

## नोएडा एयरपोर्ट से हवाई जहाज भरेंगे उड़ान

वर्ष 2024 अब इतिहास के पन्नों में दर्ज हो चुका है। वर्ष 2025 नई उमंग असीम ऊर्जा और नई उम्मीदों के साथ आया है। नववर्ष में विकास की कई परियोजनाएं पूरी हो जाएंगी। इन परियोजनाओं के पूरा होने से दिल्ली-एनसीआर ही नहीं देशभर के लोगों को राहत मिलेगी। लोगों के लिए आवागमन की सुविधा तो बेहतर होगी ही देश की आर्थिकी भी मजबूत होने वाली है। दैनिक जागरण ऐसी ही महत्वपूर्ण योजनाओं की विकसित झांकी से आप-सभी को रूबरू कराने जा रहा है।

### फरीदाबाद से आधे घंटे में पहुंचेंगे नोएडा

यमुना पर मझावली गांव के पास बनाया जा रहा पुल 26 जनवरी तक तैयार हो जाएगा। फिर इसे सार्वजनिक रूप से आवागमन के लिए खोल दिया जाएगा।

जाएगा। फिर इसे सार्वजनिक रूप से आवागमन के लिए खोल दिया जाएगा। पुल का निर्माण कार्य 15 अगस्त-2014 में शुरू किया गया था। इसके शुरू होने से जिले के लोगों को नोएडा उत्तर प्रदेश के लिए बेहतर कनेक्टिविटी मिलेगी। अब तक नोएडा जाने के लिए दिल्ली के कालिंदी कुज से होकर आवागमन करना पड़ता है। मझावली पुल के शुरू होने के बाद सीधे नोएडा आवागमन कर सकेंगे। फरीदाबाद से आधे घंटे में नोएडा पहुंच जाएंगे। शहर के लोगों को 30 किलोमीटर की दूरी अतिरिक्त तय नहीं करनी पड़ेगी।



यमुना पर फरीदाबाद के गांव मझावली गांव के पास बनाया जा रहा पुल, जिसका निर्माण कार्य कुछ ही माह में पूरा हो जाएगा ● जागरण



दिल्ली के द्वारका से गुरुग्राम के खेड़की दौला तक बने द्वारका एक्सप्रेसवे के गुरुग्राम का दृश्य, जल्द दिल्ली के हिस्से को आरंभ किया जाएगा ● जागरण आर्काइव

### फरवरी तक पूरा हो जाएगा द्वारका एक्सप्रेसवे प्रोजेक्ट

द्वारका एक्सप्रेसवे प्रोजेक्ट का गुरुग्राम वाला भाग कई महीने पहले शुरू किया जा चुका है। दिल्ली में भी सुरंग का निर्माण कार्य पूरा हो चुका है। इसके बाद ट्रायल शुरू किया जाएगा। इस तरह फरवरी में कभी भी इसे शुरू किया जा सकता है। प्रोजेक्ट पूर्ण होने से दिल्ली-गुरुग्राम एक्सप्रेसवे पर ट्रैफिक का दबाव 30 प्रतिशत तक कम होने की उम्मीद है। इससे प्रदूषण का

स्तर भी कम होगा। प्रोजेक्ट दो हिस्सों में बांटा गया है। गुरुग्राम में खेड़कीदौला टोल प्लाजा के नजदीक से लेकर दिल्ली के महिपालपुर में शिवमूर्ति के सामने तक लगभग नौ हजार फीट से एक्सप्रेसवे का निर्माण किया जा रहा है। यह देश का पहला अर्बन एक्सप्रेसवे है। एलिवेटेड भाग सिंगल पिलर के ऊपर बनाया गया है। यही नहीं यह देश का सबसे छेटा एक्सप्रेसवे है।

हान का उम्माद है। इससे प्रदूषण का

सबसे छेटा एक्सप्रेसवे है।



नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर हुई थी विमान की रफ़्तक लैंडिंग, लैंडिंग होने के बाद विमान को वाटर कैनन से इंद्रधनुष बनाकर सलामी दी गई ● जागरण आर्काइव

### एनसीआर को दूसरे इंटरनेशनल एयरपोर्ट की मिलेगी सुविधा

अप्रैल में नोएडा इंटरनेशनल एयरपोर्ट से यात्री सेवाओं की शुरुआत होगी। 1334 हेक्टेयर बनाए गए एयरपोर्ट पर एक रनवे से विमानों की उड़ान सेवा शुरू होगी। पहले दिन से 30 विमान सेवा होगी। ज्यूरिख, सिंगापुर व दुबई की अंतरराष्ट्रीय उड़ान के अलावा 25 घरेलू उड़ान व दो कॉर्पोरेट विमान सेवा मिलेंगी। एयरपोर्ट से वार्षिक 50 लाख यात्री विमान सेवा का उपयोग करेंगे। कैट तीन से लेस नोएडा इंटरनेशनल

एयरपोर्ट प्रतिकूल मौसम में भी यात्रियों की सुरक्षित आवाजाही को सुनिश्चित करेगा। भारतीय आतिथ्य संस्कृति के साथ डिजिटल यात्रा का अनुभव यात्रियों को मिलेगा। तीन वर्ष दो माह 11 दिन के रिकार्ड समय में एयरपोर्ट का निर्माण कर दिसंबर में वेलिडेशन फ्लाइट का सफल ट्रायल हुआ है। नोएडा इंटरनेशनल एयरपोर्ट विस्तार के सभी चरण पूरा होने के बाद छह रनवे के साथ देश का सबसे बड़ा एयरपोर्ट बनेगा।



# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

1 JANUARY 2025

No flight in months at some locations due to irregular passenger demand

## New airports struggle to attract flyers

SWARAJ BAGGONKAR  
Mumbai, December 31

**THE GOVERNMENT'S AMBITIOUS** push to build new airports in smaller centres is hitting turbulence, with several of these facilities struggling to attract traffic and some turning into ghost airports. Despite heavy investment in infrastructure, newer airports like Kushinagar in Uttar Pradesh and Sindhudurg in Maharashtra remain largely inactive, as airlines scale back operations citing low passenger demand.

The Union Territory of Pondicherry, for instance, did not see a single scheduled flight for eight consecutive months this year. The dry spell



### DRY RUN

■ Pondicherry airport did not see a single scheduled flight for eight consecutive months this year

■ Kushinagar International Airport has been without flights since April

■ Data reveal a similar fate for other airports like Kurnool (AP), Pakyong (Sikkim) & Sindhudurg (Maharashtra)

■ Disruptions caused by Covid, global aircraft engine issues have exacerbated the problem

ended only on December 20, when a 78-seater turboprop flight from Bengaluru landed at the Pondicherry airport. Marking its arrival with a ceremonial water cannon salute, the IndiGo flight underscored the irregularity of air traffic at

such locations.

Kushinagar International Airport, inaugurated in October 2021 as one of 12 greenfield projects under the government's ambitious infrastructure drive, has been without flights since April.

Built to connect eastern Uttar Pradesh and neighbouring Bihar, the airport was also expected to serve Buddhist pilgrims but now sits idle.

Recent data from the Airports Authority of India (AAI) reveal a similar fate for other

newer airports, such as those in Kurnool (Andhra Pradesh), Pakyong (Sikkim) and Sindhudurg (Maharashtra). Solapur Airport in Maharashtra, after a ₹65 crore revamp, also remains dormant.

While Sindhudurg was intended to rival Goa's coastal tourism with its pristine beaches, Kushinagar aimed to boost religious tourism. But poor demand and unviable operations have forced airlines like SpiceJet and Alliance Air to discontinue routes under the government's regional connectivity scheme (RCS) - *Ude Desh Ka Aam Nagrah* or Udan.

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## New airports struggle to attract flyers

SIMRAN SINGHTIWANA, CEO of Star Air, India's largest regional airline, highlights the challenges: "The ticket pricing cap under Udan has made air travel more affordable for tier-2 and tier-3 cities. However, maintaining consistent passenger demand on certain routes remains a challenge".

The carrier, with a fleet of nine aircraft, is planning to expand with 20 Embraer jets. Yet, Tiwana notes that smaller regional airports often serve areas with low populations and limited tourist inflows, making it difficult to sustain frequent flights.

Disruptions caused by the Covid-19 pandemic, global aircraft engine issues, and the shutting down of some airlines have exacerbated the problem. Minister of state for civil aviation Murlihar Mohol told the Lok Sabha that these factors, combined with weak passenger demand, have led to the discontinuation of several routes.

Despite these challenges,



the government remains optimistic. Under its *Viksit Bharat 2047* vision, India plans to more than double the number of airports to 350 from the current 157. Site clearance has already been granted for nine new greenfield airports, including those in Alwar (Rajasthan), Singrauli (Madhya Pradesh) and Parandur (Tamil Nadu).

The push for regional air connectivity continues, but the fate of airports like Kushinagar and Sindhudurg underscores a hard truth: infrastructure alone cannot generate demand. Without sustainable passenger volumes, these facilities risk becoming high-profile but underutilised assets.



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# One arrested with narcotics worth ₹8.8 crore at Gaya airport

**Prasun K Mishra**

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**GAYA:** Customs officials at Gaya International Airport on Sunday seized hydroponic marijuana, a high-grade narcotic and psychotropic substance, valued at Rs 8.8 crore. The contraband was confiscated from a passenger who had arrived on a flight

from Bangkok, police said.

The arrested smuggler was identified as Sachin Narayani of Bilaspur in Chhattisgarh.

The seizure was made as the passenger attempted to exit the airport terminal. The contraband was concealed in a sealed plastic pouch hidden within a secret compartment in his trolley bag.

Customs Commissioner (Preventive), Patna, Yashovardhan Pathak, stated that the passenger was profiled based on specific intelligence inputs, leading to the recovery of the illegal narcotic substance. Officials are currently interrogating the arrested smuggler to uncover details about the international smuggling racket.



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PUNJAB KESARI

DELHI

1 JANUARY 2025

## नोएडा इंटरनेशनल के अंदर एयरफोर्स ने मांगी जमीन

नोएडा, (पंजाब केसरी): नोएडा इंटरनेशनल एयरपोर्ट परिसर के भीतर एयरफोर्स अपना दफ्तर बनाएगा। इसके लिए यमुना प्राधिकरण से 300 वर्ग मीटर की जमीन मांगी गई है। बताया जा रहा है कि बहुत जल्द एयरफोर्स के बड़े अधिकारी यमुना प्राधिकरण के दफ्तर में पहुंचेंगे। अगले साल के पहले हफ्ते में इंडियन एयरफोर्स को प्राधिकरण जमीन दे देगा। एयरफोर्स के बड़े अधिकारियों ने कहा कि अभी दिल्ली में स्थित इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर सामान आयात-निर्यात होता है। वहां पर ज्यादा लोड है। उसी को कम करने के लिए जेवर एयरपोर्ट के कार्गो टर्मिनल बिल्डिंग में नए दफ्तर बनाया जाएगा। अपना दफ्तर बनाने के लिए ही एयरफोर्स ने 300 वर्गमीटर जमीन यमुना प्राधिकरण से मांगी है। इससे सुरक्षा व्यवस्था भी ज्यादा बेहतर होगी। आपको बता दें कि कि दिन-रात नोएडा इंटरनेशनल एयरपोर्ट पर काम चल रहा है। करीब 8,000 से ज्यादा लोग देश के सबसे बड़े हवाई अड्डे को बनाने का काम कर रहे हैं।

# Airport embankment in focus after South Korea plane crash

'24 Manual Sought Structure's Review, Saying It Was Too Near To Runway



**TRAGEDY AVERTED IN LOS ANGELES:** The US FAA has launched a probe after a private jet carrying the Gonzaga University men's basketball team nearly crossed a runway as another flight was taking off Friday at Los Angeles International Airport. Footage of the moment showed Delta Flight 471 was about to take off when an air-traffic controller was heard screaming 'Stop, stop, stop!' at the basketball team's charter plane, operated by Key Lime Air. Luckily, the warning worked and no one was hurt

Air safety experts Tuesday questioned the placement of an airport embankment into which a South Korean passenger jet slammed after skidding past the end of the runway, resulting in the country's deadliest domestic air disaster. All 175 passengers and four of the six crew were killed on Sunday when the Jeju Air plane belly-landed at Muan International Airport, ploughed into the sand-and-concrete embankment and burst into a fireball.

What caused the pilot to attempt the landing after declaring an emergency was still under investigation. But comments in the airport's operating manual, uploaded early in 2024, said the embankment was too close to the end of the runway and recommended that the location of the equipment be reviewed during a planned expansion.

A transport ministry official said authorities would need to check the document before replying to questions. Experts criticised the positioning of the embankment, which held navigation equipment. "Unfortunately, that thing was the reason that everybody got killed, because they literally hit a concrete structure," Captain Ross Aimer, the chief executive of Aero Consulting Experts, said.

The Boeing 737-800's "black box" flight data recorder recov-

ered from the crash site was missing a key connector and authorities were reviewing how to extract its data, but retrieval of data from the cockpit voice recorder has begun. Personnel from the US National Transportation Safety Board (NTSB), Federal Aviation Administration, and aircraft maker Boeing have joined the investigations.

Transport ministry officials said most South Korean airports were built based on International Civil Aviation Organisation rules that recommend a 240m runway-end safety area. However, a domestic law allows adjustments in a range that does not "significantly affect" the facility's performance. "We'll look into whether there are any conflicts in our own regulations," Kim Hong-rak, director general for airport policy, said.

Muan International Airport's operations manual said the navigation equipment, or localisers, had been installed too near the end of the runway, or just 199 m from the crash site. The document, prepared by Korea Airports Corp, said the airport authority should "review securing additional distance during phase two of airport expansion". Officials have previously said the structure was about 250 m from the end of the runway itself, though a paved apron extends past that. REUTERS



## Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

1 JANUARY 2025

# From bird strike to jet crash: Mystery of 4 fateful minutes

Choe Sang-Hun

Already 30 minutes behind schedule, the pilot flying the Jeju Air jet with 181 people on board was preparing to land at his destination in southwestern South Korea on Sunday morning when the control tower warned him about flocks of birds in the area.

Two minutes later, at 8.59am (local time), the pilot reported a “bird strike” and “emergency”, officials said. He told the air traffic control tower that he would do “a go-around”, meaning he would abort his first landing bid and circle in the air to prepare for a second attempt. But he apparently did not have enough time. Instead, just a minute later, the veteran pilot — with nearly 7,000 flight hours in his career — was approaching the runway from opposite direction, from north to south. And 3 minutes later, at 9.03am, his plane, Jeju Air Flight 7C2216, slammed into a concrete structure off the southern end of the runway in a ball of flames.

All but two of the 181 people on board were killed. As officials were racing to probe the crash, a central question has emerged among analysts: What happened during the 4 minutes between the pilot’s urgent report of bird strike and the crash? Footage of the Boeing 737-800 landing at the airport showed it skidding down the runway without its landing gear deployed.

As it hurtled along on its belly, engulfed by what looked like clouds of dust, smoke and sparks, it did not seem able to slow its speed before slamming into the concrete structure 820 feet after the end of the runway. “Why was the pilot in such a hurry to land,” said Hwang Hwong, chair of the Korea Association for Aviation Security. When pilots plan to do a belly landing, they usually try to buy time, Hwang said. But the pilot apparently decided that he didn’t have such time, he said.



Bloomberg

**COULD IT HAVE BEEN AVERTED?**

“Did he lose both engines?”

Experts who have watched the footage of the landing said the plane appeared to experience a fatal combination of factors that made the crash far worse than it could have been. The Muan airport normally has a 9,200-foot-long runway. But when the Jeju Air plane was landing, only 8,200 feet of it was usable because of construction work underway to extend the runway. (Still, this is long enough for landing 737-800s, officials say.) As it landed, the plane’s pilot also appeared unable to control both its engines and landing gear, depriving him of two of the plane’s three key means of slowing down: the landing gear brake and the engines’ reverse thrusts, aviation experts said. They said the plane also did not appear to have activated its wing flaps, another means of cutting down speed. The plane went so fast that it overshot the runway and ramed straight into the concrete structure for localizer antenna.

“Engine trouble doesn’t necessarily mean landing gear trouble; the two are not necessarily related,” said Paek Seung-joo, a professor of public safety. “But in this case, both appear to have happened.” And analysts said if both engines were lost, the pilot could still manually lower the landing gear. But given the hurried way the pilot tried to land, he might not have had enough time, they said. “Questions like these won’t be answered until they examine the jet’s flight data recorder,” J Y Jung, an aviation expert said. NYT



# Corporate Communications Directorate

BUSINESS LINE

DELHI

1 JANUARY 2025

## Air India Express in growth phase: CEO

**V1 RISE TRANSFORMATION.** It aims to expand domestic footprint in tier-II and III cities, regional international travel segment

**Rohit Vaid**  
New Delhi

The Tata Group-owned Air India Express is firmly in the growth phase of its transformation programme. 'V1Rise' is to scale up its reach as well as capacity, the airline's chief executive Alok Singh told *businessline*.

Air India Express is guided by a five-year transformation programme — 'V1Rise' — to make the airline into a major player in the domestic market while having a sizeable share in the regional international travel segment.

"In many ways, it (V1Rise) is equivalent to Air India's 'Vihaan.ai' programme, serving as a comprehensive

transformation strategy for the airline," he said, adding that it has three distinct phases, "synchronise, scale and soar".

"With the integration and merger of AIX Connect and Air India Express completed in October, the synchronise phase is behind us. We are now firmly in our growth phase, the scale-up of the airline's fleet and network."

*businessline* was the first to report about the 'V1Rise' programme in October.

According to Singh, the 'scale' phase is seeing a rapid growth of the airline's fleet.

"We are already at 90 aircraft and will end this fiscal year with over 100. We have increased our network footprint and started more than



**TAKING OFF.** Two-thirds of the airline's total domestic market is between metros and non-metros

35 new routes and several stations such as Agartala, Port Blair, Jammu and Bangkok, amongst others," he said.

"As we scale up and as synergies with the AI group begin unlocking, we will soon be in the soar phase of our

journey with a profitable, strong short-haul international and pan-India domestic network," Singh said.

In FY24, the airline (AIX Connect and Air India Express combined) carried over 46,000 passengers per day on average, with a do-

mestic market share of about seven per cent.

"This represented a 20 per cent growth over the previous year. In December, we carry on an average of 63,000 passengers daily, domestic and international together; our domestic market share has grown to nine per cent," he said.

"In the current year, we estimate a robust growth of 25 per cent over the previous year."

### DIRECT CONNECT

Singh pointed out that the airline has adopted the strategy to directly connect tier-II and III destinations to international locations.

"Our connectivity from tier-II and III cities directly

to such markets is particularly interesting. We have just announced Bangkok services from Pune and Surat, and we are seeing very good traction. We will launch many such routes," he said.

"There are routes such as Delhi-Dubai and Mumbai-Dubai that are better served by Air India, while Goa, Jaipur, and Surat to Dubai, or Delhi and Mumbai to Sharjah, are better suited to our business model."

The airline's primary focus is on growing its domestic footprint in tier-II and III cities. "Two-thirds of the total domestic market is between metros and non-metros, which also happens to be the fastest-growing segment," Singh said.



# Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

31 DECEMBER 2024

## बेंगलुरु उड़ान रद्द, दिल्ली की डेढ़ घंटे लेट

जयपुर | जयपुर एयरपोर्ट पर इन दिनों बेंगलुरु की फ्लाइट के आए दिन रद्द होने से यात्रियों को परेशानी का सामना करना पड़ रहा है। दरअसल एयरपोर्ट से मिली जानकारी के अनुसार जैसे तो इंडिगो एयरलाइंस की जयपुर से 5 फ्लाइट्स का शेड्यूल है, लेकिन ऑपरेट 4 ही हो रही हैं। मामला इंडिगो की बेंगलुरु की फ्लाइट

6ई-6243/247 का है। फ्लाइट बेंगलुरु से सुबह 7:55 बजे जयपुर आती है, जो वापसी में जयपुर से 8:40 बजे बेंगलुरु जाती है। लेकिन सोमवार को दोनों ही फ्लाइट्स रद्द रहीं। वहीं एयर इंडिया एक्सप्रेस की दिल्ली की फ्लाइट आईएक्स-1199 जयपुर से दोपहर 12:20 बजे की बजाय डेढ़ घंटे की देरी से 1:50 बजे रवाना हुई।



# Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

31 DECEMBER 2024

## बेंगलुरु उड़ान रद्द, दिल्ली की डेढ़ घंटे लेट

जयपुर | जयपुर एयरपोर्ट पर इन दिनों बेंगलुरु की फ्लाइट के आए दिन रद्द होने से यात्रियों को परेशानी का सामना करना पड़ रहा है। दरअसल एयरपोर्ट से मिली जानकारी के अनुसार जैसे तो इंडिगो एयरलाइंस की जयपुर से 5 फ्लाइट्स का शेड्यूल है, लेकिन ऑपरेट 4 ही हो रही हैं। मामला इंडिगो की बेंगलुरु की फ्लाइट

6ई-6243/247 का है। फ्लाइट बेंगलुरु से सुबह 7:55 बजे जयपुर आती है, जो वापसी में जयपुर से 8:40 बजे बेंगलुरु जाती है। लेकिन सोमवार को दोनों ही फ्लाइट्स रद्द रहीं। वहीं एयर इंडिया एक्सप्रेस की दिल्ली की फ्लाइट आईएक्स-1199 जयपुर से दोपहर 12:20 बजे की बजाय डेढ़ घंटे की देरी से 1:50 बजे रवाना हुई।



# Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

31 DECEMBER 2024



कानपुर हवाई अड्डा • जागरण आर्काइव

## विमानन सेवा: हवाई यात्रियों की बढ़ी संख्या, हैदराबाद के वाद अब चार शहरों तक उड़ान की मिली सुविधा

चकेरी में एयरपोर्ट का नया टर्मिनल बनने और सुविधाएं बढ़ने के बाद से विमान यात्रियों की संख्या भी लगातार बढ़ रही है। इसके साथ ही शहर को हैदराबाद की उड़ान की सीमांत मिलना इस साल की सबसे बड़ी उपलब्धि रही। हालांकि, काफी समय से उठ रही दिल्ली की दूसरी उड़ान नहीं मिल सकी। मुरादाबाद के लिए अंतरजनपदीय उड़ान भी हवा में ही रही। वर्ष 1970 में एयरफोर्स के अधीन बने चकेरी स्थित एयरपोर्ट से पहली हवाई यात्रा सेवा की शुरुआत

हुई थी। यहां से पहली उड़ान दिल्ली के लिए चली थी। इसके बाद से अब तक कई बार विमानों की उड़ान सेवाएं चालू और बंद होती रहीं। मई 2023 में 150 करोड़ की लागत से नया टर्मिनल भवन बनने के बाद यहां से दिल्ली, मुंबई, बंगलुरु की हवाई यात्रा की शुरुआत हुई। इसके बाद 27 सितंबर को हैदराबाद की उड़ान सेवा शुरू हुई। यह सुविधा सोमवार, बुधवार, शुक्रवार और रविवार को ही मिलती है। बाकी के तीन दिन बंगलुरु की उड़ान की सुविधा है।



# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

1 JANUARY 2025

## BAA plans to open pilot training centre in India

SWARAJ BAGGONKAR  
Mumbai, December 31

**BAA TRAINING**, a global aviation training provider, is considering establishing a pilot training centre in India to capitalise on the predicted surge in air travel demand in the country.

The Lithuania-based training academy currently operates pilot simulator centres in Spain, France, Lithuania, and Vietnam, alongside consultancy centres in India, located in Gurugram, Mumbai, and Bengaluru.

"With India's aviation market booming, we are ready to advance our expansion strat-

### SET TO TAKE OFF

■ India's aviation sector faces a significant pilot shortage, with 1,300 aircraft on order and nearly 15 pilots needed per aircraft

■ An aviation advisory firm predicts that India will require 10,900 additional pilots by FY30, bringing the total requirement to 19,400 pilots

egy by opening additional consultancy centres as needed to meet demand," said Marijus Ravoitis, CEO of BAA Training, in an email interview with *FE*.

BAA Training aims to train approximately 500 pilots annually for Indian carriers.



MARIJUS RAVOITIS,  
CEO, BAA TRAINING

**We will assess demand and determine the required investment to provide training, independently or in partnership with airlines**

"Based on the response and enrolment levels for Ab Initio training, we will assess the demand and determine the required investment to provide local training, independently or in partnership with various airlines,"

Ravoitis added.

Currently, BAA Training supports over 100 airlines and 300 private clients annually, delivering 100,000 flight hours and Type Ratings for more than 1,200 pilots. Its offerings include ATPL

Integrated, CPL Modular, MPL and the Indian Cadet Program, as well as Type Rating training for Airbus and Boeing aircraft types.

India's aviation sector is expanding rapidly, with at least two aircraft being added to fleets weekly. However, the industry faces a significant pilot shortage, with 1,300 aircraft on order and nearly 15 pilots needed per aircraft.

This translates to an estimated shortfall of 2,500-3,000 pilots in the near future. CAPA India, an aviation advisory firm, predicts that India will require 10,900 additional pilots by FY30, bringing the total requirement to 19,400 pilots.



# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

31 DECEMBER 2024

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## Airlines to share international passenger data with Customs

### **Agencies**

NEW DELHI

Airlines will have to mandatorily share details of foreign travellers with the Indian Customs authorities from April 1, 2025, and non-compliance can attract penalties.

All air transport service providers operating flights to/from India will have to register with the National Customs Targeting Centre-

Passenger (NCTC-Pax) by January 10, 2025, in order to comply with the requirement, according to a communication issued by the Central Board of Indirect Taxes and Customs (CBIC).

Details ranging from mobile number, and payment mode to travel itinerary need to be shared with the authorities 24 hours before the departure of an international flight.



# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

31 DECEMBER 2024

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## SpiceJet holds AGM

**PTI**  
NEW DELHI

SpiceJet shareholders on Monday sought to know about the airline's funding and expansion plans during the annual general meeting.

At the 40th Annual General Meeting (AGM), members also transacted various businesses, including adoption of audited financial statements for the financial year ended March 31, 2024, together with the reports of the board of directors and the statutory auditors, and increasing the company's authorised share capital, according to a regulatory filing.

The budget carrier, whose Chairman is Ajay Singh, recently raised Rs 3,000 crore and since then, has been settling pending dues and various disputes.



# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

31 DECEMBER 2024

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MUMBAI

## **Air Kerala to start ops by June 2025**

Upcoming airline Air Kerala on Monday said it is planning to start operations by June next year with the first flight from the Kannur International Airport. Without disclosing the maiden destination, the upcoming airline, which has already put in place all key positions, including of the CEO and CFO, said it has inked a pact with private airport operator Kannur International Airport Ltd (KIAL) to start flight services on regional routes.



# Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

31 DECEMBER 2024

## Airlines to mandatorily share international passenger data with Customs from Apr 1

Press Trust of India  
New Delhi, Dec 30

Airlines will have to mandatorily share details of foreign travellers with the Indian Customs authorities from April 1, 2025, and non-compliance can attract penalties.

All air transport service providers operating flights to/from India will have to register with the National Customs Targeting Centre-Passenger (NCTC-Pax) by January 10, 2025, in order to comply with the requirement, according to a communication issued by the Central Board of Indirect Taxes and Customs (CBIC). Details ranging from mobile number, and payment mode to travel itinerary need to be shared with the authorities 24 hours before the departure of an international flight.

On August 8, 2022, the CBIC notified the 'Passenger Name Record Information Regulations, 2022' under which airlines were required to share passenger name record (PNR) details of foreign travellers with



the Customs department. This system is intended to enhance interdiction capabilities of authorities as well as risk analysis of passengers.

In case an airline fails to share the data, the Customs department can impose a fine ranging from Rs 25,000-50,000 for every act of non-compliance, as per the regulations. The CBIC, in the communication issued last week, said the system to implement the regulation is being developed by NCTC-Pax and the latter's phased rollout is envisaged from January 2025. The

Customs department also said that the PNRGOV system - to collect requisite passenger information - will be implemented on a pilot basis with some airlines who have expressed willingness to participate.

"The pilot phase is scheduled to be implemented by February 10, 2025. Thereafter, full scale operation is planned from April 1, 2025, for individual airlines and from June 1, 2025, for airlines intending to operate through GDS (global distribution system)," the CBIC said.

Full text on [greaterkashmir.com](http://greaterkashmir.com)



## Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

1 JANUARY 2025

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# DGCA revokes J'khand flying school suspension

**Debashish Sarkar**

letters@hindustantimes.com

**JAMSHEDPUR:** The Directorate General of Civil Aviation (DGCA) has revoked the suspension of training operations by Jamshedpur-based pilot training company Alchemist Aviation and reinstated its pilot training licence, officials said on Tuesday.

The DGCA suspended the flying training organisation (FTO) license of the Alchemist Aviation after its Cessna 152 training aircraft crash landed in Chandil Dam in Seraikela-Kharsawan district of Jharkhand after taking off from Sonari aerodrome on August 29.

The pilot trainer Patna-based Jeet Shatru Anand and Adityapur-based trainee Shubhrodeep Dutta were killed in the crash.

"As per Rule 41B, sub clause 10 of the Aircraft Rules 1937, the DGCA suspended our training

operations after our training aircraft Cessna 152, registered as VT-TAJ, met with an unfortunate accident. A team of DGCA officers, subsequently, was formed and sent to conduct a detailed evaluation of our facilities, aircraft and operations. After we demonstrated satisfactory compliance, the DGCA revoked our suspension on December 24. We are pleased to announce that we intend to resume training operations from January 2, 2025," Mrinal Kanti Paul, managing director (MD), Alchemist Aviation, said.

Paul added that the DGCA, in its order, has called for more effective implementation of the safety management systems (SMS) to further secure the flights of the training aircraft.

"We currently have five training aircraft of which three are fully fit to fly. We now have FTO card till 2029," the managing director said.



## Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

1 JANUARY 2025

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### AIRLINES INDUCT OVER 12.6% PLANES MORE IN '24: DATA

**Neha LM Tripathi**

[letters@hindustantimes.com](mailto:letters@hindustantimes.com)

**NEW DELHI:** Indian airlines inducted around 12.6% more aircraft in 2024 in comparison to the previous year, according to data from fleet tracking website Planespotter.

In 2024, Indian airlines added 134 aircraft to their fleets compared to 119 the year before, data on the website showed on Tuesday. Of the 134 planes, full-service carrier Air India inducted 24, including five A350s. Air India Express, the airline's low cost arm, introduced another 18.

The fleet tracking website revealed that India's largest airline by market share, IndiGo, inducted 75 aircraft as compared to 63 in 2023. To be sure, these aircraft include the ones inducted to replace aircraft which had completed their lease period and gone back to the lessors as well as those inducted to overcome the issue of grounded aircraft due to the engine issues.

SpiceJet, the airline that struggled with severe debt, also added aircraft. "Indian aviation has been on an upswing in the last two-three years due to consolidation. 2024 has been the best year in terms of domestic passenger traffic. The inductions are indicative of what lies ahead as both IndiGo and Air India have strong order books," Ameya Joshi, founder of aviation consultancy firm Network Thoughts, said.

# US, Boeing probe site of S Korean air crash

South Korean officials have said they will look into whether the Muan airport's localiser should have been made with lighter materials

Associated Press

letters@hindustantimes.com

**MUAN:** A team of US investigators including representatives from Boeing, on Tuesday, examined the site of a plane crash that killed 179 people in South Korea while authorities were conducting safety inspections on all Boeing 737-800 aircraft operated by the country's airlines.

All but two of the 181 people aboard the Boeing 737-800 operated by South Korean budget airline Jeju Air died in Sunday's crash. Video showed the aircraft, without its landing gear deployed, crash-landed on its belly and overshoot a runway at South Korea's southern Muan International Airport before it slammed into concrete fence and burst into a flame.

The plane was seen having an engine trouble, and preliminary examinations also say the pilots received a bird strike warning from the ground control centre and issued a distress signal as well. But many experts say the landing gear issue was likely the main cause of the crash.

The South Korean government has launched safety inspections on all the 101 Boeing 737-800s in the country. The Transport Ministry said authorities are looking at maintenance and operation records during five days of safety checks that are to run until Friday.

The ministry said that a delegation of eight US investigators — one from the Federal Aviation Administration, three from National Transportation Safety Board and four from Boeing — made an on-site visit to the crash site, on Tuesday.

The results of their examination weren't immediately available. Kim E-bae, Jeju Air's president, told reporters on Tuesday that his company will add more



Investigators stand by the mound where the instrument landing system localiser is located, at the scene where a Jeju Air aircraft crashed, at Muan International Airport, in Muan, on Tuesday. AFP

maintenance workers and reduce flight operations by 10-15% until March as part of efforts to enhance the safety of aircraft operations.

John Hansman, an aviation expert at MIT, said the crash was most likely the result of a problem with the plane's hydraulic control systems.

He said that would be consistent with the landing gear and wing flaps not being deployed "and might indicate a control issue which would explain the rush to get on the ground."

The Boeing 737-800 — an earlier version of 737 than the Max — is a widely used plane with a good safety record, according to Najmedin Meshkati, an engineering professor at the University of Southern California who has studied aviation safety.

He said the failure of the plane's system for broadcasting location, operating its landing gear and extending the wing flaps to slow down indicate a widespread problem that affected electrical and hydraulic systems. He is confident that investigators will learn what went wrong by analysing infor-

mation from the flight data and cockpit voice recorders.

"These are really the two pillars for accident analysis and accident reconstruction," Meshkati said.

Like other aviation experts, Meshkati also questioned the location of a solid wall just a few hundred feet past the end of the runway, given that planes occasionally do overshoot runways. "Having such a big concrete barrier over there was really very bad luck for this particular air- plane," he said.

South Korean officials have said they will look into whether the Muan airport's localiser — a concrete fence housing a set of antennas designed to guide aircraft safely during landings — should have been made with lighter materials that would break more easily upon impact.

The crash was the deadliest disaster in South Korea's aviation history in decades. A seven-day national mourning has been declared until January 4.

Authorities have identified 175 bodies and are DNA testing the remaining five, the Transport Ministry said.

## S KOREA ISSUES ARREST WARRANT FOR IMPEACHED PRESIDENT YOON

Bloomberg

letters@hindustantimes.com

**SEOUL:** A South Korean court issued an arrest warrant for embattled President Yoon Suk Yeol, who has been suspended from power over his short-lived martial law declaration, according to investigators.

The Seoul Western District Court approved the warrant on Tuesday, a day after the investigation team requested it as Yoon has repeatedly refused to appear for questioning. He is under criminal probe for insurrection allegations.

If the warrant is executed, Yoon would be the first sitting president in South Korea's history to be arrested. It's unclear if investigators will manage to take the president into custody as a previous attempt to search the presidential office was blocked by Yoon's team.



# Corporate Communications Directorate

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HINDUSTAN TIMES

MUMBAI

31 DECEMBER 2024

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## SPICEJET AIMS TO OPERATIONALISE 30 GROUNDED PLANES AGAIN

**Daanish Anand**

[daanish.anand@livemint.com](mailto:daanish.anand@livemint.com)

**NEW DELHI:** Budget carrier SpiceJet Ltd. aims to operationalise 30 Boeing 737 MAX aircraft, grounded for reasons ranging from payment default to lessors and component shortages, in the next 12-15 months as it seeks to expand its services.

Speaking at the company's annual general meeting on Monday, chairman and managing director Ajay Singh also hinted at resuming talks with aircraft manufacturer Boeing for pending deliveries. The airline had placed an order for 200 B737 MAX aircraft with the American firm in 2017.

Singh said, "We will restart our talks with Boeing, we received 13 aircraft, we will talk with the company to restart deliveries, hopefully we can do this in the upcoming months."

India needs to have more airlines to prevent the market from becoming a duopoly, Singh said. The airline aims to have a fleet of 100 aircraft by 2026-end, from the current 28 operational aircraft. India's aviation market is dominated by IndiGo, the country's largest airline, and the Tata Group-owned Air India.

Experts see SpiceJet's announcement on its grounded planes and restarting delivery talks with Boeing as a welcome step for the market. Sanjay Lazar, CEO of Avialaz Consultants, said, "The announcement...is a bold move in the strangled Indian aviation market. The current duopoly needs to be challenged by both SpiceJet and Akasa and more newcomers. The addition of fresh capacity and accelerated deliveries by Boeing would mean a significant uptick in SpiceJet's flying portfolio. It could also lower airfares and add more frequencies on demand-hungry sectors."

Lazar feels that SpiceJet needs a stronger operations team to regain its position. He added, "While ramping capacity, if SpiceJet can improve passenger services and tighten on-time performance, they will rebuild consumer confidence with the brand."



Rescue members work at the crash site at Muan airport in Muan, South Korea, Tuesday. AP

## Officials inspect site of Jeju Air plane crash in bid to identify cause

REUTERS  
SEOUL, DECEMBER 31

SOUTH KOREA ramped up investigations on Tuesday into the cause of its deadliest domestic air accident as police worked to identify victims while families of those killed in the crash of a Jeju Air jet pushed for more details.

All 175 passengers and four of the six crew were killed when the Boeing 737-800 belly-landed and skidded off the end of the runway at Muan International Airport on Sunday, erupting in a fireball as it slammed into an embankment holding navigation equipment.

Comments in the airport's operating manual, uploaded early in 2024, said the embankment was too close to the end of the runway and recommended that the location of the equipment be reviewed during a planned expansion.

A transport ministry official said authorities would need to check the document before replying to questions. Impatience rose on Tuesday among families gathered at the airport as they waited for the bodies of their loved ones to be released.

The National Police Agency said it was making all-out efforts to speed up identification of the five bodies still unknown, allocating more personnel and equipment such as rapid DNA analysers.

A "black box" flight data recorder recovered from the crash site was missing a key connector and authorities were reviewing how to extract its data, but retrieval of data from the cockpit voice recorder has begun, the transport ministry told briefings.

Inspections of all 101 B737-800s operated by South Korean airlines were set to wrap up by Jan. 3, though the airport would stay closed until Jan. 7, it added in a statement.

Personnel from the U.S. National Transportation Safety Board (NTSB), Federal Aviation Administration, and aircraft maker Boeing have joined the investigations.

Crash investigators are considering possible factors such as bird strikes and disabled control systems on the aircraft to the pilots' apparent rush to attempt a landing soon after declaring an emergency, fire and transport officials have said.

Officials have also faced questions about airport design features, particularly the large dirt-and-concrete embankment near the end of the runway used for navigation equipment.

The plane slammed into the embankment at high speed and erupted into a fireball. Bodies and body parts were thrown into surrounding fields and most of the aircraft disintegrated in flames.

# Bird hit and belly landing: What we know about the Jeju Air crash that killed 179

PRANESH DEY

NEW DELHI, DECEMBER 31

TWO DAYS after Jeju Air flight 7C2216 from Bangkok exploded in flames after making a belly landing in Muan, South Korea, there are no answers on why the landing gear had not deployed — and whether a bird hit had contributed to the catastrophe that killed 179 of the 181 people on board the twin-engine Boeing 737-800. Here's what we know so far.

## First, what exactly is a 'belly' landing?

In an emergency, an aircraft can make a risky attempt to land with its undercarriage retracted — that is, on its belly, not wheels.

With the landing gear up, the wings, which will be very close to the ground, must be held absolutely 'level' (parallel to the ground) — a slight left or right bank, either by the pilot or a strong wind, could cause a wing to hit the ground, which can flip the aircraft, send it cartwheeling, or break it apart.

Even in the best case scenario, a belly landing does considerable damage to the aircraft, its engines, and wings. Friction from skidding on the runway can result in a fire.

A belly landing may be attempted if

- the landing gear fails to deploy;
- the plane is forced to land in a field, and the pilot decides it is safer to skid than to touch down on wheels;
- the aircraft has to be "ditched", that is, landed on water;
- if the pilot, for whatever reason, considers a belly landing safer.

There have been incidents of task-saturated or distracted pilots forgetting to deploy the landing gear, but modern aircraft



Flight 7C2216 touches down on its belly on December 29. Reuters

issue alerts in such cases.

## Did a bird strike lead the landing gear to malfunction?

The plane was cleared to land at 8.54 am, but three minutes later, air traffic control warned about birds above the airport. At 8.59 am, the pilots reported a bird hit, and issued a Mayday (distress) call. They were cleared to land from the direction opposite to the usual one, and the plane made contact with the ground

at roughly the middle of the 2,800-m runway, a BBC report said. Videos of the aircraft show its undercarriage was retracted.

## Why did the pilots ask to land immediately? Why did the landing gear not deploy?

It is not known. A bird ingestion can disable an aircraft's engines, and a hit can dent its skin, damage navigation/ communication antennae, or even break the windshield/ windows. But a bird strike damag-

ing an aircraft's landing gear — which is retracted into bays locked by hydraulically operated doors in flight — is unlikely.

## Could the crew have consciously attempted a belly landing?

It is possible they considered it safer to belly-land than landing with the gear down. But there is a procedure for it: fire trucks and emergency services must be on standby for a possible fire or to evacuate passengers and crew.

## Under what circumstances would the pilots prefer a belly landing?

Videos of the crash suggest the B737-800 landed "long and fast". In aviation jargon, this is when a plane overshoots the designated touchdown zone, and the pilots have less runway length to stop the aircraft, which is moving faster than the recommended landing speed.

It is possible that during the approach the captain realised that the plane was coming in long and fast, and a "go-around" — calling off the approach — was not possible. The captain may then have decided that landing on the belly gave a better chance of stopping within the runway than landing on wheels would.

## But why was the aircraft coming in faster than it should have?

While landing, a pilot uses slats and flaps, which are retractable surfaces on the front and back of the wing. As the aircraft slows, the wings cannot generate sufficient 'lift', the upward aerodynamic force that keeps a plane aloft. At slower speeds, the slats and

flaps help the wings generate extra lift.

Investigators will examine whether one or several birds got stuck in the wings and prevented the flaps from being deployed. In such a situation, the crew may have had no choice but execute a high-speed landing.

With flaps, 'stall' speed is lower; without flaps, it is higher. Stall is a condition in which an aircraft stops flying forward and starts to fall from the sky. An aircraft can stall if its nose is too high (which disturbs the flow of air around the wings, spoiling generation of lift), or when it is not going fast enough (which also spoils the generation of lift).

So an aircraft whose stall speed without flaps is, say, 120 knots, could have a stall speed of 80 knots with the flaps extended. If, due to a bird strike, the flaps of the Boeing failed to deploy, the plane would have had to come in faster in order to prevent a stall.

## Could the pilot have braked?

Modern aircraft have (i) thrust reversers, (ii) spoilers, and (iii) wheel brakes.

**THRUST REVERSERS:** Once an aircraft touches down, the thrust from the engines is redirected in the reverse direction, slowing down the plane.

**SPOILERS:** These movable panels on the wing's surface are flushed during flight and deployed after the plane lands, slowing it down with aerodynamic drag.

**WHEEL BRAKES:** The computer system on a modern plane may prevent automatic brakes from deploying unless it 'senses' that the aircraft is in landing configuration, flaps are extended, and the wheels are on the ground. Investigators will look at what sort of braking was available with the landing gear retracted.

**EXPLAINED  
AVIATION**



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

MILLENNIUM POST

DELHI

1 JANUARY 2025

## Bharatiya Vayuyan Adhiniyam to be effective from Jan 1



**NEW DELHI:** The new law that seeks to facilitate designing and manufacturing of aircraft in India as well as facilitate the ease of doing business in the aviation space will come into force from January 1, 2025.

The new Act — Bharatiya Vayuyan Adhiniyam, 2024 — that replaces the 90-year old Aircraft Act, was cleared by the Parliament earlier this month.

According to a notification issued on Tuesday, the "central government hereby appoints the 1st day of January, 2025 as the date on which the provisions of the said Act, shall come into force".

Among others, the Act provides for regulation and control of the design, manufacture, maintenance, possession, use, operation, sale, export and import of aircraft and connected matters.

The legislation will also remove redundancies and replace the Aircraft Act, 1934, which has been amended 21 times.

India is one of the world's fastest growing civil aviation markets.



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

31 DECEMBER 2024

## Digi Yatra passengers' data not shared with I-T dept: Civil Aviation Ministry

**NEW DELHI:** The Civil Aviation Ministry on Monday said data of passengers who use Digi Yatra are not shared with the Indian tax authorities.

Earlier in the day, the I-T Department refuted reports that Digi Yatra data will be used to crack down on tax evaders.

Based on Facial Recognition Technology (FRT), Digi Yatra provides for contactless, seamless movement of passengers at various check points at airports.

The data shared by a passenger for Digi Yatra is stored in an encrypted format. To avail the service, a passenger has to register his or her details on the Digi Yatra app using Aadhaar-based validation and a self-image capture. In the next step, the board-

ing pass has to be scanned and the credentials are shared with the airport.

In a post on X, the ministry said there is no sharing of Digi Yatra passengers' data with Indian tax authorities.

"The Digi Yatra app follows the Self-Sovereign Identity (SSI) model, where Personally Identifiable Information (PII) and travel credentials are stored exclusively on the user's device, not on any central repository. Furthermore, if a user uninstalls the Digi Yatra app, the data is deleted entirely," the ministry said in a post on X.

Further, the ministry said airport systems automatically purge passenger data within 24 hours of the flight's departure.

The I-T Department, in a post on X, refuted reports which stated that Digi Yatra data will be used to crack down on tax evaders.

"In this connection, it is clarified that as on date there is no such move by the @IncomeTaxIndia department," it said.

Digi Yatra is managed by the Digi Yatra Foundation. Its shareholders are Airport Authority of India (AAI), Cochin International Airport Ltd (CIAL), Bangalore International Airport Ltd (BIAL), Delhi International Airport Ltd (DIAL), Hyderabad International Airport Ltd (HIAL) and Mumbai International Airport Ltd (MIAL). PFI



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

31 DECEMBER 2024

## Air Kerala to start operations by June 2025

*Kerala-based aviation firm received NOC from civil aviation ministry in July*

**MUMBAI:** Upcoming airline Air Kerala on Monday said it is planning to start operations by June next year with the first flight from the Kannur International Airport.

Without disclosing the maiden destination, the upcoming airline, which has already put in place all key positions, including of the CEO and CFO, said it has inked a pact with private airport operator Kannur International Airport Ltd (KIAL) to start flight services on regional routes.

As part of the agreement between the two companies, Air Kerala initially will have a sub-

stantial number of departures from Kannur, to nearby domestic destinations within a flying range of one-and-a-half hour.

Infrastructure is already available at Kannur Airport and as an entrant to the aviation industry, the airport management has offered Air Kerala all support in setting up base at Kannur, Air Kerala Chairman Afi Ahmed said.

"We take this opportunity to announce that Kannur International Airport will be a major player in our operational strategy," Ahmed said in a statement.

"Our partnership with KIAL allows us to connect key regions

domestically while preparing for international operations. Together, we aim to offer reliable, affordable, and efficient travel options to passengers," he said.

The Kerala-based aviation firm received the no-objection certificate from the civil aviation ministry in July this year.

At present, it is in the process of applying to the DGCA for a flying permit that will allow it to start commercial services on the mandated routes.

The airline also said it is looking to have regional twin-engine turboprop ATR aircraft in the fleet to begin with and

then subsequently switch over to the narrow body jets as it scales up.

Looking beyond domestic routes, Air Kerala said it has ambitious plans for international operations that will allow it to connect more international destinations to Kannur.

Air Kerala's strategically chosen domestic destinations will connect passengers from different locations of the region to international destinations through Kannur Airport, thereby transforming Kannur Airport as a major hub for air travel in the region, the airline said. P11



# Corporate Communications Directorate

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THE TELEGRAPH

KOLKATA

31 DECEMBER 2024

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## SpiceJet AGM

■ **NEW DELHI:** SpiceJet on Monday held its much delayed AGM for 2023-24. The shareholders sought to know about the airline's funding and expansion plans during the annual general meeting on Monday. ११

## ENTITLED TO PAYOUT IF DENIED BOARDING? KNOW YOUR RIGHTS AS A DOMESTIC FLYER

The aviation regulator has imposed a penalty of Rs 10 lakh on Akasa Air for failing to compensate 7 passengers denied boarding on a Sept 6 Bengaluru-Pune flight. **TOI** looks at compensation norms for being denied boarding

### SEPT INCIDENT

The aircraft scheduled for the route was grounded and the replacement aircraft had nine non-operational seats. So Akasa transferred 7 passengers to an IndiGo flight that departed nearly two hours later. The question is: how does flight time difference between original and alternative flights decide quantum of compensation?

Pic for representation



### THE RULES

> Airlines can legally deny boarding. To reduce the possibility of flight departing with empty seats (some passengers don't show up) airlines can overbook flights to a limited extent

> When more passengers report than the number of available seats, the airline must deny boarding to some

> If the offloaded passenger is booked on an alternative flight that departs within an hour of the original flight's scheduled

departure, the airline need not pay compensation

> Else, the airline must pay compensation that is equal to 200% of the booked one-way basic fare plus airline fuel charge, or Rs 10,000, whichever is lower

### FOR MUCH DELAYED DEPARTURE

**400%** of booked one-way basic fare plus airline fuel charge or Rs 20,000, whichever lower, should be compensation if the alternative flight departs more than 24 hours after the original flight's time

> If a passenger does not opt for alternate flight, full ticket refund and compensation equal to 400% of booked one-way basic fare plus airline fuel charge or ₹20,000 should be paid

### The Akasa case

The 7 passengers should have been paid **₹10,000** each

