

(SHRI GHULAM NABI AZAD): (a) to (c). The National Airports Authority has no plan to set up a new airport at Madaipura in district Cannanore (Kerala).

[Translation]

#### Import of Dung

1721. SHRI CHANDRESH PATEL: Will the Minister of COMMERCE be pleased to state:

(a) the total quantity of the dung imported during January 1, 1993 to February 28, 1995 indicating the import price and total value involved thereof, country-wise;

(b) the reasons for the import thereof;

(c) the names of the States and institutions to which it has been supplied;

(d) the quantity of the dung targetted to be imported during 1995 and 1996; and

(e) the steps being taken by the Government to curb the import of dung?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) to (e). Under the Current Export and Import Policy, import of animal dung or animal excreta is not permitted except against an import licence. No licence has been granted so far for import of animal dung.

#### Expansion of Airport at Kheria (Agra)

1722. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to expand airport located at Kheria in Agra;

(b) if so, the details thereof; and

(c) the time by which the work is likely to be started?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c). the airport at Kheria (Agra) belongs to the Indian air force. The National Airports Authority (NAA) maintains a civil enclave. NAA has plans to expand and modify the terminal building, extension of apron and construction of link taxi-way. The work of the building is likely to commence by June, 1995 and on extension of apron and construction of link taxi-way by September, 1995.

[English]

#### Board of Trade

1723. SHRI S.M. LALJAN BASHA: Will the Minister of COMMERCE be pleased to state:

(a) whether the Government have set up a Board of Trade for the development in the field of international trade;

(b) if so, the details of terms and reference of the Board and its members thereof;

(c) whether the Board has formulated any policy in this regard;

(d) if so, the details there; and

(e) if not, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) Yes, Sir. The Board of Trade has been constituted for providing continuous dialogue with Trade and Industry in respect of major developments in the field of International Trade.

(b) The terms of reference of the Board of Trade are as under:—

(i) to advise the Government on Policy measures for preparation and implementation of both short and long term plans for increasing export in the list of emerging national and international economic scenario;

(ii) to review export performance of various sectors, identify constraints and suggest measures to be taken both by Government and industry/trade consistent with the need to maximise export earnings and restrict imports;

(iii) to examine the existing institutional framework for exports and suggest practical measures for re-organisation/streamlining it with a view to ensure coordinated and timely decision making;

(iv) to review the policy instruments, package of incentives and procedures for exports and suggest steps to rationalise and channel incentives to areas where they are most needed.

(c) to (e). The suggestions made by the Board of Trade are given due consideration while framing the trade policy of the country.

#### Pilots of IA and AI

1724. SHRI ANNA JOSHI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the experienced pilots and ground engineers of Indian Airlines and Air India are leaving or thinking to leave their jobs en masse recently;

(b) if so, the reasons for this exodus;

(c) whether they are not satisfied or they are attracted by better service conditions offered by private Air-taxi operating agencies;

(d) the amount Air India and Indian Airlines spend per pilot for their training; and

(e) the steps the Government propose to take to overcome the situation?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c). While Air India has not experienced any large scale exodus of its pilots/ground engineers, during the period 1992-94 a significant number of pilots and ground engineers of Indian Airlines have left the airline; no reasons have been given by these persons at the time of leaving the organisation.

(d) The approximate amount spent by Indian Airlines/Air India on training pilots varies from Rs. 4.6 lakhs for a B-737 co-pilot becoming an Airbus A 320 co-pilot to Rs. 15.3 lakhs for a Boeing 747-200 commander.