

श्री रामजी लाल सुमन: सभापति जी, जो सरकारी स्वास्थ्य सेवाएं हैं, उनकी हालत अच्छी नहीं है। आप AIIMS को देख लें। चाहे कोई कितना भी serious patient हो, उसको यहां महीनों तक बैड नहीं मिल पाता। परिणाम यह होता है कि बीमार आदमी तो खत्म हो जाता है, लेकिन उसको चिकित्सा सुविधाएं नहीं मिल पातीं। इसका परिणाम यह होता है कि फिर वह निजी हॉस्पिटल में जाता है।

1.00 P.M.

सभापति जी, निजी हॉस्पिटल्स में fees के जो rate हैं, उनकी कोई सीमा नहीं है, मर्यादा नहीं है। मैं आपके मार्फत माननीय मंत्री जी से यह जानना चाहूंगा कि जो निजी हॉस्पिटल्स हैं, ये आपके रहमोकरम पर जिन्दा हैं, आप इनको संचालन में मदद करते हैं...

MR. CHAIRMAN: The House stands adjourned to meet at 2.00 p.m., today.

[Answers to Starred and Un-starred Questions (Both in English and Hindi) are available as Part — I to this Debate, published electronically on the Rajya Sabha website under the link <https://sansad.in/rs/debates/officials>]

The House then adjourned for lunch at one of the clock.

*The House reassembled after lunch at two of the clock,
MR. DEPUTY CHAIRMAN in the Chair*

GOVERNMENT BILLS

§The Protection of Interests in Aircraft Objects Bill, 2025- Contd.

MR. DEPUTY CHAIRMAN: Now, further consideration of the Motion for consideration of the Protection of Interests in Aircraft Objects Bill, 2025 moved by Shri Kinjarapu Rammohan Naidu on the 28th March, 2025. माननीय संजय कुमार झा।

§ Further discussion continued on a motion moved on 28.03.2025.

श्री संजय कुमार झा (बिहार): आदरणीय उपसभापति महोदय, The Protection of Interests in Aircraft Objects Bill, 2025 एक बहुत ही important Bill है, क्योंकि देश में बहुत सारी एयरलाइंस हैं और एक perception है कि वे सब जहाज खरीदकर ही लाती हैं, जबकि करीब 90% एयरक्राफ्ट्स लीज पर ली जाती हैं। इसका मतलब यह है कि एयरलाइंस के पास अधिकांश विमान अपने नहीं होते, बल्कि वे इन विमानों को लीज कंपनियों से किराए पर लेती हैं। ये अक्सर आयरलैंड, हांगकांग, दुबई और सिंगापुर जैसे देशों से इन एयरक्राफ्ट्स को लीज पर लेकर आती हैं। यह सही भी है और right reason भी है। हवाई जहाज खरीदना एक बहुत बड़ा वित्तीय निर्णय है। यह एयरलाइंस के लिए एक challenging investment होता है। जैसे, एयरबस 320, बोइंग 777, 787 और 737 की कीमत 700 करोड़ से 1,100 करोड़ रुपए तक होती है। यहाँ बहुत सारी एयरलाइंस बंद हो गईं, उनको स्टार्ट किया गया, लेकिन वे फिर बंद हो गईं और अब दो ही एयरलाइंस हैं। एयर इंडिया और इंडिगो के अलावा अब 60% से ज्यादा शेयर एक ही एयरलाइन के पास है और largely वही पूरी मार्केट को लेकर चलती है। एयरलाइन के लिए leasing एक बेहतर विकल्प होता है, क्योंकि इसमें primary investment से बचने में सहायता मिलती है और GIFT City विमान लीजिंग कंपनियों को 10 साल के लिए कर में छूट भी देती है। GIFT City अभी गुजरात में आया है। DGCA ने GIFT City में registered lessors को विमान लीज पर लेने या इंपोर्ट करने में prior approval से छूट दी है। To some extent, this has worked. Since 2019, more than 26 aircraft leasing entities including some global players have been registered there. However, only a handful of these established have actually engaged in leasing transaction. लेकिन, अब सरकार इस स्थिति को बदलना चाहती है, ताकि भारत का विमान लीजिंग क्षेत्र वैश्विक मानकों के अनुरूप और निवेशकों के लिए आकर्षक बन सके। This Bill gives the lessor something they have wanted for years. Lessors का सबसे बड़ा डर यह था कि अगर वे किसी एयरलाइन को विमान किराए पर देते हैं और वह एयरलाइन दिवालिया हो जाए, तो उनको वहाँ से विमान निकालने में बहुत लंबा टाइम लग जाता था और उनको अपने विमान वापस पाने के लिए लीगल मैटर बहुत लंबा होता था, जैसा कि पहले Kingfisher, Jet Airways and Go First Airlines के मामले में हुआ। उसमें lessors अपने विमानों को वापस नहीं ले पाए। हम लोग एयरपोर्ट्स पर देखते थे कि वहाँ एक लाइन में प्लेन्स खड़ी होती थीं, क्योंकि वे tribunal में जाते थे और उसमें लंबे समय तक फैसला नहीं हो पाता था। इस नये विधेयक के आने के बाद अगर कोई एयरलाइन डिफाल्ट करती है, तो leaser केवल दो महीने के भीतर अपना विमान वापस ले सकता है। इसके अलावा, किसी भी विवाद में tribunal न जाकर सीधे हाई कोर्ट भी जाया जा सकता है।

सर, मुझे इसमें एक इंपॉटेंट इश्यू यह लगा कि leasing की मदद से एयरलाइन एक बड़े कर्ज से बचती है और आज leasing व्यापार का वैश्विक आकार बहुत बड़ा हो गया है। जैसा मैंने कहा कि इंडिया में भी 90 परसेंट प्लेन्स लीज पर ली हुई हैं, यानी वे कम खरीदी गई हैं। 6 साल पहले, 2019 के अपने बजट भाषण में फाइनेंस मिनिस्टर ने विमान leasing उद्योग में प्रवेश की घोषणा की थी और यह कदम भारतीय एयरलाइंस के लिए एक बेहतरीन अवसर है। अब उन्हें विमान लीज पर लेने के लिए दूसरे देशों पर निर्भर नहीं रहना पड़ेगा, जैसा कि ऐसे तीन-चार

कंट्रीज हैं, जहाँ से वे विमान लेकर आती हैं। अब भारत में भी एयरलाइन अपने घरेलू विमान लीजिंग बाजार से विमान ले सकती है, जिससे उन्हें लागत में कमी और अधिक स्वतंत्रता मिलेगी। इसके अलावा, जो नए विधेयक हैं, अगर इस वजह से, क्योंकि यहां पर यह फैसिलिटी नहीं थी, इसलिए पिछले साल यूनाइटेड किंगडम स्थित एविएशन वर्किंग ग्रुप (AWG) ने लीजरो के लिए कम सुरक्षा के कारण भारत की रेटिंग को हाई रिस्क में डाउनग्रेड कर दिया था।

इसका असर यह हुआ कि भारतीय एयरलाइन के लिए लीजिंग करना बहुत महंगा हो गया। अब विधेयक लागू होने के साथ **...(समय की घंटी)...** AWG ने भारत की रेटिंग को मीडियम रिस्क जुरिडिक्शन में फिर से अपग्रेड कर दिया है। जब यह विधेयक कानून बन जाएगा, तो भारत की रेटिंग और भी बेहतर हो जाएगी। लेकिन मैं मंत्री जी से एक बात जरूर कहना चाहूंगा, for instance, European banks support the leasing business in Ireland; similarly, the Government-owned Temasek Holdings and Singaporean banks support leasing from Singapore. भारत में इस तरह का कोई प्रावधान नहीं है, क्योंकि बैंक विमानन से जुड़ी किसी भी चीज को लोन देने में reluctant रहता है। इसका परिणाम यह है कि GIFT सिटी (Gujarat International Finance Tec-City) में काम कर रहे lessor को भी विदेशी फंडिंग पर निर्भर करना पड़ता है। इसलिए, इस पर विचार करना चाहिए कि यदि financial institutions समर्थन कर सकते हैं, **...(समय की घंटी)...** तो यह लाभकारी होगा।

मैं एक मिनट में अपनी बात समाप्त करूंगा। अब, क्योंकि यह तो तकनीकी बात है जो आप बिल ला रहे हैं, लेकिन मैं बिहार से आता हूँ और वहां के तीन मुद्दे बहुत महत्वपूर्ण हैं। इस बार के बजट में आदरणीय वित्त मंत्री जी ने पटना के पास एक ग्रीनफील्ड इंटरनेशनल एयरपोर्ट की घोषणा की है। यदि उसकी लोकेशन तत्काल फाइनल करके उस पर काम शुरू हो जाता, तो यह बिहार के लिए बहुत लाभकारी होता। वर्तमान में बिहार में कोई भी पूर्ण रूप से कार्यशील अंतरराष्ट्रीय एयरपोर्ट नहीं है। गया में एक है, लेकिन वह पूरी तरह फंक्शनल नहीं है, और पटना के पास तो है ही नहीं, कोई बड़ा रनवे भी नहीं है। दरभंगा और पूर्णिया, दोनों एयरपोर्ट एक साथ announce हुए थे। दरभंगा फंक्शनल है, लेकिन पूर्णिया अब तक फंक्शनल नहीं हो पाया है। **...(समय की घंटी)...** यदि इसे भी शीघ्र चालू कर दिया जाए, तो यह बहुत अच्छा होगा। दरभंगा एयरपोर्ट एक सफल एयरपोर्ट साबित हुआ है। मुख्यमंत्री जी ने वहां और भूमि अधिग्रहण की प्रक्रिया शुरू कर दी है और मुख्य सचिव की ओर से प्रस्ताव भी आया है कि इसे अंतरराष्ट्रीय एयरपोर्ट घोषित किया जाए। यदि इस पर विचार कर इसे फाइनल कर दिया जाए, तो यह अत्यंत लाभदायक होगा।

बहुत-बहुत धन्यवाद!

श्री उपसभापति: श्री सदानंद महालू शेट तानवड़े।

SHRI SADANAND MHALU SHET TANAVADE (Goa): Mr. Deputy Chairman, Sir, I stand before this House today to extend my support for the Protection of Interest in Aircraft Objects Bill 2025 and to emphasize its significance to India's aviation sector.

Sir, this Bill seeks to provide legal backing to the Convention of International Interest in Mobile Equipment, Cape Town Convention 2001, and its Protocol on Matters Specific to Aircraft Equipment, ensuring their enforceability within our jurisdiction. I would like to add that, while India signed the Cape Town Convention in 2008, the absence of ratification has so far prevented its provisions from being legally binding. Therefore, the introduction of this Bill will legally enact the Cape Town Convention in India. It marks a crucial step towards addressing this gap, strengthening investors' confidence, and enhancing India's global standing in the aviation sector.

As one of the world's largest growing aviation markets, India's air travel sector has experienced rapid growth, with an estimated market size of \$13.89 billion in 2024, expected to reach \$26.8 billion by 2030. This growth has led to aircraft leasing becoming an important aspect of the Indian aviation industry. It is a practice in which airlines and aviation operators rent aircraft from leasing companies rather than purchasing them.

To date, India lacks specific laws dealing with aircraft leasing and financing of airplanes, which may involve different countries. With this new law, airplanes will be available at competitive rates to airlines and aviation operations. Currently, lessors face higher risks in India due to uncertainties in repossession rights, in case an airline defaults on payment. This risk forces lessors to charge higher risk premiums, adding extra costs to cover potential losses, making leasing more expensive for Indian airlines. These higher leasing costs are ultimately passed on to passengers in the form of higher airfares. Therefore, if the Bill is passed in Parliament, it will ratify the Cape Town Convention, automatically guaranteeing the rights of lessors to repossess their leased equipment, such as airframes, aircraft engines, and helicopters. This will bring down the cost of risk premium.

Sir, this Bill seeks to enhance the leasing framework in India, in line with international standards. Through this legislation, costs are expected to decrease, accessibility to air travel will improve, and investment will be attracted, as India anticipates a surge in aircraft acquisition. Over 1,000 new aircraft by the end of this decade will further make air travel more affordable for the people of our country.

Sir, as a representative from Goa, I would say that Goa, which is a tourist destination, sees increasing footfall each year. I cannot overstate the importance of the Bill. During peak season, we all know that air fares skyrocket, making travel unaffordable not only for tourists but also for Goa's local residents who rely on air travel for work, medical needs, education and family visits. I believe, Sir, the high cost of leasing aircraft along with limited availability directly contributes to these inflated air

fares. Sir, an essential aspect of this Bill is its provision for financial transparency and accountability. The proposed legislation mandates that debtors must maintain and submit records of dues related to the ownership or use of an aircraft or aircraft object to the Directorate General of Civil Aviation. This requirement will ensure that leasing transactions remain transparent, preventing dispute over unpaid dues and fostering greater confidence among lessors, creditors and regulatory bodies.

Sir, from 2014, after Modi Government came to power, there is more development in all sectors including civil aviation. अगर हम देखें, तो the total number of airports in India were 74 before 2014. अभी पूरे देश में 159 एयरपोर्ट्स बने हैं। Goa is a very small State with a population of around 16 or 17 lakhs. गोवा में दो एयरपोर्ट्स हैं। North Goa में अलग है और South Goa में अलग है। Passengers' growth देखें, तो Passengers' growth from January, 2024, to December, 2024, was 161 million as against 152 million during the previous year. That is, there is a growth of 6.1 per cent. The number of aircraft for scheduled operation has increased from 400 in 2014 to 836 as on 28.2.2025. Through Regional Connectivity Service, that is, RCS-UDAN, उड़े देश का आम नागरिक - air travel has become more accessible to people, by connecting 88 airports including 13 heliports and two water aerodromes. More than 148.62 lakh people have availed benefit of the UDAN Scheme since its inception.

The Krishi Udan Scheme में देखें, तो टोटल agriculture waste होता है, इसके लिए कृषि उड़ान के माध्यम से यह facility agricultural products के लिए की है और उसका फायदा देश के farmers को हो रहा है। Operation Ganga के माध्यम से हमने देखा कि जब यूक्रेन का युद्ध हुआ, more than 22,500 Indian nationals were safely rescued from Ukraine by operating 90 evacuation flights from 1st February, 2022 to 11th March, 2022. अगर हम Digi Yatra में देखें, through facial recognition technology, any traveller may pass through various check points at the airport through paperless and contactless processing using facial features to establish the identity. देश के 24 एयरपोर्ट्स पर यह फैसिलिटी उपलब्ध की है। मुझे गर्व है कि गोवा का जो मोपा इंटरनेशनल एयरपोर्ट है, उस पर भी यह फैसिलिटी दी गई है। As regards the leasing of aircrafts, with the enables in place, from zero base in 2014 as of 31st December, 2024, 33 aircraft leasing entities have registered in GIFT-IFSC for undertaking aircraft leasing business.

अगर हम इसमें कार्गो का देखें, तो कार्गो में भी काफी सुधार और ज्यादा बिजनेस हो रहा है। India Re Election ICAO Council में during 41st General Assembly of ICAO, India has been re-elected to the ICAO Council(2022-25) under Part II comprising of countries which make the largest contribution to the provision of facilities for international civil air navigation.

Ease of Doing -- 'भारतीय वायुयान विधेयक, 2024' पास होने के बाद जो रिफॉर्म हुआ है, उसका लेजिस्लेचर रिफॉर्म हुआ है, और modernizing India's aviation sector में भी काफी सुधार हुआ है। सर, अगर हम देखें, तो यह जो यह बिल है, it is a very important Bill. मैं इसके लिए हमारे मंत्री जी का अभिनंदन करता हूँ और हमारे प्रधान मंत्री जी को भी धन्यवाद देता हूँ।

Sir, all of this tells us how meritorious this Bill is. It will provide much-needed statutory framework to deal with the legal obstacles in the event of insolvency of an airline company as well as make aviation financing and leasing transaction simpler and certain. It will future improve contract enforceability and provide the creditors/lessors with a way out to either take back the aircraft objects or have their dues paid. Therefore, I support the Protection of Interests in Aircraft Objects Bill, 2025.

SHRI SANDOSH KUMAR P (Kerala): Thank you Mr. Deputy Chairman, Sir, for giving me this opportunity. Sir, since we are a signatory to an important international Convention, we have to follow the same and we have to implement it in our country. We also have to protect the interests of passengers, creditors and all the stakeholders related to the industry.

Sir I take this opportunity to raise a few questions/queries, through you, to the Minister. The first thing is: Do we have any data related to the total credits of Indian investors, namely, the banks and other financial institutions? Now we are talking about an international obligation. Yes, of course, we have to implement the same. But the point is that we know one gentleman who was a Member of this august House who came to the House with the support of a former Prime Minister and who was the leader of that Party for some time. Later on, he looted our country and its people and he is now somewhere in London. People like Mallya and others are there. So what about the liability created by these people? Are we going to solve this? When we talk about international issues and international creditors, are we in a position to help our banks to regain its own money? It is a very serious issue. So my request is that we have to reconsider the criteria because people will come and say that we are ready to offer airline business, and if the Government is allowing it without understanding their capacity, then, later on, we have to pay the price for it. So please consider this particular point. Secondly, the Civil Aviation Ministry is having a very meagre amount as budget allocation as compared to other Ministries. Now the Director General of Civil Aviation will have to function more. There are many duties assigned to him. So, do you think that with this limited amount, he can perform properly? I don't think so. So, we need to enhance the budgetary allocation also. Otherwise, the entire area is left for private players only. The airline routes, price and everything else as has been

pointed out to the main speakers, it is under the control of private players only. The Aviation Ministry, in a way, is a mute spectator. It cannot dictate any company. For example, now, when we talk about the plight of the passengers, I fear, tomorrow the private airlines may charge us even for using washrooms. Now they are charging for seats. Tomorrow, there is every chance of taking money from us for using washrooms. So, this is a sorry state of affairs of the poor passengers. How you are going to tackle these types of issues? When we all are in agreement of implementing the international Convention, we have to take care of this. ...*(Time-bell rings)*... Finally, Sir, whenever we people from Kerala stand up to talk on the Civil Aviation Ministry, the Minister thinks that we will raise the issues related to Kannur International Airport.

I do not want to talk much about that. So many people, so many organizations and so many politicians have already pointed out the issues related to Kannur International Airport. It is public money, people's money. So, political consideration should not be there. We have every right to get it. So, please give Point-of-Call status to Kannur International Airport. Thank you.

श्री उपसभापति: श्री बाबू राम निषाद। श्री बाबू राम निषाद – अनुपस्थित। श्री ए. ए. रहीम।

SHRI A.A. RAHIM (Kerala): Sir, the Bill seeks to provide a legal framework to protect the rights of lessors and financiers in aircraft transactions. However, this Bill should be discussed in the broader perspective of how it affects the lives of common people. The Union Government has already opened the Indian aviation sector to Indian corporates. My colleague, Comrade Sandosh Kumar P, has already mentioned the same here. Now, through this Bill, it is further opening the doors for international corporates as well. That is my concern. The hon. Minister must clarify how this Bill is going to benefit the common people. Air travel is becoming increasingly inaccessible for the ordinary citizens. That is my concern. That is not only my concern, so many of my colleagues have already mentioned the same concern in this House. A study by Airports Council International (ACI) reveals that India has recorded the second highest increase in domestic airfares in Asia-Pacific and West Asian regions. So, what is the take of the Government in this regard? See, there is 43 per cent rise in terms of fare, according to this Report. Can you imagine the plight of expatriates in the Gulf region? As you know that we are representing Kerala, a lot of our brothers and sisters have been working over there. Actually, can you imagine the plight of those NRIs? They work there throughout the year and only occasionally get leave.

Yesterday was the Eid. On holy Ramadan day, on Onam and so many other events, they can come back to their homeland. But, unfortunately, the NRIs, the *Pravasis*, cannot come even if they get leave. Even if they get leave, they cannot come due to exorbitant hike of travel fare. So, what is the role of the Union Government? ...(*Time-Bell rings*)... Sir, just a minute; I have time. Can you imagine the plight of these passengers? Another thing is that the Government is making laws in favour of corporates, but where are the policies that protect the interest of common citizens? I would like to flag an important report. The 356th Report of the Standing Committee on Transport, Tourism and Culture recommended measures to control airfare and make air travel accessible to the common man. What is the Government's role? What is the Government's take? Another thing is regarding the Kannur International Airport. This is an issue for Kerala. You have given the Point-of-Call status to Mopa Airport in Goa, which is a non-metro airport. ...(*Time-Bell rings*)... Despite all infrastructure, they did not allow Point-of-Call status for Kannur International Airport. Hon. Minister, please look into it.

MR. DEPUTY CHAIRMAN: Now, Shri Haris Beeran.

SHRI HARIS BEERAN (Kerala): Sir, this legislation is a very necessary legislation. I agree to that fact. It will bring clarity for the international lessors and others on what is to be done if there is a default. But, let us understand that this particular legislation has been brought about not because of any foresight but under the pressure of the crisis triggered by the insolvency of a lot of airlines, the latest being the Go First Airlines; plus the global downgrade of India's aviation leasing environment.

Now, through you, Sir, I would like the hon. Minister to particularly note two points. The first point is that Section 9 of the Bill states that in case of an inconsistency between a provision of this Act and any other law, for the time being in force, the provisions of this Act shall prevail to the extent of such inconsistency. Now, this Bill, in fact, has been brought about because of certain provisions of the IBC, the Insolvency and Bankruptcy Code, because once there is an Insolvency and Bankruptcy Code proceedings, then a moratorium creeps in, and once the moratorium is there, you would not be able to take your machines out. But, the problem is about the IBC code. There is a provision under the IBC in Section 238. Section 238 of the IBC says, "The provisions of this Code shall have effect notwithstanding anything inconsistent therewith contained in any other law for the time being in force or any instrument having effect by virtue of any such law." So, the

IBC says that notwithstanding any other law, the IBC will prevail. Section 9 of the present Bill states that notwithstanding any other law, our law will prevail. Now, our law has been brought in because of the provisions of the IBC. Therefore, I think there is some inconsistency between the provisions of our Bill and the IBC. My suggestion will be that you can incorporate in Section 9 of our Bill that notwithstanding anything contained in the IBC specifically, so that you can get over this particular inconsistency. That is my suggestion to the hon. Minister.

Now, I come to Section 9(3) of the Bill. It preserves India's sovereign right to arrest or detain an aircraft, which is a very welcome change, but I urge the Government to clarify how in practice this right will be exercised in the face of aggressive international enforcement by lessors. Will Indian public sector dues and the claims of airport operators and employees receive equal priority and swift resolution, or will they be left struggling while aircraft are swiftly deregistered and removed from Indian soil?

This particular legislation is, in fact, for the purpose of the prosperity of the airline industry. Now, for the airline industry to prosper, our airports also will have to prosper. In Kerala, there are two airports. One is the Calicut Airport. Now, it is a time for the Hajj pilgrims to go for Hajj. The difference in fare between the Calicut International Airport and Kannur Airport, which is just 80 kilometers away, is Rs. 40,000. You are charging Rs. 40,000 more from the Calicut Airport. Calicut Airport is the place where you have the Hajj Embarkation Point, Hajj terminal and everything. Now, this particular inconsistency is because you are not allowing the wide-bodied aircrafts to land at Calicut Airport. So also is the problem with the Kannur Airport. Here, you can land wide-bodied aircraft, but the problem is that you do not give point of call status over there. So, if you want the airline industry to prosper over there, along with these legislations, I beseech the hon. Minister through you, Sir, that these measures also should be taken. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Now, Shri Ravi Chandra Vaddiraju. He will speak in Telugu.

SHRI RAVI CHANDRA VADDIRAJU (TELANGANA): “&Hon. Deputy Chairman Sir, thank you for allowing me to speak on the Protection of Interests in Aircraft Objects

& English translation of the original speech delivered in Telugu.

Bill, 2025. I believe this Bill represents a significant legal reform with the potential to transform India's aviation sector. It is not merely a legal change; it is a decisive step toward positioning India as a leader in the international aviation industry. The Bill aims to secure the future of India's aviation sector, enhance international investors' confidence, and make air travel more accessible to Indians.

Sir, through you, I would like to bring to the attention of this august House the current situation of the aviation sector in India. Last year, 376.43 million passengers traveled through Indian airports. By 2030, India is expected to become the third-largest aviation market in the world, following the United States and China. Airlines such as Indigo and Air India have already placed orders for over 1,000 new aircraft, and the number of airports is projected to increase from 153 to 350. I consider this a significant achievement, and I congratulate the hon. Aviation Minister for this progress. However, I would like to highlight an important issue concerning Telangana. Rajiv Gandhi International Airport (RGIA) in Hyderabad is one of the major airports in the country, yet, there are currently no direct flights from Hyderabad to the United States. In the financial year 2023-24, 1.02 million passengers traveled from Hyderabad to the United States. Notably, 40 percent of passengers traveling to the U.S. from Delhi are from Telangana and Andhra Pradesh. Unfortunately, the direct flight service on the Chicago-Hyderabad route, which operated at 90 percent occupancy, has been canceled. Therefore, I urge the hon. Minister to restore direct flight services from Hyderabad to cities such as New York, Dallas, Chicago, and San Francisco.

Sir, on behalf of the Bharat Rashtra Samithi (BRS) Party, I would like to congratulate Shri Kinjarapu Rammohan Naidu, the hon. Minister of Civil Aviation, for reopening the Warangal airport, which was operational until the 1980s. Sir, the Bhadradi Kothagudem and Greenfield airports are yet to receive full approval. Land has been acquired for the Greenfield airport at Jakranpalli, Nizamabad. Additionally, airports should also be constructed in Ramagundam and Adilabad. Under the leadership of Shri KCR, we have been advocating for these airports for the past ten years. Our request to Shri Kinjarapu Ram Mohan Naidu, the hon. Minister of Civil Aviation, is to allocate these five requested airports to Telangana during his tenure. We believe this will contribute to the development of our State.

Shri Kinjarapu Rammohan Naidu is a popular Telugu-speaking Minister, and we kindly request him to allocate these five requested airports to Telangana during his tenure. These developments will significantly contribute to the progress of Telangana. Furthermore, I would like to highlight that most students travelling to the United States

are from Hyderabad and Andhra Pradesh. Therefore, I urge the Minister to restore direct flight services from Hyderabad to the U.S. Once again, I thank the hon. Minister for the reopening of Warangal Airport and request him to consider my request for the other airports in Telangana. Thank you, Sir.”

MR. DEPUTY CHAIRMAN: Now, Dr. M. Thambidurai — not present. Hon. Minister, Shri Kinjarapu Rammohan Naidu to reply to the discussion.

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU): Mr. Deputy Chairman, Sir, around 16 Members have participated in the discussion on this very important Bill, namely, the Protection of Interests in Aircraft Objects Bill, 2025. I am glad that extensive interest has been shown by the hon. Members. I would like to thank the hon. Members for giving suggestions and participating intensely in the debate. The discussions were not limited to the Bill alone but more than that, and this shows the kind of passion that the civil aviation sector is invoking in all the Members of Parliament and also the citizens of the country.

I would like to put it on record that the kind of progress that we have achieved in civil aviation sector in the last ten years was, definitely, not an easy task. What we have achieved and the growth that we are seeing today was definitely not one day's job. Sir, I can definitely say that even though it was not one day's job but it was the mission of one man, who is the Prime Minister of this country, Shri Narendra Modi. Since 2014, when he became the Prime Minister of this country, owing to the kind of support and the kind of vision with which he has encouraged and moved civil aviation sector in the country, we have been able to grow so much that we can now proudly say that we are the third-largest domestic civil aviation market in the whole world.

Sir, I would like to share some numbers with the august House. I keep saying this on every platform, including the Parliament while answering the questions and also while attending important summits. In 2014, the total domestic passenger market that we had in this country was 60.7 million and where do we stand today in 2024! It is 161.3 million. More than double growth in the domestic passenger market! If you add international passengers, this number was 43 million in 2014 while we are now at 66.8 million in 2024. The number of aircrafts that were operating in the country in 2014 was around 359 whereas today, we have 840 aircrafts operating in the country, making 4,000 journeys across the world every single day.

And, look at the number of airports. Just now some Members have also highlighted that number, which is 74. From 74 airports in 2014, it has increased to a

staggering number of 159 in 2025, and still counting. This is the kind of growth which no other country in the last ten years would have witnessed. Many countries are similar to India in the financial stages. Some are having very similar conditions. But the kind of growth that India has seen is because of the vision and the mission of one man, that is, our hon. Prime Minister, Narendra Modi ji. The year-on-year growth that civil aviation has seen is 9.7 per cent CAGR. Many Departments try to achieve this growth, but we can proudly say that the Civil Aviation has achieved this kind of growth. The mission behind the drive for our Prime Minister has also been one mantra, which is '*hawaai chappal se hawaai jahaaj ka safar*'. Many people have spoken about it. They might have different minds on why we are talking about it. But, has that mantra ever been thought about before 2014? Why was it not spoken in such a way? Before 2014 also, we had civil aviation in the country. We had planes moving in the country. We had aspirational citizens of the country who wanted to dream about flying in the airplane. But it was only after Narendra Modi ji came into picture that he envisioned that civil aviation should not be an exclusive way of travel, it should be an inclusive way of travel. Every one of the country should aspire to travel by air. And that is where this mantra has propelled the Government to bring in many changes, to bring in many good schemes, so that we can fulfill the ambitions, the aspirations, the dreams of the common man of this country. Just like a flight takes off, Narendra Modi ji wanted to give the 140 crore people of this country the wings to fly, the wings for their dreams to fly in this country. And we have done that through the UDAN scheme, *Udey Desh Ka Aam Nagarik*, a revolutionary scheme. I would like to once again say that what we have done for civil aviation, what this NDA Government has done in the last 10 years for civil aviation, is not just renovation. There were many airports in the country we wanted to renovate to increase the capacity. But it is not just renovation. What NDA Government has done for civil aviation is, it brought in a revolution in the country for civil aviation. That is what we have proudly done. That revolution was done through the airports, through the airlines. And it was a very challenging period also. A couple of big airlines exited the industry. Go Air and Jet Airways have gone bankrupt. On the other side, you have seen Covid, which hit majorly the civil aviation industry. At one point of time, all hundreds of planes moving in the country were just grounded. Even with these kinds of challenges, I have just given you the numbers, how exponentially civil aviation has grown in this country. So, I would once again use the floor of the House to thank our hon. Prime Minister for the continuous support that he has given through his vision, for continuously encouraging us. In fact, you would see, the two Ministers, we are

both sitting here, the Minister for Civil Aviation and the Minister of State for Civil Aviation, Murlidhar Mohol *ji*, who comes from Pune, we are both very young today. The reason our Prime Minister has given us the responsibility of driving civil aviation is he feels that civil aviation requires young blood today. Whatever growth we have seen in the last ten years is still the beginning. We need new ideas. We need new ways of dealing with this. We need harmonization with the international standards. And it is with that approach that the Government is trying to keep the momentum that we have achieved in civil aviation and will continue to move it forward. One other major challenge that we see, which many people also talk about, is the airfares. Airfares is not just an issue where we have one single point of approach by saying that we can do this, we can bring the airfares down. Civil aviation is a global subject today. We do domestic travel, but we do international travel also. Flights travel from Delhi to New York. Flights travel from Mumbai to Australia. So, it is the harmonization that is required across the international jurisdictions.

It was in 2001 when aircraft leasing business was also growing. That was when the international leasing industries, airlines and Governments came together to do something more to harmonise the whole industry across countries. This was an issue which was majorly faced by the leasing industries. Because the lessor was sitting in one country; the banks, who were trying to facilitate the lease, were sitting in another country; and the airlines which want to operate were sitting in another country. They all had multiple jurisdictions in their own countries trying to deal with this leasing business. That became a challenge internationally for the airlines, the industry and the banking sector. It was in 2001 when the Cape Town Convention happened. One of the reasons for this was just how to facilitate the leasing industry and bring all the countries on board and create a uniform legislation which everyone can follow. There were three protocols which were discussed. One was regarding the space industry. The second was regarding the railway industry. And the other one was regarding the aircraft objects industry. In 2001, the Convention happened, protocols were discussed and deliberated and protocols were also formulated. But India initially was not a signatory of this. In 2001, everything happened. By 2005, pressure was building up on India that it also had to assent to this Protocol and Convention because the leasing business was growing at that time. I have to tell you that civil aviation is a very price-sensitive industry. We all want more planes to come into the industry and more planes to fly in our skies. But every plane is very, very expensive. For you to purchase a plane as a company, it puts a lot of financial stress on your balance-sheets which was why there was a lot of encouragement towards the leasing industry. And around

this time -- 1990s and 2000s, a lot of nationalisation was happening with the air carriers -- they were all becoming privatised. There were many countries like France. You had British Airways which the Government was holding before. They all were privatised. Once privatisation happened, the way they wanted to operate was through leasing model. In 2005, pressure started building up. India at that time was thinking how to bring the Cape Town Convention into effect in India also. It took the opinion of the Law Ministry at that time. The Law Ministry was of the opinion that we don't need to have a separate law in the country and we can go with ratifying it through the Cabinet itself. In 2007, the Cabinet ratified it. India signed the papers. It sent the declaration to the International Civil Aviation Authority. And by 2008, things were in place. But we did not have any legislation yet. We were just a signatory to the Cape Town Convention and the Aircraft Protocol. We had a small mechanism within ourselves that we agreed to have this kind of system in India. Things started happening and leasing business grew. In 2015, we had observed that there were some inconsistencies happening in the industry. In 2015, Spice Jet defaulted on a couple of lessors' payments at that time. The lessors were very eager to get their money back. They had this IDERA Agreement which actually gives them the right to take back the aircraft in case of any default of payments. But when they were trying to invoke IDERA, the DGCA which is the official authority to manage these kinds of things, they were of the opinion that there was no legislation which was backing them to invoke IDERA. At that time, the easiest thing to do was to change the Aircraft Rules. Through the Aircraft Rules, the DGCA was given the power to invoke IDERA and a temporary solution was formulated at that time. In 2016, the Insolvency and Bankruptcy Code came into place which was dealing with insolvency and bankruptcy in a blanket way of all the companies. After that in 2019, Jet Airways went bankrupt. But when Jet Airways went bankrupt and the NCLT wanted to put the moratorium, the lessors were a little bit aware of the picture what might happen. They invoked IDERA and took all the planes. They deregistered them through the DGCA and took them back.

So, what could have been a very big problem at that time, because of the quick readiness of the lessors, we were able to avoid it. But, still, things were moving according to the rules and just the general signatory that we have. Then, GoAir also went bankrupt. When GoAir went bankrupt, the NCLT put a moratorium and it said this time DGCA won't get the planes deregistered. So, many of the planes which were supposed to be taken back by the lessors were sitting on the ground. They were not being able to maintain the aircrafts. So, there was general loss the industry had

felt. Now, from all these examples that I have mentioned, what was observed by the industry, the airlines, the banks and everyone else was that there was no proper legislation in the country. There were a lot of inconsistencies happening. There were a lot of interpretations from different people in a different way. So, there was no common legislation which was dealing with the leasing industry. And this whole thing led to a drop in the Cape Town Convention Compliance Index, which is being maintained by Aviation Working Group across the globe. More than 400 stakeholders are part of it and they maintain a score and India's score went down to 50. Just to give an example on where we stand, Singapore has up to 92 and the US has around 90. Some of the countries, which really regularly deal with this leasing industry, try to maintain above 90. We were suddenly dropped to 50. Now, what this created was a ripple effect that once the score goes down, the leasing costs go up because nobody finds it more attractive to come to India and lease their planes. Now, if leasing costs go up and if you want to lease more planes, it becomes harder on you to lease these planes. If you have more hardships in leasing these planes, you will have less number of fleet operating; with less number of fleet operating and more demand — the kind of demand we are setting on the other side in the country — of these planes for having passengers travel on them, air prices also rise up. So, everything is interlinked with one another. That is why, the whole reason we are bringing this Bill is to give force of law to the Cape Town Convention and the protocol. So, that is what it is; if you see the majority of the Act also, other than giving it the force of law, it contains the Cape Town Convention, it contains the aircraft protocol, and the declaration which we are signing and abiding ourselves to both the Convention and the protocol as a signatory to International Civil Aviation Organization. That is the major gist of this. You can look at the airlines and their comments on how they feel about this leasing industry business, which is going on. Air India has said that, upon enactment of this legislation, we improve India's compliance score in AWG's outlook, making Indian airlines eligible for CTC discount, which will significantly reduce leasing costs by approximately 8 to 10 per cent. So, once by getting this Act into place, you are reducing the leasing cost by 8 to 10 per cent. Now, these are the costs which are going to trickle down to the passengers and also the airfares. That is why this becomes very, very important for us. ...(*Interruptions*)... Indigo also! It said that in the absence of legislation, it might be possible that other lessors may reduce their exposure in India or increase their pricing further between another 5 and 10 per cent, over and above, and to the increase of 15 per cent. They also have a very similar picture in mind. Akasa Air has said that in the absence of legislation, lease rates may

increase by an additional USD 15,000 per month, and SLB gains drop by an additional USD 1.5 million per aircraft over the already higher rates. So, they all are indicating that if you don't have the legislation, you are basically paying high rates, and you are at a disadvantage compared to other countries. This is the time civil aviation is growing in India. You need to have proper legislations in place so that we can bring in more planes into the country. So, this was the idea from the industry also. One of the Members asked as to how the industry is reacting and how the airlines are reacting to this legislation. They are very eagerly waiting that as soon as we pass this Bill here, followed by the Lok Sabha and it becomes an Act, they will be getting the advantage, through which, they can trickle down the advantage to the passengers of this country. More than that, I have talked about the AWG score also, which is up to 50 now.

There is a slight improvement up to 62. But we are aiming to reach up to 90 so that the leasing business also flourishes. Also, with the support of our hon. Prime Minister, Gift City, was done in Gujarat. We also have specific incentives which were given so that we can have the leasing industry in the country itself. Now, one, you can have the leasing industry outside where Ireland takes a very good advantage. Ireland has a very good leasing industry hub in the whole world. Dubai has also taken a certain lead in that industry. Singapore also has taken a certain lead in this industry. Now, our hon. Prime Minister has come to the thought as to why should we not have our own leasing industry. We are leasing so many planes every year. I have talked about 840 planes operating in our Indian skies and 86.4 per cent of those planes are in the leasing model today. The airlines prefer to go into the leasing model. Now, when they lease, they go to other countries and lease. When you go to other countries and lease, forex trading also happens there. So, you lose out on that. The costs added up in the forex also come down basically onto the passenger. Therefore, our Prime Minister thought that we should have the leasing industry here and, based on that, many incentives have been given in the Gift City like exemption on income tax for the sale of equity shares of IFSC entities involved in aircraft leasing subject to specific conditions, exemption of dividend income for units engaged in aircraft leasing at the IFSC and 100 per cent tax holiday for first ten years of operations. So, many of these incentives have been clubbed together so that we can encourage the local industry to also cater for leasing business. Through this, we have done many significant strides also. 33 aircraft leasing entities have been registered by January 31st, 2025, leasing 146 aviation assets including 75 aircrafts and 71 engines. So, we have made significant progress in this industry. But, everywhere, when we talk about

leasing in the Indian landscape, everyone requested asking when we are going to have the legislation. It is because no matter how far you travel down this road, always the roadblock that they seem to face or the doubt, the confusion which they seem to raise was because of not having the legal backing to this kind of legislation. Therefore, this is what we aim to bring through this Act. ...*(Interruptions)*...

SHRI JAIRAM RAMESH (Karnataka): Indian leasing companies or foreign leasing companies?

SHRI KINJARAPU RAMMOHAN NAIDU: It is both. We are not differentiating between Indian and foreign leasing companies but this is definitely going to give a boost for the Indian leasing companies also because for the Indian leasing companies, -- just now Sanjayji has also mentioned -- anyway, the whole backing comes from the banking industry. That is where the money comes from. Even for the banking industry, it is for them to see how to support this industry because for them risk is also involved. For them, it is important to have legislation in place because without the legislation, how will the industry perform? Take one other example, the Securitization and Asset Reconstruction of Financial Assets and Enforcement of Security Instructions Act, 2002. This SARFAESI Act does not apply to aircraft. Again, there was a need for some Act to give that backing so that the banking industry feels that they can be a little more profitable in entering into the aircraft business. So, the CTC Bill, which is this Bill, is intended to give protection to security interests by which financiers like the banks would be comfortable in financing aviation assets also. So, there are multiple benefits that we are getting just by giving legal force of law to the whole Cape Town Convention. Through this, we also see that the whole leasing industry is also going to increase. There are a lot of requirements from the airline side also, just like I have mentioned, how they all want to improve the leasing business in the country. There are many different things which are dependent on the leasing like the sale and leaseback model, which is another part of the leasing industry. The airlines are also trying to purchase the aircraft first, then sell it and then lease back from the same guy. This is a model which Indigo has been successfully operating today. Out of 397 aircraft that they have bought, 350 have been put under the SLB model, where they have sold these 350 back to someone and then leased from there. The industry and the leasing processes which are gaining momentum all need this kind of Act in place. Definitely, this is going to give a lot of push to the whole civil aviation in the country.

And on top of this, many other questions have also been raised during the discussion on this by many of the Members. An important one is, how it deals with the inconsistencies of the Insolvency and Bankruptcy Code because that is the major relation this one has. IBC code, in general, deals with the insolvency and bankruptcy of companies. They have the NCLT and they have a certain way of dealing with it. But now with aircraft also coming into that ambit, it created a lot of confusion for the lessors who wanted to lease. A simple way of explaining it is—what was happening before, if not for the Bill—now if you are trying to rent a house from an owner and you have to pay someone some kind of money and if you are not paying, the person who you owe the money is going back to the owner of the house and asking him for the money. This is a strange combination that has arisen because of the Insolvency and Bankruptcy Code in respect to aircraft. So there was supposed to be some kind of clarity with the airline industry and that is what we have brought in through the CTC Bill. This is going to create a lot of clarity on how the whole leasing industry should function. Also, especially, when there is a problem of insolvency in the country regarding the airlines, then, this Bill can come into effect. There is a period of 60 days, two calendar months, within which you can settle all the dues and the lessors can take their planes back, which they rightfully owned. It was very important to create that kind of differentiation between the Insolvency and Bankruptcy Code and the Cape Town Convention and that is what we have done here. How are the domestic laws protected under this Bill? This Bill gives force of law to international obligations of India arising from the accession of concession, convention and protocol, like I have already said. It has also been provided that the Bill, in addition to the provisions of the Bill, provides adequate protection to the existing domestic laws by overriding only such provisions which are inconsistent with the already acceded treaties. So, it is not going into any domain which is not related to aircraft objects. Only when the aircraft objects come into place, this Bill will come into effect. The Insolvency and Bankruptcy Code deals with many bigger things. So we are not entering into all the things that Insolvency and Bankruptcy Code deals with. We are only saying that whenever there is an aircraft object coming into place, then, this Bill is going to prevail and this Bill is going to look after the things on how to deal with the aircraft objects.

Sir, just now Jairamji has also asked about international and domestic lessors. We have answered that. There is no differentiation, lessor is a lessor. From our side, we want the domestic lessors also to come more and more. This Bill is going to give that kind of strong protection to the domestic lessors also so that they can come into

the industry. How does it protect the smaller airlines? Just like I said, if the leasing industry improves, even for the smaller people running smaller aircraft, smaller airline operators, they also will find it more and more incentivized for them to lease planes. Without this, just with the compliance report very low, the CTC index very low, it becomes very hard for the smaller people also to lease any plane. With this, the smaller airlines can lease much higher number of planes and then with the more number of planes, automatically, it gives a boost to both the airline operators and also the civil aviation market. Now what is the role of DGCA in all of this? Through the Bill only, we have mentioned that DGCA becomes the domestic registry. There is an international registry at the ICAO and the domestic registry is going to be maintained by the Central Government, especially, the division of DGCA. Now, through the Bill, we have also created a provision that all the airline operators have to regularly intimate the DGCA on how many dues are still pending with what kind of lessors on plane basis. Not just overall from the airline point of view, but plane-by-plane, whatever anyone is leasing from any lessor, they have to periodically intimate the DGCA. They have to keep a list of all the dues they have with all the lessors. That registry is going to be maintained. Even for the lessors, they have to also continuously intimate about the activity that they are doing in the country. This will create a lot of security for both the lessors, lessees and the overall aviation market also because there has been a lot of confusion in this area. It has been a grey area for some time.

3.00 P.M.

Now, with the bringing of this Bill, definitely, it is going to create a lot more clarity. And, we hope this is going to give a lot of push for the leasing industry, which is the need of the hour. There is an immediate need for this Bill to be there in the industry, Sir. It is with this speed that we wanted to bring it. And, I am very happy that many of the hon. Members, who have spoken on this Bill, understand the seriousness of this and they have supported it. There have been many hon. Members who have taken the opportunity of this Bill, to talk about some local issues, some of their airport issues, some of the connectivity issues also and it is very difficult to answer each and every hon. Member individually, but I would like to mention some States. One was Bihar. They have mentioned about not having an international airport, other than Gaya International Airport. I will come to some of the States. Bihar has a very peculiar situation. Bihar has Patna. In the capital city, there are two airports at present. One is the Patna Airport and also Bihta Airport which we are trying to develop as it is a civil

enclave. It is an Air Force Airport and we have taken some land and we want to develop. Even though both will be operating, we can't do international planes because of the fixed runway length there. We can't run wide-body aircrafts there. That is why in the interest of Bihar and the citizens there, we want to create an international airport. And, I would like to thank the hon. Finance Minister for specifically mentioning it in the Budget that we will be creating an international airport near Patna in Bihar. And from our side, civil aviation side, we are looking at all the possible locations and we will choose one of the best locations near Patna and from where international planes can fly from the city of Patna. And that is the intention with which we are moving. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please take your seat.

SHRI KINJARAPU RAMMOHAN NAIDU: I will come to all the States. Please give me some time. I know this is the most interesting aspect, Sir. The Bill is there, definitely, but the aspiration is for the local demand in the local airports. And, other than this, we are developing Darbhanga Airport with a cost of more than Rs.1400 crores, we have put in. The work is going on. Purnia Airport also, we are developing right now. There has been cooperation from the State Government in respect to land that is required. We are presently constructing it. And, by August or September, we see that the terminal is going to finish. Definitely, we are going to start operations from Purnia Airport also. And, we have already started constructing building. Then, we have other airports. Let me take the State of Telangana now. In Telangana, we have taken a historical decision of granting in-principle approval including site clearance, for airport in Warangal, Sir. Warangal used to be one of the biggest airports in the country, during pre-independence era. And, after some time, there used to be Vayudoot Airlines flying from there. But, because of different reasons, the Airport stopped functioning in 1980s. Since then, there has been a strong demand from the locals to start airport and now, with the support of State Government, with the proper vision of the Central Government, we were able to grant the site clearance and very soon we are going to start the work at Warangal Airport. We plan to build one of the best airports in the country in Warangal. The Telangana Government also has a demand for many other areas and, with the cooperation and support from the State Government, we are going to see if we get the required piece of land in the required area. Then, Sir, we will also look into all the other areas including the State of Kerala. I am coming to your point, Sir, regarding Kerala. In Kerala, one Kannur Airport, right

from Chief Minister to hon. Members here, both Lok Sabha, Rajya Sabha, have been asking for Point-of-Call from that Airport. Kerala is the only State where they have three airports which already have Point-of-Call. They are: Trivandrum, Kochi and Calicut and international flights are operating properly and some domestic flights also are flying from Kannur Airport, Sir. About Point-of-Call, definitely, there are many requests from across the country. We need to have a balanced approach for all the other States. So, definitely we will look into it. But, it has to be a balanced approach by considering all States. The only thing that the Government has here, and I will be very honest and open with you, is this. Sir, there are two things; One, we want to have our own Indian airports to function as hubs. Now, you see, in the Gulf, Singapore, Turkey and all these countries, they are trying to grow their own airports at the cost of our Indian airports, because they are trying to take the passenger traffic from here, take them to their own countries and from there, they are trying to connect to the whole world. What we want to see is, India having its own hubs in the country itself, so that they can also flourish. Now, we are at a strategical location for the East and the West where people from the West can use India as the hub. Now, unless we try to improve hubs in the country, we can't be able to facilitate for that and, if you start diverting our traffic to all other areas, then it becomes very difficult for our Indian airports to grow at that stage. And, the second thing is that we want to protect Indian carriers operating from India. So, we have an obligation to improve the competitiveness of Indian carriers as well. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please, Mr. Wilson.

SHRI KINJARAPU RAMMOHAN NAIDU: So, it is with these two considerations in mind that we need to take a balanced approach when thinking about adding a Point of Call for a new destination. However, I agree with the demand, as it is a longstanding request from across the country. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Rahim, please take your seat.

SHRI KINJARAPU RAMMOHAN NAIDU: And, we are going to see what best we can do. We have done a lot for the State of Kerala also and we will continuously keep doing so. Our support for Kerala is continuously going to be there from the Ministry of Civil Aviation. We want all the airports to grow.

And, one challenge about the Haj, that has been addressed, was mentioned. For the Haj, every year there is a tender by the Ministry of Minority Affairs for all the airports on how many people need to be carried to the Haj. The bidding, which happens at that level, is a very transparent and accountable way of handling Haj-related logistics. ...*(Interruptions)*... That is how the bidders came in. It was through the process how they were selected.

One interesting thing about Calicut is that we are trying to extend the runway. Once the runway is extended, wide-body aircraft will also be able to operate from there. We will then return to the situation before. Due to an incident that occurred at the Calicut airport, we wanted to avoid having a tabletop airport. Instead, we wanted to extend the runway. The Ministry is continuously reviewing the situation, and we want to complete the work as soon as possible, which will improve the airport situation in Calicut.

Other than that, our hon. Members from Odisha have also requested for many other airports. ...*(Interruptions)*... We are thoroughly assessing all the requests that we are getting. The only thing we see is the economic feasibility and also the technical feasibility of the land. Then, we start moving on. I have already told that from 74 airports, we have moved on to 159 airports. Only because of the support, which the Ministry of Civil Aviation is able to give, we have been able to increase this. We are not restricting people from having airports. But definitely, the support has to come from the State Government also in providing the land. Today, we are also seeing that major cities like Bangalore, Delhi, Mumbai, Chennai, Kolkata, require a second airport. We have come to that stage where all the metropolitan cities are getting saturated and require new airports. In Mumbai, the existing airport is at Santa Cruz. Now, we are building Navi Mumbai Airport. ...*(Interruptions)*...

श्री उपसभापति: प्लीज़, बैठ कर आपस में बात न करें।

SHRI KINJARAPU RAMMOHAN NAIDU: Delhi is having the IGI Airport. ...*(Interruptions)*... And, another airport is going to come up. Bangalore has already been discussing for a new airport there. The State Government is proactively moving and selecting some sites for that. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please take your seat. The Chair has not allowed you. ...*(Interruptions)*...

SHRI KINJARAPU RAMMOHAN NAIDU: Bhubaneswar is also trying to have an additional airport in Puri. They have selected some land and are trying to move in Puri. In Chennai also, the Parandur Airport is coming up.

So far as West Bengal is concerned, I would like to make a request that Kolkata Airport also needs another one right now, being a metropolitan city and a very important city in the country. So, the State Government should look at having an alternate airport, a second airport, which caters to the city of Kolkata because that is very much required today. Unless you start moving in that direction today, unless you start providing that land, it will become very difficult in the future. So, like other metropolitan cities are moving in that direction, I would request States and the Governments there to thoroughly look at this. This is a requirement not just for today, but for the future also. I would use this forum to request through the hon. Members to their respective States. ...*(Interruptions)*...

MR. CHAIRMAN: Please, Mr. Wilson.

SHRI KINJARAPU RAMMOHAN NAIDU: Please support the idea of creating more airports. Sir, we are with the idea that in the next five years, we can build 50 more airports. And, I would also like to thank the hon. Finance Minister that the UDAAN scheme, which has been there for 10 years from 2016 to 2026, because of the way it has revolutionized and democratized air travel in the country, has been extended for another 10 years from 2026 to 2036. So, we are going to see an expanded UDAAN scheme through which we want to create 120 new destinations in the country. We want to make 4 crore people travel under the UDAAN scheme, which is going to give much more access to the citizens of this country.

So, we have grand plans coming in the future also. And, to achieve this, we also require the support of the State Governments in providing land and also in trying to acquire the land. So, if the States can be proactive in this area, then, definitely from the Central Government and the Ministry of Civil Aviation, we will provide all the necessary support. We do not see any politics in this area. We just want the country to thrive. We just want the country to become number one in civil aviation, not just in terms of hub and connectivity but also in giving accessible, comfortable and convenient travel to the passengers. We have started one initiative under the UDAN scheme, where, Sir, we have connected the unserved and underserved airports of this country. Where there were no flights travelling at all, there was a challenge on how to connect these airports and it was through that vision that the UDAN Scheme

came into place. And, after UDAN Scheme came into place, we have started more than 642 routes in this country where no planes were operating earlier. No airlines were trying to take up those routes. But through the Viability Gap Funding under UDAN Scheme, development of those airports and by creating such infrastructure that people and planes can move from that area, we have been able to start 600 more routes in those areas. And, now, we have taken certain inspiration from UDAN Scheme also. You may agree or not agree, -- some people in this House -- but after the the UDAN Scheme, a lot of people from the lower middle class and a lot of people who are migrant labours working in different countries, they all have started using air travel. What used to be a travel by train, now they are doing it by plane. Now, there has been a lot of debate on the prices in the airports also. Taking inspiration from the UDAN Scheme, we have started Udaan Yatri Cafe at the airports also, where we are providing water bottle for 10 rupees, tea, coffee for 20 rupees and samosa for 20 rupees. This is the first kind of initiative and I don't think even the railways will have these kind of prices what airports are trying to give today. We have started in Kolkata which is doing record number of sales. We have started in Chennai. We have started in Ahmedabad. We are starting in eight more airports. We want to do it in each and every airport of this country. In each and every airport of this country we want to have a stall, so that, at least if someone wants to buy something, he doesn't feel that he can't have anything here. Even though airports are supposed to be facilitating for the travel, we are ensuring that at least in this sense, he doesn't go hungry at the airport. So, we are creating these Udaan Yatri cafes, which have been successfully done, under this initiative, and in future, we are going to make it possible in all these things. When it comes to airfare, I know it is a very contentious topic of discussion for all the Members. I have already told you that when it comes to airfares, it is a work in progress and a lot of things need to come into place. If you try to break up the airfare itself, there will be hundreds of things which try to affect the airfares, right from the fuel prices, the kind of leasing charges that are taken, the MRO costs that are involved to the kind of people that get involved in maintaining the aircraft. So many things are there. So capping the airfares and trying to have a one-stop approach is not followed by any country. We are trying to follow dynamic fare pricing. And, definitely, in that if there is anything, for example, malpractices are there or misutilization or taking advantage of the market is there, definitely, the Ministry of Civil Aviation is going to take necessary action. We are going to ensure that those kind of situations do not arise. But for having planes or airlines run in the country and providing those connections, it is important for us to have a balanced approach in all

of this, Sir. And you have seen that all the airlines, if you look at their financials, except for Indigo, all of them are having negative balance sheets right now. So, it is important to see that the airlines also perform. If you take out one airline, let us say, if you make it non-viable for one airline and if they go bankrupt, and if 200 of their planes don't perform in the country, then how many cities get disconnected now. How many of the routes don't get facilitated now? So, it is important for us to think on a long term and try to see how collectively we can grow so that the airfares are also reasonable, the air travel continuously grows, and also the industry creates a lot of job creation for the youth who are very passionate about civil aviation in the country. And I would once again, on behalf of myself and the MOS, Shri Murlidhar Mohol, like to seek the full-fledged support of this House in this Sir. ...*(Interruptions)*..

MR. DEPUTY CHAIRMAN: Please sit down. ...*(Interruptions)*... Mr. Wilson, this is not proper.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, since it is our ex-Prime Minister, Deve Gowda ji's constituency, for Hasan Airport, we are continuously trying to push it from our side. The State Government also needs to step up in that area. We are trying to do our best so that we can complete it on time. So I just wanted to give these remarks to the hon. ex-Prime Minister.

With this, I would like to ask for each and everyone's support in this Bill. This is a very important Bill which the industry needs today; and everyone, each and everyone, from the industry is going to appreciate the way this is going to change the aviation landscape in the country. So, once again, I would like to sincerely request for the support.

Sir, with these words, I would like to conclude.

श्री उपसभापति: बिल पर माननीय मंत्री का जवाब खत्म हुआ। अब हम लोग आगे बढ़ें, इसके पहले माननीय एलओपी का कुछ सजेशन है या कोई query है। माननीय एलओपी।

विपक्ष के नेता (श्री मल्लिकार्जुन खरगे): सर, यह इस बिल से संबंधित तो नहीं है, लेकिन मंत्री जी ने विस्तार से उत्तर दिए, जिसमें हासन का जिक्र किया गया और चेन्नई आदि सब जगहों का जिक्र किया गया। इसके लिए मैं उनको धन्यवाद देता हूँ, लेकिन जिस जगह एयरपोर्ट बनाया गया है, उस जगह फ्लाइट्स नहीं हैं। मैं एक उदाहरण देना चाहता हूँ। इतने लोगों में या जितने भी एमपीज़ हों या राज्यसभा के जितने मॅबर्स हों, शायद अपने मत क्षेत्र में कोशिश करके सरकारी लैंड नहीं, सब मिल कर एक-एक लाख रुपये डाल कर एक हजार एकड़ जमीन सरकार उनको

हैंडओवर किया। उसके बाद भी वह रनवे नहीं बन सका। उसके बाद हमने स्टेट गवर्नमेंट से फंड लेकर रनवे बना दिया। उसके बाद वह even बिल्डिंग बनाने के लिए तैयार नहीं था, तो बिल्डिंग बनाने में भी हमने मदद की और बिल्डिंग भी बन गई। फिर लाइटिंग का इंतजाम नहीं था, हमने लाइटिंग का इंतजाम भी करवा दिया। उसके बाद फिर हमने 'मनरेगा' में compound डाल कर भी दिया, क्योंकि इससे लोगों को काम भी मिलता है और वहाँ के एयरपोर्ट को सुरक्षा भी मिलती है। ये सब हमने करके दिया। ये सब देने के बावजूद उन्होंने एक आदमी को, कोई एक स्टार एयर लाइन या कुछ है, को दे दिया। वह 3 दिन में एक बार आता है और फिर बाद में गायब हो जाता है। वह गुटखा ऑनर है। अगर ऐसे लोगों को देकर... हम लोगों ने इसके लिए रिक्वेस्ट किया, प्राइम मिनिस्टर को भी लेटर लिखा, नायडू साहब को भी लेटर लिखा, ज्योतिरादित्य एम. सिंधिया जी को भी लेटर लिखा। इसके लिए मैं 4 साल से कोशिश कर रहा हूँ। क्या मेरे से दुश्मनी है - यह मुझे मालूम नहीं है।

श्री उपसभापति: आप बताएँ, माननीय मंत्री करेंगे।

श्री मल्लिकार्जुन खरगे: सर, आप सुनिए। यह बहुत interesting है। It is the longest airport in Karnataka after Bangalore. इसीलिए खुद प्रधान मंत्री जी दो बार कलबुर्गी (गुलबर्गा) उतरे। वे वहाँ इसलिए उतरे, क्योंकि वह biggest, lengthiest runway है। वे वहाँ से सोलापुर गए, लातूर गए, बीदर गए। वहाँ पर अपना contribution देकर ये सारी फैसलें लीटिज़ प्रदान की गईं। इतना रहते हुए भी मुझे यह कहने में शर्म आती है कि जिन लोगों ने लैंड दिया, जिन लोगों ने मदद की ... (व्यवधान)...

श्री उपसभापति: धन्यवाद।

श्री मल्लिकार्जुन खरगे: सर, मैं कोई गलत तो नहीं बोल रहा हूँ।

श्री उपसभापति: आपने अपनी बात बता दी।

SHRI MALLIKARJUN KHARGE: This is public contribution. ... (Interruptions)... उस एरिया के लोगों के contribution को बोर्ड में बैठ कर भी तय किया गया, लेकिन मैं इस संबंध में हमेशा लेटर लिख रहा हूँ। मैं इनको ही लेटर नहीं लिख रहा हूँ, बल्कि इनसे पहले जो मंत्री थे, उनको भी लेटर लिखा हूँ। पहले इसी गुटखा वाले का बेंगलुरु से कलबुर्गी daily एक फ्लाइट था, वह यूपी से निकलता था, लेकिन वह बंद हो गया। ... (व्यवधान)...

श्री उपसभापति: आपने अपनी बात विस्तार से बता दी। अब हो गया। ... (व्यवधान)...

श्री मल्लिकार्जुन खरगे: सर, आप मेरी बात तो सुनिए। मैं आपको असत्य तो नहीं बता रहा हूँ।

श्री उपसभापति: नहीं, नहीं, आपने अपनी बात विस्तार से बता दी।...(व्यवधान)...

श्री मल्लिकार्जुन खरगे: सर, मैं उनको यह बताऊँगा कि हमने इस सब्जेक्ट पर क्या किया। आपने बोल दिया कि हासन में बन जाएगा। ऐसा कह कर आपने एक्स -प्राइम मिनिस्टर को तो खुश कर दिया। उन्होंने प्राइम मिनिस्टर रहकर नहीं किया, चीफ मिनिस्टर रहकर नहीं किया, लेकिन अब आप उनके पीछे गिर रहे हैं, यह मुझे समझ में नहीं आ रहा है।...(व्यवधान)...

श्री उपसभापति: धन्यवाद, माननीय एलओपी। माननीय मंत्री जी।...(व्यवधान)... आपने विस्तार से बता दिया।...(व्यवधान)... आपको जो बताना था, वह आपने बताया।...(व्यवधान)...

श्री मल्लिकार्जुन खरगे: नहीं, आपका रूल है, जब कभी अपोजिशन लीडर उठकर बात करता है, तो उसको मौका देना चाहिए। क्या मैं गलत बात कर रहा हूँ?

श्री उपसभापति: आपने बता दिया, आपने बता दिया।

श्री मल्लिकार्जुन खरगे: साहब, आप देखिए कि वहाँ कौन-कौन से institutions हैं, हमने किसलिए डिमांड की? वहाँ सेंट्रल यूनिवर्सिटी है, वहाँ पर ESI के मेडिकल कॉलेज, पैरामेडिकल कॉलेज, नर्सिंग कॉलेज और डेंटल कॉलेज, इतने कॉलेजेज़ हैं। वहाँ गवर्नमेंट के तीन कॉलेज हैं।...(व्यवधान)...

श्री उपसभापति: धन्यवाद। माननीय एलओपी, आपने विस्तार से बता दिया।...(व्यवधान)...

श्री मल्लिकार्जुन खरगे: देखिए, अगर आप बोलने नहीं देते, तो -- हमने उसी छोटी जगह में हाई कोर्ट बनाया और हाई कोर्ट के चार जजेज़ बेंगलुरु से आते-जाते हैं। इसके अलावा, रिप्लाई तो हो गया न!...(व्यवधान)...

श्री उपसभापति: माननीय एलओपी, आपने पूरा बता दिया।

श्री मल्लिकार्जुन खरगे: उपसभापति जी, अगर आप सुनना नहीं चाहते...(व्यवधान)...

श्री उपसभापति: आपने पूरा बता दिया, अब नई बहस शुरू नहीं करनी है।

श्री मल्लिकार्जुन खरगे: मैंने बता तो दिया, लेकिन क्या होना है?

श्री उपसभापति: माननीय मंत्री जी।

श्री किंजरापु राममोहन नायडू: सर, सीनियर मेम्बर, खरगे जी ने कलबुर्गी एयरपोर्ट का जिक्र किया, पर जिस तरीके से उन्होंने उसके बारे में passionately बोला, मैं कहना चाहता हूँ कि देश में जो 150 एयरपोर्ट्स बने, उन सभी में सभी का योगदान था। हर स्टेट गवर्नमेंट ने उतने ही passionately दिया। ऐसा नहीं है कि यहाँ पर अलग से कुछ ज्यादा हुआ है। Everywhere people have donated their land. State Governments have come into picture. They have taken that airport building very, very seriously. With everyone's cooperation only, we have built it. It is not just one Government or one person doing anything everywhere. We have received the request and we are trying to do our best. We speak to the airlines. Every now and then, when hon. Members in the House and outside the House meet me, their whole aspiration is to get their place connected. Now, this is the way India is operating today. We have these airports located at all these locations. Now, there are not much planes that we can cater to the demand today. So, to cater to the demand, we need more number of planes. We are continuously discussing it with the airlines to give better connectivity where the demand is there. And, for Kalaburagi also, we are trying to facilitate the connection. We were talking about the ex-Prime Minister. उनका भी mention इसलिए किया, क्योंकि वह स्टेट गवर्नमेंट का -- सर, आप स्टेट गवर्नमेंट से बात करके हासन को कम्पलीट करने में थोड़ी सहायता दीजिए। अभी आप गुलबर्गा की बात कर रहे थे, उसमें सहायता दे दीजिए। ...**(व्यवधान)**... इसमें भी थोड़ी मदद कर दीजिए।

MR. DEPUTY CHAIRMAN: Now, the discussion is over. The question is:

"That the Bill to provide for protection of interests in aircraft objects and to implement the Convention on International Interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, each signed at Cape Town on 16th November, 2001 and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: Now, we shall take up Clause-by-Clause consideration of the Bill.

Clauses 2 to 5 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 6, there is one Amendment (No.2) by Dr. John Brittas. He is not present.

Clause 6 was added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Insertion of new Clause 6A. There is one Amendment (No.5) for insertion of new Clause 6A by Dr. V. Sivadasan. Are you moving?

DR. V. SIVADASAN (Kerala): Yes, Sir, I move:

(No.5) That at page 3, *after* line 12, the following new section be *inserted*, namely:—

“6A.(1) No aircraft shall be deregistered or repossessed under this Act unless a certificate of compliance is issued by the Directorate General of Civil Aviation (DGCA), confirming that all workers' wages, dues, and social security benefits have been paid in full. Protection of Workers' Rights in Aircraft Ownership and Leasing Agreements.

(2) In case of insolvency or financial distress, workers of the concerned airline shall have first right over the assets and receivables before any foreign or domestic creditor claims.”

The question was put and the motion was negative.

Clauses 7 to 9 were added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 10, there is one Amendment (No.3) by Dr. John Brittas. He is not present.

Clause 10 was added to the Bill.

MR. DEPUTY CHAIRMAN: In Clause 11, there are two Amendments: Amendment (No.1) by Shri A.A. Rahim and Amendment (No.4) by Dr. John Brittas. Dr. John Brittas is not present. Shri A.A. Rahim, are you moving the Amendment?

SHRI A.A. RAHIM (Kerala): Yes, Sir. I move:

(No.1) That at page 4, line 14, for the words, "the Central Government may make", the words, "The Central Government may, with the prior approval of both the Houses of Parliament, make," be substituted.

The question was put and the motion was negatived.

Clause 11 was added to the Bill.

Clause 12, the First Schedule, the Second Schedule and the Third Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY CHAIRMAN: Now, Shri Kinjarapu Rammohan Naidu to move that the Bill be passed.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I move:
"That the Bill be passed."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: Now, we shall take up the "Tribhuvan" Sahkari University Bill, 2025. Shri Murlidhar Mohol to move a motion for consideration of the "Tribhuvan" Sahkari University Bill, 2025.

श्री जयराम रमेश: सर, कैबिनेट मंत्री कहां हैं?

श्री उपसभापति: अनेक कैबिनेट मंत्री बैठे हैं।

The "Tribhuvan" Sahkari University Bill, 2025

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल): महोदय, मैं प्रस्ताव करता हूँ:

"कि इंस्टीट्यूट आफ रूरल मैनेजमेंट, आणंद, "त्रिभुवन" सहकारी यूनिवर्सिटी के रूप में ज्ञात विश्वविद्यालय की स्थापना करने और उसे राष्ट्रीय महत्व की संस्था घोषित करने; सहकारी क्षेत्र में तकनीकी और प्रबंधन शिक्षा तथा प्रशिक्षण प्रदान करने; सहकारी अनुसंधान और विकास की प्रोन्नति करने तथा 'सहकार से समृद्धि' के दर्शन को चरित्रार्थ करने के क्रम में इसमें वैश्विक