

Motion for consideration of Bharatiya Vayuyan Vidheyak, 2024 (Motion Adopted and Bill Passed)

HON. CHAIRPERSON: Hon. Minister Shri Kinjarapu Rammohan Naidu.

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

Thank you, hon. Chairman, Sir, for giving me the opportunity to speak on the Bharatiya Vayuyan Vidheyak, 2024.

In fact, I would like to thank the Chair, first of all, for what was supposed to be a three-hour debate, yesterday, went on up to five hours and also had 36 speakers speaking on this important Bill. Adoor Prakash ji, Rajiv Pratap Rudy ji, Rajeev Rai ji, Sougata Ray ji, C. N. Annadurai ji, Magunta Sreenivasulu Reddy ji, Dilleshwar Kamait ji, Shrirang Appa Chandu Barne ji, Bajrang Manohar Sonwane ji, Kishori Lal ji, Ganesh Singh ji, Abhay Kumar Sinha ji, Rajesh Ranjan ji, Sachithanantham R. ji, Malvinder Singh Kang ji, Vijay Kumar Dubey ji, Dayanidhi Maran ji, M. P. Abdussamad Samadani ji, Rajkumar Sangwan ji, Ramesh Awasthi ji, Selvaraj V. ji, D. Ravi Kumar ji, N. K. Premachandran ji, Adv. Gowaal Kagada Padavi ji, Praveen Khandelwal ji, Hanuman Beniwal ji, Adv. Chandra Shekhar ji, Ravindra Dattaram Waikar ji, Sudha R. ji, Praveen Patel ji, Mohammad Jawed ji, Tapir Gao ji, Zia Ur Rehman ji, Ajay Bhatt ji, Jagdambika Pal ji, and Anand Bhadauria ji. So, almost 36 Members have participated in this debate. Not only have they participated, they have given some valuable suggestions and also passionately been involved in this debate.

I would like to remind the House, 20 years back, if you would have seen any civil aviation topic that has been discussed in the House, the participants were mainly coming from technical background or they were coming from these major metropolitan cities where the presence of airports has been maximum. But yesterday, if you had witnessed the debate for five hours, we have seen hon. Members from the length and breadth of this country, from the remotest areas of this country, from the most backward areas of this country, have passionately spoken on this Bill. That is the change this Government has brought in and the hon. Prime Minister, Narendra Modi ji has brought in to the civil aviation industry.

The civil aviation industry has witnessed unimaginable growth in the last 10 years since Modi ji has taken charge as the Prime Minister of the country. He had a special focus; he had a special vision for the civil aviation industry and because of which he understood the importance of improving the infrastructure in civil aviation. That is why, what was a total of 74 airports in 2014 has gone up to 157 airports, which has more than doubled in this country today. If you look at the passenger growth in this country, 60 million passengers were there domestically in 2014, which has gone up to 153 million, which has more than doubled in 2024. Also, the international passengers have grown up from 43 million to 66.7 million. As you know, just like any travel industry which took a big hit during the COVID time, aviation also took a big hit. Even though it took a big hit, within three years it stood back on its feet. It not only crossed the pre-COVID numbers, but also we are at an all-time high in the passenger growth in the country, and today we stand as the third largest aviation economy in the whole world. That is the change hon. Prime Minister, Narendra Modi ji has brought in the last 10 years for the Civil Aviation Ministry.

Also, I would like to thank all the previous Ministers who have worked on this, especially my predecessor Jyotiraditya Scindia ji, who had constantly worked for the upliftment of the Civil Aviation Ministry and brought in a lot of policy changes. In fact, I would also like to remember our previous hon. Minister, Ashok Gajapathi Raju ji, who was also handling this and who was from our party also at that time. With this growth, it is very important we look into the future also. This is not just for the 10 years that we are proud of. We are in the third place right now. Under the leadership of the hon. Prime Minister, we want to see India become number one in the domestic economy. If you want to see India in that number one position, there has to be proper legislative backing, there has to be good policy making, there has to be good policy which drives the civil aviation industry in that direction. And that is where this Bharatiya Vayuyan Vidheyak comes into play, and which is why I would like to go into a little bit more detail of the Bill also.

भारतीय वायुयान विधेयक, 2024 से पहले इंडियन एयरक्रॉफ्ट एक्ट, 1934 था । This was the pre-Independence era Act. Under the British rule, this Act was formed. The Act was promulgated because of an International Aircraft Convention which was formed in 1919. वर्ष 1919 में जो कन्वेंशन बना था, उसके हिसाब से एयर क्रॉफ्ट बिल, 1934 प्री इंडिपेंडेंस ईरा में लेकर आए । इसके बाद वर्ष 1944 में शिकागो कन्वेंशन भी आया । शिकागो कन्वेंशन आने के बाद आई.सी.ए.ओ. का फार्मेशन हुआ, इंटरनेशनल सिविल एविएशन ऑर्गेनाइजेशन है । आई.सी.ए.ओ. यूनाइटेड नेशन्स की एक एजेंसी थी । शिकागो कन्वेंशन के बाद जो आई.सी.ए.ओ. बना, उसमें 193 देश शामिल थे । Regularly, all these

193 countries used to sit, discuss, deliberate and formulate the standard and recommended the practices, which are again supposed to be implemented by all the member countries within the ICAO.

India has also been a very strong participant of the ICAO, and we have tried to formulate our own laws by harmonising whatever the Standards and Recommended Protocols (SARPs) are there from the ICAO. This has been happening for a long time. While we have been doing this, the 1934 Act, which was there, was amended 21 times. It was amended in such a way that whenever some SARPs were coming in, we were just attaching it to the old Bill. There was no proper structure. In the end, right now the way it has become is that there is no clarity. There is a lot of ambiguity in the existing Act that is there right now, and there is a lot of confusion. In some places, there is a lot of redundancy also. So many subordinate legislations have been brought in; so many rules have been brought in; so many regulations have been brought in, there was no proper structure for the whole Act which is why a proper structural difference was supposed to be brought in. This was done with the formation of this new विधेयक, which is the भारतीय वायुयान विधेयक.

The first thing that we have tried to address is, structurize the whole Bill. We have structurized by giving the DGCA a separate chapter. We have told what is the DGCA and what are the powers of the DGCA which is the Directorate General of Civil Aviation. We also have the Bureau of Civil Aviation Security (BCAS). Similarly, we have another separate chapter for it, and the functions and the powers have been properly listed out for it. There is also the AAIB which is the Aircraft Accident Investigation Bureau and powers of the Central Government.

सर, पहले ऐसा होता था कि पावर्स कहीं और लिखे हुए हैं और फंक्शंस कहीं और लिखे हुए हैं, रूल्स कहीं और लिखे हुए हैं। आई.सी.ए.ओ. का ऑब्जर्वेशन था कि सभी एक प्रिंसिपल एक्ट में होने चाहिए, जो कि सिविल एविएशन की एक हार्मोनी क्रिएट करे। इस बिल के तहत सिविल एविएशन में वह हार्मोनी हम लेकर आए हैं। Other than this, we have tried to reduce the redundancies. इसके एक्ट में पहले जो गैप्स थे, उसको भी ठीक करने की कोशिश हम इस भारतीय वायुयान विधेयक में कर रहे हैं।

महोदय, इसके बाद दूसरी चीज यह है कि हमने इसमें डेफिनिशन्स को जोड़ा है। We have brought in definitions for design, maintenance and manufacture into the Bill. पहले का जो इंडियन एयरक्राफ्ट एक्ट था, we did not have design at all, we did not have the word ? maintenance? at all and there was just manufacture as a word, but it was not defined. But today, under the leadership of Prime Minister Modi ji, we see a strong sense of आत्मनिर्भरता being formed in this country, and civil aviation, taking an

inspiration from that आत्मनिर्भरता, is trying to achieve a position for India in the future where we are not only operating planes in this country, but we are also designing planes, we are manufacturing planes and we want to export planes to the whole world. So, that is the situation we want to create, and that is going to happen. Exactly, that is going to happen because of the भारतीय वायुयान विधेयक and that is going to come.

We have especially added the word 'design', and adding of the word 'design' is going to create an area where a lot of industry players are going to come, which is going to improve the design area of the manufacturing. Already the HAL is manufacturing Hindustan 228, which is a 19-seater plane; Dhruv is there from HAL, which is a 14-seater helicopter; and NAL is also making another plane. If you bring in these changes in the legislation, then the ICAO will recognise India as a State of design, which will improve our prospects globally also to bring in talent that will attract in creating design here. Further, whatever we design or manufacture is also going to be accepted worldwide.

So, it was very important for us at this stage with the changes that are happening throughout the country, to define design, maintenance and manufacture, which is the major driver in the civil aviation sector today. That is what we have brought into the Bill today. Before bringing this Bill here, a lot of wide consultations have happened both internally and externally. We have received the feedback from the public. There is a feedback from internal departments like DGCA, BCAS, AAI, AERA, and AIB and from external departments like the Ministry of Defence, the Ministry of Home Affairs, the Ministry of External Affairs, the Finance Ministry, the DPIIT, and the Department of Telecom. All these were widely consulted and all their feedback was taken in before we brought in this Bharatiya Vayuyan Vidheyak into the august House.

There is another important feature that this Bill is addressing. This is the feedback that we have received from the pilots, especially, the pilots who are getting trained and trying to obtain their CPL - Commercial Pilot License. Sir, before they obtain this Commercial Pilot License, there is one certificate that is required which is the Radio Telephony Restricted Certificate. This Radio Telephony Restricted Certificate which was supposed to be given on the basis of the previous Act was supposed to be given by the Department of Telecom. Now, before obtaining the CPL, they had to go to the Department of Telecom and get this license. Once they get the license from the Department of Telecom, they come back to DGCA which is under the

Ministry of Civil Aviation and they get the Flight Radio Telephony Operator License. Once they get the Flight Telephony Operator License, then they again get the Commercial Pilot License which is the CPL.

Now, regarding this process of going to two departments just for that Certificate for Radio Telephony, there was a lot of feedback from the pilots and especially, the training industry that this is creating a lot of problem for them. Going through two departments, you would know how difficult the system gets over the years when there are different kinds of people and especially, DGCA which has the expertise for the radio telephony in aviation which is why it has the capacity to give the Flight Radio Telephony Operator License. So, the feedback from the industry has been to shift this from the Department of Telecom and put it within the Ministry of Civil Aviation. With this Bill, we have addressed that feedback and we have shown that this is the Government which listens to the public, and which does what the public needs and that is the change that we have brought in this Bill also.

Another important change that we have brought with this is regarding the appeals section. I thought a lot of people would talk about this but not a lot of people have thrown light on this but there have been a lot of inconsistencies in the earlier Act related to the appeals. There was a provision for appeal against financial penalties only. Regarding administrative penalties, there was nothing written in the earlier Act which was addressing the appeals on administrative penalties. Only for financial penalties, there was an appeal and there was only one appeal that was allowed. But now we thought that when we are trying to change this Act by bringing in a new Bill, we have decided that we are going to implement the principles of natural justice and how the industry treats the appeals, how other departments are treating the appeals, the same way we are going to bring that structure into this. That is what we have done here also. So, anytime any action is taken, the first show-cause notice will be issued to the person against whom the action is being taken. He will be properly heard and he will be given a chance to go for two appeals and there will be a proper tribunal also after the appeals so that he can avail of the principle of natural justice. We have accommodated that here. Just like I said earlier, only for financial penalty, the appeal was there. Now, we have added administrative enforcement also so that there is an opportunity for appeal. Earlier, only the Indian Aircraft Act, which is the principal Act, carried certain provisions regarding the action of suspension of licenses, certificate or approvals.

The other sections which come under restrictions were addressed by some other rules. Now, we have brought everything into the principal Act so that there is a legislative backing, there is a clear flow of instructions on how the licenses or certificates get suspended, how they get restricted or how they get cancelled. All this has been brought into the principal Act which is going to create a lot of clarity on how the appeals and also how the licenses are being done in this country.

These are some of the important points that the Bill covers and I feel that whatever issues the hon. Members have raised regarding the Bill, I was able to cover with this and especially, there has been some discussion on the naming of the Bill also. I do not see the problem. I have calculated how many words are there in the act.

15.00 hrs

Sir, 11,643 words are there in the entire Act. Out of 11,643 words, only three words are there, that is, *Bhartiya Vayuyan Vidheyak*, and the rest of the text is completely in English. So, there is no way how people feel that we are imposing certain things. In fact, when we are bringing these three words also everyone should feel happy. I was hearing someone saying that you come from Telugu land and you are accepting this. Of course, I will accept it. It is an Indian language and we are all proud of all the Indian languages that are there.

I would also like to mention one thing in respect of *Bhartiya Vayuyan Vidheyak*. In Telugu also, *Bhartiya* is *Bhartiya* only. In Telugu, *Vayu* is also *Vayu* only. So, I treat this as a Telugu name also, and I treat it as a Sanskrit name also; I treat it as any other Indian language. So just by bringing the name of this act, I feel that everyone should feel proud of this and not oppose the naming of the Act. That is one point which I want to mention here.

Other than this, one of the important issues that have also been raised during the speeches was the airfares issue. It has constantly been coming up, let it be during 'Zero Hour?', let it be during Private Members' Bill or let it be during the Question Hour. Through the Bill also, many Members have raised this issue. In fact, I have already mentioned this after taking charge as the Minister also that one of my top priorities would be to make the airfares affordable and accessible to the common man of this country.

HON. CHAIRPERSON: There should be some mechanism for flexibility.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I will get it done.

The intention of the NDA Government is this. Till 2014, civil aviation was always like it was for certain sections of the civilized society. It was like civilized aviation. But once hon. Prime Minister Narendra Modi Ji has taken charge, civil aviation was considered as civilian aviation, and that is what our commitment is even today also. To make it civilian aviation, this is a very important point which the Ministry is also looking at very seriously. But I would also like to tell the House that we have to understand the dynamics around the airfares also. It is not just the airlines saying that tomorrow they will just put this air price at so and so price. There is a certain mechanism. There are a lot of other factors which are included in the airfares like the ATF, the fuel cost, the airport security fee, user development fee, landing charges, and a lot of other factors like market demand, and especially when some vacations are there or some special events are happening. So, there are a lot of dynamic factors which get included in deciding the fare of this thing.

Yesterday also when a lot of Members were speaking, they were also mentioning how certain carriers have gone out of system also. Some important airlines like Jet Airways and Deccan Airways and some other important airways which were very optimistic in the area of civil aviation, have all exited the aviation market. So, we have to create a balance. Now if you see, if we create so much pressure on the airlines that they totally are not in a situation to run, then we do not have any planes to run. So, we have to create a balance, and that is the balanced approach that the Ministry is also looking at. There is a balanced approach where the airlines also should not misuse or take advantage of the position of the passenger, and at the same time, we are creating a level playing field so that the airlines also operate at a certain stage in the country.

On the directions of the hon. Speaker Sir also - last time when there was a discussion on this - he said, 'why do you not meet the airlines??', we are doing it from the Ministry. We are having meetings with the airlines industry, and we are trying to ensure that there is no misuse or there is no disadvantage for the passengers. I would like to mention this in the House also because a lot of Members have raised this issue across the Benches and even the hon. Speaker has also taken cognizance of this. We are thinking of setting up an online mechanism to take in grievances not just from the MPs, but also from the public. We will put up a team in the Ministry which is going to specifically look about these issues where they feel undue advantage has been taken or unnecessarily some unreasonable hike has happened in airfares. Whenever there is an issue like this, we are going to create an online system which will take care of the grievances. You can put in your

grievances and with timely response, we are going to address this one. We are going to make sure that there is no undue advantage that has been taken by anyone. I want to tell this to the hon. Members of this house.

Other than this, one important scheme that has been brought in by the hon. Prime Minister which I would like to mention in the House again, is the RCS Scheme. The RCS-UDAN Scheme was a total game changer for the civil aviation market in the country. We should all be proud of the great vision that hon. Prime Minister Shri Narendra Modi ji had to create the scheme back in 2016 itself. I take great pride in speaking about the RCS-UDAN Scheme which is a regional connectivity scheme, *Ude Desh Ka Aam Nagrik*, and some of the success stories this has created. I could see the positivity of most of the Members who have spoken yesterday also. They had been proudly speaking about the airports in their districts, airports in their constituencies and how they have increased, how they want more connectivity happening, and how they want the terminal capacity to increase. I would like to take certain examples. One example is the Darbhanga Airport. Darbhanga city is a very historical city. From the Maithili time, it is a very historic and historical city. It had one airstrip there which was running between 1950 and 1962. After 1962, there was no plane there. It was totally taken away from the civil aviation map of this country. When RCS came into play, when UDAN came into play ? this was in 2020 ? thereafter the airport was upgraded by spending Rs.120 crore under the UDAN Scheme. The first flight from Darbhanga took off on 9th November, 2020. It was in 2020 when the first flight took off. In the year 2022-23 ? this was up to COVID-19 also ? the airport handled six lakh passengers in the whole year. That was the kind of change the RCS has brought in for Darbhanga. There was no airport in Western Odisha. There was a huge interest from all the people of Western Odisha that they should have an airport. Before 2014, before the RCS scheme, there was nothing which was addressing this issue. But once the RCS was brought into place, even in the Jharsuguda Airport we have spent up to Rs.202 crore where we have created a new airport. Once that airport was brought in, the first flight took off in 2019. Now that terminal is handling two lakh passengers per year which is a great achievement for the Jharsuguda Airport. Then we have the Pithoragarh Airport, the Kalaburagi Airport, and the Kishangarh Airport. Examples are numerous. These come from all the cities, all the States and all the Union Territories of this country. So, this was the grand vision that Narendra Modi ji had where we are going to take up those remote areas where there is a lot of demand from people to travel through airplanes. That was when the RCS was promulgated and it was brought into effect. More than 500 routes have started under the RCS. More than 1.4 crore

people of this country have travelled through the RCS routes. That is something which we all should be proud of.

Other than that, because of the success of the scheme, we are going to improve the scheme in the coming days. With the help of the Central Government, we are going to bring in the RCS again because it was a 10-year plan. Now, we are seeing that there are some issues. The RCS is specifically for three years because the way that scheme was done is that for three years, we are going to help a certain airport or a certain route to take off. It was not for a continuous time that the Government is going to provide the support. We wanted to create the impetus. We wanted to create the push and the spark. So, for three years, we were supporting. But now, a specific situation has arrived where after three years, the airlines sometimes are backing away from that route. That also has been expressed by a lot of people. So, we are going to address that issue. We have a process where after one year we can re-bid that route and we can restart that route through RCS. We need to extend the scheme of RCS because it has been a huge success and it has given a huge push to civil aviation also. So, definitely, we are going to look into expanding RCS also.

Other than that, in the area of civil aviation, just like how the interest is growing for having more airports and airlines, we want to have seaplanes also. That has been also a brainchild of Narendra Modi ji. He wants to see the seaplane industry also grow in this country. There was a certain policy which was made earlier. But we have taken industry feedback also on seaplane policy. They have requested for some changes. We have done those changes and very soon we are going to launch the new policy also. That is going to open up a whole new area of air travel. Wherever you have dams, wherever you have lakes, wherever you have sea connectivity, you can use the seaplane connectivity to connect those places. Again, it is going to create an alternate way of travelling. So, seaplanes are something we are looking at.

Now, I come to helicopters. If you look at the situation in India, you will find that the number of helicopters is very less as compared to the population, or the size of the country, that we have. A Brazilian city, Brasilia itself has more than 500 helicopters, and we are looking at 250-something helicopters in the whole country. So, there is a great opportunity to tap into the helicopter services in this country. What is the Ministry of Civil Aviation doing with regard to the same? We want to encourage manufacturing of helicopters in the country. We are trying to push it. Like I have said, there is this state-of-the-art design element that is there in the

Bharatiya Vayuyan Vidheyak, which is going to improve the setting up of plants, and it will also help in designing these helicopters. And once we have that network within the country, and if the States also support us, I am sure that that will be very fruitful.

I would specifically take the example of the State of Madhya Pradesh. The State is doing a wonderful job by connecting its religious and tourism circuits with helicopters. Now, with regard to medical tourism, Uttarakhand AIIMS has also put in one helicopter so that it can cater to the difficult terrain and unreachable areas in the State. So, there are a lot of services that helicopters can provide us. And we, on behalf of the Ministry of Civil Aviation, are strongly looking into this area. And with the help and support of the States, I am very sure that helicopter services are also going to increase manifold in the coming days.

Sir, I would especially like to thank hon. senior Member of the House, Rudy ji, who has spoken yesterday about the Bill. It is a homecourt advantage for him. Whenever there is a civil aviation matter, it is a homecourt advantage for him. He brings in all the experiences that he has. He has rightfully elevated the discussion that was happening yesterday, and I am very, very thankful to him for bringing in so much of knowledge.

HON. CHAIRPERSON: He is a pilot himself.

SHRI KINJARAPU RAMMOHAN NAIDU: Yes, Sir, he is a pilot himself. We recognise it. The House recognises it. He has actually elevated the whole sense of the debate here. He has also enlightened us on how the civil aviation industry has originated in India, and how it has travelled through the years. He has specifically mentioned about the Aero Club of India. We take pride in the Aero Club of India. It provides all the services. In future, we are going to see how we can collectively use the wisdom of the Aero Club of India in the growth of civil aviation in this country, and I am definitely going to look into it personally also.

Sir, there were also some suggestions from the hon. Members with regard to air fares. I have already addressed that issue. We will form a specific team in the Ministry which will look into the issues with regard to air fares. Most of the Members have talked individually about the airports in their States or the airports within their own constituencies. About 36 Members have spoken on this Bill, and the names of the airports that they have taken are more than 50. I would say that it is very difficult. Each individual airport has a specific -- I would not say a problem --

update, which I want to give to the hon. Members. So, if possible, I would extend an invitation to the hon. Members through this august House that whenever they have time, they can come and see me, so that I can sit with them and explain to them exactly what is the necessary thing that needs to be done regarding the airports. But on behalf of the Ministry, I would like to tell you that we are interested in building more airports. We want the infrastructure around the airports to increase. And the only challenge, a big challenge, that we find today is the availability of land. That is why, Sougata Da was speaking about it yesterday, and he was mentioning, क्या आप शो ऑफ कर रहे हैं कि आपने इतने एयरपोर्ट्स बना दिए, इतनी एयरलाइंस चल रही हैं? यह शो ऑफ की बात नहीं है । If we would not tackle the infrastructure problem today, it is going to be a huge challenge in the future. अगर आज हम एयरपोर्ट्स के इश्यू को सेटल नहीं करते हैं, आज तो हमें हर जगह लगेगा कि ये तो पिछड़ा इलाका है, यहां पर एयरपोर्ट की क्या जरूरत है? यहां पर तो कुछ और बन सकता है । हम यहां पर किसी और चीज में पैसा लगा सकते हैं । But very soon, that place is going to need an airport, and when that airport requirement is there, you would not get any land. So, that is something which needs to be addressed today, and it has to be addressed by the States themselves.

An airport has got a great potential to drive a State and there are numerous examples like this. I can take the example of Shamshabad airport. Under the then Chief Minister, who is now also the Chief Minister of Andhra Pradesh, Shri Chandrababu Naidu ji, Shamshabad airport was constructed in Hyderabad. He envisioned that. In Shamshabad village, 5000 acres of land were acquired. At that time, people were questioning, ?why do you need 5000 acres of land for the airport?? And today, if you look at it, after twenty-odd years, that 5000 acres of land are not enough right now for the services that that airport is requiring. This is the challenge which many big cities are facing today.

If you see these places like Chennai, Mumbai, Kolkata, all of them are very tightly situated in small lands. We want to expand those airports but there is no land available. If you want to acquire more land, the price of the land has become so exorbitant that it is totally unviable to do expansion in those areas. So, I am advising all the Members here and also through you to the States that you represent that if you can focus on getting that land parcels today itself, you are going to create an airport infrastructure which is going to be useful for generations to come. It is very difficult tomorrow to address this land issue. Even yesterday when I was hearing the speeches, a lot of people have already mentioned how land acquisition is a problem.

Right now, if you want to take those areas for airport development, there is a lot of land acquisition problem just like anywhere else. So, we have to tackle this problem and from our side, whatever support is needed from the Central Government, we are going to provide just like we have done for the last ten years and we are committed to improve the airport infrastructure in this country under the leadership of hon. Prime Minister Narendra Modi Ji and that is our commitment to all the States.

For Patna airport also, hon. Member has spoken about it. Land is with the State right now and whatever land the State provides, we first give the site clearance. We do a thorough inspection. Can an airport come here? Can it be viable? Can we build a proper runway where big flights, narrow body flights, wide body flights land easily? So, we do all these surveys and we give a site clearance. Once that is done, you go into land acquisition. So, wherever you have a request of a new airport, we see if there is a land parcel available or if there is air strip available. There is already a lot of research done from the Ministry of Civil Aviation but in case, if there is no update for you, you can handover to me again a request for that specific place. I will give you a specific update on the status of that site. With the cooperation from the State and Central Government, I can assure you if everything goes perfectly, we can very soon build an airport in that place. So, do not restrict yourself. If you have any place in mind, please let me know so that I can get it inspected and I am going to provide all support from the Ministry so that we can build airports there. That was regarding individual airports.

For connectivity also, there have been a lot of requests that we have an airport now and we want to improve that connectivity. Now, connectivity is a market driven exercise that is being done by the airlines. We do not have a specific rule or we do not have the specific power to say to the airlines that you just have to start this route from today. But through RCS, we have done a bidding process where these unconnected routes or unserved airports or underserved airports are all given certain viability gap funding so that the unconnected airports are connected. In that sense, if there is any airport which comes under the RCS category, then definitely, we are going to provide the support and ensure that proper connectivity is given and all other requests that you have ? let it be for domestic flights or international flights ? even though that is not the direct responsibility of the Government, we are trying through a favourable way to push the request to the airlines so that they can be considered as and when there is a possibility of considering them.

Sir, these are some of the main issues that were mentioned yesterday and other than this, I think any issue from any other Member that has been raised especially Sougata Da, he is not here, but one thing I take objection to what he has said.

HON. CHAIRPERSON: What about Buddhist circuit?

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, your Buddhist circuit is also there. We are definitely going to sit with the State Government and do it.

If hon. Speaker Sir was there, I would have told him that we have given site clearance for Kota airport where he has been very strongly pursuing from his side also. ? (*Interruptions*) यह शुरू होगा तो सबका एक-एक आ जाएगा । मैं सबका अलग से दे दूंगा ।

HON. CHAIRPERSON: He is ready to invite any hon. Member.

SHRI KINJARAPU RAMMOHAN NAIDU: Any grievances that you have regarding airlines or airfares, we are going to create a proper system where we have a team in the Ministry which is going to address all these issues. We are going to create a very efficient system where you can provide us with all the details. If there is a specific airfare that you feel is very unreasonably hiked, you provide us on which website you have taken it, what was the timing of the plane and in which plane. If you can provide the details, we will do thorough research from our side. If there has been any misuse of the rights of the passengers, then we are going to take strict action also. We have done this earlier also.

SHRI D. M. KATHIR ANAND (VELLORE): What about land acquisition?

HON. CHAIRPERSON: No, please. You kindly address the Chair.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, as I said, land is a State subject. If you feel that somewhere the cost is very high, it is up to the State to look for alternate land proposals. We are not saying that the airport should be restricted to only one specific area.

You can look at four or five areas and we can provide all the inputs as to where it can be feasible. If the land is very expensive in a certain portion, it is up to the State to look at other alternatives. Now, I would like to take the point of Prof. Sougata Ray.

SHRIMATI KANIMOZHI KARUNANIDHI (THOOTHUKKUDI): What about the Thoothukkudi Airport?

HON. CHAIRPERSON: Kanimozhi ji, this is not fair. Hon. Members have already raised their concerns and the hon. Minister is now responding to them. You can ask your question later on. When I allow you, you can ask a question.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I can say that I am very, very accessible to everyone. I am willing to meet anyone at any time and I will give them proper update.

HON. CHAIRPERSON: You can take cognizance of Kanimozhi ji.

SHRI KINJARAPU RAMMOHAN NAIDU: Yes. Regarding Thoothukkudi Airport, I can say that a terminal building is being constructed there. You have also requested many times to speed up the process. Our Ministry is trying to push it up.

In Mumbai, the Navi Mumbai Airport will be a game changer airport for the whole Mumbai city. A lot of people have expressed concerns as to when it is going to open. The construction has been going on for a long time. I personally visited that airport and took a review of it. We have given a strict deadline that by 1st April, 2025 the first flight has to land and take off from there. We are ensuring that they are strictly following it. In many of the airports, we are trying to put a timebound deadline so that they complete their work and people can access all these airports.

Prof. Sougata Ray has mentioned that everything is getting privatised. एयर इंडिया आपने दे दिया है और अब किसी से सीट का अपग्रेड भी नहीं पूछ सकते हैं । वर्ष 2014 से पहले सिफारिश कल्चर होता था । इसी सिफारिश कल्चर के कारण एयर इंडिया का कर्ज 80 हजार करोड़ रुपये तक चला गया था । उसी की वजह से यह नुकसान हुआ और हमें एयर इंडिया को छोड़ना पड़ा ।

Now, the Ministry of Civil Aviation does not get request for seat upgradation. We get request for upgradation of airports; we get request for upgradation of airport infrastructure; we get request for upgradation of facilities. So, we have raised the level of Ministry of Civil Aviation from just seat upgradation request to airports upgradation request. This has only happened because of the vision of the hon. Prime Minister Narendra Modi ji. We all are showing this commitment to the country.

There is lot of scope and potential especially in the MRO industry. I have replied in one of the answers about the growth of the MRO industry. From a two-billion-dollar industry, we have made it a four-billion-dollar industry in seven years. It also has great potential in job creation in the country.

So, a lot of different sectors in civil aviation are being looked upon. This Bharatiya Vayuyan Vidheyak encapsulates all of them and gives good direction. It harmonises all the SARPs which have been set by ICAO, a United Nations Agency for civil aviation. We are trying to maintain top standard globally. We do not just operate within ourselves but we set standards for the world itself.

So, we are considering the civil aviation sector a very promising one. I would like to personally thank hon. Prime Minister, Narendra Modi ji who has given the responsibility of handling the Civil Ministry to me at a very young age.

I did not have any expertise in the civil aviation sector. But he had the confidence on a young Member of this House. He has the vision that if it is in the hands of a young Minister, it will definitely touch the height. That is why, I want to thank the hon. Prime Minister.

I want to thank our leader, Shri Chandrababu Naidu also for giving me the opportunity. I also want to thank him on behalf of our Minister of State, Shri Muraleedharan. We both are young Ministers and we want to do a lot of good things in civil aviation sector. Yesterday, hon. Members from both sides have spoken. They all have given a lot of support and encouraged us as young Ministers.

On behalf of the Ministry of Civil Aviation, I would like to thank all the Members of both sides. Everyone has supported us. With this kind of support, we are sure that we are going to reach number one position in the domestic aviation market in the whole world.

That is still our commitment. While I say that is our commitment, we are going to ensure that in whatever we do in this Civil Aviation Ministry, it is going to be addressed as 'civilian aviation Ministry'. The civilian is going to be the topmost priority for us and that we are going to ensure, Sir. This Bill, the Bharatiya Vayuyan Vidheyak, plays a very important role. I request the whole House, just like they have supported through their speeches yesterday, to support in the passing of this important Bill which creates and gives a new direction for the civil aviation industry in the country.

With these words, I thank you, once again, for giving me the time.

माननीय सभापति : प्रश्न यह है:

?कि वायुयान की परिकल्पना, विनिर्माण, अनुरक्षण, कब्जे, उपयोग, प्रचालन, विक्रय, आयात और निर्यात के नियंत्रण के विनियमन का और उससे संसक्त और उसके आनुषंगिक विषयों का उपबंध करने वाले विधेयक पर विचार किया जाए ।?

प्रस्ताव स्वीकृत हुआ ।

माननीय सभापति: अब सभा विधेयक पर खंडवार विचार करेगी ।

प्रश्न यह है:

?कि खंड 2 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 2 विधेयक में जोड़ दिया गया ।

Clause 3 Directorate General of Civil Aviation

माननीय सभापति : श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 5 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I am moving my Amendment No. 5, that is, DGCA's authority is being entrusted to ?an officer?. My amendment is that the officer should be not below the rank of a Secretary to the Government of India. Please accept it.

I beg to move:

?Page 2, line 39,-

after ?an officer?

Insert ?not below the rank of Secretary to the

Government of India.? (5)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 3 में प्रस्तुत संशोधन संख्या 5 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

माननीय सभापति : एडवोकेट डीन कुरियाकोस जी ? उपस्थित नहीं ।

श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 8 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN: Sir, the Amendment No. 8 is also same, that, it is not below the rank of Additional Secretary to the Government of India in the same Clause. I am moving it.

I beg to move:

?Page 2, line 49,-

after ?authority?

insert ?not below the rank of Additional

Secretary to the Government of India.? (8)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 3 में प्रस्तुत संशोधन संख्या 8 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

माननीय सभापति : प्रश्न यह है:

?कि खंड 3 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 3 विधेयक में जोड़ दिया गया ।

Clause 4 Power of Director General of Civil Aviation to Issue directions

माननीय सभापति : श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 9 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN: Sir, the Amendment No. 9 is also same, that, it is not below the rank of Additional Secretary to the Government of India. I am moving it.

I beg to move:

?Page 3, line 1,-

after ?other officer?

insert ?not below the rank of Additional

Secretary to the Government of India.? (9)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 4 में प्रस्तुत संशोधन संख्या 9 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

माननीय सभापति : प्रश्न यह है:

?कि खंड 4 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 4 विधेयक में जोड़ दिया गया ।

Clause 5 Bureau of Civil Aviation Security

माननीय सभापति : श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 10 और 11 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN: Sir, Amendment nos. 10 and 11 are more or less of the same character. Since my other amendments are negatived, I am not moving them.

माननीय सभापति : प्रश्न यह है:

?कि खंड 5 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 5 विधेयक में जोड़ दिया गया ।

खंड 6 विधेयक में जोड़ दिया गया ।

Clause 7 Aircraft Accidents

Investigation Bureau

माननीय सभापति : श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 12 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN: Sir, the Amendment No. 12 is very important. This is an amendment to Clause 7. It is regarding the officer's qualification of the Aircraft Accident Investigation Bureau. Since it is a very sensitive post, the qualification should be not below the rank of the Director General of Police. That amendment can very well be accepted by the Government.

I beg to move:

?Page 3, line 47,-

after ?an officer?

Insert ?not below the rank of Director General
of Police.? (12)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 7 में प्रस्तुत संशोधन संख्या 12 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

HON. CHAIRPERSON: Adv. Dean Kuriakose to move Amendment No. 13 ? not present.

Mr. N.K. Premachandran, are you moving Amendment No. 14?

SHRI N. K. PREMACHANDRAN: Sir, I am not moving Amendment No. 14 as my earlier amendment is already negated. So, there is no meaning in further moving it.

माननीय सभापति : प्रश्न यह है

?कि खंड 7 विधेयक का अंग बने । ?

प्रस्ताव स्वीकृत हुआ ।

खंड 7 विधेयक में जोड़ दिया गया ।

खंड 8 और 9 विधेयक में जोड़ दिए गए ।

Clause 10 Power of Central Government

to make rules.

HON. CHAIRPERSON: Shri N.K. Premachandran, are you moving Amendment No. 15?

SHRI N. K. PREMACHANDRAN: No, Sir, I am not moving Amendment No. 15.

HON. CHAIRPERSON: Okay, thank you.

Prof. Sougata Ray to move Amendment Nos. 16 and 17 ? not present.

माननीय सभापति : प्रश्न यह है

?कि खंड 10 विधेयक का अंग बने । ?

प्रस्ताव स्वीकृत हुआ ।

खंड 10 विधेयक में जोड़ दिया गया ।

खंड 11 से 17 विधेयक में जोड़ दिए गए ।

Clause 18 Power of Central Government

to prohibit or regulate construction of buildings,

planting of trees and the likes.

HON. CHAIRPERSON: Prof. Sougata Ray ? not present.

Shri N.K. Premachandran, are you moving Amendment No. 18?

SHRI N. K. PREMACHANDRAN: Sir, let me read the Amendment No. 18 to Clause 18. As per the existing provision, if the Central Government is of the opinion that it is necessary or expedient so to do for the safety of aircraft operations, direct that no building or structure shall be constructed or erected, or no tree shall be planted on any land within twenty kilometres of the radius. So, my suggestion is, let it be five kilometres.

Sir, I beg to move:

Page 9, line 14,-

for ?twenty?

substitute ?five?. (18)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन द्वारा खंड 18 में प्रस्तुत संशोधन संख्या 18 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

HON. CHAIRPERSON: Prof. Sougata Ray to move Amendment No. 19 ? not present.

Shri N.K. Premachandran, are you moving Amendment No. 20?

SHRI N. K. PREMACHANDRAN: No, Sir, I am not moving Amendment No. 20.

HON. CHAIRPERSON: Prof. Sougata Ray to move Amendment No. 21 ? not present.

माननीय सभापति : प्रश्न यह है :

?कि खंड 18 विधेयक का अंग बने । ?

प्रस्ताव स्वीकृत हुआ ।

खंड 18 विधेयक में जोड़ दिया गया ।

खंड 19 से 21 विधेयक में जोड़ दिए गए ।

? (व्यवधान)

**Clause 22 Manner of determination and payment of Compensation
or loss or damage.**

HON. CHAIRPERSON: Prof. Sougata Ray to move Amendment No. 22 ? not present.

SHRI N. K. PREMACHANDRAN: Sir, it is time for the Private Members? Business. ?
(Interruptions)

श्री हैबी ईडन (एरनाकुलम) : सर, प्राइवेट मैम्बर बिल ? (व्यवधान)

माननीय सभापति : सर, प्राइवेट मैम्बर बिल्स इस बिल के पास होने के बाद लिए जाएंगे । इस बिल पर खंडवार विचार हो रहा है । श्री हैबी ईडन जी, this is your third term. You should be aware of the rules. We will take it up later on.

प्रश्न यह है :

?कि खंड 22 विधेयक का अंग बने । ?

प्रस्ताव स्वीकृत हुआ ।

खंड 22 विधेयक में जोड़ दिया गया ।

खंड 23 से 25 विधेयक में जोड़ दिए गए ।

Clause 26 Penalty for flying so as to cause danger.

HON. CHAIRPERSON: Shri Kodikunnil Suresh, are you moving Amendment No. 23?

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Sir, I beg to move:

Page 12, line 24,-

after ?aircraft?

insert ?, drone, manned or unmanned aerial vehicle, remote controlled or radio controlled airborne vehicles?. (23)

माननीय सभापति : अब मैं श्री कोडिकुन्नील सुरेश द्वारा खंड 26 में प्रस्तुत संशोधन संख्या 23 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

माननीय सभापति : प्रश्न यह है

?कि खंड 26 विधेयक का अंग बने । ?

प्रस्ताव स्वीकृत हुआ ।

खंड 26 विधेयक में जोड़ दिया गया ।

Clause 27 Penalty for failure to comply

with directions issued under

Section 4 or Section 6.

HON. CHAIRPERSON: Prof. Sougata Ray to move Amendment No. 24 ? not present.

माननीय सभापति : प्रश्न यह है

?कि खंड 27 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 27 विधेयक में जोड़ दिया गया ।

खंड 28 से 43 विधेयक में जोड़ दिए गए ।

Clause 1 Short title, extent, application and commencement.

HON. CHAIRPERSON: Prof. Sougata Ray to move Amendment No. 1 ? not present.

Shri N.K. Premachandran ji, are you moving Amendment No. 2?

SHRI N. K. PREMACHANDRAN: Sir, it is very important. The hon. Minister had replied to my query yesterday also. I had raised this issue at the time of introduction of the Bill also. Article 348(1)(b) mandates that the text of the Bill shall be in English. So, I am insisting on that, and I am moving the amendment.

I beg to move:

Page 1, line 5,-

for ?Bharatiya Vayuyan Adhiniyam, 2024?

substitute ?Indian Aircraft Act, 2024?. (2)

माननीय सभापति : अब मैं श्री एन. के. प्रेमचन्द्रन द्वारा खंड 1 में प्रस्तुत संशोधन संख्या 2 को सभा के समक्ष मतदान के लिए रखता हूँ ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ ।

HON. CHAIRPERSON: Mr. Vishaldada Prakashbapu Patil, are you moving your Amendment No. 3?

SHRI VISHALDADA PRAKASHBAPU PATIL (SANGLI): Sir, this is similar to the amendment given by Prof. Sougata Ray. So, I am not moving my amendment.

HON. CHAIRPERSON: Shri Dean Kuriakose ji to move Amendment No.4? not present.

माननीय सभापति : प्रश्न यह है:

?कि खंड 1 विधेयक का अंग बने ।?

प्रस्ताव स्वीकृत हुआ ।

खंड 1 विधेयक में जोड़ दिया गया ।

अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए ।

माननीय सभापति : माननीय मंत्री जी, अब प्रस्ताव करें कि विधेयक को पारित किया जाए ।

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I beg to move:

?That the Bill be passed?.

माननीय सभापति : प्रश्न यह है :

?कि विधेयक पारित किया जाए ।?

प्रस्ताव स्वीकृत हुआ ।

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15.37 hrs