



Corporate Communications Directorate

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AP govt proposes six greenfield airports in state

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Vijayawada: Andhra Pradesh govt has decided to take up feasibility study for six greenfield airports in the state. The airports will come up at Kuppam, Sriakulam, Nagarjuna Sagar, Tuni-Annaram, Tadepalligudem, and Ongole. The govt has released ₹2.27 crore to complete the feasibility study.

Roads and buildings minister BC Jannardhan Reddy said the govt has decided to develop new airports to provide more extensive services to passengers by increasing air connectivity and cargo services in the state. "It's the vision of chief minister N Chandrababu Naidu. The new airports will also boost economic growth in the region," he said, adding that the govt has already submitted a detailed report to the Airport Authority of India (AAI) with details of the identified land for the respective airports.

"Union civil aviation minister K Rammohan Naidu is closely monitoring the proposed projects," the minister said. He added that AAI has already completed the study with regard to Nellore (Dagadarthi) airport and submitted its report to the civil aviation ministry.

नोएडा एयरपोर्ट के रनवे पर कल से रोज उड़ान भरेंगे तीन विमान

अमर उजाला ब्यूरो

ग्रेटर नोएडा। एशिया के सबसे बड़े एयरपोर्ट के रूप में विकसित किए जा रहे नोएडा अंतरराष्ट्रीय हवाई अड्डे के रनवे पर शुक्रवार से पहली बार विमान उतरेंगे और उड़ान भरेंगे। एयरपोर्ट के रनवे के ट्रायल रन में 15 नवंबर से 15 दिसंबर तक रोजाना तीन विमान लैंडिंग और टेक ऑफ करेंगे। पूरी प्रक्रिया में 90 अलग-अलग विमानों से रनवे का परीक्षण किया जाएगा।

रोजाना इसकी रिपोर्ट नागर विमानन निदेशालय (डीजीसीए) को भेजी जाएगी। ट्रायल रन में अकासा और इंडिगो एयरलाइन के छोटे और बड़े विमान भी शामिल होंगे। अप्रैल 2025

ट्रायल रन में छोटे-बड़े विमानों को उतारकर और उड़ाकर की जाएगी टेस्टिंग



एयरपोर्ट के व्यावसायिक संचालन की तिथि 17 अप्रैल नियत की गई है। इसके लिए 30 नवंबर को तीन प्रकार के एयरक्रॉफ्ट और विमान उतारकर रनवे की टेस्टिंग होगी। इस ट्रायल में विमानों में कू मेंबर से लेकर यात्री तक मौजूद रहेंगे।

उड़ान से 90 दिन पहले लेने होंगे सभी लाइसेंस

कॉमर्शियल उड़ान शुरू करने के लिए 90 दिन पहले सभी लाइसेंस ले लिए जाएंगे। एयरपोर्ट से पहले दिन से 30 विमान सेवा शुरू होगी। इनमें 25 घरेलू, तीन अंतरराष्ट्रीय और दो कार्गो फ्लाइट शामिल हैं। अंतरराष्ट्रीय फ्लाइट सिंगापुर, दुबई और ज्यूरिख रवाना होंगी। इसके लिए लुफ्थान्सा और सिंगापुर एयरलाइन के साथ करार हुआ है। वहीं, घरेलू स्तर पर अकासा और इंडिगो के विमान यहां से उड़ान भरेंगे।

में एयरपोर्ट के व्यावसायिक संचालन की तैयारियों को मुकम्मल करने के लिए शुरू किए जा रहे रनवे टेस्टिंग को भविष्य की जरूरतों को ध्यान में भी

रखकर किया जाएगा। दरअसल, एयरपोर्ट का पहला रनवे 3900 मीटर लंबा है, जबकि दूसरे एयरपोर्ट पर रनवे की अधिकतम लंबाई 2000 से 2500

मीटर तक ही होती है। ऐसे में किसी भी प्रकार के विमान की लैंडिंग व टेकऑफ में दिक्कत नहीं होगी। एयरपोर्ट भविष्य में तैयार होने वाले आधुनिक विमानों को



एयरपोर्ट के रनवे की टेस्टिंग के लिए 15 नवंबर से 15 दिसंबर तक रोजाना तीन विमानों से लैंडिंग और टेक ऑफ करेंगे। ट्रायल को 25 नवंबर तक फ्लाइट ट्रायल के लिए डीजीसीए से अनुमति लेनी है। - डॉ. अरुणवीर सिंह, सीईओ यमुना प्राधिकरण

भी रनवे पर लैंड व टेकऑफ किया जा सकेगा। परीक्षण के दौरान ही यमुना इंटरनेशनल एयरपोर्ट लिमिटेड को 25 नवंबर तक फ्लाइट ट्रायल की अनुमति

मिलेगी। जिसके बाद ही 30 नवंबर को यात्रियों के साथ विमान की रनवे पर लैंडिंग कराई जाएगी।

आधुनिक उपकरण स्थापित : एयरपोर्ट पर कैट एक और कैट तीन उपकरण स्थापित हो चुके हैं, जो कोहरे में विमान की ऊंचाई और दृश्यता की जानकारी देते हैं। साथ ही इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) को स्थापित भी किया जा चुका है, जिसकी एयरक्रॉफ्ट बीच किंग एयर 360 ईआर के जरिये 10 से 14 अक्टूबर तक जांच की गई थी, जांच में रडार व नेविगेशन ठीक से काम करते पाए गए थे। किसी भी विमान के उड़ान व लैंडिंग में आईएलएस एक आवश्यक सुरक्षा प्रणाली होती है।

10 flights diverted at Delhi airport as smog blankets city

National capital's AQI hits 'severe' for 1st time this season

AJINKYA KAWALE

Mumbai, 13 November

As many as 10 flights were diverted and many were delayed at the Delhi airport on Wednesday as poor visibility impacted operations, officials said.

Nine flights were diverted to the Jaipur airport, and one was diverted to Lucknow between 6 am and 12 noon, according to Flightradar24.com, a website tracking aircraft movements. The affected flights included those from carriers such as Akasa Air, Air India, and SpiceJet. These flight diversions occurred as a dense layer of smog enveloped Delhi and surrounding regions, including Noida, Ghaziabad, and Gurugram.

Delhi recorded the country's worst air quality on Wednesday as it turned 'severe' for the first time this season, with the AQI soaring to 418. Zero-metre visibility was reported at Indira Gandhi International Airport at 8:30 am, with the runway visual range varying between 125 and 500 metres at different locations, the India Meteorological Department said.

"While landings and take-offs continue at Delhi airport, flights that are not CAT III compliant may be affected. Passengers are requested to contact the airline concerned for updated flight information," the Delhi airport said in a post on X. Category (CAT) III B is an advanced instrument approach that enables aircraft to land in low visibility conditions.



Visibility dropped in parts of Delhi as the air quality index soared to 418 on Wednesday

PHOTO: PTI

The airport did not respond to a request for a comment from *Business Standard* till press time.

In CAT III B, the visibility for landing and take-off ranges from 50 to 174 metres, while for CAT III A, the visibility ranges between 175 and 299 metres.

In October, the Directorate General of Civil Aviation (DGCA) raised an alert for carriers using Boeing 737 planes by temporarily barring them from performing low visibility CAT III B landings.

In India, SpiceJet, Air India, Air India Express, and Akasa Air have Boeing 737 planes in their fleet.

The move came after the regulator's directive to Indian carriers to conduct safety risk assessments of their Boeing 737 aircraft equipped with

Collins Aerospace's rudder control system. The DGCA acted after taking note of an investigation report by the United States National Transportation Safety Board, which highlighted safety concerns about Boeing 737 planes fitted with "Collins Aerospace SVO-730 Rudder Rollout Guidance Actuators."

नोएडा एयरपोर्ट पर प्रतिदिन दो से तीन विमानों का होगा ट्रायल

ग्रेटर नोएडा, 13 नवम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट बनकर तैयार पूरी तरह से तैयार हो चुका है। जिसके लिए 15 नवम्बर से ट्रायल की तैयारी पूरी कर ली गई। पहले दिन से इंडिगो और आकासा के विमान रनवे पर ट्रायल करेंगे, प्रतिदिन दो से तीन विमानों का ट्रायल किया जाएगा। ट्रायल करीब एक महीने तक चलेगा और इस दौरान विमानों के उतरने और उड़ान भरने का सिलसिला जारी रहेगा। एक माह के दौरान करीब 70 विमानों का ट्रायल किया जाएगा। 30 नवम्बर और 15 दिसम्बर को पूरी क्षमता के साथ विमानों का मॉक ड्रिल किया जाएगा। हवाई अड्डे पर एयरक्राफ्ट बीच किंग एयर 360 ईआर के जरिए 10 से 14 अक्टूबर तक इंस्ट्रुमेंट लैंडिंग प्रणाली की जांच की गई थी। वहीं हवाई अड्डे पर कैट-वन और कैट-3 उपकरण स्थापित हो चुके हैं, जो कोहरे में विमान की ऊंचाई और दृश्यता की जानकारी देते हैं। कैट-वन और कैट-3 को नागर विमानन निदेशालय से मंजूरी मिल गई है।

एक महीने चलेगा ट्रायल

डीजीसीए ने उपकरणों का निरीक्षण भी किया है। उड़ान के लिए जरूरी लाइसेंस का आवेदन और रनवे का परीक्षण 15 नवम्बर से शुरू हो जाएगा।



- इंडिगो व आकासा के विमान रनवे पर उतरने और उड़ान भरने का सिलसिला कल से होगा शुरू
- एयरपोर्ट पर कल से लेकर 15 दिसम्बर तक चलेगा विमानों का ट्रायल
- विमानों के उड़ान भरने के लिए कैट-3 उपकरण को मिली मंजूरी

इसे लेकर तैयारियां पूरी कर ली गई है। नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के सीईओ डॉक्टर अरूणवीर सिंह ने बताया कि 15 नवम्बर से 15 दिसम्बर तक परीक्षण के लिए इंडिगो और आकासा एयरलाइंस के खाली विमान पूरे महीने रनवे पर उतारे जाएंगे। 30 नवम्बर को तीन प्रकार के विमान एयरक्राफ्ट 320, 321, 787 बोईंग उतार कर रनवे का परीक्षण होगा। वहीं वाणिज्यिक उड़ानों के लिए 90 दिन पहले सभी लाइसेंस लिए जाएंगे।

इस दिन से शुरू होंगी कमर्शियल फ्लाइट्स

नोएडा इंटरनेशनल एयरपोर्ट से 17 अप्रैल 2025 से कामर्शियल उड़ानों की तिथि निर्धारित की गई है। वहीं

पहले दिन में कुल 30 उड़ाने संचालित की जाएंगी। इसमें 25 घंटे उड़ानें 3 इंटरनेशनल और दो कार्गो उड़ान शामिल होंगी। जिस प्रकार एयरपोर्ट संचालन की तैयारी चल रही है, विमानों का कामर्शियल परिचालन 15 मार्च तक शुरू करने की तैयारी की है। छह जनवरी से इंटरनेशनल विमानों के लिए टिकट बुकिंग शुरू होने की संभावना है।

नोएडा एयरपोर्ट को लेकर अपडेट

एयरपोर्ट की शुरुआत 17 अप्रैल 2025 से होगी, टिकटों की बुकिंग फरवरी से शुरू हो जाएगी, अगर 15 मार्च से पहले कामर्शियल विमानों का उड़ान शुरू होता है तो छह जनवरी 2025 से टिकट बुकिंग शुरू हो

जाएगी। अंतरराष्ट्रीय विमान सेवा का टिकट 90 दिन पहले किए जा सकेंगे, घरेलू विमान सेवा के टिकट डेढ़ महीने पहले बुक किए जा सकेंगे। एक दिन में 60 से ज्यादा विमानों की आवाजाही हो सकेगी। नोएडा एयरपोर्ट शुरू हो जाने से ना सिर्फ नोएडा, बल्कि गाजियाबाद में रहने वाले लोगों को भी सहूलियत होगी। दिल्ली के एक हिस्से के यात्रियों के लिए भी एयरपोर्ट पहुंचना आसान हो जाएगा। इसके अलावा दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे का भार भी काफी घट जाएगा।

आधुनिक टेक्नोलॉजी से लैस होगा यह एयरपोर्ट

नोएडा एयरपोर्ट को पूरी तरह से डिजिटल एयरपोर्ट बनाया जाएगा। इसमें इनडोर नेविगेशन, पैसेंजर फ्लोर मैनेजमेंट, स्मार्टफोन द्वारा चेक इन, बैगेज ट्रैप और सभी चेकप्वाइंट पर डिजिटल प्रोसेसिंग जैसे टेक्नोलॉजीज का इस्तेमाल किया जा रहा है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

14 NOVEMBER 2024

दिल्ली से आठ उड़ानों को किया गया डायवर्ट

जासं, पश्चिमी दिल्ली: कोहरे से इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट पर आठ उड़ानों को डायवर्ट किया गया। इनमें से सात उड़ानों को जयपुर की ओर और एक को लखनऊ की ओर डायवर्ट किया गया। कुछ उड़ानों के शेड्यूल में भी बदलाव किया गया, जिससे यात्रियों को परेशानी का सामना करना पड़ा। 8:30 बजे एयरपोर्ट पर शून्य दृश्यता थी। डायवर्ट की गई उड़ानों में कोलकाता से दिल्ली, चेन्नई से दिल्ली, हैदराबाद से दिल्ली, पुणे से दिल्ली, बेंगलुरु से दिल्ली, फ्रैंकफर्ट से दिल्ली की उड़ान शामिल हैं। एयरपोर्ट के अधिकारी ने बताया कि जो विमान कैट-3 तकनीक से लैस नहीं थे, उन्हें डायवर्ट करना पड़ा।



Corporate Communications Directorate

HINDUSTAN

DELHI

14 NOVEMBER 2024

तैयारी : जेवर हवाईअड्डे पर कल से होगा ट्रायल

ग्रेटर नोएडा। जेवर स्थित नोएडा अंतरराष्ट्रीय एयरपोर्ट के रनवे पर शुक्रवार से रोजाना तीन विमान उतारे जाएंगे। एक महीने तक अकासा और इंडिगो के विमानों को उतारकर रनवे की टेस्टिंग होगी। 15 नवंबर से 15 दिसंबर तक 90 बार विमानों को रनवे पर उतारा जाएगा। हर दिन रनवे की रिपोर्ट बनेगी, जिसे नागरिक उड्डयन विभाग को भेजा जाएगा।

नोएडा एयरपोर्ट पर एक माह तक अकासा-इंडिगो एयरलाइंस के विमानों को उतारकर जांच की जाएगी रनवे पर कल से रोजाना तीन विमान उतरेंगे



ग्रेटर नोएडा, वरिष्ठ संवाददाता। नोएडा अंतरराष्ट्रीय एयरपोर्ट के रनवे पर शुक्रवार से रोजाना तीन विमान उतारे जाएंगे। लगातार एक महीने तक अकासा और इंडिगो एयरलाइंस के छोटे बड़े विमानों को उतारकर रनवे की टेस्टिंग होगी। हर दिन रनवे की रिपोर्ट तैयार होगी, जिसे नागरिक उड्डयन विभाग को भेजा जाएगा।

प्राधिकरण के अधिकारी ने बताया कि प्रथम चरण में एयरपोर्ट का 1334 हेक्टेयर में विकास हुआ है। फिलहाल एक 3900 मीटर लंबा रनवे, एक टर्मिनल बिल्डिंग और एटीसी टावर को तैयार किया जा रहा है। रनवे और एटीसी का कार्य पूरा हो चुका है, जबकि टर्मिनल बिल्डिंग में फिनिशिंग का कार्य चल रहा है, जिसे 95 प्रतिशत तक पूरा होने का दावा है। उन्होंने बताया कि 15 नवंबर से 15 दिसंबर तक करीब 90 बार विमानों को रनवे पर उतारा और उड़ान भराई जाएगी।

एयरपोर्ट पर कैट-1 और कैट-3



नोएडा इंटरनेशनल एयरपोर्ट के लिए रनवे तैयार। • फाबल फोटो

उपकरण स्थापित हो चुके हैं, जो कोहरे में विमान की ऊंचाई और दृश्यता की जानकारी देते हैं। एयरपोर्ट पर इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) को स्थापित भी किया जा चुका है, जिसकी एयरक्राफ्ट बीच किंग एयर 360 ईआर के जरिए 10 से 14 अक्टूबर तक जांच की गई थी, जांच में रडार व नेविगेशन ठीक से काम करते पाए गए थे। किसी भी विमान के उड़ान और लैंडिंग में आईएलएस एक आवश्यक सुरक्षा प्रणाली होती है, जो पायलटों को कोहरे, बारिश या अन्य प्रतिकूल मौसम स्थितियों के कारण दृश्यता काफी कम होने पर भी सुरक्षित रूप से

उतरने में सक्षम बनाती है। अब यमुना इंटरनेशनल एयरपोर्ट लिमिटेड को 25 नवंबर तक फ्लाइट ट्रायल की अनुमति मिलेगी, जिसके बाद ही 30 नवंबर को यात्रियों के साथ विमान की रनवे पर लैंडिंग कराई जाएगी।

यमुना प्राधिकरण के सीईओ डॉ. अरुणवीर सिंह का कहना है कि नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर शुक्रवार से लगातार एक महीने तक विमानों की लैंडिंग और टेकऑफ प्रक्रिया जारी रहेगी। महीने भर में 90 बार विमान रनवे से उड़ान भरेंगे। यापल को 25 नवंबर तक फ्लाइट ट्रायल के लिए डीजीसीए से अनुमति लेनी होगी।

3900 | **1334** | **1365**

मीटर लंबा रनवे विमानों के लिए बनाकर तैयार किया गया

हेक्टेयर जमीन पर एयरपोर्ट के पहला चरण का काम हो रहा

हेक्टेयर जमीन पर दूसरे चरण में विकास कार्य कराए जाएंगे

सामान्य की तुलना में लंबा रनवे बनाया गया

नोएडा इंटरनेशनल एयरपोर्ट का रनवे सामान्य रनवे के मुकाबले काफी लंबा है। पहला रनवे 3900 मीटर लंबा है, जबकि दूसरे एयरपोर्ट पर रनवे की अधिकतम लंबाई दो हजार मीटर से 2500 मीटर तक ही होती है। लंबे रनवे होने के कारण यहां पर किसी भी प्रकार के विमान की लैंडिंग और टेकऑफ में दिक्कत नहीं होगी। यहां तक की भविष्य में तैयार होने वाले आधुनिक विमानों को भी रनवे पर लैंड और टेकऑफ किया जा सकेगा।

अगले वर्ष से विधिवत संचालन शुरू होगा

एयरपोर्ट पर अगले वर्ष 17 अप्रैल से विधिवत रूप से उड़ानों का संचालन शुरू हो जाएगा। 15 नवंबर से 15 दिसंबर तक ट्रायल के लिए विभिन्न एयरलाइंस के खाली विमान पूरे महीने रनवे पर उतारे जाएंगे। 30 नवंबर को तीन प्रकार के एयरक्राफ्ट और विमान उतारकर रनवे की टेस्टिंग होगी। उस दिन विमानों में कूट मंत्र से लेकर यात्री तक सब रहेंगे।

पहले दिन 30 फ्लाइट शुरू होंगी

एयरपोर्ट से पहले दिन से 30 विमान सेवा शुरू होगी। इनमें 25 घरेलू, तीन अंतरराष्ट्रीय और दो कार्गो फ्लाइट शामिल हैं। अंतरराष्ट्रीय फ्लाइट सिंगापुर, दुबई और ज्यूरिख के लिए शुरू होगी, इसके लिए लुपतहॉर्सा और सिंगापुर एयरलाइन के साथ करार हुआ है। घरेलू स्तर पर अकासा और इंडिगो की फ्लाइट उड़ान भरेंगी।

Delhi breathes its worst quality air of the season; smog blanket leads to disruptions at airport

Official data place Capital on top of India's most polluted cities list; no reprieve likely today; BJP takes on AAP govt. over the issue, demands closure of primary schools; keeping close watch on the situation, says Centre's air quality monitoring panel

The Hindu Bureau
NEW DELHI

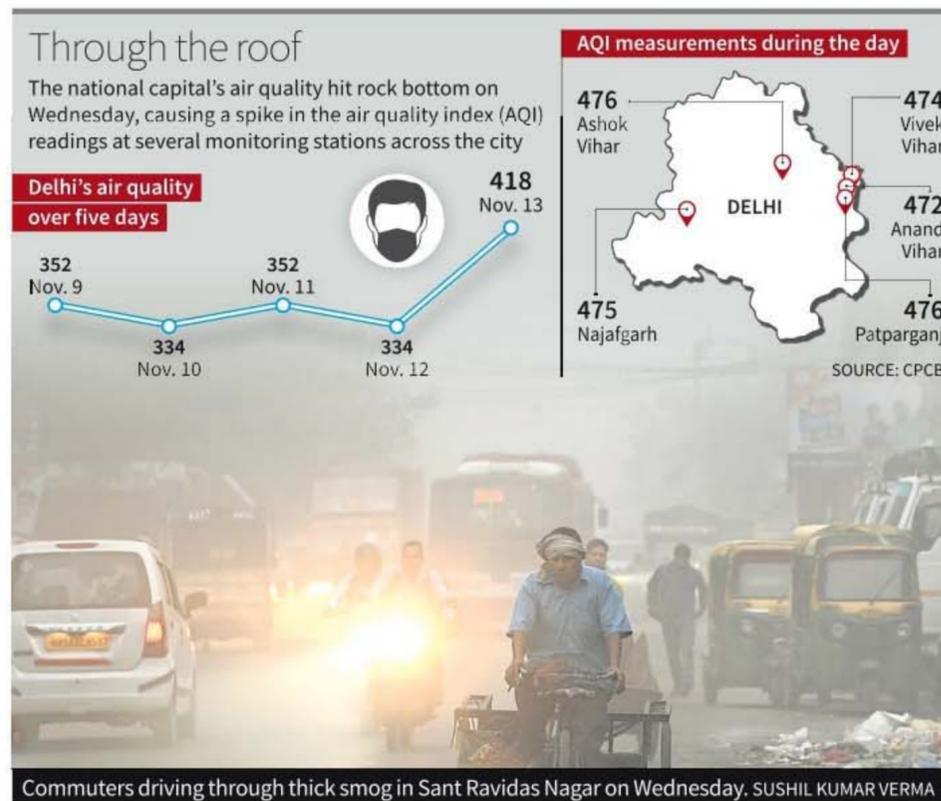
The city residents on Wednesday woke up to a thick blanket of smog and the season's first 'severe' category air. With a drop in the wind speed, the national capital had by the evening topped the pollution charts – IQAir (a Swiss air quality technology company) placed it at the top of the world's 'most polluted' major cities list while the Central Pollution Control Board (CPCB) ranked Delhi as the city with the worst quality air in the country.

The Capital's air quality index (AQI) is likely to remain in the 'severe' category on Thursday and improve slightly to the 'very poor' category on Friday. The wind speed is expected to pick up over the next few days.

The 'severe' category air affects healthy people and "seriously impacts" those with existing diseases, the CPCB stated.

An AQI between 301 and 400 is considered 'very poor' and 401 and 450 'severe'.

The BJP attacked the ruling Aam Aadmi Party (AAP) over the issue and demanded that the Delhi government immediately shut schools till Class 5 and advise the children and the elderly to stay indoors.



In 2023, primary schools were shut from November 3 to November 9 after the AQI veered into the 'severe' category. The schools were given the option of conducting online classes for students in Classes 6 to 12. However, the government declared an early winter break when the air quality did not improve even after a week.

The Commission for Air Quality Management (CAQM) in NCR and Adjoining Areas, which had earlier announced a prohibi-

tion on the use of diesel generators and several dust control measures on the roads, on Wednesday said it will not enforce more stringent pollution control measures.

In a statement, the Central government's air quality monitoring panel said that after a comprehensive review, it had decided to "keep a close watch on the situation, before invoking the stringent/restrictive measures under Stage III of GRAP [Graded Response Action Plan] and to review the status tomorrow".

The GRAP is a set of emergency measures to control air pollution.

Air pollution spikes in Delhi and many other parts of north India every winter mainly due to meteorological factors such as lower wind speed, drop in temperature, pollution from firecrackers, and stubble burning.

The contribution of stubble burning to PM2.5 (a chief pollutant) in Delhi on Tuesday was found to be 17.8%, down from 35.1% on November 1, the highest this harvest season, ac-

ording to the Union Ministry of Earth Sciences data.

As per CPCB data, the level of PM2.5 in the city around 6 p.m. on Wednesday was 291.1 micrograms per cubic metre of air, which was 19.4 times the World Health Organization (WHO)'s permissible limit of 15 micrograms per cubic metre.

Air traffic hit

Due to the thick layer of smoke, visibility dropped to zero around 8.30 a.m. in several parts of the national capital, the India Meteorological Department (IMD) said. Officials at the IGI Airport said the movement of non-CAT III compliant flights was affected due to the low visibility, adding that the necessary measures were put in place.

Sources said the visibility on the runways dropped to 50 metres at 9.30 a.m., which led to six flights being diverted to Jaipur and one to Lucknow.

An IMD official said that due to the fog, minimum temperatures are likely to drop over the next few days. The maximum temperature on Wednesday was 27.8 degrees Celsius, one degree below normal.

The maximum and minimum temperatures have remained four degrees above average in the second week of November with the winter setting in late this year.

20 तक डीपीआर तैयार होगी

कोटा ग्रीनफील्ड एयरपोर्ट के लिए मिली 440 हेक्टेयर जमीन



एयरपोर्ट अथॉरिटी ऑफ इंडिया के अधिकारियों को एयरपोर्ट की भूमि के दस्तावेज सौंपते अधिकारी।

पत्रिका न्यूज नेटवर्क
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कोटा. कोटा ग्रीन फील्ड एयरपोर्ट की जमीन सौंपने को लेकर मंगलवार शाम कोटा विकास प्राधिकरण (केडीए), बूंदी वन विभाग के अधिकारियों और एयरपोर्ट के लिए एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआइ) अधिकारियों की जिल्हा कलक्टर के नेतृत्व में बैठक आयोजित हुई। इस दौरान नए एयरपोर्ट के लिए एएआइ के अधिकारियों को 440.6461 हेक्टेयर भूमि के दस्तावेज सौंप दिए गए। लोकसभा अध्यक्ष ओम बिरला ने 6 नवंबर को नई दिल्ली में उच्चस्तरीय बैठक में एएआइ को कोटा में ग्रीनफील्ड एयरपोर्ट को लेकर 7 दिवस में संबंधित विभागों से भूमि का पत्राचार प्राप्त करने के निर्देश दिए थे।

अब डीपीआर की बारी

कोटा के नए एयरपोर्ट की डीपीआर 20 नवंबर तक फाइनल होने की संभावना है, जबकि एयरपोर्ट की भूमि से पावर ग्रिड के टावर्स हटाने का निर्णय और केंद्रीय वन, पर्यावरण एवं जलवायु परिवर्तन मंत्रालय की ओर से वन विभाग की लैंड डायवर्जन को हाल ही हरी झंडी मिल चुकी थी। इसके अलावा कोटा विकास प्राधिकरण की ओर से एयरपोर्ट से राष्ट्रीय राजमार्ग को चार करोड़ रुपये की सड़क से जोड़ने का निर्णय भी हो चुका है। साथ ही, केईडीएल की ओर से ग्रीन फील्ड एयरपोर्ट तक विद्युत लाइन बिछाने और जलवायु विभाग की ओर से पेयजल पाइप लाइन बिछाने का खाका भी खींचा जा रहा है।

मौसम की मार : वायु प्रदूषण खतरनाक स्तर पर, आइजीआई पर दृश्यता शून्य

दिल्ली में घने कोहरे से कई उड़ानों में देर तो कुछ रद्द, एयरपोर्ट पर यात्री परेशान



नई दिल्ली. कोहरे और स्मॉग के बीच कर्तव्य पथ पर स्कूल जाते स्कूली बच्चे। दोपहर तक दृश्यता कम रही।

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नई दिल्ली. दिल्ली और अमृतसर में बुधवार सुबह घने कोहरे के कारण दृश्यता बहुत कम हो गई। इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट पर सुबह साढ़े आठ बजे दृश्यता का स्तर शून्य रहा।

इससे कई विमानों की उड़ानों पर असर पड़ा। हवाई अड्डों पर यात्रियों को परेशानी से जूझना पड़ा। दोनों शहरों में वायु गुणवत्ता में काफी गिरावट आई। दिल्ली में प्रदूषण खतरनाक स्तर पर पहुंच गया, जबकि

घने कोहरे के कारण कई ट्रेनें भी हुईं लेट

कोहरे के कारण कई ट्रेनें भी लेट चलीं। दिल्ली-रेवाड़ी और रेवाड़ी-दिल्ली पैसेंजर ट्रेन आधे घंटे से ज्यादा लेट चलीं। शालीमार, आला हजरत और

अजमेर गरीब नवाज एक्सप्रेस डेढ़ घंटे से ज्यादा देरी से चलीं। ये सभी ट्रेनें गुरुग्राम से होकर गुजरती हैं। सिरसा और रुग्णिया एक्सप्रेस भी देर से चलीं।

पंजाब और हरियाणा में वायु गुणवत्ता 'बहुत खराब' श्रेणी में दर्ज की गई। इंडिगो की कई उड़ानों में या तो विलंब हुआ या रद्द कर दी गई। एक्स पर बयान में इंडिगो ने कहा कि प्रतिकूल मौसम के कारण अमृतसर

से आने-जाने वाली उड़ानें प्रभावित हो रही हैं। अगर उड़ान रद्द हो जाती है तो कृपया वैकल्पिक उड़ान की तलाश करें। दिल्ली और अमृतसर के बीच कुछ उड़ानें दो घंटे से अधिक देरी से चलीं।

शेष@पेज10



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13 NOVEMBER 2024

लखनऊ एयरपोर्ट : इंडिगो एयरलाइंस के विमानों को बम से उड़ाने की धमकी

स्वतंत्र भारत ब्यूरो लखनऊ। इंडिगो एयरलाइंस के आठ विमानों को बम से उड़ाने की धमकी देने वाले एक्स अकाउंट हैडलरों के खिलाफ सरोजनीनगर पुलिस ने रिपोर्ट दर्ज की है। यह कार्रवाई एयरलाइंस के इंडिगो के असिस्टेंट मैनेजर जतिन भाटिया की शिकायत पर हुई है। इंडिगो एयर लाइंस के अफसरों के मुताबिक व आशियाना स्थित एलडीए कॉलोनी निवासी जतिन के मुताबिक कुछ दिन पहले इंडिगो एयरलाइंस को एक्स पर छह अलग-अलग अकाउंट से हैडलरों ने आठ विमानों को बम से उड़ाने की धमकी दी थी। आरोप है कि धमकियों के चलते विमानों के परिचालन में, यात्रियों और विभिन्न एयरपोर्ट इकाइयों को समस्या हो रही है। विमान कई घंटे की देरी से उड़ान भर रहे हैं।



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13 NOVEMBER 2024

नोएडा एयर पोर्ट पर परीक्षण उड़ान 15 से

स्वतंत्र भारत ब्यूरो, लखनऊ। एशिया के सबसे बड़े हवाई अड्डे नोएडा इंटरनेशनल एयरपोर्ट पर दो दिन बाद परीक्षण उड़ान शुरू हो जाएगी। 15 नवंबर से शुरू होने वाला यह परीक्षण करीब एक माह तक चलेगा और इस दौरान विमानों के उतरने और उड़ान भरने का सिलसिला जारी रहेगा। यह वीनर्स नकली दांतों से 300 गुना बेहतर है! और कीमत बहुत सस्ती है। सूत्रों ने मंगलवार को बताया कि हवाई अड्डे पर एयरक्राफ्ट बीच किंग एयर 360 ईआर के जरिये 10 से 14 अक्टूबर तक इंस्ट्रुमेंट लैंडिंग प्रणाली की जांच की गई थी। वहीं हवाई अड्डे पर कैट-वन और कैट-3 उपकरण स्थापित हो चुके हैं, जो कोहरे में विमान की ऊंचाई और दृश्यता की जानकारी देते हैं।

Fog Swallows IGI, 10 Flights Diverted, Over 100 Delayed

Cascading Effect Continues Through The Day Even After Gloom Lifts

TIMES NEWS NETWORK

New Delhi: A very dense fog over IGI Airport on Wednesday forced 10 Delhi-bound flights to divert to Jaipur and Lucknow. Over 100 flights were delayed in a cascading effect of slow take-offs and landings.

The flights that are not CAT III compliant are impacted, so airlines are informing passengers via phone, email and social media about the delays. According to India Meteorological Department, the dense fog blanketed the airport from 6am to 10am. Visibility was less than 200 metres at this time, and for one hour it even reduced to zero.

Met officials said CAT III procedures were initiated at IGI Airport as runway visibility ranged from 125 metres to 500 metres.

Delhi airport wrote on X, "While landing and takeoffs continue at Delhi Airport, flights that are not CAT III compliant may get affected. Passengers are requested to contact the airlines concerned for updated flight information. Any inconvenience

caused is deeply regretted."

Of the total flight diversions, nine were sent to Jaipur and one to Lucknow.

However, even after visibility improved during the daytime, the cascading effect

of the delays continued. Harsh Singh, a passenger, said: "My flight to Lucknow was scheduled to take off at 12.20pm on Wednesday. However, it left the national capital after a delay of an hour."

ORANGE ALERT FOR DENSE FOG TODAY

10 Delhi-bound flights diverted to Jaipur and Lucknow  **Over 100** flights delayed

IMD has issued an **orange alert** for smog/dense to very dense fog on Thursday morning. Smog/mist/moderate fog likely in the evening/night



Yellow alert for moderate to dense fog at a few places on Friday morning. Smog/mist likely in the evening/night



Officials said the airport initiates low visibility procedures (LVP) — measures aimed at making landings easier when visibility dips below 800 metres. During this period, CAT-I procedures, which are a basic set of precautions, are initiated for visibility above 550 metres. Those pilots who are CAT-II compliant are allowed to land when visibility is between 275-550 metres. However, CAT-III A and B pilots can land when visibility is below 275 metres and even at 50 metres. "The pilots who are trained in CAT III procedures can make an aircraft land with a minimum visibility of 50 metres. An aircraft can take off with a visibility of 125 metres," an official said.

Wednesday was the first of the season when Delhi recorded dense fog. IMD has issued an orange alert for dense fog for Thursday too. "It may affect some airports, highways and railway routes. Ferry services are also to be affected." It warned of "difficult driving conditions with slower journey times" and "traffic collisions".



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

13 NOVEMBER 2024

AI-Vistara merger becomes reality; SIA to invest Rs 3,195 cr in integrated entity

NEW DELHI, Nov 12: Marking a significant consolidation in the fast-growing Indian aviation space, Air India on Tuesday completed the Vistara merger to create an integrated airline, partly owned by Singapore Airlines (SIA) that will fly over 1,20,000 passengers daily and connect over 90 destinations.

The completion of the much-awaited amalgamation, which was announced in November 2022, comes within six weeks of the integration of Air India Express and AIX Connect. The two mergers have created a full service carrier and a low-cost carrier of scale for the Tata Group, which is seeking to establish a “world class global aviation

company with an Indian heart”.

Earlier in the day, the nearly 10-year-old Vistara – a joint venture between Tata and Singapore Airlines – flew into the sunset and its last flight was from Delhi to Singapore.

As part of the merger, SIA will invest an additional Rs 3,194.5 crore in the enlarged entity. The enlarged Air India will operate over 5,600 weekly flights, connecting over 90 domestic and international destinations with a fleet of 210 aircraft, according to an Air India release.

Also, the new entity will fly over 1,20,000 passengers every day and offer an extended worldwide connectivity to over 800 des-

tinations through more than 75 codeshare and interline partners.

It is now the country’s largest international carrier and the second-largest domestic carrier.

“Post-merger, Air India Group operates a combined fleet of 300 aircraft covering 55 domestic and 48 international destinations, with 312 routes and 8,300 flights per week. The collective staff strength stands at over 30,000,” the release said.

While the Vistara flight code ‘UK’ has faded away, the airline’s flights will have the code starting with the prefix ‘AI2’ to help cus-

tomers choose at the time of booking as Vistara was well regarded for its services whereas Air India, which is in the transformation phase, has been grap-

pling with some service issues. “The merger of Air India and Vistara completes the consolidation and restructuring phase of the Air India Group’s post-privatisation transformation journey, and is

thus a significant milestone. Over the past two years, teams across the four airlines have worked closely together and with other stakeholders to ensure that the transition of people, assets, operations and, most importantly, customers, was as seamless as possible,” Air India Managing Director and Chief Executive Officer Campbell Wil-

son said. The iconic ‘Maharaja’, once synonymous with Air India for a long time, will remain in a different form in the merged entity. Around 4.5 million Club Vistara

frequent flyer accounts have been transferred to Air India’s flying returns programme, which has been renamed as ‘Maharaja Club’.

Amongst many other aspects, Air India said more than 4,000 vendor contracts have been consolidated and 2,70,000 customer bookings migrated.

UK115 flight from Delhi to Singapore was the last flight of Vistara with the code ‘UK’ while UK986 from Mumbai to Delhi was the carrier’s last domestic flight.

Starting a new chapter, the merged entity operated its first flight with the code ‘AI2286’ from Doha to Mumbai.

In the domestic sector, the integrated entity’s first flight

AI2984 took off from Mumbai to Delhi. All the four flights landed at their respective destinations early in the morning on Tuesday.

The Air India-Vistara merger also marks the second major airline industry consolidation in the country after 2006-2007. Now, Air India is the lone full service Indian carrier.

In 2006-07, Indian Airlines merged with Air India and Air Sahara merged with Jet Airways. During the same period, Air Decan was amalgamated with Kingfisher Airlines. Air India, Vistara, and AIX Connect together had a domestic market share of little over 29 per cent in September, as per latest official data. – PTI



दिल्ली में प्रदूषण गंभीर, कोहरे से विमानों का मार्ग बदला

दिल्ली में प्रदूषण का स्तर 418 दर्ज किया गया, टंड की दस्तक से छाया घना कोहरा

रामवीर सिंह गुर्जर

दिल्ली में प्रदूषण स्तर अब तेजी से बढ़ने लगा है। इस साल पहली बार आज राष्ट्रीय राजधानी में वायु गुणवत्ता सूचकांक (एक्यूआई) गंभीर श्रेणी में पहुंच गया। जिससे अब दिल्ली वालों को सांस लेने में तकलीफ होने लगी है। हवा की गति कमजोर पड़ने और टंड बढ़ने से आगे प्रदूषण के स्तर में और इजाफा हो सकता है। एक्यूआई गंभीर श्रेणी में पहुंचने पर अब दिल्ली में ग्रेप का तीसरा चरण लागू हो सकता है। यह चरण लागू होने पर पेट्रोल से चलने वाले बीएस-3 इंजन और डीजल से चलने वाले बीएस-4 चार पहिया वाहनों के इस्तेमाल पर रोक लगती है। साथ ही पत्थरों

की क्रशिंग, ईट भट्टों, खनन और संबंधित गतिविधियों पर रोक लग जाती है। इस बीच, वायु प्रदूषण संकट से निपटने के लिए दिल्ली के उपराज्यपाल वीके सक्सेना ने चार महीने की अवधि के लिए नागरिक सुरक्षा स्वयंसेवकों (सीडीवी) की फिर से तैनाती को मंजूरी दे दी। यह तैनाती एक नवंबर 2024 से 28 फरवरी, 2025 तक के लिए होगी।

दिल्ली में एक्यूआई 400 पार

दिल्ली में एक्यूआई का स्तर अब 400 पार कर गया है। ऐसा इस सीजन में पहली बार हुआ है। केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा रोजाना जारी होने वाले एक्यूआई बुलेटिन के मुताबिक दिल्ली में



बीते 24 घंटे में आज एक्यूआई का स्तर 418 दर्ज किया गया। 400 से अधिक एक्यूआई को गंभीर श्रेणी में माना जाता है। मंगलवार को दिल्ली का एक्यूआई 334 था। इस तरह मंगलवार की तुलना में बुधवार को दिल्ली में प्रदूषण में 24 फीसदी से ज्यादा इजाफा हुआ है।

एनसीआर शहरों में भी बढ़ा प्रदूषण

दिल्ली के साथ ही आज एनसीआर के शहरों में भी प्रदूषण के स्तर में इजाफा हुआ है। हालांकि इन शहरों में यह अभी गंभीर श्रेणी में नहीं पहुंचा। सीपीसीबी के आज के एक्यूआई बुलेटिन के मुताबिक एनसीआर के शहरों में सबसे अधिक प्रदूषण भिवाड़ी

में 375 दर्ज किया गया। नोएडा में यह मंगलवार के 222 से बढ़कर 359 दर्ज किया। गाजियाबाद में इस दौरान एक्यूआई 245 से बढ़कर 350, फरीदाबाद में 198 से बढ़कर 262 और गुरुग्राम में 219 से बढ़कर 321 दर्ज किया गया।

घने कोहरे से 10 उड़ानें प्रभावित

दिल्ली में इस साल बुधवार को इस मौसम में पहली बार घना कोहरा छाया और दिल्ली हवाई अड्डे पर दृश्यता शून्य हो गई। राष्ट्रीय राजधानी में बुधवार को सुबह कम दृश्यता के कारण विमान परिचालन प्रभावित हुआ और दिल्ली हवाई अड्डे पर आने वाली कम से कम 10 उड़ानों के मार्गों में बदलाव किया गया, वहीं कई विमानों के परिचालन में देरी हुई। कोहरे के कारण सुबह 6 बजे से दोपहर 12 बजे के बीच 9 विमानों को जयपुर तथा एक विमान को लखनऊ भेज दिया गया।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

14 NOVEMBER 2024

The fleeting glamour of Indian aviation

On November 7, the Supreme Court passed an order liquidating Jet Airways, three decades after it took wing and raised the bar on service standards in domestic aviation. Five days later, 11-year-old Tata-owned Vistara, the airline that was considered Jet's successor in service values, flew into the sunset following a merger with Air India.

Both events — a bankruptcy and a merger — reflect the rollercoaster fortunes of the Indian aviation industry ever since the government announced its "open skies policy" in April 1990. Since then, India has seen almost 45 airlines turn defunct — most of them ceasing operations and others subsuming their identities following mergers, acquisitions and internal restructurings.

Here's the eternal mystery. Aviation is one of the world's most precarious businesses, vulnerable to multiple unknown unknowns (war, oil price fluctuations, volcanic eruptions and so on). Indian aviation, with its high cost structures (aviation turbine fuel, aircraft leasing, pilot training) and uncertain regulatory regime, is among the world's riskiest. Yet, in a country where access to capital is scarce and expensive, this capital-intensive business retains a magnetic glamour for the Indian business world. No matter how many failures, newer investors kept entering the fray.

Since 1991, the airline business has attracted all manner of backers — from, among others, a hatchery owner to the promoter of dodgy chit fund, a ticketing agent, a liquor baron, politicians, an Udupi restaurateur, to a well-known stock market bull, and the chairman of India's largest conglomerate. Names such as GoAir, ModiLufthansa, Damania, Kingfisher have all entered the annals of aviation history.

Remarkably, few other industries have created as much popular drama. It began with the first of the private airlines in the post-liberalisation era — East-

West Airlines promoted by Kerala businessman Thakiyudeen Abdul Wahid in 1994. A year later, Wahid was gunned down by gangsters for reasons yet to be established but it had a spin-off effect on the airline. With banks increasingly reluctant to lend and debt to suppliers piling up, the airline folded in 1998.

Naresh Goyal's Jet Airways, which started operations a year earlier, was among the earliest and most successful of Indian privately-owned airlines to challenge the state-owned carrier. That eventually prompted a messy merger between the domestic operator Indian Airlines and flag carrier Air-India and ill-judged aircraft acquisitions that sent the business into a tail-spin, from which it emerged only with the dramatic ₹18,000 crore buyout by the Tata group in 2021. Here was all the grand theatre of a Tata-owned airline, forcibly nationalised in 1953, returning to the group hangar.

Despite his undoubted dominance of the industry for a decade and a half, Naresh Goyal will forever be remembered for a dramatic late-night press conference, where he invoked his late mother after Jet Airways employees went on strike following job cuts, and for a tearful performance in court after attracting the attentions of the Enforcement Directorate. In 2019, his wings clipped by rising debt and an inability to compete with IndiGo, the aggressive new low-cost competitor on the block, the airline was grounded and efforts by a little known consortium to revive it went nowhere.

Before him, Vijay Mallya, the poor-man's Richard Branson with his carefully cultivated image as the "King of Good Times", became better known as an escape artist, fleeing to London to escape creditors in India. His Kingfisher Airlines, a 2005 startup, a gift for his son apparently, bought low-cost carrier Air Deccan in 2007 and attempted the impossible. Offering full service values to a low-cost operation

eventually drowned the company in debt.

G R Gopinath, from whom Mr Mallya bought Air Deccan, has enjoyed better fortunes. He pioneered the low-cost, no-frills concept with Air Deccan but failed to turn a profit, eventually selling to Kingfisher. Later, he set up a cargo airline that closed two years later. Undaunted, he has managed to produce a film version of his memoir *Simplify*, a dramatic story of warding off competitors, corrupt bureaucrats and politicians to realise his "dream". The Tamil version *Soorari Pottru* was released in 2020 and the Bollywood version, *Sarfira*, starring Akshay Kumar, hit the screens this year.

Even no-frills carrier IndiGo, the latecomer founded in 2006 that dominated Indian skies ever since, entertained readers of the business press with the two partners, Rakesh Gangwal and Rahul Bhatia falling out over future strategy and trading accusations over related-party transactions and board control. The dispute took in the market regulator, the Prime Minister's Office, the aviation regulator and overseas arbitration before Mr Gangwal resigned from the airline's board and started scaling back his shareholding.

With domestic airlines carrying about 150 million passengers a year, India is now the world's third-largest aviation market, almost 79 per cent of it comprising low cost-carriers. By 2030, it is expected to carry 300 million passengers a year. That soaring prospect could be grounded by the old problem of debt and losses. Losses in FY25 are likely to be between ₹2,000 crore and ₹3,000 crore. No matter, the industry is on a shopping spree. IndiGo, which commands 63 per cent of the market, has ordered 990 aircraft, the Tata group 555. Even fledgling Akasa Air (founded 2021) has orders for 226 aircraft.

This is a fighting response in an industry where aircraft lease liabilities account for the bulk of airlines' debt. Perhaps it's a reasonable bet to take in an industry that's become a duopoly between IndiGo and the various airlines of the Tata group that collectively command 89 per cent of the market. Any more takers now, you wonder.



SWOT

KANIKA DATTA



Corporate Communications Directorate

DESHBANDHU

DELHI

14 NOVEMBER 2024

बागेश्वर, नैनीताल, मसूरी व हरिद्वार को हेली सेवाओं से जोड़ा जाएगा

देहरादून, 13 नवम्बर (देशबन्धु)। सरकार प्रदेश में हेली कनेक्टिविटी को बढ़ाए जाने पर विशेष जोर दे रही है। इसी क्रम में राज्य स्थापना दिवस से ठीक पहले 7 नवंबर को देहरादून से जोशियाड़ा (उत्तरकाशी) और देहरादून से गौचर (चमोली) के लिए हेली सेवाओं को शुरू किया था। अब नागरिक उड्डयन विकास प्राधिकरण (यूकाडा) प्रदेश के चार प्रमुख शहरों के लिए हेली सेवाओं का संचालन शुरू करने जा रहा है। इसके लिए यूकाडा ने तैयारियां भी शुरू कर दी हैं। भारत सरकार की उड़ान योजना के तहत प्रदेश के चार प्रमुख शहरों बागेश्वर, नैनीताल, मसूरी और हरिद्वार को



हेली सेवाओं से जोड़ा जाएगा। यूकाडा का मानना है कि प्रदेश के इन प्रमुख शहरों के लिए हेली सेवाएं शुरू होने के बाद न सिर्फ स्थानीय लोगों को फायदा मिलेगा, बल्कि पर्यटकों को भी इसका फायदा होगा। ये सभी हेली सेवाएं प्राइवेट ऑपरेटर के जरिए

■ नागरिक उड्डयन विकास प्राधिकरण ने शुरू की तैयारी

संचालित की जाएंगी। बता दें कि उड़ान योजना के तहत प्रदेश में 18 हेलीपोर्ट के निर्माण के कार्य किया जा रहे हैं। इसमें से 10 हेलीपोर्ट तैयार होने के बाद हेली सेवाएं भी शुरू की जा चुकी हैं। वर्तमान समय में देहरादून से प्रदेश के तमाम जगहों जैसे पंतनगर, चंपावत, श्रीनगर, हल्द्वानी, अल्मोड़ा, गौचर, जोशियाड़ा, चिन्यालीसौड़, मुनस्यारी और पिथौरागढ़ के लिए हेली सेवाओं का संचालन किया जा रहा है। ऐसे में जल्द ही चार और शहरों के लिए देहरादून

से हेली सेवाओं का संचालन शुरू होने जा रहा है। यूकाडा के अनुसार सबसे पहले देहरादून से बागेश्वर हवाई सेवा शुरू की जाएगी। इसके लिए बागेश्वर में हेलीपैड का निर्माण करने के लिए भूमि का चयन कर लिया गया है। देहरादून से बागेश्वर के बीच हेली सेवा का संचालन प्राइवेट कंपनी पवन हंस की ओर से किया जाएगा। इसके अलावा देहरादून से नैनीताल के लिए हेली सेवाओं को शुरू करने के लिए नैनीताल में हेलीपैड का निर्माण जल्द शुरू होने जा रहा है। नैनीताल में हेलीपैड के लिए भूमि चिन्हित करने के साथ ही हेली ऑपरेटर का भी चयन कर लिया गया है।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

13 NOVEMBER 2024

DICEY | AFFAIR Anonymous search engines pose hurdle to pinpoint perpetrators

Fake bomb threats can't be ignored

PRIYA RATHNAM | DC
HYDERABAD, NOV. 12

Rajiv Gandhi International Airport (RGIA) in Hyderabad has been grappling with bomb threats this year, with a total of 12 cases reported so far, five of which emerged in the last two months alone.

The calls kept on their toes, airport authorities, law enforcement, intelligence and CISF, apart from bomb detection squads and airline personnel to ensure that passenger safety and security was ensured.

According to a police source, an individual with the name Adam Lanza on 'X' (formerly Twitter) was discovered in the investigation as allegedly posting threats



on the platform. This individual created multiple accounts to disseminate threats, only to block them shortly after and create a new account in the same name with additional numbers or characters.

The police have reached out to 'X' seeking details about the account holder. The responses received so far have led to IP addresses traced back to France and the United Kingdom.

Explaining the response to any bomb

threat, Shamshabad DCP B. Rajesh said, "Law enforcement mobilises a specialised task task force comprising local police, bomb squad units, Central Industrial Security Force (CISF) along with the airport authorities. We will arrange ambulances and fire engines."

"This collaborative approach aims to bolster security at the airport and we can conduct thorough investigations into the ongoing threats. We as a team perform metic-

ulous checks of the airport premises, including luggage and suspicious articles, and ensure that no explosive devices are present."

DCP Rajesh said the cybercrime wing also starts working to analyse digital footprints associated with the threatening messages. The officer added that the motive behind some of the threat cases previously appeared to be angry customers or ticket booking agents. Customers, who were not treated right or faced any discomfort, trying to vent their anger, were identified as the causes behind several threats in previous cases.

The latest series of threats, however, appears to be different.

"There will also be foreign elements disseminating serious threats and thus the security and thorough checks cannot be compromised on any grounds," Rajesh said. "Airlines and hotels suffer losses."

A senior officer said, "The use of anonymous platforms and tools, such as Tor, Onion and other search engines makes it challenging to pinpoint the perpetrators. Tor, originally developed by the US Navy to protect sensitive information, is now being misused by perpetrators to hold out these threats without revealing their identity. This hinders the ability to track down suspects. They also use proxy servers which generate fake IP addresses."

हवाई यातायात व्यस्त, 2.50 घंटे देर से आया विमान

जाग, कानपुर : हवाई यातायात व्यस्त होने के कारण दिल्ली से चक्रेरी एयरपोर्ट आ रहा विमान लखनऊ डायवर्ट करना पड़ा। इस वजह से दोपहर दो बजे आने वाला विमान दो घंटे 50 मिनट की देरी से शाम 4:50 बजे उतरा। वापस दिल्ली जाने वाला विमान दोपहर 2:40 के बजाय शाम 5:20 बजे उड़ान भर सका। विमान में बैठे यात्री और दिल्ली जाने वाले लोग परेशान रहे। बताया गया है कि मंगलवार दोपहर वायु सेना का आवश्यक अभ्यास चल रहा था। इस कारण हवाई यातायात व्यस्त था। एयरफोर्स और सिविल एयरपोर्ट के बीच करार है कि किसी आवश्यकता पर विमान यहां न उतारकर लखनऊ एयरपोर्ट भेज सकते हैं। सूत्रों ने बताया कि प्रबल कम होने की वजह से विमान को लखनऊ में दोपहर

- पहले लखनऊ गया, फिर चक्रेरी एयरपोर्ट पर लाई गई उड़ान
- दोपहर दो के बजाय शाम 4.50 बजे उतरा दिल्ली का विमान

2:45 बजे लैंड कराया गया। इसके बाद करीब 4:30 बजे विमान ने वापस कानपुर के लिए उड़ान भरी। चक्रेरी स्थित एयरपोर्ट से हैदराबाद, बेंगलुरु, दिल्ली और मुंबई के लिए उड़ानों की सुविधा है। हैदराबाद की उड़ान सप्ताह में चार दिन और बेंगलुरु की उड़ान सप्ताह में तीन दिन ही है। इस संबंध में एयरपोर्ट निदेशक संजय कुमार ने बताया कि एयर ट्रैफिक कंजेशन (हवाई यातायात में व्यस्तता) के कारण दिल्ली की उड़ान दो घंटे 50 मिनट देर से आ सकी।



चक्रेरी एयरपोर्ट ● जागरण आर्काइव

ये होता हवाई जहाजों का ट्रैफिक जाम

एयरपोर्ट पर जब रनवे की क्षमता से ज्यादा विमान उतरने के लिए आकाश में चक्कर लगा रहे होते हैं और उड़ान भरने के लिए एयरक्राफ्ट इंतजार कर रहे होते हैं तो इसे एयर ट्रैफिक कंजेशन कहते हैं। आम भाषा में इसे हवाई जहाजों का ट्रैफिक जाम भी कहा जा सकता है। किसी एयरपोर्ट पर क्षमता से ज्यादा विमानों के लैंड करने या टेकऑफ करने

की स्थिति में कंजेशन होता है। अति व्यस्त मुंबई और बेंगलुरु हवाई अड्डों पर कंजेशन की समस्या आम है। खराब मौसम खासकर सर्दियों में कोहरे के कारण दृश्यता कम होने पर दिल्ली एयरपोर्ट पर कंजेशन की समस्या होती है। कानपुर में एयरफोर्स के विमान उड़ने के कारण यह समस्या आती है, जिससे यात्रियों को परेशानी होती है।

सर्दी में अक्सर रहती दिक्कत

पिछले वर्ष की तरह इस सर्दी के मौसम में भी एयरपोर्ट से सुबह की उड़ानें नहीं हो सकेंगी। आइएलएस (इंस्ट्रुमेंट लैंडिंग सिस्टम) के सहायक सिस्टम मानक के अनुरूप न होने से मौसम खराब या कोहरा होने पर कम दृश्यता के कारण उड़ान में दिक्कत आती है। आइएलएस के सहायक उपकरणों के वो तरह मानक होते हैं। एक बिना पर्याप्त लाइट और दूसरा पर्याप्त लाइट की सुविधा का आइएलएस होता है। यहां पर बिना पर्याप्त लाइट का आइएलएस लगा है। इसमें 400 मीटर तक ही लाइट की व्यवस्था है। लाइट की व्यवस्था कम से कम नौ सौ मीटर होनी चाहिए। पिछले साल मौसम खराब होने पर यहां कई विमान नहीं उतर पाए थे। इन्हें लखनऊ एयरपोर्ट उतारा गया था।

'STRICT CHECK ON TICKET PRICES WITH EYE ON AFFORDABILITY'

Don't Want Duopoly, Need More Airlines: Aviation Minister Naidu



Says govt will seek to protect carriers in case of fin difficulties

Team ET

New Delhi: Civil aviation minister Ram Mohan Naidu said the government wants more airlines in India and doesn't want a duopoly to take hold.

"When you have more people coming into the industry, that demand and supply situation is going to drive down the prices. We

wouldn't like to restrict ourselves with a thought process that there are only two players in the industry," Naidu said at the ET India Ascends event on Wednesday. The minister added that the government will keep a strict check on ticket prices so that air travel remains affordable.

On the recent spate of hoax bomb threats against Indian carriers, Naidu said the government has devised a mechanism to address these faster so that the safety of passengers is maintained but they are less inconvenienced.

'Helping New Entrants' >> 17

'Helping New Entrants'

>> From Page 1

India's aviation market is 80% held by IndiGo and Air India. This follows Vistara being absorbed into Air India as part of the Tata company's aviation business consolidation plan.

Despite being run by private capital, the government will seek to intervene to protect airlines if they face financial difficulties as any bankruptcy increases prices, making air travel less affordable.

"We are not just leaving the industry because it is private," he said. "We keep talking to them, we discuss with them, to see how best we can do the policy making so that the airlines continue their business. For us as an industry, it is very, very important that we don't let go of any airline. We don't want any airline to go bankrupt or leave the industry."

The government wants new entrants in the aviation business even if they are aiming to begin with just one or two planes, he said.

"We are encouraging them to start their operations," he said. "We are giving them any assistance they would need from our side, we are giving it to them. And we are encouraging them to go to these smaller airports also and

function there so that the prices come down."

The government has announced that it will extend the Ude Desh ka Aam Nagrik (UDAN) regional air connectivity scheme that's aimed at making flying more accessible and affordable. It was introduced in 2016 for a period of 10 years. As many as 601 routes and 71 airports have been operationalised under the regional air connectivity scheme.

"Earlier, air travel used to be only for a very elite class and a very segmented target group," he said. "But today, Indian aviation is being driven by tier 2 and tier 3 cities... which has given the common man a better way to connect through air travel. Since 2014, the number of airports have doubled from 74 to 157."

As for ticket prices, Naidu said that the primary focus of the government is to connect the whole country and give the opportunity of air travel to each and every one and make it affordable.

The airline industry has been racked by a series of hoax bomb threats in recent times. "We have improved our security at the airports and increased surveillance. Definitely, we had a learning experience through this process on how we can improve our systems, make them more efficient," Naidu said.



Corporate Communications Directorate

THE ECONOMIC TIMES

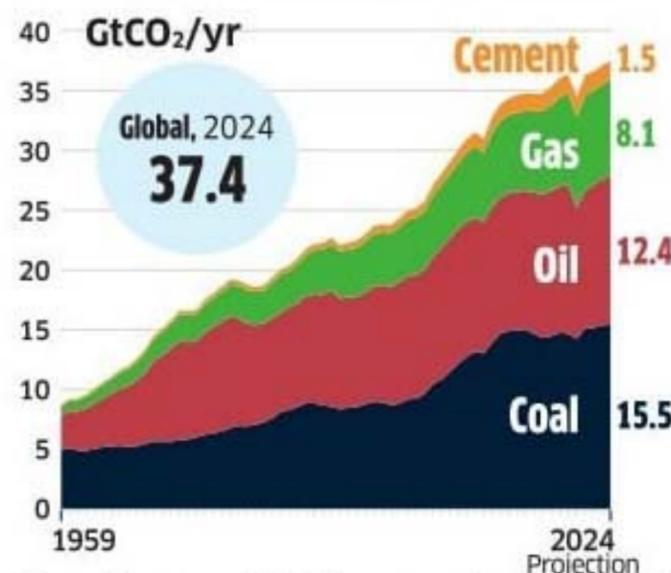
DELHI

14 NOVEMBER 2024

Record Fossil Fuel Emissions

Planet-warming carbon dioxide emissions from oil, gas and coal rose to a new record of 37.4 billion tonnes this year, according to the Global Carbon Project science team. Increases in CO₂ emissions from India as well as growth in international aviation drove emissions up, while emissions decreased in the EU and the US. Overall global CO₂ pollution, which includes emissions from land use change like deforestation, was roughly flat at 41.6 billion tonnes in 2024. A snapshot...

Global fossil fuel CO₂ emissions*



By country, 2024

	GtCO ₂ /yr	% change
China	12.0	0.5
US	4.9	-0.3
India	3.2	4.9
EU27	2.4	-3.5
IAS	1.2	8.1
RoW	14.5	1.4

IAS: international aviation and shipping, RoW: Rest of World

*Based on monthly figures and projections to the end of the year; therefore, final data could vary from current estimates
 ■ Source: globalcarbonbudget.org, AFP

SANJEEV RAJ JAIN



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

13 NOVEMBER 2024

TATAS DREAM: AI-VISTARA MERGER BECOMES REALITY

PTI

NEW DELHI

Marking a significant consolidation in the fast-growing Indian aviation space, Air India on Tuesday completed the Vistara merger to create an integrated airline, partly owned by Singapore Airlines, that will be flying over 1,20,000 passengers daily and connect more than 90 destinations.

The completion of the much-awaited amalgamation, which was announced in November 2022, comes within



six weeks of the integration of Air India Express and AIX Connect. The two mergers have created a full service carrier and a low-cost carrier of scale for the Tata Group, which is seeking to establish a "world class global aviation company with an Indian heart".

Earlier in the day, the nearly 10-year-old Vistara -- a joint venture between Tatas and Singapore Airlines -- flew into the sunset and its last flight was from Delhi to Singapore.

As part of the merger, Singapore Airlines (SIA) will invest an additional Rs 3,194.5 crore in the enlarged entity.

The enlarged Air India will operate over 5,600 weekly flights, connecting more than 90 domestic and international destinations with a fleet of 210 aircraft, according to an Air India release.



Corporate Communications Directorate

THE HINDU

DELHI

14 NOVEMBER 2024

New rest norms for pilots will reduce their salary: Air India

Implementation of the proposed norms on duty and rest timings for pilots will hurt the interests of the cockpit crew, Air India has informed the Directorate General of Civil Aviation (DGCA), in a meeting on Wednesday. Pilots have rejected the claim. "Shouldn't safety be paramount? How can the commercial interests of the airline supersede safety at a time of mounting pilot fatigue?" Captain C.S. Randhawa, president, Federation of Indian Pilots, said. The meeting was part of the mediation exercise ordered by the Delhi High Court on October 24. The next date of hearing on the matter is December 6. There was another meeting scheduled by the DGCA earlier, but no one from Air India attended it.

Fog in morning disrupts flights, hits NCR traffic

HT Correspondents

htreporters@hindustantimes.com

NEW DELHI/GURUGRAM: After two weeks of grey, hazy skies, the National Capital Region on Wednesday morning recorded its first spell of dense fog this winter, as visibility dropped as low as zero metre in parts, disrupting flight operations at Indira Gandhi International (IGI) Airport, as well as traffic on major roads across NCR.

The India Meteorological Department (IMD) sounded a warning, issuing an orange alert for "very dense" fog on Thursday and a yellow alert for "dense" fog on Friday.

IMD defines "shallow" fog in a region when visibility drops to 500-1,000m, "moderate" fog when visibility is 200-500m, "dense" fog when visibility is 50-200m, and "very dense" when visibility dips to 50m or lower.

Experts said the sudden onset of the fog on Wednesday was a result of an interaction between warm and humid easterlies and cold and dry westerlies.

"We had observed easterlies for the last few days, which are warm and humid. From Tuesday night, westerlies and north-westerlies started affecting the region. The interaction between easterlies and the cold and dry westerlies led to a mixing of

sorts, which further interacted with the humid atmospheric conditions to cause condensation of water vapour," Mahesh Palawat, vice president at Skymet, said.

At IGI, visibility dropped to zero metre at 8am, improving to only 50 metres by 9.30am. Officials at the airport said at least 10 flights were diverted, and over 30 were delayed due to the low visibility. "This is the first dense fog for Delhi this season. Visibility was zero at 8.30am, and the runway visual range was 125m," a senior IMD official said.

Meanwhile, motorists on road had a harrowing time during the morning rush hour, as vehicles moved at a snail's pace on key roads at Dhaula Kuan, Kalindi Kunj, Outer Ring Road, Delhi-Gurgaon Expressway, and Mukarba Chowk, among others.

"I was stuck at Kalindi Kunj for nearly an hour along a 50-metre stretch," said Dheeraj Sharma, who was travelling from Noida to Delhi.

Police said additional personnel were deployed to manage vehicular movement.

Additional commissioner of police (traffic) Dinesh Kumar Gupta said: "Traffic personnel wearing fluorescent jackets, shoulder lights, and handheld traffic light batons have been deployed at all Delhi borders."



Corporate Communications Directorate

THE HINDU

CHENNAI

13 NOVEMBER 2024



Air India completes merger procedure with Vistara

Air India said on Tuesday that it has completed its integration and legal merger with Vistara, a day after the latter flew for the last time. This follows the integration of Air India Express and the erstwhile AirAsia India achieved last month to form the low-cost arm of the airline, that will complement the Air India-Vistara combined entity. "The merger completes the consolidation and restructuring phase of the Air India Group's post-privatisation transformation journey," said Campbell Wilson, MD & CEO of Air India.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

14 NOVEMBER 2024

Dense fog covers city, flights hit

EXPRESS NEWS SERVICE
NEW DELHI, NOVEMBER 13

DELHI EXPERIENCED its first dense fog episode of the season Wednesday morning, impacting visibility and leading to several flight diversions. The air quality also deteriorated, dipping to 'severe' — a first this winter.

Seven flights were diverted — six to Jaipur and one to Lucknow — as visibility level at the Indira Gandhi International Airport in Delhi was 0 m from 8 am up to 9.30 am. Dense fog prevailed with visibility at 50 m as of 9.30 am.

Delhi International Airport Limited said on X that low visibility procedures were initiated at the airport. "While landing and takeoffs continue at Delhi Airport,

flights that are not CAT III compliant may get affected," it said.

The IMD classifies fog as 'shallow' when the visibility falls between 500 m and 1,000 m, and 'moderate' when it is up to 200 m. 'Dense' fog is reported when the visibility is reported up to 50 m; further low visibility levels indicate 'very dense' fog. According to the IMD, shallow fog prevailed in Delhi-NCR on Wednesday evening.

The IMD has issued an orange alert for Thursday (November 14) and a yellow alert for Friday due to intensification of fog conditions. Dense to very dense fog is forecast for Thursday and moderate to dense for Friday.

It has forecast moderate fog or smog conditions in the morning, with smog or mist likely in

the evening, from Saturday (November 16) to November 19.

A fresh western disturbance prevails over the Northwest, said the IMD. The weather phenomenon, which refers to storms that originate in the Mediterranean Sea, brings moisture-bearing winds to Northwest India and are driven by Westerlies. "Over Delhi, the weather has significantly changed with respect to intensification of fog conditions in the morning... with fog or smog coverage staying a longer part of the day, sunlight cut off may cause fall of maximum temperature," IMD scientist R K Jenamani said.

Due to lower visibility and very dense fog, maximum temperatures fell over Delhi from 32.8 degrees Celsius on Tuesday to 27.8 degrees Celsius Wednesday.



Corporate Communications Directorate

JANSATTA

DELHI

14 NOVEMBER 2024

दिल्ली में खराब मौसम के कारण 10 उड़ानों के बदले गए मार्ग

जनसत्ता ब्यूरो
नई दिल्ली, 13 नवंबर।

मौसम में अचानक बदलाव से बुधवार सुबह कम दृश्यता का असर विमान परिचालन पर भी पड़ा। दिल्ली हवाई अड्डे पर आने वाली दस उड़ानों के मार्ग बदल दिए गए तो कई विमानों के परिचालन में भी देरी हुई। अधिकारियों ने यह जानकारी दी।

भारत मौसम विज्ञान विभाग के मुताबिक बुधवार सुबह 5.30 बजे के करीब दिल्ली हवाई अड्डे के आसपास बहुत घना कोहरा छाए रहने की वजह से कई और इलाकों में दृश्यता कम रही। बुधवार को इस मौसम में पहली बार दिल्ली में घना कोहरा छाया रहा और दिल्ली हवाई अड्डे पर दृश्यता शून्य हो गई।

ज्वालामुखी विस्फोट के बाद इंडिगो और एअर इंडिया ने बाली के लिए रद्द की उड़ानें

जनसत्ता ब्यूरो
नई दिल्ली, 13 नवंबर।

इंडिगो और एअर इंडिया ने इंडोनेशियाई द्वीप में ज्वालामुखी विस्फोट से पैदा हुए राख के कारण बुधवार को बाली के लिए अपनी उड़ानें रद्द कर दीं।

पूर्वी नुसा तेंगारा प्रांत के एक सुदूर द्वीप में स्थित माउंट लेवोटोबी लाकी लाकी ज्वालामुखी इस महीने की शुरुआत में फटा था। इसके परिणाम के तौर पर राख

के बादल छा गए थे।

उड़ान संचालन के लिए बादल के खतरा बनने की आशंकाओं के मद्देनजर कई विमानन कंपनियों ने बाली के लिए अपनी सेवाएं रद्द कर दी हैं।

इंडिगो ने 'एक्स' पर एक पोस्ट में कहा है, '6ई यात्रा परामर्श: बाली में हाल ही में हुए ज्वालामुखी विस्फोट के कारण, इस क्षेत्र से आने-जाने वाली उड़ानें रद्द कर दी गई हैं, क्योंकि राख के बादल हवाई यात्रा को प्रभावित कर सकते हैं।'



Corporate Communications Directorate

MINT

DELHI

14 NOVEMBER 2024

Airline bomb hoax probe flies into EU data privacy wall

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NFW 0614

Over the past month, airlines and hotels across India received over 500 calls delivering bomb threats, although each of them turned out to be a hoax. Modern-day hoax and scam callers use the internet, and virtual private networks to hide their location. For hoax calls traced to a foreign country, India will have to request its government to cooperate or follow legal procedures there.

India is in talks with officials from France, Germany, and other European nations to identify the sources of these calls, a second official added.

"The general intention from Europe is to help India, but without disrupting the law, which is considerably more stringent there," the second official said.

A senior government official with direct knowledge of the matter said on the condition of anonymity that the Centre "is taking up the issue with EU authorities through channels established by the ministry of external affairs".

Cross-border data and internet laws differ vastly between



Indian airlines and hotels got over 500 bomb threats over the past month.

nations and much depends on personal and bilateral relations. Another key challenge is to collect substantial and watertight evidence that points to a criminal, which is extremely difficult due to technical challenges.

The EU data protection regulations necessitate information belonging to an individual in residence in Europe to be maintained and protected within Europe and not be transferred overseas for any corporate benefit. While the GDPR allows data handling of European individuals as a European nation's national security, it remains unclear if the regulations enable

TURN TO PAGE 8

India's probe hit by EU's privacy laws

FROM PAGE 1

national security exemptions for other nations. The US enjoys the ability to ask the EU for personal data from a European nation under select circumstances—through the Clarifying Lawful Overseas Use of Data (Cloud) Act. India does not have such an enabling bilateral regulation with Europe.

A senior lawyer advising European companies from whom the Centre is seeking data said, requesting anonymity, that India currently stands at a disadvantage because of the lack of "any fluid and accessible data transfer treaties".

"The only treaty that facilitates this is the Budapest Convention treaty, which India has refused to be a signatory of due to concerns that it would also have to divulge sensitive data if other nations come calling. The only current mechanism is for India to use an MLAT (Mutual Legal Assistance Treaty), which is a very slow process. The other is for a local police body to ask a local court to issue a letter rogatory to a foreign court seeking data—none of which are enabling regulations by nature," the lawyer said.

He added that with global



India cannot force any private entity to share the data it wants as most global VPN operators have exited the country.

VPN operators mostly having exited India due to its stringent data maintenance and revelation clauses by law, India does not have the ability to force any private entity to produce the data it is demanding.

"The VPNs are the direct party here, but they too are clients of Big Tech firms with cloud servers globally. India would not get an answer if it went to any Big Tech company and asked them to reveal the data trail left by a particular customer of a partic-

ular VPN—this is an impractical process, created out of India's own handling of cross-border data trails so far," he said.

India stands at a disadvantage because of the lack of "any fluid and accessible data transfer treaties"

India's probe currently covers a multi-ministerial effort to identify perpetrators.

An email sent to the ministry seeking a comment on the matter remained unanswered until press

time. Queries sent by *Mint* to the embassies of France and Germany in India did not immediately receive responses.

Stakeholders and lawyers

said cross-border data regulations present complications in the absence of clearly defined laws between the EU and India.

A senior lawyer who was consulted on the development of India's Digital Personal Data Protection (DPDP) Act, 2023, said, "National security concerns typically involve more stringent and clearly laid-down laws. If the situation was reversed, India may also deny any foreign party access to personal data in India unless there were clear warrants pinpointing at perpetrators in case of legitimate national security concerns."

However, others said that given India and Europe's strong bilateral equations, a resolution should be sought.

"India and Europe have historically had strong bilateral cooperation on law enforcement, counter-terrorism practices and more—these relations must be leveraged further for the EU to aid India in a case of national security," said Kazim Rizvi, founding director of policy think-tank The Dialogue, which also advised the ministry on data privacy and cross-border data transfer issues.

For an extended version of this story, go to [livemint.com](https://www.livemint.com).



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MILLENNIUM POST

KOLKATA

13 NOVEMBER 2024

AI Express to reconfigure planes with business class seats from April 2025

NEW DELHI: Air India Express plans to start reconfiguration of planes having business class seats from April 2025, as the airline focuses on operating narrow-body planes with only economy class seats, according to a senior official.

The Tata Group-owned airline that merged AIX Connect with itself on October 1, has rationalised its network and currently has an operational fleet of 90 planes, including over 30 aircraft with dual-class seats.

Amid supply chain woes impacting fresh aircraft deliveries, the airline has, so far, inducted 35 white-tail Boeing 737-8 planes. Their count will rise to 50 in the coming months.

Many of these white-tail aircraft have varying numbers of business-class seats.



Generally, white-tail planes are those that were originally manufactured for a particular airline and later taken by another airline.

The senior airline official said it will start reconfiguration of the aircraft having business class from April onwards.

The carrier wants to offer only economy class seats, the official added.

Currently, the carrier offers economy and business class seats.

PTI

SIA TO INVEST ADDITIONAL RS 3,195 CR IN INTEGRATED ENTITY

Tatas dreams: Air India-Vistara merger creates integrated airline

Enlarged Air India will operate over 5,600 weekly flights, connecting more than 90 domestic & int'l destinations with a fleet of 210 aircraft

OUR CORRESPONDENT

NEW DELHI: Marking a significant consolidation in the fast-growing Indian aviation space, Air India on Tuesday completed the Vistara merger to create an integrated airline, partly owned by Singapore Airlines, that will be flying over 1,20,000 passengers daily and connect more than 90 destinations.

The completion of the much-awaited amalgamation, which was announced in November 2022, comes within six weeks of the integration of Air India Express and AIX Connect. The two mergers have created a full service carrier and a low-cost carrier of scale for the Tata Group, which is seeking to establish a "world class global aviation company with an Indian heart".

Earlier in the day, the nearly 10-year-old Vistara — a joint venture between Tatas and Singapore Airlines — flew into the sunset and its last flight was from Delhi to Singapore.

As part of the merger, Singapore Airlines (SIA) will invest an additional Rs 3,194.5 crore in the enlarged entity.



The new entity will fly over 1,20,000 passengers every day and offers connectivity to over 800 destinations through more than 75 codeshare and interline partners

The enlarged Air India will operate over 5,600 weekly flights, connecting more than 90 domestic and international destinations with a fleet of 210 aircraft, according to an Air India release.

Also, the new entity will fly over 1,20,000 passengers every day and offers an extended worldwide connectivity to over 800 destinations through more

Highlights

- » Air India is now the country's largest international carrier and the second-largest domestic carrier
- » 'Post-merger, Air India Group operates a combined fleet of 300 planes covering 48 international & 55 domestic destinations, with 312 routes and 8,300 flights per week'
- » 'The collective staff strength stands at over 30,000,' the release said

than 75 codeshare and interline partners.

It is now the country's largest international carrier and the second-largest domestic carrier.

"Post-merger, Air India Group operates a combined fleet of 300 aircraft covering 55 domestic and 48 international destinations, with 312 routes and 8,300 flights per week. The collective staff strength stands

at over 30,000," the release said.

While the Vistara flight code 'UK' has faded away, the airline's flights will have the code starting with the prefix 'AI2' to help customers choose at the time of booking as Vistara was well regarded for its services whereas Air India, which is in the transformation phase, has been grappling with some service issues.

"The merger of Air India and Vistara completes the consolidation and restructuring phase of the Air India Group's post-privatisation transformation journey, and is thus a significant milestone. Over the past two years, teams across the four airlines have worked closely together and with other stakeholders to ensure that the transition of people, assets, operations and, most importantly, customers, was as seamless as possible," Air India Managing Director and Chief Executive Officer Campbell Wilson said.

The iconic 'Maharaja,' once synonymous with Air India for a long time, will remain in a different form in the merged entity. Around 4.5 million Club Vistara frequent flyer accounts have been transferred to Air India's flying returns programme,

which has been renamed as 'Maharaja Club'.

Amongst many other aspects, Air India said more than 4,000 vendor contracts have been consolidated and 2,70,000 customer bookings migrated. UK115 flight from Delhi to Singapore was the last flight of Vistara with the code 'UK' while UK986 from Mumbai to Delhi was the carrier's last domestic flight.

Starting a new chapter, the merged entity operated its first flight with the code 'AI2286' from Doha to Mumbai.

In the domestic sector, the integrated entity's first flight AI2984 took off from Mumbai to Delhi. All the four flights landed at their respective destinations early in the morning on Tuesday.

The Air India-Vistara merger also marks the second major airline industry consolidation in the country after 2006-2007. Now, Air India is the lone full service Indian carrier.

In 2006-07, Indian Airlines merged with Air India and Air Sahara merged with Jet Airways. During the same period, Air Deccan was amalgamated with Kingfisher Airlines.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

13 NOVEMBER 2024

IndiGo seeks extension of Boeing 777 lease amid rising international demand

PTI ■ NEW DELHI

Union Finance Minister
IndiGo is working with the civil aviation ministry to explore the possibility of extending the wet lease of wide-body Boeing 777 planes from Turkish Airlines, as the existing lease period is ending this week.

Currently, IndiGo is operating two wet-leased Boeing 777 planes for flights from Delhi and Mumbai to Istanbul. These are also the only two wide-body aircraft that are in the fleet of the airline, which is India's largest carrier with a domestic market share of over 62 per cent.

These aircraft were wet-leased to cater to the rising demand for international travel from

India.

IndiGo started operating its first wide-body Boeing 777 aircraft on the Delhi-Istanbul route from February 1, 2023, and began operating the Boeing 777 plane on the Mumbai-Istanbul route from May 17, 2023.

Sources in the know said the airline has not received an extension for continuing with the wet lease of the aircraft.

When contacted, an IndiGo spokesperson on Monday told PTI that the airline is "working with the ministry to explore solutions to extend the wet lease as our AOG (Aircraft On Ground) related capacity constraints, while improving, are not entirely behind us".

The two Boeing 777 planes will be operated by IndiGo till



November 14 for the flights from Delhi and Mumbai to Istanbul.

From November 15, the airline will be deploying A321 aircraft for operating these flights, according to information available on

flight tracking website Flightradar24.Com.

Wet lease of an aircraft by an Indian carrier involves the leasing of foreign aircraft, along with crew, maintenance and insurance.

The plane is also under the

operational control of the foreign operator (lessor) and subject to regulatory requirements of the foreign civil aviation authority concerned.

The safety oversight of such operations is also under the purview of the foreign authority concerned, and the role of Indian carriers is limited to commercial aspects of operations.

While announcing the induction of the second Boeing 777 plane into its fleet in May 2023, IndiGo CEO Pieter Elbers said the new aircraft will not only increase capacity on the route but also help keep the fares affordable. The Boeing 777 aircraft has a seating capacity of 400 passengers in a dual-class configuration with 24

business and 376 economy class seats, the airline said.

In the wake of Pratt & Whitney engine issues, the airline has grounded many aircraft, impacting its capacity.

Last month, IndiGo, which also became India's first airline to have more than 400 aircraft, said the number of grounded aircraft has reduced to the high 60s from the mid-70s and will further come down to the sub-60 level by the year-end.

At the end of September, the carrier had a fleet of 410 planes.

As part of expanding its international network to long-haul destinations, IndiGo, in May this year, placed a firm order for 30 Airbus A350-900 aircraft.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

13 NOVEMBER 2024

Vistara flies final journey as it merges with Air India

PTI ■ NEW DELHI

After operating for nearly 10 years, full service carrier Vistara flew into the sunset on Tuesday early morning operating its last flight from the national capital to Singapore.

Vistara a joint venture between Tata and Singapore Airlines has now merged with Air India, creating an enlarged entity that is now the country's largest international carrier and second-largest domestic carrier.

UK115 flight from Delhi to Singapore was the last flight of Vistara with the code 'UK' while UK986 from Mumbai to Delhi was the carrier's last domestic flight.

Starting a new chapter in India's fast-growing civil aviation space, the merged entity operated its first flight with the code 'AI2286' from



Doha to Mumbai.

In the domestic sector, the integrated entity's first flight AI2984 took off from Mumbai to Delhi.

All the four flights landed at their respective destinations early in the morning on Tuesday, according to information available on the flight tracking website

Flightradar24.Com.

According to an official, the two airlines have been merged, passengers are being issued Air India boarding passes and check-in counters of Vistara at airports have become that of Air India.

The code 'AI2XXX' is being used for Vistara flights that are being operated by Air

India post the merger to help passengers identify the Vistara flight at the time of booking.

On Monday, an official said the integrated entity will be operating services on 103 domestic and 71 international routes. With the merger, first announced in November 2022, Singapore

Airlines will have a 25.1 per cent stake in the integrated entity, which will operate more than 5,500 weekly flights on local and international routes.

A formal announcement about the merger is expected later in the day.

ata Group has led the consolidation wave in Indian aviation with two major mergers in less than two months AIX Connect was integrated with Air India Express on October 1 and now the merger of Vistara with Air India.

Air India, Vistara and AIX Connect together had a domestic market share of little over 29 per cent in September, as per latest official data. Together, the Air India group has an operational fleet of 298 aircraft around 208 with Air India and about 90 with Air India Express.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

13 NOVEMBER 2024

Vistara Airlines' last flight takes off from Odisha

STATESMAN NEWS SERVICE
NEW DELHI, 12 NOVEMBER

The last flight of Vistara Airlines from Odisha took off for Delhi on Monday night. This marked the end of the airline's operations from the state ahead of its merger with Air India.

Vistara's UK 782 departed from Odisha's Biju Patnaik International Airport at 8.30 pm, and landed at Delhi's Indira Gandhi International (IGI) Airport at 10.55 pm.

In a post on social media platform X, Vistara thanked passengers for their continued support.

"Thank you for being part of this unforgettable journey and showering us with your

#VistaraLove. We will forever cherish these memories. Please follow @airindia for all the latest updates," it said.

To ensure a seamless transition for customers, the airlines have made comprehensive arrangements on the ground.

Post this merger, Vistara flights will be operated by Air India and identified by a special four-digit Air India code starting with the digit 2.

Vistara's routes and schedules will remain unchanged, and the in-flight experience, including products and services, will continue to be offered by the same crew.

In order to facilitate the

transition, Air India has allocated additional resources across various touchpoints in India. The airline is also collaborating with partner airports to facilitate the transition.

Measures include help desk kiosks at curbside areas before terminal entry in hub and metro city airports.

Among other measures, Vistara's airport ticketing offices and check-in terminals will progressively transition to Air India.

Further, advisory notices will be displayed on self-service kiosks, guiding passengers to select Air India for check-in for Vistara flights under the AI2 code starting November 12.

A 45-DAY EXERCISE WITH 1,400-PLUS TRAP CAMERAS



Trap camera images of tigers in the Sunderbans

Annual tiger count set to start in Sunderbans

DEBRAJ MITRA

Calcutta: A fortnight from now, more than 1,400 cameras will be installed at strategic locations across the Sunderbans forest to capture images of its apex predator.

The trap cameras will be in place for around 45 days as part of the annual tiger estimation exercise in the world's largest mangrove habitat for the big cat.

The annual exercise is conducted by the forest departments of the states that have tigers in the wild. The national tiger census, a quadrennial exercise, is conducted by the National Tiger Conservation Authority, which functions under the Union government.

This is the first time the cameras will be placed simultaneously in the Sundarban Tiger Reserve (STR) and the South 24-Parganas forest division. Usually, the cameras are placed in a phased manner.

"The exercise begins on November 21. Usually, we used to keep the cameras for around 30 days. This year, the cameras will be in the forests for 45 days to capture as many images as possible.... We are expecting to complete the installation

of the cameras by November 26. They will remain in place till the first week of January," said Justin Jones, deputy field director, STR.

In total, 1,444 all-weather night-vision cameras will be placed in 722 strategic locations called grids — each 2sqkm grid will have a pair of cameras placed in opposite directions.

The Sunderbans is spread across 10,000sqkm, a little above 4,000sqkm of which is in India.

The Indian Sunderbans is split between the STR and the South 24-Parganas forest division.

"The camera images will be analysed with the help of a software to get to a number. After that, the number will be cross-verified by ocular (visual) estimation," said Jones.

The final report of the last national count, "Status of Tigers 2022", was released by the National Tiger Conservation Authority on July 29 (International Tiger Day) 2023. The exercise had pegged the number of tigers in India and the Sunderbans at 3,682 and 101, respectively.

In 2020-21, the state-level exercise pegged the number of tigers at 96 in the Sunderbans, the world's

only mangrove tiger habitat.

But after that, the state forest department stopped formally releasing the results of the annual count.

"The count is for internal analysis. The authoritative figures are only released by the NTCA. We can do ocular estimation but the clear estimation protocols are established by the NTCA. That is the accepted standard for any estimation. The main objective of this annual estimation is to gauge the impact of the tiger protection and habitat management steps we have been taking," said an official at Aranya Bhavan, the state forest department headquarters.

But sources in the department said the number should be more than 105. The estimation excludes cubs. Only tigers more than a year old are included in the count.

"The annual state-level exercise is just an estimate of the tigers based on the findings of the trap cameras. In comparison, the national count is a much bigger and more detailed exercise," said Nilanjan Mallick, director of the Sundarban Biosphere Reserve, which includes the STR and the South 24-Parganas division.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

13 NOVEMBER 2024

Dogfight to erupt as Vistara folds

OUR SPECIAL CORRESPONDENT

New Delhi: The battle for the skies heats up this week as Vistara undertakes its final flight on Monday before its merger with Air India, while rival IndiGo prepares to launch its business class service on Thursday.

Vistara's last domestic service, Flight UK986, will depart from Mumbai to Delhi at 10:50pm, while its final international flight, UK115, will leave New Delhi for Singapore at 11:45pm, both on November 11.

"Thank you for being part of this unforgettable journey and showering us with your #VistaraLove. We will forever cherish these memories. Please follow @airindia for all the latest updates," Vistara said in a post on X.

Founded in 2015, Vistara

quickly rose to prominence in India's premium travel segment, filling a gap left by Jet Airways' 2019 collapse.

Backed by Singapore Airlines, the carrier introduced flatbed seats and premium economy cabins, setting new standards for service and earning a loyal following among business travelers.

Its discontinuation has left flyers disheartened despite assurances from Air India that it will maintain Vistara's service quality.

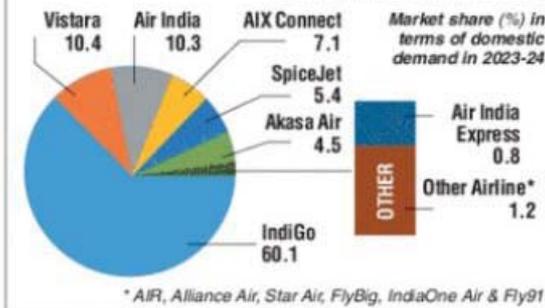
In the first month after the merger, Air India expects to accommodate 115,000 pre-booked Vistara passengers.

Some 270,000 Vistara customers have already transitioned to Air India's booking system, while 4.5 million members of Vistara's Club are being moved to Air India's newly rebranded 'Maharaja Club'.

INDIGO TO LAUNCH BUSINESS CLASS

Airline	Fleet	FY24 revenue in ₹ crore
IndiGo	382	68904
Vistara	70	15191
Air India*	230	51365

*Includes Air India Express 90 aircraft



* AIJ, Alliance Air, Star Air, FlyBig, IndiaOne Air & Fly91

Vistara's existing routes, schedules, in-flight products, services and crew members remain unchanged, maintain-

ing service continuity for passengers.

Air India has outlined detailed integration plans, in-

cluding renumbering Vistara flights with new four-digit codes starting with "2," integrating airport ticketing services and implementing customer support kiosks across major airports to ensure continuity and service ease. The merger also grants Singapore Airlines a 25.1 per cent stake in Air India.

Air India's CEO Campbell Wilson said Vistara's premium offerings will persist under Air India's management, highlighting collaborative efforts to ensure "seamless transition" for passengers and staff.

Meanwhile, IndiGo is set to roll out its business class, branded IndiGoStretch, on select Delhi-Mumbai routes starting Thursday, with plans to expand to 12 destinations.

Ticket prices will be approximately 30 per cent lower than Air India's business class, making a Delhi-Mumbai

journey cost around ₹26,000. IndiGoStretch will offer coupe-style seating, premium meals curated by Oberoi Flight Services and features such as a six-way adjustable headrest, a 38-inch seat pitch and additional baggage allowances.

IndiGo's move has been met with scepticism from some aviation analysts, who argue the product may not meet expectations for a premium service.

"IndiGoStretch is best described as 'budget-elite' rather than premium," said analyst Mark Martin, suggesting the airline's efforts to position itself in the premium market might prove challenging.

IndiGo CEO Pieter Elbers said all Delhi-Mumbai flights will operate on IndiGoStretch by January 2025, with the service expanded to Bengaluru and Chennai by March.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

14 NOVEMBER 2024

Late winter, early low visibility: DGCA may prepone its annual 'fog window'

Saurabh.Sinha
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New Delhi: This is the ultimate irony. This delayed winter, airlines may be required to deploy aircraft that are equipped to land in low visibility, along with pilots trained to operate in those conditions, earlier than ever before for morning and night flights to Delhi.

DGCA's "traditional" fog window has been Dec 10 to Feb 10, when airlines are supposed to do so. However, with low visibility affecting flights so early in winter, possibly for the first time ever, that traditional window is likely to be preponed this year, say sources.

"The regulator is closely watching the situation. They are seeing whether the ongo-

ing smog-induced low visibility trend continues in Delhi or is a one-off event. If low visibility continues, airlines will be asked to prepone deploying CAT-III equipped aircraft for flights to Delhi with pilots trained to land in dense fog. As of now, it seems likely that the window will be preponed," said a senior official.

Unlike last winter, when Delhi Airport could handle CAT IIIB on only one end of one of its runways, this time three of IGIA's four airstrips have the required instrument landing system up and running. "For the past few days, Delhi was seeing eastern winds, due to which landings were happening from the Dwarka side and takeoffs towards Vasant Vihar. Now Delhi is getting westerlies, which,

along with other factors like a dip in temperature, increased humidity, pollutant levels, and still winds, led to low visibility on Wednesday. This, in turn, led to diversions for arrivals and delays for departures as early as Nov 13. Five ends of IGIA's three runways are CAT III-enabled, and airport & ATC-wise are ready," said a highly experienced air traffic controller.

While the runways are ready, this winter, the crunch at IGIA is on the terminal side, with T1 operating at barely 20% capacity and T3 handling more than its capacity, leading to long queues at all touchpoints — entry, check-in, security, and immigration — on peak travel days. For the past few days, domestic travel across India is at all-time highs, hove-

ring close to the 5-lakh-in-a-day-passengers mark.

The pillar collapse at T1 happened almost six months back, on June 28. Its repair, allowing the terminal to be utilised fully, is yet to begin. DIAL has proposed to complete terminal 1 interior restoration by Jan and the external side by next March. However, Union aviation ministry is yet to decide the restoration work's timeline, so work has not even started. Unlike two-month-long summer breaks, peak winter holiday travel happens within a fortnight in the second fortnight of Dec. "Given the terminal situation at IGIA, we once again fear seeing the congestion witnessed here in the winter of 2022-23 this time," say officials across airlines.