

**LOK SABHA**  
**SYNOPSIS OF DEBATES**  
(Proceedings other than Questions & Answers)

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**Thursday, August 8, 2024 / Sravana 17, 1946 (Saka)**

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**THE WAQF (AMENDMENT) BILL, 2024**

**MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):** *moved* that leave be granted to introduce a Bill further to amend the Waqf Act, 1995.

**SHRI K. C. VENUGOPAL:** *opposing the motion for introduction of the Bill, said:* The provision that non-Muslims can also be a part of the Waqf Council is directly an attack on the faith and freedom of religion. This is a fundamental attack on the Constitution. This Bill is taking away the rights with regard to the data collection from the States and now the rights are coming to the Centre. That is an attack on the Freedom of Religion and the federal system as well. This amendment is also going to create a dispute with regard to each and every mosque, where there is no deed. Therefore, we are totally objecting to the Bill.

**SHRI MOHIBBULLAH:** When any Muslim cannot be part of any Hindu-related institution and the Gurudwara Management Committee consists of only Sikhs, then why is this sort of injustice being meted out to Muslims? Waqf manages the religious affairs of Muslims. Through this amendment, the Collector is being empowered to take decisions in the matters of the Waqf Board. It does not augur well that someone else is going to make decisions in matters related to our religion. Through this, the Government is meddling in the matters of our religion. Such legislation will cast a shadow over the reputation of the country. It will destroy the spirit of the Constitution. If this happens, then no minority will feel safe in India.

**SHRI SUDIP BANDYOPADHYAY:** This Bill is violative of Article 14 which is equality before law. It is unconstitutional due to a violation of Articles 25

and 26 of the Constitution which talks about the Right to Freedom of Religion. It is against federalism as land is stated in the Seventh Schedule of the Constitution. It is a State subject. Therefore, I strongly object to the introduction of this Bill.

**SHRIMATI KANIMOZHI KARUNANIDHI:** This Bill violates Article 25 and Article 26 of the Constitution, which say that we have a right to follow a religion and manage our own religious affairs. This Bill allows non-Muslims to be a part of the Waqf Board. It is a direct violation of Article 30 of the Constitution which deals with the minorities to administer their own institutions. The District Collector and a committee above the Waqf Board will now be deciding to whom the land or the property belongs. So, this Bill is completely against the Muslims and the minorities.

**SHRIMATI SUPRIYA SULE:** No detailed consultations have been done with the people who, actually, are running Waqf Board today. So, I request to this Government to either withdraw it or if they do not want to withdraw it, at least, send it to a Standing Committee. I request the Government to make a committee after having an all-party meeting. In Section 3C, the issue related to the Collector is very, very worrying. A Collector cannot make these decisions unilaterally. We vehemently object to that. You have deleted Section 40. If you are really bringing in transparency into a system, why are you deleting Section 40? The Waqf Tribunal is completely weakened. The Tribunal has no power. If anybody can challenge and go to the High Court, then what is the role of the Tribunal? Section 108B says that the rules will be made by the Central Government. If it is so, then what will be the role of the States? So, my request is that in Section 108B, the States need to have their powers. Please do not take their powers away. Please withdraw this Bill. Let us have a more detailed discussion and only then, bring in a Bill. Once this Bill is passed, the evacuation of the encroached properties will become impossible.

**SHRI E. T. MOHAMMED BASHEER:** I vehemently oppose the very presentation of this Bill. It is a violation of the Fundamental Rights enshrined in our Constitution under Articles 14, 15, 25, 26 and 30. If this Bill is passed, the entire Waqf system will collapse and various bodies like the Waqf Board, and the Waqf Councils, will have no existence. This Bill will spoil the secular nature of this country. As per this Bill, the Collector will be superior to the Chairman of the Waqf Board.

**SHRI K. RADHAKRISHNAN:** I strongly oppose the Wakf (Amendment) Bill. This Bill is against our motto 'Unity in Diversity'. This Bill has violated Articles 25, 26, 27, 28 and 30 of the Constitution. As per the Bill, the Wakf Board will become a nominated body. Before bringing this Bill, no consultation has been done by the Government with any State or with any Muslim or other organisations. I would request the Government either to withdraw this Bill or send it to the Standing Committee for wider consultations.

**SHRI N. K. PREMACHANDRAN:** I very strongly oppose this Wakf (Amendment) Bill, 2024. First, the provisions of the Bill violate Fundamental Rights envisaged in Articles 25 to 28 of the Constitution. Second, it violates Article 13(2) of the Constitution. Third, the Bill is against the basic feature of secularism enshrined in our Constitution. They are disempowering the Wakf Board as well as the Council. They are removing Section 104. Then, removing Section 40 means that there is no need for the Wakf Board. The Wakf Board becomes totally powerless. It is a total dismantling of the system. So, it is absolutely against the principles of the Constitution and it lacks *bona fides* also. Hence, I appeal to the Government to withdraw the Bill or kindly send it to some Committee for close scrutiny of the Bill and let us discuss it with the stakeholders.

**\*DR. THOL THIRUMAAVALAVAN:**

**SHRI ASADUDDIN OWAISI:** I oppose the introduction of the Bill under Rule 72(2) on the grounds that this House does not have the competence to make these amendments. This Bill patently violates the principles provided in Articles 14, 15, and 25. It is a grave attack on the basic structure of the Constitution as it violates the principle of judicial independence and separation of powers. The waqf management of a property is an essential religious practice for Muslims. The existing law protected the status of the registered waqf properties and it has been replaced. By empowering the Collector to determine the title, you are violating the principles of natural justice. This Bill excludes the tribunals' decisions from being final. In Section 107, it has been made more difficult to recover the encroached waqf properties. Section 37 removes protection to waqf properties.

**SHRI IMRAN MASOOD:** I oppose the Waqf (Amendment) Bill, 2024. Article 15 states that there should be no discrimination on the basis of religion,

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\* Please see Supplement

race, caste, gender, or place of birth. The Waqf Board manages mosques. All mosques come under it. By depleting the powers of the Waqf Board and bringing DM Raj, you are conspiring to destroy all the properties, which are about 8 lakh acres under the Waqf Board across the country.

**SHRI AKHILESH YADAV:** This Bill is being introduced as a part of a very well-thought-out politics. When the process of democratic election is already in place then why is the provision for nomination being made? In other religious issues or religious bodies, no one from other community is included in them. Then, what is the justification for including non-Muslims in the Waqf Board? I oppose this Bill.

**SHRI KALYAN BANERJEE:** I am opposed to the introduction of this legislation. This is beyond the legislative competence of the Central Government to make the amendment with respect to land title which falls under the Seventh Schedule. Property is the subject which can be decided by the civil courts, and not by any other authority. This Bill is completely contrary to Constitutional morality. It is malicious legislation because this Bill is targeting the Muslims of this country.

**SHRI MIAN ALTAF AHMAD:** India is globally recognized for its secularism. I urge the Government to avoid distorting the country's image by introducing such a Bill.

**SHRI P. V. MIDHUN REDDY:** I rise to oppose the introduction of this Bill. I want that wide consultations may be held with the representatives of the Muslim community before the passage of the Bill.

**\*SHRI SUBBARAYAN K.:**

**SHRI GAURAV GOGOI:** I urge the Government to consider Articles 15, 25, 26, 29, and 30 of the Constitution, as this law pertains directly to religion and faith. We should approach this matter with sensitivity towards the Islamic community, as Waqf is a significant aspect of their beliefs. This Bill lacks trustworthiness, and therefore, we oppose it.

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\* Please see Supplement

*The following Members made submission on the Bill:-*

**MINISTER OF PANCHAYATI RAJ; AND MINISTER OF FISHERIES, ANIMAL HUSBANDRY AND DAIRYING (SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH):** This amendment does not aim at tampering with the matters related to mosque. This law is being enacted to bring about transparency in the institution formed under the law. The Waqf Board has been formed by law and if any institution formed by law becomes autocratic, then the Government has the right to formulate legislation to bring about transparency in it. This Bill is not divisive in the name of religion. It should be introduced to ensure that the institution functions in a transparent manner.

**SHRI G. M. HARISH BALAYOGI:** We appreciate the concern with which the Government has brought this Bill. The purpose of the donors needs to be protected. But, when the purpose and the power get misused, it becomes the responsibility of the Government to bring in reforms and introduce transparency in the system. We believe that the registration of the property as proposed in this Bill is going to help the poor Muslims and women in the country by bringing transparency. However, if a wider consultation is required to remove the misconception, we have no problem sending it to the Select Committee.

**DR. SHRIKANT EKNATH SHINDE:** The purpose of this Bill is to ensure transparency and accountability. The Government has included provisions to represent Muslim women within this Bill. The Waqf Board, which is the third largest landholder, is currently involved in over 85,000 cases related to Waqf land nationwide, with more than 165 cases pending in the Supreme Court and High Courts. This Bill aims to introduce necessary reforms to the Waqf system and promote development. I support this Bill.

**THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU) *replying said:*** I am confident that, once fully informed about this Bill, all members of this House will support it. The Bill does not infringe upon the freedoms guaranteed to religious bodies under Articles 25 to 30 of the Constitution, nor does it violate any constitutional provisions. Its purpose is to provide opportunities and empowerment to women, children, and marginalized individuals within Muslim society. The Waqf Amendment Act of 1995 has been completely ineffective and the purpose for

which this Act was brought was not being fulfilled. Many mistakes have been found in it. Some steps have been taken for that. In the 1976 Waqf Inquiry Report, it has been said that the entire Waqf Board has come under the control of *Mutawallis*, and appropriate steps should be taken to discipline it. The second recommendation of the 1976 Waqf Inquiry Report is that there are so many litigations and differences among them that a tribunal system should be formed to simplify them. These were the recommendations of that time. The third point is about audits and accounts. The method of audit and accounts in the Waqf Board is not proper, there should be complete management of it. This has been said in the report of that time. Lastly, it recommends improvement in the category of *Waqf-Alal-Aulad*. There should be improvement in the Waqf that we give to children. There are a total of 8 lakh 72 thousand 320 Waqf properties and our WAMSI portal cannot determine the complete value. But its market value is likely to be many folds more than what the Sachar Committee has said. The committee's recommendation said that the existing Waqf Board should be broad-based. There should be two women in the Central Waqf Council and State Waqf Board. This is also a recommendation of the Sachar Committee. The Sachar Committee has clearly said that priority should be given to women and children. The JPC has clearly said about the Waqf Board that there is no proper infrastructure. The workforce there is completely ineffective and inefficient and the funds are so low that they are not managed properly. The Waqf Board cannot run in this manner. All the existing Waqf Boards across the country should be surveyed again. For poor Muslims, whether it is legal matters or something else, the right things need to be done inside the Waqf Board and for that expert lawyers etc. need to be brought on the board, so that it can be more efficient. The entire Waqf Board should be computerized, the database should be centralized and the mutation should be in the revenue records. In our country, no law, no special law can be super law. No law can be above the Constitution. It is the responsibility of this House that if there is any deficiency in providing justice to a poor woman, whoever she may be, be it a Hindu, Muslim, Sikh, Christian, Buddhist, Parsi, Jain or anyone else, then it is the responsibility of this House to fulfil it. Through this Bill, we are removing the Law of Limitation. The Waqf Act, of 1995 had also overridden the Law of Limitation. By raising a one-sided voice, some people are raising the voice of a few people in the name of the entire Muslim community here in this House today. As far as discussions are concerned, we have had discussions at many levels. We have had very extensive discussions across the country at the official

level, at the political level, with representatives of state governments and also at the personal level. We have spoken to the chairmen, CEOs and other official representatives of the Waqf Boards of 19 States and Union Territories. About the Wakf Board, many people have approached me and said that all the State Wakf Boards in the country have been captured by the mafia. The Government has conducted extensive consultations at the official level, and political level, with representatives of State Governments and at the individual level across the country. Everyone has also identified the problems very closely. The Government has not suddenly brought this Waqf Board Amendment Bill in the year 2024. I would like to tell you after how much extensive consultation exercise, I am presenting this Bill before you today. We have held consultations with Waqf Board Chairman, CEOs and other official representatives of 19 states and Union Territories, including members of different communities such as Ahmadiyyas, Bohras, Pasmandas, Agakhanis, women representatives and all the backward Muslims. In this regard, discussions were held with the general public and common Muslims. Suggestions were received regarding what steps should be taken to improve the State Waqf Board. Recommendations have been made about the property of the Waqf Board as to how it should be utilized, and how it should be maintained, so there is a need for amendment in it. A meeting was held in Delhi under the chairmanship of the Chairperson of the Central Waqf Council. The meeting was attended by Sunnis and Shiyas Muslims of various states. You have no idea as to how much resentment is there among the Muslim people against the Waqf Board. I would like to put some individual cases in front of you. First of all, many representations from Ahmadiyyas have come to me. These include representations from the State Waqf Board, Karnataka, Kerala, Telangana and Tamil Nadu. A case has also been registered in the Central Waqf Council and this case has also been filed in the National Commission for Minorities. One individual case is that of the Bohra community. There is a trust in Mumbai. In the year 1944, the High Court settled the said case. The biggest cluster development scheme for Maharashtra was launched at the same place under NDA Government. At such a time, one person in Gujarat registered a complaint against this property and the Waqf Board notified this thing. He is a resident of somewhere else and he created disturbance by complaining about a developmental project and interfering through the Waqf Board. The 1500-year-old Sri Sundareswarar Temple existed in Tiruchirapalli district in Tamil Nadu. A person living in the village there went to sell his 1.5 acres of land. He was told that the village is Waqf land. The entire village has been

declared Waqf property. We are MPs of this House and we should have a natural concern about these things. Take the case of Surat Municipal Corporation. This is not private land. The entire headquarters of Surat Municipal Corporation was declared a Waqf property. This is one case of a lady from Lucknow. If the system of the Waqf Board is not amended, then she and her children will not be able to get this property. In this Bill, we have changed the title. Now the nomenclature of this Bill will be – United Waqf Act Management Empowerment and Development Act, 1995. Therefore, I hope that you will understand the provisions of this Bill and strongly support it. We have made another provision in this Bill. The tribunals that have been formed will have one judicial and one technical member. Today, a total of 12,792 cases of the Waqf Board are pending. 19,207 cases are pending in tribunals. Justice should be given, but justice should be given on time. Therefore, the Bill provides that whatever filing takes place, the appeal should be made within 90 days and disposal of the cases should be within six months. Technological induction is mandatory in the Waqf Board. The technology will be used to run the Waqf Board in a scientific and transparent manner. There is a portal of the Central Government. It will have the format of the entire account. Now representation of women has become mandatory in the Central Waqf Council and State Waqf Board. It has been decided to give representation to Bohras, Aga khans and Backward Classes. We have taken great care of children and women. After the Act is passed, no Muslim child or woman should remain deprived of justice. We have made concrete provisions for this. The proceeds and income from Waqf properties will be dedicated to the welfare of the Muslim community, particularly benefiting poor and marginalized Muslim women.

Additionally, I propose that a Joint Parliamentary Committee be constituted and the Waqf (Amendment) Bill, 2024 may be referred to it.

*The Bill was introduced.*

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## **THE MUSSALMANN WAKF (REPEAL) BILL, 2024**

**THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU)** *moved* that leave be granted to introduce a Bill to repeal the Mussalman Wakf Act, 1923.

**PROF. SOUGATA RAY** *opposing the introduction of the Bill said:* It is a

matter of apprehension that the Government wants to seize the Mussalman Wakf property. The estimated value of the same is 1.2 lakh crore rupees. The Government wants two Muslim Women and two Non-Muslim members to become members of the Board. If a Non-Muslim Member comes to the Board, then the sanctity of the Wakf Board shall be tarnished. It is a Muslim property gifted by a Muslim for the benefit of Muslims. I vehemently oppose the efforts being made to withdraw the Bill on Mussalman Wakf Act. It is a very sensitive Bill. There should be no haste or compulsion in introducing the same. All these things should not be under the control of the Government.

**SHRI KIREN RIJJU** *replying said:* I would like to inform the Honorable Members that the Mussalman Wakf Act, which came into force on August 5, 1923, was applicable to the entirety of British India at that time. Since its enactment, this Act has become redundant and is no longer applicable. Therefore, I have introduced this amendment to repeal it.

*The Bill was introduced.*

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#### **\*MATTERS UNDER RULE 377**

- (1) **SHRI KRIPANATH MALLAH** laid a statement regarding the need to include the Bishnupriya Manipuri community of Assam in the list of Other Backward Classes (OBCs).
- (2) **SHRI ALOK SHARMA** laid a statement regarding violation of terms of lease agreement of land of BHEL, Bhopal leased out to industrialists.
- (3) **SHRI AJAY BHATT** laid a statement regarding the need to re-establish Indian Veterinary Research Institute in Mukteshwar, Nainital district, Uttarakhand.
- (4) **SHRI BRIJMOHAN AGRAWAL** laid a statement regarding a special package for people who suffered economic loss due to flooding from dam in Raipur Parliamentary Constituency, Chhattisgarh.
- (5) **SHRIMATI DAGGUBATI PURANDESWARI** laid a statement regarding the need to acknowledge Rajahmundry in Andhra Pradesh as a heritage city and include the same under HRIDAY Scheme.

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\* Laid on the Table as directed by the Chair.

- (6) **SHRI RAMESH AWASTHI** laid a statement regarding the need to make operational two shifts of the Air Traffic Control system in Kanpur airport.
- (7) **SHRI RAJPALSINH MAHENDRASINH JADAV** laid a statement regarding development of Lunavada Railway station in Panchmahal Parliamentary Constituency, Gujarat.
- (8) **SHRI SHASHANK MANI** laid a statement regarding development of temples in small districts and promotion of Sanskrit language.
- (9) **SHRI HARIBHAI PATEL** laid a statement regarding the need to start a scheme for free treatment of children with type – 1 diabetes.
- (10) **SHRI ARVIND DHARMAPURI** laid a statement regarding the need to expedite completion of railway projects in Nizamabad Parliamentary Constituency and reinstatement of Nizamabad-bound discontinued trains.
- (11) **SHRIMATI MAHIMA KUMARI MEWAR** laid a statement regarding the need to establish a Kendriya Vidyalaya in Rajasmand District Headquarters, Rajasthan.
- (12) **DR. MOHAMMAD JAWED** laid a statement regarding the need for establishment of a health and research institute like AIIMS in Kishanganj, Bihar.
- (13) **ADV. DEAN KURIAKOSE** laid a statement regarding the need for amendment of Wildlife Act alongwith comprehensive measures to protect the life and property of farmers from menace of wild animals.
- (14) **DR. MALLU RAVI** laid a statement regarding the need to provide financial assistance for development of various infrastructure projects in Ranga Reddy district, Telangana.
- (15) **SHRI GURJEET SINGH AUJLA** laid a statement regarding the need to review the decision to impose 200% duty on Indo-Pak trade through Wagah Border.
- (16) **SUSHRI IQRA CHOUDHARY** laid a statement regarding the need to set up a trauma centre in Shamli district, Uttar Pradesh.
- (17) **SHRI DHARMENDRA YADAV** laid a statement regarding the need to repair the roads excavated during laying of pipelines under “Har Ghar Nal Se Jal’ Scheme in Azamgarh Parliamentary Constituency, Uttar Pradesh.

- (18) **SHRI K. E. PRAKASH** laid a statement regarding the need to take steps to eliminate Water Hyacinth from river Cauvery along with measures to make the river pollution- free including construction of embankment along the said river in Tamil Nadu.
- (19) **SHRI G. M. HARISH BALAYOGI** laid a statement regarding the need to setup a National Coir Training and Design Centre in Dr. B.R. Ambedkar Konaseema district of Andhra Pradesh.
- (20) **SHRI SUNIL KUMAR** laid a statement regarding the need to establish a ‘Champan Sangrahalay’ in Lauria in Valmikinagar Parliamentary Constituency, Bihar.
- (21) **SHRI DILESHWAR KAMAIT** laid a statement regarding establishment of Kendriya Vidyalaya at SSB Camp at Birpur in Supaul Parliamentary Constituency, Bihar.
- (22) **SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR** laid a statement regarding the need to expedite construction of NH 65 in Osmanabad Parliamentary Constituency, Maharashtra.
- (23) **SHRIMATI SUPRIYA SULE** laid a statement regarding the need to expedite approval of applications of pensioners who opted for enhanced coverage under Employees’ Provident Fund Organization (EPFO) Pension.
- (24) **SHRI SUDAMA PRASAD** laid a statement regarding refund of money to investors who invested in various schemes of Sahara Company.
- (25) **SHRI. SELVARAJ V.** laid a statement regarding the need to expedite the process of acquisition of land in Karuvadikuppam village in Puducherry acquired for establishment and expansion of Coast Guard Unit by Indian navy.

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**THE BHARATIYA VAYUYAN VIDHEYAK, 2024**

**THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU)** *moved* that the Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matters connected therewith or incidental thereto be taken into consideration.

The Bill being taken for discussion has been in existence since pre-Independence era and it was called the Aircraft Act. The Indian Aircraft Act which was brought in 1934 undergone under several changes over the years. In fact, 21 amendments were made in total thereunder. The whole structuring of the Act itself has consequently led to a lot of ambiguity and contradictions and because of this, there was a dire need to structuralise the whole Bill once again.

**ADV. ADOOR PRAKASH** *initiating said:* It has to be pointed out that the aviation sector of the country is facing many issues and safety challenges today. The increasing cases of near-collision incidents, flight delays and cancellations, frequent schedule cuts, and airfare without any regulation, are a matter of concern. The Government has not given any consideration to the issue of climate change. We must make our commitments to climate change clear. It is the responsibility of this House and this Government to ensure that the national policy towards sustainability stands resolute. It is the need of the hour to address the skyrocketing number of cyber threats while drafting this Bill. Analysing Section 3, sub-section 2 and Section 5, sub-section 2 of the new Bill, both the Directorate General of Civil Aviation and the Bureau of Civil Aviation Security have been charged with the oversight functions related to civil aviation without any clear segregation of the functions of both the institutions. It is to be noted that alongside these two institutions, the CISF and the Airport Authority of India also have roles to play in this ambivalent mechanism which can prove to be lethal in emergency situations. No provisions have been made to redeem the difficulties of Central Industrial Security Forces in this new Bill. It is high time that similar to the American Transport Security Agency, an Indian counterpart must be established to ensure proper security administration. Recently, we witnessed many infrastructure failures in the aviation sector, and it is a testimony of corruption and criminal negligence over the last 10 years. Another issue is the soaring airfares, without any regulation and cap on higher fares. The airlines are charging fares more than five times the basic tariff for various destinations in Kerala. Even though the issue of overcharging by the Budget carriers has been highlighted on many occasions, no action has been taken by the Government. This should be considered and corrective measures should be taken on priority. The steep hike in tariffs recently will be an additional burden on passengers who are already under the pressure of high airfares. I request an intervention from the Government to review the tariff hike, which is against the interest of passengers.

**SHRI RAJIV PRATAP RUDY:** The Aircraft Act, enacted by the British in 1934, has undergone more than twenty amendments. I request that the Government consider renaming the Act from 'The Bharatiya Vayuyan Vidheyak' to 'The Bharatiya Vimanan Vidheyak,' as the latter term more accurately reflects its focus on aviation. Our Government formulates comprehensive policies, and with approximately 700 aircraft currently operating in India—of which around 80 percent are leased—there is a pressing need for a suitable leasing law. Today, there are about 22 to 23 thousand licensed pilots in India. Earlier, these pilots had to appear in an exam conducted by the Ministry of Telecommunications. Today, the Government has taken a historic decision for the country's pilot youth and now they will not have to go to the Ministry of Telecommunications to appear in the RT exam. Now, they will need to appear only in the exam to be conducted by the DGCA under the Ministry of Aviation. It is a very important decision. In India, several aviation companies like Sahara Airlines, Indian Airlines, Deccan Airlines, Kingfisher Airlines, Go First Airlines, etc. have closed down. There are many such examples in other countries of the world too. British Airways and Japan Airlines closed down in 1987, Air France Airlines closed down in 1979 and Malaysia Airlines closed down in 2012. Actually, the operation of aviation companies is very complicated. There is no low-cost airline in India anymore. Today, there is also a need to look at the expenses being incurred by aviation companies. 40 percent of the amount received from the sale of tickets is spent on fuel. From the remaining 60 percent amount they receive, a considerable amount is spent on state tax, PSF, user development fee, etc. The longer the plane travels, the more they have to pay. When demand increases, there is a rise in ticket prices too. In Bihar, with a population of 140 million, there is insufficient infrastructure for large aircraft. Despite a ₹1600 crore investment in Patna airport, no expansion has been made to the runway, which remains one of the most hazardous airports in the country. I have been advocating for a new airport in Bihar for the past 14 years. It is crucial to consider the development of Greenfield airports in smaller states to address these issues.

**SHRI RAJEEV RAI:** With the increased powers granted to the DGCA and the separation of the BCS, a key issue is whether the Aircraft Accident Investigation Bureau will operate as an independent body or remain under the DGCA's purview. If it remains under the DGCA, it is essential to establish a clear framework for assigning responsibility. I recommend modernizing BCS and airport

security infrastructure. This includes equipping airports with the necessary technical equipment and installing screening machines to conduct physical checks on passengers efficiently. Screening should be targeted based on specific concerns to save time and enhance security. Additionally, the distance between airports and cities should be considered, as inefficient security processes can create undue burdens on passengers. It is also important to address the employment practices at airports, where large companies often use bonded labour from porters to pilots. The Government should oversee these practices to ensure fair treatment. Currently, passengers undergo multiple security checks, first at domestic airports and again when connecting to international flights. Streamlining this process would improve convenience for travellers. Airfares are a significant concern, and while it is often stated that the Government cannot control airfare rates, there needs to be a more proactive approach to addressing this issue. I am strongly opposed to privatizing airports, as our focus should be on creating and maintaining public assets rather than selling them. Furthermore, with the removal of CISF from many security checkpoints in favour of private security personnel, the Government must remain vigilant about security standards. Dynamic airfares should also be regulated to prevent excessive fluctuations. By considering these suggestions, the Government can better achieve its goal of making air travel accessible to all.

**PROF. SOUGATA RAY:** I would like to pose a question to the Minister of Civil Aviation. Is it efficacious to open more and more airports and start more and more airlines? Airlines and airports have become a status symbol. But most of the airlines do not run. Deccan, Go Air and Kingfisher have closed down. So, running airlines is not a profitable business. When these airlines closed down, all the employees came to me. When Tata was taking over Air India, all these people used to come to me. Tata initially said that they would not change any employees for the first year. Then, slowly it has started getting rid of employees. The Government says that planes will go to small towns. It is not profitable. The Government should have a Civil Aviation Policy. In the 90s, the Open Sky Policy was introduced. Before that, there was only one airline operating, that is, Indian Airlines. Thereafter many airlines came into. But most of them closed down. We do not want this mortality of airlines. New airlines are not for employing pilots. They are really for being profitable institutions. In Raebareli, there is a pilot training school. There is an airport as well. Does an aircraft go there? So, we have to take a practical view, not a status symbol or view of things. Several Members

have talked about airfare. The government has no say in it. So, unless the Government has any say or any control over airfares, what is the point of having a Civil Aviation Ministry? It will take the Government 50 years to manufacture an aircraft like Boeing or Airbus in India. We are end users. I would like the Government to come out with a transparent policy. The Government can't go on selling the airports to one company. The Government has not introduced anything new in the Bill. I would like the Government to strengthen the Airports Authority of India, the DGCA and BCAS. The CISF people are hitting passengers and MPs too. What security is there for other people?

**SHRI C. N. ANNADURAI:** The Bhartiya Vayuyan Vidheyak, 2024 must incorporate indigenous aspects of manufacturing and maintenance of the aircraft. Its design, operation and use should be managed by Indians and efforts should be made to ensure that the sale, export, and import of the aircraft is guided by Indians in the national interest and keeping in view the balance of payment in the international trade. The Bill does not clearly spell out clearly airworthiness of aircraft and the capability of the flight crew that stands against the safety and security of the passengers. The proposed law does not clearly specify aircraft accidents, time-bound investigation, and mechanisms for compensation thereafter. High-density ToF camera sensors may be fitted in all aircraft for smooth landing and take-off during foggy season. The proposed Bill must incorporate provisions for a regulated air eco-system to monitor and prevent the tendency of profit-making and monopoly of the private airlines. I request the hon. Union Minister for Civil Aviation to consider laying out an air network in Tamil Nadu with the latest infrastructure and to increase the frequency of national and international flights. I also urge the Minister to consider an airport around Tiruvannamalai to facilitate domestic pilgrims, especially the Andhra Pradesh pilgrims and the international pilgrims to get darshan of Lord Arunachala in Shiva Temple and perform parikrama.

**SHRI MAGUNTA SREENIVASULU REDDY:** The Bill has been introduced now to create some more activity in the Civil Aviation industry. This industry at present has 150 airports in the country whereas in 2014 there were only 74 airports. So, it has been doubled in this 10-year period, which is a big achievement and many more airports also have to come up in the near future. More airports are required and more airlines are required. The monopoly is going into

the hands of only 2-3 people now. Nearly, 75 per cent of the total passenger traffic is with three companies. This has to be widened and this has to be looked into. The Government of India has to look into the airfares. The common people should also be able to travel in it. Moreover, in all the States the VAT charges will also be different for the Aviation Turbine Fuel. They have to be regularised. Our hon. Prime Minister started the Udaan Scheme a few years ago. That is an excellent scheme for small routes. There are a lot of Centrally Sponsored Schemes which have the provision of 60 per cent and 40 per cent cost sharing. Why can we not build new airports under this Scheme? I request the Civil Aviation Minister to make use of such schemes so that new airports can be built which will help in passenger traffic management. Under the Udaan Scheme, the provision of Viable Gap Funding should remain there so that everybody can enjoy the services. It is very important for building an airport in my Parliamentary constituency of Ongole. I want an airport to be built in Ongole. I would like to conclude by saying that new airports should be built with minimum airfare.

**SHRI DILESHWAR KAMAT:** This Bill has been piloted in order to facilitate passengers with easy and hassle-free Air Services. It is aimed at the modernization of the regulatory framework in the Indian Aviation Sector and is designed to make India self-reliant through the Make in India programme. This Bill shall go a long way in enabling the Government of the day to raise appropriate steps from time to time in the International Aviation Sector as well. This Bill shall now contain the provisions to cater to the requirements pertaining to the regulation of Civil Aviation Sector in easy and comprehensible language that will enable the common man to avail of the services offered by the Aviation Sector in India and abroad both. The Indian aviation sector is pregnant with potentialities. It is expected that Indian Aviation Sector shall move ahead of its American and Chinese counterparts by the year 2030 leading to the Indian airline sector becoming an attractive market. This will give a fillip to the tourism sector as well. There shall be robust infrastructure in place to support air services resulting in huge employment generation that will possibly make an immense contribution to the economic progress of the country. Moving on, I would like to place some key demands relating to my Parliamentary constituency Supaul and the Koshi area. To put it in perspective, it is submitted that an Airport is essentially called for at Birpur from the security point of view as it is a bordering area. It is requested that Passengers' flight services should be introduced therefrom by setting up an Airport

over there. Alongside, Saharsa Airport should also be extended. Further, Sabeya Airport located in Gopalganj district of Bihar has been covered under the Udaan scheme, given that air services should be started from there at the earliest possible having undertaken the bidding of Airlines.

**SHRI SHRI RANG APPA CHANDU BARNE:** With the passage of time a need was felt to enhance flight services, technological upgradation and bring about certain changes in the safety standards in the Aviation Sector which has prompted the government to come up with this Bill. In view of the vast and diverse needs of the country, the number of airports calls for further addition. I would like to apprise the Hon. Minister that in case of flights being cancelled by Private Airlines, Passengers are literally left in the lurch as they don't get refunds. This merits deserved attention. The employees serving at the Airports and in the Airlines need to be equipped with soft skills and proper training to serve the passengers on and off Board. Pune-based Defence Airport has its own limitations, therefore, joint initiatives ought to be undertaken by the Union Government and the State Government to build a new Airport in Pune. Only one runway is operational at the Mumbai Airport. There arise issues in taking up so many Airlines and for other allied reasons. Secondly, A new Airport is under construction in my parliamentary constituency at Panvel in Navi Mumbai. Air services should be commenced therefrom at the earliest possible. Now the crowd at the Airports is akin to the one at the Railway Stations which is why the passengers are asked to report to the Airports two to three hours ahead of the Schedule but the passengers' amenities are not available there. This also merits attention. I support the Bill.

**\*SHRI BAJRANG MANOHAR SONWANE:**

**SHRI KISHORI LAL SHARMA:** My parliamentary constituency is home to Indira Gandhi Rashtriya Udaan Academy (IGRUA), Rajeev Gandhi National Aviation University and Hindustan Aeronautics Ltd. IGRUA holds the distinction of producing as many as 1570 pilots so far and all of them are rendering their services in various Airlines. The pilots of the various wings of the Indian Army have had received training from this very institute. Regrettably, where on the one hand we are talking of training, let me highlight the fact that this University had been set up way back on Sept 7, 1985, as a dream project of the then Prime

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\* Please see Supplement

Minister, all the same, this institute was kept devoid of the grants despite the recommendations of the Parliamentary committee. One had a better first focus on the existing Training centres before conceiving the setting up of new training centres. By implication, the existing institutes should be given proper grants for their smooth functioning. Rajiv Gandhi National Aviation University had also been set up in my constituency under the Act, 2013 enacted by Parliament. The fact remains that it was after 6 years of interregnum that the first course viz PG Diploma in Airport Operations was launched in the year 2019. This ambitious University had been established by an Act of Parliament. It is a Central University. So the Hon. Minister must take it into cognizance. A course in Fire Safety has been introduced here. Proper infrastructure is yet to be in place there and the course was introduced being unmindful of the lack of infrastructure. A student had to lose his life attributed to the lack of proper infrastructure facilities in the university. In fact no ambulance or any sort of medical facility was available there that led to the loss of life. When we talk of safety three things come to our mind, these factors should also be incorporated in the Aircraft Act. Besides, Hindustan Aeronautical Limited is in a rough patch and currently, it is in shambles. Since it is a Public Sector Undertaking, it should also be given some work. Adampur, a Punjab-based Airport has its ultra significance in the sense that Adampur happens to have a huge concentration of NRIs. Given its significance, it would be better to commence operation of National and International flights from this Airport. The construction of the Airport at Fursat Ganj is in progress but it is moving at a snail's pace and needs to be expedited. The completion of this work shall turn out to be of huge benefit to the people hailing from a good number of districts like Amethi, Rae Bareilly, Pratapgarh etc.

**SHRI GANESH SINGH:** The Aviation Sector has open-ended potential. This Bill contains several important provisions relating to Aircraft design, Manufacturing, maintenance, use, operation, sales, regulation of export-import etc. This Bill comprises amendments to make the provisions of international agreements effective. The Bill seeks to make the provisions of international conferences like the International Civil Aviation Conference (Chicago convention) and International Telecommunication Union (ITU) all the more efficacious. It is aimed at ensuring better safety and monitoring in line with the recent audit recommendations of ICAO and FAA. Until 2014 we had 74 Airports which have now exponentially risen to 147 in the year 2022. In the year 2024-25, our

Government has taken a resolve to make 220 Airports available for the people. The construction of 21 greenfield airports is underway. This in itself will be a mega achievement. My parliamentary constituency Satna has been covered among 100 Airports under Desi Hawaii Udaan Seva. Satna is an industrial city. People make frequent visits to this place for tourism purposes. The first phase of work has been completed and a 19-seater plane can be operated from here. Licence is awaited. I would like to demand that Satna may be connected with Indore, Bhopal and Delhi through Air Services. Khajuraho International Airport is based in our State Madhya Pradesh and only one Spice Jet aircraft is operated from there. This flight service is for Delhi and this too is quite often riddled with the element of uncertainty. I demand that Khajuraho should be connected to Metro cities like Mumbai, Bengaluru, Kolkata through Air Services. Chitrakoot, Karvi Airstrip is ready but no flight is in operation there. The Airports covered under Desi Hawaii Udaan Sewa were supposed to receive an allocation of Rs 100 crore each but Satna Airport has received a mere 40 crore rupees so far. I demand that the outstanding due amount may be released. Rewa Airport is also ready awaiting the commencement of the operation of flights. The way Air Services are growing with an accelerated momentum in India at the global level, we don't have a sufficient number of aeroplanes to cater to the demand. Given that I would like to suggest that domestic air services should be commenced there The Government has started domestic connectivity and has already made a tie-up with the Department of Tourism. I want that the Ministry of Civil Aviation under the Government of India should take notice of it. The other Airports that have been ready for operation, should be connected with air services.

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**UTPAL KUMAR SINGH**  
**Secretary General**

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\*\*Supplement covering the rest of the proceedings is being issued separately

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**LOK SABHA**  
**SUPPLEMENT TO SYNOPSIS OF DEBATES**  
(Proceedings other than Questions & Answers)

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**Thursday, August 8, 2024 / Sravana 17, 1946 (Saka)**

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**THE WAQF (AMENDMENT) BILL, 2024**

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**\*DR. THOL THIRUMAAVALAVAN:** This Bill is introduced with the intention to spoil the unity of our country and affect the harmony existing among our people. The effort to portray the Muslims who live with Indianness in them, as foreigners is indeed a matter of serious concern. Interfering with their freedom is totally unconstitutional. The Government is trying in a planned way to snatch away all the rights given to them as per the Constitution. We are aware of the fact that the Waqf Board has been functioning independently over a long period of time. Every religion has its own freedom. When the Constitution of India upholds secularism, this Government, if it takes the side of a religion, and interferes in the freedom of another religion, then it should be viewed as a dangerous situation. This can spoil the unity and integrity of our people. I urge for withdrawal of this Bill or request to send this Bill for the consideration of a Consultative Committee.

**\*SHRI SUBBARAYAN K.:** This Bill is unconstitutional. I humbly want to remind the Government that it is also their duty to ensure that the Bill which is being legislated should not be unconstitutional. Therefore, even after knowing this Bill is clearly invalid as per the Constitution, they are introducing it. It is evident from their actions that they have lost the rightful status to guide the democratic and political set-up of the country. Not only that, they are targeting Muslims to make them victims. Muslims had sacrificed their valuable lives during the nation's freedom struggle. It is highly condemnable to know that such Muslims are being targeted by

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\*\*Speeches made by other hon. Members have already been included in the Synopsis (Main).

\*\* Original in Tamil

\* Original in Tamil

those who never ever participated in the nation's freedom struggle. I therefore oppose this Bill and want it referred to the Joint Parliamentary Committee.

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## THE BHARATIYA VAYUYAN VIDHEYAK, 2024

**\*SHRI BAJRANG MANOHAR SONWANE:** There is no air connectivity available in my district. We have to go to Sambhaji Nagar which is 130 km away and at Latur, no regular flights are being operated. Even Pune Airport is around 500 km away from my city. We urgently need an airport facility in my district Beed. Kindly consider my demand sympathetically. Today, we are focusing on the overall development of our country. We are mainly focusing on our economic growth so that our economy grows at a faster pace. But we are lagging behind in the aircraft manufacturing sector. The Ministry of Civil Aviation and DGCA should talk to the airline company regarding delayed flight operations. I would also like to talk about certain issues related to Mumbai Airport. A flight lands every 2 minutes at Mumbai Airport. Most of the time, the planes are denied landing due to poorly planned airspace which can lead to air congestion and delayed flight operation. I request the Union Government to take serious note of it and take necessary steps to relieve the passengers by providing stress-free flight services.

**SHRI ABHAY KUMAR SINHA:** Airways are very important for the promotion of tourism and other industries. I would like to draw the attention of the Hon'ble Minister to the sudden increase in air ticket fares, due to which a large number of people are disappointed to make air travel. There are three airports in Bihar- Patna, Gaya and Darbhanga airport. It would have been better to construct a green field airport at another place as an alternative to Patna airport. Gaya is an international tourist destination. I would like to request the Hon'ble Minister to connect Gaya with Varanasi, Delhi, Hyderabad, Kolkata, Mumbai and Bhubaneswar etc. Also, I would like to request for increase in the frequency of flights here in view of the Pitra Paksha Mela. Apart from this, a Joint Parliamentary Committee should be constituted for the design, and manufacturing of aircraft and its equipment, and the procedure of maintenance. I would like to request the Hon'ble Minister that air cargo should also be arranged for the

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\* Original in Marathi

transportation of agricultural produce. I would like to ask the Hon'ble Minister when Purnia Airport become operational. Also, there is a lack of facilities at Darbhanga Airport.

**SHRI RAJESH RANJAN:** Your own report states that airfares have increased by 41 per cent. Why don't you fix its upper limit, why do you only fix its lower limit? Why don't you fix a slab? Constitute an authority to monitor it at any cost. It is most important to audit private airlines from time to time. Look at the tickets. They increase every four to five minutes. Secondly, your plane is not ready to carry extra baggage. Thirdly, food at the airport is expensive. Make some arrangements for the patients living below the poverty line. You can start Purnia Airport by making a terminal. I demand that a Purnia Air Force Training Center for children should be considered in Purnia.

**\*SHRI SACHITHANANTHAM R.:** We demand that changes should be brought into the functioning of this Ministry. Hon. Prime Minister inaugurated a new airport in Jabalpur. Within 4 months of its start, there is leakage on the roof like that of our new Parliament building. The roof of that airport gets a crack and comes down. Similarly, Rajkot airport in Gujarat also collapsed. This is the state of affairs of this Ministry. When Terminal 1 of Delhi Airport collapsed, it created fear in the minds of MPs who after the oath-taking ceremony were returning to their respective places. Efforts are on to hand over the existing 25 airports to private companies by the Government. I wish to say that a part of these earnings should be shared with the State Government which has given land for that airport. There are no night landing facilities in 55 airports. As many as 25 Airports in Shimla and other mountainous areas, do not have night landing capacity. I urge that these airports should be improved and upgraded. There should be additional flight services from Madurai to Delhi. Kodaikanal is a hill resort and tourist destination in my Dindigul constituency. If we want to reach Kodaikanal, we have to either reach Madurai or Coimbatore airports. Therefore, the basic policies of the Civil Aviation Ministry should be changed so as to create an airport in Dindigul district.

**SHRI MALVINDER SINGH KANG:** Today, due to air travel, one can travel around the world. At least one person from every household in Punjab is living in some other part of the world. Thousands of people travel from there.

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\* Original in Tamil

According to a study conducted by the Tribune newspaper, about 25 percent of passengers travelling through India Gandhi International Airport every year are from Punjab. About 10,000 taxis come from Punjab to Delhi Airport every day. Mohali International Airport is situated in my Parliamentary Constituency. This is a world-class airport, but sadly, there are only two flights from there. Millions of Punjabi pilgrims from all over the world visit Sri Anandpur Sahib, Mata Naina Devi, Jwala Ji, Chamkaur Sahib and Darbar Sahib. People also visit Punjab for medical treatment. We have a huge IT industry in Mohali. I would request the Honorable Minister to operate many international flights to other countries of the world from the Shaheed-e-Azam Bhagat Singh Mohali International Airport.

**SHRI VIJAY KUMAR DUBEY:** Till 2014, the number of airports in the country was 74. In only 9 years, the number of airports has increased to 148. Under the Regional Connectivity Scheme, 469 routes connecting 74 airports have been operationalized, providing affordable air travel options. The Indian domestic aviation market has become the third largest domestic aviation market in the world after the US and China. But the international airport, built with the goal of tourism development of the Buddhist circuit area of Kushinagar, which was inaugurated in a very grand manner in the year 2021, has not started international flights to date and domestic flights have also been stopped completely after running irregularly for four months. There is a loss of crores of rupees in revenue due to security and salaries of employees. I suggest that flights from the existing airport should be operated in a systematic manner so that there is no huge loss of revenue. Flights of Indian Airlines such as Indigo, Vistara etc. should be operated to the major hubs of the country. International flights should also be operated from countries like Myanmar, Thailand etc.

**SHRI DAYANIDHI MARAN:** The Minister has been making a lot of efforts and trying to improve the civil aviation sector. We do not have the facility, capacity or the capability to manufacture aircraft. Our DGCA is following the Federal Aviation Authority standards. All retired people are being given extensions in the DGCA because of their experiences. Youngblood should be brought in DGCA. Had the benefits of Maintenance, Repair and Overhaul (MRO) given to Air India earlier, it would have been in profit. But, you made sure that you ran the airline into losses and handed it over to Tata. I want to speak about Captain Gopinath. He said that he would bring the prices of airline tickets equivalent to that

of railway tickets He set up Deccan Airways and made a revolution. We all thought that the new Government, or whichever Government was there in the past 10 years would reduce the airfares. Today, the airfare is equal to train charges. I am talking about the Vande Bharat trains. Inside Air India, no internet facility is there. This is what the consumer wants. Hosur is now coming up as a good MRO spot. Please ensure that Hosur is promoted. Do not transfer everything to Gujarat. Gujarat has got enough of it. I think other States have to be satisfied. A lot of land is being wasted at Chennai airport by the Airport Authority of India. By shifting the worker's residence to across the road, 15 more aero bridges can be made, and the capacity can be increased. Indigo Airlines has a monopoly at Toothukudi Airport. There is also a monopoly from Trichy to Chennai. When monopoly prevails, prices increase, and the consumers get affected. The government has a *lathi* with it. Please use that *lathi* on the airlines to reduce the price and increase facilities, and please do not use that *lathi* on the consumers.

**DR. M. P. ABDUSSAMAD SAMADANI:** I would like to briefly draw the attention of the Hon. Minister and the Government to certain burning issues related to civil aviation, and especially, to our expatriate passengers from Kerala caused by frequent strikes by pilots of certain airlines, resulting in cancellation of flights. I would like to request the hon. Minister to have a serious look into this matter. There is no accountability; there is no humanitarian approach; there is no passenger-friendly attitude. The passengers are put into trouble. There is no compensation for them. I am coming to the problems faced by our expatriates from Kerala. They face very great difficulties in transporting the bodies of the deceased from foreign countries to our motherland. Efficient and expert processes have to be introduced especially for expatriates from Kerala. Sir, a large number of expatriates are employed as labourers in middle and low-income groups. However, the excessively high airfare is unaffordable for the expatriates. So, there must be an urgent Government intervention. We want more seats and additional flights for Kerala. Bilateral discussions need to be held and agreements have to be signed especially with GCC countries.

**DR. RAJKUMAR SANGWAN:** I rise to support The Bharatiya Vayuyan Vidheyak, 2024. This Bill removes the ambiguity of the Act of 1934. The Bill also addresses the overtime involved in the journey. I request that Meerut is an important place and aircraft are required for Bijnor, Saharanpur, Muzaffarnagar,

Shamli, Meerut and Baghpat districts but there are no aircraft. If the airstrip is upgraded and smaller aircraft are also operated from there, then the people will benefit.

**SHRI RAMESH AWASTHI:** I support the Bill of the Civil Aviation Ministry. Kanpur is not having a civil airport yet, there is a defence airport from where regular air service could never be operated. To meet the needs of Kanpur airport, I am sure that the Hon'ble Minister for Civil Aviation will give priority to augmenting the air facilities of Kanpur. First of all, the night landing system needs to be started. There is one shift of ATC staff right now which needs to be doubled. I request the Hon'ble Minister for Defence to direct the Ministry of Defence to keep the ATS system operational round the clock so that the night landing system at Kanpur airport can be made operational and the number of flights can be increased.

**\*SHRI SELVARAJ V.:** Today the Indian Government does not have a single aeroplane. We did not have any aeroplane for safely rescuing the people, students and others from war-affected areas, during the Russia- Ukraine war. We were told that as MPs we would be given flight tickets for travelling to Delhi from our constituencies and back to home. As we do not have the Government aeroplanes to fly, we are travelling by any airlines, producing the ticket and making the claim for the same. I would urge upon for increasing more number of direct flights between Delhi and Trichy. Nagore is a famous place in my constituency. Muslim minority people have their Dargah here in Nagore. Velankanni Church is there. There are several Hindu temples all around. Nagapattinam is a special constituency having people of different faiths and religions. I, therefore, urge that an airport should be set up in Nagapattinam or Tiruvarur for the benefit of people living in Mayiladuthurai, Nagapattinam and Tiruvarur Districts of Tamil Nadu. My constituency has many coastal areas. Therefore, I request you to provide protection centres in my constituency to protect from cyclones affecting my constituency.

**\*DR. D. RAVI KUMAR:** When I looked into the details of the Bill, I came to know that the intention of the Government is to just change the name in Hindi

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\* Original in Tamil

\* Original in Tamil

and Sanskrit without making any major changes in the content of the Bill. While talking about this Bill, I also want to raise some of the demands pertaining to my Viluppuram Constituency. During the 17th Lok Sabha, I raised this issue. It was about an airstrip which was set up during the time of the Second World War in Ulundurpet. This airstrip remains the same. I urge that an airport should be set up here under the UDAN Scheme. During the previous term of Lok Sabha, I was told that this Ulundurpet airstrip was included in the list of UDAN airports, but there was no further action in this regard. If you provide an airport in Ulundurpet, it will benefit the neighbouring Trichy, Kallakurichi, Viluppuram and other districts of Tamil Nadu. I, therefore, urge upon the hon. Union Minister for Civil Aviation to provide an airport at Ulundurpet. I also urge that the current airport in Puducherry should be expanded. Tamil Nadu has to provide the land for the expansion of Puducherry airport. Many Members here spoke about the airfares. The hon. Union Minister should take action in order to control such immoral practices.

**SHRI N.K. PREMACHANDRAN:** I strongly oppose the title of the Bill that is the Bhartiya Vayuyan Vidheyak, 2024 as it is in Hindi whereas the contents of the Bill are in English. I feel that this is a deliberate attempt on the part of the Government to indirectly impose Hindi on the non-Hindi-speaking States and people belonging to South India. Coming to this Bill, there is nothing new to oppose in this Bill as it is replacing and re-enacting a 90-year-old law, that is, the Aircraft Act of 1934. This Bill is a legislative initiative aimed at comprehensive reenactment of the Aircraft Act of 1934. Further, the Bill provides enabling provisions for the design, manufacturing, and maintenance of aircraft. Moreover, this Bill provides statutory authority to the Director General of Civil Aviation, Bureau of Civil Aviation and Security, and Aircraft Accident Investigation Bureau. The International Civil Aviation Organization Document 10147, 2023 was to be implemented by all the nations by 1st January 2023. Every country, which is a signatory to the document, is bound by the document. A national framework has to be implemented for handling dangerous goods; there must be an industry standard as well as a regulatory control board. The standard is also well-mentioned, and in order to achieve the safety and security of the passengers, in regard to aircraft, airports and everywhere, definitely training is very mandatory. Updated skilling and training should be provided to the employees who are engaged in all of these activities. There is an issue with the airline's online ticketing hidden charges. When a passenger books a ticket online, a convenience fee of

rupees 300 to rupees 350 is charged per head by the airlines. Why is it so? When Air India was under the management of the Government of India, the convenience fee was not applied while booking a ticket. The next point is regarding the User Development Fee (UDF) at the airport. When UDF was introduced, it was only applicable to the embarking passengers. But now it is made applicable to the disembarking passengers also. The disembarking passengers normally do not use any amenities at the airports. In spite of collecting the UDF, a number of passengers are queuing up at most of the airports. Why is the UDF charged for the disembarking domestic passengers? Another issue is about Air India's negative attitude towards Kerala. Air India has withdrawn almost all its operations from the Kozhikode Airport. Air India is not operating any international flights from the Trivandrum Airport which was an international airport declared for long. There should be a common handbag rule for all airlines. As far as aviation security is concerned, the expenses incurred on the security at the airport are also charged to the passengers as Passenger Service fees and, still, the passengers are being held up in long queues for security checks due to a shortage of x-ray, screening machine facilities and shortage of staff. When the airports are privatised, the passengers are more burdened and the airports that operate the flights are getting the profit. Passengers safety, amenities, and their security have to be given prime importance.

**ADV. GOWAAL KAGADA PADAVI:** The Bill does not propose the creation of any new body. The definition of the Short Title and the Long Title of the Bill is 'Bharatiya Vayuyan Vidheyak'. In the title 'Bharatiya Vayuyan Vidheyak', 'Vayuyan' has not been defined. There is a legal problem. Aircraft has been redefined but balloons, airships, gliders, kites and flying machines have been removed. Section 9 of this Bill says that the Central Government can have a say over the order of the Director General of Civil Aviation. I would request the hon. Minister to clarify that issue. There is a penalty for obstruction. There are obstructions in and around the airport due to structures for which there are strict restrictions. In a recommendation, it was said that there should not be table-top airports in the country. PSUs like HAL, NAL etc. have a well-settled infrastructure for manufacturing and securing MRO of aircraft and the Government should support the PSUs because we have to have standards in line with international standards like ICAO and FAA. So, I would like the hon. Civil Aviation Minister to reconsider that issue. The Government should also regulate the airfare so that the middle class and the poor people can benefit. As Kolhapur airstrip is very thin,

Boeing and Airbus cannot land over there. So, I would like you to reconsider that. The Gondia airport has still not run into operation as the same is under construction. Goa has two airports i.e., Dabolim and Mopa. My request is that both the airports should be made operational.

**SHRI PRAVEEN KHANDELWAL:** The Aviation sector is a very important part of the country's infrastructure. A modern and efficient regulatory framework is required in view of the development and growth of the sector. Therefore, the introduction of the Indian Aircraft Bill is very important in itself. It is also very important to enhance safety standards along with the increase in air traffic and advancement of technology is very important. For that, an advanced navigation system should be adopted, efficient air traffic management should be taken care of and a solution for greener aviation should be there, a supportive customer service mechanism is required for the number of customers using air services, and there is a need to make clear guidelines for Customer Service. This Bill is needed for the mitigation of environmental impact and the adoption of eco-friendly technologies. This Bill will modernize the aviation sector simplify the regulations of civil aviation and ensure the growth of the aviation sector. After the Bill is passed, India will be able to fulfil the guidelines of the International Civil Aviation Organization and we will be able to adopt the global system in a better way. This Bill has a provision for a Radio Telephone Operator Certificate and License, through which we will be able to adopt international telecommunication standards. The Bill will provide a framework for comprehensive aviation security. A Bureau of Independent Aircraft Accident Investigation will be set up. DGCA will become the primary regulatory authority and provisions of penalty on enforcement will be implemented in a better way in the country. A large number of cities across the country are hubs of trade but have no air connectivity yet. Such cities may be identified and provided air connectivity. The possibilities of introducing Air Taxis in Delhi may be explored.

**SHRI HANUMAN BENIWAL:** Today the Indian Aircraft Bill, 2024 is being discussed. According to this Bill, this Act regulates many activities related to aircraft, such as manufacturing, ownership, use, operation and trade. Through this Bill, the Government is preparing to replace the 90-year-old Aircraft Act, of 1934, which is part of an international agreement. Aircraft operations cause carbon emissions, which is one of the factors for climate change. Apart from this, noise

pollution is also a problem for people living near airports, this should be taken care of. Shortage of pilots, technicians and ground staff is a big problem. Many posts are lying vacant. There is a need for proper training and skilled human resources in this sector, which needs to be taken care of. Continuous efforts and innovations are required to solve these problems. Special attention needs to be paid to the problems of farmers and people living in populated areas affected by land acquisition for airport projects. If something new is being built, houses of people should not be demolished there. Arrangements should be made for their rehabilitation and everything should be increased so that people benefit. There is a huge difference between the minimum and maximum airfares. Passengers have to face a lot of troubles due to this, particularly during holidays and festivals. This needs to be curbed. In Alliance Air, arbitrary actions are being taken, and salaries are being hiked. Salary is being given even to those who do not come to duty. A budget has also been given to repair some planes of this Airline. Despite this, the aircraft are not being repaired. They do not run on time and are delayed by one and a half hours. Serious attention must be paid in this regard. There is no availability of domestic connectivity from various airports in Rajasthan. The number of domestic flights to Jodhpur, Bikaner and other places must also be increased. Connectivity must be increased to promote tourism in Rajasthan. Prices of food items at airports should be controlled. Old runways should be resurfaced and increasing privatization at airports must be stopped. One person died in the accident at Terminal 1. Strict action must be taken against the culprits so that such an accident does not happen again. If someone suffering from a serious disease has to be brought in an emergency, a provision of special exemption must be made for her/him. If a student with a poor financial condition is going to take an exam, his/her centre is far away and the train gets cancelled or he/she does not get a reservation, he/she must be helped. The common man and poor man should get a chance to travel by air. There is a need to pay attention to the complaints about security from the common man. Work must be done on how to make the air service of India better in the world.

**ADV. CHANDRA SHEKHAR:** We all know that poor people can neither travel by plane nor by AC coaches in trains. I would request the Government that there are crores of families in the country who have only dreamt of travelling by air, they should also get a chance to travel by plane. Today, most of the airports have been privatized and due to privatization, employees are exploited in these

airports. I would request that a minimum salary of Rs. 20,000 may be fixed for the employees in these airports. The youth from weaker sections of society must be employed at these airports. At present, there is no airport in my Parliamentary Constituency. Pilot training and air hostess training schools also must be set up there. There is an old airport in the Saharanpur district which is under use of the defence and passenger aircraft do not operate from there. The Government must set up an airstrip at a place called Chhutmalpur. Adampur Airport must be named after Sadguru Ravidas ji Maharaj. There is a major economic disparity in this country and the people from weaker sections must also be respected in this country. They must get opportunities. I have presented a Private Member's Bill that the people belonging to SC, ST and OBC categories must get opportunities in the private sector as well.

**SHRI RAVINDRA DATTARAM WAIKAR:** Bharatiya Vayuyan Vidheyak, 2024 is going to replace the old Aircraft Act, of 1934. This Bill is being introduced to ease manufacturing and maintenance in the aviation sector and to enhance the ease of doing business also. I welcome this Bill. The objective of this Bill is not only to strengthen the civil aviation sector of India but also to strengthen India's position at the global level. The civil aviation sector of the country has developed rapidly during the last decade. There is a need for two runways at Santacruz Airport. It is very necessary to develop the slums near Santacruz Airport. Two runways will increase the efficiency of Mumbai Airport. The work of Navi Mumbai Airport is also going on. My proposal to name the said airport as Deeba Patil must be approved by the Government. There is no night landing facility for aircraft at the Ratnagiri and Chipi airports. These airports must also be developed.

**\*KUMARI SUDHA R.:** Mayiladuthurai constituency is a historical, spiritual and holy place. Since it is a city with world-famous temples all around this place is frequently visited by thousands of pilgrims from all over the world every day, I urge the Hon. Union Minister for Civil Aviation to provide an airport in Mayiladuthurai or Kumbakonam. This new airport is very much needed in Mayiladuthurai. Many Indians had to go abroad to work there and to earn their livelihood besides supporting their families in India. In unforeseen situations, the

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\* Original in Tamil

Indian Government should give some subsidy to bear the huge cost of transporting the dead bodies of Indians dying in foreign countries. This will help those families which are already in despair. I therefore request the Hon Minister to issue instructions for reducing the prices of food items sold inside airports. This money fully goes to the Private airlines operators. I urge that the Hon Minister should take into consideration this aspect of air ticketing and airfare. Similarly, differently abled persons travel on flights. I humbly request that these fares should be at least 70 to 80 percent less than the original fare.

**SHRI PRAVEEN PATEL:** In view of Kumbh, the facility for night landing facility should be considered. In view of Maha Kumbh, the ILS Category-3 system should be established in Prayagraj so that the operations of the flights can be conducted safely and properly. Also, Prayagraj Airport should be utilized under the Krishi Udan Scheme, so that farmers can also get its benefits. I would like to demand that flights should be started from Prayagraj for Hyderabad, Goa, Ahmedabad, Jaipur, Guwahati, Indore, Pune, Nagpur, Patna, Kolkata and Jammu. Facilities of the international level should be provided at Prayagraj. There is inconvenience due to the strictness of CISF at the airport. Despite the passengers showing their Aadhar card on their mobile, they do not accept it and the passengers have to face trouble. Therefore, these situations must be improved.

**DR. MOHAMMAD JAWED:** I want to put across a few points. Airfare should be regulated. The passenger should be compensated in case of flight delay or cancellation. Airports that are under construction should be monitored and action should be taken if the construction is not up to the mark. Fare of air taxis should be made affordable as these are used to transport the patients. There should be concessional fares for patients, students and senior citizens. Connectivity should be increased at tourist destinations, cultural destinations, historical places, religious places, wildlife sanctuaries and hilly resorts so as to increase the airflow and give a boost to our economy. Airports in Purnia and Bhagalpur should be developed and made operational at the earliest. I request you to build an international airport in Kishanganj. This will also benefit the passengers of Murshidabad, Malda and Bhagalpur. I request that the land of Waqf Board should not be acquired for airport expansion.

**SHRI TAPIR GAO:** There are 34 clauses in this bill and I support all the 34 clauses. Arunachal Pradesh is a strategic state and the state government has sent

a request for the construction of an 'advanced landing ground' in Dirang and Anini. I hope the Hon'ble Minister of Civil Aviation will take note of this and do the needful. We need to have a Greenfield Airport in Karbi Anglong North East. Under the UDAN scheme, one of the FlyBig Airlines used to operate in the North-Eastern States and to connect Pasighat, Tezu, Imphal, Shillong, and Pakyong Sikkim in my constituency. It is stalled today. For this, I request the Minister of Civil Aviation that we do not demand any big aircraft, which is only 80-90 seater from Kolkata to Guwahati and Pasighat. Assam needs a flight service from Delhi to Jorhat because there are two national universities there. An airport can be built between Kolkata and Bagdogra at Raiganj and Malda as it will be convenient to travel to and from North Bengal, Sikkim and Darjeeling. I would like to request the Hon'ble Minister that there should be some check on airfares. I would like to say to the Hon. Minister that Modi ji has given an airport to the people of Arunachal Pradesh. IndiGo flight from Delhi to Mumbai, Kolkata and Itanagar operates for four days. Other airlines should also operate in this sector. For the security of the country, we have advanced landing grounds in Tezu, Pasighat, Jerome and Mechuka in the northeastern states and therefore connect the North-Eastern states with other ATRs for providing air service there so that we may remain connected to the mainland.

**SHRI ZIA UR REHMAN:** The foundation stone of an airport was laid in 2014 in Mundapande Block of Kundarki Assembly Constituency of my Lok Sabha Constituency Sambhal, but even after four months of inauguration, not a single flight has started from there. Sambhal is a big hub of handicrafts and Moradabad is a big hub of brass items from where a lot of export takes place. Therefore, flights should be started from here to many places as soon as possible. Also, a policy should be made so that private airlines cannot charge hefty fares to passengers. No airport should be privatized. A policy should be made to prevent unnecessary increases in the prices of food items sold inside the airport.

**SHRI AJAY BHATT:** I congratulate the hon. Prime Minister of the country, that he has transformed the entire country in ten years. Earlier there were very few airports, today they have doubled. I want to put forth two or three demands for my area. A small airport is being constructed in my constituency but it has the full potential to become an international airport. Our Government has provided land for that purpose also. The sooner that airport is constructed, the

sooner the facilities will be available, as there will be a boom in the tourism sector due to the operation of this airport. The ashram of Neem Karoli Maharaj, Naukuchia Taal, Bhimtal, Ranikhet, Almora, Jogeshwar Dham, Pithoragarh, Kailash and Kalash Mansarovar etc. are some of the places located near Nainital where the people visit very often. Therefore, it is necessary to construct this airport at the earliest. Cargo planes can also be operated there. Today, the Aviation Company is provided three or three hundred and fifty crore rupees under the RCS scheme. The state of Uttarakhand is bordered by China and Nepal. After 1962, three airports have been constructed i.e. at Chinyalisaur in Uttarkashi, Gauchar in Chamoli and Naini Saini in Pithoragarh but they are not operational. It is very necessary to operationalise these airports. There are many tourist places like Char Dham, Panch Prayag, Panch Badri, Panch Kedar etc. but due to the non-operation of these airports, people are unable to visit these places. I would request the hon. Minister that wherever there are airports they should be operated with immediate effect.

**SHRI JAGDAMBIKA PAL:** In the last 10 years, like railways, aeroplanes have also become the lifeline of the country. Our Government is bringing the Bharatiya Vayuyan Vidheyak, 2024 to replace the Aircraft Act, 1934, enacted during the British era. This is a comprehensive Bill in itself. Three statutory authorities are going to be set up under this Act. The Directorate General of Civil Aviation will perform the regulatory functions and oversee the safety issues. The Bureau of Civil Aviation Security will oversee the security issues and the Aircraft Accident Investigation Bureau will be there to investigate the aircraft accidents. With this, the Government can regulate the entire civil aviation sector. Recently, the number of passengers travelling by air has increased significantly. Now people of all classes, it is said that even those wearing slippers are travelling by plane. I also want to talk about the Buddhist circuit. Places like Sarnath, Bodh Gaya and Kushinagar come under the Buddhist Circuit. Airports have been built in Sarnath and Kushinagar, but in Siddharthnagar, where Gautam Buddha was born, the airport has not been built yet, so I want the Honorable Minister to consider it. The five places of the Buddhist Circuit may be provided connectivity so that people may visit these places. Air travel has been regulated as well as digitalised. There are at least 35 lakh passengers who avail of the facility of online boarding from home.

**SHRI ANAND BHADAURIA:** I would like to state under the Bhartiya Vayuyan Vidheyak, 2024 that now a large population of the country use mode of aircraft for travelling. Therefore, I request that international standards should be adopted for its security arrangements. Adequate seating arrangements should be made at airports. The ticket fare is different when someone books it from any counter, private agent or IRCTC. This should also be considered. Flights should be started from Palia airstrip in Lakhimpur. All facilities should be provided at Saifai airstrip and helicopter service should be started for our pilgrimage sites.

*The discussion was not concluded.*

**UTPAL KUMAR SINGH**  
**Secretary General**

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NOTE: It is the verbatim Debates of the Lok Sabha and not the Synopsis that should be considered authoritative.

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