

and Dada Saheb Phalke Award winner is lying in the Civil Aviation Ministry for consideration; and

(b) if so, when the Ministry will give its approval thereon and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) No, Sir.

(b) As a general practice, requests for naming/renaming of airports are considered based on the recommendations of the concerned State Government supported by a Resolution passed in the respective State Legislative Assemblies. No such recommendation/resolution has been received from State Government of Assam for renaming of Saloni Bari (Tezpur) Airport.

Incidents of bomb scare at airports

1767. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is an increasing trend of incidents of bomb scare at the airports in the recent days, if so, the details thereof;

(b) the number of bomb scare incidents that took place in the last one year in various airports in the country; and

(c) the steps being taken by Government to augment security arrangements at the airports and the investigations made in such incidents, and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) As per the data available with the Bureau of Civil Aviation Security (BCAS), the regulatory authority for civil aviation security in the country, there were 44 (forty-four) bomb threat calls/hoax calls received at various airports in the year 2015 as against 38 such calls reported till date in the current year.

(c) Every airport in the country has its own Bomb Threat Contingency Plan (BTCP) as approved by BCAS, to handle bomb threats calls as per the procedure prescribed therein. The potential of threat is analyzed by means of certain parameters. The offences of hoax calls are covered under the Suppression of Unlawful Acts against Safety of Civil Aviation Act (SUAASCA), 1982 (as amended in 1994). Nine officers of BCAS have been conferred powers under the said Act, of arrest, investigation and prosecution exercisable by a police officer under the Code of Criminal Procedure, 1973.

Each and every hoax call is also reported to the Police by registering a case for further investigation and legal action. As reported by BCAS, 3 cases have been registered under IPC during the year 2015 and 8 cases under IPC/SUAASCA in the current year. Two persons have been arrested during the current year.

The security system at airports in India is reviewed from time to time and upgraded as per requirements with involvement of all security agencies and stakeholders, depending upon threat perceptions. Some of the steps taken to strengthen security arrangements include time bound deployment of Central Industrial Security Force (CISF) at major airports, deployment of Quick Reaction Teams (QRTs) at major airports and regular monitoring of security arrangements through inspections and dummy checks.

Suitable directions have been issued by BCAS to all airports and airlines in the country to equip the telephones at city offices/residence of Station Managers with Caller Identification (CLI) System, so as to facilitate tracing of Hoax telephone calls.

Air connectivity with Africa

1768. SHRI ANAND SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has any proposal to restore and enhance air connectivity with Africa;

(b) the countries and destinations identified for Air India and other National Carriers;

(c) whether Government proposes to enter into revised MoUs with African countries to increase bilateral entitlements and capacity utilization for such countries; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (d) In order to enhance air connectivity between India and Africa, revised Memoranda of Understanding were signed with various African countries like Egypt, Kenya, Seychelles, Ethiopia which *inter alia* enhanced the capacity entitlements. Air India and Jet Airways are currently providing air connectivity to African countries through their code sharing arrangements. Revision of MoUs with the foreign countries to increase bilateral entitlements and capacity utilisation is an ongoing process which