) At present there are four international airports in India, namely, Bombay, Delhi, Calcutta and Madras.

(b) and (c). Representations have been received from time to time from various sources for opening new international airports. These were considered but it was felt that the existing international airports were adequate for catering to the demands of international traffic to and from India. Government had, however, recently appointed a Committee to, *inter alia* identify some other airports to which international operations could be introduced with a view to relieving pressure on Bombay airport.

(d) The State Governments of Karnataka, Andhra Pradesh, Gujarat, Rajasthan and

the Union Territory of Goa have requested the Government for declaring Bangalore, Hyderabad, Ahmedabad, Jaipur and Goa airports as international airports respectively.

(e) Yes, Sir.

(f) The request of the Government of Gujarat was considered alongwith similar requests from other State Governments. While it is felt that the existing international airports are adequate to cater to the existing demands of the international traffic, the request for permitting international operations from other airports is being examined in the light of the recommendations of the Committee appointed by Government to suggest measures to relieve congestion at Bombay Airport.

Handing over of Civil Aerodrome at Cachar (Silchar) to the Indian Air Force

6814. SHRI INDRAJIT GUPTA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether the Department of Civil Aviation is likely to hand over the Civil aerodrome at Cachar (Silchar) to the Indian Air Force authorities;

(b) if so, reasons for such transfer;

(c) whether on behalf of the local inhabitants of the Kumbhirgram area, a representation has been made to Government apprehending various economic, social and other problems likely to follow from such transfer; and

(d) Government's reaction thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT) : (a) and (b). Yes, Sir. The transfer of Cachar (Silchar) aerodrome from Director General of Civil Aviation to the Ministry of Defence is to meet the operational requirements of the Indian Air Force in that area. However, a portion measuring 36.7 acres comprising a civil terminal complex and residential complex will be retained by the Civil Aviation Department for civil scheduled flights.

(c) and (d). Yes, Sir. The decision to transfer the Cachar (Silchar) aerodrome to the Ministry of Defence has been taken in public interest.