



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

11 NOVEMBER 2024

तिरुवनंतपुरम हवाई अड्डे के समझौते पर जीएसटी

भारतीय विमान पत्तन प्राधिकरण और अदाणी तिरुवनंतपुरम अंतरराष्ट्रीय हवाई अड्डा लिमिटेड के बीच हुआ रियायत-संबंधी समझौता 'व्यापार का हस्तांतरण' न होकर सेवाओं की आपूर्ति है लिहाजा इस पर जीएसटी लगेगा। जीएसटी अग्रिम निर्णय प्राधिकरण के केरल पीठ ने कहा कि इस समझौते पर जीएसटी लागू लगेगा। केरल एएआर का यह फैसला जयपुर और अहमदाबाद हवाई अड्डों के हस्तांतरण के मामले में राजस्थान और गुजरात अपीलिय प्राधिकरण के फैसले और लखनऊ में चौधरी चरण सिंह अंतरराष्ट्रीय हवाई अड्डे के मामले में उत्तर प्रदेश एएआर के फैसलों के विपरीत है।

भाषा



Corporate Communications Directorate

BUSINESS STANDARD

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11 NOVEMBER 2024

GST leviable on AAI-Adani pact: Kerala GST body

The concessionaire agreement between The Airports Authority of India (AAI) and Adani Thiruvananthapuram International Airport Ltd (ATIAL) is not a 'transfer of business', but supply of services and hence is liable to GST, the Kerala-bench of the GST Authority for Advance Ruling (AAR) has said. AAI in its application before the AAR said it has entered into the agreement with ATIAL for the operation, management, and development of the airport for 50 years.

PTI

सहूलियत किफायती दरों की दुकानें अनिवार्य होंगी एयरपोर्ट पर खाने-पीने की चीजें सस्ती मिलेंगी

सुजीत ठाकुर | नई दिल्ली

एयरपोर्ट पर खाने-पीने की चीजें किफायती दाम पर भी मिलेंगी। एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) इसके लिए हवाई अड्डों पर किफायती जोन अनिवार्य करने जा रहा है। यानी हर एयरपोर्ट पर कुछ स्थान किफायती जोन के रूप में आरक्षित होगा, जहां यात्री सस्ते में खाने-पीने का सामान खरीद सकेंगे।

नागरिक उड्डयन मंत्रालय के एक अधिकारी का कहना है, लंबे समय से यात्री व हर राज्य के जनप्रतिनिधि शिकायत करते रहे हैं कि एयरपोर्ट पर खाने-पीने का सामान इतना महंगा होता है कि आम यात्री नहीं खरीद पाते। सामान्य यात्रियों को घर से एयरपोर्ट पहुंचने और फिर यात्रा पूरी करके गंतव्य तक पहुंचने में लगभग छह से सात घंटे का औसत समय लगता है। चूंकि एयरपोर्ट और विमान दोनों ही जगह ऐसी हैं जहां यात्री चाय-पानी या भोजन कर सकता है। मगर कीमतें इतनी ज्यादा होती हैं कि लोग कुछ खाने-पीने से ज्यादा भूखा रहना ही बेहतर मानते हैं।

सूत्रों का कहना है कि मुंबई, दिल्ली, बेंगलुरु और कोच्चि एयरपोर्ट पर घरेलू विमानों के डिपार्चर एरिया में ऐसी जगहों की पहचान कर ली गई है। यहां किफायती दरों पर खाने-पीने के 6-8 आउटलेट खुलेंगे। नागरिक उड्डयन मंत्री राममोहन नायडू ने पिछले दो महीनों में इस समस्या के निदान पर 3 बैठकें कीं। इनमें एएआई, हवाई अड्डा संचालन करने वाली कंपनी (डायल) व एयरपोर्ट पर खाने-पीने के आउटलेट चलाने वाली कंपनियों के

प्रतिनिधि शामिल हुए थे। बैठक के बाद यह तय किया गया कि जिन एयरपोर्ट का निर्माण अभी चल रहा है वहां घरेलू विमानों के संचालन वाले एरिया में एक जोन बजट इंटीरियर या लाइट पे एरिया के रूप में अनिवार्य रूप से विकसित किया जाए। मौजूदा एयरपोर्ट के भी घरेलू उड़ान वाले एरिया में ऐसे जोन बनाने का निर्देश दिया गया है।

ये फायदा... 125-200 में मिलने वाली चाय ₹50-60 में ले सकेंगे



एएआई के अधिकारियों का कहना है कि इन आउटलेट्स पर खाने-पीने का सामान लगभग 60-70 फीसदी तक सस्ता मिलेगा। अभी एयरपोर्ट पर एक चाय लगभग 125-200 रुपये तक की मिलती है, लेकिन किफायती जोन में यह 50-60 रु. के बीच मिल सकेगी।, इतना जरूर है कि महंगे रेस्तरां की तरह सर्विस और क्वांटिटी का अंतर होगा। यानी बैठने की जगह स्टैंडिंग टेबल लगी होगी। छोटे कप या गिलास में चाय दी जाएगी। फुल मील की जगह कॉम्पैक्ट मील होगा। पैकिंग की बेसिक क्वालिटी में सामान उपलब्ध होगा।

कब शुरू होंगे... 3 एयरपोर्ट पर इसी साल दिसंबर तक और 6 महीने में हर एयरपोर्ट पर जोन खुलेंगे

दिसंबर तक देश के तीन एयरपोर्ट पर यह सुविधा शुरू होने की उम्मीद है। कोशिश है कि अगले छह महीने के अंदर ही हर एयरपोर्ट पर इकोनॉमी जोन डेवलप कर दिए जाएं। चूंकि दिसंबर व जनवरी में कोहरे की वजह से विमानों के परिचालन में ज्यादा देरी होती है, लिहाजा यात्रा और वेटिंग समय भी बहुत बढ़ जाता है। ऐसे में इकोनॉमी जोन वाले यात्रियों को इससे बड़ी सहूलियत मिल जाएगी।

कितनी क्षमता होगी... लगभग 200 यात्रियों की

सूत्रों के मुताबिक, इन किफायती जोन के एरिया को लेकर अभी कोई नियम तय नहीं हुआ है। यह एयरपोर्ट के आकार और विमान व यात्रियों की संख्या के हिसाब से निर्धारित किया जाएगा। छोटे और मझोले एयरपोर्ट पर इतनी जगह बनाएंगे, जिसमें 6-8 दुकानें हों और प्रतिघंटे 160-200 यात्रियों को हैंडल करने की क्षमता हो।

...लेकिन यहां कोई और चीजें नहीं बेची जाएंगी

एयरपोर्ट अथॉरिटी ऑफ इंडिया के अधिकारियों का कहना है कि इकोनॉमी जोन में सिर्फ खाने-पीने की ही सुविधा मिलेगी। इसी से संबंधित आउटलेट होंगे। वहां कपड़ों, खिलौनों, मोबाइल स्टोर या अन्य खरीदारी के आउटलेट नहीं होंगे। इसका मकसद आम यात्रियों को सस्ती दर पर खान-पान की सुविधा मुहैया कराना है, जो किसी भी यात्री की बेसिक जरूरत होती है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

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Kerala GST Body Slaps Taxes on Adani's Thiruvananthapuram Airport Agreement

New Delhi: The concessionaire agreement between the AAI and Adani Thiruvananthapuram International Airport Ltd is not a 'transfer of business', but supply of services and hence is liable to GST, the Kerala-bench of the GST Authority for Advance Ruling (AAR) has said.

The Kerala AAR ruling is contrary to the rulings passed by the Rajasthan and Gujarat Appellate Authority for Advance Ruling (AAAR) in the case of transfer of Jaipur and Ahmedabad airports and Uttar Pradesh AAR in the case of Chaudhary Charan Singh International Airport in Lucknow. These authorities had exempted such transfers from goods and services tax (GST).

The Airports Authority of India (AAI) in its application before the AAR said it has entered into a concessionaire agreement with Adani Thiruvananthapuram International Airport Ltd for the operation, management, and development of the airport for 50 years.

The AAI sought rulings from the AAR on a set of queries, including whether the agreement involves transfer of business and whether such a transfer would be treated as 'supply as going concern' and be exempt from GST.—PTI



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

10 NOVEMBER 2024

Purnea airport set for state-of-art revamp

Aditya Nath Jha

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PURNEA: With the architect engineer of Airport Authority of India (AAI) having prepared the latest design, the proposed Purnea airport is all set to become a modern airport in near future.

Purnea district magistrate Kundan Kumar said, "The architect engineer of AAI has already designed the modern airport in Purnea in keeping with the view of footfall for around 30 to 40 years and the design has included five aerobridges."

Besides, apron, terminal building, cargo complex, AC chiller plant, STP (standard Temperature Pressure), water and fire tank, electric substation, aviation fuel farm, admin office, commercial plaza, and surface parking have been included in the design made by the architect of AAI, DM said.

DM added, "The people of Purnea and the people of neighbouring districts will avail aviation facilities and the airport will be equipped with modern facilities which will be consid-

ered State of the art."

Purnea DM informed that the AAI had already been handed over 52.18 acres of land last month and the construction of boundary walls has already been started.

Notably, a high level meeting of Bihar chief minister (CM) Nitish Kumar with top AAI officials was held on August 24 and the CM had directed the officials concerned to expedite the work of the construction of the airport after overcoming all the obstacles coming in its way.

In the same month the site survey was conducted and later soil testing was also conducted to expedite the work.

DM has directed the executive engineer of the road construction department to expedite the work on the road connectivity between the civil enclave and main road.

On June 5, 2023 memorandum of understanding (MOU) between Bihar government and AAI was signed in which Bihar government had assured of handing over the required 52.18 acres of land but it could not be done so then.



Fitting addition: A new terminal with a capacity to handle about 4.5 million passengers a year became operational at the Tiruchi International Airport in June. A new Air Traffic Control Tower is expected to become fully operational in 2025. M. MOORTHY

Excitement in the air: preparing the ground for take off

Air travel in Tamil Nadu could see a boom over the next few years as significant infrastructure development is in the offing at airports in tier 2 cities across the State, **S. Ganesan** reports. With the State government keen on ensuring distributed growth, strengthening the aviation infrastructure could be a stimulus to the regional economic development as enhanced air connectivity is expected to help attract investment, trade, and tourism

The Tamil Nadu government has made good progress in land acquisition for expanding infrastructure at airports, a major factor that had stalled the expansion plans of the Airports Authority of India (AAI) for long at such places as Coimbatore and Tiruchi. After several years, the land acquired for the Coimbatore airport expansion was handed over to the AAI. Enter-upon permission has been granted for a major chunk of the land that the AAI had sought in Tiruchi. The Madurai airport became operational 24x7 recently. Farther down south, a new terminal is coming up at the Thoothukudi airport. All of this augurs well for boosting air travel.

In recent years, the AAI too has been keen on developing the airports in the State realising the potential for growth. More facilities will help in attracting more airlines and increasing the passenger traffic, says S.G. Panicker, Regional Executive Director, Southern Region, AAI. "Apart from concentrating on Chennai, the AAI is prioritising cities, including Tiruchi, Madurai, and Coimbatore, to give a boost to aviation in the State so that there is enhanced connectivity to more destinations. Even in Salem, we have eight movements a day and we want to add more facilities..." he says.

Coimbatore airport

Work on the long-pending expansion of the Coimbatore International Airport is expected to commence soon, after the AAI issued a letter of approval on October 18, accepting the transfer of the land acquired by the State government. Sources at the Coimbatore airport administration says the details of the land transfer have been forwarded to the AAI headquarters.

In August this year, the Coimbatore Collector gave the AAI enter-upon permission for 472.325 acres of the acquired land, out of which 451.745 acres is *patta* land and 20.58 acres is *poramboke* land. Working permission for 148.396 acres of defence land has also been accorded, according to a communication issued in December 2023. The total area identified for the expansion is 632.95 acres, spread across Irugur, Neelambur, Kalapaty, Singanallur, and Uppilipalayam villages.

The key factor for the expansion of the airport, which is spread over 420 acres, is the need for a bigger runway in order to accommodate wide-body aircraft. The existing runway, 05 and 23, is 2,990 metres long and 45 metres wide. Besides an expanded length, the runway needs larger turn pads for handling bigger aircraft. A new terminal building, a new approach road, and other amenities are part of the project.

Coimbatore stands next to Chennai, with 28 daily domestic flights, connecting Chennai, Mumbai, Delhi, Hyderabad, Bengaluru, Pune, and Goa. Four airlines operate international flights to Sharjah, Singapore, and Abu Dhabi. The total passenger movement stands at 9,400-10,000 a day. "With land acquisition completed, the AAI should expedite all other formalities and execute the master plan at the earliest for the construction of a state-of-the-art airport, with the involvement of local stakeholders at every stage. The Ministry of Civil Aviation should include the Coimbatore airport as a point of call in the ASEAN Bilateral Air Services Agreement (BASA)

The progress made in land acquisition is welcome. However, it could still take a couple of years for the expansion projects to materialise. Both the AAI and the State government should expedite the processes

T.H. RADHAKRISHNAN,
former deputy general manager of Air India

to increase international operations," says Vanitha Mohan, vice-chairperson of Kongu Global Forum (KGF), an association of industrial, business and trade leaders from the western districts.

Tiruchi airport

Making the city a point of call under the BASA is a major demand in Tiruchi, too, where the district authorities have made good progress in land acquisition for the expansion of the airport runway. After the first phase of the runway extension from 6,000 to about 8,000 feet, the AAI had drawn up plans in 2010-11 to expand the runway further to 12,000 feet to facilitate the operation of bigger and wide-body aircraft. The AAI then requested the government for about 500 acres of land, including about 167 acres of defence land.

Acquisition of *patta* land for the project is nearing completion. "As 95% of *patta* land acquisition has been completed, enter-upon permission has been issued to the AAI for 102 hectares (about 252 acres) of *patta* land and 2.43 hectares of *poramboke* land. The acquisition of the remaining *patta* land and alienation of about 6.78 hectares of *poramboke* land will be completed in a month. The Defence Ministry also gave working permission for 67.60 hectares in July 2022. Hence, the AAI can start the work," Tiruchi Collector M. Pradeep Kumar told *The Hindu*.

Airport Director G. Gopalakrishnan says a lot of follow-up work, including the construction of a boundary wall, will have to be taken up once the land is fully handed over. "The progress made in land acquisition is welcome. However, it could still take a couple of years for the expansion projects to materialise. It is important that both the AAI and the State government expedite the processes for the projects to take off," says T.H. Radhakrishnan, a former deputy general manager of Air India, who served as the station manager in Tiruchi between 2003 and 2012.

A swanky new terminal with a capacity to handle about 4.5 million passengers a year became operational at the Tiruchi International Airport

in June. A new Air Traffic Control Tower, being built at a cost of about ₹60 crore, is expected to become fully operational in 2025. The investment in this airport has been justified. The airport, which has more international flights than domestic flights, handled almost seven lakh international passengers between April and September this year, a 10% growth over the corresponding period last year. During the same period, it handled about 2.81 lakh domestic passengers, a 41.7% growth over the corresponding period last year, according to the data available on the AAI website. Tiruchi is one of the busiest international airports in India, connecting 10 foreign destinations.

Madurai airport

Though the Madurai airport got a new terminal building in 2010 and international flights are being operated to Singapore, Dubai, and Colombo, the airport is yet to get international status. It handled 14 lakh passengers during 2023-24. The 24x7 operation became a reality on October 1, 2024. AAI Chairman M. Suresh says the number of flights taking off from the Madurai airport would increase manifold in the next six months. Virudhunagar MP B. Manickam Tagore says it may take more time for the airport to get international status, but it will have more domestic flights. "We expect flights to connect Madurai with Varanasi and Pune very soon," he adds. Madurai already has air connectivity to Chennai, Bengaluru, Hyderabad, Mumbai, and New Delhi.

To handle the increasing number of passengers, the airport has reconfigured the terminal building. "These measures will help in swift clearance of passengers and reducing their waiting time in queue," says Airport Director P. Muthu Kumar. The terminal building and the runway are good enough to cope with the present situation, officials say. However, soon the airport's passenger-handling capacity will get saturated as more services come to Madurai. "Hence, we will soon start the work on further expansion of the airport," Mr. Suresh adds.

According to Mr. Muthu Kumar, the Madurai airport, located on 502.25 acres, is acquiring 633.17 additional acres. "543.64 acres have already been handed over for further expansion."

Madurai Collector M.S. Sangeetha has given administrative sanction for land acquisition to lay a road alternative to the one that is holding up the construction of a compound wall around the acquired land. The airport has built a compound wall to a length of 12.36 km in the newly acquired land.

New terminal at Thoothukudi

Development work taken up at an estimate of ₹312 crore at the Thoothukudi airport has reached the final stage. The construction of a new terminal is scheduled for completion in December this year. "The work on the Air Traffic Control Tower will go on till March," says Mr. Suresh.

The departure terminal would have four entrances, with 21 passenger check-in counters. The airport would have three aero-bridges and two conveyor belts at the arrival hall. Efforts are on to commission the new terminal at the earliest.

The new terminal is spread over 17,536 square metres, similar to that of the Madurai airport. "At Thoothukudi, the terminal has been designed to handle only domestic passengers. With good potential for international flights from Thoothukudi, we have asked for modifications to the terminal building work to handle international passengers in future," Mr. Suresh says.

It would cater to the large number of people from southern districts headed to Singapore and Arabian countries, he adds. The airport will also get a wider approach road.

(With inputs from S. Sundar in Madurai and Wilson Thomas in Coimbatore.)

Chennai awaits second airport at Parandur

Sunitha Sekar

When Chennai gets its proposed new airport at Parandur, it may help the Tamil Nadu capital reclaim its position as the gateway to south India.

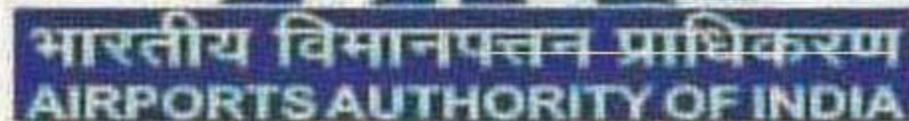
"We are focusing on completing land acquisition, and the process is under way as per schedule. Simultaneously, we are preparing the reports sought by the Expert Appraisal Committee for environmental clearance for the project. A consultant will examine rehabilitation of villagers residing in and around the project site," according to a source.

Spread across 5,369 acres, the airport will be built at an estimated cost of ₹29,144 crore in four phases. It will be able to cater for 100 million passengers. The project awaits 'in-principle' approval from the Centre. Once it comes through, tenders can be floated in a couple of months or by the middle of next year.

While the first phase is likely to be ready by 2028, the remaining phases will be taken up subsequently. But one of the key challenges is that 26% of the site lies on waterbodies.



Good progress: The construction of a new terminal at the Thoothukudi airport is scheduled for completion in December this year. N. RAJESH



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THE INDIAN EXPRESS

DELHI

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Thiruvananthapuram airport: GST leviable on pact

New Delhi: The concessionaire agreement between the AAI and Adani Thiruvananthapuram International Airport Ltd is not a 'transfer of business', but supply of services and hence is liable to GST, the Kerala-bench of the GST Authority for Advance Ruling (AAR) has said. The Kerala AAR ruling is contrary to the rulings passed by the Rajasthan and Gujarat Appellate Authority for Advance Ruling (AAAR) in the case of transfer of Jaipur and Ahmedabad airports and Uttar Pradesh AAR in the case of Chaudhary Charan Singh International Airport in Lucknow. These authorities had exempted such transfers from goods and services tax. PTI



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THE STATESMAN

KOLKATA

10 NOVEMBER 2024

AAI OBSERVED VIGILANCE AWARENESS WEEK 2024



Airports Authority of India observed Vigilance Awareness week 2024 from 28 October to 3 November with the theme "Culture of integrity for Nation's Prosperity" across all its airports and establishments. Integrity Pledge was administered by Dr. H Srinivas, Member (HR) to senior officers of the organisation in an event held on 28 October 2024 at AAI Corporate Headquarter, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi.

नोएडा इंटरनेशनल एयरपोर्ट ग्रेटर नोएडा के जेवर में कैसे बन रहा है भारत का 'सबसे बड़ा' एयरपोर्ट

■ देवेन्द्र सिंह

ग्रेटर नोएडा, 10 नवम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट अगले साल खुलने वाला है। क्या आप जानते हैं कि जेवर में बन रहा नोएडा इंटरनेशनल एयरपोर्ट, अपने सभी चरणों के पूरा होने के बाद भारत का 'सबसे बड़ा एयरपोर्ट' बनने जा रहा है। दिल्ली-एनसीआर में दूसरा अंतरराष्ट्रीय एयरपोर्ट इस क्षेत्र में हवाई यात्रा के लिए एक बड़ा बदलाव माना जा रहा है, जिसका उद्देश्य दिल्ली के आईजीआई एयरपोर्ट पर भीड़भाड़ कम करना और यूपी और अन्य पड़ोसी राज्यों के प्रमुख क्षेत्रों के लिए एक प्रवेश द्वार प्रदान करना है। भविष्य में इसे वाराणसी बुलेट ट्रेन परियोजना से भी जोड़े जाने की उम्मीद है। तो भारत के सबसे बड़े एयरपोर्ट प्रोजेक्ट की क्या स्थिति है? हम जेवर में नोएडा इंटरनेशनल एयरपोर्ट के इन्हीं तथ्यों पर नजर डालते हैं।

नोएडा अंतरराष्ट्रीय हवाई अड्डा खुलने की तिथि

राष्ट्रीय राजधानी क्षेत्र का दूसरा अंतरराष्ट्रीय हवाई अड्डा अप्रैल 2025 में परिचालन शुरू करेगा। निर्माण का पहला चरण पूरा हो चुका है, जिससे 17 अप्रैल से घरेलू और अंतरराष्ट्रीय दोनों उड़ानें संचालित हो सकेंगी।

नोएडा इंटरनेशनल एयरपोर्ट का स्थान

दिल्ली से 75 किलोमीटर की दूरी पर स्थित यह नया विमानन केंद्र आईजीआई एयरपोर्ट के साथ-साथ काम करेगा। ग्रेटर नोएडा के जेवर में स्थित यह नया एयरपोर्ट दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर यात्रियों की भीड़ को कम करने में मदद करेगा। एयरपोर्ट का सेवा क्षेत्र एनसीआर से आगे बढ़कर पश्चिमी उत्तर प्रदेश और हरियाणा, उत्तराखंड और राजस्थान के आस-पास के क्षेत्रों को शामिल करेगा।

जेवर हवाई अड्डे पर होंगे 5 रनवे

जेवर हवाई अड्डे की परियोजना का विस्तार करके पांच रनवे शामिल किए गए हैं, जो कि शुरुआती दो रनवे योजना से संशोधित हैं। तीसरे रनवे के लिए भूमि अधिग्रहण का काम अभी चल रहा है, जिसके लिए 1,335 हेक्टेयर भूमि की आवश्यकता होगी। चौथे और पाँचवें रनवे के लिए



जेवर एयरपोर्ट रैपिड रेल कनेक्टिविटी

उत्तर प्रदेश प्रशासन ने नोएडा एयरपोर्ट को दिल्ली और पड़ोसी एनसीआर क्षेत्रों से जोड़ने के लिए 72.3 किलोमीटर लंबे रैपिड रेल रूट को मंजूरी दे दी है। एक अधिकारी ने संकेत दिया कि यह कनेक्शन दिल्ली के आईजीआई एयरपोर्ट तक भी बढ़ाया जा सकता है। दिल्ली-मेरठ रूट पर गाजियाबाद रैपिड रेल स्टेशन से विस्तारित होने वाला रेल कॉरिडोर 2041 में पूरा होने वाला है। यात्री दोनों एयरपोर्ट के बीच 80 मिनट में पहुंचने की उम्मीद कर सकते हैं। विभिन्न बिंदुओं से यात्रा का समय इस प्रकार होगा। गाजियाबाद से नोएडा एयरपोर्ट तक 50 मिनट, दिल्ली के निजामुद्दीन रेलवे स्टेशन से 70 मिनट और मेरठ से 85 मिनट।

नोएडा एयरपोर्ट का सड़क कनेक्टिविटी

सड़क कनेक्टिविटी के मामले में नोएडा एयरपोर्ट देश का पहला ऐसा एयरपोर्ट होगा जो बनने से कई एक्सप्रेस वे और हाइवे से कनेक्ट हो रहा है। यमुना एक्सप्रेस वे से पहले जुड़ा हुआ है, दिल्ली मुंबई एक्सप्रेस वे से जोड़ा जा रहा है, गंगा एक्सप्रेस वे से जोड़ने के लिए कार्य शुरू हो गया है। यानि नोएडा एयरपोर्ट प्रदेश के सभी हिस्सों को सड़क कनेक्टिविटी से जुड़ रहा है, अन्य प्रदेश से जोड़ने के लिए सड़क कनेक्टिविटी पर कार्य चल रहा है।

अतिरिक्त 2,053 हेक्टेयर भूमि की आवश्यकता होगी।

नोएडा अंतरराष्ट्रीय हवाई अड्डे की क्षमता

नोएडा इंटरनेशनल एयरपोर्ट की शुरुआती यात्री हैंडलिंग क्षमता सालाना 12 मिलियन निर्धारित की गई है, भविष्य में सभी पांच रनवे चालू होने के बाद सालाना 70 मिलियन यात्रियों को समायोजित करने

की योजना है। यूपी सरकार के अनुसार, यह भारत का पहला हवाई अड्डा होगा जो ट्रांजिट हब के रूप में काम करेगा, जिसकी योजना एशिया प्रशांत क्षेत्र में एक महत्वपूर्ण कनेक्शन बिंदु बनने की है।

नोएडा अंतरराष्ट्रीय हवाई अड्डा विकास योजना

नोएडा इंटरनेशनल एयरपोर्ट की विकास योजना

40 साल की रियायत अवधि में चार चरणों में फैला हुआ है। एयरपोर्ट में दो जुड़े हुए टर्मिनल होंगे और यह सालाना 70 मिलियन यात्रियों को समायोजित करेगा। दिल्ली का आईजीआई एयरपोर्ट चार रनवे के साथ संचालित होता है और सालाना 104 मिलियन यात्रियों को संभाल सकता है। नोएडा

अंतरराष्ट्रीय हवाई अड्डा क्षेत्र

नोएडा इंटरनेशनल एयरपोर्ट क्षेत्र स्विटजरलैंड के ज्यूरिख एयरपोर्ट इंटरनेशनल द्वारा चार चरणों में निर्मित किया जा रहा यह एयरपोर्ट एक रनवे और एक यात्री टर्मिनल के साथ सेवा शुरू करेगा। नया नोएडा एयरपोर्ट का फेस-एक 1334 हेक्टेयर में फैला होगा।

नोएडा अंतरराष्ट्रीय हवाई अड्डा डिजाइन

अधिकारियों के अनुसार, आगामी जेवर हवाई अड्डे को 'भारत से प्रेरित' बनाया गया है, टर्मिनल के डिजाइन में हरिद्वार और वाराणसी के घाटों की याद दिलाने वाले वास्तुशिल्प तत्व शामिल किए गए हैं।

नोएडा अंतरराष्ट्रीय हवाई अड्डे की प्रगति

रिपोर्टों के अनुसार, उत्तर प्रदेश सरकार ने जेवर एयरपोर्ट से संबंधित निर्माण और संचालन संबंधी प्रक्रियाओं को सुव्यवस्थित करने के लिए ई-टेंडरिंग प्रणाली लागू की है, जिसमें लाइसेंसिंग, संचालन और स्टाफ भर्ती प्रक्रिया शामिल है।

नोएडा अंतरराष्ट्रीय हवाई अड्डा कार्गो सुविधा

एयर इंडिया एक्सप्रेस नोएडा अंतरराष्ट्रीय हवाई अड्डे पर 80 एकड़ में मल्टीमॉडल कार्गो सुविधा स्थापित कर रहा है। इस सुविधा में व्यापक वेयरहाउसिंग और लॉजिस्टिक्स सेवाओं के साथ एक एकीकृत कार्गो टर्मिनल शामिल होगा।

जेवर एयरपोर्ट बुलेट ट्रेन कनेक्टिविटी

नोएडा अंतरराष्ट्रीय हवाई अड्डे को प्रस्तावित दिल्ली-वाराणसी हाई-स्पीड रेल (बुलेट ट्रेन) परियोजना से जोड़े जाने की उम्मीद है, जिससे दिल्ली और जेवर के बीच यात्रा का समय घटकर मात्र 21 मिनट रह जाएगा।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

10 NOVEMBER 2024

₹14.9-crore hydroponic weed seized at airport



FPJ News Service

MUMBAI

The Customs officials at Mumbai international airport claimed to have foiled an attempt to smuggle 15 kg of curated hydroponic weed (marijuana) late Friday night. The contraband worth ₹14.9 crore was intercepted by the Air Intelligence Unit in the baggage of two passengers, who had arrived from Bangkok. The duo was arrested for drug trafficking under the Narcotic Drugs and Psychotropic Substances Act and the Customs Act.

Recently, several drug seizures have been made wherein most of the alleged smugglers had come from Bangkok

The Customs officials have increased vigilance at the airport to prevent narcotics trafficking, given several such seizures made recently. Notably, in most cases, the alleged smugglers had arrived from Bangkok.

Earlier last month, the officials had seized 8.9 kg of marijuana worth ₹8 crore. The contraband was concealed in food packets and toys in the baggage of a passenger arriving from Bangkok. Last week, a consignment of 4.856 kg of marijuana concealed in vacuum sealed food packets was seized from two passengers intercepted on basis of profiling.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

10 NOVEMBER 2024

AUG 16 SCARE | Court says offence serious in nature, against the society; accused may tamper with witnesses if released

Thane bizman denied bail in airport fire case

Charul Shah Joshi
MUMBAI

The sessions court has refused to grant bail to the 37-year-old businessman from Thane, from whose office the explosive/inflammable substances were allegedly delivered to an air passenger, which led to a fire at the airport. There was no casualty in the mishap.

The incident took place on August 16 when one Sameer Bishwas boarded a flight for Ethiopia. The blaze erupted when his luggage was being loaded into the plane, leading to his arrest. According to the police, the explosive/inflammable substances had come from the office of the businessman, Vishwanath Senguntar, and he knew that the items were being sent to Biswas and that he was travelling by flight.

The police further said that Senguntar didn't bother despite knowing well that such substances are not per-



■ Explosive/inflammable substances were dispatched from Vishwanath Senguntar's office

■ He had full knowledge that items will be received by air traveller Biswas

■ He didn't bother despite knowing that such things are banned during air travel

■ Senguntar was even aware that the items may lead to fire at airport

mitted to be carried during the air travel and that they may catch fire. In his defence, the businessman argued that none of his activity has been recorded in the CCTV footage and that he is just an assistant to the manager. "He

has not committed any such crime and is not concerned with the recovery of the chemicals from the baggage of Biswas," said his lawyer, adding that the only allegation against Senguntar is that the inflammable liquid and

powder were from his office.

Raising objection, the prosecution asserted that he had full knowledge about the transfer of the chemicals. It pointed out that the police are yet to receive the report of the chemical analysis specifying the nature of the substance found in the baggage.

After hearing both sides, the court observed, "Prima facie, it appears that baggage containing explosive/inflammable substances were delivered from Senguntar's office. There is ample material on record against him." The court further said, "The offence is serious in nature and against the society. The chemical analysis report is yet to be received from the forensic science laboratory." The other co-accused is yet to be arrested. If the applicant is released on bail, the possibility of tampering with the prosecution witnesses cannot be ruled out, it added.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

10 NOVEMBER 2024

Madhyamgram civic body to manage garbage cleaning around airport

STATESMAN NEWS SERVICE
KOLKATA, 9 NOVEMBER

A crucial meeting of the airfield environment management committee (AEMC) was held today, presided over by the state home secretary Nandini Chakraborty, to address pressing environmental issues impacting the airport's surroundings.

The meeting, convened by Dr Pravat Ranjan Beuria, airport director at Kolkata Airport, brought together key representatives from various departments and municipal authorities from the five municipalities neighboring the airport.

A primary focus of the discussion was on improving the cleanliness and hygiene of the areas surrounding the airport.

Specific issues included the efficient removal of garbage, regular drain cleaning, and responsible tree



management to reduce bird activity, which can pose a safety risk to aircraft.

During the review, it was highlighted that Madhyamgram Municipality has taken significant steps to manage regular garbage cleaning, earning appreciation from the chairperson and other committee members.

Encouraged by this success, the principal secretary advised other municipalities

to adopt similar proactive measures to enhance the environmental standards around the airport.

The AEMC meeting underscored the collaborative efforts needed to ensure a clean, safe environment around Kolkata airport, with committee members pledging their commitment to maintain best practices in environmental management for airfield safety.

Key participants included Ms Nandini Chakraborty, principal secretary (Home & Hill Affairs); Ms Antara Acharya, secretary PWD; secretary urban development and municipal affairs Sharad Dwivedi, district magistrate, North 24-Parganas; Director of SUDA and many other senior officials. Officials from the DGCA also attended.

The discussion primarily emphasised the need for maintaining cleanliness around the airport premises.

The principal secretary highlighted the positive steps taken by the Madhyamgram Municipality in regular garbage removal and encouraged other municipalities to adopt similar initiatives.

This high-level meeting underscored the commitment of all attending departments to collaborative efforts aimed at upholding environmental safety standards around the airport.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

10 NOVEMBER 2024

3.6L flyers use SVPI in 10 days of Diwali

Ahmedabad: The Sardar Vallabhbhai Patel International (SVPI) Airport handled at least 3.6 lakh passengers in the 10 days of Diwali festive season from Oct 29 to Nov 7.

Handling at least 2,900 flights during this period, SVPI airport set a record with over 41,700 passengers on Nov 7, marking its highest daily footfall this year, alongside 313 aircraft traffic movements (ATMs).

The second-highest day for passenger volume was Nov 5, with over 40,700 travellers and 296 flight movements.

The city airport's security processed over 1.8 lakh check-in bags during this period.



Typically, the airport manages around 34,000 passengers and 270 ATMs daily.

Recent infrastructure enhancements and improved connectivity have bolstered SVPI's capacity to support Ahmedabad's role as an emerging economic hub, catering effectively to both domestic and international travellers. TNN

FESTIVE SURGE



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

10 NOVEMBER 2024

Gudur: Make use of Begumpet airport for commercial gains

TIMES NEWS NETWORK

Hyderabad: BJP leader Gudur Narayana Reddy on Saturday urged Union civil aviation minister K Rammo-han Naidu to put the Begumpet Airport land to commercial use so that a good amount of revenue could be generated and amenities for the people of Hyderabad could be expanded.

The nearly 800 acre land at Begumpet was almost idle as no commercial aviation activities were being done. Though the army was given the opportunity to use it, it has been using the Hakimpet Air Force Station for most of its purposes. The airport is also used for VVIP flights and chartered operations.

After the inauguration of the airport at Shamshabad in 2008, the Begumpet Airport has been mostly deserted, except for air traffic control office activities and a few pilot



training academies.

Gudur Narayana Reddy said about Rs one crore per month was reportedly being spent on the maintenance of the airport with paltry returns.

Nearly ₹30,000 crore of property could become a golden goose to the Centre if it is commercially developed. "The land of the airport could be used for construction of hospitals, hotels, residential apartments, and many others which would be of immense use to the people of Greater Hyderabad," he said.

"There is no empty and idle land like the one this airport has in Hyderabad. It would be nearly impossible to acquire such land in the core city. There would be no need to acquire the airport land since it is already under the govt's ownership," he said.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

10 NOVEMBER 2024

AI Express plans to introduce more flights

NEW DELHI, Nov 9: Expanding its network and tapping group synergies, Air India Express will focus on connecting smaller cities and towns with metros as well as fly to new overseas destinations, according to senior officials.

The airline, which recently completed the merger of AIX Connect with itself, has a fleet of around 90 aircraft and the count is expected to cross 110 by the end of this fiscal.

It also aims to fly to a total of 55 destinations by the end of March 2025 and has also rationalised its network as part of Air India Group strategy. Apart from adding do-

mestic routes, the Tata Group-owned airline will start flights to more foreign destinations, including Bangkok and Phuket in Thailand, the officials said.

Air India Express Managing Director Alope Singh said the airline will focus on Tier 2 and 3 cities and towns as they are the growth engines.

“On the regional short haul international network, it will be primarily from Tier 2, 3 cities to points in the Gulf, Middle East, South East Asia and going forward, South Asia. Perhaps, Far East in a couple of years,” Singh said at a select media interaction. – PTI



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

10 NOVEMBER 2024

Andhra CM launches demo seaplane flight

AMARAVATI, Nov 9: Andhra Pradesh Chief Minister N Chandrababu Naidu on Saturday launched a seaplane demo flight from Prakasam Barrage in Vijayawada to Srisailem in Nandyal district.

The CM participated in the demo flight by boarding it at Punnami Ghat by the Krishna river in Vijayawada.

Within an hour after launching the demo flight, he landed on water at Srisailem project (reservoir) in Nandyal district.

After disembarking from the flight, Naidu, who was accompanied by Union Civil Aviation Minister K Ram Mohan Naidu, was received

by the district officials.

Later, he took a ropeway to reach the top of a hill by Srisailem project and boarded a bus to visit Sri Bhramaramba Mallikarjuna Swamy Varla Devasthanam, where he offered prayers to the deity.

“When we landed here (Srisailem) in the seaplane, I had a novel feeling. I came in 40 minutes and the runway (water) was very smooth and perfect. I landed in the midst of nature,” said Naidu, addressing a press conference in the temple town.

Unlike the turbulence experienced on regular airport runways and helicopters while landing, the CM said

the seaplane experience was smooth.

After setting up infrastructure, there will be regular seaplane services to Srisailem from March, he assured.

Further he observed he must be fortunate to connect Durga temple in Vijayawada and the Srisailem shrine, both important Hindu spiritual centres, with the seaplane.

With the presence of Srisailem tiger reserve in Dornal and other wildlife assets nearby, the CM said he will form a committee to create a master plan to develop the place into a tourist destination.

According to the CM, the

Nallamala forest, which runs through Nandyal district, houses tigers and many other wild animals and observed that if a tiger safari could be set up then it would be a different experience.

“This is a conducive place for tourism. There is scope to develop a tiger safari here. It is in the forest. Here tigers and leopards are there, this will evoke interest in tourists,” he said.

Chandrababu Naidu noted Gandikota in Kadapa district is the Grand Canyon of India where tourist activities like rock climbing, rappelling, boating, kayaking could be developed. – PTI



Corporate Communications Directorate

BUSINESS LINE

DELHI

11 NOVEMBER 2024

Singapore Airlines to invest additional ₹3,194 cr in Air India

Our Bureau
Mumbai

Singapore Airlines (SIA) will invest an additional ₹3,194 crore in Air India as it acquires a 25.1 per cent stake in Air India. SIA, which holds 49 per cent stake in Vistara, will receive the shares of Air India on the completion of merger of the two Tata group airlines on November 12.

Tata Sons and SIA had announced the merger of Vistara and Air India in November 2022 to drive syn-

ergies and gain share in the fast growing Indian market. The Competition Commission of India granted its clearance last September.

While SIA is investing ₹2,058 crore for a 25.1 per cent stake in the merged entity, it also agreed to contribute its share of any funding previously provided by Tata Sons prior to the completion of the merger. This would enable the airline to maintain 25.1 per cent stake in the airline.

SIA's additional capital injection is expected to be



₹3,194 crore, based on the Tata group's funding to Air India to-date. "This will occur after the completion of the merger and within November 2024, through subscription to new Air India

shares. Future capital injections will be considered based on Air India's requirements and available funding options," the airline said in a statement.

"The merged entity will have a significant presence across all key Indian air travel segments, including domestic, international, full-service and low-cost operations. This will strengthen SIA's multi-hub strategy, allowing it to continue participating directly in India's large and fast-growing aviation market," it added.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

11 NOVEMBER 2024

सिंगापुर एयरलाइंस एयर इंडिया में करेगी निवेश

सिंगापुर एयरलाइंस नवंबर में विस्तारा के विलय के बाद टाटा समूह के स्वामित्व वाली एयर इंडिया में 3,194.5 करोड़ रुपये का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा 29 नवंबर, 2022 को की गई थी और यह 11 नवंबर, 2024 को पूरा होने जा रहा है। इस विलय की वजह से सिंगापुर एयरलाइंस के पास विस्तारित एयर इंडिया में 25.1 फीसदी हिस्सेदारी हो जाएगी। विस्तारा ने 9 जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था। टाटा समूह के साथ स्थापित इस संयुक्त उद्यम में सिंगापुर एयरलाइंस की 49 फीसदी हिस्सेदारी है।

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

11 NOVEMBER 2024

Ahead of Vistara merger, A-I pilots voice concerns



A section of Air India (A-I) pilots is unhappy in the run-up to the Vistara merger over different retirement age limits for pilots of the two Tata Group-owned airlines, as the management is yet to address the issue, according to sources. At Air India the retirement age for pilots and other staff is 58 years, whereas at Vistara it is 60 years. The sources said resentment is brewing among a section of Air India pilots as the management is yet to formulate a common superannuation age for the integrated entity. Air India did not comment on the issue.

Meanwhile, Singapore Airlines said it will make an additional investment of ₹3,194.5 crore in Tata Group-owned Air India post-merger of Vistara in November. Singapore Airlines (SIA) Group said its consideration for the merger comprises the 49 per cent interest in Vistara and ₹2,058.5 crore in cash in exchange for a 25.1 per cent equity interest in the enlarged Air India.

PTI



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

11 NOVEMBER 2024

एअर इंडिया का विस्तार • देश की पहली प्रीमियम एयरलाइंस की आखिरी उड़ान आज

• 1990 के दशक में टाटा संस और सिंगापुर एयरलाइंस ने जॉइंट वेंचर के लिए आवेदन दिया था। लेकिन भारत सरकार से मंजूरी नहीं मिली।

• विस्तार ने इंडस्ट्री में कई नई शुरुआत की। यह एशिया की पहली एयरलाइन थी जो फ्लाइट में स्टारबक्स कॉफी परोसती थी।

• 2012 में एविएशन सेक्टर में 49% एफडीआई को मंजूरी मिली। दोनों कंपनियों ने फिर जॉइंट वेंचर एयरलाइंस लाने का फैसला किया।

• ये बेड़े में एयरबस ए321एलआर जोड़ने वाली देश की पहली कंपनी। विमानों की सफाई रोबोट्स से करने वाली भी देश की पहली एयरलाइन।



• इंटरनेशनल फ्लाइट में वाई-फाई इंटरनेट कनेक्टिविटी शुरू की। लॉयल्टी मेंबर्स को फ्री वाई-फाई देने वाली पहली एयरलाइन थी।

• 2013 में वेंचर सामने अस्तित्व में आया। विस्तार प्रीमियम इकोनॉमी क्लास शुरू करने वाली पहली डोमेस्टिक एयरलाइन बनी।

• विस्तार आज भारत के भीतर और विदेश में 50 से ज्यादा स्थानों के लिए उड़ानें संचालित करती है। इसके पास 70 विमानों का बेड़ा है।

• 9 जनवरी 2015 से ऑपरेशन शुरू किया। महज सात महीने में ही 5 लाख से ज्यादा ग्राहकों को आकर्षित किया।

• अपनी शुरुआत से अभी तक विस्तार ने 6.5 करोड़ यात्रियों को उड़ान सेवाएं दी हैं। करीब 12 देशों के लिए सीधी उड़ान भरी।

एअर इंडिया का विदेशी मार्गों पर बढ़ेगा दबदबा

बिजनेस संवाददाता | मुंबई

एअर इंडिया का मार्केट शेयर 10% बढ़कर 25% होगा

एयरलाइन	मार्केट शेयर
इंडिगो	62.5%
एअर इंडिया	14.7%
विस्तारा	10.1%
अकासा एयर	4.5%
एआईएक्स कनेक्ट	4.3%
स्पाइसजेट	2.5%
अलायंस एयर	0.9%
स्टार एयर	0.4%
फ्लाई९1	0.1%

मार्केट शेयर जुलाई-सितंबर 2024 में।
(स्रोत: डीजीसीए)

मर्जर के बाद इंटरनेशनल रूट्स पर आधी से ज्यादा फ्लाइट महाराजा की

विस्तारा सोमवार को आखिरी बार उड़ान भरेगी। कंपनी का मंगलवार को एअर इंडिया में मर्जर पूरा हो जाएगा। इसी के साथ एअर इंडिया देश की इकलौती फुल सर्विस कैरियर बन जाएगी। बीते 17 वर्षों में फुल सर्विस कैरियर की संख्या 5 से घटकर सिर्फ एक रह गई। साथ ही, इंटरनेशनल रूट्स पर मर्जर से एअर इंडिया की हिस्सेदारी दोगुनी होकर 50% से ऊपर निकल जाएगी। इस मर्जर के बाद सिंगापुर एयरलाइंस की एअर इंडिया में हिस्सेदारी 25.1% होगी। एअर इंडिया के एमडी कैपबेल विल्सन के अनुसार, एयरलाइन नए मैनेजमेंट के तहत अपने यात्रियों के लिए समान प्रीमियम अनुभव सुनिश्चित करते हुए विस्तारा के उच्च सेवा मानकों को बनाए रखेगी।

विस्तारा के 5 अहम रूट्स पर एअर इंडिया का दबदबा बढ़ेगा...

दिल्ली: ये विस्तारा का हब है। रोज 170 फ्लाइट्स 36 डेस्टिनेशन को जोड़ती हैं। विस्तारा के दबदबे वाले क्षेत्र में एअर इंडिया की शक्ति बढ़ेगी।

मुंबई: रोजाना 139 फ्लाइट्स 31 डेस्टिनेशन से जोड़ती हैं। बंगलुरु: हर रोज 67 फ्लाइट्स। 13 एयरपोर्ट्स से कनेक्टिविटी।

हैदराबाद-कोलकाता: दोनों जगह से रोजाना 26 और 24 फ्लाइट्स। 4 डेस्टिनेशन से जुड़ी हैं। ये 5 क्षेत्र इसे रीजनल पावरहाउस बनाती हैं।

देश में इंडिगो एविएशन सेक्टर में लीडर है, लेकिन एअर इंडिया उसे चुनौती देने के लिए खुद को तैयार कर रही है। विस्तारा का मर्जर इसी रणनीति का हिस्सा है। इस मर्जर से एअर इंडिया का इंटरनेशनल रूट्स पर दबदबा बढ़ेगा, जहां वो पहले से लीडर है। वह एयरलाइन लगातार विदेशी नेटवर्क बढ़ा रही है। विदेश से भारत आने वाले पैसेंजर में एअर इंडिया की हिस्सेदारी 54% हो जाएगी। साथ ही, भारत से बाहर जाने वाली

यात्रियों में कंपनी की हिस्सेदारी 55% तक पहुंच जाएगी। मर्जर से पहले इंटरनेशनल रूट्स पर एअर इंडिया की हिस्सेदारी 27% थी। वहीं, इंडिगो की हिस्सेदारी क्रमशः 40% और 41% है। मर्जर से एअर इंडिया का फ्लीट 144 से बढ़कर 214 विमानों का हो जाएगा। ग्रुप की लो कॉस्ट कैरियर एअर इंडिया एक्सप्रेस के पास भी 90 विमान है। साथ ही एअर इंडिया ने 470 विमानों का ऑर्डर दिया है। इसकी डिलीवरी जल्द शुरू होने जा रही है।

फिलहाल विस्तारा का लोगो, सुविधाएं जारी रहेंगी
विस्तारा का अनुभव उन्हीं एयरक्राफ्ट, प्रोडक्ट और सर्विसेज के साथ जारी रहेगा। इसमें फ्लाइट मेनू, कटलरी आदि हैं। विस्तारा का लोगो भी नहीं बदलेगा। ट्रैवल इश्योरेंस, सीट, पर्पल गिफ्ट कार्ड, फ्लाईंग रिटर्न प्रोग्राम, एक्स्ट्रा लगेज स्पेस जैसी सुविधाएं रहेंगी।
विस्तारा के 2.7 लाख ग्राहकों के टिकट एअर इंडिया को ट्रांसफर हुए हैं। लॉयल्टी मेंबर के प्रोग्राम महाराजा क्लब में ट्रांसफर होंगे।

आज से एअर इंडिया समूह का हिस्सा हो जाएगी विस्तारा

मुंबई, प्रेट: सोमवार को विस्तारा का एअर इंडिया समूह में विलय हो जाएगा। इसी के साथ 17 सालों में भारतीय विमानन क्षेत्र में पूर्ण सेवा वाहक कंपनियों की संख्या पांच से घटकर एक रह जाएगी। चूंकि सिंगापुर एयरलाइंस की विस्तारा में 49 प्रतिशत हिस्सेदारी है, इसलिए विलय के बाद विदेशी विमानन कंपनी की एअर इंडिया में 25.1 प्रतिशत हिस्सेदारी होगी। प्रत्यक्ष विदेशी निवेश (एफडीआई) मानदंडों के उदारीकरण के बाद एक विदेशी विमानन कंपनी द्वारा संयुक्त रूप से स्वामित्व वाली एक अन्य भारतीय एयरलाइन का अस्तित्व खत्म हो जाएगा। पूर्ण सेवा वाहक कंपनी उन्हें माना जाता है, जिनके टिकट किराये में सहायक सेवाएं शामिल होती हैं। यह कम लागत वाली विमानन कंपनियों के विपरीत है, जहां सभी अतिरिक्त सेवाओं के लिए अतिरिक्त शुल्क के साथ कम किराये पर सेवा प्रदान करती हैं।

वर्ष 2012 में प्रधानमंत्री मनमोहन सिंह के नेतृत्व वाली संप्रग सरकार ने विदेशी विमानन कंपनियों को एक घरेलू कंपनी में 49 प्रतिशत तक हिस्सेदारी खरीदने की अनुमति दी थी। जिसके परिणामस्वरूप अबुधाबी की एतिहाद एयरवेज ने अब बंद हो चुकी जेट एयरवेज में 24 प्रतिशत हिस्सेदारी खरीदी थी। इसके अलावा एयर एशिया इंडिया और विस्तारा का जन्म हुआ। पिछले 10 सालों में परिचालन शुरू करने वाली विस्तारा एकमात्र पूर्ण सेवा वाहक कंपनी थी। 2007 में पूर्ण सेवा वाहक (फुल सर्विस करियर-एफएससी) इंडियन एयरलाइंस के एअर इंडिया में विलय के बाद कम से कम पांच एफएससी परिचालन में थीं। समय बीतने के साथ 2012 में किंगफिशर बंद हो गई, जबकि एयर सहारा का जेट एयरवेज ने अधिग्रहण कर लिया और उसका नाम बदलकर जेटलाइट कर दिया, लेकिन वह चल नहीं सकी और 2019 में जेट एयरवेज के साथ डूब गई। वहीं एक अन्य एफएससी जेट एयरवेज वित्तीय अनियमितताओं में फंसकर अप्रैल 2019 में बंद हो गई। अब सुप्रीम कोर्ट ने उसकी संपत्ति बेचने का आदेश दिया है। इस तरह 12 नवंबर से एअर इंडिया एकमात्र एफएससी रह जाएगी।



17 सालों में पूर्ण सेवा वाहक कंपनियों की संख्या पांच से घटकर एक रह जाएगी एक

● विलय के बाद सिंगापुर एयरलाइंस की एअर इंडिया में होगी 25.1 प्रतिशत हिस्सेदारी

3,194.5 करोड़ रुपये का अतिरिक्त निवेश करेगी सिंगापुर एयरलाइंस एअर इंडिया में

भारत में कम किराये वाली विमानन कंपनियां हावी

बढ़ते हवाई यातायात के बीच इस समय कई कम कीमत वाली विमानन कंपनियां सेक्टर में हावी हो रही हैं और इस तरह की एक प्रमुख कंपनी इंडिगो की भारत के बाजार में हिस्सेदारी 60 प्रतिशत के आसपास है। एक वरिष्ठ एयरलाइन अधिकारी के अनुसार, एक पूर्ण सेवा और एक कम लागत वाली एयरलाइन के बीच अंतर करना बहुत मुश्किल हो रहा है।

अलग सेवानिवृत्ति आयु पर एअर इंडिया में नाराजगी

सोमवार से विस्तारा का एअर इंडिया में विलय प्रभावी हो जाएगा, लेकिन टाटा समूह की दो विमानन कंपनियों के पायलटों ने अलग-अलग सेवानिवृत्ति आयु सीमा को लेकर नाखुशी जताई है। दरअसल, एअर इंडिया में जहां पायलटों और अन्य कर्मचारियों के लिए सेवानिवृत्ति आयु 58 वर्ष है, जबकि विस्तारा में यह 60 वर्ष है। वर्तमान डीजीसीए नियमों के तहत, एक पायलट 65 वर्ष की आयु तक सेवा प्रदान कर सकता है। इस साल अगस्त में, एअर इंडिया ने कहा था कि वह सेवानिवृत्ति के बाद पांच साल की अवधि के लिए अनुभव के आधार पर चुनिंदा पायलटों को रखने का विकल्प चुन सकता है और उनकी सेवा अवधि को 65 वर्ष तक बढ़ा सकता है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

11 NOVEMBER 2024

Indian Skies will Now be Left with Just One Full-service Carrier

After Vistara merger, AI will be the only one left in the segment

Press Trust of India

Mumbai | New Delhi: When Vistara folds up into the Air India Group on Monday, the number of full-service carriers in the fast-growing Indian aviation space will come down to just one from five in a span of over 17 years.

Also, the merger—which will see Vistara's 49% owner Singapore Airlines holding 25.1% stake in Air India post the merger—will mark the sunset of another Indian airline jointly owned by an overseas carrier after the liberalisation of foreign direct investment norms.

In 2012, Prime Minister Manmohan Singh-led UPA government allowed foreign airlines to buy up to 49% in a domestic carrier, which later resulted in the now defunct Jet Airways securing 24% stake from Gulf

carrier Etihad besides the birth of AirAsia India and Vistara.

Vistara is also the only full-service carrier to start operations in the last 10 years. Since the merger of full-service carrier (FSC) Indian Airlines with Air India in 2007, at least five FSCs dotted the Indian skies.

As years passed by, Kingfisher and Air Sahara faded away while Vistara took flight in January 2015. Kingfisher went belly up in 2012 while Air Sahara, which was acquired by Jet Airways and renamed as Jet-Lite, sank with Jet Airways in 2019. FSC Jet Airways that flew for 25 years before getting grounded in April 2019 due to financial turbulence is set to be liquidated. From November 12, the enlarged Air India will remain the country's lone full-service player.

Coming to Indian carriers with foreign ownership, the first was

Jet Airways where Abu Dhabi's Etihad Airways snapped up 24% stake.

Then came AirAsia India—49% owned by Malaysia's AirAsia and the rest was with Tatas—followed by Vistara—where Singapore Airlines holds 49% stake and 51% is with Tata Group.

With rising air traffic and changing travel patterns, many no-frills airlines are dominating the skies worldwide and India's dominant carrier is IndiGo.

According to a senior airline official, the line differentiating a full service and a low-cost carrier is somewhat blurred.

For instance, some of the budget airlines also offer business class seats.

Among others, FSCs strive to provide more comfort to passengers during travel and the services, including meals, are included in the ticket price.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

11 NOVEMBER 2024

Singapore Airlines to Invest ₹3,195 cr More in Air India Post Vistara Merger

NEW DELHI Singapore Airlines will make an additional investment of ₹3,194.5 crore in Tata Group-owned Air India post-merger of Vistara in November.

The merger, announced on November 29, 2022, and set to be completed on November 11, 2024, will result in Singapore Airlines having a 25.1% stake in the enlarged Air India. Full-service carrier Vistara, which started flying on January 9, 2015, is a joint venture between Tatas and Singapore Airlines, where the latter holds a 49% shareholding. Singapore Airlines (SIA) Group on Friday said its consideration for the merger comprises the 49% interest in Vistara and ₹20,585 million (₹2,058.5 crore) in cash in exchange for a 25.1 per cent equity interest in the enlarged Air India.

Post-merger, SIA expects to recognise a

non-cash accounting gain of around 1.1 billion Singapore dollars and also start equity accounting for its share of Air India's financial results.

According to a release on Friday, the merger includes an agreement for SIA to contribute its share of any funding previously provided by Tata prior to the comple-



tion of the merger, together with relevant funding costs up to ₹5,020 crore that would allow it to maintain 25.1% stake in Air India. "SIA's additional capital injection is expected to be Rs 31,945 million (equivalent to SGD 498 million), based on Tata's funding to Air India to date. This will occur after the completion of the merger and within November 2024 through subscription to new Air India shares. —PTI

Gotta Fly! Business (Travel) is Brisk

Carriers, online travel agencies rev up as burgeoning corporate travel offers rich pickings

Forum Gandhi

Mumbai: India's corporate travel market is increasingly becoming a battleground for major online travel agencies (OTAs) and scheduled airlines, as

business travel soars in lockstep with the resumption of normal office routines. "Return to office remains a key driver of increased corporate travel, as companies balance remote, in-office and hybrid work,"

said Praveen Iyer, cofounder of Akasa Air. "With hybrid work models, employees are traveling frequently for meetings, collaboration and industry events like conferences and trade shows."

MakeMyTrip's corporate travel platforms, myBiz and Quest2Travel, crossed a gross booking value of \$200 million for the first time in the quarter ended June, underlining growth prospects.

Yatra's billing from the corporate segment crossed about \$24 million (₹200 crore) for April-June, 77% higher than the previous three-month period. "We have to focus on really doubling down on the corporate side," said Dhruv Shringi, chief executive of Yatra Online. The OTA derives 55% of its revenue from the B2B segment.

Corporate travel is expected to double in the next six years, after staying circumspect through the Covid years.

New Fares and Products >> 7

New Fares and Products

>> From Page 1

The market soared to around \$11.3 billion in FY24, from around \$10.6 billion in FY23, showed a Deloitte report. By FY30, the market is projected to expand to \$20.8 billion.

The resumption of normal business travel, which makes up a fifth of the country's total travel industry, has intensified competition among OTAs and airlines to secure bookings, with flyers and corporate travel desks enjoying the discretion to either book directly with a carrier or use the services of a travel portal.

Unlisted Akasa Air, financed by late billionaire Rakesh Jhunjhunwala, saw a 35% on-year increase in its corporate business as of October. The airline has secured over 1,000 corporate deals in just two and a half years.

Similarly, Air India is seeing more corporate clients, from sectors such as FMCG, BFSI, government and pharma. "Corporate travel continues to grow, with positive economic activity driving demand. Domestic corporate traffic has surpassed pre-pandemic levels, while international corporate traffic is rising," said an Air India official.

Air India Express and others have rejigged their fare family, whereas IndiGo has now added a business product, 'Stretch,' to cater better to the corporate customer base. Indigo, India's largest airline, will start operating with this new product on November 14 on select routes.

The Deloitte report said airlines and hotels account for 85% of travel spending. Nearly half of corporate travel expenses are for air travel, valued at \$3.4 billion for domestic corporate flights.

Domestic airlines earn 40% of corporate revenue from coded fares and corporate products. International corporate air travel — driven by sectors such as IT, BFSI and pharma — is valued at \$2.2 billion, representing 17% of outbound travel.

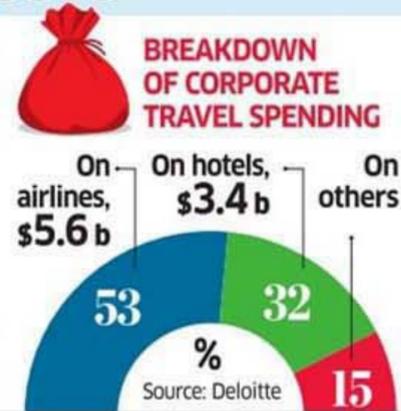
Though spending has reached pre-pandemic levels, rising airfares have also contributed to the aggregate increase.

The rise in corporate travel has intensified competition among travel management companies as well. According to Deloitte's report, MakeMyTrip, Yatra, GBT India and CWT India control about 65% of the travel management market by value.

In the Clouds

IT/ITeS, pharma, BFSI, engineering, aviation, FMCG, and oil & gas spend over 1% of net income on travel

These cover 86% of top 100 companies' travel costs



IndiGo will launch 'Stretch' from Nov 14 onwards

AIX adds four aircraft every month, with 4-8 Xpress business seats each



AI-VISTARA DEAL PUTS THE SPOTLIGHT ON BYGONE LABELS

Another brand merges into oblivion

VIVEAT SUSAN PINTO & SWARAJ BAGGONKAR
Mumbai, November 10

IN 1993, WHEN Ramesh Chauhan, entrepreneur and promoter of the Bisleri brand of bottled water, sold his soft drinks business to Coca-Cola for \$60 million, little did he know that his 'Thunder' in a bottle — Thums Up — would emerge as the largest cola brand in India with sales in excess of a billion dollars.

While Coca-Cola added fizz into Thums Up, that cannot be said of some of the other brands it acquired from Chauhan back in the 1990s. Brands such as Gold Spot, an orange-flavoured soft drink, and Citra, a clear lemon soda, were quietly buried to make way for Coke's Fanta and Sprite.

Clearly, the story of Coca-Cola's tryst with Chauhan's brands in India is a case of astute brand leadership in the face of local market realities, where home-grown labels had greater resonance with consumers. But that may not be the case with many other trademarks acquired and/or merged into others over the years. Marketers quite often take calculated risks

WHAT AIR INDIA-VISTARA UNIFICATION WILL ENTAIL

<p>285 aircraft in total</p> <p>■ All flights to be operated by Air India November 12 onwards</p>	<p>■ Three airlines to be part of merged entity — Air India, Air India Express and Vistara</p>	<p>■ Singapore Airlines (SIA) will hold 25.1% in the merged entity by putting in ₹2,058.5 cr</p> <p>■ SIA has said it will make an additional investment of ₹3,194.5 cr</p>
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when sacrificing one brand for the other in a merger, say experts.

Take Air India and Vistara, for instance. Tuesday (November 12) will mark the day when Vistara will cease to exist as an independent airline. No Vistara flight will be operational from that day. Instead, combined flights of Air India and Vistara will take to the skies as two disparate brands become one. It is a test case of how in-flight operations, technology and service levels

of two very different airlines will merge and come together, say experts. The question is: Will the going be smooth?

"This is a peculiar case where the flagship brand (Air India) is perceived to be weaker than the younger brand (Vistara)," says N Chandramouli, chief executive officer of brand advisory and insights firm TRA Research.

Continued on Page 5

FROM THE FRONT PAGE

Another brand merges into oblivion



Stakeholders, rivals and investors are keeping a close eye on how the Air India-Vistara merger unfolds

"A MERGER WOULD generally see the stronger brand being retained for the weaker brand. But that isn't the case here as Air India has a strong legacy attached to it. Vistara, on the other hand, has set service benchmarks in punctuality, in-flight experience and technological innovations. The Tata management would be hoping the combined Air India would have all of these attributes as it writes a new chapter in its history," Chandramouli says.

While stakeholders, rivals and investors would be keeping a close eye on how the Air India-Vistara merger unfolds, experts say that there are more lessons to be drawn of brand mergers in the past. Vodafone and Idea, for instance, combined a few years ago as rival Reliance Jio upended the domestic telecom market with cheap data plans and unlimited voice calls. While Brand Vodafone was retained post the merger in 2018, the going has hardly been smooth for both the combined entity and the brand itself, as network congestion, call drops, debt overhang and poor service quality have dogged it. This has prompted over 67 million subscribers to abandon the service since April 2021 and the number continues to grow. The Kumar Mangalam Birla-owned company now needs money to repay dues and to invest in 5G infrastructure to keep pace

with rivals Reliance Jio and Bharti Airtel, say experts.

"Vodafone and Idea came together as the telecom market was changing fast post Jio's entry," says Samit Sinha, founder and managing partner of Alchemist Brand Consulting. "It was a case of consolidation triggered by a stronger rival. While Idea as a brand does not exist, Vodafone, once perceived as a cool and urbane brand, has suffered on account of the network issues that have plagued it," Sinha said.

While AI would be careful to avoid Vodafone's pitfalls, India's large automotive space offers a few insights. Take the example of the Toyota Qualis versus the Toyota Innova. A giant people-mover and money spinner for Toyota between 2000 and 2005, the Qualis also gained the mnemonic of 'Killer Qualis' for the myriad accidents it was involved in during the period, thanks to overloading and rash driving by fleet operators. While this contributed in part, say experts, for the Qualis making way for the more sophisticated Innova, for the firm it was a clear case of trading up for a better style, design and driving ethics. The Qualis remains a rare model in Indian automotive history to clock the highest volume in the year before its discontinuation. That is a huge benchmark in a market that doesn't hesitate to eliminate a weak brand.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

10 NOVEMBER 2024

AI Express plans more int'l flights, to have over 110 planes

PTI

NEW DELHI

Expanding its network and tapping group synergies, Air India Express will focus on connecting smaller cities and towns with metros as well as fly to new overseas destinations, according to senior officials.

The airline, which recently completed the merger of AIX Connect with itself, has a fleet of around 90 aircraft and the count is expected to cross 110 by the end of this fiscal.

It also aims to fly to a total of 55 destinations by the end of March 2025 and has also rationalised its network as part of Air India Group strategy. Apart from adding domestic routes, the Tata Group-owned airline will start



flights to more foreign destinations, including Bangkok and Phuket in Thailand, the officials said.

Air India Express Managing Director Alok Singh said the airline will focus on Tier 2 and 3 cities and towns as they are the growth engines, and the largest chunk of the market is metro to non-metro.

"On the regional short haul international network, it will be primarily from Tier 2, 3 cities to points in

the Gulf, Middle East, South East Asia and going forward, South Asia. Perhaps, Far East in a couple of years," Singh said at a select media interaction on Friday.

He also stressed that the airline's network strategy is also deeply woven into the group network strategy. As part of consolidating its airline business, Tata Group has merged AIX Connect with Air India Express and the integration of Vistara

with Air India is scheduled to be completed next week.

Air India Express Chief Commercial Officer (CCO) Ankur Garg said that Bangkok and Phuket are being looked at to start services. To Bangkok, the flights are likely from Tier 2 cities and to Phuket, the service could be from a metro, Garg said.

Among other destinations, the airline might also explore the possibility of flying to Malaysia, Hong Kong and CIS countries in the future.

"We don't want to spread too thin. We want to focus on Tier 2, 3 markets from the metros. We want to provide connectivity between the full service, long haul, wide body side of the business and the domestic Tier 2, 3 cities," Singh said.

विलय समझौते की घोषणा 29 नवंबर 2022 को की गई

सिंगापुर एयरलाइंस के पास एआई की 25.1 फीसदी हिस्सेदारी होगी

समझौते के अनुसार विलय आज पूरा होने जा रहा

सिंगापुर एयरलाइंस एयर इंडिया में करेगी 3,195 करोड़ रुपए का निवेश

एजेसी >> नई दिल्ली

सिंगापुर एयरलाइंस नवंबर में विस्तार के विलय के बाद टाटा समूह के स्वामित्व वाली एयर इंडिया में 3,194.5 करोड़ रुपये का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा 29 नवंबर, 2022 को की गई थी और यह 11 नवंबर, 2024 को पूरा होने जा रहा है।

इस विलय की वजह से सिंगापुर एयरलाइंस के पास विस्तारित एयर इंडिया में 25.1 प्रतिशत हिस्सेदारी हो जाएगी। विस्तार ने नौ जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था। टाटा समूह के साथ स्थापित इस संयुक्त उद्यम में सिंगापुर एयरलाइंस की 49 प्रतिशत हिस्सेदारी है।

एसआईए की विस्तार में 49 फीसदी हिस्सेदारी

सिंगापुर एयरलाइंस (एसआईए) समूह ने शुक्रवार को कहा कि विलय के लिए उसके विचार में विस्तार में 49 प्रतिशत हिस्सेदारी और विस्तारित एयर इंडिया में 25.1 प्रतिशत इक्विटी हिस्सेदारी के बदले में 2,058 करोड़ रुपये का निवेश शामिल है।

विस्तार ने नौ जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था



भविष्य में पूंजी निवेश एआई की जरूरतों को पूरा करेगा

यह विलय के पूरा होने के बाद और अक्टूबर 2024 के नीचे गए एयर इंडिया शेयरों की उदरस्थता के माध्यम से होगा। सितंबर 2024 को समाप्त छह महीने के लिए एयरलाइंस के वित्तीय प्रदर्शन की घोषणा करते हुए जारी विज्ञापित के अनुसार, भविष्य में पूंजी निवेश एयर इंडिया की जरूरतों और उपलब्ध वित्तपोषण विकल्पों के आधार पर विचार किया जाएगा।

भारत की महत्वपूर्ण उपस्थिति होगी

एयर इंडिया के साथ विस्तार का विलय तेजी से बढ़ते भारतीय विमानचक्र क्षेत्र में एक प्रमुख एकीकरण को रेखांकित करेगा। एसआईए ने कहा कि विलय के बाद धरेलू, अंतरराष्ट्रीय, पूर्ण-सेवा और कम लागत वाले परिवहन सहित सभी प्रमुख भारतीय हवाई यात्रा क्षेत्रों में महत्वपूर्ण उपस्थिति होगी।

एआई हिस्सेदारी बनाए रखने की अनुमति देगा

इसके साथ ही 5,020 करोड़ रुपये तक की फंडिंग लागत भी है जो इसे एयर इंडिया में 25.1 प्रतिशत हिस्सेदारी बनाए रखने की अनुमति देगी। टाटा द्वारा एयर इंडिया को अब तक किए गए वित्तपोषण के आधार पर एसआईए का अतिरिक्त पूंजी निवेश 3,194.5 करोड़ रुपये होने की उम्मीद है।

एआई अपना इक्विटी लेखांकन शुरू करेगा

विलय पूरा होने के बाद एसआईए को लगभग 11 अरब सिंगापुर डॉलर के नै-मकद लेखांकन लाभ को मजबूत देने और एयर इंडिया के वित्तीय परिणामों में अपेक्षा हिस्से के लिए इक्विटी लेखांकन शुरू करने की उम्मीद है। शुक्रवार को जारी विज्ञापित के मुताबिक, विलय में एसआईए के लिए एक समझौता शामिल है, जो विलय के पूरा होने से पहले टाटा द्वारा पहले प्रदान की गई किसी भी फंडिंग में अपना हिस्सा देने के लिए है।

विलय से एआई पायलटों का एक वर्ग नाराज

एयर इंडिया और विस्तार के विलय से पहले एयर इंडिया के पायलटों का एक वर्ग टाटा समूह के स्वामित्व वाली दोनों एयरलाइंस के पायलटों के लिए सेवानिवृत्ति की जालन-अलग आयु सीमा को लेकर नाराज है। सुबो ने संविदा को यह जानकारी देते हुए कहा कि प्रबंधन ने अभी तक इस मुद्दे का समाधान नहीं किया है।

एकसमान सेवानिवृत्ति की आयु तय नहीं

विस्तार का सोमवार को एयर इंडिया के साथ विलय हो जाएगा। वर्ष 2022 की शुरुआत में टाटा के स्वामित्व में आई एयर इंडिया के पायलटों एवं अन्य कर्मचारियों की सेवानिवृत्ति की आयु 58 वर्ष है। वहीं टाटा समूह की ही दूसरी एयरलाइंस विस्तार में यह सीमा 60 वर्ष है। सुबो ने कहा कि एयर इंडिया के पायलटों के एक वर्ग में नाराजगी बढ़ रही है, क्योंकि प्रबंधन ने अभी तक विलय के बाद हवाई इकाई के लिए एकसमान सेवानिवृत्ति आयु तय नहीं की है।



Corporate Communications Directorate

HINDUSTAN

DELHI

11 NOVEMBER 2024

सिंगापुर एयरलाइंस 3,195 करोड़ रुपये का निवेश करेगी

नई दिल्ली, एजेंसी। सिंगापुर एयरलाइंस नवंबर में विस्तार के विलय के बाद टाटा समूह के स्वामित्व वाली एयर इंडिया में 3,194.5 करोड़ रुपये का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा 29 नवंबर, 2022 को की गई थी और यह 11 नवंबर, 2024 को पूरा होने जा रहा है।

इस विलय की वजह से सिंगापुर एयरलाइंस के पास विस्तारित एयर

इंडिया में 25.1 प्रतिशत हिस्सेदारी हो जाएगी। टाटा समूह के साथ स्थापित इस संयुक्त उद्यम में सिंगापुर एयरलाइंस की 49 प्रतिशत हिस्सेदारी है।

वहीं, विस्तार सोमवार को एयर इंडिया समूह में शामिल हो जाएगी। इसके साथ ही तेजी से बढ़ते भारतीय विमानन क्षेत्र में पूर्ण सेवा देने वाली एयरलाइंस की संख्या पिछले 17 वर्षों में पांच से घटकर सिर्फ एक रह जाएगी।



Corporate Communications Directorate

THE HINDU

CHENNAI

10 NOVEMBER 2024

Air India Express to focus on metro to non-metro flights

Jagriti Chandra
NEW DELHI

Air India Express will focus on growing flight connectivity from metro to tier-2 and tier-3 cities as part of its ongoing route rationalisation with the group's full-service airline, Air India.

"The largest chunk of domestic India market is metro to non-metro at 65%. This is also the fastest growing segment. While we will be present on some metro-to-metro routes, our primary focus is connectivity to tier-2 and tier-3 cities," said Alope Singh, MD, Air India Express.

The airline concluded its merger with erstwhile AirAsia India on October 1, 2024 until when the priori-

ty was to integrate the entirely domestic network of the latter with the feed of Air India Express that operated only on international routes primarily focusing on connecting Kerala with Gulf and Middle East. The airline has also added 35 planes over the past year to grow its capacity where it had a "weak" presence, such as Chennai, Hyderabad and Kolkata.

In line with its plans for non-metro routes, the airline recently announced two new destinations – Jammu and Shri Vijaya Puram (Port Blair) – where flights will be offered from December 1. Agartala in Tripura was also a recent addition to the airline's domestic network.

The regional short-haul international market will also build connectivity between tier-2 and tier-3 cities to points in the Gulf region, West Asia, South East Asia and going forward South Asia, South East Asia, Far East and Common Wealth of Independent States (CIS) nations, Mr. Singh added.

The metro to non-metro network strategy for Air India Express complements Air India's where the focus is to connect trunk routes such as Delhi, Mumbai and Bengaluru, some key short-haul international destinations such as Dubai and Singapore with dense traffic and long-haul and ultra-long haul destinations in Europe, U.S., Canada, Japan and Australia.

Corporate Communications Directorate

JANSATTA

DELHI

11 NOVEMBER 2024

12 नवंबर से एकीकृत एअर इंडिया के विमानों में कर सकेंगे सफर

समझौता

सिंगापुर एअरलाइंस की 25.1 फीसद हो जाएगी हिस्सेदारी

सिंगापुर एअरलाइंस एअर इंडिया में करेगी 3,195 करोड़ रुपए का निवेश

जनसत्ता ब्यूरो
नई दिल्ली, 10 नवंबर।

सिंगापुर एअरलाइंस नवंबर में विस्तारा के विलय के बाद टाटा समूह के स्वामित्व वाली एअर इंडिया में 3,194.5 करोड़ रुपए का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा दो साल पहले 29 नवंबर को की गई थी और यह 11 नवंबर को पूरा होने जा रहा है।

इस विलय की वजह से सिंगापुर एअरलाइंस के पास विस्तारित एअर इंडिया में 25.1 फीसद हिस्सेदारी हो जाएगी। 12 नवंबर से यात्रियों को एकीकृत एअर इंडिया की उड़ानों में सफर का मौका मिलेगा। विस्तारा ने 9 जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था। टाटा समूह के साथ स्थापित

देश की पांच पूर्ण सेवा एअरलाइंस ने 17 साल में कहा अलविदा

मुंबई/नई दिल्ली 10 नवंबर (भाषा)। विस्तारा सोमवार को एअर इंडिया समूह में शामिल हो जाएगी। इसके साथ ही तेजी से बढ़ते भारतीय विमानन क्षेत्र में पूर्ण सेवा देने वाली एअरलाइंस की संख्या पिछले 17 वर्षों में पांच से घटकर सिर्फ एक रह जाएगी। इस किलय के बाद प्रत्यक्ष विदेशी निवेश (एफडीआई) मानदंडों के उदारीकरण के बाद बनी एक विदेशी एअरलाइंस

इस संयुक्त उद्यम में सिंगापुर एअरलाइंस की 49 फीसद हिस्सेदारी है। सिंगापुर एअरलाइंस (एसआइए) समूह ने मुक्रवार को कहा कि विलय के लिए उसके विचार में विस्तारा में 49 फीसद हिस्सेदारी और विस्तारित एअर इंडिया

के संयुक्त स्वामित्व वाली एक और भारतीय एअरलाइंस का अवसान हो जाएगा। वर्ष 2012 में तत्कालीन प्रधानमंत्री मनमोहन सिंह के नेतृत्व वाली संघम सरकार ने विदेशी एअरलाइंस को एक घरेलू एअरलाइंस में 49 फीसद तक हिस्सेदारी खरीदने की अनुमति दी थी।

में 25.1 फीसद हिस्सेदारी के बदले में 2,058 करोड़ रुपए नकद शामिल हैं। विलय पूरा होने के बाद सिंगापुर एअरलाइंस को करीब 1.1 अरब सिंगापुर डालर के गैर-नकद लेखांकन लाभ को मान्यता देने और एअर इंडिया के



सेवानिवृत्ति की अलग-अलग उम्र से एअर इंडिया के पायलटों का एक वर्ग नाखुश

एअर इंडिया और विस्तारा के विलय से पहले एअर इंडिया का एक तबका टाटा समूह के स्वामित्व वाली दोनों एअरलाइंस के पायलटों की सेवानिवृत्ति की अलग-अलग आयु सीमा होने से नाखुश है। सूत्रों का कहना है कि प्रबंधन ने अभी तक इस मुद्दे का समाधान नहीं किया है। विस्तारा का सोमवार को एअर इंडिया के साथ

वित्तीय परिणामों में अपने हिस्से के लिए लेखांकन शुरू करने की उम्मीद है। विज्ञप्ति के मुताबिक, विलय में सिंगापुर एअरलाइंस के लिए एक समझौता शामिल है, जो विलय के पूरा होने से पहले टाटा की ओर से पहले प्रदान

किये जाएंगे। वर्ष 2022 की शुरुआत में टाटा के स्वामित्व में आई एअर इंडिया के पायलटों व अन्य कर्मचारियों की सेवानिवृत्ति की आयु 58 वर्ष जबकि विस्तारा में यह सीमा 60 वर्ष है। सूत्रों ने कहा कि एअर इंडिया के पायलटों के एक वर्ग में नाराजगी बढ़ रही है, क्योंकि प्रबंधन ने अभी तक विलय के बाद बनी इकाई के लिए एकसमान सेवानिवृत्ति आयु तय नहीं की है।

की गई किसी भी अनुदान में अपना हिस्सा देने के लिए है। इसके साथ ही 5,020 करोड़ रुपए तक की लागत भी है जो इसे एअर इंडिया में 25.1 फीसद हिस्सेदारी बनाए रखने की अनुमति देगी।



Corporate Communications Directorate

MINT

DELHI

11 NOVEMBER 2024



Jet's liquidation was not an optimal destination

The prolonged turbulence of its revival failure exposes flaws in India's insolvency process, but 'complete justice' isn't served by the duopoly market for aviation that we've flown into

The Supreme Court (SC) last week finally brought down the guillotine on Jet Airways, thereby putting a hard stop to a painfully prolonged insolvency resolution process that had kept the ailing airline on artificial respiratory support. Jet Airways was a child of economic liberalization in the early-90s that had opened India's aviation skies to private operators. The industry, as expected in any sector during its initial brush with competition, underwent a churn, and many airlines—East-West, Modiluft, Damania, among others—bit the dust. Jet Airways, however, survived with overseas equity infusion, astute fleet expansion, premium service standards and a dash of political patronage that earned it lucrative overseas landing slots. However, this failed to insulate the airline from competition mounted by new low-cost airlines, which, combined with escalating fuel costs in 2018, forced Jet to renege on its debt repayment commitments and grounded the airline in 2019. An attempt by an overseas consortium to revive the air carrier proved abortive, with gaping differences between Jet's creditors led by State Bank of India and its would-be acquirer. The apex court's order shines a light on India's flawed bankruptcy process and, unwittingly, on its own constricted view of the fraught issue.

The SC judgement, apart from ordering the summary liquidation of Jet Airways, also came down hard on the flawed insolvency process and reprised its exasperation with continuing delays in resolution as well as an evident lack of capacity and domain knowledge displayed by the National Company Law Tribunal and the appellate tribunal. The SC bench hearing this case, which included Chief Justice D.Y.

Chandrachud, found that the appellate tribunal was perhaps too lenient in granting numerous extensions to the acquirer consortium, which kept dragging its feet in making payments as per an agreed schedule, instead of invoking the penal provisions of the insolvency code. The apex court ruling is explicit in stating that the code in its current form affords too much latitude for interpretation, and by implication suggests that, when combined with a capacity deficit, leads invariably to suboptimal outcomes. As the bench views it, the code needs amendments to codify processes while allowing enough flexibility to customize resolution plans for the state of stressed assets.

On the flip side, it is hoped that the apex court will also use the opportunity for some introspection. The bench, in ordering liquidation, invoked Article 142 of the Constitution, which grants the SC inherent and broad powers to achieve "complete justice." An aerial view of the case raises the question of whether this has actually been achieved. The liquidation of the airline will, as an unintentional consequence, strengthen the aviation oligopoly that currently holds air travellers hostage to seemingly random and unexplained fare hikes. The bench, in its defence, may have been constrained by the appellants' plea on Jet Airways. It is relevant to note here that the top court can—and does on occasion—take a broader interpretation of the issues at hand. Take the example of the nine-judge constitutional bench which re-interpreted Article 39(b) of the Constitution (with dissents), reversing a historical and expansive view of its provisions. The apex court must recognize that the phrase "complete justice" empowers it with moral responsibilities unbounded by exact details of the case history.



Corporate Communications Directorate

MINT

DELHI

11 NOVEMBER 2024

Singapore Airlines to invest ₹3,195 cr more in Air India

PRESS TRUST OF INDIA
New Delhi, November 10

SINGAPORE AIRLINES WILL make an additional investment of ₹3,194.5 crore in Tata Group-owned Air India after the merger of Vistara.

The merger, announced on November 29, 2022, and set to be completed on Monday, will result in Singapore Airlines having a 25.1% stake in the enlarged Air India.

Full-service carrier Vistara, which started flying on January 9, 2015, is a joint venture between Tata and Singapore Airlines, where the latter holds a 49% shareholding.

Singapore Airlines (SIA) Group on Friday said its consideration for the merger comprises the 49% interest in Vistara and ₹2,058.5 crore in cash in exchange for a 25.1% equity interest in the enlarged Air India. Post-merger, SIA expects to recognise a non-cash accounting gain of around 1.1 billion Singapore dollars and also start equity accounting for its share of Air India's financial results.



The Air India-Vistara merger is expected to be completed today.

Section of AI pilots unhappy over different retirement age limits

A section of AI pilots is unhappy in the run-up to the merger over different retirement age limits for pilots of the two Tata Group-owned airlines as the management is yet to address the issue, according to sources. At Air India, the retirement age for pilots and other staff is 58 years, whereas at Vistara it is 60 years.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

10 NOVEMBER 2024

‘INDIAN AIRSPACE IS GETTING MORE USERS’

Need to look at streamlining air traffic management, says official

NEW DELHI: Emphasising the need for ways to further streamline air traffic movements in the Indian airspace, Civil Aviation Secretary Vumlung Vualnam on Saturday suggested that air traffic controllers should look at the use of new technologies such as generative artificial intelligence.

He was speaking at the 40th Asia Pacific Regional Meeting (APRM) of the International Federation of Air Traffic Controllers' Associations (IFATCA), hosted by the Air Traffic Controllers' Guild (India), in the national capital.

The three-day meeting, with the theme 'Safety in Future Air Traffic Management', began on Saturday.



The participants will discuss cutting-edge technologies, innovative strategies, and sustainable practices that will shape the safety in future air traffic management, according to the meeting's website.

The civil aviation secretary said airspace is getting crowded. "Airspace is getting more and more users".

While mentioning about new technologies such as

Generative Artificial Intelligence (Gen AI), he emphasised that "instead of ignoring and closing our eyes, we should collaborate".

He also suggested that ways should be looked on how to streamline air traffic management.

Joint Director General at the Directorate General of Civil Aviation (DGCA) Maneesh Kumar said that growth with safety is being ensured and also stressed the importance of human resources in the aviation space.

India is one of the world's fastest growing civil aviation markets and airlines have placed huge orders for aircraft as they expand their network to meet the rising demand. P11

Ai Express plans to fly to new overseas destinations

The airline has a fleet of around 90 aircraft and the count is expected to cross 110 by the end of this fiscal

OUR CORRESPONDENT

NEW DELHI: Expanding its network and tapping group synergies, Air India Express will focus on connecting smaller cities and towns with metros as well as fly to new overseas destinations, according to senior officials.

The airline, which recently completed the merger of AIX Connect with itself, has a fleet of around 90 aircraft and the count is expected to cross 110 by the end of the current fiscal. It also aims to fly to a total of 55 destinations by the end of March 2025 and has also rationalised its network as part of Air India Group strategy.

Apart from adding domestic routes, the Tata Group-owned airline will start flights to more foreign destinations, including Bangkok and Phuket in Thailand, the officials said.

Air India Express Managing Director Alope Singh said the airline will focus on Tier 2 and 3 cities and towns as they are the growth engines, and the largest chunk of the market is metro to non-metro.

"On the regional short haul international network, it will be primarily from Tier 2, 3 cities to points in the Gulf, Middle East,



As part of consolidating its airline business, Tata Group has merged AIX Connect with Air India Express and the integration of Vistara with Air India is scheduled to be completed next week

South East Asia and going forward, South Asia. Perhaps, Far East in a couple of years," Singh said at a select media interaction on Friday. He also stressed that the airline's network strategy is also deeply woven into the group network strategy.

As part of consolidating its airline business, Tata Group has merged AIX Connect with Air India Express and the integration of Vistara with Air India is scheduled to be completed next

week. Air India Express Chief Commercial Officer (CCO) Ankur Garg said that Bangkok and Phuket are being looked at to start services. To Bangkok, the flights are likely from Tier 2 cities and to Phuket, the service could be from a metro, Garg said. Among other destinations, the airline might also explore the possibility of flying to Malaysia, Hong Kong and CIS countries in the future.

"We don't want to spread too

Highlights

» It also aims to fly to a total of 55 destinations by the end of March 2025 and has also rationalised its network as part of Air India Group strategy

» Air Express Managing Director Alope Singh said the airline will focus on Tier 2 and 3 cities and towns as they are the growth engines

» He also stressed that the airline's network strategy is also deeply woven into the group network strategy

thin. We want to focus on Tier 2, 3 markets from the metros. We want to provide connectivity between the full service, long haul, wide body side of the business and the domestic Tier 2, 3 cities," Singh said.

In response to a question, he said there are no plans to have premium economy class seats in its flights. At present, Air India Express offers economy class seats and business class seats in some planes.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

11 NOVEMBER 2024

JET AIRWAYS INSOLVENCY A BLOW TO IBC'S CREDENTIALS

AFTER five years of trials and tribulations, the grounded airline Jet Airways' wings have been clipped. Any hopes of a revival of the airline, which went defunct in 2019, were dashed after the Supreme Court recently ordered liquidation of the company. This was after the successful bidder—Jalan-Kalrock Consortium—failed to make even the full payment of the first tranche of ₹350 crore, raising doubts over the commercial wisdom of the lenders. It appears that the lenders and the resolution professional did not do proper due diligence before approving the bid; they seem to have considered only the bid amount (over ₹1,300 crore) rather than the viability of the bid.

This is not the first time a successful resolution applicant (SRA) has failed to make the 'promised' payments to lenders. In the past, UK-based Liberty House had failed to pay the resolution amount in Amtek Auto and Adhunik Metaliks insolvency case. However, the SRA's failure in such a large insolvency case like Jet Airways'—where over ₹7,800 crore creditors' money was involved—raises questions about the efficacy of the whole process.

Jet Airways is the second airline after Go Air—which is on the verge of liquidation—that failed to get resolved through the Insolvency and Bankruptcy Code. It is the stated goal of the IBC to seek the revival of a company in distress through sale to a financially stronger bidder. However, the process has been marred not only by delays and frivolous litigation but also by unscrupulous resolution applicants who try to game the system. IBC has been touted as one of the biggest reforms implemented in the last decade. While it has successfully resolved many large bad debt cases and helped the banking system rid itself of huge non-performing assets, it has seen its own share of flaws. The law completes eight years this December but the regulator and the government have been unable to iron out the kinks. The failure to resolve Jet Airways' insolvency case despite the approval of the resolution plan is a big blow to the IBC, and it calls for a course correction.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

11 NOVEMBER 2024

Vistara merger: Section of AI pilots unhappy over different retirement age

PTI @ Mumbai

A section of Air India pilots is unhappy in the run-up to the Vistara merger over different retirement age limits for pilots of the two Tata Group-owned airlines as the management is yet to address the issue, according to sources.

At Air India, which was owned by the government since the 1950s and came into the Tata fold in 2022, the retirement age for pilots and other staff is 58 years, whereas at Vistara it is 60 years.

Vistara -- jointly owned by Tata Group and Singapore Airlines -- is set to be merged with Air India on November 11 as part of the steel conglomerate's consolidation of its aviation business.

The sources said resentment is brewing among a section of Air India pilots as the management is yet to formulate a common superannuation age for the integrated entity.

Air India did not comment

on the issue. "There is a lot of resentment among a section of Air India pilots ahead of the Vistara merger over the retirement age limit.

"While the management was prompt in bringing parity in terms of salary structure and other working conditions of the employees of the two airlines as part of the merger process, it is yet to address the issue of two different retirement age limits," a source said on the condition of anonymity.

The sources said the anomaly puts the Air India pilots at a "disadvantage" vis-a-vis their

Vistara counterparts, who will be getting two more years of service. Under the current DGCA regulations, a pilot can serve up to the age of 65 years. In August this year, Air India announced a policy stating that it will retain select pilots on a contract basis for a period of five years after retirement with provision to extend it till the age of 65 years.





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

11 NOVEMBER 2024

आज आधी रात से इतिहास बन जाएगा विस्तारा का सफर

6500 स्टाफ, 70 हवाई जहाज एयर इंडिया में होंगे शिफ्ट

■ विशेष संवाददाता

नई दिल्ली : भारतीय एविएशन सेक्टर में 11-12 नवंबर की आधी रात बेहद खास होगा। खासतौर से यह विस्तारा एयरलाइंस के तमाम पायलट, एयर होस्टेस और अन्य स्टाफ के लिए बेहद भावुक करने वाला पल भी होगा। 11 नवंबर का दिन खत्म होने के साथ ही विस्तारा के

6500 स्टाफ, 70 हवाई जहाज, हर दिन 32 डोमेस्टिक और 18 इंटरनेशनल डेस्टिनेशन पर 350

फ्लाइटों का सफर इतिहास बन जाएगा। 12 नवंबर का उदय होते ही यह सब एयर इंडिया में शिफ्ट हो जाएगा।

इसी के साथ ही 2013 में बनी टाटा संस और सिंगापुर एयरलाइंस की यह जॉइंट वेंचर विस्तारा एयरलाइंस गुजरे जमाने की बात हो जाएगी। विस्तारा एयरलाइंस की पहली डोमेस्टिक फ्लाइट 5 जनवरी 2015 को दिल्ली से मुंबई वाली थी। एयरलाइंस ने 6 अगस्त 2019 को दिल्ली से सिंगापुर के लिए अपनी पहली अंतरराष्ट्रीय उड़ान भी थी।

विस्तारा एयरलाइंस एयर इंडिया में होगी विलय



File Photo

नवंबर 2022 में हुई थी मर्जर की घोषणा

विस्तारा एयरलाइंस की हर दिन करीब 350 फ्लाइट्स से हर दिन करीब 45 हजार से अधिक यात्री उड़ान भरते हैं। यह एयरलाइंस तेजी से एयर पैसेंजर के बीच अपनी जगह बना रही थी, लेकिन इसी बीच नवंबर 2022 में इसके मर्जर की घोषणा हो गई। विस्तारा एयरलाइंस की तरफ से बताया गया है कि 12 नवंबर से कुछ दिनों तक जिन लोगों ने विस्तारा की टिकट खरीदी थी, उन लोगों को एआई-2 लिखा बॉर्डिंग पास जारी किया जाएगा, लेकिन 12 नवंबर से सारी उड़ाने एयर इंडिया

के अंतर्गत टेक ऑफ करेगी।

विस्तारा के पैसेंजर्स को सभी जरूरी मैसेज भेजे जा रहे हैं। ताकि उन्हें फ्लाइट डिले, री-शेड्यूल या अन्य किसी तरीके की समस्या का सामना ना करना पड़े। खासतौर से दिल्ली, मुंबई, हैदराबाद, बंगलुरु, चेन्नै और अन्य बड़े एयरपोर्ट पर एयर इंडिया का स्टाफ यात्रियों की मदद करने के लिए उपलब्ध होगा। 12 नवंबर से विस्तारा के यात्रियों को भी एयरपोर्ट पर एयर इंडिया के काउंटरों पर जाना होगा। उनके टिकट अपडेट किए जा रहे हैं।

विस्तारा से रोजाना 4500 लोग उड़ान भरते हैं

इंडिया का स्टाफ यात्रियों की मदद करने के लिए उपलब्ध होगा। 12 नवंबर से विस्तारा के यात्रियों को भी एयरपोर्ट पर एयर इंडिया के काउंटरों पर जाना होगा। उनके टिकट अपडेट किए जा रहे हैं।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

11 NOVEMBER 2024

एयर इंडिया को मिलेगा निवेश

नई दिल्ली। सिंगापुर एयरलाइंस नवंबर में विस्तार के विलय के बाद टटा समूह के स्वामित्व वाली एयर इंडिया में 3,194.5 करोड़ रुपये का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा 29 नवंबर, 2022 को की गई थी और यह 11 नवंबर, 2024 को पूरा होने जा रहा है। इस विलय की वजह से सिंगापुर एयरलाइंस के पास विस्तारित एयर इंडिया में 25.1 प्रतिशत हिस्सेदारी हो जाएगी। विस्तार ने नौ जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था। टटा समूह के साथ स्थापित इस संयुक्त उद्यम में सिंगापुर एयरलाइंस की 49 प्रतिशत हिस्सेदारी है।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

11 NOVEMBER 2024

वियतजेट ने पेश किए डिस्काउंट आफर्स



नई दिल्ली (वि.)। वियतनाम के नए जमाने की एयरलाइन वियतजेट ने भारतीय यात्रियों के लिए दो खास आफर्स पेश किए हैं। एयरलाइन द्वारा 11 नवंबर को सिर्फ 24 घंटे (रात 12:00 बजे से रात 11:59 बजे तक), भारत और वियतनाम के बीच वन-वे इको फेयरस की पेशकश की जाएगी, जिनकी कीमत 5555 रुपये (करों और शुल्कों समेत) से शुरू होगी। यात्री 1 जनवरी से 22 मई, 2025 तक उड़ानों के लिए प्रोमो कोड VJ11 का इस्तेमाल कर सकते हैं। इसके अलावा 13 से 19 नवंबर तक एयरलाइन अपने घरेलू एवं अंतरराष्ट्रीय सारे रूट्स पर बिजनेस और स्कायबॉस टिकटों पर 20% छूट (करों और शुल्कों को छोड़कर) दे रही है। यात्री 1 मार्च से 22 मई, 2025 तक यात्रा के लिए चेकआउट पर प्रोमो कोड LEADERNOV का इस्तेमाल कर सकते हैं (इसमें टैक्स एवं शुल्क शामिल नहीं हैं)। इन ऑफर्स का फायदा उठाने के लिए वियतजेट की ऑफिशियल वेबसाइट या मोबाइल ऐप की मदद ली जा सकती है। एयरलाइन ने 2024 में एशिया तथा आस्ट्रेलिया में 168

रूट्स का नेटवर्क बनाकर दुनिया में अपनी उपस्थिति का विस्तार किया था। वियतजेट ने वियतनाम और भारत के बीच सीधे कनेक्शन की पहल की है और यह बढ़ती हुई मांग को पूरा करने के लिए लगातार अपने रूट्स बढ़ रही है। मौजूदा समय में एयरलाइन दोनों देशों के बीच हफ्ते में 68 उड़ानें चला रही है। कंपनी ने भारत के महत्वपूर्ण शहरों, जैसे कि नई दिल्ली, मुंबई, अहमदाबाद और कोच्चि को वियतनाम के प्रमुख गंतव्यों जैसे कि हनोई, डा नांग और हो चि मिन्ह सिटी से जोड़ा है।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

11 NOVEMBER 2024

सिंगापुर एयरलाइंस एयर इंडिया में करेगी 3,195 करोड़ रुपए का निवेश

नई दिल्ली (भाषा)। सिंगापुर एयरलाइंस नवम्बर में विस्तारा के विलय के बाद टाटा समूह के स्वामित्व वाली एयर इंडिया में 3,194.5 करोड़ रुपए का अतिरिक्त निवेश करेगी। इस विलय समझौते की घोषणा 29 नवम्बर, 2022 को की गई थी और यह 11 नवम्बर, 2024 को पूरा होने जा रहा है। इस विलय की वजह से सिंगापुर एयरलाइंस के पास विस्तारित एयर इंडिया में 25.1 प्रतिशत हिस्सेदारी हो जाएगी।

विस्तारा ने नौ जनवरी, 2015 को उड़ानों का परिचालन शुरू किया था। टाटा समूह के साथ स्थापित इस संयुक्त उद्यम में सिंगापुर एयरलाइंस की 49 प्रतिशत हिस्सेदारी है। सिंगापुर एयरलाइंस (एसआईए) समूह ने शुक्रवार को कहा कि विलय के लिए उसके विचार में विस्तारा में 49 प्रतिशत हिस्सेदारी और विस्तारित एयर इंडिया में 25.1 प्रतिशत इक्विटी हिस्सेदारी के बदले में 2,058 करोड़ रुपए नकद शामिल हैं। विलय पूरे होने के बाद एसआईए को लगभग 1.1 अरब सिंगापुर डॉलर के गैर-नकद लेखांकन लाभ को मान्यता देने और एयर इंडिया के वित्तीय परिणामों में अपने हिस्से के लिए इक्विटी लेखांकन शुरू करने की उम्मीद है। शुक्रवार को जारी विज्ञापित के मुताबिक, विलय में एसआईए के लिए एक समझौता शामिल है, जो विलय के पूरे होने से पहले टाटा द्वारा पहले प्रदान की गई किसी भी फंडिंग में अपना हिस्सा देने के लिए है।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

10 NOVEMBER 2024

घरेलू हवाई किराए में बीते पांच साल में हुई 43 फीसदी की बढ़ोतरी

नई दिल्ली। सबसे अच्छे वेकेशन पैकेज घरेलू हवाई किराया भारत में काफी बढ़ गया है। एशिया-प्रशांत (एपीएसी) और पश्चिम एशियाई क्षेत्रों में घरेलू हवाई किराया बढ़ा है। ये हवाई किराए की दूसरी सबसे बड़ी बढ़ोतरी है। इसमें वर्ष 2019 की महामारी के पूर्व स्तर की तुलना में वर्ष 2024 की पिछली छमाही में कीमत में 43 फीसदी का इजाफा देखा गया है। वियतनाम के बाद इतनी बढ़ोतरी करने वाला भारत दूसरा देश है। वियतनाम में हवाई किराए में 63 फीसदी का इजाफा देखने को मिला है। इस संबंध में बिजनेस स्टैंडर्ड की रिपोर्ट की मानें तो इस समयसीमा के दौरान अंतर्राष्ट्रीय हवाई यात्रा के किराए में बढ़ोतरी करने के मामले में भारत के बाद संयुक्त अरब अमीरात (यूएई) और मलेशिया है। बता दें कि घरेलू हवाई किराए में बढ़ोतरी को लेकर एयरपोर्ट काउंसिल इंटरनेशनल (एसीआई) की रिपोर्ट से जानकारी मिली है। ये काउंसिल फ्लेयर एविएशन कंसल्टिंग के सहयोग से कुल 617 हवाई अड्डों का प्रतिनिधित्व



करता है। बता दें कि इस बार एसीआई बोर्ड की बैठक सोमवार को ही हुई है जिसमें चर्चा इस रिपोर्ट पर की गई है। इस रिपोर्ट की मानें तो दुनिया के कुल 19 देशों में 60,000 से अधिक मार्गों पर हवाई किराए का विश्लेषण किया गया है। इससे क्षेत्र में महामारी के बाद की स्थिति में सुधार के बारे में भी पता चला है। घरेलू स्तर पर सबसे अधिक किराए में बढ़ोतरी वियतनाम में हुई है। इसके बाद सर्वाधिक वृद्धि भारत में हुई

है। अन्य देश जहां घरेलू किराया बढ़ाया गया है उसमें मलेशिया (36 प्रतिशत), थाईलैंड (26 प्रतिशत) और ऑस्ट्रेलिया (21 प्रतिशत) शामिल हैं। किराया बढ़ोतरी अधिकतर उन देशों में हुई है जहां घरेलू मांग अधिक है। अंतरराष्ट्रीय मार्गों पर गौर करें तो भारत और वियतनाम दोनों देशों ने हवाई किराए में 16 प्रतिशत की बढ़ोतरी दर्ज की है। वहीं सबसे अधिक बढ़ोतरी यूएई ने की है जो 22 प्रतिशत

है। इसके बाद दूसरे नंबर पर मलेशिया है जिसने 21 फीसदी का इजाफा किया है। वहीं भारत और वियतनाम के बाद ऑस्ट्रेलिया (14 प्रतिशत) और थाईलैंड (7 प्रतिशत) की बढ़ोतरी करने में शामिल है। एसीआई एपीएसी और मध्य पूर्व के महानिदेशक स्टेफनो बैरोनसी की मानें तो इस वर्ष यात्रियों की संख्या महामारी से पहले के स्तर पर लौटती दिख रही है। कई यात्री अधिक भुगतान करने में भी पीछे नहीं हैं। इससे पता चलता है कि हवाई यात्रा की मांग 2019 की तुलना में अधिक हो सकती है। ऐसे में ये सुनिश्चित करना चाहिए की किराए में होने वाली बढ़ोतरी ग्राहकों के लिए परेशानी ना बने। बैरोनसी का कहना है कि एयरलाइनों द्वारा निर्धारित जटिल मूल्य निर्धारण प्रणाली से प्रभावित होकर ही हवाई किराया तय होता है। वहीं हवाई अड्डे के शुल्क हवाई किराए में वृद्धि का कारण नहीं हैं। हवाई अड्डे के शुल्क समय के साथ अपेक्षाकृत स्थिर रहे हैं, जो एयरलाइनों की परिचालन लागत का लगभग 4 प्रतिशत है।

Delhi-Mumbai Flight Shorter Than Delhi-Ggn Drive

Akanksha Gupta & Pankaj Doval

Gurgaon/New Delhi: "I feel like I spend more time in my car than with my family," says IT professional Nishant Srivastava, who travels between Gurgaon and Delhi daily. "I dread an evening flight from IGI these days," says Ruchi Gupta, a Gurgaon resident for the last 10 years. "It takes me longer to get to the airport from my house on Golf Course Road Extension than to fly to Mumbai," she adds.

It's an exasperation shared by lakhs of people who commute between the two cities and have, over the years, seen Delhi-Gurgaon Expressway turn into a 'crawl way', with vehicle speeds in peak hours seldom going above 30kmph and traffic moving bumper-to-bumper for kilometres in stop-start motion.

The number of cars travelling between the two cities has increased exponentially from the time the expressway was opened in 2008 when the mantra was 'live in Delhi, work in Gurgaon'. Nearly two decades on, that reality co-exists with the reverse — 'live in Gurgaon, work in Delhi'. Traffic from Gurgaon to Delhi has soared for many reasons.

Primary is the exponential growth of Gurgaon itself, from a Census 2011 population of 15 lakh to current estimates of 30 lakh plus (the 2021 Census has still not been done, so there isn't an exact figure). The city has also continued to grow as a corporate district, the spread of its office precincts not restricted to Cyber City and Udyog Vihar, but following a decentralised path to Sohna Road, 32nd Milestone, Golf Course Road and SPR.

Then there are the new high-speed roads — Sohna highway the new Jaipur expressway (part of Delhi-Mumbai expressway), and Dwarka expressway — that lead to a convergence of traffic on Delhi-Gurgaon expressway (the erstwhile NH8). "The highway is way, way beyond capacity," says Pankaj, who recently shifted to Gurgaon and works in central Delhi.

Double hurdle to Delhi

Add to this congested mix two major bottlenecks and that's what you have today — a road that takes an eternity to cross. One is at the border; the MCD toll plaza for commercial vehicles that chokes several lanes as cabs stop to pay toll. Since toll collectors stop every car and scan the number plate for electronic payment, there are always queues there. And if a vehicle needs to recharge its balance, it can add several minutes to the wait time. Imagine this at peak hour; when hundreds of cabs are waiting to get into Delhi at the same time. The queues are long, tempers rising, and space available for the rest of the traffic to pass through getting more restricted.

On The Already Crawling E-Way, Construction Work At Shiv Murti & MCD Toll Collection At Sirhaul Border Are A Double Whammy That Is Making Lakhs Of People Spend An Eternity Getting Past Jams, Every Day



WHY IT'S A CRAWL



SHANKAR CHOWK

Traffic from Golf Course Road, and Udyog Vihar, one of city's key corporate and industrial areas, crosses this intersection, sometimes creating kilometres long tailbacks during rush hours



NEAR IGI

Area prone to jams as traffic from Urban Extension Road II merges on the expressway, and a service road is closed for construction of Delhi leg of the Dwarka Expressway

SIRHAUL BORDER

This is one of the worst-affected inter-city borders in India, mainly because lakhs of vehicles end up in a bottleneck as commuters need to cross the MCD toll plaza to enter Delhi from Gurgaon



RAJOKRI FLYOVER

Traffic converges from three directions on a service road along NH-8 -- from Kapashera (Rao Matadin Marg), Gurgaon and Rajokri. Those moving towards Delhi, including buses and military vehicles, often use the U-turn under the flyover to get to the capital

UNDER MAHIPALPUR FLYOVER

Vehicles from T3 and Mahipalpur merge here under the flyover to go towards Gurgaon



SHIV MURTI-SHANKAR VIHAR

Traffic comes to a crawl on this stretch as construction is going on for the airport tunnel project. Commuters from Mahipalpur flyover need to change lanes to get to UER, and those from the Rangpuri service road have to go right to climb NH-8 for Gurgaon



AHEAD OF UER-II

Bumper-to-bumper traffic is common here as a service road is partially closed for construction of a tunnel linked to IGI

Path to Ggn choked too

The drive to Gurgaon from IGI is better because, unlike MCD, Haryana does not have toll booths at the border. But if one is driving to the Millennium City from south Delhi, the crawl begins from Dhaulau Kuan and continues till Mahipalpur. The recent opening of the flyover connecting UER-II at Shiv Murti, which was expected to offer relief, has instead created a bottleneck, stretching traffic jams as far as Shankar Vihar in Delhi.

"The drive used to take an hour, but now, despite leaving early, I am often still late to work. Both the highway and service lanes see bumper-to-bumper traffic from Shankar Vihar to Shiv Murti in the morning. Spending nearly two hours in stop-and-go traffic is exhausting. By the time I get to work, I'm drained and the return trip to Janakpuri is worse," says Reena Bharadwaj, a CA who travels daily from Cyber Hub to Janakpuri.

A National Highways Authority of India official said 25-30% of traffic has shifted to Dwarka Expressway, and once the entire expressway is operational — the Delhi section is not ready yet — it should significantly ease the load on Delhi-Gurgaon expressway. "We hope to complete it by the end of this year. However, the stretch from Shiv Murti to Bijwasan is expected to be completed by March, accounting for GRAP restrictions on construction. We understand the traffic challenges and hope to complete work soon," said a senior NHAI official.

Noida to gain

Jams are a worry, with little on the drawing board to decongest Delhi-Gurgaon expressway. What the Delhi and Haryana govts could do to help is address the toll collection with urgency and take measures to immediately remove all bottlenecks on the expressway.

Failure to do so will make Noida — with better infrastructure, connectivity and a new international airport that will open next year — even more attractive to investors. And when a new company now looks to set up base in NCR, which city are they likely to choose? With UP govt aggressively pushing for new investment in Noida, Microsoft, Samsung, Dixon, TCS, Infosys, HDFC, S&P and Adani have all set up shop in Noida in recent years.

The commuting difficulty is among factors that has been pushing up real estate prices, and even rentals, in Gurgaon, despite its shabby civic infrastructure. "People who are working in Gurgaon have no option but to stay here to reach office on time. Otherwise, they have to begin as early 7am from Delhi or Noida to come here," a real estate developer said. Daily traffic jams also mean both Gurgaon and south Delhi are in a perpetual pollution trap.

end when you cross the toll plaza. The jam that begins at Shankar Chowk continues till Mahipalpur — the boundaries of IGI airport — 9km away. Here, the bottleneck is caused by work on an interchange junction for the Dwarka Expressway that affects traffic on both sides. "The double whammy has virtually made the drive

from Gurgaon to Delhi the worst I've seen," says Pankaj, who is in his 50s and has been working in Delhi throughout his career. "We need to take measures to improve our air quality. What about this daily congestion? There are two state govts — Delhi and Haryana — and the Centre, Supreme Court and Delhi High Court. Don't they see this?" he asks. Shailesh Ranjan, a resident of DLF-2, adds, "Traveling in the afternoon meant

smooth sailing, but that's past. The Delhi-Gurgaon expressway is clogged all day because of the ongoing construction and the toll. We need an extra hour in hand at least if we have to go to Delhi."

CEO, his MNC shifting base
The CEO of a Fortune 500 American company told TOI he was in the process of moving to Delhi. Exasperated by the "daily predicament" of traffic jams, the company too

is moving its base from Gurgaon to Aero City in Delhi. "Reaching Gurgaon has been a big pain point for my staff, so we are moving to Aero City and into a bigger office. Traveling to Aero City from Gurgaon — which is just a few km — will take me around one hour or more, so I'm moving to Delhi too. This is a pain and is creating health problems for my staff," the CEO, who did not wish to be named, said. Seen as Mumbai's chal-

lenger in its appeal to corporates, Gurgaon flourished because its plush office spaces, high-end real estate and location right next to IGI made the city very attractive to companies. This also drew in a huge population, making Delhi-Gurgaon expressway and the border crossing at Sirhaul, which was built for a 32-lane toll plaza that was dismantled in 2014, one of the busiest in the country, if not the busiest.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

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CM Naidu on seaplane inaugural flight

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Vijayawada: Andhra Pradesh chief minister N Chandrababu Naidu emphasised the important role of tourism after inaugurating the trial run of the state's first seaplane service from Vijayawada to Srisaillam on Saturday.

"The future belongs to tourism alone. Traditional industries will take a back seat, making way for a tourism-focused economy," the chief minister said. Union civil aviation minister Rammohan

Naidu also flew with Naidu on the inaugural flight.

Highlighting the "unique opportunity" presented by seaplane tourism, Naidu said seaplanes will complement airports and offer enhanced connectivity in coming years.

"Seaplane travel presents an innovative tourism opportunity. Technology is advancing rapidly, and we need to harness its potential. When IT began, it was met with scepticism, but today Telugu people are making an impact globally. We must continue to innovate," he said.

Rammohan Naidu said seaplane services will enhance connectivity to remote and tourist regions where building airports may not be feasible. "We are revising certain guidelines to make these services affordable for the general public, with the expectation that they will be launched in the next three to four months. We are considering proposals for four seaplane routes within AP, including Vijayawada-Srisaillam, Vijayawada-Nagarjuna Sagar, and Vijayawada-Hyderabad," the Union minister said.



Andhra Pradesh CM N Chandrababu Naidu during the demo flight of seaplane at Punnami Ghat in Vijayawada on Saturday