

Bill No. 98 of 2025

THE SUPPRESSION OF UNLAWFUL ACTS AGAINST SAFETY
OF CIVIL AVIATION (AMENDMENT) BILL, 2025

By

SHRI RAJU BISTA, M.P.

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BILL

*further to amend the Suppression of Unlawful Acts against Safety
of Civil Aviation Act, 1982.*

BE it enacted by Parliament in the Seventy-sixth Year of the Republic of India
as follows:—

1.(1) This Act may be called the Suppression of Unlawful Acts Against Safety
of Civil Aviation (Amendment) Act, 2025.

Short title and
commencement.

5 (2) It shall come into force on such date as the Central Government may, by
notification in the Official Gazette, appoint and different dates may be appointed
for different provisions of this Act.

Amendment of section 2.	<p>2. In section 2 of the Suppression of Unlawful Acts against Safety of Civil Aviation Act, 1982 (hereinafter referred to as the principal Act),—</p> <p>(A) in sub-section (1),—</p> <p>(a) after clause (b), the following clauses shall be inserted, namely:—</p> <p>“(ba) "Airline" means any entity engaged in the operation of air transport services for the carriage of passengers, mail, or cargo, whether scheduled or non-scheduled;”;</p> <p>(b) after clause (c), the following clause shall be inserted, namely:—</p> <p>(ca) "Civil Aviation Security Authority" refers to the Bureau of Civil Aviation Security (BCAS) established under section 5 of the Bharatiya Vayuyan Adhiniyam, 2024 for the purpose of regulating civil aviation security in India; and</p> <p>(cb) "hoax bomb threat" means any communication or act, through any medium, disseminating false information regarding the presence of bombs, explosive devices, or other hazardous materials on board aircraft, within an aerodrome, or any aviation-related facility, where such information is known or believed to be false by the person communicating it;”;</p> <p>(c) after clause (e), the following clause shall be inserted, namely:—</p> <p>(ea) "No-Fly List" refers to the list of individuals prohibited from boarding aircraft operating within the jurisdiction of India, maintained by the competent authority for reasons of national security or public safety;”;</p> <p>(B) in sub-section (2), after clause (a), the following clause shall be inserted, namely:—</p> <p>“(aa) an aircraft shall be deemed to be on ground when it is not in flight, immobile or stationed.”.</p>	66 of 1982.
Insertion of new Chapter.	<p>3. After Chapter II of the principal Act, the following Chapter and sections thereunder shall be inserted, namely,—</p> <p style="text-align: center;">“CHAPTER II-A</p> <p style="text-align: center;">HOAX BOMB THREAT IN AVIATION</p>	
Applicability to Aircraft Flight and on Ground.	<p>5E. The provisions of this Chapter shall apply to any act, threat, or offence, regardless of whether it occurs on board an aircraft while in flight or on the ground, including when the aircraft is parked, taxiing, stationed, or otherwise immobile within any aerodrome or aviation facility.</p>	30
Offence of Hoax Bomb Threats to be cognizable and non-bailable.	<p>5F. (1) Any person who, by any means of communication, knowingly conveys or causes to be conveyed a false statement or information regarding the presence of a bomb, explosive device, or any hazardous material on or targeting an aircraft, airline, aerodrome, or any aviation related facility, commits an offence under this Act.</p> <p>(2) The offence referred to in sub-section (1) shall be deemed cognizable and non-bailable.</p>	35
Punishment for Hoax Bomb Threats.	<p>5G. (1) Any person convicted of the offence under section 5B shall be punished with imprisonment for a term not less than three years, which may extend to seven years and shall be liable to a fine of not less than five lakh rupees.</p>	40

(2) Where the hoax bomb threat results in the diversion, disruption, or emergency landing of an aircraft, the offender shall be punished with imprisonment for a term not less than seven years, which may extend to 10 years and shall also be liable to a fine of not less than ten lakh rupees.

5 5H. (1) Where a hoax bomb threat causes significant disruption to civil aviation operations, induces public panic or alarm, or requires extraordinary measures such as military or emergency intervention, it shall be deemed an aggravated hoax bomb threat.

Aggravated
Hoax Bomb
Threat.

10 (2) Any person convicted of an aggravated hoax bomb threat under sub-section (1) shall be punished with imprisonment for a term not less than seven years and shall be liable to a fine not less than fifteen lakh rupees.

21 of 2000. 15 5I. (1) Where a hoax bomb threat is communicated through electronic or digital platforms, including emails, social media, telecommunications or any other digital communication or broadcasting medium, the offence shall also be subject to the provisions of the Information Technology Act, 2000, in addition to the penalties prescribed under this Act.

Offences
Committed
Through
Digital Means.

20 (2) Any act constituting cyber terrorism under Section 66F of the Information Technology Act, 2000, involving hoax bomb threats intended to disrupt critical aviation infrastructure, shall be punishable with imprisonment for a term not less than seven years.

5J. (1) Any person convicted of an offence under this Act shall be placed on the No-Fly List for a minimum period of five years from the date of conviction.

Inclusion in
No-Fly List.

(2) The convicted person shall be notified in writing, and may appeal the inclusion on the No-Fly List within a period of thirty days from the date of notification.

25 (3) Airlines affected by the hoax bomb threat may seek civil penalties or compensation for damages incurred, including costs related to flight diversion, emergency landings, or any other operational disruptions resulting from the threat.

30 5K. (1) The Bureau of Civil Aviation Security (BCAS), in coordination with law enforcement agencies, shall have the authority to investigate and enforce the provisions of this Act:

Investigation
and
Enforcement
Powers.

Provided that investigation under this act shall be conducted as provided under Bharatiya Nyaya Suraksha Sanhita, 2023, except the power to arrest any person.

35 (2) The Bureau of Civil Aviation Security shall maintain a database of hoax bomb threats and monitor aviation security risks, collaborating with the Ministry of Home Affairs for enforcement and preventive actions.

(3) The Bureau of Civil Aviation Security may recommend the inclusion of individuals on the No-Fly List based on evidence obtained during the investigation of offences under this Act.

40 5L. Subject to the Section 3 of this Act, offences under section 5B shall be tried by the magistrate of first class and shall exclusively be tried in accordance with the provisions of the Bharatiya Nyaya Suraksha Sanhita, 2023:

Jurisdiction
and Trial.

Provided that in cases involving digital or electronic communications, jurisdiction may also be exercised by the Cyber Appellate Tribunal constituted under the Information Technology Act, 2000.

Emergency
Powers of
the Central
Government.

5M. (1) Where a series of hoax bomb threats causes disruption to civil aviation or poses a threat to national security, the Central Government may, by notification in the Official Gazette, declare a state of aviation security emergency.

(2) The Central Government may during a state of aviation security emergency declared under sub-section (1), impose temporary restrictions on flights, enhance security protocols, and implement any other necessary measures to ensure the safety and security of aviation operations."

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STATEMENT OF OBJECTS AND REASONS

In recent years, the civil aviation sector has faced a rising number of hoax bomb threats, severely disrupting operations and posing threats to national security. According to reports from the Ministry of Civil Aviation, more than 999 hoax bomb threats were reported till November 2024, affecting the schedules of over hundreds of flights. Such threats, even though false, necessitate emergency responses, including aircraft diversions, security interventions, and heightened passenger anxiety, causing significant financial and operational losses to airlines and airports.

Given the inadequacy of current legal provisions to address these issues, it has become necessary to insert a new section within the suppression of unlawful acts against safety of civil aviation act, 1982, that comprehensively defines and penalizes hoax bomb threats. While the Bharatiya Nyaya Sanhita, 2023, Aircraft (Security) Rules, 2024 and Information Technology Act, 2000, provide mechanisms to address general hoaxes and cyber terrorism, there remains a gap in legislation focused on aviation-specific threats. Hence, the Bureau of Civil Aviation Security (BCAS) will be empowered to investigate these cases, maintain a database, and enforce stricter punishments, including placement of offenders on the No-Fly List for a minimum of five years.

The proposed amendments will introduce aggravated penalties, with offenders facing imprisonment up to seven years and fines up to fifteen lakh rupees, particularly when hoax threats result in emergency measures or military intervention. Additionally, the increasing use of digital platforms to disseminate these threats necessitates corresponding legal provisions, which will integrate the Information Technology Act, 2000 for handling such offences through digital means.

The amendments are aligned with national and international best practices for aviation security. In the United States, for example, similar hoax threats are treated as serious federal crimes, and European Union regulations mandate strict security responses to false bomb threats. The new provisions under this Act aim to enhance deterrence, improve public safety, and reduce the economic burden on the aviation sector caused by false alarms.

These changes are essential to ensure robust civil aviation security and maintain passenger confidence in air travel.

Hence this Bill.

NEW DELHI;
July 8, 2025

RAJU BISTA

ANNEXURE

[EXTRACT FROM THE SUPPRESSION OF UNLAWFUL ACTS AGAINST SAFETY OF CIVIL
AVIATION ACT, 1982]

(ACT NO. 66 OF 1982)

* * * * *

Definitions.

2. (1) In this Act, unless the context otherwise requires,—

(a) * * * *

(b) “aircraft registered in India” means an aircraft which is for the time being registered in India;

[(bb) “airport” means an aerodrome as defined in clause (2) of section 2 of the Aircraft Act, 1934 (22 of 1934);]

(c) “Convention country” means a country in which the Montreal Convention is for the time being in force;

(d) * * * *

(e) “Montreal Convention” means the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation signed at Montreal on the 23rd day of September, 1971.

(2) For the purposes of this Act,—

(a) an aircraft shall be deemed to be in flight at any time from the moment when all its external doors are closed following embarkation until the moment when any such door is opened for disembarkation, and in the case of a forced landing, the flight shall be deemed to continue until the competent authorities of the country in which such forced landing takes place take over the responsibility for the aircraft and for persons and property on board;

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