

## Private Members Resolution Regarding Appropriate Measures to Regulate Airfare in the Country-Contd.

माननीय सभापति : आइटम नम्बर-21, प्रो. वर्षा एकनाथ गायकवाड ।

प्रो. वर्षा एकनाथ गायकवाड (मुम्बई उत्तर-मध्य) : सभापति महोदया, माननीय सदस्य शफी परम्बिल द्वारा दिए गए प्रस्ताव के बारे में मैं समर्थन देने हेतु बोलने के लिए खड़ी हुई हूँ । मैं अपनी बात चार पंक्तियों के साथ शुरू करना चाहती हूँ ।

हवा में उड़ान है, पर जमीन हाल बेहाल है,

टूटी सीटों के साथ सेवा खुद ही एक सवाल है,

किराया है आसमान पर, टैक्सों की भरमार है

विकसित भारत का सपना दिखाती, मोदी सरकार है ।

जमीनी सच्चाई आप देखेंगे, तो वह बिल्कुल अलग है, जिसे मैं आज आपके सामने रखना चाहती हूँ । आज हवाई यात्रा आम नागरिक की सुविधा के लिए नहीं, बल्कि उनके शोषण का बहुत बड़ा साधन हो गई है । प्रधान मंत्री जी कहते हैं- उड़े देश का आम नागरिक लेकिन सच्चाई यह है कि आज की स्थिति में लुटे देश का आम नागरिक और उड़े भाजपा के मित्र । एयरलाइंस में आज महालूट मची हुई है । एक टिकट जब आम आदमी पहले खरीदने जाता था, तो सोचता था कि 5 या 6 हजार का टिकट होगा, लेकिन वही टिकट आज लगभग 25 से 30 हजार रुपये तक पहुंच गया है । क्या यही उड़ान है या उड़ान से ऊंची लूट चल रही है? आज अगर एयरलाइंस के टिकट की बात करें, तरह-तरह के हिडेन चार्जेस जोड़े जाते हैं । जैसे बैंक बिना बताए पैसों की कटौती करती है, वैसे ही एयरलाइंस टिकट के साथ हिडेन चार्जेस लगाती है । यूडीएफ, एएसएफ, फ्यूल सरचार्ज जैसे नामों पर जनता को ठगा जा रहा है । मेरा सुझाव है कि एयरपोर्ट अथॉरिटी ऑफ इंडिया का नाम बदलकर अडानी एंड संस रख दिया जाए, क्योंकि सब उन्हीं को सौंपा जा रहा है । देश की संपत्ति को टैक्स-फ्री डोनेशन के नाम पर देने का काम हो रहा है । अडानी एयरपोर्ट और यूजर फीस के बारे में बढ़ोत्तरी हो गई है । मैं बताना चाहती हूँ कि दिसम्बर, 2025 के टीडीसेट फैसले के बाद अडानी कंपनी को महाल ने अपने घाटे को पूरा करने के लिए अंतर्राष्ट्रीय यात्रियों पर लगाने वाली यूडीएफ, जो पहले 175 रुपये थी, उसे बढ़ाकर 3,856 रुपये करने का प्रस्ताव दिया है । यह जो बढ़ोत्तरी हो रही है, उसे रोकने के लिए सरकार कोई बात नहीं कर रही है । निजी कंपनियों की मनमानी चलने लगी है । सरकार मुंबई जैसे अंतर्राष्ट्रीय एयरपोर्ट को सबसे महंगा एयरपोर्ट बनाने में लगी हुई है ।

महोदया, महाराष्ट्र के पर्यटन पर बड़े पैमाने पर इसका असर होने वाला है । कहां 175 रुपये और कहां 3,856 रुपये । यूजर डेवलपमेंट के नाम पर अडानी कंपनी इतना ज्यादा पैसा चार्ज कर रही है । मुंबई के एयरपोर्ट्स के बारे में सरकार बात कर रही है । मैं बताना चाहूंगी कि नवी मुंबई में एक नए एयरपोर्ट की स्थापना हुई है, जिसका

नाम एनएमआईए है। वहां उड़ान भरने वाली एकमात्र बड़ी एयरलाइन इंडिगो है। डीजीसीआई ने कू की कमी व रद्दीकरण के कारण इंडिगो के स्पेशल ऑडिट का आदेश दिया है। नवी मुंबई एयरपोर्ट में यदि केवल एक एयरलाइन की सेवा होगी और वह सेवा देने में विफल रही, तो क्या मंत्रालय के पास एयरपोर्ट चालू रखने हेतु कोई प्लान-बी है? क्या उद्घाटन के बाद वह एयरपोर्ट घास्ट टर्मिनल बन जाएगा?

महोदया, सरकार द्वारा उड़ान योजना में 120 नए डेस्टिनेशन्स और अगले 10 सालों में 4 करोड़ यात्रियों को जोड़े जाने का लक्ष्य है, लेकिन कैग की वर्ष 2023 की रिपोर्ट के अनुसार 774 में केवल 403 रूट्स यानी 52 प्रतिशत रूट्स अभी शुरू ही नहीं हुए हैं। 371 रूट्स में से आप केवल 112 रूट्स की कम्प्लीशन अवधि पूरी करके केवल 54 रूट्स यानी 7 टका 3 सालों में चालू कर पाए हैं। यह सच्चाई है। सरकार ऐसी कई नीतियां लाकर उड़ान रूट स्थापित करने की बात कर रही है। जो रूट्स पहले से बनाए गए हैं, वे अभी तक चालू नहीं हुए हैं। इस प्रकार से तो रूट्स बनाने की बात चल रही है, उनको पुनर्जीवित करने की बात चल रही है। वायबिलिटी गैप, ऑपरेशन की बात जो चल रही है, वह कैसे हो सकती है, यह बड़ा सवाल है। एक जमाने में किंग फिशर को किंग ऑफ गुड टाइम्स कहा जाता था, लेकिन उसे आज किंग ऑफ बैड टाइम्स कहा जाता है। आज लगभग 20 एयरलाइंस बंद हो गई हैं। जेट एयरवेज़, गो फर्स्ट, किंगफिशर, एयर सहारा, जेट लाइन, एयर डेक्कन, एयर एशिया इंडिया, एयर मंत्रा जैसी कई एयरलाइंस के नामों की पूरी लिस्ट मेरे पास है। लगभग 20 कंपनियां बंद हो चुकी हैं।

कुछ कंपनियां मर्ज हो चुकी हैं। आज एयरलाइन्स की ऐसी हालत हो गई है। आज मेजोरिटी जो एयरलाइन्स में चल रही हैं, वह एयर इंडिया, विस्तारा, इंडिगो और अकासा एयर की हैं। इन्हीं पर हमारी सम्पूर्ण एयरलाइन्स पूरी तरह से निर्भर है। इसकी वजह से जो मोनोपोली हुई है, वह ग्राहकों, यात्रियों को भुगतना पड़ रहा है। इसका असर हमने पिछले 6-7 दिन पहले देखा कि किस तरह से लोग एयरपोर्ट पर परेशान थे। लोगों के पास खाना नहीं था, उनको पीने के लिए पानी नहीं मिल रहा था। वे अपने घर पर सुरक्षित जाएंगे या नहीं जाएंगे, इस बात की कोई सुरक्षा नहीं थी। उनसे कोई संवाद नहीं कर रहा था। न तो एयरपोर्ट अथॉरिटी संवाद कर रही थी, न ही एविएशन मिनिस्ट्री कोई संवाद कर रही थी और न ही वहां के एयरलाइन्स के लोग उनसे संवाद कर रहे थे। यह इतनी बड़ी समस्या मोनोपोली की वजह से लोगों को सहनी पड़ी है। लोग अपने घर तक नहीं पहुँच पाये। कुछ लोग अस्पताल में जाना चाहते थे, कुछ लोगों का एडमिशन था, वे अपने गंतव्य स्थान तक नहीं पहुँच पाये। यह इतनी बड़ी समस्या लोगों को इसलिए झेलनी पड़ी, क्योंकि यह मोनोपोली चल रही है।

मैं एक नई चीज बोलना चाहती हूँ कि अगर आप एयरपोर्ट पर 5 मिनट देर से पहुँचते हैं तो एयरलाइन्स कहती है कि आप नहीं जा सकते हैं। आप चेक-इन नहीं कर सकते हैं। अगर एयरलाइन्स खुद लेट हो जाए तो उनके ऊपर कोई चार्ज नहीं होता है। मैं अपने यहां के मुम्बई एयरपोर्ट की बात कर रही हूँ। हमारे यहां एयरपोर्ट पर इतनी महँगाई हो गई है कि चाहे पानी की बोतल लो, समोसा लो, चाय लो, वड़ापाव लो, यह सब बहुत महँगा हो गया है। मेरा मंत्री महोदय से यह कहना है। पहले वह जीवीके का एयरपोर्ट था, कभी उन्होंने एयरपोर्ट विजिट किया होगा, जब से मुम्बई का एयरपोर्ट अडानी एयरपोर्ट हो गया है, वे कभी वहां जाकर उसे देखकर आये हैं, मैं यह उनसे पूछना चाहती हूँ। छोटी-छोटी जगहों पर, कार्नर पर भी छोटी-छोटी शॉप्स दी गई हैं। आज लोगों को मुम्बई एयरपोर्ट पर चलने के लिए जगह नहीं है। ये शॉप क्यों दिए गए हैं, इन शॉप्स का जो रेंट है, यह सबसे बड़ा इसका कॉज है। वहां रेंट बहुत ज्यादा है। अगर 22 से 40 वर्ग मीटर की कोई शॉप है, तो उसके लिए जो रेवेन्यू शेयर है, जिसे अडानी लेते हैं, वह 28 से 38 परसेंट का लेते हैं। यह मुझे यहां जानबूझकर कहना है। पहले कैसे होता था, जब जीवीके के पास एयरपोर्ट था, जीवीके सिर्फ रेंट लेता था। ये रेंट भी लेते हैं और रेंट के

बाद रेवेन्यू शेयर भी लेते हैं। इतना ही नहीं, अगर उनके साथ आप किसी शॉप को ऑपरेट करने के लिए जॉइंट वेंचर करोगे तो मैं बताना चाहती हूँ कि अडानी कंपनी उसका 60 परसेंट शेयर लेगी और 40 परसेंट शेयर वहां के टेनेन्ट लेंगे। मैं आपके माध्यम से मंत्री महोदय से पूछना चाहती हूँ कि यह इस तरह से क्यों है? अगर 35 रुपये का एक वड़ापाव देते हो, अगर आपने बिल नहीं दिया तो आपको 30 हजार रुपये की पेनॉल्टी भरनी है। ऐसा क्यों है, ऐसा इसलिए है, क्योंकि उसका 50 से 60 टका शेयर अडानी को जाता है। वे रेवेन्यू का निर्णय लेते हैं। वे रेंट का निर्णय लेते हैं। एयरपोर्ट किसका है? मेरा आपके माध्यम से यह सवाल माननीय मंत्री जी से है।

मैं और चीजें भी रखना चाहती हूँ। एयरपोर्ट पर पार्किंग के रेट क्या हैं? 6 दिन लोग तकलीफ में थे। आपने लोगों से पार्किंग शुल्क वसूल किया। बाकी एयरलाइन्स ने तो अपने टिकट के प्राइज बढ़ा दिए। जो गाड़ियां पार्किंग में लगी थीं, लोगों को पता नहीं था कि हम जायेंगे या नहीं जायेंगे। मैं आपको बताना चाहती हूँ कि 8 मिनट से लेकर एक घंटे तक, अगर आप प्राइवेट वाहन से जाते हैं तो उसका 160 रुपया लेते हैं। एक से दो घंटे वाहन को पार्क करते हैं तो 370 रुपये लेते हैं। तीन घंटे से लेकर चार घंटे तक 400 रुपया लेते हैं। मेरा सवाल है कि आप इतना पार्किंग शुल्क क्यों ले रहे हैं? 6 घंटे के बाद आप हजार रुपया तक ले रहे हैं। आप अडानी के लिए इतना पार्किंग शुल्क ले रहे हैं। हमारा यह सवाल है कि गरीब लोगों के लिए यह व्यवस्था रखी गई है या अमीरों के लिए रखी गई है या किसी एक दोस्त को मदद करने के लिए मुम्बई एयरपोर्ट काम कर रहा है। एक उड़ान नहीं हो रही है। आपका बराबर व्यवस्थापन नहीं है।

महोदया, मैं आपके माध्यम से अपने निर्वाचन क्षेत्र के कुछ सवाल माननीय मंत्री महोदय से पूछना चाहती हूँ। उनको पता है, क्योंकि पहले भी मैंने ये सवाल बहुत बार उनसे जाकर मिलकर कहे हैं। मैं जहां का प्रतिनिधित्व करती हूँ, वहां पर मुम्बई एयरपोर्ट का रनवे है और वह फ्लाईंग जोन है। मैं बताना चाहती हूँ कि हमारे वहां पर इमारतें हैं। वहां पर 18 लाख लोग रहते हैं। उस फ्लाईंग जोन में नगरपालिका के 25 वार्ड हैं। आज वहां पर 70 साल से बिल्डिंग्स हैं। आज वे बिल्डिंग्स कमजोर हो गई हैं। वहां बुजुर्ग लोग रहते हैं। उनमें लिफ्ट नहीं है। उन्हें चलना पड़ता है। आज वहां पर ऊँचाई क्षेत्र पर प्रतिबंध की वजह से, सुरक्षा के कारण से अगर आप देखोगे, क्योंकि हवाई अड्डे के निकट जोन में है, वह फनल जोन है, वहां पर डेवलपमेंट नहीं कर सकते हैं। आज वहां लोग अपनी जान हथेली पर लेकर रह रहे हैं। यह तोड़ो, वह तोड़ो, यह करो, वह करो, सब लोगों को तकलीफ देने का काम चल रहा है। मैं बार-बार मंत्री महोदय से मिली, मैंने उनको कहा कि आप धारावी डेवलपमेंट के लिए अडानी जी को इतना सब कुछ दे रहे हैं, उनको आपने जमीनें दे दीं, आपने मालवाड़ी दे दी, आपने कुर्ला दे दी, आपने देवनार का डंपिंग ग्राउंड दे दिया, उनके लिए एफएसएआर पॉलिसी बनायी, उनके लिए टीडीआर पॉलिसी बनायी। आप कम से कम गरीब लोगों के लिए कुछ तो कीजिए।

जो लोग वहां पर 70 साल से रह रहे हैं। राज्य सरकार के साथ बैठकर कुछ पॉलिसी तय कीजिए। दुर्भाग्यवश आज तक उनकी कोई पॉलिसी तय नहीं हुई। लोग अपनी जान हथेली पर लेकर वहां पर बैठ रहे हैं। मैं आपके माध्यम से यह कहना चाहती हूँ कि इनकी जिम्मेदारी होनी चाहिए और लोगों को सुरक्षित वातावरण देने के लिए केंद्र सरकार और राज्य सरकार साथ बैठे और लोगों के लिए पॉलिसी बनाएं, यह मेरा आपके माध्यम से निवेदन है।

सभापति महोदया, मैं एक दूसरा विषय लाना चाहती हूँ। एक बार मंत्री महोदय ने कहा था, वहां के जो कर्मचारी हैं, आपको मालूम होगा कि एयर इंडिया को किसने लिया है? इसको टाटा ने लिया है। उस पर कैसे व्यवहार हुआ, इस पर एक दिन भाषण करना पड़ेगा कि यह कितने करोड़ में गया। 18 हजार करोड़ का आपने कितना कम किया, कितनी बड़ी प्रॉपर्टी आपने 18 हजार करोड़ रुपये में दे दी। मैं वहां के कर्मचारियों की बात करना

चाहती हूँ । आपके कर्मचारी सरकारी थे, आपने किसी प्राइवेट संस्था को दे दिया । आज ऐसी परिस्थिति है । मैं बार-बार मंत्री महोदय से मिली, मैंने कहा कि वहां एयर इंडिया कॉलोनी है । पहले ये एयरपोर्ट जीवीके के पास था । 185 एकड़ की लैंड है । यह एयरपोर्ट जीवीके के पास था, जीवीके ने उनसे बात की और कहा कि हम यहीं घर बनाकर देंगे, लेकिन फिर यह चेंज हो गया । यहां अडानी जी आ गए । हमारी मुंबई की जमीनों पर अडानी जी का बहुत ध्यान है । हमने आधी मुंबई 07/12 उतारा उनके नाम पर की है । उन्होंने कहा कि इस जमीन पर जो कर्मचारी हैं, उनकी जमीन हमें खाली करवाकर दीजिए । फिर सरकार लग गई । मिहाल लग गई और मिहाल ने लोगों को इतनी तकलीफ दी । वहां पर तीन हजार लोग रहते थे । एक के बाद एक नोटिस दिए । सफाई कर्मचारी बंद किए, लाइट बंद की, पानी बंद किया, तो लोग कोर्ट में गए । वे पानी लेकर आए, बिजली लेकर आए, सफाई कर्मचारी लेकर आए ।

महोदया, वे इतने में ही नहीं रुके । उन्होंने पे-स्केल बंद किया, उनको जाने के लिए ट्रेवलिंग की सुविधा मिलती थी, वह बंद किया । वॉलंटरी रिटायरमेंट देने की बात की । उनका पीएफ बंद कर दिया । महोदया, उनका इंकीमेंट बंद कर दिया, उनकी सैलरी बंद कर दी, ताकि वहां के लोग जा सकें। वहां पर आज 160 लोग लड़ रहे हैं । वे हाईकोर्ट से लेकर सुप्रीम कोर्ट तक गए । मेरी मंत्री महोदय से विनती है कि वहां पर रहने वाले लोग आपके कर्मचारी हैं, उनमें सरकारी अधिकारी हैं, उनके लिए आप थोड़ी तो सहानुभूति रखिए । उनके बच्चों की 10 वीं की परीक्षा होने वाली है । आपने उनको कहा कि वह जगह छोड़ दें । कम से कम आप लोगों पर इतनी तो मेहरबानी कीजिए कि मार्च-अप्रैल की परीक्षा देने के बाद उन्हें शिफ्ट कर दीजिए । आपके कर्मचारियों को आपने रास्ते पर छोड़ दिया । आपने एयरपोर्ट के लिए उनको सब कुछ दे दिया ।

सभापति महोदया, मैं नम्रता से आपसे कहना चाहती हूँ कि हमारे एयरपोर्ट के बगल का रास्ता भी उनके पास चला गया । एयरपोर्ट के बगल की जमीन भी चली गई, कॉलोनी भी चली गई । आपने एयरपोर्ट के अंदर भी उन्हें बिठाया । आप जो नवी मुंबई का एयरपोर्ट बनाने वाले हो, आप मुझे बताइए कि क्या वहां पर एक ही एयरलाइन चल रही है, तो वह कैसे चलेगी और बाद में इस जमीन का क्या होगा ।

महोदया, मुंबई की जमीन से ज्यादा मुंबई के नागरिक बहुत महत्वपूर्ण हैं । जमीन तो हमारे लिए जरूरी है, लेकिन नागरिक भी बहुत जरूरी है, लेकिन जो एयरलाइन्स के माध्यम से बड़ा भ्रष्टाचार चल रहा है, लोगों को जो तकलीफे सहनी पड़ रही हैं, चाहे वे कर्मचारी हों, चाहे वे नागरिक हों, चाहे वे यात्री हों, इसके लिए जिम्मेदार कौन है? इसके लिए जिम्मेदार सरकार है । मैं यहां से यही कहना चाहती हूँ । अगर आप हमारे लोगों को तकलीफ देंगे, आप मुंबई के लिए समझ रहे हैं कि मुंबई को कोई भी सुविधा नहीं देंगे, तो महोदया ऐसा नहीं चलेगा । मैं आज अपने मुद्दे के माध्यम से आपके सामने एक चीज रखना चाहती हूँ कि यह सरकार क्या कर रही है? यह किसके कहने पर चल रही है? आप लोगों के बारे में सोचना ही नहीं चाहते, आप लोगों के बारे में समझना ही नहीं चाहते ।

महोदया, मुझे आपसे कहना है कि मैंने जो सभी मुद्दे रखे, इनके बारे में मैं पहले भी मंत्री महोदय से मिली हूँ । मैंने उनसे पहले भी इस मामले में बात की है । आज एयरलाइन्स की क्या हालत हो गई है । पहले 20 एयरलाइन्स होती थीं । पहले आप देखते थे, ये एयरलाइन्स है, वह एयरलाइन्स है, आज क्या है?

महोदया, मैं एक फ्लाइट में बैठी थी, आप भी कभी बैठी होंगी । मुझे मुंबई से गोरखपुर जाना था । मैं फ्लाइट देखकर डर गई । मैं स्पाइस जेट की जिस फ्लाइट में बैठी थी, उसमें एम-सील लगा हुआ था, तो मैं जब तक वहां उतरूंगी, तो सुरक्षित उतरूंगी कि नहीं? आप कितने लोगों के लिए ये रिस्क ले रहे हो । हमारा कहना यह है कि

आपकी सबसे बड़ी प्राथमिकता क्या होनी चाहिए? लोगों को अच्छी सेवा देना, लोगों को वहां अच्छी क्वालिटी का वातावरण देना, अच्छा खाना देना, सुविधा देना, उनसे बात करना, लेकिन दुर्भाग्यवश ये इन सभी में फेल हो गए हैं और इंडिगो ने एक बार वापस साबित कर दिया। यह जो मोनोपोली है, एक एयरपोर्ट की पॉलिसी थी और आपने छह एयरपोर्ट दे दिए। आपने एक आदमी के लिए एयरपोर्ट पॉलिसी भी बदल ली और एक आदमी को छह एयरपोर्ट दे दिए।

इसलिए मेरा कहना यह है कि मोनोपोली पॉलिसी के माध्यम से जो यात्रियों को तकलीफ हुई, इसके लिए उन्होंने भले ही अधिवेशन में हमसे बात की और सब बताया, लेकिन इन्हें जनता से माफी मांगनी चाहिए और जनता के सामने नतमस्तक होकर आने वाले दिनों में इनको यह बंद करना चाहिए। मेरा यहां से यही कहना है। धन्यवाद।

श्री रमाशंकर विद्यार्थी राजभर (सलेमपुर) : सभापति महोदया, आपकी बहुत कृपा कि एक बहुत ही महत्वपूर्ण संकल्प पर आपने मुझे बोलने का अवसर दिया।

महोदया, जब देश बहुत तेजी से आगे बढ़ रहा हो और देश में सबसे तेज चलने वाली जहाज की यह हालत हो तो बाकी देश की क्या हालत होगी, इसे आप समझ सकती हैं। मैं एक दूसरी बात कहना चाहता हूँ। अगर अभी दिल्ली की कोई घटना हो और 100-200 आदमी उस मामले को उठाएं तो वह राष्ट्रीय चैनलों की खबर बन जाती है। गांवों में हजारों लोगों द्वारा उठायी गयी अगर कोई समस्या हो तो वह अखबारों के किसी कोने में छपती है।

महोदया, ठीक उसी तरह से जहाज अवसर प्राप्त और बहुत ही आवश्यक जरूरतों को पूरा करने के लिए हमारे देश का एक बड़ा संसाधन है। अगर इसकी यह हालत है तो सदन में चर्चा करनी ही चाहिए, क्योंकि गरीब आदमी अपनी समस्याओं को उतनी जल्दी नहीं उठा सकता है। गरीब आदमी को उतनी समझ नहीं, मध्यम वर्ग को फुर्सत नहीं और जो धनाढ्य हैं, उनको जरूरत नहीं है।

महोदया, मैं दो-तीन चीजें कह कर अपनी बात को खत्म करूंगा। आज मैं इस सदन में एक गंभीर, राष्ट्रीय और आम आदमी को प्रभावित करने वाला मुद्दा उठाता हूँ। वह मुद्दा भारत के विमानन क्षेत्र की गंभीर समस्याएं हैं। इसके कारण यात्री परिवार, व्यापार और रोजमर्रा की जिंदगी पर प्रभाव पड़ता है। हम सभी जानते हैं कि गृह और विदेश यात्रा केवल सुविधा नहीं, बल्कि आज की गति वाली अर्थव्यवस्था की आवश्यकता है। आज हमारे देश में उस सुविधा का अनियंत्रित, मनमाने और यात्रियों की जेबों को लूटने जैसा स्वरूप सामने आ रहा है। अब तो इस मुद्दे पर सदन में चर्चा जरूर होनी चाहिए। हवाई किराये में मनमाने और असमान्य उछाल है। ये आंकड़े बोल रहे हैं।

महोदया, हाल की एक घटना हुई। इस घटना में इंडिगो संकट के दौरान टिकटों की कीमत तीन से दस गुना तक बढ़ गई। अपने ही देश में कुछ मार्गों पर किराया 90 हजार रुपये तक पहुंच गया यह मैं घरेलू उड़ान की बात कर रहा हूँ। इसी दौरान सरकार को आपातकालीन रूप से नियम लागू करना पड़ा और किराया 7,500 रुपये से 18,000 रुपये तक अधिकतम सीमा तय करनी पड़ी, ताकि यात्रियों का शोषण रोका जा सके। अब सवाल यह उठता है कि सरकार ने जो किराया तय किया, उस किराये पर उड़ानें कितनी हुईं, कितने यात्रियों ने यात्रा की, यह मंत्री जी को देखना चाहिए।

महोदया, सरकार ने किराये के बारे में जो सुझाव दिया, उसमें 500 किलोमीटर से 750 किलोमीटर तक 12,000 हजार रुपये, 1000 किलोमीटर से लेकर 1500 किलोमीटर तक 15,000 हजार रुपये और 1500 किलोमीटर से आगे तक की दूरी के लिए 18,000 हजार रुपये किराया तय किया गया।

महोदया, यह चार्ट नीति का एक आधार हो सकता है, जिसमें आम यात्रियों को मनमाने दामों से सुरक्षा मिले, न कि वे महंगे किरायों के एटीएम की तरह देखा जाए। क्या आपदा, त्योहार और सुरक्षा परिस्थितियों में किराया वृद्धि न्यायसंगत है? हमारा उद्देश्य यह होना चाहिए कि आपदा या देश सेवा के समय निजी कंपनियां लाभ को प्राथमिकता दें, सुरक्षा या नागरिकता के हित को नहीं, क्या हम यही चाहते हैं? कुंभ मेले के दौरान क्या हुआ था? हमारे जो साथी स्नान करने के लिए इलाहाबाद गए होंगे, उनको पता होगा। उस समय लूट मची हुई थी। कुंभ मेले के दौरान जैसे लगा कि खूब बाजार आ गया, इनका जितना किराया वसूल सको, उतना वसूल करो। चलिए, वह तो हमारे त्योहार का समय था। महाकुंभ 2025 में प्रयागराज के लिए हवाई टिकटों में भारी उछाल हुआ। कभी-कभी साढ़े पांच गुना तक यात्रियों को भारी बोझ का सामना करना पड़ा।

महोदया, खुशी का काल छोड़ दीजिए, त्योहार का समय छोड़ दीजिए, विपत्ति काल में भी ये कंपनियां लूट मचाए हुई थीं। उस समय क्या हुआ था? जब पहलगाम हमला हुआ, उसके बाद हवाई किराये में गिरावट के बावजूद टिकट का दाम तेजी से बढ़ गया।

उस समय अफरा-तफरी मच गई। क्या हमारी कंपनियां केवल पैसा कमाने की जिम्मेदारी निभाएंगी? देश के प्रति कोई जिम्मेदारी नहीं निभाएंगी? पहलगाम आतंकी हमले के बाद सरकार ने निर्देश दिया था कि एयरलाइंस किराया न बढ़ाएं, लेकिन कई एयरलाइंस ने उन निर्देशों के बाद भी ऊंचे किराए दिखाए, जिससे यात्रियों को आर्थिक बोझ उठाना पड़ा। इसकी सरकार ने क्या समीक्षा की? कितने यात्री उड़े, कितनी कंपनियों ने किराया छोड़ा? समीक्षा हुई, नहीं हुई। अगर हम आपदा प्रबंधन के समय मानवीय मूल्यों, यात्रियों की सुरक्षा और नागरिकता के अधिकारों को प्राथमिकता न दें, तो हमारी विमानन नीति घरेलू कारोबार का साधन बनकर रह जाएगी, न कि जनता के अधिकारों की रक्षा के लिए। यहाँ रूडी जी हैं कि नहीं, ये जहाज उड़ाते हैं, जानते हैं। हम सब जानते हैं कि जब जहाज आसमान में होता है, उस समय केवल मैसेज ही हमारी जान को बचाता है और संचालन करता है।

महोदया, आपको बता दूं कि इस क्षेत्र में इतने कम कर्मचारी हैं, लेकिन एएआई को कर्मचारियों की कमी नहीं दिखती है। अरे जान से खिलवाड़ होगी, दुबे जी मैं आपको बता दूं कि एएआई कर्मचारियों की यह हालत है कि एक-एक कर्मचारी तीन-तीन टाइम ओवर-टाइम कर रहा है। एएआई में कर्मचारियों की इतनी कमी है। मैं यहाँ उसके एक कर्मचारी का नाम उद्धृत नहीं करूंगा। एक कर्मचारी ने बताया कि हम लोग किस तरह जहाज उड़ा रहे हैं, हम लोग ही जान रहे हैं। लगभग 5,500 पद आज भी खाली हैं, लेकिन वह भरे नहीं गए हैं। एक-एक कर्मचारी जो जहाज उड़ाते हैं, जो सिग्नल देते हैं, तीन-तीन टाइम ओवरटाइम कर रहे हैं, तो हमारी जान की कैसे सुरक्षा होगी? क्या हम इसकी समीक्षा नहीं करेंगे? हम सभी जानते हैं कि देश के कई एयरपोर्ट्स विशेष रूप से ट यस्त मौसमों और आपातकालीन समय में एएआई कर्मियों की कमी से जूझते हैं।

महोदया, कंट्रोल टावरों में स्टाफ शॉर्टेज रहेगा। रनवे सुरक्षा और हवाई अड्डा ग्राउंड हैंडलिंग में कर्मचारियों की कमी से न केवल उड़ानों में देरी बढ़ती है, बल्कि नियमों के समय पर पालन में भी समस्या होती है। यह सिर्फ एक विमानन संचालन की समस्या नहीं है, बल्कि यह राष्ट्रीय सुरक्षा, यात्री सुरक्षा और नागरिक अधिकारों में कमी की ओर इशारा करता है। एकाधिकार और निष्पक्ष बाजार नियंत्रण क्यों जरूरी है?

महोदया, मैं आपको बता दूं कि जितने एयरलाइंस हैं, सारे एयरलाइंस में बड़ी-बड़ी दुकानें हैं। हमारे भारत का संविधान कहता है, डीओपीटी कहता है। पूरे एयरलाइंस में घूमिए। मैं एक दिन दिल्ली एयरपोर्ट पर घूम रहा था। बताइए कि क्या एयरलाइंस डीओपीटी के नियमों का पालन करता है? एक भी दुकान के आवंटन में एससी,

एसटी, ओबीसी को कोई दुकान आवंटित नहीं होती है । ... (व्यवधान) मंत्री जी, इसे देखना चाहिए । आजकल सारी एयरलाइंस में चाहे लोडिंग के कर्मचारी हों, चाहे ड्राइवर हों, ये सब के सब आउटसोर्सिंग से भरे गए हैं । उन आउटसोर्सिंग में भी एससी, एसटी और ओबीसी की कोई गणना नहीं होती है और कोई महत्व नहीं दिया जाता है ।

महोदया, आज भारत में कुछ एयरलाइंस का बाजार में बहुत बड़ा हिस्सा है । जब एक या कुछ कंपनियों के हाथ में संचालन का इतना नियंत्रण हो कि वे तालमेल में किराया तय कर सकें, तब वहाँ प्रतिस्पर्धा नहीं, बल्कि ओवरप्राइसिंग का खतरा बन जाता है ।

महोदया, सुप्रीम कोर्ट ने भी भारत में टिकट मूल्य निर्धारण को लेकर सरकार में एयरलाइंस को नोटिस दिया कि ये नियम पारदर्शी और यात्रियों के हितैषी कैसे होंगे? मेरा सुझाव है कि एयरलाइंस मील के आधार पर किराये का पालन अनिवार्य करें । माननीय मंत्री जी एएआई स्टाफ की भरपूर संख्या में तैनाती करें, ताकि ऑपरेशन सरलतापूर्वक हो । किसी भी आपदा, त्योहार या भीड़ वाले आयोजन में किराये के मुनाफे को प्राथमिकता न दी जाए ।

महोदया, डीजीसीए के पास मार्ग विशिष्ट और घटना उत्तरदायी मूल्य नियंत्रण हो । नागरिकों के जेब की सुरक्षा का अधिकार हो ।

### **16.00 hrs**

सभापति महोदया, हमारी मांग सीधी और निष्पक्ष है । विमानन नीति केवल कारोबार नहीं है । यह हर भारतीय की यात्रा की सुरक्षा, साधारण समय की जवाबदेही तथा आर्थिक न्याय का हिस्सा है । इस सदन में मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि लोग इतना किराया देकर हवाई जहाज का उपयोग तुरंत पहुंचने के लिए करते हैं और कभी-कभी मुश्किल समय में जैसे हार्ट अटैक हो जाए, ब्रेन हेमरेज हो जाए तो उस समय हवाई जहाज का उपयोग करना पड़ता है । जब हमारे यहां पर कभी कोई घटना हो जाती है जैसे माँ की मौत हो गई, पिता की मौत हो गई तो हम तुरंत हवाई जहाज का टिकट करवाते हैं, जिससे जल्दी से जल्दी घर पहुंच सकें ।

सभापति महोदया, मैं आपके माध्यम से मंत्री महोदय जी से कहना चाहता हूँ कि एयरपोर्ट्स के लिए पैसा दिया जाता है । भगवान बुद्ध की धरती, कुशीनगर में एयरपोर्ट बना । मैं हर मंच तथा मीटिंग्स में पत्र लिखता रहा, लेकिन कुछ नहीं हुआ । हम गोरखपुर एयरपोर्ट से हवाई जहाज चला रहे हैं, लेकिन जो बना हुआ एयरपोर्ट, जो भगवान बुद्ध की धरती को पूरी दुनिया से जोड़ता है, वह एयरपोर्ट आज तक चालू नहीं हुआ है । यह हो क्या रहा है? भारत सरकार और मंत्रालय ने पैसा लगाकर, किसानों से जमीन लेकर एयरपोर्ट बनाया, भवन बनाया और फिर उसमें डेवलपर्स आ गए । अब जब डेवलपर्स आ गए तो लखनऊ के एयरपोर्ट का नाम जो चौधरी चरण सिंह एयरपोर्ट था, अब उसमें अडाणी एयरपोर्ट जोड़ दिया गया है ।

हमारे वहां पर दान की प्रथा थी । वहां पर विद्यालय के लिए बाबा देवरहा के नाम से दो लोगों ने जमीन दान दी और उनके नाम से विद्यालय खुल गया । हमारे वहां पर दान की परंपरा रही है । जो व्यक्ति जमीन दान देता है, उसके नाम से उस विद्यालय का या संस्था का नाम रख दिया जाता है, लेकिन यहां पर क्या हुआ? एक पैसा भी दान नहीं दिया गया । डेवलपर्स आए और अडाणी चौधरी चरण सिंह एयरपोर्ट नाम लिख दिया गया । इस बात को कौन देखेगा? इसलिए ये जो खामियां हैं, इन खामियों को आप दुरुस्त कीजिए ।

### **16.02 hrs** (Kumari Selja *in the Chair*)

आज लूट मची हुई है। सवाल यह है कि कानूनविद्, अवसर प्राप्त लोग और पढ़े-लिखे लोग 80 परसेंट यात्रा हवाई जहाज से करते हैं, लेकिन उनके सामने एयरलाइन्स इतनी बड़ी लूट कर रही है। इस पर क्या कार्रवाई नहीं होनी चाहिए? बस में 10 रुपये का टिकट लेंगे तो यहां से वहां जाने का निश्चित किराया होता है। अगर ट्रेन से आप दिल्ली से देवरिया जा रहे हैं, दिल्ली से बलिया जा रहे हैं तो निश्चित किराया है, लेकिन जहाज में किराया निश्चित नहीं है। आज लगभग 70 से 80 परसेंट हवाई जहाज और रूट पर कब्जा एक ही एयरलाइन ने कर लिया है और बाकी एयरलाइन्स को और मुनाफा करने वाले रूट दे दिए गए हैं। उसका परिणाम आपके सामने है कि कुछ दिनों पहले बच्चे, महिला और पुरुष एयरपोर्ट पर सीआईएसएफ के जवानों से लड़ रहे थे। मामूली कर्मचारी मांग कर रहा था और मालिक एसी कमरों में बैठे हुए थे। उनके कर्मचारी और यात्रियों के बीच झगड़ा हो रहा था। इसलिए यह बहुत महत्वपूर्ण संकल्प है।

सभापति महोदया, मेरी आपके माध्यम से यह मांग है कि आपका उद्योगपतियों को देश के हवाले करने का जो मसूबा है, ऐसा मत कीजिए। हमने सपना देखा था कि हवाई चप्पल पहनने वाला भी हवाई जहाज से उड़ेगा, लेकिन हवाई चप्पल वाला तो दूर, आज लाखों के सूट-बूट पहनने वाले लोग भी दूर हो गए हैं। यह स्थिति हो गई है। इसलिए मैं आपसे कहना चाहता हूँ कि आप यह जान लीजिए कि पैसे के बल पर सरकारें बन सकती हैं, लेकिन एक दिन वह भी आएगा, जब पैसे बांटने वाले यह जान लेंगे कि हम पैसा बांटकर रमाशंकर राजभर को मुख्य मंत्री बना सकते हैं तो क्यों न हम ही मुख्य मंत्री बन जाएं और जब वह दिन आएगा तो लोकतंत्र खत्म हो जाएगा। लोकतंत्र नहीं बचेगा। इसलिए उद्योगपतियों को एक सीमा में रखा जाए।

मैं सरकार से यही गुजारिश करते हुए अपनी वाणी को विराम देता हूँ।

जय हिंद।

**SHRI ARUN NEHRU (PERAMBALUR):** Madam, thank you for the opportunity. We are at a very critical point in the growth of this country. For that, the structural changes started from 1991 onwards made by the stalwarts who were able to get our country going. I thank them first, I salute them first. But today we are discussing a very important topic of air connectivity and the related infrastructure. I will put my points across in ten basic segments.

The first important segment is the issue in the last ten years which has actually come to us in the last two weeks. All of us have been invariably inconvenienced because of those policies which have happened here. The policies were drafted with very good intention. The intention was to have very low fares and get more people on board, get people from point A to point B faster. Now what had happened is there was market concentration. A lot of Members have read about market concentration and its risk. Now, market concentration is risky, irrespective of its being a capitalist or a socialist society.

India's air market is dominated by two players, and unfortunately, some of the policies that helped us get this connectivity actually have various tags - the largest number of aircraft orders, the largest number of people getting airborne, the

largest number of growth in terms of air traffic - and we have got good numbers to show this to the world. But where has this got us to?

The leading carrier is in 60 per cent of the routes. That is the only carrier. So, imagine if you are the only carrier, the pricing power or the domination power in terms of seat availability or the slot timings is one segment on the soft part. On the hard part, landing part where the airline operator, in spite of spending large amounts of money, is actually left to deal with only one airport operator. Hence, there are a lot of inefficiencies which actually seep finally into customer service in terms of pricing power to the consumers and in terms of the overall airport infrastructure that is available in our country.

The second point is which the Government actually did it right. Two years ago, they published the flight safety rules for the support crew and the flight rotation which is actually very well-intentioned and a good cause. It happened two years ago. Now, there are a number of reminders sent. I believe that. I have read in the newspapers that the hon. Minister along with the Department have taken a lot of efforts to remind the airlines to actually get ready for that implementation. In the last three weeks, we have seen that the carriers actually did not care even a bit about these rules coming into impact, and what they did was even more atrocious. They had invariably said No to those rules and they had large scale cancellation in order to force or have an impact or have a feel of forcing the Government to actually reverse those rules. The Government did not reverse the rules, but what had happened was it relaxed the rules for some time, so that they can cope up back again.

Now, we have two things here. We had a Government that clearly told all the operators, gave enough time, but where the operators lack, actually the Government had to go back even for two months. Even if it is two months, it is two months. A duly elected Government had enough time. I think they subverted the power of the Government and its people because of the dominant power. So, I want the Government to note that just creating efficiency of scale can actually come as bite back in terms of policy implementation and in terms of pricing power. So, your intention to actually give better pricing to the consumers is actually coming to haunt you in terms of giving preferential treatment to these market powers.

Now, one of the side effect of such powers is that the regulatory framework has wide regulatory framework. I mean we have got great people manning the airport

authority, manning the research departments of air traffic controls. Because of such market power that the players have, the regulatory environment actually has turned reactive in the last five years or even six years or more. The Department had to constantly monitor airfares. Why is the Department supposed to monitor airfares? It was not the policy of the Government. The policy of the Government is very clear.

They want the market to determine prices. But look at where letting the market decide prices has taken us. Time and again, the Department has been forced to react asking airlines to cap fares and issuing regular orders. What happens is this: regulatory creep sets in. Proper regulations cannot be formed in a timely manner. Every year, rules have to be changed to accommodate market participants.

A side effect of having scale is actually weak competition. Look at the US, the most capitalist state. It has just four airlines with market shares ranging from 35 per cent to 22 per cent. This setup creates enough competition, enough scale, and allows the Government to stick to market principles, ultimately getting the best prices for consumers.

So, I hope the Government recognises that providing regulated scale actually helps, rather than giving the market a completely free hand where abuse is almost inevitable. We have seen this over the past three weeks. The intention was to keep prices low, but carriers tweaked the system.

Take, for instance, a flagship programme that has been misused by operators: the UDAN Scheme, which is an excellent initiative aimed at connecting far-flung areas. That is its principal aim. Take Tamil Nadu as an example. There ATRs operate continuously, with about seven services to each city every hour. With UDANs incentives, the break-even point for ATR operators is filling 50 seats. Filling 80 seats is profitable. But the same route using larger jet aircraft with 186 seats has a break-even of approximately 110 seats.

So, you have an unfair situation for the consumer. They must use a turboprop to make the route profitable, even though the Government's aim was to connect remote areas. The request is simple: focus the UDAN Scheme on far-flung regions, like the Northeast, where air service and pricing are genuinely needed and not well-connected markets, which carriers exploit to gouge prices. In fact, jet-engine fares are cheaper than turboprops. Many hon. Members have used turboprops to

reach last-mile destinations. I request the Department to assess the schemes effectiveness on the non-commercial routes it was intended for.

The fifth point is infrastructure development. For whatever reasons, policies have a very high entry point. Of course, the Government wants proper, well-funded airport operators capable of tapping global markets. But this has led to a skewed situation.

**HON. CHAIRPERSON:** Hon. Members, I must inform you that five hours have already been spent discussing this Resolution, almost exhausting the allotted time. Since three more Members wish to speak, the House needs to extend time. If the House agrees, the time for discussion may be extended by one hour.

**SEVERAL HON. MEMBERS:** Yes.

**HON. CHAIRPERSON:** Thank you. The time is extended by one hour.

**SHRI ARUN NEHRU:** Madam, I was speaking about infrastructure delays and uneven regional development. Some metro areas, especially in Southern India, have more airports, where travel volumes are higher compared to certain regions. From the Governments perspective, a high entry point ensures operators have sufficient liquidity and positive cash flows, especially if they tap global markets, which have very high standards.

However, a side effect is high entry fees. Almost 25 per cent of ticket costs go into taxes and airport fees. While the Government is right to support airport operators, this high entry point has the opposite effect. It prevents ticket prices from being affordable. A good policy review, opening access to new players, would help more than concentrating operations among very few players.

Now, talking about the passenger experience, anybody who experiences Indigo would know this. I am sorry to name the airline, but anybody who is going through a dominant airline would know their service levels. If it is a no, it is a no. It is actually not service. It is because we have no choice. Now, it is because of this that there is so much of pricing power, and they have a very dominant practice of going on. One of the newspapers actually mentioned that as a matter of fact, there is a lot of increase in the sale of BP tablets, if we actually take festival seasons. That is correlated to increase in air-traffic.

My another point is the financial health of airlines. One of the subset of the dominant powers is actually because of the dominant airlines. I have two points about Trichy alone. I am quoting example of Trichy because it is a tier-II city and a

non-metro city and most of us here belong to tier-II and tier-III cities. Establishing a hub-and-spoke model, where every flight has to go to Chennai and then come back rather than interconnectivity, is actually increasing the cost. I request the Minister to actually have a differentiation of it and a more efficient hub-and-spoke model.

The last point which I want to mention is that we have very less MROs in the country, that is maintenance, repair and overhaul facilities. We have enough land in tier-II cities and only the tier-I cities has MROs. In the tier-I cities, it is still very expensive. So, I request, through you, Madam, that the Minister should consider actually opening up more MROs and hence improving the facility of the country.

Thank you for the opportunity, Madam.

**PROF. SOUGATA RAY (DUM DUM):** Madam, I thank the hon. Member Shri Shafi Parambil for having brought this Resolution. I think, today, the Ministry of Civil Aviation has become a lame duck Ministry. Up till the time Air India was with the Government, it had some width. Now, the Ministry of Civil Aviation only controls the safety and other matters. It has no control on the fares. Now this matter has been repeatedly raised in this House by Members from Kerala. A large number of expatriates are there in the Gulf and they come to India at the time of Christmas. At the time of Christmas, etc., the migrant workers in the Gulf who are wage-earners, face tremendous difficulties. Sometimes the fares are so high that they have to spend a years salary on to and fro tickets. It has been raised, but the Government has done nothing to mitigate their suffering.

Now, this problem has been highlighted during this Indigo crisis. In Indigo crisis the Government appeared to be absolutely ineffective. Everyday, hundreds and thousands of passengers were stranded at the airports and flights were cancelled. Their luggages piled up. So far, they have said that the DGCA has issued a Show Cause Notice to Indigo. The DGCA people are sitting at the headquarters but so far no punishment has been given to Indigo people, either Rahul Bhatia or their foreigner CEOs. This is the most unfortunate state of affairs. The Government is a mute spectator to the sufferings of the passengers.

Now, the gulf problem, that was mentioned, mainly affected those coming from Dubai and middle-eastern countries. But this time, the internal passenger fares went through the roof upto Rs. 1 lakh.

**SHRI K. C. VENUGOPAL (ALAPPUZHA):** The DTL Rules were relaxed during this crisis only for Indigo. And that has been done by DGCA only. Now, we do not

understand that. If you are relaxing the DTL Rules for Indigo, why do you not relax it for Air India or for other airlines? The DTL Rules have only been relaxed for Indigo.

Basically, the pilots are asking for a judicial inquiry. The Government is very clear on this. Why is the Government running away from a judicial inquiry? The pilots themselves told us. This is clearly a scam. Are you going to take any action?

वस्त्र मंत्री (श्री गिरिराज सिंह): माननीया सभापति महोदया, ये आपस में बातें कर रहे हैं । (व्यवधान)

**PROF. SOUGATA RAY:** I fully support what Mr. Venugopal says that there is a scam involving the Indigo and the Government of India. You will notice it if you see the list of contributors to various political parties released by the Supreme Court. How much money Indigo has paid to the BJP for the favours rendered? (*Interruptions*) What is illegal?

**HON. CHAIRPERSON:** We will take a look into this.

(*Interruptions*)

माननीय सभापति : अब बोल दिया है । आप बैठ जाइए । आप भी चेयर पर बैठते हैं । हम रिकॉर्ड देख लेंगे ।

(व्यवधान)

डॉ. निशिकान्त दुबे (गोड्डा) : यह आरोप लगा रहे हैं । (व्यवधान)

श्री जगदम्बिका पाल : यह बिना तथ्य के आरोप लगा रहे हैं । (व्यवधान)

**HON. CHAIRPERSON:** You do not have to worry.

(*Interruptions*)

सुश्री सयानी घोष : अरे, बैठ जाइए, बैठने में क्या दिक्कत है? (व्यवधान)

माननीय सभापति : इतना नाराज मत होइए ।

(व्यवधान)

सुश्री सयानी घोष : इतना नाराज मत होइए सर ।

माननीय सभापति : हम रिकॉर्ड देख लेंगे ।

(व्यवधान)

सुश्री सयानी घोष : सत्ता में हैं, तो सुनना पड़ेगा । (व्यवधान)

माननीय सभापति : हम इसे रिकॉर्ड में देख लेंगे ।

(व्यवधान)

प्रो. सौगत राय : मैडम, मैंने पार्टी का नाम बोला है, निशिकान्त दुबे जी का नाम नहीं बोला है, तो इनको आपत्ति क्यों है? (व्यवधान) कितना कोर्पोरेट डोनेशन, किससे मिला है? इसे आप हाउस के सामने रखें । इंडिगो ने कितना दिया है? हाउस के सामने रखें, नहीं तब तक हम बोलेंगे । (व्यवधान)

डॉ. निशिकान्त दुबे : मैडम, पॉइंट ऑफ आर्डर दीजिए ।

माननीय सभापति : प्राइवेट मेंबर्स बिजनेस में पॉइंट ऑफ आर्डर नहीं होता है ।

(व्यवधान)

माननीय सभापति : अगर कुछ गलत बोला है, तो वह एक्सपंज हो जाएगा ।

(व्यवधान)

**PROF. SOUGATA RAY:** Madam, we saw how the Government was a helpless spectator before this tremendous problem faced by the common people. (*Interruptions*) Madam, in 1994, the (*Interruptions*)

डॉ. निशिकान्त दुबे : ये फिर से वही बोल रहे हैं । मेरे पास लिस्ट है कि टीएमसी को कितना गया, डीएमके को कितना गया?

सुश्री सयानी घोष : निशिकान्त जी, आपको तो ज्यादा ही दिया है । (व्यवधान)

**HON. CHAIRPERSON:** Sougata Ray ji, please address the Chair.

(*Interruptions*)

**PROF. SOUGATA RAY:** Madam, I am addressing the Chair.

In 1994, the deregulation of airfare was a wrong decision. At that time, it was the Congress Government. Shri Madhavrao Scindia, father of the hon. Minister Jyotiraditya M. Scindia, was the Civil Aviation Minister. They said that they are having open sky. Open sky means no regulation on airfares and no regulation on the airlines.

Now, what has happened today? In the total aviation market, Indigo of Rahul Bhatia is alone having 66 per cent. The Air India, even after its take over by the Tata, is only having 26 per cent. But during the recent crisis -- I have been travelling -- the Air India did not raise their fares like Indigo did. So, Indigo, by putting passengers in a problem, have created this terrible situation.

Madam, this House should rise up and ask why Rahul Bhatia is not in jail and why the Indigo top bosses are not in jail. So far, effective steps have not been taken.

Now, while I speak on this, I mentioned what our colleague, Sayani Ghosh, raised today morning. She said, How is Kolkata being deprived? (*Interruptions*) Madam, I will complete in two minutes. Kolkata airport has completed 100 years. Now, there is no direct flight to the UK or to America from Kolkata. Why is Kolkata being discriminated? It is because it is run by a Government opposed to the BJP. If you are to go to the UK or the USA, then, you have to either go to Mumbai or Delhi. Even Etihad does not have any direct flight. So, we are put into a difficulty.

Now, coming to the North-Eastern States, they are also facing this difficulty. From Silchar, Assam, there is no direct flight. People from Silchar have to come to Kolkata and then go to Delhi. This difficulty should be eased. Our Minister is a young man, enthusiastic and jovial, but clearly, he is not up to the mark in his job. Maybe, he has not been given the political authority to take action against this errant airline, as the airports have all gone to one single family - Adani. Mumbai International Airport was formerly operated by the GVK Group; now it is controlled by the Adani Group. As a Member from the SP mentioned, the Chaudhary Charan Singh International Airport in Lucknow is now the Adani Chaudhary Charan Singh Airport. So, we have given the whole aviation sector to one family, and all the plane operations are given to Mr. Rahul Bhatia of IndiGo. Why should the country suffer like this? For so long, we did not have open skies, and the people are still troubled. They should not be put to such difficulty.

That is why, I thank Shri Shafi Parambil for bringing this Motion. He has highlighted the issues, and today at least the Minister will be forced to reply. It is a very detailed Resolution, and I am very happy about the same.

Madam, we should sit up, and from your Chair, you should give a dictum that the Ministry of Civil Aviation should pull up its socks and really do something to alleviate the misery of the poor, common passengers. Thank you.

श्री जगदम्बिका पाल : सभापति महोदया, मैं आपका आभारी हूँ कि आज के वर्तमान संदर्भों में आपने एक अत्यन्त महत्वपूर्ण प्राइवेट मेंबर बिल, जो श्री शफी परम्बिल जी के द्वारा प्रस्तुत किया गया, उसके समर्थन में मुझे बोलने का अवसर दिया। इन्होंने यह बिल 26 जुलाई, 2024 को पेश किया था।

इंडिगो का पिछले दिनों जो घटनाक्रम हुआ, उसके बाद आज इस बिल का महत्व और बढ़ जाता है। जो यह प्राइवेट मेंबर बिल है, इसमें हम केवल एक निजी संकल्प पर चर्चा करने के लिए नहीं खड़े हुए हैं। जिस तरह का यह घटनाक्रम हुआ, वह अब केवल हवाई किराये का मुद्दा नहीं रह गया है। भविष्य में यह यात्रियों की सुरक्षा से

जुड़ा हुआ मुद्दा है। हमारा जो एयर ट्रेफिक है, उनकी जिंदगी के साथ उनकी जिम्मेदारी होनी चाहिए, उनकी जिंदगी की हिफाजत, उनके परिवार की हिफाजत भी एक बड़ा मुद्दा है। फ्लेक्सी फेयर के नाम पर चार-पांच गुना किराया बढ़ा दिया जाता है। इसके बावजूद एयरलाइंस की जो जिम्मेदारी उन यात्रियों की सुविधाओं के लिए होनी चाहिए, वह पूरी नहीं होती है। यह देश के 140 करोड़ लोगों के अधिकारों और उनके भविष्य से जुड़ा हुआ मुद्दा है। यह जो प्रस्ताव या संकल्प आया है, वह देश के 140 करोड़ लोगों की उस आवाज को दर्द देता है।

महोदया, जब त्योहार का समय आता है, छठ का त्योहार आता है या कोई आपदा आ जाती है, तब किराए में वृद्धि हो जाती है। इस समय गरीब या मध्यम वर्ग के लिए टिकट फ्लेक्सी फेयर के नाम पर पांच या छः गुना महंगी हो जाती है, लेकिन इसकी कोई जवाबदेही नहीं है। हमने पिछले दिनों पीएसी में बुलाया था। उसमें वेणुगोपाल जी और निशिकान्त जी मौजूद थे और इस पर काफी चर्चा हुई थी।

महोदया, डीजीसीए ने जो नियम लागू किया, उसमें पायलट्स की यात्रा के घंटे, सुविधाओं की बात है। एयरक्राफ्ट एक्ट, 1934 देश का मूल केंद्रीय विधान था जो केंद्र सरकार को रूल्स बनाने की शक्तियां देता था, उसमें किराया, शुल्क, नागरिक उड्डयन सुरक्षा की बात थी और रैगुलेशन्स के सब-रूल थे। अभी सौगत दादा ने उल्लेख किया कि वर्ष 1994 में इसे डिरेगुलेट किया गया और सब चीजों को मार्केट ड्रिवन कर दिया गया। पहले सरकार का अधिकार था कि सब चीजों को देखकर किराए पर कैप लगाया जाता था। इसी एक्ट के आधार पर सरकार ने उस समय एयरक्राफ्ट रूल्स 1937 बनाए। इसमें उन्होंने हवाई सेवाओं के लिए किराए का ढांचा बनाया। यह वही नियम था जिस पर पूरा सिस्टम टिका हुआ था। एयरक्राफ्ट रूल्स, 1937 के भाग-13 में एयर ट्रांसपोर्ट सर्विस की बात आई, लेकिन नियम 134-35 किराए और टैरिफ के मुख्य प्रावधान तक रह गया जबकि रूल 135 के सब-रूल (1) में एयरलाइन्स की लागत, सर्विस प्रोवाइडर्स की सुविधाओं और विशेषताओं का उचित लाभ और प्रचलित किराए को ध्यान में रखकर टैरिफ बनाने की आजादी थी। पहले टैरिफ के मामले में आजादी दी गई थी, लेकिन अब कोई एकाउंटेबल नहीं है। अगर कुछ लोग सर्च करने लगे तो जिसका किराया 5,000 रुपये है, सर्च करते-करते 7,000 रुपये हो जाता है और बुक करते-करते 10,000 रुपये से ऊपर हो जाता है। आखिर किस तरीके से टैरिफ को बढ़ाने की इजाजत दी जा रही है?

इस एक्ट के उपनियम-2 में था कि वेबसाइट पर प्रकाशित करना अनिवार्य होगा। रूल-53 ए में टैरिफ की परिभाषा दी गई। इसमें यात्री, सामान, कार्गो की बात भी थी और दर, रेट, शुल्क और एजेंट कमीशन की शर्तें शामिल थीं। रूल-135 में मुख्य कानूनी हक था कि एयरलाइन्स टैरिफ तय करे, लेकिन अगर कुछ अनुचित पाया जाएगा तो डीजीसीए हस्तक्षेप करके संशोधन कर सकता है और रद्द करने का निर्देश दे सकता है। इसका उल्लंघन करने पर एयरक्राफ्ट रूल्स के तहत कार्रवाई भी हो सकती है। भाग-13 में शेड्यूल सेवाओं की मंजूरी दी गई और रूट्स का पैटर्न दिया गया। ये सब आर्थिक पहलू थे जो अप्रत्यक्ष रूप से जो किराए को प्रभावित करते थे। आज किसी को भी कंपनी बना लेते हैं, सब्सिडरी कंपनी बना लेते हैं, पार्किंग का अलग शुल्क लेते हैं।

उसके बाद लोडिंग का अलग और व्हील चेयर का अलग शुल्क लेते हैं। एयरपोर्ट की सर्विसेज के नाम पर यह सब बोझ पैसेंजर पर ही आता है। किसी एयरलाइंस पर टैरिफ का बोझ नहीं आता है। जो पीएसएफ होता है या डेवलपमेंट फीस होती है, वह भी पैसेंजर पर ही आता है। आप एयरपोर्ट रन कर रहे हैं, आप प्रॉफिट कमा रहे हैं, प्रॉफिट कमाने के बाद यदि एयरपोर्ट का विस्तार करना है (व्यवधान)

माननीय सभापति : कृपया आप अपनी बात समाप्त कीजिए।

श्री जगदम्बिका पाल : हमें तो एक घंटा कहा गया है ।

माननीय सभापति : वह आपके लिए नहीं, सभी के लिए है ।

श्री जगदम्बिका पाल : अभी तो मैंने अपनी बात शुरु ही की है । केंद्र सरकार में पहली बार ऐसा हुआ है । आपने देखा, जिस तरह से यह घटना हुई, उस तरीके से हाल में डीजीसीए ने फ्लाइट ड्यूटी टाइम लिमिट लागू किया, वह क्यों किया? एफडीटीएल लागू इसलिए किया, इस सदन में बार-बार माननीय सदस्य कह रहे हैं कि 66-67 प्रतिशत एक ही एयरलाइंस का कब्जा है, अगर देश की मार्केट में उनकी सबसे बड़ी एयरलाइंस हो गई, उन्होंने 67 प्रतिशत मार्केट कैप्चर कर लिया, I would like to ask whether that airlines will be accountable for the safety, security, and facility for the passengers. Are they monarch of all the survey? Do they not have any accountability to the passengers? आप कॉमन यात्री से चलने के लिए किराया ले रहे हैं, उनसे डेवलपमेंट फी ले रहे हैं, उनसे टैक्स ले रहे हैं । पायलटों की कमी है, उसकी शैड्यूलिंग होनी चाहिए । उसकी गड़बड़ी के कारण 2 से 8 दिसम्बर 2025 के बीच में दो हजार से चार हजार उड़ानें रद्द हुई हैं । यह भारतीय एविएशन के इतिहास में शायद पहली बार इतनी बड़ी ऑपरेशनल विफलता हुई । एक दिन में 1600 उड़ानें रद्द हो गई । यह नौबत आई कि दिल्ली, मुम्बई, बैंगलोर, हैदराबाद जैसे एयरपोर्ट्स पर लोग घंटों तक फँसे रहे, शादी में नहीं पहुँच पाए, डेड-बॉडी लेकर नहीं जा पाए । आखिर इस गंभीरता को देखते हुए प्रधानमंत्री जी ने हस्तक्षेप किया, माननीय मंत्री जी लगातार, डीजीसीए ने न केवल नोटिस दिया, बल्कि उनके खिलाफ कार्रवाई हो रही है, जाँच हो रही है । खुद माननीय मंत्री जी उससे मिलकर स्पष्टीकरण दे रहे हैं । उनके साथ संचालन, रेग्युलेशन, रोस्टिंग, पायलट प्रबंधन आदि की चर्चा हो रही है । जब इस तरीके से हो रहा है, तो आज उस पर निश्चित तौर पर कार्रवाई हुई । प्रधान मंत्री जी ने अस्थायी रूप से हस्तक्षेप किया । आज उस किराए को फ्लैक्सी फेयर के नाम पर नहीं, क्योंकि जिस तरह से रेट बढ़ गए थे, उस रेट की नौबत यह थी, उस रेट पर लोगों को लगता था कि 40 हजार रुपये, 60 हजार रुपये, 70 हजार रुपये, उस हिसाब से उन्होंने कहा कि 500 किलोमीटर का 7,500 रुपये होगा या इससे मैक्सिमम होगा । मुझे लगता है कि यह संकल्प साफ दिखाता है कि किस तरह से हमारे विमानन क्षेत्र में एक क्रांति आई है, वर्ष 2014 के बाद आप खुद भी महसूस करें कि भारत में सिविल एविएशन में उसकी माँग, उसकी अवसंरचना में, एयरपोर्ट्स में किस तरह से सुधार हुआ और किस तरह से यात्रियों की बढ़ोत्तरी हुई । वर्ष 2014 में एक सीमित कनेक्टिविटी थी और वर्ष 2024 तक यह कनेक्टिविटी बढ़कर आज उसकी इनकम 14.47 अरब डॉलर हो गई है । वर्ष 2023 में 12.21 प्रतिशत

माननीय सभापति : कृपया आप अपनी बात समाप्त कीजिए ।

श्री जगदम्बिका पाल : कृपया पाँच-दस मिनट का समय और दे दीजिए ।

माननीय सभापति : नहीं । यह मुश्किल हो जाएगा । आप तो समझते ही हैं ।

श्री जगदम्बिका पाल : मैं दो बातें और कहना चाहता हूँ । उड़ान स्कीम के बारे में सुन लीजिए । (व्यवधान)

मणिकम टैगोर जी, वर्ष 2014 में हवाई यात्रा में 6 करोड़ की संख्या थी । आज वह 6 करोड़ से बढ़कर 14.5 करोड़ हो गई है । वर्ष 2023-24 में 22 करोड़ यात्री हो रहे हैं । इसका सीएजीआर 9.7 प्रतिशत है । घरेलू यात्रा

संख्या 142 लाख है। मुझे लगता है कि आज जिस तरह से यह विस्तार हो रहा है, हम दुनिया में तीसरे नंबर पर हो गए हैं। डीजीसीए ने यह किया है, तो देश के यात्रियों की सुविधा और सुरक्षा के लिए किया है।

जिस तरह से इसमें काम किया गया है, सरकार ने तुरंत उच्चस्तरीय जाँच का आदेश दिया और कहा कि हम इसमें कोई समझौता नहीं करेंगे। पूरे देश के यात्रियों को दृष्टिगत रखते हुए, इसे शिथिल किया गया। लेकिन एफडीटीएल नियम लागू होंगे, उसकी प्लानिंग होगी और उसका जो प्रोटोकॉल है, वह भी लागू होगा।

आज जो फेयरकैप की बात होती है, रेगुलेटर की बात होती है, पैसेंजर प्रोटेक्शन की बात होती है, यह अचानक ही नहीं है। कांग्रेस की जो दशकों की नीतिगत गलतियाँ थीं, (व्यवधान) वर्ष 1953 में आपने जो एयर कारपोरेशन्स एक्ट बनाया, (व्यवधान) महोदया, मैं कोई पॉलिटिकल बात नहीं कर रहा हूँ। (व्यवधान)

माननीय सभापति : अब आप अपनी बात समाप्त कीजिए।

श्री जगदम्बिका पाल : पहले इंडियन एयरलाइंस और एयर इंडिया की सरकारी मोनोपॉली बना दी और उस पर सारा बोझ डाल दिया। वे घाटे में चलती गईं। (व्यवधान) मैंने नहीं कहा, वह सौगत दादा ने कहा। (व्यवधान) 21 मार्च, 1994 को जब हमने उसको डी-रेगुलेट कर दिया। (व्यवधान)

माननीय सभापति : वह बात हो चुकी।

श्री जगदम्बिका पाल : सरकार में यह हुआ कि एक झटके में आपने एयरलाइंस को पूरी आजादी दे दी। यात्रियों की सुरक्षा के लिए कोई मजबूत प्रबंध नहीं किया। आज हम इस बिल के समर्थन में खड़े हैं। (व्यवधान) इसलिए आप विरोध कर सकते हैं।

माननीय सभापति : आप अपनी बात कहिए। आप कृपया चेयर को एड्रेस कीजिए।

श्री जगदम्बिका पाल : इसलिए रूल 135 बी, जिसका प्रावधान वर्ष 2004 में हटाया गया, जो डीजीसीए को सीधे दखल करने की ताकत देता था। वर्ष 1953 में न सही रेगुलेशन था, न बाद में सही तरह से मॉनिटरिंग की गई, इसके कारण पहली बार कार्टलाइजेशन हुआ। इसलिए मैं कहा रहा हूँ कि जिस तरह से दोनों एयरलाइंस का मर्जर कर दिया गया, इससे कितना बड़ा घटा हुआ, जिसका बोझ पब्लिक एक्सचेकर पर पड़ा। यह विकल्प नहीं था। मैं अपनी आखिरी बात कहकर खत्म करता हूँ।

इन सारी गलतियों को, सारी ऐतिहासिक भूलों को, हालांकि उस समय विकल्प था, लेकिन कांग्रेस की नीतिगत भूलों के कारण ऐसा हुआ। अगर आज तस्वीर बदली है, तो मोदी सरकार ने पहली बार एविएशन की तस्वीर बदली है। वर्ष 2014 के पहले यह एक इलीट क्लब था। अब यह आम आदमी के लिए है। (व्यवधान) अभी डीएमके के एक सदस्य ने उड़ान योजना की तारीफ की। आज रीजनल कनेक्टिविटी में उड़ान के तहत वायबिलिटी गैप को मिटाकर और फंड देकर सस्ते फेयर की गारंटी दी है, ढाई हजार रुपए में 500 किलोमीटर तक यात्रा करने की गारंटी दी है और चाहे तमिलनाडु, दरभंगा, देवघर, ग्वालियर, विजयवाड़ा आदि शहर हों। (व्यवधान)

माननीय सभापति : आपको 5 मिनट एक्स्ट्रा समय दिया जा चुका है।

श्री जगदम्बिका पाल : मैं एक मिनट में अपनी बात समाप्त कर रहा हूँ। You are so kind.

माननीय सभापति : अब आप चेयर के लिए प्रॉब्लम कर रहे हैं। आपको 5 मिनट एक्स्ट्रा दिये जा चुके हैं।

श्री जगदम्बिका पाल : मैं चाहता हूँ कि यह एक गंभीर विषय है, इसलिए जब माननीय मंत्री जी उत्तर दें, तो इन बातों को ध्यान में रखेंगे।

धन्यवाद।

श्री चंदन चौहान (बिजनौर) : माननीय सभापति महोदया, आपने मुझे हवाई किराये को विनियमित करने के उचित उपाय के संकल्प पर, जो श्री शफी परम्बिल जी के द्वारा लाया गया है, पर अपना पक्ष रखने का मौका दिया, इसके लिए मैं आपका आभार व्यक्त करता हूँ।

महोदया, कोविड-19 के बाद पूरे देश की इकोनॉमी के लिए और पर्यटन क्षेत्र के लिए, उसे दोबारा पटरी पर लाने के लिए सिविल एविएशन द्वारा लगातार कार्यक्रम चलाये गये और उन्हीं की मेहनत के अनुसार और आदरणीय प्रधानमंत्री जी के विज्ञान को आगे रखते हुए आज कहीं न कहीं इकोनॉमी भी बेहतर स्थिति में है और पर्यटन की स्थिति भी बेहतर है।

महोदया, साल भर में, 31 अक्टूबर, 2025 तक, लगभग सवा तीन लाख फ्लाइट्स और 157.08 लाख यात्रियों का संचालन करके इस सिविल एविएशन मिनिस्ट्री ने अपनी मेहनत का मुज़ाहिरा पूरे देश के सामने किया है और बढ़ती इकोनॉमी को सामने रखने का काम किया है।

महोदया, पूरे देश में उत्तर प्रदेश एक बड़ा राज्य है, मैं वहां से आता हूँ। लगभग वर्ष 2017 से पहले वहां चार हवाई अड्डे हुआ करते थे। आज वहां पांच बड़े अंतर्राष्ट्रीय एयरपोर्ट्स और 21 से अधिक घरेलू एयरपोर्ट्स हैं। वहां प्रयागराज, अयोध्या, गोरखपुर, कानपुर, कुशीनगर और बनारस एयरपोर्ट्स हैं। लखनऊ में जो एयरपोर्ट बना है, उसका नाम चौधरी चरण सिंह जी के नाम पर पड़ा है। आज चौधरी चरण सिंह जी के व्यक्तित्व के रूप में उसका विस्तार हुआ है। वहां पर नए और बड़े-बड़े टर्मिनल्स देखने को मिलते हैं।

वहीं हिन्दुस्तान का सबसे बड़ा एयरपोर्ट जेवर में बन रहा है। नागरिक उड्डयन मंत्रालय सबसे बड़ी गाथा लिखने का काम कर रहा है। हमारे जांबाज मंत्री आदरणीय राममोहन नायडू जी और आदरणीय प्रधानमंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में मुझे पूरा विश्वास है कि यात्रियों की सुरक्षा, बेहतर और सुविधाजनक सफर के लिए किसी भी चीज से कभी समझौता करने का काम नहीं किया जाएगा।

आज भले ही इंडिगो एयरलाइन की आपदा आई है। केन्द्र सरकार और आदरणीय मंत्री जी द्वारा जो कदम उठाए गए हैं, संकट का समय तो आया है, लेकिन निश्चित रूप से जनता के मन में पारदर्शी तौर से यह संदेश गया है। यहां कई माननीय सदस्य बोल रहे थे कि हमारे देश में और भी एयरलाइंसेज़ हैं। चाहे एयर इंडिया हो, एलाइंस एयर हो, अकाशा एयर हो, स्पाइस जेट हो, एयर इंडिया एक्सप्रेस हो, विकल्प सारे बहुत हैं। आदरणीय प्रधानमंत्री जी और माननीय मंत्री जी ने सीधा संदेश दिया है कि नागरिक उड्डयन मंत्रालय किसी भी तरह की ब्लैकमेलिंग किसी भी रूप में स्वीकार नहीं करेगा।

आदरणीय सभापति जी, प्लेक्सी फेयर है, चाहे त्यौहारों का समय हो, आपदा का समय हो या किसी संकट का समय हो, जनता चाहती है कि डीजीसीए पारदर्शी तरीके से पूर्व की तरह टैरिफ मॉनीटरिंग करती रहे। मैं आदरणीय मंत्री जी से यह अनुरोध करूंगा कि वे पारदर्शिता से इस काम को कराएं। जितने भी एयरक्राफ्ट रूल्स बने हैं, ये रूल्स बेहतर सुविधाएं उपलब्ध कराने के लिए बने हैं। इन नियमों में समय-समय पर चाहे बदलाव किए जाएं या उन्हें और बेहतर बनाया जाए, किसी भी रूप में यात्रियों की सुरक्षा के साथ कभी कोई

समझौता न किया जाए । उन्हें सफर के दौरान बेहतर सुविधाएं मिलें, इसके लिए हमेशा सारी व्यवस्थाएं करनी चाहिए ।

महोदया, कुछ चीजें व्यापार से ऊपर होती हैं । निश्चित रूप से हम नागरिक उड्डयन मंत्रालय और एयरलाइंस की पूरी व्यवस्था को केवल व्यापार के रूप में नहीं देख सकते हैं । यह एक मौलिक जिम्मेदारी है । नागरिक उड्डयन मंत्रालय बहुत से भारतीय नागरिकों के सपनों और जरूरतों को पूरा करता है । इसे हम किसी भी रूप में टैरिफ, अन्य प्रावधान या किराए की पेचीदगी में नहीं फंसा सकते हैं ।

महोदया, मैं अपनी बात को समाप्त करना चाहूंगा, क्योंकि और भी माननीय सदस्यों को बोलना है । इस संकल्प पर जो विचार प्रस्तुत किए गए हैं, मैंने इस पर अपने विचार भी रखे हैं और मैंने अपनी पार्टी का भी पक्ष रखा है । मुझे आदरणीय मंत्री श्री राममोहन नायडू जी पर पूरा भरोसा है कि वे सख्त से सख्त कार्रवाई करते हुए, यात्रियों के लिए बेहतर सुविधाएं सुनिश्चित करने का काम करेंगे ।

महोदया, चाहे सरसावा हो या मेरठ हो, हमारे क्षेत्र में स्मॉल स्ट्रिप्स की लगातार मांग उठती रहती है । वह कहीं न कहीं एयरलाइंस के लोड को कम करने का काम करेंगी । मुझे पूरा भरोसा है कि इन सभी संकल्पों पर विचार करते हुए आप आगे बढ़ेंगे । आज इस सदन में हमारे सभी महानुभाव इस विषय पर अपने विचार रखेंगे, उस संकल्प के साथ, मैं आदरणीय मंत्री जी और नागरिक उड्डयन मंत्रालय का समर्थन करता हूं ।

**SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR):** Thank you, hon. Chairperson Madam, for giving me this opportunity.

I rise to support the Private Members Bill introduced by my esteemed colleague, Shri Shafi Parambil, who has been a three-time MLA in the Kerala Assembly and a first-time Parliamentarian, but has made a headline by bringing this Private Members Bill which seeks to strengthen passenger rights, guarantee fair competition, and overhaul our aviation regulatory framework. The urgency of this Bill has been underscored by the severe civil aviation crisis that India has witnessed in the last fortnight.

India's largest airline, IndiGo, which carries over 60 per cent of domestic air passengers, has experienced a catastrophic operational breakdown, resulting in thousands of flight cancellations and widespread passenger suffering. At the peak of the crisis, reports indicate that over 2,000 flights were cancelled within a week, severely disrupting travel plans nationwide. On one day alone, more than 550 flights were scrapped, and in subsequent days, more cancellations followed, with refunds exceeding Rs. 7,827 crore issued to passengers. The Directorate General of Civil Aviation has even suspended four of its own Flight Operations Inspectors for oversight lapses and intensified scrutiny of the airline's compliance measures. This is one of the most severe operational breakdowns in Indian aviation history not a minor scheduling glitch, but a crisis that stranded travellers in terminals, disrupted businesses, and forced families to cancel long-planned holiday journeys.

Madam, this is not just about an airline's internal failure. This crisis also exposes bigger structural problems. Why has the Government allowed concentrated market dominance? When one airline accounts for such a disproportionate share of domestic traffic, the entire system becomes fragile. A failure in a single carrier's operations should not grind national air travel to a halt. Yet, it did. Why did our aviation policy allow this duopoly to emerge? Why is there no healthy competition to absorb such shocks? This Bill calls for a real structural competition, and more robust entry and survival conditions for new and smaller operators.

What role did regulatory preparation play in this crisis? The Directorate General of Civil Aviation had introduced revised pilot duty and crew rest rules, aiming to improve safety. Yet, despite a long lead time, IndiGo failed to align its crew planning, prompting cancellations numbering in thousands. If Airlines is unable to comply with foreseeable regulatory changes, where was the oversight? Should regulators not have ensured compliance well in advance, especially given the Airline's massive network? Why are passengers left to bear the consequences of systemic failure of this Government? Thousands were stranded, and many families missed urgent medical and personal commitments. Airports reported chaotic scenes and delays in communication to affected flyers. Who would compensate for the economic loss, missed opportunities, and emotional distress?

Madam, current consumer protection is inadequate and reactive, not preventive. This Bill mandates clear compensation frameworks and enforcement mechanisms. Why has the Government been slow to enforce real accountability? In response to the crisis, DGCA ordered flight schedule cuts, formed oversight teams, and suspended officials. But these are reactive, and not proactive measures. The flight cancellations soared and the airfares on alternative carriers spiked sharply, hitting ordinary passengers hard. Does our regulatory architecture protect passengers first, or does it favour powerful operators? Why has there been no policy to ensure resilience in Indian skies? The Civil Aviation Minister rightly said that we need at least five major carriers to avoid such shocks. Yet, policy and practice have led us to a market with two dominant players. When will we adopt policies that prevent monopolistic control and ensure robust competition?

Madam, civil aviation is not just an industry; it is a connectivity that binds this nation. It affects businesses, tourism, families, and national integration. It should not collapse under the weight of avoidable operational mismanagement or regulatory laxity.

The Private Member's Bill brought by Shri Shafi Parambil seeks real consumer protection with enforceable compensation, greater market competition, stronger, independent oversight of airlines and regulators, transparency and accountability in pricing, cancellations, and refunds. This crisis is a wake-up call. Let this House unite to ensure that India's passengers are protected, India's skies are resilient, and that no single failure, whether operational or regulatory, can cripple our nation's connectivity.

I urge upon the Members to support this Resolution, not just in spirit, but also in action. Thank you.

**SHRIMATI MALVIKA DEVI (KALAHANDI):** Thank you very much for giving me a chance to speak on my first Private Member's Bill. First of all, I would like to say that I belong to a party which does not believe in speaking only about the negative, but always begins with the positive. Yes, the Civil Aviation Ministry was in a crisis, but only till 2014, till Modi ji took charge and began working on it.

Aviation is a driver of economic growth, regional connectivity and social inclusiveness. UDAN is one of the most successful schemes of the Modi Government which has been launched in the past few years. If I speak about the expansion of airport infrastructure, there has been a massive increase in the number of operational airports. From 74 airports in 2014, there are 160 operational airports today.

My constituency, Kalahandi, has always been infamously known for its famine, drought and other unfortunate issues. But today, I thank everyone, especially Modi ji, for supporting the Civil Aviation Ministry and granting us our first UDAN airport at Utkela. Today, we are connected to all the districts and all the States, whether it is Bhubaneswar or Raipur. We are truly grateful to Modi ji for the UDAN scheme, where the fare is only Rs.3000. Earlier, when we travelled by car or train or any other means, we used to pay double or triple the amount.

Modi jis vision behind this scheme is *Ude Desh Ka Aam Nagrik*, and that is why this scheme is called UDAN. Therefore, Modi ji is rightly known as the peoples Prime Minister. There are about six hundred UDAN routes operationalised in the country. Passenger-friendly digital reforms have been introduced, whether it is the EGCA platform, Digi Yatra or the biometric and paperless systems.

The Government has also brought in policy and regulatory reforms like the Civil Aviation Policy and the Bharatiya Vayu Yaan Abhiyan. It has enhanced safety

inspections and achieved significant international recognitions, including ICAO recognition. All this work is being carried out by the Civil Aviation Ministry of India. I once again thank Modi ji and Ram Mohan Naidu ji.

As I said earlier, there was a crisis situation, but it was only till 2014. Recently, there have been two situations that can be considered crisis situations. One was during the COVID-19 pandemic, when on May 25, 2020, scheduled domestic flights resumed after a two-month suspension due to the COVID-19 lockdown. The Ministry imposed both upper and lower fare limits to protect passengers from exorbitant and predatory pricing by airlines. These fare bands were based on flight duration and were revised periodically through Ministry orders in 2020 and 2021. The BJP Government is for the people, by the people and of the people, the Government that works for the people.

The second situation was the emergency caused by the Indigo disruption, but again, मोदी जी की सरकार, राम मोहन नायडु की सरकार ने इसको भी हैण्डल किया और बहुत अच्छे से हैण्डल किया । हमारी सरकार वह सरकार है जो सिचुएशन को देखकर सामने खड़े होकर सॉल्यूशन ढूंढती है, न कि छुपकर बैठने वाली सरकार ।

The Civil Aviation Ministry invoked its regulatory powers and capped economy class fares. Fare ceilings were fixed at Rs.7500 for routes up to 500 kilometers, Rs.12,000 for routes from 500 to 1,000 kilometers, Rs.15,000 for routes from 1,000 to 1,500 kilometers, and Rs.18,000 for routes above 1,500 kilometers. At the same time, compensation running into crores was given to the affected passengers, and the situation is still being managed diligently.

All I would like to say is that our vision under Modi ji is *Sabka Sath, Sabka Vikas*, which includes *Sabka Safar*. We acknowledge the challenges being faced by airlines, whether they pertain to fuel costs, ATF taxes or operational expenses. But the solution cannot be placed entirely on the shoulders of passengers. Our Government has always stood with the people. Whenever the need arose, it intervened and ensured fair pricing. It has always encouraged healthy competition in the aviation sector with passenger safety as its top priority. Above all, the Government has made air travel affordable and accessible for every Indian.

I am confident that the hon. Civil Aviation Minister, Shri Ram Mohan Naidu, under the guidance of Modi ji, will address the recent issue very effectively. I reiterate that the Modi Government is of the people, for the people and by the people. Thank you.

**17.00 hrs**

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

Thank you, Madam. It has been a very long and thorough discussion on this very important aspect of airfares in the country. It all originated by the Private Members Business Resolution, which has been put by hon. Member Shri Shafi Paramabil Ji, on the topic of appropriate measures to regulate airfare in the country. From the number of speakers that have spoken over one-and-a-half years, this is the first Resolution that has come in this Lok Sabha. Since, on 26<sup>th</sup> of July 2024, the day it was moved, there were nine speakers who spoke. Again on 28<sup>th</sup> of March 2025, there were 14 speakers. And today, on 12<sup>th</sup> of December, we have had another eight speakers speaking on this. One thing that is evident today from all the speakers that have spoken and the emotion that has come out is that the Government continuously speaks about how aviation today is. A matter of fact, from हवाई चप्पल से हवाई जहाज का जो नारा था वह सच है। यह इससे साबित होता है जिस भावना से सभी लोगों ने यहां अपनी बात रखी है।

Unless it is connected to the masses of the country, you do not see that kind of emotion being spoken, both by the Members on this side and by the Members on that side. So, that is an example how deeply and inclusively, under the leadership of hon. Prime Minister Narendra Modi Ji, the civil aviation is interconnected in this country. I will try to stick to the points that have been mentioned in the Resolution, which I feel is also very important to address today. The first point is to initiate appropriate measures to regulate the airfare in such a way that there is a reasonable upper limit to the maximum fare that an airline can fix on a route.

Madam, taking up this point, let me start by looking into the aspect of deregulation in the country. Some speakers have already spoken about it. The regulation starts with the Air Corporations Act of 1953. That was the time when they decided that the airfares needed to be regulated. There was a committee which was there, which was looking into all the regulations, and the capping of fares and deciding what the tariff should be. But then in 1994, it was decided that the aviation sector should be deregulated. It was deregulated, that idea that came up, and then the Air Corporations Act was repealed in 1994. The idea behind the deregulation at that time was to allow the sector to grow. Open sky was mentioned because there was so much demand and potential in the country. Considering the global way of how civil aviation was observed across the world, all the countries who have seen exceptional growth in their own country in civil aviation, they had deregulated markets. The deregulation of markets lets the sector open up for many players to

come in and it also encourages competition at the same time. When you are saying deregulation, you are letting the market dynamics flow in. You are letting the market supply and demand play its own role, so that the ultimate benefit is got by the passenger who is taking the ultimate benefit. It is with that idea that in 1994 itself deregulation has happened and from then we have seen that multiple airlines have come in and also multiple challenges for airlines. Some have gone out and new airlines have come in. But the idea still remains that if the civil aviation network, the aviation sector, needs to grow, the first and foremost thing is to keep it deregulated so that the competition survives, more players can come in.

Coming back to the whole deregulation aspect, even though I am saying that the market is deregulated, let me also come to the fact that according to the Aircraft Act that we have right now, there is power with the Central Government that in extraordinary circumstances, when there is a possibility that there is misuse of the air tariff deregulation that we have set up, the Central Government can interfere and set things right to cap the fares so that the passenger does not experience opportunistic pricing at that point of time.

One of the good examples for that would be COVID. You have seen how much of a challenge it has been during COVID for aviation on one side, and also for the passengers, because of the mismatch in supply and demand at that time. It is at that time that the Government decided to step in. Based on the timing, the time it takes to travel from point A to point B, certain categories were created. According to the categories, the Central Government exclusively used its power to cap the fares, and it has done it. That was not the only example of when the Government has stepped in and looked after the passengers and looked after the airfares in the market. There is another example that I would like to give, which is of the Maha Kumbh. We have seen that there was an extraordinary demand from people across the country and outside the country also who wanted to go to Prayagraj at that time. And because of the sudden surge in demand and the capacity being the same as what it was before, there was a huge rise in airfares at the time. So, what the Government did at that time was to cap the fares of the airlines which were going to Prayagraj. That was the second instance.

The third instance which we have seen is of Pahalgam when the attack happened. This was a different kind of situation where people were trying to come out of Srinagar. It was at that time again, to facilitate the people and the passengers who were coming out, we observed that there was a necessity for the Government to

interfere. We exclusively used the power, and we capped the fares again while keeping the market deregulation intact because the whole idea of open sky needs to be there for competition to survive. Whenever it was necessary in those extraordinary circumstances, the Government had used its power. Recently also we have seen during the Indigo crisis, where there was a capacity constraint, there were many cancellations, there were many routes where the airline was not able to operate, because of which there was a capacity constraint. So again, it was observed that if we do not interfere, there could be a rise in airfares. Immediately we stepped in, we released an order, and this time we created categories based on the distance, and clearly communicated to the airlines that there has to be a capping in airfares. I am mentioning the point to say that because the Government has the exclusive power in extraordinary circumstances, when we feel that the airfares are rising above the normal and becoming abnormal, then we are taking up that step.

We have taken another initiative. This Ministry is continuously connected to the people, listens to the people, and takes feedback from the people. That has been the complete approach of this Government, especially under the leadership of Prime Minister, Narendra Modi ji. Alliance Air is still a Government entity. It is running ATRs across the country. It is especially running on the most important routes in the North-East area, and also many different destinations where it might not be viable for different players to come in. Government has taken it upon itself to run those routes so that the people in those areas also get connectivity. The new initiative and the new experiment we have started with Alliance Air this was very recently in October is Fare se Fursat. Since there is a lot of discussion on capping of fares, we wanted to see if we can cap the fares to a certain extent, what kind of benefit is being given to the consumer or the passenger, and how the viability of the airlines is. So, we have taken this special initiative, which is Fare Se Fursat, which is a pilot project for three months. Alliance Air is operating on more than 54 routes in the country. We have selected 25 routes where the demand is good. On some routes, viability may not be good. So, we have taken up all operations of 25 routes across the country North-East, South India, northern part of India, WestEast. We have earmarked 25 routes. On these 25 routes, we have fixed up the fare for each route. This Fare Se Fursat scheme has been going on for the last two-and-a-half months. It will go until 31<sup>st</sup> December. We want to observe if we have capped the fares, how it is benefiting the passenger because there are many other things which are involved. This is not a single-way solution where you observe that the fares are up and you cap the fares or you make them limited to a certain extent

and the ultimate benefit is going to the passenger because it is not just that one travel for that passenger. There is a sector here; there is the viability of the airlines; there is an airport that is operating; and there are multiple levels in civil aviation for the passenger to go from point A and to come out at point B. There are multiple different sectors which are continuously working in tandem like a symphony so that the passengers can go from one place to another. And it is important for us to ensure this whole tandem, the whole connectivity that is there in-between, and that everything is viable in its operations. That is why, the Fare Se Fursat scheme is there. Government is very closely observing the feedback on this scheme, and how the passengers are responding to it. Once that is done, definitely we are going to sit down, observe the feedback, and then, if necessary, consider this with the private airlines also.

We are also taking some other measures with regard to capacity constraint. I have statistics also. When we are comparing the airfares in the country with airfares in different other places, especially internationally, the rate of growth that we have seen in the airfares is actually negative.

In relative terms, in real terms, there has been 43 per cent decrease in the airfares when you consider the Consumer Price Index also. So, if you compare with the US or China, in the US, it has decreased to 23 per cent; in China, it has decreased to 34 per cent but in India, the decrease has been up to 43 per cent in relative terms when you compare with the Consumer Price Index and the inflation that has happened. So, if you compare your own tariffs from previous years, previous decades, we have been maintaining a certain sort of level which is still affordable for the people. But in those terms also, when do you observe a rise in airfares? It is not that every day, they are rising and you see an increase in the fares.

During these festive seasons, such as Onam or Christmas in Kerala there is a specific demand that originates in this location for most people to travel. During that specific period, most of the people who are working in the Gulf area, want to come back and visit their families. There is a specific season when you see that there is a huge capacity that is going to be there. You can also see that those are the specific routes where the airfares are rising because of the demand that originates. Then, you see in the North India, sometimes during Durga Puja, Kolkata routes are on a search. During Diwali, the whole Northern sector is on a rise and during Chhath Puja, whoever is going to Bihar, that is on a rise. These are all specific seasons. It is not that I can cap a fare for the entire year to a certain sector

because this is why market demand and market supply are very very important for us to understand. They play in such a way that they regulate the fares on its own. We also know that there are seasons and we also know that there are capacity constraints in those seasons. We have reacted accordingly when this Kerala situation was observed. After I became the Minister, this exactly happened in September, 2024 on the Gulf and the Kerala routes. What else can we do at this time so that we can facilitate the people who want to travel and we can keep the fares at a very adjustable price? Then, we added capacity.

We have spoken to the airlines well in advance. We have said that this is a situation which is happening every year. Why do we not provide more capacity in this region so that more people can travel? This is exactly what we have done this time. More flights, which were not operating on non-viable routes across the country, were taken out and they were brought in the specific sector so that that can facilitate the demand that was created. On top of Onam, during this Kumbh Mela also, everyone wanted to travel to Prayagraj. So, we have increased the flights that are going to Prayagraj. Only capping the fare does not help, but the capacity also needs to be augmented. That is the real solution when you are seeing that these fares are rising because there is demand. It is not that you want to send that single passenger for a very adjustable price, you want to send ten passengers to that place in that during that specific time. So, capacity augmentation is something which is very much required and we have done that.

It happens in Kerala during the Onam. It happens during Diwali also which we have celebrated recently in October, 2025 and Prayagraj Kumbh Mela in January, 2025. So, we have worked out this solution when we speak with the airlines before and consider the festive season and increase the capacity.

Madam, we also have to understand what goes into these airfares. I have talked about some of the measures that we have taken and also airfares is not a single entity. There are different charges which have gone into the airfare and one of the most important one is the aircraft fuel. ATF makes up to 40 per cent to 45 per cent of the ticket. The price that you pay is because of the ATF and the way ATF is there in the country, the State taxes on the ATF. There are multiple States who have brought it to below five per cent. We are very thankful to them. There are 26 States and Union Territories which have brought it down because they understand that even if you lose a small revenue in this taxation for the ATF, the kind of economic growth that it creates and the kind of growth aviation network creates for other

industries is very very important and it is with that idea that it was being done. But there are some States which still have it at a very high percentage and it is multiple times. My predecessor Scindia ji is also here. He has written and spoken many times to the Chief Ministers. I have also taken that responsibility. I have written to Chief Ministers. Whenever I get the opportunity to meet them, I have spoken to them on this very specific issue of bringing down taxes on ATF because if you bring it down then definitely that also helps the passenger and the cause that it takes. We have done it with Bihar also. Bihar used to have 29 per cent tax ATF but in June, 2025, they have responded and they have brought it to below 4 per cent. There is one State Tamil Nadu also. Manickam ji is here.

So, I will take this opportunity, through this discussion, also to encourage the State Government to bring it down as much as possible. It should not be four per cent or five per cent, but to bring it down to one per cent, so that this benefit of taxation is also being extended to the passenger at the end. This is about the ATF.

When it comes to the DGCA measures, DGCA is also a very important regulator for us. It also looks after the safety, and it also looks after the airlines and their operations. Now, there is a tariff sheet which is being made by the airlines to see how they are going to charge. The tariff sheet mentions the minimum fare for a certain route, maximum fare for a certain route, and they have this bucket system where through buckets they see how many seats are going to be allocated at a certain price. Not many would be knowing about this, but whenever you go to the website and you purchase a ticket, there is a clear tariff sheet that is mentioned there.

But here, the airlines also used to do their own *chhalaki*. What they used to do? According to the law, they have to display the tariff sheet somewhere prominently. We were also doing our own monitoring, and we were checking as to where the tariff sheet was displayed. If we go to their webpage, it used to take ages to find where the tariff sheet was. It is right at the bottom and even the font size in which it was written, one can see it only if he uses a binocular. It was at that situation. Then we said, this is not the purpose for which the law has been kept. Thereafter, we have instructed them that whenever someone opens the webpage, the tariff sheet should be seen right in the front in big font so that every passenger can see it. We have brought that change, and we have monitored that change. Now, the tariff sheet is thoroughly displayed.

But it is not only about the tariff sheet. Earlier, there was a small clause about a rule for the tariff sheet which gave an advantage to the airlines that every day they can change the tariff sheet. ऐसे होगा तो कैसे होगा? आज की टैरिफ शीट आज के लिए बन रही है। हमने आज की टिकट ले ली है। कल की टैरिफ शीट कल के लिए बन रही है। Again, it was not serving the purpose. Then, we changed the rule that was giving that measure, and we said that: You would not change it every day and you would not change it every 24 hours. You will only change it every month so that the passenger can see it ahead of the month. In the first week of the month they have to give us the tariff sheet saying that in a sector, in this month, how much they are going to charge, and how many bucket charges they are having. So, there is everything the passenger should know as to what charges will be there. We have changed it to one month, and that is also a facility that the passenger will have.

I would encourage more passengers to look into this tariff sheet, to look at how the pricing is done, what is the minimum bucket, and what is the maximum bucket. This, we have done last year itself, and we are observing some changes because it improves the monitoring mechanism that we have on these airlines and their tariff sheets.

Further, on top of this, there is a Tariff Monitoring Unit that we have created in DGCA. Its purpose specifically is to look into what the pricing is; how the airfares are fixed; are they following the tariff sheet or not?; and are there abnormal situations that are being created? So, specifically just for tariffs, we have created a Tariff Monitoring Unit, and it has been strengthened time and again through various measures. Earlier, it started with around 50 routes. But now we have expanded it to 78 routes. We are also taking international sectors right now to understand where and how these fares are being changed and how they are being done.

The Tariff Monitoring Unit is going to be a very important unit for us to monitor the tariffs. We are bringing in more IT tools. We are bringing in more technology so that the power of the TMU increases and they can analyze the fares in a very tech-based manner using the IT tools also. So, that is one thing that we have done, and we are also improving the capacity with which TMU works not only in the routes that are being covered, but also in the number of people that are doing it.

Then, the most important thing in the civil aviation sector, in the last 10 years, is a success story that not only I, who is part of this Government, can talk about, but everyone on both sides and all across this House can speak about. The UDAN

Scheme was one of the most successful schemes not only for the country, but for people across the world that we can showcase it to.

UDAN Scheme has democratized air travel in the country. The way we have brought inclusiveness in civil aviation is because of the UDAN Scheme. There was a big number of unserved and underserved airports in the country. This was a challenge for us because there were these airlines who were looking at commercial interests. Naturally, the airlines would look at viable routes to function like the metro routes or the tier-II to metro routes. But we have been creating airports across the country, especially in the North East and in our Union Territories where they might not be viable to function, but still they need air connectivity.

People were aspiring to have air connectivity in the country. So, that was when our hon. Prime Minister came up with this flagship Scheme of UDAN, उड़े देश का आम नागरिक, and it has done wonders to civil aviation sector in this country. Whatever we experience, we have gone to different places now, where people would not have ever thought that they would have an airport at that location. Because of the UDAN Scheme, we were able to start an airport there. Because of UDAN Scheme, we were able to start operations there.

Today, almost 1 crore 57 lakh people have availed the benefit of UDAN. More than 3,26,000 flights have operated under the UDAN. More than 693 specific routes, which were not there before, because of UDAN Scheme, we have started that. But there are certain limitations in UDAN. The UDAN Scheme also is not just to cater to the viability or just to start new connections. UDAN Scheme is supposed to act like a spark. Wherever there is a route, which is not functional, we wanted to start the route, bring in the viability, bring in people, attach them to aviation, attach them to air travel, and let the private sector take its place. It is with this idea that the UDAN was brought in, and it was envisioned for 10 years. But I can tell you right now that in the last Budget, hon. Finance Minister, Nirmala Sitharaman ji understood the importance of this specific UDAN Scheme. Like I told you that it was only for 10 years and we were on the verge of completion of the UDAN Scheme, she has made the provision that UDAN is going to be extended for 10 more years. This is a great thing for our civil aviation as we are trying to grow more and more in the next few years, not only in terms of expansion for the next 10 years, but she has specifically mentioned that 120 new destinations are going to be covered That is the strength that civil aviation has in this country. How many airports do we have today? We have 164 airports. Madam, 164 airports is a vast network, but look at the capacity

of the country. We are not stopping here. If we want to achieve Viksit Bharat, we have to connect each and every location as much as possible with civil aviation and in the next 10 years, we are going to do 120 destinations.

What is the biggest benefit UDAN has done to the country? I have talked about many of them, but one of the biggest one is that new airlines have come in. There are new airlines which many of you may not know because they operate in very specific sectors. You might not see them. Star Air is there, Fly 91 is there, India One is there. They might have very small operations. They might have a 9-seater or a 19-seater aircraft, but they are the ones which are connecting the tier-3 cities. They are of the ones which are connecting the remotest parts. You would have never seen these kind of airlines come into the country. But it is because of UDAN, they found a way to come in. Is it not what we want? This is exactly what we want - more airlines to come in, more competition to be there in the country. UDAN is specifically looking into that.

In the last 10 years, if we can see so much success in UDAN, it is because of the modifications in the UDAN which is going to facilitate far more people to come in and more competition to be there, more routes being established and more connectivity being established. Imagine the kind of growth we can see with the new expanded UDAN in the next 10 years. Definitely I see the vision that there are going to be more and more airlines coming in the future. I can assure the House that there will be more and more airlines with the UDAN scheme also that is going to come.

I have talked about the tier-2 city connections and tier-3 city connections through UDAN and that we are going to expand. In this last 18 months of me being the Minister, we have given NOC to three new airlines also. Two new airlines have also applied for NOC. So, this is a continuous activity. We are engaging with the stakeholders. We are engaging with the market. We are creating the aspiration that if you want to be in this sector, this is the time that you start a new airline because the demand is continuously growing. This is the approach of the Government also that we need more airlines.

Not only this, I would also like the people here to understand the real bottleneck here. We are creating airports. For airlines, we have the UDAN Scheme where we are encouraging them. We are giving the viability and all that. Availability of aircrafts is a serious issue that we all need to understand. There are only certain players across the world who are making these aircrafts. If I have a lot of money to

buy aircrafts, if I say today that I am going to start an airline today, I have the unlimited amount of money for me, and I want to buy 100 or 200 aircrafts I cannot have these 100 or 200 aircrafts right now today. It is because the manufacturing goes on at a pace. Every month there are certain factories that they have, there are certain assembly lines that they have, the throughput of these shops is only that much and they are not only supplying to India. They are supplying across the world. There is a huge demand in the Gulf. There is a huge demand in Asia Pacific region and everyone is having to wait for this. India is also waiting. How many orders do we have? It is 1700 aircrafts.

About 1,700 orders are pending with Airbus, Boeing and other players. Once we get these, if these 1,700 aircraft that our airlines have ordered today actually enter our sector, then of course passengers will benefit. But the bottleneck is not within the country, not with the Government, not even with the airlines. The bottleneck is the availability of these aircraft. We have recognised that, and that is exactly why this Government has taken a stance that we are not going to wait endlessly for aircraft to be built elsewhere. We are creating a programme so that aircraft can be built within the country. We should have a Made in India aircraft, and that is the vision with which this Government is moving ahead.

There is Russian Sukhoi SJ-100, which is a regional aircraft. We are in discussions with them. HAL is engaging with them. They have entered into an MoU, and they are bringing the technology here so that we can build the aircraft locally. Embraer is also a very good and efficient aircraft. We are seeing Star Air operating Embraer planes and provide good connectivity to tier-II cities. They too are trying to expand. We are in talks with Embraer as well, asking them to come to India and manufacture here so that we can build these aircraft domestically.

If there is a future demand for 1,700 aircrafts, and if we can persuade the companies to come and build in our own country, imagine how much easier it will be for our airline operators to obtain those aircraft. We can have the aircraft built here, in our own facilities, and also reduce certain cost elements. These airlines operate on very thin margins. That is something we must understand. Look at the challenges they faced. They went through COVID-19, a time when nobody was travelling. But they still survived, they continued paying salaries, even on days when not a single flight was allowed due to the lockdown. Every airline had to go through that phase.

There are also very high leasing costs. It is not as if an airline can buy a plane outright just because it has money today. There is a different financial strategy at play not only in India, but across the world. Airlines lease aircraft. Leasing means I rent a plane from someone who owns it, use it for a certain period and return it. This is the common strategy everywhere. Two or three decades ago, about 60 or 70 per cent of planes were owned by airlines and 30 per cent were leased. Today, 85 per cent of planes are leased.

So, we asked ourselves: why not address the leasing ecosystem itself? We studied the global leasing industry. Certain hubs have emerged. Ireland is a big hub because they started early because they created the required regulations. They fixed taxation issues and built a global centre for leasing. Anyone wanting to lease a plane prefers Ireland. Now, UAE has also created a hub. Singapore too has developed its own ecosystem. So why not India? This is the approach of our Hon. Prime Minister: why should we not become a global leasing hub, not only meeting our own demand but serving the entire world?

GIFT City was created with exactly this vision, that the leasing industry should flourish here. We also saw that the Cape Town Convention, which is the global compliance framework for aircraft leasing, needed to be given legal backing in India. We had no legislation supporting it. In last December, both the Houses passed the Bill, and we enacted the Cape Town Convention Act for the protection of aircraft objects. As a result, India's compliance score in the global leasing sector has improved.

Now, we are establishing presence in leasing. What does that mean? It will be easier for airline operators to lease planes. Costs will come down. More players will be interested in this. This adds to competition and it encourages more airlines to enter the market.

I also spoke about MROs. Maintenance of aircraft is another major cost. Even when we bring planes from abroad, they must be maintained. There is periodic maintenance, and maintenance for safety issues, component issues, or engine issues. Engine work is a very important part of overall aircraft maintenance. Usually, when maintenance is required, the aircraft or the engine has to go back to the original OEM in France or Germany or a European country or the USA or elsewhere. What does that mean? There is high forex expenditure. It is a huge cost for the airline just to send the aircraft or engine abroad and that cost ultimately falls on the passenger. Time is also lost. If one aircraft is taken out of service and

sent abroad, it undergoes maintenance, and comes back after one or two months. During that time, the airline loses that aircraft's operational capacity in India. Therefore, we have now strengthened the MRO ecosystem within the country.

This Government has taken this exactly with that idea, and it has improved the whole MRO situation in the country and multiple other things like the taxes around the MRO components, how you open up the airports to have MROs. I have just seen one Member also asking that you need to open up Tier-II, Tier III. We are doing it. We have created the rules, we have created legislations that we open up more MROs in the country. Very proudly I am also stating this. Recently in Hyderabad, near the GMR airport, Safran have set up shops here in the country, which is an important air engine manufacturer and many of our Airbus. They have these leap engines which are done by them. Now we do not need to send it anywhere to France etc., we can do it in our country itself. The capacity with which they have created is 300 planes per year. It is 300 engines per year, that is almost one engine every day. It is going to be maintained. Now there is lesser time for maintenance, and less cost for maintenance also. If cost for the airlines to maintain the plane is less, then, less is the cost on the passenger also. That is why MRO network is also important. MRO network is something we are clearly concentrating on.

Safrans coming to India is like a gateway. Once you see that one big player is coming in, all the other players find the confidence to come to the country and that confidence and the trust in Indian system is what this Government has created for them. We have done the leasing act.

Then, I would like to mention about flexible airspace also. Back then, the airspace used to be very restricted. From the country, there used to be a strict norm that this is the civil aviation airspace, this is the defence airspace, this is restricted airspace. Everyone was controlling their own space. But what was there left out with civil aviation was very, very small. If there was a restricted airspace, and if it was not accessible to use the restricted airspace to go from point A to point B, it has to go all around. When it goes all around, imagine the fuel cost that it takes, the time that it takes. It was hon. Prime Minister Narendra Modi ji who made the defence, who made the intelligence, who made the civil aviation, all the technologies that are there. Everyone sits together, they collaborate, coordinate and come out with flexible airspace. So, even if it is with defence, at that time civil aviation can request that I want to use this airspace for the passengers, for the

commercial purposes and they give their airspace. So, what used to take probably 30 minutes or 40 minutes over, gets covered in a very shorter time and that cuts down the cost of the plane to operate from one point to another point. That also reduced the cost. This is again playing into the fact that relatively, taking inflation and the CPI, you might even feel that why would it be that the prices are still 43 per cent lower than before. This is because of these kind of things and the interventions that we have done keep the airfares down. There are many things which are in tandem, and there is also a multi-pronged approach which is going on. So, this is why we have kept them in this thing. I have talked about many things that are there. While I say this, there is also the second point.

Now, I would move to the second point. This would not be taking much time. It has been mentioned that we should convene a joint meeting with airline operators, representatives of the people and all other relevant stakeholders to discuss the issue of excessive airfare during the vacation seasons urgently. Accordingly, I have mentioned that we have done it in the Kerala Gulf in October 2024 itself. That is because this was placed on time and hon. Speaker from the chair has advised that you have to meet the airlines. We have taken meetings with the airlines, all the stakeholders, and we have taken it as a very proactive measure and we are doing it every month. Every month we are sitting with the airlines. We are telling them what the festive seasons could be, what could be the airfare in that specific month. We are coming out with guidelines; we are coming out with instructions to keep them at this thing.

Then the third point is to establish a quasi-judicial body to regulate and monitor the aircraft ethically and equitably. To regulate, I have said that the Government already has the power. In extraordinary circumstances, whenever it feels it is going out of bounds, then we have the power. For monitoring we have the Tariff Monitoring Unit. We are making it more powerful. We are, in fact, including it in the aircraft rules also, so that it carries a certain kind of statutory provision for it and that is going to strengthen.

With all this, the only thing that I want people to think about, is the bottleneck of the aircraft availability. Second which I want them to think about is the viability of the airlines. We all feel that these are companies who are charging a lot of money but none of them are making good money. Most of them are in losses. That is also one consideration that we have to keep in mind. The Competition Commission of India and High Court have said that the fare should be deregulated. They have

given judgments multiple times. The Competition Commission also advised that the airfare should be deregulated for competition to prevail in the industry. All this, our most important responsibility with civil aviation is safety and security, no matter how much this commercial angle, how much the pricing, everything comes. Our first priority is to take the passenger from one place to another in a safe and secure way.

So, safety and security is the topmost priority. We are building these airports not only for today but for tomorrow also. No matter how much politics or political items the Opposition tries to bring in, we are very committed to the people of this country. If it is not that, then, it would not be that three times in a row, one man would have become the Prime Minister of the country. It is because we all walk, talk, and work for the people of this country and for the common men of this country and that is going to continue, keeping intact the passengers rights and safety and security of each and every passenger who is flying in this country and that is the commitment from the Government and from the Civil Aviation.

As I have addressed all the points, I would now request hon. Member Shri Shafi Parambil ji to withdraw his Resolution.

Thank you very much, Madam.

**HON. CHAIRPERSON :** Shri Shafi Parambil.

**SHRI SHAFI PARAMBIL (VADAKARA):** In spite of having all these measures and in spite of your claims that you have taken all these actions, I fail to understand how an airline can charge Rs. 65,000 from Srinagar to Delhi when the Pahalgam terror incident was happening. When 26 people were brutally killed by the terrorists in Srinagar; when people sought to move out of Srinagar; when the whole country was in trouble; when it was a war-like situation; and when the country was at war, the people who intended to move out of Srinagar to come to Delhi were charged Rs. 65,000. It was just a one-way ticket. So, I seriously raised this concern.

In spite of having all these measures that you have explained and in spite of having taken all these initiatives as you have mentioned, how could they charge Rs.65,000 for an economy ticket from a traveller who is trying to move out of Srinagar in the situation of a terrorist attack? So, all these actions must not step in after the chaos has happened. We must regulate them prior to this chaos. That is what we demand through this Private Members Resolution. That system must be in place.

Madam, like everyone of us has said, air travel is not a luxury any more. We all know that. It is a necessity now. We cannot skip away from that fact. A student who is returning to his home after college or is going to college for an exam from home; a migrant labour who is coming back home after one year or two years of hard work; a child who is coming to see his parents who are sick; and a family, who is settled abroad or working abroad with two or three children, who is coming back home for a seasoned vacation just for fifteen days or one month in a year to see their old aged parents, how can they be charged four times or five times or six times? They spend all their years earnings just to take a ticket back home. Who must regulate this?

It is a market fluctuation. It is market driven. It is open sky. But now, we learn that it is not just an open sky. While we say that it is an open sky, but what has happened in India is that it is duo sky -- it is Indigo sky and it is Air India sky. It is 92 percentage. So, where is the foresight? Where have you gone wrong?

Madam, this is not just an Indigo crisis. I must say, this is a governance crisis also. I must say, this is a governance crisis also. It is because I have learnt that the Pilots Association themselves have warned about these regulations initially.

**17.39 hrs** (Hon. Speaker *in the Chair*)

And I have heard Members, from either side, warning the Government about the situation which may arise in a few months time and asking to think about as to what has happened. But now, even the Pilots Association may be off the record contacted and said that there are chances of these being pre- planned disruptions. Thousands of flights are being cancelled in a single day.

Lakhs of people stranded. Thousands of pieces of luggage are missing or delayed. Treatments delayed, functions delayed, exams delayed. Even there are UPSC-related issues. We have read so many such stories.

What was the role of the DGCA in foreseeing these things while allowing them to declare more schedules, more window schedules, and while asking them to have more pilots? What was our role in ensuring that? What was our monitoring mechanism to ensure that they had done enough? Why did we not bother to closely check whether IndiGo or any other player had prepared themselves to face the situation?

Instead, all of a sudden, and not just in December but even in November, there were hundreds of flights cancelled. We had the warning signs much earlier. We had received written letters much earlier, cutting across political lines.

Is the DGCA supposed to be a silent spectator to all these things? And after all this chaos happened, after all these troubles happened, after people paid Rs.35,000, Rs.40,000, even Rs.42,000 for one-way tickets on routes where they normally paid Rs.8,000 or Rs.9,000, only then we stepped in.

Sir, you said extraordinary situations, but they are trying to make these situations very normal in each and every case. That is the biggest problem. We can understand Government involving itself in an open market only in extraordinary situations. You yourself rightly mentioned this here.

माननीय अध्यक्ष : ओके ।

**SHRI SHAFI PARAMBIL:** I just started

माननीय अध्यक्ष : यह स्टार्ट है, तो एंड कब करोगे? नो, नो । आपके विषय से यदि कोई विषय बन रहा है, तो उस पर बोलिए ।

**SHRI SHAFI PARAMBIL:** It is strictly to the topic, Sir. Nothing outside the topic.

माननीय अध्यक्ष : आप इसके अलावा कुछ बोल भी नहीं सकते । यदि आप बोलेंगे भी तो मैं कैसे बोलने दूंगा ।

**SHRI SHAFI PARAMBIL:** I am speaking strictly to the topic, Sir.

माननीय अध्यक्ष : इसलिए टॉपिक के इधर-उधर न बोलकर टॉपिक पर बोलिए ।

**SHRI SHAFI PARAMBIL :** We may all have to buy tickets on our own in the future.

माननीय अध्यक्ष : टिकट तो अभी भी लेते हैं ।

**SHRI SHAFI PARAMBIL:** Sir, this is a very serious issue

माननीय अध्यक्ष : आप जल्दी खत्म कीजिए, छह बजने वाले हैं ।

**SHRI SHAFI PARAMBIL:** We have time, Sir. You rightly mentioned that during the *Mahakumbh*, Delhi to Prayagraj one-way ticket was Rs. 32,000. You said you had to step in, but how could they charge like that? So, where is this agency? What is its role in enforcing these norms? What are their actions in stopping such exploitation? After charging so many people such high prices, only then we got

involved. That means a regular system must be in place, not just for extraordinary situations but for the extraordinary exploitation that these airlines carried out.

माननीय अध्यक्ष : ज्योतिरादित्य सिंधिया जी क्या आप भी कुछ बोलना चाहते हैं? क्या आप भी अपने विचार व्यक्त करना चाहते हैं?

संचार मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्री (श्री ज्योतिरादित्य एम. सिंधिया) : सर, अगर आप चाहते हैं, तो जरूर करेंगे ।

माननीय अध्यक्ष : अच्छा इंटरस्टिंग सब्जेक्ट है, इसलिए थोड़ा बोलिए, आप अपने विचार व्यक्त कर दीजिये ।

(व्यवधान)

**SHRI SHAFI PARAMBIL:** I mentioned the Pahalgam Terror Attack. This is not a seasonal issue; this is not an IndiGo crisis. What is the justification for an airline charging Rs. 62,000 from Srinagar to Delhi when 26 people lost their lives in a terrorist attack? When everyone intended to help the nation, our own airline company was exploiting the situation.

This is a crisis exploitation. They must be penalized. (*Interruptions*) Sir, I am coming to that. I do not know why you are disturbed about it. I must say that arrogance must be grounded. That arrogance of exploiting the crisis must be grounded.

माननीय अध्यक्ष: माननीय सदस्य, अब आप अपनी बात समाप्त कीजिए ।

(*Interruptions*)

**SHRI SHAFI PARAMBIL:** Sir, I was forced to bring this as a Private Member Resolution.

माननीय अध्यक्ष: माननीय सदस्य, अब आप अपनी बात समाप्त कीजिए । आपके विषय आ गए ।

(*Interruptions*)

**SHRI SHAFI PARAMBIL:** Sir, I have come from Vadakara. My constituency is Vadakara in Kerala. There are so many migrant labourers who work abroad. They work for two years at a stretch and when they try to come back home during the vacation, the charges are not just once, twice, thrice the price of a normal ticket but it skyrockets. When the fares are sky-high, our regulators hit the rock bottom. That is the major issue.

माननीय अध्यक्ष: माननीय सदस्य, यह अच्छी बात है कि आपने लोक सभा को एड्रेस किया है ।

*(Interruptions)*

**SHRI SHAFI PARAMBIL:** The Speaker is not allowing me to speak much. Whatever suggestions, whatever actions you have taken, you told you have initiated.

माननीय अध्यक्ष: माननीय सदस्य, आपको किसने बोलने की इजाजत दी? आप यह बोल रहे हैं कि मुझे बोलने की इजाजत नहीं दी गई ।

*(व्यवधान)*

**SHRI SHAFI PARAMBIL:** Sir, I am talking right now.

माननीय अध्यक्ष: माननीय सदस्य, आपको जितना बोलना है, आप बोलिए ।

*(व्यवधान)*

**SHRI SHAFI PARAMBIL:** In light of one of the worst operational crisis, I kindly request the hon. Minister to ensure that there is a capping for sectors or at least for kilometre-wise. There must be an upper limit. Otherwise, that will not stop because we will involve only in extraordinary situation and they will make use of that and they will continuously fleece in this thing.

माननीय अध्यक्ष: माननीय सदस्य, आप यह बात सही कह रहे हैं ।

*(व्यवधान)*

**SHRI SHAFI PARAMBIL:** Second thing, when I presented this initially also, the hon. Speaker directed the Minister to have meetings of the stakeholders. I thank you for the meetings that you had but Sir, as stakeholders, organisations from the community or from Indian Associations over there, were not invited. They are the most important stakeholders because they suffered this. We have to hear them patiently. Those people who suffer this, they must be given a patient hearing.

डॉ. निशिकान्त दुबे (गोड्डा) : महोदय, रूल 178 (व्यवधान)

माननीय अध्यक्ष: रूल 178 क्या है?

*(व्यवधान)*

डॉ. निशिकान्त दुबे : महोदय, इसके तहत माननीय सदस्य 15 मिनट से ज्यादा नहीं बोल सकते । यदि आप इजाजत देंगे तभी वह ज्यादा बोलेंगे । (व्यवधान)

माननीय अध्यक्ष: मैंने उनको इजाजत दी है ।

**SHRI SHAFI PARAMBIL:** I have my third point. About the tariff monitoring units, you said that it is already in existence. It is already into play. How about having a quasi-judicial body which can overlook into these facts, these things and which can monitor these things before the chaos happens?

Sir, there are so many issues. As the Minister rightly informed, every Member felt emotional about this issue because it is affecting a large number of people throughout the country. Millions of people are being affected for every single thing. They charge Rs. 20,000 for a ticket and then additionally, they ask for Rs. 1,500 for a seat.

I have one more point. The existing mechanism is not helping to prevent the chaos. So, my request to the hon. Minister is to establish and declare a cap at least a higher limit on the specific things about sectors.

One more thing, please ensure that our NRI community and their association can have a meeting. We can go through the embassy itself. They are not heard. Please have a meeting with them country-wise if you have time.

Thirdly, I request the hon. Minister to establish or declare a quasi-judicial body to stop this looting or this crisis exploitation for once and all.

Thank you, Speaker, Sir, for giving me this opportunity. I am a first time Member of this august House.

माननीय अध्यक्ष : आप पहली बार के सदस्य हैं, लेकिन आपने बहुत अच्छे ढंग से अपने विचार रखे हैं ।

**SHRI SHAFI PARAMBIL:** Sir, there are so many migrant labourers in my constituency, Vadakara, who are suffering from this issue. Now, everybody has learned that this is not just a *pravasi* issue. Everybody started feeling the heat, those who are travelling inside also.

Sir, when I met the hon. Minister, he told me about the point of call for Kannur Airport, and the development for Calicut Airport, if more airlines come to play. The hon. Minister himself told that more airlines will come to play. But, point of call facility is not being given for Kannur Airport. Apart from that, the development of Calicut Airport development is also being requested continuously to you. If such thing happens in time, more players may come and we can have a reduced price. I know who will be pressurizing this. They are pressurizing us too far away, so please involve all those things.

**SHRI KINJARAPU RAMMOHAN NAIDU:** Sir, whatever points the hon. Member is making now, he has made these points earlier also in the beginning of the debate when he initiated the discussion. He has mentioned all these things very clearly, and based on that I have given the reply.

One thing is that airfares have multiple aspects surrounding to it, and the Government is taking a multi-pronged approach while dealing with it. When it comes to the airfares, the capping of it, the higher limits, definitely we are revisiting it, we are seeing how they are being limited. The Government is monitoring the fares. We are discussing with the stakeholders, and airlines on how they have decided it and what it should be. The Government is continuously involved. Now, coming to the point of discussing, engaging with associations, the Ministry keeps a very, very open approach, whoever wants to discuss, let it be an association or individual. We have multiple layers within our Ministry, and within our system. We will continuously engage with them internationally also. When it comes to having this point of call, it is a bilateral issue and it is not just a point of call that you can give it for Kannur or the entire world. It depends on which country you want to have a point of call with and how it is. They are also giving us the necessary point of call from the other country. Especially, when it comes to Kerala he has multiple times raised this issue on various forums also and likely so, because there is a need of increasing the capacity I would like the Member to also understand, it is not only about capping the airfares. There will be 100 seats that are available, and you want them to be at a certain price. Agreed, you are getting it, but there are 1000 people who want to travel. What about the other 900 people who cannot travel? We want the capacity to increase. I am not shying away from the fact that the airfares need to be reasonable. We also need to understand that there are more people who want to travel, that is why the demand is so high in that sector, and that is why we want more airlines to come in. I have explained how we are doing it. The hon. Member comes from Kerala. There are many people who are there; expats living across the world, especially in the Gulf. I would encourage him to reach out to his constituency. People who are there, please tell them to start one airline also, and increase the capacity. The Government is facilitating that. Thank you, Sir.

**SHRI SHAFI PARAMBIL:** Sir, I am withdrawing my Bill, as per the practice of the House. But, hon. Minister mentioned about half of the carrier empty. Sir, throughout the season, they are charging higher fares. That is happening in Kerala. Even when half of the carrier is empty in season, they are charging too much. They are making this as an opportunity.

माननीय अध्यक्ष : माननीय सदस्य, सदन भी मानता है कि जो-जो चीजें सदन में एड्रेस की जाती हैं, आपने भी प्रश्न काल में या कभी भी एड्रेस की हों, माननीय मंत्री जी सारे माननीय सदस्यों से उन सारे विषयों पर गंभीरता से चर्चा करते हैं। जो भी व्यक्तिगत रूप से मिलता है, उससे भी चर्चा करते हैं और सदन के अंदर भी वह कोशिश करते हैं कि माननीय सदस्यों की जो भावनाएं हैं, उन भावनाओं के अनुसार एयरलाइंस काम करे।

**SHRI SHAFI PARAMBIL** : Sir, let us hope that this situation does not arise in the next season also so that we do not have to discuss it again at all. Let us see what these actions might result in.

As per the practice of the House, Sir, I am withdrawing the Resolution.

माननीय अध्यक्ष: क्या सभा की यह इच्छा है कि श्री शफी परम्बिल द्वारा प्रस्तुत संकल्प को वापस लिया जाए?

*Resolution was, by leave withdrawn*

माननीय अध्यक्ष : सभा की कार्यवाही सोमवार दिनांक 15 दिसम्बर, 2025 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

**17.56 hrs**

*The Lok Sabha then adjourned till Eleven of the Clock*

*on Monday, December 15, 2025/Agrahayana 24, 1947 (Saka).*

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\* English translation of the speech originally delivered in Punjabi.

\* English translation of the speech originally delivered in Santhali.

\* English translation of the speech originally delivered in Tamil.

\* \* English translation of this part of speech was originally delivered in Tamil.

\* \* English translation of this part of speech was originally delivered in Malayalam.

\* . \* English translation of this part of speech was originally delivered in Malayalam.

\* \* English translation of this part of speech was originally delivered in Marathi.

\*..\* English translation of this part of speech was originally delivered in Manipuri.