

Shri Kinjarapu Rammohan Naidu to move a motion for consideration of the Bharatiya Vayuyan Vidheyak, 2024.

The Bharatiya Vayuyan Vidheyak, 2024

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU): Sir, I move:

“That the Bill to provide for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and for matter connected therewith or incidental thereto, as passed by Lok Sabha, be taken into consideration.”

Thank you very much, Mr. Deputy Chairman, Sir, for giving me opportunity to introduce this Bill. In fact, this Bill had been passed by the Lok Sabha in the last session with a lot of good faith and a positive energy. And, I bring it with the same kind of energy to the Rajya Sabha and I expect the same kind of support and cooperation from all the hon. Members here. I would like to go a little bit into the brief of the whole *Bharatiya Vayuyan Vidheyak*, the Bill that we are bringing here. If you look at civil aviation and how it started in India, in 1911 the first Indian Aircraft Act was brought in the pre-Independence era by the British and at that time the whole airspace was being monitored by this Indian Aircraft Act. In 1919, there was an International Convention for Regulation of Aerial Navigation. Once that Convention was done among 27 countries, including India, at that time, there was a requirement for us to amend our Act a little bit. Once that convention was done in 1919, another Act was brought in which was the Indian Aircraft Act in 1934 which took into account all the discussions that happened during that Convention. After that, in 1944, there was the Chicago Convention and the Chicago Convention promulgated another body which was the International Civil Aviation Organisation that became the premier body which is still existent till now and it consists of 193 member States. These 193 member States cooperate together and share their skies to their mutual benefit, promoting sustainable growth and socio-economic prosperity wherever these aircrafts fly. So, right now, the International Civil Aviation Organisation is the body which suggests all the member countries on how to regulate airspaces, how to cooperate with each other and how to navigate from one place to another. These are some of the recommendations based on discussion with these 193 countries; they do it. While these discussions happen, they keep recommending all the 193 member countries. In

our country, right from 1934, when the existing Act originated, it has already been 90 years. In these 90 years, the Act has been amended 19 times -- 19 new Sections came into place and 2 Sections were repealed. So, a total of 21 times the Act has been amended. While the process of doing all these amendments, whenever an Amendment came in, everything was put in bits and pieces into the Act. Now what did it lead to? There are a lot of redundancies, a lot of inconsistency and a lot of dis-organisation happened within the original Act itself. Now the International Civil Aviation Organisation, which keeps auditing all the requirements, all the rules, regulations and the Acts that any country has, has recommended to India that why don't you look at your principal legislation once because there are a lot of activities and a lot of inconsistencies happening; why don't you come up again so that there is no redundancy happening in the principal Act itself? And, Sir, that becomes the base for us to bring this new Amendment -- *Bharatiya Vayyan Vidheyak*. While we are bringing this Bill, what we have done here is that we have organised everything. Now, under the Indian civil aviation, we have certain bodies. We have DGCA, which is the Director General of Civil Aviation. We have the BCAS, which is the Bureau of Civil Aviation Security. We have the AAIB -- Aircraft Accident Investigation Bureau -- and there is Central Government also which makes its own legislations regarding the civil aviation. So, if you look at the new Bill that we have brought in, there are clear sections made for powers of each of these bodies. So, there is a clear demarcation and a clear indication on what each body has to do and we have entirely organised whatever was there in the earlier Act and we have totally organised it and presented it in a much better manner which the ICAO also recommended to us in this. On top of that, as we are talking about civil aviation, I would like to present the House with some of the statistics also on how the growth has happened in civil aviation in the last 10 years.*(Interruptions)*... I will talk about each and every issue regarding the civil aviation. I am willing to discuss on it but I will keep my purview within the Bill in the beginning. After Narendra Modi ji has become the Prime Minister of this country, you would have heard him constantly saying about civil aviation. When he talks about the country's growth, he wants the Indian civil aviation also to assist the growth of the country and airports reached to a staggering number. We had 74 airports in 2014. No other country in the world has achieved this kind of success where we have doubled from 74 to almost 157 airports in the country. This is a huge and staggering number which also surprised the best of the countries in the world. And, if you look at the domestic air passenger traffic, which was 67 million in 2014, it is 153 million right now, which is also more than double. Then, the number of aircraft that were there, that is, the fleet size, it used to be 400 in 2014, and now in 10 years, we have brought

it to 813. We have doubled this also. There are many other aspects which have doubled, which have improved. ...*(Interruptions)*... I will talk about it. Airfares have not doubled. I can say that much right now and I will talk about it also. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Dr. John Brittas, please.

SHRI KINJARAPU RAMMOHAN NAIDU: Regarding the growth of civil aviation, I have presented some of the main basic statistics which give us a look into the industry on how it has improved. But, today, we are seeing civil aviation not just on the basis of these numbers. We are not saying that when we talk about aviation, it is how many airports we have, how many passengers we are increasing. We want to deep dive into this aspect. The growth that we have observed is just the tip of the iceberg and we believe civil aviation has a lot of potential to drive the economy of the whole country. We are looking at the MRO sector. We are looking at how to build our own aircraft here. We are looking at how to skill our own people so that they don't need to go abroad and come back and work in the civil aviation industry here. We are looking at bringing in more expertise into the industry, let it be in terms of production, let it be in terms of manufacturing, and that is why, one of the principal things that we are bringing in this new Act, is the definition for 'design', 'maintenance' and 'manufacture'. In the earlier Act, the Indian Aircraft Act, only the word 'maintenance' was mentioned, and even in that, there was no definition for it. But now, we are adding in 'design' and we are adding in 'manufacture' also, and we are thoroughly defining all these three terms which are very important for the Indian aviation industry to go forward. Now, how will these definitions help? When the ICAO looks at all these countries on who is going to manufacture aeroplanes, it looks at how it is being backed up by the legislations in that country. Till now, if we say that we are trying to manufacture our own plane, we don't have any legislation which defines, as such, that what is the design of an aircraft, what are the aspects related to the airworthiness of an aircraft, what should be the type certification of the aircraft and whether the country is ready to do that or not. But now, under the leadership of Narendra Modiji, we are strongly saying that India is at a stage where it can design, manufacture and maintain its own aircraft, and that is the direction in which we want to level up and go forward in the civil aviation industry. If you look at many more other statistics that I have, it shows that there is a huge potential in this country, and right now, we are moving forward in that direction. As we add these definition of 'design', we are making India as a state of design, making India as a state of manufacture, making

India as a state of maintenance, we see that there is a huge potential to create economic activity and especially job creation. The International Civil Aviation Organisation (ICAO) and many other international bodies have all come out with one figure, the multiplier effect. One job that you want to create in the civil aviation industry, it leads to ultimately creating 6.7 times the number of jobs. So, the kind of effect the civil aviation has in job creation or economic activity is very, very huge. So, we have to tap this potential and this new Act, that we are bringing, helps us well into that direction.

Other than that, as I have said, we have organised the whole Sections in the earlier Act itself. So, there is a clear picture. Now, if you want to look at what are the actions of DGCA, then we thoroughly know what are the powers of DGCA and how the powers of the Central Government should be in terms of civil aviation. Everything is listed properly. On the top of that, if you look at the consultations, wide number of consultations have happened with the public, with the DGCA, with the Airports Authority of India (AAI), all the important stakeholders like BCAS and all the other Ministries that are concerned. After thorough consultations with all these Ministries, we have compiled everything. We have taken the good suggestions and we have tried to bring it into the principal Act now.

Then, I will talk about some of the important features that we are bringing into the Bill. Now, almost thousands of pilots are getting trained in this country today and we have spoken to them. We have asked them about any challenges right now in the present scenario. At present, there are 800 aircraft in the country, and you would be surprised that the number of aircraft orders, that are coming in, are more than 1500 right now, and I keep talking to these airlines and they say that every month, they have ordered 50 more, they have ordered 100 more because they see the potential that India has today and how we have to grow forward also. As we bring in these new planes into the market, we would need more pilots also. On some situations, with all the FDTL limitations that they have, all the operational requirements they have, one aircraft would require up to 20 pilots. So, imagine how many pilots our country would need as we move forward with all this fleet coming into the country. We thought that we should talk to them, know what their challenges are and see as to how the whole pilot training industry is working today. And one important thing that they mentioned is, while they go for this CPL, Commercial Pilot Licence training and all, one challenge that they face is that they have to obtain the Radio Telephony Certificate, which is technically called the RTR certificate, and the Flight Radio Telephone Operator's licence. These are two things that they have to obtain and for that they have to go to the Department of Telecom. This was how it was designed because they had the

equipment, they had the little know-how and technical expertise. So, they had divided this stuff. They said, "Why don't you get this licence from the Department of Telecom?" Once that comes from there, then the DGCA, which is with the Civil Aviation, thoroughly verifies that, and, once we do the cross-verification and the CPL licence also, then we grant pilot the licence. But we have seen that when we do this dual thing of going to that department and obtaining a licence and our department doing a certain verification, there was a lot of delay happening, there was a lot of inconvenience for pilots and we know sometimes the systems kind of misuse this power when they have the additional authority to come in between on how it can lead to certain other challenges for the pilots also. And now we have a lot of young population who wants to aspire to become a pilot, who dream to become a pilot, and, we do not want them to see these kind of challenges happening in the system. So, what we thought is: When we have so much expertise right now with the DGCA, why don't we do the RTR licence and certificates within our system itself? That is the biggest change we have brought in here. As we have the expertise, we are bringing everything under our wing, under our Civil Aviation, under our DGCA, and we are letting the pilots not go through the inconvenient process of going to two different departments for obtaining their pilot licence. And other than that, Sir, we have brought in the appeal system. Like I have said, we have amended the Act 21 times. While we have done that, sometimes we have missed putting some rules. Sir, the International Civil Aviation Organizations keep recommending us so many things, time and again, because it has an international view to this. Sky is not limited to one country. We travel from one country to the other country. So, everything has to be harmonized. If you are flying here in India, if you are flying in New Zealand, if you are flying in America or any other region or any other continent, everything has to be harmonized so that there is a smooth travel between the countries happening. So, as and when anything happens anywhere in the world, ICAO picks it up and recommends to all countries why they do not have a uniform harmonization among the laws on this. So, it keeps doing it all the time. It meets every year multiple times on multiple subjects and once they reach a consensus in Montreal where the headquarters is, they keep sending the recommendations to all the countries. As we keep doing it, it is important for us also to follow the ICAO recommendations. Whenever we keep doing it, not many a time we can bring all the changes to the Parliament and say let us amend the principal Act itself. Many times what we do is, we try to keep changing the Rules, which are framed under the principal Act. Now, constantly after doing that time and again, ICAO also observed that there is no principal legislation backing to the rules that we have today. So, it is very, very

important for us to have the backing in the principal legislation itself, so that whenever we make the rules, if someone asks about the legal sanctity, we can point it out specifically in the Act itself. So that process we have adhered to this time. So, whatever rules we are making, we thoroughly understand that the rules are originating from so-and-so clause or so-and-so section in the principal act itself. Some problem that we faced earlier was that there was no appeal system. Whenever the Civil Aviation, the Central Government or one of our bodies issues any of these administrative orders or when actions are taken by the department itself, they do not have the principal backing. We are doing it under rules, which is also not correct legally. So, right now, we have put an appeal system which follows the principle of natural justice in the Act itself. So, that is a strong legal backing that we are giving. And now anyone who faces any administrative order or any other financial economic order that comes from the Ministry itself, he can go through the process of appeal and ask as to why did it come against me? So, the principle of natural justice is being followed here. And on top of that, there are some other provisions also in the appeal system. Also, when we had any problem with the pilot or the license, earlier the system was that you could only cancel the license. But we observed that not every time you can cancel the license. Sometimes you might need to restrict it; sometimes you might want to cancel it. So, in this kind of system, we observed the small flaws that were existing in the industry. We tried to pick them up and include them in the Act itself. These are some of the changes that we brought in. Sir, I am willing to listen to the hon. Members. I will talk about the other issues once I get all the suggestions and comments from the hon. Members, and I am willing to answer each and every clarification that I need to give from this. But I request the support and also the cooperation of all the Members here. This is a very important legislation that we are doing because we realized that civil aviation is the third biggest domestic sector in the whole world. Considering the population, in U.S., it may be around 35 crores today, and it is their number one domestic market. Look at our population, and we want more people to travel through air here which is becoming a reality also under the leadership of Narendra Modiji. He has brought in the UDAN Scheme. Everyone should know about this UDAN Scheme. You would all wonder that we have created so many airports. See, creating airports is one challenge. You can spend the capex and you can create an airport. But today, with the private airlines, for them to run those routes is another bigger challenge. But our Prime Minister is a man with a vision; he is a man on a mission. In 2017, he launched the UDAN Scheme, 'उड़े देश का आम नागरिक', which was very, very specific to connect these under-served and unserved airports of the country. He did not want them to lie vacant or lie dormant.

He thought of a brilliant scheme where we were giving a small BGF funding. We called in the airlines and said , “This is the real India that we want to connect and, through UDAN, why don't you start the routes wherever these new airports were there which were built in many of the unconnected areas, which were unconnected through air travel?” Today, a staggering number of 602 routes have been started by UDAN in the last seven years which is a record in itself, and we want to push it more also. We want to create more airports and we want to use the UDAN even more. I can proudly say today that I was a Member of Parliament for the last 10 years and initially, as I started as a Member, the most important request I would get from my constituents was to get a new railway stop. I believe, it is there today also. But, as a Minister today, in five months, I am getting requests from across the table, across the House, both Lok Sabha and Rajya Sabha, people are saying for more air connectivity. They are saying why don't you connect me from point A to point B, why don't I get an airport. These are the remote places where people would have not even dreamt of having an airport but today our India, my India, has become so aspirational that even in the remotest parts, they are saying that I am not going to strive for anything less. I think our hon. Member has also requested here, Sir. They are all requesting as to why I do not have an airport in my own district itself. I feel proud of that, that today ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please, Mr. John Brittas. Please don't interrupt.
...*(Interruptions)*...

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, I am willing to answer all those questions. I am saying, today, India has become so aspirational that everyone is dreaming and aspiring to have their own airport. We want to cater to those dreams. We want to build those airports because we feel if we can't do it today, it will become a challenge tomorrow. Tomorrow, the land is going to be a scarcity. Everyone wants to have land and nobody is parting away with their land also. Tomorrow, it might get even more difficult. For one airport, if we want to cater for big, wider aircraft, we need at least 1000 acres land. If we don't start today, it will be very difficult to do tomorrow. That is why it is very important to build this infrastructure now. Our hon. Prime Minister has taken it at the right time and we have made consistent progress. But we believe that there is a lot more to achieve for us in civil aviation. With the help of this Act, we are going to move into that direction and we will collectively achieve what I am saying today. We will be the number one domestic civil aviation market in

the whole world. We are going to achieve this target. With these comments, I would like to open the Bill for discussion. Thank you, Sir.

The question was proposed.

MR. DEPUTY CHAIRMAN: The motion has been moved. I now call upon the Members whose names have been received for participation in the discussion. Dr. Syed Naseer Hussain.

DR. SYED NASEER HUSSAIN (Karnataka): Thank you, Mr. Deputy Chairman, for allowing me to speak on the Bharatiya Vayuyan Vidheyak, 2024. I am finding it difficult even to pronounce the words. I don't know why the Government is using Hindi names in English script. The name should reflect the contents of the Bill. It should be easily understandable and accessible to everyone.

[THE VICE-CHAIRMAN (DR. SASMIT PATRA) *in the Chair.*]

In fact, nearly 60 per cent of India's population is non-Hindi speaking. By doing this, you are depriving, at the very threshold, the majority of country's population. They will find it difficult to comprehend what is there in the Bill. This is an exclusionary trend. It is excluding others. It should actually try and see that everyone is included while naming the Bill itself. I want to put this on record. The same Bill when it came in 1934 was called the Aircraft Act, 1934. In Hindi, it was called Vayuyan Adhiniyam, 1934. Why don't we name the Bill both in Hindi and English? I think this is an exclusionary tactic. We should do away with this.

Now I come to the contents of the Bill. This Bill broadly provides for manufacture, maintenance, safety, streamlining operations and establishment of regulatory bodies which give broader powers to the Union Government. This Bill retains the regulatory structure and most provisions of the previous Act of 1934 and subsequent amendments thereto. The agencies, including the DGCA, the BCAS and the AAIB are not new agencies. They exist right now. However, the main question arises how much independence and autonomy would such agencies have given the Government's tendency of centralizing everything. It is a matter of grave concern. The Bill adds that appeals against an order of the DGCA or the BCAS will lie before the Union Government. No further appeals will be allowed against the order of the Union Government. It remains to be seen how professionally and independently would such agencies be able to function while being under the direct control of the

Union Government. There is also a need to include provisions for establishing independent regulatory bodies with the mandate of ensuring compliance and investigating incidents thus facilitating independent oversight mechanism. Aviation सेफ्टी के बारे में देखेंगे, तो जनवरी, 2024 में revised Flight Duty Time Limitation (FDTL) रेग्युलेशन लाए गए थे for increased rest period for pilots, to redefine night duties and so on. लेकिन मार्च, 2024 में ही airline कंपनीज के प्रैशर में आकर सरकार ने इन रेग्युलेशन्स को indefinitely delay कर दिया। आज तक वे रेग्युलेशन्स लाए नहीं गए और न ही लागू किए गए हैं। In section 2, there is a need to incorporate provisions specifically for drones and Unmanned Aerial Vehicles (UAV) owing to their unique operational risks and regulatory needs. Further, provisions may be incorporated which facilitate use of sustainable aviation fuels, green technologies and practices that reduce environmental impact of aviation. मैं सरकार से गुजारिश करना चाहता हूं कि डिजी यात्रा सिस्टम में जो facial recognition related privacy and surveillance issues आ रहे हैं, उन पर ध्यान देना चाहिए। इसके साथ ही consumer protection के लिए appropriate measures लेने चाहिए। Further, a dispute resolution framework needs to be worked out between airlines and passengers and other stakeholders. Other than substantive provisions of the Bills, there are other issues in the sector that need to be addressed and also challenges that need to be met. In the past, Governments were more interested in actual development and development for the masses. इस संदर्भ में मैं आपको याद दिलाना चाहता हूं कि नेहरू जी के टाइम पर, इंदिरा जी के टाइम पर, मनमोहन सिंह जी के टाइम पर और दूसरी जो सरकारें थीं, उनके टाइम पर जो काम किए गए थे, चाहे वे डैम्स हो, हाइवेज हों, ब्रिजेज हों, हॉस्पिटल्स हों, इन्फ्रास्ट्रक्चर प्रोजेक्ट्स हों, वे आज तक कायम हैं।

5.00 P.M.

आज तक उनकी कोई शिकायत नहीं आई। वहाँ क्वांटिटी के साथ-साथ क्वालिटी पर भी ध्यान दिया जाता था, लेकिन आज यह सरकार अपने नंबर बढ़ाने में, फीता काटने में और मोदी जी की इमेज चमकाने में ज्यादा इंटरेस्टिड है, इसीलिए हिंदुस्तान का आज यह हाल है। ये जहाँ-जहाँ हाथ रख देते हैं, फीता काट कर आते हैं, वहाँ सब गिरना चालू हो जाता है। सर, एयरपोर्ट्स भी गिरते हैं! आप दिल्ली का एयरपोर्ट देख लीजिए। राजकोट एयरपोर्ट, लखनऊ एयरपोर्ट, जबलपुर एयरपोर्ट, इन सभी जगहों पर सेफ्टी रिलेटेड इंसिडेंट्स हुए हैं।* यह मंत्रालय ऐसा मंत्रालय हो गया है कि इसका अपना कुछ है ही नहीं। न तो इस मंत्रालय के पास एयरपोर्ट है और न ही इस मंत्रालय के पास एयरक्राफ्ट है। सिर्फ मंत्री हमारे हैं और वे भी तेलुगू स्पीकिंग हैं। सर, सिर्फ एक मंत्री बचे हुए हैं वरना न तो एयरपोर्ट है और न ही एयरक्राफ्ट है।

* Not recorded.

सर, आज सिर्फ दो कंपनियों का एयरलाइन सेक्टर पर कब्जा है। In the country, airports have increased, air traffic has increased, however, the prices have also continuously increased. Government is allowing private airline to [₹] money from the pocket of poor man. सर, मोदी जी क्या कहते थे? जो हवाई चप्पल पहनकर घूमता है, वह हवाई जहाज में दिखाई देना चाहिए — यह मेरा सपना है। क्या हुआ? क्या हुआ इन बड़ी-बड़ी बातों का? सर, आज यह हालत है कि किसी भी एयरलाइन में 20,000 से 30,000 रुपये से कम में टिकट नहीं मिलती है। आज यह टिकट 50,000, 70,000 से लेकर 1,00,000 रुपये तक भी जा रही है। हवाई चप्पल पहनने वाले हवाई जहाज में किस तरह घूम पाएंगे - सरकार हमें यह बताएं?

सर 'उड़ान स्कीम' का क्या हुआ? हवाई चप्पल वाले तो भूल जाएं, क्योंकि उड़ान के रेट्स में 200 परसेंट का इंक्रीज हुआ है। उड़ान के रुट्स पर जो प्राइसेस हैं, वे 200 परसेंट से ज्यादा बढ़े हुए हैं। आज मंत्री जी 'उड़ान स्कीम' की बात कर रहे थे, लेकिन 50% से ज्यादा रुट ऑपरेशनल नहीं हैं। सरकार ने कहा है कि उड़ान के अंदर 74 एयरपोर्ट्स ऑपरेशनल हुए हैं, लेकिन सच्चाई यह है कि सिर्फ 11 एयरपोर्ट्स स्कैच से बनाए गए हैं। * इसलिए मैं इनसे पूछना चाहता हूं कि पूर्णिया, भागलपुर, मालदा एयरपोर्ट का क्या हुआ? प्रधानमंत्री और गृह मंत्री जी, दोनों ने मुजफ्फरपुर एयरपोर्ट का वादा किया था, उस वादे का क्या हुआ?

सर, मेरे स्टेट कर्नाटक में विजयपुरा, हासन, रायचूर, कारवार और मेरे डिस्ट्रिक्ट बेल्लारी के एयरपोर्ट्स का क्या हुआ? ये वहाँ कब आएंगे, कब बनेंगे? सर, इन एयरपोर्ट्स की अनाउंसमेंट करने के बाद भी एक डेकेड खत्म हो गया है। सर, इसी तरह से एयरपोर्ट ऑनर्स की एक और मोनोपोली भी है। ऐसा लग रहा है कि यह एयरपोर्ट अथोरिटी ऑफ इंडिया नहीं है, यह डबल एएआई नहीं, बल्कि इसको ट्रिपल एएआई बना देना चाहिए था। * सर, इन एयरपोर्ट्स पर आम जनता [₹] रही है। चूँकि ये प्राइवेटाइज हो गए हैं, इसलिए आम जनता [₹] रही है। आप पार्किंग फीस देख लीजिए, पार्किंग चार्ज देख लीजिए, यूजर डेवलपमेंट फीस देख लीजिए, लैंडिंग फीस देख लीजिए, यह कई गुना बढ़ गया है। अगर मैं आपको एक एग्जांपल दूँ, तो लखनऊ एयरपोर्ट पर एयरक्राफ्ट लैंडिंग फीस, एयरक्राफ्ट पार्किंग फीस 418 परसेंट से लेकर 471 परसेंट तक बढ़ गई है। इसी तरह से, हिंदुस्तान के कई एयरपोर्ट्स पर यह यूजर फीस कई गुना बढ़ गई है। यह इसलिए बड़ी है, क्योंकि अब यह कंपलीटली प्राइवेट एंटरप्राइजेज हो गए हैं। * बीजेपी सरकार ने 25 एयरपोर्ट्स को प्राइवेटाइज करने की बात कही है और इसके लिए प्लानिंग कर रही है। इसके साथ-साथ, दिल्ली, मुंबई, हैदराबाद और बैंगलुरु एयरपोर्ट्स पर स्टेक्स भी प्राइवेट कंपनी को देने की गई है। *

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, please refer to the text of the legislation.

[₹] Expunged as ordered by the Chair.

* Not recorded.

DR. SYED NASEER HUSSAIN: Sir, I am completing. * ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, please speak on the Bill.

DR. SYED NASEER HUSSAIN: This is on the Bill only, Sir. * ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, it is on the Vayuyan Vidheyak, please speak on the Bill.

डा. सैयद नासिर हुसैन :* ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): One minute. There is a point of order. Vajpayeeji, what is your point of order and under which rule?

डा. लक्ष्मीकान्त बाजपेयी (उत्तर प्रदेश): ये बिल पर नहीं बोल रहे हैं, इसे रिकॉर्ड पर नहीं लाना चाहिए। ... (व्यवधान) ... मेरा यह कहना है कि ये जो भी बोल रहे हैं, विधेयक से अतिरिक्त बोल रहे हैं, इसलिए इसे रिकॉर्ड पर नहीं लाना चाहिए। ... (व्यवधान) ...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): What is the rule number? माननीय बाजपेयी जी, कौन से रूल के तहत? You have to cite the rule. आपको रूल नंबर बताना होगा।

डा. सैयद नासिर हुसैन : सर, हम ऑथोनिकेट करेंगे। * ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, this is the Vayuyan Vidheyak Bill; please focus on the Vayuyan Vidheyak or the issue. Hon. Member, I am sorry I cannot allow this.

डा. सैयद नासिर हुसैन :* ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You are going on a very different track.

* Not recorded.

डा. सैयद नासिर हुसैन : *...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, this discussion is on the Vayuyan Vidheyak. This is on Vayuyan Vidheyak. ...(*Interruptions*)... Hon. Member, I am sorry you cannot go on like this. ...(*Interruptions*)... This is not a part of the legislation. ...(*Interruptions*)... This is not a part of the Bill. ...(*Interruptions*)...

डा. सैयद नासिर हुसैन : *...(व्यवधान)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, I am sorry this is not part of the Bill. ...(*Interruptions*)... You have to speak on the Bill. There is a point of order. ...(*Interruptions*)... Hon. Members, please sit down, there is a point of order.

DR. LAXMIKANT BAJPAYEE: Sir, it is under Rule 110; Scope of debate- The discussion on a motion that the Bill be passed shall be confined to the submission of arguments either in support of the Bill or for the rejection of the Bill. In making his speech, a Member shall not refer to the details of the Bill further than is necessary for the purpose of his arguments which shall be of a general character. रूल 110 के अनुसार, ये सही नहीं बोल रहे हैं। ...(**व्यवधान**)... तिवारी जी, आप बैठ जाइए। ...(**व्यवधान**)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Members, I am not allowing anyone else. ...(*Interruptions*)... No, I am not allowing anyone else. ...(*Interruptions*)... I have taken note of the point of order raised by Shri Bajpayee that whatever is not under the scope of the Bill will not be there. That will be taken care of. I have taken note of it.

DR. BHAGWAT KARAD (Maharashtra): That should be omitted.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): I have said that. Now, hon. Leader of the House. ...(*Interruptions*)... Your time is there. Your time is not being disturbed.

SHRI JAGAT PRAKASH NADDA: Sir with a very, very heavy heart, I want to express my opinion that a very senior Member of the Parliament, while participating in the discussion on the Vayuyan Vidheyak, not speaking on the subject and was maligning the name of hon. Prime Minister. Sir, speaking in such language is objectionable. I would request that we should, at least, maintain the dignity of the House while speaking and take care of the language which we use in the House and we should speak on the Bill. The permission is given to speak on the Bill. If you want a political discussion, there are many occasions when you can do it. So, I would like to request

* Not recorded

the hon. Chair, please go through the text and see that those comments be omitted, that has to be taken care of.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): I have taken note of the point of order raised by Dr. Bajpayee under Rule 110. References that are not within the scope of the Bill will not be there; that is the point taken. Shri Pramod Tiwariji, under which rule?

श्री प्रमोद तिवारी (राजस्थान): सर, मैं आपकी सुविधा के लिए रूल 110 की एक-एक लाइन पढ़ देता हूं - इस प्रस्ताव पर कि विधेयक को पारित किया जाए, चर्चा विधेयक के समर्थन में या विधेयक अस्वीकृत करने के लिए दिये जाने वाले तकर्ता तक सीमित रहेगी। मैं इससे बिल्कुल सहमत हूं।

सर, भारतीय वायुयान विधेयक, 2024 पर चर्चा हो रही है। वायुयान विधेयक पर चर्चा करते समय जो-जो लोग इसके ऑपरेटर्स हैं, प्रमोटर्स हैं या इससे कन्सन्टर्स हैं, उन पर चर्चा होगी। जैसे मैं लखनऊ का रहने वाला हूं, वहां का एयरपोर्ट अदाणी का एयरपोर्ट है, तो क्या लखनऊ पर चर्चा इसलिए न हो कि वह अदाणी का एयरपोर्ट है? ...**(व्यवधान)**...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Tiwari, I have taken note of your point. आपने अपना प्वाइंट रख दिया है। आपने अपनी बात रख ली है।

श्री प्रमोद तिवारी : सर, जब भारतीय वायुयान विधेयक पर चर्चा होगी, तो उसके ऑपरेटर पर भी चर्चा होगी, उसके प्रमोटर पर भी चर्चा होगी, उसके मालिक पर भी चर्चा होगी और उसकी कार्यवाही पर चर्चा होगी। ...**(व्यवधान)**... मैं आपसे विनम्रतापूर्वक अनुरोध करूंगा कि इस चर्चा ...**(व्यवधान)**... आप बैठ जाइए ...**(व्यवधान)**...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): I have taken your point. माननीय तिवारी जी, मैंने आपका प्वाइंट ले लिया है। ...**(व्यवधान)**... I will come to you.

श्री प्रमोद तिवारी : मैंने अपना प्वाइंट क्लियर कर दिया है कि अगर भारतीय वायुयान विधेयक पर चर्चा होगी, तो जो-जो लोग उसके ऑपरेटर्स और प्रमोटर्स दोनों हैं, क्या बिना उनका नाम लिए चर्चा हो सकती है? और दूसरा, क्या 'अदाणी' word parliamentary है या unparliamentary, बता दें।

SHRI KINJARAPU RAMMOHAN NAIDU: सर, कोई किसी का मालिक नहीं है, यह पूरी जमीन सेंट्रल गवर्नमेंट के पास है और हम लीज पर ही देते हैं, operate करने के लिए देते हैं। सर, कोई मालिक ऐसे नहीं बन जाता है। This whole land is with the Central Government itself. So, he has to take back his words.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Members, let me make it very clear. ...(*Interruptions*)... I have heard you. ...(*Interruptions*)... I am not allowing any more Members. ...(*Interruptions*)... *Mananiya Dangiji*, I am making a very clear ruling. As per Rule 110, whatever is a part of ...(*Interruptions*)...

श्री रामचंद्र जांगड़ा (हरियाणा) : सर, रूल 238 के तहत मेरा एक प्वाइंट ऑफ ऑर्डर है।

उपसभाध्यक्ष (डा. सस्मित पात्रा) : पहले मैं रूल 110 पर हूँ। माननीय जांगड़ा जी, आप बैठ जाइए। As per Rule 110, whatever is within the scope of the Bill will be examined and whatever wasn't within the scope ...(*Interruptions*)... Because, he was not only referring to the operator, there were several references made which talked about Foreign Policy as well. You would admit that. ...(*Interruptions*)... I agree with you, on the point that you are saying on 'operator' ...(*Interruptions*)... So, my ruling is very clear on Rule 110. I hope the entire House is in agreement on that, as far as my ruling is concerned. What is your point of order, *Jangraji*?

श्री रामचंद्र जांगड़ा : सर, रूल 238(ii) में यह किलियर है: "किसी सदस्य के विरुद्ध व्यक्तिगत दोषारोपण नहीं करेगा" और रूल 238(v) है: "उच्च प्राधिकार वाले व्यक्तियों के आचरण पर तब तक आक्षेप नहीं करेगा, जब तक कि चर्चा उचित शब्दों में रखे गए मूल प्रस्ताव पर आधारित न हो।"

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Your point of order is well taken. References which are not parliamentary, will not be there, thank you. Ruling is given. Hon. Member, please continue. ...(*Interruptions*)... Absolutely. I have taken your point. He is referring to the other things.

डा. सैयद नासिर हुसैन (कर्नाटक): सर, मुझे यह नहीं समझ में आ रहा है कि इसमें unparliamentary क्या था! *मैं जानना चाहता हूँ कि क्या unparliamentary है? ...(**व्यवधान**)... मैं जानना चाहता हूँ। ...(**व्यवधान**)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): We will examine. Please continue. ...(*Interruptions*)...

डा. सैयद नासिर हुसैन : सर, क्या यह सच नहीं है ...(**व्यवधान**)... *

* Not recorded

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, you are again going off the track. ...*(Interruptions)*...

डा. सैयद नासिर हुसैन : * ...*(व्यवधान)*...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): I am sorry, I cannot allow you. ...*(Interruptions)*... I am sorry, this is not going on record. ...*(Interruptions)*... I am sorry, I cannot allow you. ...*(Interruptions)*... No; no, you are sensationalising now. ...*(Interruptions)*... Just one minute. Hon. Leader of the House wants to say something. ...*(Interruptions)*...

सभा के नेता (श्री जगत प्रकाश नड्डा): सर, मैं फिर से कांग्रेस के नेताओं से निवेदन करूँगा कि चर्चा के स्तर को नीचे न उतारें और चर्चा को चर्चा लायक रखें। And, I said, Mr. Naseer, you are a senior leader. You should maintain the dignity of the House, in your words, your speech. ...*(Interruptions)*...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, please continue. Please continue and speak on the Bill. ...*(Interruptions)*...

DR. SYED NASEER HUSSAIN: Sir, there is nothing unparliamentary in this; nothing is unparliamentary in this. ...*(Interruptions)*... I have not used a single word that is unparliamentary. ...*(Interruptions)*...

SHRI JAGAT PRAKASH NADDA: ‘Ambassador of somebody’, can it be said like this? ...*(Interruptions)*... Can it be said like this? ...*(Interruptions)*...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Whatever is not relevant, that will not be a part of the proceedings. ...*(Interruptions)*... Please continue. ...*(Interruptions)*...

DR. SYED NASEER HUSSAIN: * ...*(Interruptions)*...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, you will have to authenticate that. ...*(Interruptions)*...

DR. SYED NASEER HUSSAIN: *

* Not recorded.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, you are going off the track here. We are going off the track here. ...(*Interruptions*)...

SHRI JAGAT PRAKASH NADDA: He should remember that he should talk on facts. ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, please speak on the Bill.

DR. SYED NASEER HUSSAIN: Sir, I am speaking on the Bill. *

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You will have to authenticate all those. ...(*Interruptions*)...

DR. SAYED NASEER HUSSAIN: Please allow me to speak. ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You need to authenticate; that is all.

DR. SYED NASEER HUSSAIN: That will be authenticated. Please allow me to speak.* ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, this is not in the provisions of the Bill that you are talking about. ...(*Interruptions*)...

DR. SYED NASEER HUSSAIN: This should also be included. ...(*Interruptions*)... This should also be included in that. ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Please proceed.

डा. सैयद नासिर हुसैन : सर, मैं बिल पर ही बात कर रहा हूँ। यह सरकार जितना ढिंढोरा पीट रही है, जितना अपनी पीठ थपथपा रही है कि हमने इतने एयरपोर्ट्स बना दिए, हमने इतना एयर ट्रैफिक बढ़ा दिया, तो मैं इनसे यह भी पूछना चाहता हूँ कि एयर ट्रैफिक तो बढ़ा है, यह बड़ी कंट्री है, तो एयर ट्रैफिक बढ़ेगा ही और एयरपोर्ट्स बढ़ेंगे ही, लेकिन एयरपोर्ट्स पर कितने foundation stones किन्होंने डाले थे, वह भी पता है। लेकिन जो हमारे प्रधान मंत्री कह रहे थे, जो मैं अभी कह रहा था कि हवाई चप्पल वाले हवाई जहाज में दिखाई देने चाहिए। उनको वहाँ दिखाई देने के लिए टिकटों का रेट भी तो कम होना चाहिए। आपने इतनी मोनोपोली क्रिएट कर दी है कि सिर्फ

* Not recorded

दो एयरलाइंस के हाथ में ही सारे एयरक्राफ्ट्स हैं। यहाँ सिर्फ दो एयरक्राफ्ट कैरियर्स ही हैं। It is monopolised by only two companies. तो आपके हाथ में क्या रहा? आप कैसे हवाई चप्पल वालों को हवाई जहाज में लेकर जाएँगे? Aircraft and air carriers are monopolised by two companies. Airports are monopolised by one person. So, how will you help the common man? How will you help *hawai chappalwala*? So, what the hon. Prime Minister says, what the senior Ministers in this Government say and what is happening is completely different. * ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, again, you are going on that track. You were speaking very nicely on the Bill. ...(*Interruptions*)...

DR. SYED NASEER HUSSAIN: * ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, again, you are going on another track. ...(*Interruptions*)... You please come back to the topic and the scope of the Bill. ...(*Interruptions*)...

DR. SYED NASEER HUSSAIN: * ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, please, it is not going on record ...(*Interruptions*)...

DR. SYED NASEER HUSSAIN: Why it is not going on record? This is related to aviation Bill.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You speak on the aviation Bill.

DR. SYED NASEER HUSSAIN: That is what I am speaking. *

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You will have to authenticate all that.

DR. SYED NASEER HUSSAIN: *

* Not recorded.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You have four more minutes. ...(*Interruptions*)... Let's come to the point.

DR. SYED NASEER HUSSAIN: *

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, the Bill is not about any investigation. The Bill is about *Vayuyan*.

DR. SYED NASEER HUSSAIN: Sir, please allow me to speak. *

THE VICE-CHAIRMAN (DR. SASMIT PATRA): We will have to move on. If you are not going to speak on the Bill, we will have to move on.

DR. SYED NASEER HUSSAIN: * ...(*Interruptions*)...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): I am sorry; I will have to move on. This is not going on record. ...(*Interruptions*)... I am moving on to the next speaker now. I think you are not on the topic. ...(*Interruptions*)... Nothing is going on record....(*Interruptions*)... Thank you.

SHRI JAGAT PRAKASH NADDA: All irrelevant things should be deleted from the record.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): As per Rule 110, I have already ruled that anything which does not deserve to be a part of this, as per the scope of the debate, will not be there. Thank you. Now, Shri Raghav Chadha.

THE VICE-CHAIRMAN (DR. SASMIT PATRA) (Contd.): I want to inform only one thing that Shri Raghav Chadha will not be here tomorrow. So, he had requested for a jump up and he has been allowed. ...(*Interruptions*)...

श्री राघव चड्हा: सर, मेरा समय जा रहा है।...(*व्यवधान*)...

* Not recorded.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Whatever is not within the scope as per Rule 110...*(Interruptions)*... We will go by Rule 110. ...*(Interruptions)*... Now, Shri Raghav Chadha. ...*(Interruptions)*... I am not allowing anyone else. I am sorry. ...*(Interruptions)*... I am not going into the merits of it. ...*(Interruptions)*... No one else, Dangiji...*(Interruptions)*... Now, Shri Raghav Chadha.

श्री राघव चड्हा (पंजाब): सर, इस बिल पर चर्चा के माध्यम से मैं इस देश के आम हवाई यात्री का दर्द आप सबके सामने रखना चाहूँगा। सर, वादा था कि हवाई चप्पल वालों को हवाई जहाज की सैर कराई जाएगी, लेकिन आलम यह है कि बाटा कंपनी का जूता पहनने वाला भी आज हवाई जहाज का टिकट नहीं खरीद पा रहा है। Economy class is no more economical. मैं आज इस सदन में बहस पर आने से पहले अपने फोन पर फ्लाइट्स के रेट चेक कर रहा था। अगर कल मुझे दिल्ली से मुंबई जाना हो तो वन-वे की सबसे सस्ती टिकट 14,000 रुपए की है, दिल्ली से पटना जाना हो तो 12,000 रुपए की टिकट है, दिल्ली से बैंगलुरु जाना हो तो 16,000 रुपए की टिकट है। वह छोड़िए, संडे के दिन, यानी परसों मैं अपने क्षेत्र पंजाब से दिल्ली आया। चंडीगढ़ के मोहाली एयरपोर्ट से मैंने फ्लाइट ली और दिल्ली पहुँचा। उस फ्लाइट की टिकट 14,500 रुपए की थी। हम सांसदों को तो फ्लाइट की reimbursement मिल जाती है। आप उस आम नागरिक का सोचिए, जो इस sky-rocketing air prices से जूझ रहा है।

सर, एक और दिलचस्प चीज है और वह यह है कि एक ही सेक्टर की, एक ही दिन की, सेम एयरलाइन की, जो अलग-अलग समय पर उड़ती है, उसकी भी रेट अलग-अलग है। अगर आपको किसी दिन एक एयरलाइन से सुबह दस बजे दिल्ली से मुंबई जाना हो, तो आपको एक रेट मिलता है और उसी एयरलाइन से उसी दिन दोपहर दो बजे की टिकट लेना है, तो वह उससे दोगुनी हो जाती है। न जाने क्या लॉजिक है? सर, हमें इस देश में एयर यात्रा को लगजरी ट्रैवल नहीं बनाना है, बल्कि आम ट्रैवल बनाना है, जैसे कि ट्रेन का है। सबसे बड़ी बात यह है कि इस देश में जहाज में उड़ना और जहाज से उड़कर अपनी मंजिल पर पहुँचना आज भी देश की बहुत बड़ी आबादी के लिए एक सपना है। अगर ट्रैवल की रफ्तार बढ़ेगी, तभी इस देश की रफ्तार बढ़ेगी।

सर, दूसरा दर्द, जिससे इस देश का आम आदमी रोज जूझ रहा है, वह है over-crowded airports. आज हमारे देश के एयरपोर्ट्स बस अड़े जैसे बन गए हैं। आज बस अड़ों से भी बदतर व्यवस्था देश के एयरपोर्ट्स पर है। ...*(व्यवधान)*... सर, दिल्ली के Terminal-1 या Terminal-2 चले जाइए, आप वहाँ के हालात देखिए। वहाँ पर लोग security line से लेकर check-in line तक लाइनों में खड़े हैं। ...*(व्यवधान)*...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Members, please...*(Interruptions)*...

श्री राघव चड्हा : सर, लोगों के लाइनों में खड़े रहने के कारण उनकी फ्लाइट भी मिस हो जाती है। ...*(व्यवधान)*... एक मुसाफिर सही समय पर अपनी फ्लाइट नहीं पकड़ पा रहा है, क्योंकि वह

बेचारा security और check-in line में फंसा रहता है। आज हमारे देश के एयरपोर्ट्स इतने ओवरक्राउडेड बन चुके हैं। ...**(व्यवधान)**...

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Members, please...**(Interruptions)**... Please let the hon. Member speak. ...**(Interruptions)**...

श्री राघव चड्हा : सर, मुझे बोलने दीजिए। ...**(व्यवधान)**... I am not yielding.

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Please, let him speak.

श्री राघव चड्हा : सर, आज एयरपोर्ट्स पर खाना बहुत महँगा है, बाजार के मुकाबले दोगुना, तीन गुना दाम है। एक साधारण-सी पानी की बोतल, जो बाजार में 20 रुपए की मिलती है, वह एयरपोर्ट्स के भीतर जाकर फूड आउटलेट्स पर 100 रुपए की मिलती है। आज जो यात्री अपनी फ्लाइट का इंतजार कर रहा है, वह पानी पीकर अपना पेट भर रहा है कि कहीं ढाई सौ रुपए की चाय और साढ़े तीन सौ रुपए का समोसा न खरीदना पड़ जाए। सर, आप बताइए कि क्या एक आम आदमी एयरपोर्ट पर अपने जहाज का इंतजार करते हुए एक चाय नहीं पी सकता है? क्या इस पर कोई रेग्युलेशन नहीं होना चाहिए? क्या कोई affordable canteen का mechanism नहीं होना चाहिए?

सर, चौथा दर्द, जो आज इस देश के आम यात्री को सहन करना पड़ रहा है, वह है poor connectivity. आज इस देश के कई टूरिज्म स्पोर्ट्स तक, कई फेमस शहरों तक फ्लाइट नहीं पहुँचती है, क्योंकि वहाँ पर एयरपोर्ट नहीं है। आज देश के अधिकतर शहर ऐसे हैं, जहाँ पर एयरपोर्ट नहीं है। इंसान को जहाज से उतर कर कई घंटों का बस या गाड़ी का सफर तय करके अपनी मंजिल पर पहुँचना पड़ता है।

सर, सरकार ने कहा है कि आप छुट्टी मनाने के लिए मालदीव मत जाइए, लक्षद्वीप जाइए। मैं आपको आज का रेट बता रहा हूँ। अगर आज मुझे दिल्ली से मालदीव जाना हो, तो फ्लाइट की टिकट 17,000 रुपए की है, लेकिन दिल्ली से लक्षद्वीप जाना हो, तो फ्लाइट की टिकट 25,000 रुपए की है। अब आप बताइए कि हम मालदीप जाएँ या लक्षद्वीप जाएँ?

सर, पाँचवां दर्द, जो आज एक आम यात्री को महसूस करना पड़ रहा है, वह है flight cancellation and delays. सर, एक आम नागरिक अपनी मंजिल पर, अपने डेस्टिनेशन पर जल्द पहुंचने के लिए कभी-कभार ट्रेन, बस या गाड़ी की यात्रा नहीं करता, बल्कि वह हवाई जहाज की महंगी टिकट खरीदता है। वह महंगी टिकट खरीदकर अपनी मंजिल पर समय पर पहुंचना चाहता है। कुछ ऐसे भी लोग हैं जो आर्थिक तौर पर सक्षम नहीं हैं, लेकिन आपातकालीन परिस्थितियों में वे भी महंगी टिकट खरीदकर हवाई जहाज की यात्रा करना चाहते हैं और अपनी मंजिल पर पहुंचना चाहते हैं, लेकिन क्या वे अपनी मंजिल पर समय पर पहुंच पाते हैं। आज हवाई जहाज निर्धारित समय से तीन से चार घंटे लेट चलते हैं। खास तौर पर, छोटे शहरों के जो एयरपोर्ट्स हैं, वहां पर तो मैक्सिमम डिलेज देखे गए हैं।

सर, अगर एक केजी एक्सेस बैगेज हो जाए, तो फ्लाइट आपसे हजारों रुपये का किराया वसूलती है, लेकिन कई घंटों की डिले के लिए क्या फ्लाइट हमें कम्पेंसेट करती है? मैं आज माननीय मंत्री जी से यह कहना चाहूँगा कि आप कुछ ऐसा मैकेनिज्म बनाएं कि फ्लाइट के हर घंटे के डिले के लिए एयरलाइन आम यात्री को कम्पेंसेट करे, उसकी जेब में पैसा डाले। इसी के साथ-साथ, हर महीने एक चार्ट जारी होना चाहिए कि किस सेक्टर की कौन सी एयरलाइन ने कितने घंटे का डिले यात्रियों को दिया।

सर, इसी के साथ-साथ, आज भारत देश के आम यात्री को जो छठा दर्द महसूस करना पड़ रहा है, वह है - lack of affordable options. अभी हमारे साथी भी यही बात कह रहे थे कि इस देश में 90% एयर ट्रैवल दो एयरलाइंस के पास है, 90 प्रतिशत मार्केट शेयर दो एयरलाइंस के पास है। यानी, हमने एक cartel create कर दिया, duopoly create कर दी कि वे मनचाहे दाम पर मनचाही सर्विसेज देंगे, क्योंकि कोई कॉम्पिटीशन ही नहीं, कोई प्रतिस्पर्धा ही नहीं है। ...**(व्यवधान)**...

श्री रामचंद्र जांगड़ा : सर, मेरा एक point of order है।

THE VICE-CHAIRMAN (DR. SASMIT PATRA): One minute. Let me take up the point of order. ...**(Interruptions)**... Yes, what is your point of order? ...**(Interruptions)**...

श्री राघव चड्हा : सर, मैं एयरलाइन पर बोल रहा हूँ तो भी इनके पेट में दर्द हो रहा है।

श्री रामचंद्र जांगड़ा : सर, मेरा point of order नियम 238क के अंतर्गत है, जिसमें कहा गया है कि "कोई सदस्य किसी अन्य सदस्य या लोक सभा के किसी सदस्य के विरुद्ध मानहानिकारक या अपराध में फँसाने वाले स्वरूप का कोई आरोप नहीं लगाएगा जब तक कि आरोप लगाने वाले सदस्य ने सभापति और संबंधित मंत्री को भी इसकी पूर्व सूचना न दी हो ताकि मंत्री उत्तर दिए जाने के प्रयोजन के लिए इस विषय की जांच कर सके।"

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Member, there is no defamatory statement here. ...**(Interruptions)**... There is no defamation.

श्री रामचंद्र जांगड़ा : सर, नासिर हुसैन जी ने जो बोला है, उसके ऊपर मैं यह कह रहा हूँ।

THE VICE-CHAIRMAN (DR. SASMIT PATRA): That has been taken into consideration. यह इनका नहीं है।

श्री रामचंद्र जांगड़ा : सर, एक मिनट। पहले मेरी बात को पूरा कर लेने दीजिए। इसमें आगे लिखा है, "परंतु सभापति किसी समय किसी सदस्य को कोई ऐसा आरोप लगाने से मना कर

सकेगा, यदि उसकी राय में ऐसा आरोप राज्य सभा की गरिमा को घटाने वाला है या उस आरोप को लगाने से कोई लोकहित सिद्ध नहीं होता है।"

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Thank you, Jangra ji. Hon. Member, please continue.

श्री राघव चड्हा : सर, इतनी विशाल जनसंख्या वाला हमारा देश है और इतनी विशाल जनसंख्या वाले देश में मात्र दो ही कंपनियां हमारा पूरा एविएशन सेक्टर चला रही हैं। सर, सरकार एक स्कीम लाई, जिसका नाम "उड़ान" था। उसका फुल फॉर्म है - उड़े देश का आम नागरिक, पर वह कैसे उड़े? न फ्लाइट के उड़ने के ऑप्शंस हैं, न अफॉर्डेबल टिकट है, न फ्लाइट सही समय पर चलती है, तो फिर वह कहां उड़े, कैसे उड़े? सर, सबसे बड़ी बात यह है कि जब से यह "उड़ान" स्कीम आई है, एविएशन सेक्टर में एक धारणा यह बनी हुई है कि जैसे ही यह स्कीम लागू हुई, दो एयरलाइंस, जेट एयरवेज और गो एयर बंद हो गई और तीसरी, स्पाइसजेट बंद होने की कगार पर खड़ी है। अब लोग यह भी कहने लग गए हैं कि शायद "उड़ान" स्कीम एक बहुत बड़ा अपशकुन थी और इसी के चलते आज हमारे देश का आम नागरिक प्लेन से वापस ट्रेन पर जा रहा है।

सर, मेरा सातवां दर्द baggage charges और baggage delays को लेकर है। सर, अगर आपका एक केजी बैगेज ओवरवेट हो जाए, तो एयरलाइन आपसे एक्सेस बैगेज के हजारों रुपए चार्ज वसूल लेती है। यहां तक कि कुछ लोग तो अब अपना सामान एयरपोर्ट पर फेंककर चले जाते हैं, क्योंकि उनके सामान में पड़ी वस्तुएं इतनी महंगी नहीं होती हैं, जितना बैगेज चार्ज स एयरलाइंस ले लेती हैं। सर, बैगेज की डिलेज देखिए। आपको बैगेज बेल्ट पर एक लंबा इंतजार करना पड़ता है कि कब हमारा बैग आएगा। जब हम स्क्रीन पर देखते हैं, तो स्क्रीन पर लिखा आता है - Baggage is on the belt, लेकिन baggage on belt नहीं होता। ...**(व्यवधान)**... उस पर सिर्फ दो-तीन बिजनेस क्लास पैसेंजर्स का बैग आता है और न जाने कितने मिनट्स एक आम नागरिक को इस एक्सेस डिले के लिए इंतजार करना पड़ता है। इसको स्टैंडर्डाइज करने के लिए सरकार को कोई प्रोसीजर बनाना चाहिए।

THE VICE-CHAIRMAN (DR. SASMIT PATRA): You have one more minute.

श्री राघव चड्हा: सर, अब मैं समाप्त कर रहा हूँ। सर, मेरा आठवां दर्द heavy car parking charges at airports को लेकर है। आज आप एयरपोर्ट्स पर पार्किंग का ठेका किसी एक कंपनी को दे देते हैं और वह मनचाहे दाम वसूलती है। खास तौर पर, छोटे एयरपोर्ट्स पर 200-250 रुपये प्रति घंटे के कार पार्किंग चार्ज देने पड़ते हैं। आज आप दिल्ली के एयरपोर्ट चले जाइए, वहां 220 रुपये प्रति घंटा गाड़ी का चार्ज लगता है। अगर आपने कोई कैब या टैक्सी बुक कर ली, तो उसका भी मोटा बिल आता है, क्योंकि वह टैक्सी वाला भी एक्सपेंसिव कार पार्किंग चार्ज, एयरपोर्ट चार्ज अपने बिल में जोड़कर आपको देता है।

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Please conclude.

श्री राघव चड्हा : सर, यह दर्द फ्लाइट में चढ़ने से लेकर फ्लाइट से उत्तरने का था। मैं अंत में चार पंक्तियां सुनाकर अपनी वाणी को विराम दूंगा। आज इस देश के आम नागरिक आम यात्री का दर्द इन पंक्तियों के माध्यम से आप तक पहुंचाने की कोशिश करूंगा-

“कहीं हैं लम्बी लाइनें, कहीं चेकइन से पहले काउंटर बंद,
 कहीं स्लो चल रहा है सर्वर, कहीं इंटरनेट है मंद,
 महंगी टिकट के बाद भी यात्रा की कोई गारंटी नहीं,
 आपका सामान चाहे टूटे, चाहे फूटे कोई वारंटी नहीं,
 जो हाल है बस अड्डों का, वही तस्वीर आती है एयरपोर्ट से,
 चाय हो या समोसा, नहीं मिल रहा पाँच सौ रुपये के नोट से,
 रोज फ्लाइट्स बंद हो रही हैं धमकी, बम, विस्फोट से,
 कब तक आम आदमी मरता रहेगा एयरपोर्ट की छत गिरने की चोट से,
 जनता की मुश्किलें तो पल भर में मिट जाएं,
 अगर सरकार को फुर्सत मिल जाए चुनाव या वोट से।”

THE VICE-CHAIRMAN (DR. SASMIT PATRA): Hon. Members, may I have your attention, please? Hon. Members, the debate will continue tomorrow. We will now take up Special Mentions. माननीय श्री संजय कुमार झा जी। संजय कुमार झा साहब के पास स्पेशल मेंशन पहुंचा नहीं है। हम नेक्स्ट प्लाइंट पर चलते हैं, तब तक उनके पास स्पेशल मेंशन पहुंच जाएगा। माननीय श्री नरेश बंसल जी। Hon. Members, those who are leaving, may kindly leave silently. जो लोग जाना चाहते हैं, वे कॉरिडोर्स में न रहें। जिन लोगों को जाना है, वे चले जाएं, जिन लोगों को रुकना है, वे रुकें, but do it silently, in an orderly fashion. Thank you.

SPECIAL MENTIONS

Demand to fix rates of various treatments and procedures in private hospitals for general public on the lines of CGHS

श्री नरेश बंसल (उत्तराखण्ड) : महोदय, देश में निजी क्षेत्र के अस्पतालों की इलाज दरों में घोर असमानता है। निजी अस्पतालों के महंगे इलाज के एवज में बीमार व्यक्ति को भारी-भरकम बिल चुकाना पड़ता है, जिससे उसकी आर्थिक स्थिति खराब हो जाती है। इसका एक मुख्य कारण निजी अस्पताल की दरों पर कोई नियंत्रण न होना है। निजी अस्पताल मरीजों से इलाज के एवज में मनमाने तरीके से धनराशि वसूलते हैं, इसकी कोई पॉलिसी नहीं है। पॉलिसी के अभाव में जनता