



Corporate Communications Directorate

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PATNA

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Russian firm to build Bihta airport in Bihar, reveals CM Nitish's office

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PATNA: The Airports Authority of India (AAI) has issued the work order to a Russian company for the construction of the much-awaited airport at Bihta in Patna, said a press release issued by the Bihar chief minister's office here on Saturday.

The Bihar government had earlier given 108 acres land to the AAI for the construction of the terminal building while agreeing to the development of the Bihta airport as a brownfield project, in addition to the capacity addition at Patna airport, which was 15 km (approx) apart.

The project, expected to be

completed by 2027, would be built at Rs 459.99 crore (excluding GST), which was 30.92% less than the earlier estimated cost of Rs 665.85 crore, said the release. As much as Rs 438 crore would be spent on construction and Rs 21.99 crore on operation and maintenance.

The project envisions the construction of a new integrated terminal building, utility building, elevated road and building a comprehensive airport system at Bihta. The technical bid was opened on November 21, 2024 and the financial bid on December 20, 2024 through the central public procurement portal.

The AAI has directed the Russian firm to submit proposals of

at least three design consultants within 10 days. The final design for the interior of the terminal building will be selected after technical evaluation of these proposals.

The Bihta airport was being constructed to reduce the increasing passenger pressure at Patna airport. The construction of this new terminal will strengthen air connectivity in Patna and surrounding areas, giving a new dimension to the economic and industrial progress of Bihar. The airport will have the capacity to handle 3,000 passengers at a time and 10 parking bays for the parking of A-321, B-737-800, A-320 type aircraft will be built.



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THE STATESMAN

KOLKATA

16 FEBRUARY 2025

AAI organises workshop on infra projects



A two days' workshop on major infrastructure projects at AAI airports, was being organised by Airports Authority of India from 14 to 15 February in New Delhi. Rammohan Naidu Kinjarapu, Union Minister of Civil Aviation in the august presence of Murlidhar Mohol, Union Minister of State for Civil Aviation and Cooperation presided over the opening ceremony of the workshop. Vumlunmang Vualnam, Secretary, Ministry of Civil Aviation, Vipin Kumar, chairman, Airports Authority of India, and senior officials from MoCA, AAI, DGCA, BCAS, and other distinguished stakeholders & industry partners were also present on the occasion. Murlidhar Mohol said, "AAI remains a cornerstone in achieving the government of India's ambitious vision of Viksit Bharat @2047, shaping the trajectory of India's aviation landscape for years to come."



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AMAR UJALA

DELHI

17 FEBRUARY 2025

एयरपोर्ट की सुरक्षा के लिए दक्ष हो रहे 131 पुलिसकर्मी

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट को अप्रैल-2025 तक शुरू करने की तैयारियां जोरों पर हैं। एयरपोर्ट पर सुरक्षा और आव्रजन (अपना स्थान छोड़कर दूसरी जगह जाना) सेवाएं सुचारु रूप से संचालित करने के लिए 131 पुलिसकर्मियों को लखनऊ में प्रशिक्षण दिया जा रहा है। एयरपोर्ट की सुरक्षा की जिम्मेदारी केंद्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) की पास होगी, जो एयरपोर्ट के प्रथम घेरे की सुरक्षा को संभालेगी। एयरपोर्ट की स्वयं की निजी सुरक्षा दूसरे घेरे में होगी। तीसरे घेरे में पुलिस सुरक्षा होगी। एयरपोर्ट सुरक्षाकर्मियों और सीआईएसएफ के पास प्रोटोकाल, भारतीय न्याय संहिता, भारतीय नागरिक सुरक्षा संहिता, भारतीय साक्ष्य अधिनियम के तहत कार्रवाई का अधिकार न होने के कारण पुलिस की तैनाती की जा रही है। एयरपोर्ट की मुख्य आंतरिक सुरक्षा के लिए गृह मंत्रालय ने सीआईएसएफ जवानों के 1030 पदों को दिसंबर में ही स्वीकृति दी थी। पुलिस ने इसके लिए एयरपोर्ट के अंदर दो थाने बनाने का भी फैसला किया गया है, जिस पर विदेशी यात्रियों और वीवीआईपी सुरक्षा की जिम्मेदारी होगी। एयरपोर्ट की सुरक्षा को अंतरराष्ट्रीय, घरेलू और प्रोटोकाल में बांटा गया है। ब्यूरो



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BUSINESS LINE

DELHI

17 FEBRUARY 2025

Bengaluru airport ahead of Chennai in international passenger traffic

TE Raja Simhan
Chennai

Bengaluru airport continues to be ahead of Chennai airport in terms of international passenger handling since October, according to Airports Authority of India (AAI) data. January numbers are yet to be released.

AAI data also show that in December 2024, Chennai had 3,397 international air-

craft movement as against 3,291 in December 2023 — up 106 flights. In comparison, Bengaluru had 3,200 in December 2024 as against 2,497 a year ago — up 703 flights. The AAI-controlled Chennai airport is losing out to the private-run Kempegowda International Airport, Bengaluru, due to a lack of international connectivity. A lot of business travellers from Chennai are transiting via Bengaluru for better connectivity, said a source.

According to Jagannarayan Padmanabhan, Senior Director at CRISIL, factors like better airport infrastructure, higher number of wide-bodied aircraft operations and coverage of more destinations and countries by Bengaluru airport contributed to the gap.

In October, Bengaluru airport handled 4.9 lakh international passengers, a 24.3 per cent on-year rise, surpassing Chennai's 4.5 lakh, even though Chennai led from April to October 2024 (33.6 lakh vs Bengaluru's 31.7 lakh), he said. Chennai airport had the smallest parcel of land (1,300 acres) compared to Delhi (5,100 acres), Hyderabad (5,500 acres) and Bengaluru (4,008 acres), Tamil Nadu Finance Minister Thangam Thennarasu told journalists recently.

Thus, the proposed greenfield airport at Parandur is indispensable for economic, industrial and trade development as the current one cannot handle the estimated eight crore passengers annually in the next decade, Thennarasu said.

आईआईटी की विशेषज्ञ समिति ने कहा. . .

टर्मिनल 1 हादसे के लिए अकेले बारिश ही जिम्मेदार नहीं



फाइल फोटो

दीपक पटेल

नई दिल्ली, 16 फरवरी

दिल्ली हवाई अड्डे पर पिछले साल 28 जून को भारी बारिश के बीच टर्मिनल 1 की छत ढहने के मामले की जांच करने वाली विशेषज्ञ समिति की रिपोर्ट के अनुसार दोषपूर्ण डिजाइन, घटिया निर्माण कार्य, उचित रखरखाव नहीं होने तथा डिजाइन और निर्माण के बीच बड़ी विसंगतियां हादसे का प्रमुख कारण हो सकती हैं। इस घटना में ओला कैब के ड्राइवर रमेश कुमार की मौत हो गई थी और 8 लोग घायल हुए थे। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने मामले की जांच के लिए यह समिति गठित की थी।

हवाई अड्डे का संचालन करने वाली दिल्ली इंटरनैशनल एयरपोर्ट (डायल) ने रिपोर्ट को ‘गलत’ बताते हुए खारिज कर दिया और दावा किया कि इसमें अनुभवजन्य डेटा या पूर्ण दस्तावेजीकरण के बजाय ‘संभावना, परिकल्पना और अनुमान’ के आधार पर निष्कर्ष निकाला गया है। हालांकि डायल ने कहा कि उसने जांच के दौरान समिति को ‘सभी दस्तावेज’ उपलब्ध नहीं कराए थे।

डायल ने छत ढहने का एकमात्र कारण लगातार बारिश बताई थी। इस इलाके में 1936 के बाद उस दिन सबसे अधिक बारिश हुई थी। कंपनी का कहना था कि छत पर ज्यादा पानी जमा होने के कारण वह जिस ढांचे पर टिका था वह उतना वजन सह नहीं पाया और गिर गया।

भारतीय प्रौद्योगिकी संस्थान, दिल्ली और आईआईटी जम्मू के सिविल इंजीनियरिंग में प्रोफेसर दीप्ति रंजन साहु, केपन झा और दीपक यादव की तीन सदस्यों वाली समिति ने 1 अक्टूबर, 2024 को अपनी रिपोर्ट सौंपी थी। इसके दो हफ्ते बाद भारतीय विमानपत्तन प्राधिकरण (एएआई) ने डायल को कारण बताओ नोटिस जारी किया था दो सप्ताह बाद एएआई ने ‘गंभीर और अपरिहार्य चूक’ का हवाला

समिति की रिपोर्ट

■ **रिपोर्ट में दोषपूर्ण डिजाइन, घटिया निर्माण कार्य, उचित रखरखाव का अभाव की कही बात**

■ **दिल्ली इंटरनैशनल एयरपोर्ट ने रिपोर्ट के निष्कर्षों को गलत बताया**

देते हुए डायल को कारण बताओ नोटिस जारी किया था। डायल ने 10 दिसंबर, 2024 को इसका जवाब दिया था और 4 फरवरी, 2025 को इस बारे में और स्पष्टीकरण दिया। सूत्रों के अनुसार नागरिक उड्डयन मंत्रालय कें अंतर्गत आने वाले एएआई ने अभी तक इस मामले पर अंतिम निर्णय नहीं लिया है।

बिज्ञनेस स्टैंडर्ड ने इस मामले से संबंधित विभिन्न दस्तावेज देखे हैं। इस मामले में जानकारी के लिए डीजीसीए, आईआईटी दिल्ली और नागरिक उड्डयन मंत्रालय को ईमेल भेजा गया मगर जवाब नहीं आया।

प्राथमिक कारण

विशेषज्ञ समिति ने डिजाइन में बड़ी त्रुटि की पहचान की। इसमें शैतिज बीम को फ्लेयर कॉलम के शीर्ष पर होना चाहिए था मगर इसे बीच में लगाया गया था, जिससे बल वितरण में परिवर्तन हुआ और वे ल्डिंग किए गए जोड़ों पर दबाव पड़ा। इसके अलावा वेल्डिंग को 60 मिलीमीटर की गहराई तक होना चाहिए था जबकि इसे 40 मिलीमीटर तक ही किया गया था। रिपोर्ट में कहा गया है कि उपर्युक्त विश्लेषण से यह निष्कर्ष निकाला जा सकता है कि मुख्य रूप से कॉलम के शैतिज बीम के जोड़ की वेल्डिंग अच्छी तरह से नहीं की गई थी और छत ढहने का यह एक प्रमुख कारण हो सकता है। गिरे हुए छत की तस्वीरों को देखने से भी पता चलता है कि वेल्डिंग सही तरीके से नहीं की गई थी।

(शेष पृष्ठ 12 पर)

टर्मिनल 1 हादसे के लिए अकेले बारिश ही जिम्मेदार नहीं

पृष्ठ 1 का शेष

भारी बारिश और जल जमाव के कारण लोड और बढ़ गया, जिससे इसके गिरने की आशंका और बढ़ गई। हालांकि डायल ने 12 दिसंबर को दिए अपने जवाब में इन निष्कर्षों को खारिज करते हुए कहा था कि समिति ने गलत अनुमान लगाया कि ढांचे में निम्न श्रेणी के स्टील (एफई 410) का उपयोग किया गया था, वेल्डिंग साइट पर ही की गई थी और वेल्डिंग की गहराई केवल 40 मिलीमीटर थी। डायल ने दावा किया कि इसमें उच्च श्रेणी (एफई 490) के स्टील का उपयोग किया था और वेल्डिंग भी उचित तरीके से किया था और ढांचा ज्यादा भार सहने में सक्षम था। ऑपरेंटर ने दावा किया कि समिति के निष्कर्ष अविश्वसनीय हैं क्योंकि वे परीक्षण रिपोर्ट के बजाय दुर्घटना स्थल के मुआयना पर आधारित हैं। डायल ने राष्ट्रीय भवन संहिता के अनुपालन और नियमित मॉनिस्न पूर्व रखरखाव का हवाला देते हुए जलभराव से लोड प्रभावित होने के दावों को भी खारिज कर दिया। साक्ष्य के तौर पर उसने अप्रैल-जून 2024 के दौरान छत की सफाई की तस्वीरें भी मुहैया कराईं।

दस्तावेज नदारद

विशेषज्ञ समिति ने अपनी गणना में एफई 410 स्टील के उपयोग की बात कही है क्योंकि डायल पूरी डिजाइन की ड्राइंग उपलब्ध कराने में विफल रही। रिपोर्ट सौंप

जाने के दो महीने बाद डायल ने एएआई के समक्ष स्वीकार किया कि 2007 से 2009 के बीच डिजाइन में किए गए कुछ बदलाव सहित महत्वपूर्ण दस्तावेज जांच के दौरान समिति को उपलब्ध नहीं कराया जा सका था। डायल को बाद में वह दस्तावेज मिला जिससे पता चलता है कि इसमें एफई 490 स्टील का उपयोग किया गया था। डायल ने तर्क दिया कि अपूर्ण जानकारी के कारण समिति के निष्कर्ष त्रुटिपूर्ण थे। डायल ने दस्तावेज उपलब्ध नहीं होने का कारण निर्माण कार्य के लंबे समय को बताया। उसने कहा कि 15 साल पुराने कुछ अभिलेख ‘आसानी से पता लगाने योग्य’ नहीं हैं। समिति ने रिपोर्ट में संरचना का विश्लेषण मॉडल (स्टैंड मॉडल) और आर-वैल्यू की गणना संबंधी

दस्तावेज जो भूकंप-रोधी डिजाइन के लिए आवश्यक होते हैं आदि के भी रिकॉर्ड उपलब्ध नहीं होने की बात कही है। इन रिकार्ड के अभाव से यह चिंता पैदा हुई कि इसमें प्रमुख सुरक्षा कारकों पर विचार किया गया था या नहीं। स्टैंड मॉडल के उपलब्ध नहीं होने के संबंध में बिज्ञनेस स्टैंडर्ड द्वारा पूछे जाने पर डायल के प्रवक्ता ने कहा कि समिति को समीक्षा के लिए 100 से ज्यादा ड्राइंग और डिजाइन रिपोर्ट मुहैया कराए गए थे। उन्होंने कहा कि स्टैंड मॉडल गायब होने की बात ‘गलत’ है।

घटिया निर्माण कार्य
समिति ने डिजाइन की ड्राइंग और वास्तविक निर्माण के बीच अन्य महत्त्वपूर्ण विसंगतियां पाईं। पर्लिन (छत को सहारा देने वाले बीम) को सीधे ट्रस के शीर्ष बार पर टिकाया जाना चाहिए था लेकिन उन्हें दो पतली वेल्ड किए गए प्लेटों द्वारा सहारा दिया गया था। इसमें पाया गया कि इन संशोधनों को न तो ‘निर्मित’ ड्राइंग में अद्यतन किया गया था और न ही संरचनात्मक विश्लेषण के माध्यम से इन्हें

दोषपूर्ण डिजाइन

रिपोर्ट के अनुसार भारतीय मानक ब्यूरो ने



वर्षों जल संचयन को भी ध्यान में रखने का आदेश दिया था लेकिन डिजाइन में इस महत्वपूर्ण भार कारक पर ध्यान नहीं दिया गया जिससे संरचना पर दबाव का संभावित रूप से कम आकलन किया गया। डायल ने इस दावे का खंडन करते हुए कहा कि भारतीय मानक ब्यूरो तिरछी छतों के लिए लाइव लोड रिडक्शन की अनुमति देता है। इसने दावा किया कि 0.75 केपीए पर भी संरचना दबाव झेलने में सक्षम थी।

मान्य किया गया था। इसके अलावा खराब निर्माण, उच्च-तनाव बिंदुओं पर गलत तरीके से पर्लिन जोड़ आदि शामिल थे।

जब बिज्ञनेस स्टैंडर्ड ने इन निष्कर्षों के बारे में पूछा तो डायल ने कहा कि डिजाइन और वेल्डिंग का कार्य एक विशेषज्ञ स्टील एंजेंसी, जियोडेसिक टेकिनक्स द्वारा किया गया था, जिसके पास आईएसओ 9001 प्रमाणन है। डायल ने यह भी बताया कि एनएबीएल-मान्यता प्राप्त प्रयोगशाला परीक्षणों से पता चला है कि वेल्ड की गुणवत्ता संतोषजनक थी, जो विशेषज्ञ समिति के निष्कर्षों का खंडन करता है।

रखरखाव में खामी

समिति ने ढहे ढांचे की तस्वीरों में जंग लगे वेल्ड को देखा, जिससे पता चला कि इसका सही तरीके से रखरखाव नहीं किया गया था। हालांकि डायल ने दावा किया कि मॉनिस्न से पहले रखरखाव-मरम्मत का काम किया गया था। समिति ने कहा कि ढहे हिस्से में

अग्निरोधी पेंट और जंग रोधी उपाय नहीं किए गए थे। डायल ने कहा कि जो जंग दिख रही है, वह संभवतः केवल ‘सतही’ है जो ऑक्सीकरण की वजह से हुआ है। उसने एनएबीएल-मान्यता प्राप्त प्रयोगशाला द्वारा किए गए परीक्षणों का हवाला दिया, जिसमें किसी भी प्रकार की सामग्री कमजोर नहीं पाई गई। यह भी तर्क दिया गया कि राष्ट्रीय भवन संहिता और राष्ट्रीय अग्नि सुरक्षा एस्सोसिएशन के मानदंडों के अनुसार अग्नि सुरक्षा कोर्टिंग्स की आवश्यकता नहीं थी।

कारण बताओ नोटिस और जवाब

एएआई के 15 अक्टूबर के कारण बताओ नोटिस में डायल को ‘गंभीर और अपरिहार्य चूक’ के लिए जिम्मेदार ठहराया है, जिसमें कहा गया है कि यह घटना ‘बिना किसी संदेह के’ ऑपरेंटर द्वारा अपने संचालन, प्रबंधन और विकास समझौते (ओएमडीए) का अनुपालन करने में विफलता को दर्शाता है। नोटिस में डायर के नेतृत्व के खिलाफ कार्रवाई की चेतावनी दी गई थी। डायल ने 12 दिसंबर को अपने जवाब में नोटिस को ‘अनुचित और गलत’ बताते हुए खारिज कर दिया और तर्क दिया कि विशेषज्ञ समिति ने कभी भी स्पष्ट रूप से ‘ अपरिहार्य चूक’ का निष्कर्ष नहीं निकाला। इसने आगे कहा कि ओएमडीए के प्रावधानों के तहत इसके वरिष्ठ प्रबंधन को उत्तरदायी नहीं ठहराया जा सकता। अब इस मामले में एएआई को निर्णय करना है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

16 FEBRUARY 2025

Airport II: Bidadi ticks right boxes but can development catch up?



Ashwin Mahesh

Social technologist and entrepreneur, founder of Mapunity and co-founder, Lithium, wakes up with hope for the city and society, goes to bed with a sigh, repeats cycle

✉ @ashwinmahesh

Kempegowda International Airport (KIA), located in the distant northeast of the Bengaluru metropolitan region, is inconvenient for residents and businesses in a significant portion of the city, particularly those in the southern suburbs. The incomplete Peripheral Ring Road is partly responsible for this, but as the city continues its sprawl outwards on Hosur Road, Sarjapura Road and Mysuru Road, KIA will continue to seem remote to millions of residents.

Those looking for a solution sometimes find hope in talk of an airport in Hosur, across the state border. Across the southern suburbs that together have more than 5 million residents, many would see that as a good option for their air travel needs. From Karnataka's viewpoint, however, this would be a loss, as it would almost certainly drag much of the regional development into areas within Tamil Nadu, rather than within our state. This lack of an airport in the west and south is not the only transit deficit.

South Bengaluru also does not have a major railway terminus. In fact, these things are part of a consistent pattern of uneven growth in different directions. While the east, north and south have experienced explosive development, the western and southwestern regions have lagged behind, creating a spatial disparity in economic opportunity and infrastructure.

What Bengaluru needs now is an integrated response to these multiple challenges – the relatively weaker growth in one half of the region, the lack of key air and rail infrastructure, and the sprawl towards borders rather than within Karnataka. The northeast is also more arid than the south-west, which means that future growth along the same lines as the past will put immense pressure on natural resources. The solution is in Bidadi.

At a distance of 32 km from the city, the town is almost exactly the same distance to the south-west of Bengaluru as KIA is to the northeast. If the second airport were to be located here, it

would provide symmetry to air travel for residents in the city region, giving them reasonable access to one of the two airports regardless of where they live.

Bidadi is also in close proximity to key highways that either already exist or are under development. The Mysuru expressway and the NICE corridor pass close to the town. STRR too is within reach, and would connect to several towns throughout southeastern Karnataka. The Bidadi railway station, close to the Mysuru expressway, is now a small station at which a limited number of trains halt. If properly integrated into the rest of the city's rail infrastructure and developed into a modern station like the one at Byappanahalli, it could easily become a terminus for train services to other parts of the country too.

During the last two decades, governments have announced plans for large-scale development around Bidadi. Not too far away is the Nadaprabhu Kempegowda Layout, the first BDA layout in a long time. A new satellite town-

ship near Harohalli was recently mooted. The proposal for a satellite township near Solur was also once spoken of. Along the NICE corridor, extensive lands were acquired to develop large new townships. Together, these developments could house up to three million residents. But these plans have all made slow progress.

By notifying these lands, the government has effectively blocked private property owners from developing them. As a result, the region has not seen growth in jobs. However, there is a baseline of factory jobs in this region. Large manufacturing companies have operations at the industrial township not far from Bidadi, and there are a few other industrial parks not too far away. On multiple counts, therefore – location within the city region, access to highways and rail lines, land for new development – the region around Bidadi is well suited for the second airport.

But beyond an airport, we must accelerate development of the stalled and slow housing plans in various layouts. An underground rail-

way station at the new airport, also served by Namma Metro, would provide multi-modal connectivity. The airport must also be connected to the Mysuru Expressway, NICE Road, and the STRR. The responsibility for these projects is scattered across agencies – BDA, BWSSB, BMRDA, BMLTA and others. The Metropolitan Planning Committee, mandated by the Constitution, remains on paper. This kind of ad hoc and fractured planning must end. By whatever method the government eventually chooses, the development envisioned here in addition to the airport must be part of a common South Bengaluru Plan.

We need a shift from tactical, short-sighted approaches to a strategic, long-term vision for Bengaluru. Our challenges are interconnected, and we therefore need a comprehensive, integrated solution. Only that will transform South Bengaluru beyond a mere name change and contribute to the region's balanced growth and prosperity.

Staffing key to smooth soaring in Indian aviation

As India's aviation sector expands, staff training and retention must be accelerated in order to support the progress

ASHWINI PHADNIS

Almost a year after the Covid-19 pandemic, the Indian aviation sector began to deliver one good news after another. Airlines not only reached pre-Covid levels of passengers, but even surpassed those numbers.

On the heels of this also came major orders for aircraft. The sector created waves globally when it ordered 1,300 aircraft. IndiGo ordered 500 Airbus A320 aircraft in June 2023. This was soon followed by Air India, which ordered 470 aircraft from Boeing and Airbus, which included 70 wide-body aircraft which could fly to Europe, Australia, Africa, US and Canada. Akasa Air also ordered aircraft, and both IndiGo and Air India added more aircraft to their earlier orders.

In another bit of good news, India is expected to add 20 new airports in the coming years. However, is all this news that good? After all, having aircraft armed with the latest technology and more airports is only one side of the story. An equally, if not more, crucial side is the workforce needed to operate these aircraft. And this is where the story changes.

Simplistically speaking, the manpower needed for running the civil aviation sector includes the cockpit crew, air traffic controllers (ATCs), engineers, cabin crew and ground staff. Let's consider these areas one by one.

First, the ATCs. The ATC Guild



Researchers estimate there will be a 5 to 10% deficit in airline staff in the near future in India. In pic, passengers board a flight at the Netaji Subhash Chandra Bose International Airport in Kolkata.

claims that there is a shortage of about 1,500 air traffic controllers in India at the moment. There are about 4,060 trained ATC members in India, while the sanctioned strength was 5,537 as of 2024. The Guild claims that hiring new ATCs is a slow process, worsened by the fact that it takes between two to three years of training for an ATC to be able to take a seat in the tower. Major metro-wise breakup requirements for ATCs are not available with the Guild.

The situation is no better when it comes to the other personnel. Earlier this month, in its Commercial Market Outlook for South Asia, Boeing forecast that the demand for pilots, cabin crew and

technicians will quadruple to 1.29 lakh by 2043 alongside commercial airplane fleet expansion. This represents the fastest growth rate in any region globally. While the outlook is for South Asia, a majority of the demand will come from India.

The Handbook of Civil Aviation Statistics 2023-24 (the latest available in the public domain on the Directorate General of Civil Aviation website) shows that the human resources of scheduled airlines stood at close to 73,000. This included 9,390 pilots and co-pilots, 19,677 cabin crew and 4,532 maintenance and overhaul personnel as of 2022-23.

► Staffing in aviation, Page 2



Corporate Communications Directorate

HINDUSTAN

DELHI

17 FEBRUARY 2025

विमानन कचरे का दोबारा प्रयोग होगा



ग्रेटर नोएडा, वरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट पर उन्नत तकनीक से विमानन कचरे का निस्तारण होगा। एयरपोर्ट का वेस्ट मैनेजमेंट सिस्टम अमेरिका, ब्रिटेन, जर्मनी और जापान के एयरपोर्ट से ज्यादा हाइटेक और प्रभावी होगा।

एयरपोर्ट पर अधिकांश वेस्ट को

नवीनतम तकनीक अपनाई जा रही

नोएडा एयरपोर्ट को ग्रीन एयरपोर्ट के रूप में विकसित किया जा रहा है। शुरुआत से ही एयरपोर्ट पर नवीनतम तकनीक और पर्यावरण अनुकूल नीति को अपनाया जा रहा है। एयरपोर्ट का वेस्ट मैनेजमेंट सिस्टम अंतरराष्ट्रीय मानकों के अनुसार ही विकसित किया जा रहा है, लेकिन यह अन्य देशों के एयरपोर्ट से ज्यादा पर्यावरण-अनुकूल और सस्टेनेबल मॉडल पर आधारित है। एयरपोर्ट की जीरो वेस्ट टू लैंडफिल नीति यानी उत्पन्न होने वाले सभी प्रकार के कचरे को पुनः उपयोग में लाना इसे अन्य एयरपोर्ट से अलग बनाती है, ताकि कचरा भूमि भराव (लैंडफिल) में कम से कम आए।

रिसाइकिल या ऊर्जा उत्पादन के लिए इस्तेमाल किया जाएगा, जिससे लैंडफिल में कचरा कम से कम जाएगा। साथ ही, इस्तेमाल हुए 80 प्रतिशत

पानी का दोबारा से इस्तेमाल होगा। प्राधिकरण के अधिकारी ने बताया कि एयरक्राफ्ट से मुख्यता तीन प्रकार का कचरा निकलता है।

Noida Airport: Authorities push for wider rds

Traffic concerns grow as Noida Airport nears completion

DIPIKA KIROLA

NOIDA: With the commencement of flight operations from the Noida International Airport under construction in Jewar, Greater Noida, vehicular traffic volume is expected to intensify. Without timely implementation of substantial measures by concerned authorities, airport-bound travellers might encounter severe congestion.

According to police, Considering the anticipated vehicular pressure, Police Commissioner Gautam Buddha Nagar Laxmi Singh has written to the Chief Executive Officer (CEO) of the Yamuna Expressway Industrial Development Authority (YEIDA) Arun Vir Singh regarding the expansion of all link roads and thoroughfares surrounding Noida International Airport and Domestic Airport.



“The existing 6-lane Yamuna Expressway traversing Jewar Airport is slated for expansion to 8 lanes. The Noida International Domestic Airport construction in Commissioner Gautam Buddha Nagar Jewar is progressing swiftly, anticipated to be operational imminently. The airport development encompasses 2 phases” said a senior police officer.

Police said that Initially, the airport shall feature two run-

ways, expanding to 5 runways in the subsequent phase.

The preliminary phase capacity is projected at 70 million, escalating to 225 million annually in the second phase.

“Airport operations shall facilitate increased movement of domestic and international travellers. Presently, diverse vehicular traffic continues to surge. The cargo terminal shall generate daily move-

ment of thousands of vehicles via numerous routes connecting Noida International and Noida Domestic Airport. The Noida Expressway currently accommodates approximately 10 lakh vehicles daily,” the officer added.

These roads and link roads serve vehicles, individuals, labourers, farmers and goods transporters from numerous districts including Noida, Greater Noida, Hapur, Bulandshahr, Aligarh and Mathura.

“The Police Commissioner indicates escalating vehicular pressure on all airport-connecting roads. Consequently, road widening is crucial for ensuring smooth traffic flow and accessibility for both locals and visitors. The matter awaits consideration following submission to the Chief Executive Officer of Yamuna Development Authority,” the officer informed.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

16 FEBRUARY 2025

Bengaluru airport to have train connectivity to city

PIONEER NEWS SERVICE ■
BENGALURU/NEW DELHI

To beat the chronic traffic problem in silicon city Bengaluru, the Indian Railways in a first of its kind has announced to connect the metropolitan to the Bengaluru Airport. Railway Minister Ashwini Vaishnaw said that, in addition to road, metro rail, and suburban railway services provided by the State government, Indian Railways will also introduce a train travel option from Kempegowda International Airport to Bengaluru city. However, he noted that a few technical challenges need to be addressed before this can be implemented and the Railway team is working on resolving



them. Addressing media, Vaishnaw said that people currently have access to Bengaluru airport via Metro Rail, road, and the suburban railway project managed by the Rail Infrastructure Development Company (Karnataka) (K-RIDE). K-RIDE, a joint venture between the Centre and the

state, is under construction and aims to enhance urban rail connectivity. "Apart from Metro Rail, road and K-RIDE, we are also creating a railway connectivity option to the airport," Vaishnaw said. He recalled that during his last visit, he travelled by train from the airport to the city.

"I realised it was a

comfortable 40 to 45-minute ride. However, there were some technical issues, particularly the need to construct a rail flyover. The team has now completed the necessary work and they presented the concept to me today. I will share it with you soon. This will bring significant relief to the people," the Minister said.

He also emphasised the importance of suburban and metro projects for Bengaluru, a city with a population of 1.5 crore. "It's a very large city, and we need to rapidly expand metro and suburban rail networks. The state and Centre must work in a synchronised manner," he pointed out.

Continued on page 6

Bengaluru airport to have train...

From page 1

Vaishnaw mentioned that during his visits, he has been reviewing the progress of the K-RIDE suburban railway project in detail. "Each time, the major challenge has been the lack of technical personnel. I will request the state government to appoint a full-time MD from the

Railway technical cadre. Without this, progress will be slow," he said.

Regarding the circular rail project around Bengaluru, he said the concept has now been finalised. "Bengaluru is connected to the city by seven railway spokes. About a year and a half ago, we introduced the idea of a circular rail network," he explained. The

Minister also addressed issues related to metro train manufacturing.

"Although this does not fall under the railway's purview, we will do our best to ensure that the people of Bengaluru get good facilities, which is the priority. We should not get into whether this falls under the state or Centre's domain," he pointed out.

MUMBAI AIRPORT SINKS TO ROCK BOTTOM WITH JUST 2.6% GROWTH IN AIR TRAFFIC

The Mumbai airport has fallen to the bottom with only 2.6 % growth in air traffic in the first three quarters of this fiscal. In the three years post the COVID pandemic in 2020, the city airport had registered the highest air traffic growth among metro airports in India. A look at air transport data from airports across India April to Dec 2024

ACROSS INDIAN AIRPORTS

- Hyderabad topped the list of metros with about **15%** growth in air traffic, followed by Bengaluru at 10%, Delhi at 6 % and Chennai and Kolkata around 5%



- Mumbai's poor air traffic growth is attributable to poor domestic flights growth of **0.2%**, international traffic growth was **9.5%**. In early 2024, the government curtailed domestic air traffic growth at Mumbai to improve the on-time performance of departure flights



Source: Airports Authority of India.



- Mumbai airport had lowest passenger traffic growth among metros at **5%**, while Delhi at about 8 %, Bengaluru **11%**, Hyderabad 15%, Chennai **5%** and Kolkata about **10%** fared better

- Airports with max growth were smaller ones like Hyderabad at **87%**, Diu **60%**, Ludhiana **90%**.

These airports handle a small volume. Like Ludhiana handled 328 flights in Apr-Dec '24, which was a big growth compared to 172 during the same period in 2023



“Mumbai airport has a constrained single runway which has stifled its air traffic growth. The Navi Mumbai airport which is scheduled to begin commercial operations this year will help reduce the demand-supply gap in air transportation for the Mumbai Metropolitan region – An airport official



Corporate Communications Directorate

BUSINESS LINE

DELHI

17 FEBRUARY 2025

Oman Air debuts all-economy aircraft

Mumbai: Oman Air has debuted its all-economy 189-seat Boeing 737 Max aircraft to Kozhikode and Lucknow to meet the high demand for travel. This will be part of the airline's sub-fleet Oman Air Connect along routes to the Indian subcontinent, Africa and within West Asia. [OOR009AAJ](#)

ePlane and ICATT sign \$1 bn deal for 788 air ambulances

SHINE JACOB

Chennai, 16 February

The ePlane Company, a pioneer in compact flying electric taxis and urban air ambulance solutions, has announced a strategic partnership with International Critical-care Air Transfer Team (ICATT), which could revolutionise emergency medical response in India.

ICATT, which provides a world-class air ambulance service in India, will procure 788 air ambulances from ePlane, ensuring rapid medical intervention across all districts in the country.

The actual commercials of the transaction shall be mutually agreed between the companies closer to the delivery dates with a total value upwards of \$1 billion, the company said in a statement.

India recorded approx-

imately 463 deaths per day in road accidents in 2022.

The overwhelming demand for faster medical transport solutions is further highlighted by the national 108 emergency helpline, which receives between 3,000 and 4,000 calls per day per state.

Through this partnership, ICATT aims to build India's most extensive air ambulance network, ensuring that no critical patient is left without access to life-saving care due to geographical barriers.

ICATT will offer its technical insights and operational expertise to ensure ePlane's aircraft meets the e-air-ambulance mission standards. This initiative seeks to significantly reduce response times for the transport of patients, organs, life saving medicines & medical equipment, particularly in rural and accident-prone areas.

Through this partnership, ICATT aims to build India's most extensive air ambulance network



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

16 FEBRUARY 2025

जयपुर-बेंगलुरु फ्लाइट नियमित हुई

जयपुर | जयपुर एयरपोर्ट से बेंगलुरु जाने वाली फ्लाइट शनिवार से नियमित संचालित हुई। जयपुर एयरपोर्ट से मिली जानकारी के अनुसार मामला इंडिगो की फ्लाइट संख्या 6ई-839 का है। फ्लाइट जयपुर से सुबह 5:40 बजे बेंगलुरु जाती है, जो शनिवार को निर्धारित शेड्यूल से संचालित हुई। गौरतलब है कि 5 फरवरी से फ्लाइट आए दिन रद्द हो रही थी।



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THE FINANCIAL EXPRESS

DELHI

17 FEBRUARY 2025

More than 29,500 registered drones in India: Official data



MORE THAN 29,500 drones are registered in India, with Delhi having the maximum number at 4,882, followed by Tamil Nadu and Maharashtra at 4,588 and 4,132, respectively. The DGCA updated till January 29 showed that there were 29,501 registered drones. — PTI

STATISTICS A slice of life in numbers

What Frustrates Indian Flyers Most? Sky-High Fares & Never-Ending Delays

Govt received the highest number of complaints about ticketing and refunds by air travellers, followed by flight delays in 2024

TYPES OF COMPLAINTS, (% of total)



Source:
Ministry
of Civil
Aviation;
Design:
Mahesh H



Corporate Communications Directorate

THE PIONEER

DELHI

17 FEBRUARY 2025

India registers over 29,500 drones



PTI ■ NEW DELHI

More than 29,500 drones are registered in India, with the national capital having the maximum number at 4,882, according to official data.

After the national capital, the highest numbers of registered drones are in Tamil Nadu and Maharashtra at 4,588 and 4,132, respectively.

The data from the Directorate General of Civil Aviation (DGCA) updated till January 29 showed that there were 29,501 registered drones.

Other states that have a high number of registered drones include Haryana (3,689), Karnataka (2,516), Telangana (1,928), Gujarat (1,338) and Kerala (1,318), as per the data shared by the civil aviation ministry with the Rajya Sabha this week.

So far, the regulator has issued 96 Type Certificates to different Unmanned Aircraft System (UAS) models or drones, and out of them, 65 models are for agriculture purpose. Each registered drone is issued a Unique Identification Number (UIN) from the Digital Sky

Platform, which is operated by the DGCA. DGCA-authorized Remote Pilot Training Organisations (RPTOs) have issued 22,466 Remote Pilot Certificates (RPCs).

Sharing the data as part of a written reply, Minister of State for Civil Aviation Murlidhar Mohol also said the central government has taken various steps to increase the usage of drone technology across various sectors. Among other measures, the ministry amended norms in August last year whereby the requirement of passport for the registration and de-registration/transfer of a drone was scrapped.

Since then, voter ID, ration card or driving licence can be used for registration and de-registration or transfer of drones. There is a drone airspace map, which is divided into three zones - green, yellow and red.

There is no need for prior permission to operate drones in the green zone while the Air Traffic Control (ATC) concerned has to approve operations of drones in the yellow zone.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

16 FEBRUARY 2025

Flight to SL develops a snag before the takeoff

TIMES NEWS NETWORK

Chennai: A Sri Lankan Airlines flight bound for Colombo experienced a mechanical issue while taxiing at Chennai International Airport on Saturday morning, forcing the pilots to make an emergency stop on the runway.

The incident occurred just before the scheduled departu-



re time of 9.40am when the pilot detected the mechanical issue and halted the aircraft. The flight was carrying 168 passengers and eight crew members, all of who were safely deplaned and accommodated in airport lounges.

Once the glitch was rectified, the flight was rescheduled to 12.04pm.