



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

3 NOVEMBER 2024

कोटा एयरपोर्ट: 406 हैक्टेयर वनभूमि का डायवर्जन मंजूर, एएआई शुरू कर सकेगी काम

भास्कर न्यूज़ | कोटा

कोटा एयरपोर्ट के लिए जरूरी 406.678 हैक्टेयर वन भूमि के डायवर्जन की स्टेज-2 यानी अंतिम स्वीकृति मिल गई है। केंद्रीय वन, पर्यावरण एवं जलवायु परिवर्तन मंत्रालय ने 1 नवंबर को इसकी अनुमति जारी करते हुए राज्य वन विभाग के प्रमुख सचिव को सूचित कर दिया है। यह कोटा के प्रस्तावित ग्रीनफील्ड एयरपोर्ट प्रोजेक्ट में सबसे बड़ा और चुनौतीपूर्ण काम था। अब इस जमीन पर एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) अपनी गतिविधियां शुरू कर पाएगी। वन भूमि डायवर्जन की स्टेज वन यानी सैद्धांतिक स्वीकृति 27 जनवरी, 2023 को मिल गई थी। इसमें कुछ जरूरी शर्तें दी गई थीं, इसके आधार पर यूजर एजेंसी ने प्लान में भी बदलाव किए। स्टेज-2 अप्रूवल के लिए भेजे गए प्रस्तावों पर केंद्र ने कुछ आपत्तियां दर्ज कराई थीं, जिनकी पालना रिपोर्ट तीन बार में राज्य सरकार की ओर से भेज दी गई। इसके बाद केंद्रीय स्तर पर समीक्षा हुई और अंत में स्टेज 2 अप्रूवल जारी कर दी। इसी के साथ एयरपोर्ट साइट पर काम शुरू हो जाएंगे, क्योंकि अभी तक

कानूनी अड़चनों की वजह से साइट पर एएआई कुछ भी नहीं कर पा रही थी। भारत सरकार ने स्वीकृति के साथ ही यह शर्त भी जोड़ी है कि डायवर्ट की गई वन भूमि में से 33.408 हैक्टेयर से अधिक वन भूमि का कॉमर्शियल यूज नहीं किया जा सकेगा। असल में एएआई ने जो मास्टर प्लान बनाया था, उसमें सिटी साइड डवलपमेंट के नाम पर इससे ज्यादा जमीन का नक्शा बना लिया था, जिस पर वन मंत्रालय ने आपत्ति दी थी। बाद में सिटी साइड डवलपमेंट की जगह को काम करते हुए नया मास्टर प्लान बना, जो अप्रूव हुआ। अब केंद्र ने स्वीकृति में ही यह शर्त जोड़ दी है कि इससे ज्यादा वन भूमि पर कॉमर्शियल एक्टिविटी नहीं होगी।

डाब्ली-हिंडोली रेंज में 933 हैक्टेयर पर होगा प्लान्टेशन शर्तों के तहत परिवर्तित वन भूमि की कानूनी स्थिति अपरिवर्तित रहेगी। बूंदी डिविजन के डाब्ली और हिंडोली रेंज में विभिन्न स्थानों में 13 पैचों में 933.18 हैक्टेयर वन भूमि पर प्रतिपूरक वनारोपण राज्य वन विभाग द्वारा उपयोगकर्ता एजेंसी की लागत पर किया जाएगा। इसमें जहां तक संभव हो स्थानीय स्वदेशी प्रजातियों का मिश्रण लगाया जाएगा और

एक प्रजाति की एकल खेती से बचना होगा। वृक्षारोपण में जहां भी आवश्यक हो, प्रोसोपिस, जूलीफ्लोरा और लैटाना को हटाने का प्रावधान शामिल किया जाएगा। वन भूमि को अतिक्रमण से बचाने के लिए राज्य सरकार उचित कदम उठाएगी।

अब फुल स्पीड पर दौड़ रही एयरपोर्ट की फाइल कोटा में प्रस्तावित ग्रीनफील्ड एयरपोर्ट की फाइल अब फुल स्पीड पर दौड़ रही है। दिल्ली से प्रत्येक शुक्रवार को इस प्रोजेक्ट का रिव्यू करने के लिए एक वीसी हो रही है, जिसमें केंद्र-राज्य के टॉप लेवल के अफसर जुड़ते हैं। प्रत्येक वीसी में पेंडिंग बिंदुओं पर चर्चा करके निर्णय किए जा रहे हैं। सूत्रों ने बताया कि कोटा सहित अन्य एयरपोर्ट का अब पीएमओ के स्तर पर रिव्यू किया जा रहा है, इसलिए हर विभाग और मंत्रालय ने इस प्रोजेक्ट को सर्वोच्च प्राथमिकता में डाला हुआ है। यही वजह है कि फॉरिस्ट क्लियरेंस भी बहुत कम समय में मिल रही है। गत दिनों इसी प्रोजेक्ट में आ रही पावरग्रिड की लाइनों की शिफ्टिंग के लिए जरूरी 22.47 हैक्टेयर वन भूमि की स्टेज 2 अप्रूवल मिली थी।

Airports where pilots could fear to land

On October 25, 2024, there was an incident involving a Qatar Airways Boeing 787 that was operating as a scheduled flight from Colombo, Sri Lanka to Doha, Qatar. After landing and taxiing at slow speed to the assigned bay, the plane's right main landing gear sank into a ramp area, which in turn collapsed. As the plane's main landing gear wheels had sunk in deep, the right engine made contact with the ground and sustained damage. It is fortunate that the incident did not happen on the runway or on the taxi track when the plane would have been at a higher speed.

Social media posts indicate that a Japanese company contracted to build the airport at Doha – most of it is on reclaimed land – had suggested that the whole area would need to be concreted as the soil was not strong enough to handle the stress that would be induced by heavy aircraft movement. As the cost was prohibitive, a cheaper option was chosen. It is surprising that a cash-rich country would cut costs on an important infrastructure project that is one of the most important in the fast growing aviation scene.

Singapore's Changi airport, Hong Kong's new airport at Chek Lap Kok island, and Male airport (the Maldives) are built on reclaimed land and have been functioning and expanding rapidly. They have not encountered the kind of problem seen at Doha. However, it is certain that Qatar will leave no stone unturned in correcting any deficiency found in the airport operational area constructions.

Chennai airport's expansion

Why is this incident of interest to India? People may not be aware of the original expansion plan of Chennai airport that had been proposed in 2007. The design project was originally given to the firm, Larsen & Toubro (L&T), with the Airports Authority of India (AAI) involved in the requirements. Under the plan, a parallel runway to the existing main runway was to be constructed, and the old secondary runway was to be extended across the Adyar river (which flows near the airport area), with a bridge to connect the two runways. L&T carried out the soil testing for the bridge to be built across the river, which would hold the taxi track and the area assigned for the parallel runway. It appears that the firm found the soil for the area required for the parallel runway to be unsuitable, and the proposal for a parallel runway was dropped.

The AAI then proposed that the taxi track across the river be converted into the extended secondary runway and that L&T needed to do fresh soil testing for the expanded project. For reasons best known to L&T and the AAI, L&T dropped out of the project. Instead, the project was awarded to an unknown construction company, Consolidated Construction Consortium Limited (CCCL), which, at that stage, had no experience of building even a road bridge. The



Captain A. (Mohan) Ranganathan

a former airline instructor pilot and aviation safety adviser. He is also a former member of the Civil Aviation Safety Advisory Council (CASAC), India

In the expansion plans at Chennai airport and the greenfield project at Parandur, there are runway safety issues that cannot be brushed aside

AAI claimed that the bridge construction design had been approved by IIT Madras. This writer has a letter from the Head of the Department of Structural Engineering, IIT Madras, stating that they had only validated the numbers given by the AAI.

Safety violations, unaddressed issues

In the Environment Clearance No. 10-140/2007-IA-III dt. 25/8/- 1, it was indicated by the AAI that the runway bridge, with a span of 200 metres by 415m and a structural grid of 20 mx10m, on a RCC column of 1.2m diameter and 1.4m high above a high floodline, would be constructed on the Adyar river. The flood level in earlier floods was 13m and so the bottom of the bridge should have been 14.4m above mean sea level. The pillars supporting the bridge across the Adyar were to be 1.2m in diameter, but the pillars constructed are 0.86m in diameter. The area that the bridge was to occupy was 200m x 417m but it was stretched to 617m. The most serious violation was the caveat that the bridge had to be built 1.4m higher than the flood level of the Adyar river in the earlier floods. But the bridge has been built four metres below the permitted level. During the catastrophic floods in Chennai in 2015, the gushing water flow in the Adyar river was blocked by this structure, resulting in an accelerated water flow through the lower portion of the secondary runway. This resulted in the Coast Guard hanger, private aircraft parked on the tarmac and also an Army bridge near the Indian Army's Officers Training Academy (which is next to the airport) being destroyed.

The floods in 2015 were blamed on the delayed opening of the sluice gates of Chembarambakkam lake (one of Chennai's water supply sources) which lies 14 kilometres west of the airport. Environmentalists say the water discharge from Chembarambakkam contributes only around 30% of the water flow in the Adyar river, with the rest from overflow from flooded waterbodies further west such as Mudichur, Sriperumbudur and Parandur (the planned site of Chennai's second airport) We have seen what Chennai and the surroundings went through during the deluges in 2021 and 2023. Weather pundits expect extreme weather events ahead.

This brings us back to Doha and its connection with Chennai airport. The AAI completed the Chennai runway extension more than 12 years ago and the AAI claims that it is designed for Airbus A380 operations. Recently, in a review of operations at Chennai airport, a Cabinet Minister in the Tamil Nadu government said that efforts are on to get Code F aircraft (much larger widebody aircraft such as the A380) to operate to Chennai. He said the AAI is working on this. To operate such aircraft, you need a runway and taxi track width of 60m. This would need even wider spacing from the existing main runway. The runways in Chennai are only 45m wide. If one applies the standards set by the International

Civil Aviation Organization, no Code F plane can operate. Can the AAI explain why no widebody aircraft can operate on the secondary runway, even though it was completed 12 years ago?

A greenfield project

Now to the much proclaimed greenfield Parandur airport project. The plan here is for the acquisition of 4,000 acres of land for a new international airport which is an area rich in waterbodies. To have such an airport built to international standards, soil testing and concreting of the entire area will have to be done in order to operate large aircraft. Based on the experience of the dropped parallel runway project at the existing Chennai airport, are crores of tax-payers' money going to be sunk in a project which will destroy the many waterbodies at Parandur? If 4,000 acres of concrete – and for a depth of at least 4m – are to cover waterbodies, can one imagine where flood waters from those destroyed waterbodies would flow? We are in an era of climate change. Let us not forget that constructing an airport on reclaimed land that is situated in an area of waterbodies is a specialised subject, and the costs are prohibitive.

Readers may wonder why this writer has mentioned the depth of a concrete tarmac. Readers might be aware of hard landings of 2g or 3g. In simple terms, 'g' is the acceleration due to gravity. So, a 2g landing for an aircraft that weighs 400 tons is equivalent to the weight on its wheels of an impact of 800 tons. Apart from such an impact, if an aircraft lands when there is a strong crosswind, the wheels, rather than being straight, may be at 30°-45° angle to the runway. On touchdown, the aircraft's wheels straighten as the aircraft moves along the runway. The runway surface, apart from the impact of the aircraft, will also be subject to a twisting force. The Minister has talked about a plan for even larger planes landing at the existing Chennai airport. And Parandur airport is being planned in an area with waterbodies. One can imagine the huge twisting impact that an aircraft weighing 600 tons will have on a runway when landing in a crosswind. There has to be a professional in charge who has good knowledge on how to design a runway and operational area structures, and who also has knowledge of operational issues.

We have read reports of several bridges built in recent times across India collapsing like a pack of cards. Lives have been lost. We must not lose sight of the issue of safety.

Bengaluru has now established itself as the aviation gateway to the south, a position Chennai once held. Tamil Nadu has lost its premium gateway position because of procrastination, bad planning and design. The fact is also that inflated numbers projecting rising air passenger numbers in Tamil Nadu cannot conceal the truth. Passenger numbers have not even touched 40% of their original projections. It seems to be a case of fools rushing in where angels fear to tread.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

3 NOVEMBER 2024

Vipin Kumar takes over as chairman of AAI

Vipin Kumar, an IAS officer of 1996 batch, Bihar cadre took over as chairman of Airports Authority of India, today. Prior to this appointment, Kumar was serving as Additional Secretary, Department of School Education & Literacy, Ministry of Education, Government of India.

During his tenure at Ministry of Education, Government of India, he was looking after Samagra Shiksha Scheme, National Education Policy-2020, PM-SHRI Scheme and other important assignments.

Kumar holds a degree in Electronics & Communication Engineering. In his new assignment as the Chairman of the Airports Authority of India, Shri Kumar will lead



efforts to achieve AAI's organisational goals of developing world-class airport infrastructure, leading air navigation services and providing top-of-the-line passenger facilities across the country. His role will be instrumental in charting the roadmap of Indian Aviation Sector towards realising the Prime Minister's vision of Viksit Bharat-2047.

वाराणसी एयरपोर्ट पर अराइवल गेट की खो गई चाबी, 30 मिनट खड़े रहे यात्री लॉक काटकर यात्रियों को निकाला गया बाहर

बाबतपुर (वाराणसी)। शारजाह से एयर इंडिया एक्सप्रेस के विमान से पहुंचे यात्रियों को लाल बहादुर शास्त्री अंतरराष्ट्रीय एयरपोर्ट पर रविवार को 30 मिनट तक अराइवल गेट के बाहर खड़ा रहना पड़ा। गेट की चाबी गुम होने के कारण यात्रियों को लॉक काटकर बाहर निकाला गया। इमिग्रेशन से पहले यात्रियों के साथ हुई इस घटना को एक यात्री ने एक्स पर भी पोस्ट किया है।

एयर इंडिया एक्सप्रेस का विमान आईएक्स 184 शारजाह से 186 यात्रियों को लेकर बाबतपुर एयरपोर्ट पर शाम लगभग 5:50 बजे पहुंचा। अराइवल गेट का लॉक नहीं खुलने के कारण यात्रियों को रोका गया। कुछ देर बाद मालूम चला कि लॉक की चाबी गुम हो गई है। इस दौरान विमान से यात्रा के लिए पहुंचे एक व्यक्ति ने फोटो के साथ एक्स पर तंज कसते हुए लिखा कि वाराणसी



एयरपोर्ट पर चाबी खो जाने के कारण आधे घंटे खड़े रहे यात्री। सोशल मीडिया

एयरपोर्ट पर ये हाल... इमिग्रेशन से ठीक पहले सुरक्षाकर्मी हॉल के गेट का लॉक आधे घंटे से नहीं खोल पा रहे हैं। एयरपोर्ट निदेशक पुनीत गुप्ता ने बताया कि गेट के लॉक की चाबी कहीं खो गई थी। इसके कारण गेट खोलने में दिक्कत हुई। पूरे लॉक को काटकर गेट को खोला गया। बाद में लॉक को ठीक कर दिया गया।

GMR To Focus on Duty-free Sales, Monetise Land for More Earnings

Co plans to boost non-aero revenue per passenger from ₹350 to ₹500

Forum Gandhi & Arindam Majumder

Mumbai | New Delhi: GMR expects strong revenue growth for its airports business through increased duty-free sales and strategic land monetisation over the next three years, helping improve the segment's debt-to-Ebitda ratio to 3.5-5.0 from the current 6.0 in two-three years, a top executive said.

"There's enough coverage from Ebitda to service both the interest payments and also the debt principal payments for debt to really come off," Saurabh Chawla, GMR's executive director for finance and strategy, told ET.

The comments come after GMR last week secured ₹6,300 crore in funding from the Abu Dhabi Investment Authority (ADIA), with the proceeds allocated to refinance debt for the promoter group entity: GMR Enterprises Pvt Ltd. The ADIA investment has allowed GMR to refinance high-cost promoter debt.

ADIA's investment offers a stable, long-term partnership, with an eight-year horizon and a favourab-

Non-Aero Revenue

Income from commercial activities, not directly related to aircraft operations, has been growing at airports owned by the GMR Group (₹cr)



le debt structure, reducing coupon service needs and refinancing risks, he said.

Previous refinancing required rollovers every 18-36 months, with Indian non-banking finance companies charging high interest rates. This created volatility that impacted the share price, he said.

Interest rates on its existing financing is "in the higher teens", while the new funding from ADIA "will be in the lower teens", Chawla said, suggesting also that ADIA, like GQG Partners, may acquire a stake in listed GMR Airports.

GMR currently operates the Delhi, Hyderabad and Mopa (Goa) airports. It will add Nagpur to the portfolio following a favourable court order and is building the Bhogapuram airport in Andhra Pradesh.

A combination of increased non-

aero revenue, land monetisation and dividend from assets like Delhi and Hyderabad airports will help it increase earnings, Chawla said.

The group has so far invested more than ₹12,000 crore in upgrading the infrastructure at the Delhi and Hyderabad airports.

"As our airport infra investments reduce, our ability to invest in real estate increases. So, it's an inverse curve, and we will put that capital to work," Chawla said.

Currently, GMR relies on third-party partners for developments, losing "almost 50-75% of margins" to them, he said.

GMR plans to monetise substantial land assets over the next five years, including 1,400 acres in Hyderabad, 100 acres in Delhi, 100 acres in Goa and 200 acres in Bhogapuram, the executive said.

In Hyderabad, the company is investing ₹800-900 crore in a multi-asset development that will include SEZs, office spaces, educational institutions and senior living.

"We're talking about a whole aerocity coming up," Chawla said, noting that Hyderabad's project will be "more composite" than Delhi's, which centres on hospitality, retail, and offices. The development, he added, is expected to yield multi-fold returns.

GMR is also shifting towards a consumer-focused business model, emphasising on non-aero revenue from sources like duty-free retail, parking and cargo. "A lot of focus is on non-aero because that's the consumer-facing business... And we are transitioning from an airport utility company to a consumer-based company," Chawla said.

The company aims to boost non-aero revenue per passenger from ₹350 to ₹500. Chawla explained the importance of international traffic, noting, "International flights are growing quite robustly in Hyderabad and Delhi. On a secular basis, the non-aero businesses will grow in the high teens."

The Hyderabad airport, he said, was already profitable and would pay dividend to the listed airport company in FY25. For Delhi airport to reach profitability, it would take another two to three years.



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

3 NOVEMBER 2024

सबसे बड़ा एयरपोर्ट दूसरे चरण का ट्रायल 15 नवंबर से, इसके बाद मिलेगा लाइसेंस अप्रैल में शुरू हो सकता है नोएडा का हवाईअड्डा

पत्रिका न्यूज़ नेटवर्क
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नोएडा. पश्चिमी उत्तर प्रदेश के जेवर में स्थित नोएडा अंतरराष्ट्रीय हवाई अड्डा अपने दूसरे चरण के परीक्षण (ट्रायल ऑपरेशन) के लिए तैयार है। यह परीक्षण 15 नवंबर से शुरू होगा। नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के मुख्य कार्यकारी अधिकारी अरुणवीर सिंह ने बताया कि परीक्षण के इस चरण में अकासा, इंडिगो और एयर इंडिया के उड़ाने 15 दिसंबर तक रोजाना टेक ऑफ और टेक ऑन होंगी। सिंह ने कहा,



जेवर में स्थित नोएडा अंतरराष्ट्रीय हवाई अड्डा।

'इस डेटा को 20 दिसंबर को डीजीसीए की वेबसाइट पर अपलोड किया जाएगा और फिर हम एरोड्रम लाइसेंस के लिए आवेदन करेंगे।' एयरपोर्ट के एक शीर्ष अधिकारी ने बताया कि मार्च 2025 तक लाइसेंस मिलने की उम्मीद है।

17 अप्रैल, 2025 को पहले दिन 30 उड़ानों के साथ पूर्ण रूप से परिचालन शुरू हो जाएगा। उन्होंने कहा कि इसमें तीन अंतरराष्ट्रीय उड़ानें - ज्यूरिख, सिंगापुर और दुबई के लिए और दो कार्गो उड़ानें शामिल होंगी।

खास बातें

7200 एकड़ में 5 रनवे के साथ भारत का सबसे बड़ा।

0 कार्बन उत्सर्जन (नेट जीरो) वाला देश का पहला।

5 वां अंतरराष्ट्रीय एयरपोर्ट होगा उत्तर प्रदेश का।

29,560 करोड़ रुपए है प्रोजेक्ट की लागत।

1.2 करोड़ सालाना शुरुआती यात्री क्षमता जो बढ़कर होगी 7 करोड़।

21 मिनट में दिल्ली से पहुंचा जा सकेगा प्रस्तावित हाई स्पीड ट्रेन से।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

3 NOVEMBER 2024

वाराणसी-अमृतसर की फ्लाइट इस महीने जयपुर से शुरू होगी

एविएशनरिपोर्टर्स | जयपुर

जयपुर के हवाई यात्रियों के लिए एक अच्छी खबर है। जयपुर एयरपोर्ट से इस माह के मध्य तक तीन शहरों के लिए 3 नई फ्लाइट शुरू होंगी। जानकारी के अनुसार वाराणसी और अमृतसर के लिए नई एयर कनेक्टिविटी शुरू होगी। 15 नवंबर से वाराणसी के लिए जयपुर से रोजाना सुबह 8:25 बजे फ्लाइट जाएगी, जो वापसी में वाराणसी से 10:55 बजे जयपुर के लिए रवाना होगी। जयपुर से अमृतसर के दोपहर 1:40 बजे फ्लाइट जाएगी। वापसी में फ्लाइट अमृतसर से दोपहर 3:15 जयपुर के लिए रवाना होगी। अहमदाबाद के लिए स्पाइसजेट की फ्लाइट की भी फ्रिक्वेंसी बढ़ेगी। जयपुर से फ्लाइट शाम 5:05 बजे अहमदाबाद के लिए रवाना होगी।

वापसी में रात 9:25 बजे जयपुर के लिए रवाना होगी।

कम यात्रीभार के चलते 5 फ्लाइट्स रहें : उधर, शुकुवार देर शाम कम यात्रीभार के चलते जयपुर से कई शहरों की फ्लाइट्स रहें भी रहें। जयपुर एयरपोर्ट से मिली जानकारी के अनुसार त्रिहार के चलते चार शहरों की 5 फ्लाइट्स में टिकट बुकिंग 25 फीसदी से भी कम रही। ऐसे में एयरलाइंस ने इन फ्लाइट्स को रद्द कर दिया था। इनमें एयर इंडिया एक्सप्रेस की हैदराबाद की फ्लाइट आईएक्स-2890, इंडिगो की कोलकाता की फ्लाइट 6ई-6427, दिल्ली की फ्लाइट 6ई-2035, मुंबई की फ्लाइट 6ई-5226 और शनिवार सुबह 8:55 बजे एयर इंडिया एक्सप्रेस की कोलकाता जाने वाली फ्लाइट आईएक्स-1056 शामिल है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

3 NOVEMBER 2024

KATHMANDU

Bomb threat on AI flight

A bomb threat has been received on an Indian Airlines flight that was bound for New Delhi from Kathmandu on Saturday, officials from the Civil Aviation Authority of Nepal said. According to CAAN officials, a search was undertaken in the Indian Airlines flight that was scheduled to take off for Delhi from Kathmandu.

FOREIGN CARRIERS' SHARE CONTRACTS

Indian airlines gain international market share amid growth in travel demand

SUKALP SHARMA
NEW DELHI, NOVEMBER 3

AS INTERNATIONAL air passenger traffic and demand continues on a growth trajectory in the post-pandemic period, Indian airlines have been strengthening their position in the segment vis-à-vis foreign airlines operating to and from India. As the overall pie of international passengers flying to and from India continues to see robust growth, Indian carriers are expanding, and not just maintaining, their international market share by passengers carried.

An analysis of airline-wise international passenger traffic data from the Directorate General of Civil Aviation (DGCA) for April-June (Q1) shows that Indian airlines' cumulative market share strengthened to 45.6 per cent from 43.9 per cent a year ago. The growth was significantly starker when compared to the corresponding quarter of 2019 — prior to the outbreak of the Covid-19 pandemic — when India's home-grown airlines had a combined market share of just 34.7 per cent.

The total scheduled international passenger traffic from and to India in Q1 was 1.77 crore flyers, 13.3 per cent higher on the

INDIAN AIRLINES' INTERNATIONAL MARKET SHARE BY PASSENGERS CARRIED

Airline	April-June 2024	April-June 2023	April-June 2019
IndiGo	18.3%	17.2%	9.6%
Air India	12.3%	12.5%	11.6%
Air India Express	8.3%	7.8%	8.1%
Vistara	4.2%	3.1%	-
SpiceJet	2.4%	2.7%	4%
Others	0.2%	0.6%	1.4%
TOTAL	45.6%	43.9%	34.7%

Based on analysis of international traffic data released by the DGCA

year and 13.5 higher than the corresponding period of 2019. The June quarter of last year had marked a full recovery for international air passenger traffic from the impact of the pandemic, which had brought the global civil aviation sector to a grinding halt. The DGCA releases quarterly international traffic data with a lag and so far, data till the June quarter has been made public.

International market share gains may be seen as a positive trend for Indian carriers and India's civil aviation sector at large. Major Indian carriers as well as the government have ambitions to have more direct inter-

national connectivity from India and to turn the country into an international aviation hub. Long-haul travel on board Indian carriers, however, continues to remain a challenge as a significant number of passengers flying to far off destinations from India take connecting flights through major global hubs outside the country.

Although foreign airlines together still account for a majority of passenger traffic flying into and out of India, their cumulative market share has been on the decline in the post-pandemic period. According to industry watchers, the growth in the in-

ternational market share of Indian airlines is being fuelled by a combination of factors, a few being external in nature.

These include overseas network expansion and higher capacities deployed on international routes by carriers like IndiGo and the Tata group airlines, slower recovery in capacity deployment by some foreign carriers, and reduction in flights by various Western airlines — mainly North American carriers — as geopolitical conflicts and airspace closures have made a number of their routes to Asia unviable from a financial standpoint.

Leading this expansion in market share, primarily, are IndiGo and Vistara, which will soon be merged with Air India. IndiGo's international market share expanded to 18.3 per cent in Q1, up from 17.2 per cent a year ago and 9.6 per cent in the June quarter of 2019. Vistara's market share expanded to 4.2 per cent from 3.1 per cent a year ago. The Tata group carrier did not have international operations in the June quarter of 2019.

Tata group's flagship airline Air India saw a marginal contraction in market share to 12.3 per cent in Q1 from 12.5 per cent a year ago. In the June quarter of 2019, the carrier was still under govern-

ment control, and had an international market share of 11.6 per cent. Its no-frills arm Air India Express was able to expand its international market share to 8.3 per cent in Q1 from 7.8 per cent a year ago. In the June quarter of 2019, Air India Express's international market share was 8.1 per cent.

In all, the Tata group airlines had a combined international market share of 24.8 per cent in Q1, higher than IndiGo's 18.3 per cent. SpiceJet, which had been reeling under financial stress until recently, registered a contraction in international market share to 2.4 per cent from the year-ago quarter's 2.7 per cent and 4 per cent in the corresponding period in 2019.

Among overseas majors operating to India, Emirates continued to be the largest airline by market share. The Dubai-based carrier's market share in international passenger traffic to and from India in Q1 was 7.9 per cent, down from 8.6 per cent a year ago, and 9.7 per cent in the June quarter of 2019. Etihad from neighbouring Abu Dhabi, however, managed to expand its market share to 3.9 per cent from 2.6 per cent a year ago, although it was still lower than the 4.6 per cent market share Etihad held in the June quarter of 2019.





Corporate Communications Directorate

JANSATTA

DELHI

4 NOVEMBER 2024

उड़ानों को झूठी धमकियां देने का आरोपी नागपुर से गिरफ्तार

जनसत्ता ब्यूरो
नई दिल्ली, 3 नवंबर।

देश भर में उड़ानों और ट्रेन को बम से उड़ाने की ई मेल के जरिए धमकी देने वाले आरोपी को नागपुर पुलिस ने गिरफ्तार कर लिया है। आरोपी की पहचान नागपुर के गोंदिया निवासी जगदीश उड़के के तौर पर हुई है, जिसने आतंकवाद पर एक किताब भी लिखी है। नागपुर पुलिस ने बताया कि जनवरी से ही आरोपी देश के कई आला अधिकारियों समेत प्रधानमंत्री कार्यालय को करीब सौ संदिग्ध ई मेल भेज चुका है।

नागपुर पुलिस ने पुलिस उपायुक्त लोहित

मतानी ने बताया कि जगदीश उड़के ने आतंकवाद पर अपनी पुस्तक के लिए समर्थन मांगते हुए जनवरी से लेकर अब तक करीब 100 ई मेल भेज चुका था। हाल के दिनों में उड़के ने ऐसे करीब 30 से अधिक ई मेल भेजे थे जिसमें उड़ानों और ट्रेनों में बम की झूठी धमकियां दी गई थी।

शुरुआती पूछताछ में उड़के ने बताया कि उसने अपनी पुस्तक के लिए समर्थन मांगा, लेकिन बाद में उसने झूठी धमकियों वाला ई-मेल भेजने लगा। पहली नजर में ऐसा लग रहा है कि वह अपनी किताब प्रकाशित करवाने के लिए लगातार ईमेल भेज रहा था, लेकिन बाद में वह हताश होकर फर्जी मेल भेजने लगा।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

3 NOVEMBER 2024

एअर इंडिया की फ्लाइट में मिला कारतूस

नई दिल्ली @ पत्रिका . दुबई से दिल्ली आने वाली एअर इंडिया फ्लाइट में कारतूस मिलने से हड़कप मच गया। एयरलाइंस के प्रवक्ता ने बताया कि फ्लाइट एआइ 916 शनिवार को जैसे ही दिल्ली एयरपोर्ट पर लैंड हुई। उसकी सीट की पॉकेट में कारतूस मिला, जिसके बाद यात्रियों को सुरक्षित उतार लिया गया था।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

3 NOVEMBER 2024

दुबई से आई फ्लाइट में मिला गोला-बारूद

नई दिल्ली। दुबई से दिल्ली आई एयर इंडिया की फ्लाइट में गोला बारूद मिला है। इसके बाद मुस्तैदी दिखाते हुए फ्लाइट के स्टाफ ने सभी यात्रियों को सुरक्षित उतारा गया। बाद में मामले की शिकायत पुलिस से की गई। एयर इंडिया के प्रवक्ता के मुताबिक, 27 अक्टूबर 2024 को दुबई से दिल्ली में उतरने के बाद हमारी उड़ान आई-916 की एक सीट की जेब में एक गोला-बारूद कारतूस पाया गया था। इसके बाद सभी यात्री सुरक्षित रूप से उतरे गए। एयर इंडिया द्वारा सख्ती से पालन करते हुए तुरंत हवाईअड्डा पुलिस में शिकायत दर्ज की गई थी।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

3 NOVEMBER 2024

Ammunition found in an Air India flight during routine cleanup

STATESMAN NEWS SERVICE
NEW DELHI, 2 NOVEMBER

An ammunition cartridge was found in an Air India flight during a routine cleanup at the Indira Gandhi International Airport, the police said on Saturday.

According to a police official, "On October 27, IGIA Police registered an FIR under the Arms Act after Air India staff found a live round of ammu-

munition during routine cleaning on a flight". An investigation into the matter has been launched, the official added. Meanwhile, an Air India Spokesperson told the media that an ammunition cartridge was found in the pocket seat of a flight bound from Dubai to Delhi. The flight landed on October 27 and all the passengers were safely disembarked from the flight, he added. Following this, the airline has

registered a complaint with the IGIA police, the spokesperson said. Last month, airline companies received several bomb related threats and many of them turned out to be hoax calls. Several air operators have received such threats on their social media handles and this has resulted in flight delays as a thorough search of such aircrafts are done, and till now, most of these threats have turned out to be hoaxes.