

- (v) Exclusivity of operation: The airline operators are provided exclusivity to operate the RCS route for the period of three years.
- (vi) Tenure of the Scheme: The scheme to be applicable for a period of 10 year, subjected to periodic review. VGF support for the RCS route is available for a period of three years only.
- (vii) Type of aircraft/helicopter: The Scheme allows operation through various type of aircraft including sea planes and helicopters.
- (viii) Eligible operators: The operator should have Schedule Operator Permit (SOP)/Schedule Commuter Operator (SCO) permit to operate the routes covered under the Scheme. Interim operations through Non-Scheduled Operator Permit (NSOP) is also allowed but only for helicopter and seaplane.

(b) and (c) Yes, Sir. Under Regional Connectivity Scheme (RCS) – UDAN (Ude Desh ka Aam Nagrik) version 4.0, interested airline operators/bidders can identify Water Aerodrome/Helipads for framing their network/routes and bid as per the scheme document.

Regional language signboards at airports

†2726. SHRI HARNATH SINGH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that due to all the signboards being written in English language at the airports of the country, Hindi and other regional language speaking people have to face great inconvenience, if so, the details thereof; and

(b) whether the provisions of the Official Language Act apply to the Civil Aviation Ministry, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) The signboards at all airports including civil enclaves at Defence airports are made in Hindi, English as well as in Regional Language for convenience of general public.

(b) The provisions of the Official Language Act, 1963 (19 of 1963) apply on

†Original notice of the question was received in Hindi.

all the Ministries/Departments and offices of the Central Government, including Ministry of Civil Aviation.

Installation of body scanners at IGIA

2727. SHRI C. M. RAMESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether body scanners are to be installed shortly in Terminal-3 at the Indira Gandhi International Airport (IGIA) for another round of trial, if so, the details thereof;

(b) whether shortcomings noticed during the trials conducted in 2017 and 2018 have been rectified, the details thereof; and

(c) whether steps have been taken to protect the privacy of passengers and against those passengers whom metallic objects have been implanted in their body from unnecessary harassment, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Bureau of Civil Aviation Security (BCAS), the regulatory authority for civil aviation security in the country, issued an Aviation Security (AVSEC) Circular No. 05/2019 dated 08.04.2019 for installing body scanners at all airports, including IGI airport. A trial run of whole body scanners was conducted at IGI Airport during December, 2016 for performance evaluation from security point of view. The trial run was made optional for passengers. During these trials, some shortcomings were noticed due to generation of false alarms. The same have since been calibrated by refining the algorithm. Presently, Body scanner has been installed at IGI Airport, New Delhi for trial run.

(c) The issue of privacy of passengers has been taken into consideration by the Technical Committee of BCAS at the time of framing the technical requirements. As a non-intrusive screening technology, the Body Scanner System shall provide automatic detection over the skin with image free solution using a generic mannequin. Threats shall be graphically presented on the generic mannequin so that security staff can tell the location of these objects for targeted search. However, if a person/lady with medical conditions expresses concerns, he/she may request a physical search *in lieu* of a search using detection systems such as Hand Held Metal Detector