



Corporate Communications Directorate

HINDUSTAN

DELHI

25 NOVEMBER 2024

विमानों के ट्रायल रन पर फैसला आज

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर 30 नवंबर को होने वाले विमानों के ट्रायल रन के लिए सोमवार को नागरिक उड्डयन महानिदेशालय (डीजीसीए) से अनुमति मिलने का अनुमान है। एयरपोर्ट बना रही कंपनी यमुना इंटरनेशनल एयरपोर्ट लिमिटेड (यापल) ने अनापत्तिपत्र के लिए 25 नवंबर का दिन निर्धारित किया है।

नोएडा एयरपोर्ट पर कैट-1 और कैट-3 उपकरण स्थापित हो चुके हैं, जो कोहरे में विमान की ऊंचाई और दृश्यता की जानकारी देते हैं। डीजीसीए ने उपकरणों का निरीक्षण किया था। एयरपोर्ट पर इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) को स्थापित किया जा चुका है, जिसकी एयरक्राफ्ट बीच किंग एयर 360 ईआर के जरिए 10 से 14 अक्टूबर तक जांच की जा चुकी है।



Corporate Communications Directorate

THE HINDU

DELHI

25 NOVEMBER 2024

Delhi-bound airline leaves passenger's wheelchair behind at Ahmedabad airport

The Hindu Bureau
BENGALURU

A 35-year-old wheelchair-bound passenger, who took a connecting flight from Bengaluru to Delhi via Ahmedabad in the early hours of Sunday, had faced inconvenience upon her arrival at the Delhi airport as her wheelchair was left behind in Ahmedabad.

Kadam Khatun took the

IndiGo flight which departed from Bengaluru at 1.08 a.m. and arrived in Ahmedabad at 3.12 a.m. From Ahmedabad, she boarded her connecting flight and departed for Delhi. Upon arrival at Delhi airport at 6.05 a.m., it came to her notice that her wheelchair was left behind.

Ms. Khatun said she faced some difficulty due to the non-availability of

the wheel chair and informed the airline staff. The airline provided a spare wheelchair and made arrangements for the breakfast, with accommodation near the Delhi airport's Terminal-3 as per her request. She got her wheelchair back at 2.30 pm.

In a statement, the airline said, "A passenger's wheelchair was left behind

at the transit station, Ahmedabad. The wheelchair was promptly connected on the next flight to Delhi, while our team at Delhi airport provided all the support and assistance with a spare wheelchair, prioritising the passenger's comfort and well being. IndiGo is committed to offering a courteous and hassle-free service to its customers at all times."



Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 NOVEMBER 2024

Never entered into pact to operate airport in Kenya, says Adani Group

NEW DELHI: Billionaire Gautam Adani's group on Saturday clarified on reports of Kenya cancelling more than USD 2.5 billion in deals after US indictment on bribery charges, saying it had not entered into any binding agreement to operate Kenya's main airport. On the pact it had signed last month to build and operate key electricity transmission lines in Kenya for 30 years, the group said the project did not fall within the ambit of Sebi's disclosure regulations, thereby not warranting any disclosure on its cancellation.

The group was responding to notices sent by stock exchanges to confirm reports of Kenyan President William Ruto ordering the cancellation of a procurement process that had been expected to award control of the country's main airport after

The group was responding to notices sent by stock exchanges

the conglomerate's founder was indicted in the United States. Adani Enterprises Ltd, in a filing, said it had in August this year incorporated a step-down subsidiary in Kenya to upgrade, modernise, and manage airports.

"While the company was in discussion with the relevant authority for the said project, till date neither the company nor its subsidiaries (i) have been awarded any airport project in Kenya, or (ii) entered into any binding or definitive agreement in connection with any airport in Kenya," the firm said. It did not confirm or deny reports of

Kenya cancelling the airport deal. Adani Energy Solutions Ltd, the firm that operates power transmission lines, in a separate filing said on October 9 it was awarded the project to construct transmission lines in Kenya. Thereafter, it had incorporated a step-down subsidiary in Kenya.

"We submit that the project does not fall within the ambit of item 4 of Para B, Part A, Schedule III of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, as amended (Sebi Listing Regulations) which requires intimation to be made for any awarding, bagging/ receiving, amendment or termination of awarded/bagged orders/contracts other than in the ordinary course of business," it said refusing to confirm or deny the cancellation. **AGENCIES**



Corporate Communications Directorate

THE PIONEER

DELHI

25 NOVEMBER 2024

Air quality index continues to fluctuate between 'severe' and very poor in city

STAFF REPORTER ■ NEW DELHI

The air quality index continued to fluctuate between the "severe" and "very poor" categories in Delhi. The air quality in the Delhi-NCR remained grim in the high concerning zone as several areas continued to be in the 'severe' AQI category on Sunday. Despite the clear sky and bright sun, a layer of smog was visible all over Delhi-NCR. According to the Central Pollution Control Board (CPCB), the average air quality index (AQI) in the national capital is 318, which is in the 'very poor' category. CPCB data identified PM2.5 as the primary pollutant, with its levels recorded at 138 at 3 pm.

According to IQ Air, PM2.5 concentration is currently 22.2 times the World Health Organization annual PM2.5 guideline value.

The Decision Support System for Air Quality Management in Delhi pointed out the transport sector is the most significant contributor at 18.155 percent.

Notably, there is a ban on entry of non essential trucks from other states to Delhi and around four lakh vehicles are off the road due to stage IV of the Graded Response Action Plan imposed in the Delhi-NCR. While the residential sector contribution is 4.557 percent, industries contributed 3.667 percent, construction 2.595 percent, energy sector 1.564 percent, waste

burning 1.651 percent, and road dust 1.361 percent

In the morning, the AQI in eight areas, remained above 400 and between 500. It was 410 in Alipur, 412 in Anand Vihar, 408 in Nehru Nagar, 404 in Vivek Vihar, and 409 in Wazirpur. Whereas in other parts of the national capital, the AQI level remained between 300 and above 400. It was 392 in Ashok Vihar, 313 in Aya Nagar, 362 in Burari Crossing, 353 in Chandni Chowk, 354 in Mathura Road, 356 in Dr Karni Singh Shooting Range, 400 in Dwarka Sector 8, 327 in IGI Airport, 380 in Dilshad Garden, 340 in Jawaharlal Nehru Stadium, 302 in Lodhi Road, 372 in Major Dhyanchand Stadium, 328 in



Mandir Marg, 319 in Najafgarh, 348 in North Campus DU, 371 in Okhla Phase-2, 388 in Patparganj, 370 in Punjabi Bagh, 327 in Pusha, 373 in RK Puram, 382 in Rohini, 382 in Shadipur 385, 357 in Siri Fort and 340

in Sri Aurobindo Marg. Shallow fog reported at Safdarjung airport during early morning today. Safdarjung airport recorded lowest visibility 800 m during at 0530 hours which improved thereafter becoming

1200m at 0730 hours IST. Mainly clear sky condition with wind speed less than 10 kmph west direction prevailed over the region in the forenoon today.

The air quality improved as the winds picked up, in the morning hours on Sunday. The average wind speed remained around 3 kmph, but this increased to 6 to 10 kmph by noon, according to data from the Delhi Pollution Control Committee. A favourable wind speed of more than 10 kmph was reported in a few stations. At Alipur, for instance, the wind speed reached above 10kmph as of 10 am, Sunday.

Predicted maximum mixing depth is likely to be 1800 m on Saturday. The ventilation

index lower than 6000 m²/s with average wind speed less than 10 kmph is unfavourable for dispersion of pollutants. Delhi's air quality has remained hazardous for nearly a month. On October 30, it first slipped into the 'very poor' category and stayed there for 15 days. It worsened further last Sunday as Delhi recorded 'severe' air quality and stayed so on Monday and Tuesday.

By Wednesday, the air quality was in the 'severe plus' category. Favorable wind conditions brought slight relief on Thursday but the air quality began deteriorating again, nearing the 'severe' category, on Friday. Delhi's air quality slipped back to the 'severe' category on Saturday. The situa-

tion was no better in other NCR cities. The AQI in Faridabad was 309, Gurugram 240, Ghaziabad 312, Greater Noida 304 and in Noida it was 309.

The maximum temperature was recorded 29 degree celsius while the minimum 12 degree celsius. Delhi, Punjab, Uttar Pradesh and Haryana are likely to record a further dip in temperatures over the next two to three days, IMD scientist Naresh Kumar said. The minimum temperature in the national capital was recorded at 12 degrees Celsius on Sunday. The weather department has forecast shallow fog during the morning or night hours, with the maximum temperature expected to hover around 28 degrees Celsius.



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THE PIONEER

DELHI

25 NOVEMBER 2024

Mobile industry seeks enhanced air cargo handling capacity

PTI ■ NEW DELHI

Mobile phone players want Indian airports to ramp up their existing cargo handling capacity to support a projected eight-fold increase in device exports to USD 180 billion by 2030, industry body ICEA said.

India Cellular and Electronics Association (ICEA) Chairman Pankaj Mohindroo told PTI that the turnaround time at customs is a major hurdle for the electronics industry which delays shipments' processing further. "In China, while the factory to export take-off from the cargo terminal is achieved on Day 1, in India, the export take off happens only by Day 2. This is a glaring chasm especially when seen in the context of the volume of exports which in the case of China is more than 30 times electronics output (USD 959 billion) compared to India (USD 29 billion) in 2023," Mohindroo said.

Electronics is already India's largest export in air cargo while it's ranked third overall behind engineering and petrol.

"To keep pace with the expected growth in exports, concerted efforts are needed at the Central and State level. The infrastructure at current airports has already reached saturation levels as they are operating at 80-100 per cent of their capacity which calls for expansion of existing airports and developing new ones," Mohindroo said.

According to ICEA, total electronics exports stood at USD 29.1 billion for the period from financial year 2023-24, out of which mobiles stood at USD 15 billion.



"To achieve the USD 500 billion of electronics production by 2030 requires airport capacities to increase parallelly to handle USD 180 bn of exports, the vast majority on an annual basis which would be 6 times higher than the current exports. By 2030, electronics will not only be India's top 2 exports (at the rate of USD 180-200 billion per year), but also significantly larger in terms of air cargo as compared to any other export from India," Mohindroo said.

At present 55 per cent of total mobile phone exports from India are handled by Delhi, 30 per cent by Madras Airport and 10 per cent at Bangalore airport. Mohindroo said many airports lack adequate areas for essential cargo operations such as docking, unit load device (ULD) assembly, truck parking, and the smooth loading and unloading of goods.

"Electronics products are highly sensitive to heat, water and other weather conditions. Also, they require to be sent with speed to ensure just-in-time production schedules. Thus, dedicated space that takes care of safety, security and ease of transport is critical

for electronics," he said.

Mohindroo said that the custom brokers, who are responsible for verifying packages before shipment, often operate in an unstructured and ad-hoc manner which further adds to delays.

The Indian government is aiming to set up 50 more airports in the next five years to develop the country's airport ecosystem and help boost job creation.

Recently, India's commerce ministry stated that the government is considering measures to provide tax incentives, rationalization of aviation turbine fuel prices, and infrastructure development for handling air cargo.

Mohindroo said that the development of some of the airports including Noida International Airport, and greenfield airports in Tamil Nadu and Maharashtra are expected to expedite exports. Apple and Samsung are the top two mobile phone exporters from India.

Majority of Apple's iPhones are made in Tamil Nadu while Samsung has one of the world's largest smartphone factories in Noida.

Man travelling from US with forged passport held at airport

TIMES NEWS NETWORK

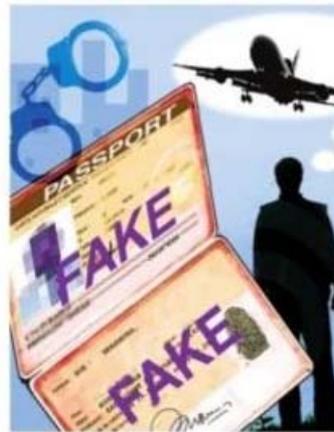
Ahmedabad: A man was arrested by the Sardar Vallabhbhai Patel International (SVPI) airport authorities for allegedly travelling with a forged passport from Atlanta in the US to Ahmedabad.

The accused, identified as Jigneshkumar Soni, allegedly paid \$2,500 to obtain the passport, which was reported as missing and forged his name on it.

SVPI airport counter officer Darshankumar Trivedi lodged a formal complaint against Soni, invoking multiple BNS sections, including 336(2), 338, 336(3), 340(2), and 54, covering various aspects of forgery, document falsification, and abetment.

During Trivedi's duty hours on Friday, Soni presented passport M-1333340 upon arrival on Emirates Flight EK-538 from Atlanta for immigration processing.

During verification, officials discovered that the passport was registered in the name of Dharmendra



During verification, officials discovered that the passport was registered in the name of Dharmendra Gaund from Gorakhpur, UP. The passport was reported missing in Sep 2018

Gaund from Gorakhpur, Uttar Pradesh. Records showed that the passport was reported missing in Sep 2018. On

further scrutiny, it was found that the passport lacked a departure stamp.

Soni, during questioning, disclosed that he travelled to the US on his original passport G-5354393 from Delhi.

Regarding the current passport (M-1333340), Soni revealed that he acquired it through an unidentified Atlanta-based agent, whom he contacted via a friend. He paid \$2,500 but did not disclose the agent's details.

The investigating officer noted that Soni obtained a forged Indian passport previously issued to Gaund, which was reported lost.

A senior police officer stated, "It needs to be investigated as to why he got the forged passport. There is a possibility that he travelled using illegal means and hence when he wanted to come back, he might have required another passport, which he acquired by paying \$2,500. The accused is not revealing any details about the agent who gave him the passport."

To support last-mile connectivity, Centre begins work on formulating 'UDAN 2.0'

Rohit Vaid

New Delhi

The Centre has begun formulating the draft for the 'UDAN (Ude Desh ka Aam Naagrik) 2.0' scheme, which aims to support last-mile connectivity through the development of cost-effective airport infrastructure, sources told *businessline*.

The regional air connectivity UDAN scheme was launched in 2016 for a period of 10 years.

The new version of the scheme will support the last-mile air connectivity programme beyond 2026.

Notably, the new iteration of the scheme, unofficially known as "UDAN 2.0," intends to provide a cost-effective means to develop and operate over 100 underutilised airstrips in the country.

As of now, the Ministry of Civil Aviation has operationalised 86 aerodromes — comprising 71 airports, 13 heliports and two water aerodromes — under the scheme.

Besides, the scheme, which is in the draft stage, sets out a clear roadmap for



first identifying those airstrips — out of over 100 such sites — that hold immediate potential to harbour financially viable flight operations based on the location's nearby captive population, industries and places of tourism.

RUNNING COST

Further, the draft scheme proposes to reduce the running cost of small regional airports and advance landing grounds (ALGs), which were earlier used for military operations.

It is estimated that on average, running operations at such an airport or ALG cost around ₹7-10 crore per annum.

"We are studying ways to reduce expenses while en-

suring that these flights remain viable under the scheme's funding structure," sources said.

"The idea is to allow technological interventions to reduce cost and increase efficiency, wherever possible."

Apart from reducing expenses, the new scheme will look at ways to ease operational regulations so that airlines or helicopter operators can start flights to last-mile destinations while offering affordable fares.

A case-in-point, sources cited, are the recent guidelines for seaplane operations that have reduced infrastructure requirements and eased regulations.

"The key focus of 'UDAN 2.0' is to ease regulations so that airports and heliports in tier-III and IV cities, or ALGs, become financially feasible for flight operations," sources said.

ENTRY BARRIERS

Additionally, the draft emphasises various ways to ease the entry barriers for new airlines, helicopters, seaplanes and light aircraft operators.

The cost element, sources

added, is the single biggest entry barrier for new players to enter the segment. "More players are required to provide affordable air fares and to create the last-mile connectivity infrastructure that is needed," sources told *businessline*.

The market-driven model of the first UDAN scheme allows airlines to assess demand on specific routes and submit proposals during bidding rounds.

It incentivises airlines to connect underserved regions by offering them support through Viability Gap Funding (VGF) and various concessions provided by airport operators, the Central and state governments.

Since inception, the scheme has facilitated the travel of over 1.44 crore passengers across more than 2.8 lakh flights.

The scheme has operationalised 601 routes, including helicopter routes, while the number of operational airports in the country has doubled from 74 in 2014 to 157 in 2024. The Centre aims to increase the number of operational airports to 350-400 by 2047.

How Southwest Airlines lost its groove to unexpected costs and challenges

NIRAJ CHOKSHI

24 November

Three years ago, Southwest Airlines started flying out of Bellingham, Washington, a growing city near the Canadian border, aiming to do what it had done in dozens of smaller airports — sell lots of tickets to people who have few other travel options.

Officials and residents in Bellingham, which sits between Seattle and Vancouver, British Columbia, were thrilled as the airline added new nonstop service to cities on the West Coast at affordable prices.

“The community embraced them, and we loved having them,” said Rob Fix, the executive director of the Port of Bellingham, which oversees the airport.

But the expansion didn’t work as planned. This year, facing unexpected costs and challenges, Southwest left Bellingham and a handful of other cities it had started serving during an ambitious

period of growth early in the recovery from the pandemic — markets that it said were underperforming.

The retreat was a telling reversal for Southwest. The airline’s simple strategy of providing cheap flights and good service, often at smaller airports near large metropolitan areas, was tremendously successful for a half-century, earning consistent profits as many other airlines stumbled. But its playbook is showing signs of wear, raising questions about whether it can regain its momentum. “Southwest experienced great success adhering to one business model for a bunch of years, and then the world around them changed and they didn’t really adapt,” said David Neeleman, an airline entrepreneur who sold his first company to Southwest in 1993 before starting JetBlue and, most recently, Breeze Airways.

Some analysts say Southwest was so successful for so long that it grew complacent, resisting strategies that



The airline’s longtime strategy of flying a single airplane model — the Boeing 737 — to reduce costs and maintain flexibility also became a liability FILE PHOTO: REUTERS

other airlines have used effectively to increase profits and win over travelers, like offering more premium seats and services. For years, airlines have carved their plane cabins into various tiers of

service and fares. They have appealed to cost-conscious customers by offering restrictive basic economy fares while offering bigger seats and other creature comforts to affluent travelers. Southwest

made some adjustments, like selling priority boarding to appeal to business travelers, but it largely stuck to how it had always done business.

The airline’s longtime strategy of flying a single airplane model — the Boeing 737 — to reduce costs and maintain flexibility also became a liability. A quality crisis and a debilitating strike at Boeing this year have severely limited production of 737 jets. Southwest now expects to receive 20 new planes in 2024, not even a fourth of what it had expected as recently as a year ago.

Southwest’s struggles have been laid bare in its recent financial performance. In the first nine months of this year, the company reported a profit of \$204 million, far behind Delta Air Lines’ \$2.6 billion and United Airlines’ \$2.2 billion.

The airline’s shortcomings made it the target of the hedge fund Elliott Management, which revealed this summer that it had amassed a 10 percent stake in the company.

Elliott criticised Southwest for failing to control costs, eroding its once-enviable profit margins, and demanded big changes, including the firing of the company’s chief executive, Bob Jordan. The airline’s stock was sagging, and a meltdown two years ago when it canceled thousands of flights exposed weakness in its leadership and operations, the investment firm said. Southwest accelerated a number of changes.

In September, Jordan laid out a three-year plan that included switching to assigned seats to speed up boarding and appease customers frustrated with the current seat-yourself policy. Southwest also said it would add seats with extra legroom, which it will charge more for, and red-eye flights that let it use planes for more hours every day. The airline also added board members picked by the investment firm, and Elliott dropped its demand for Jordan’s departure.

एविएशन • फ्रांस, ऑस्ट्रेलिया, रूस अब भी 2019 के लेवल से नीचे विमानों में सीटें इस साल प्री-कोविड से 13% ज्यादा होंगी, टॉप-5 में पहुंचेगा भारत

विज्ञान संवाददाता | मुंबई

देश में इस साल एयरलाइन सीट कैपेसिटी 2019 के प्री-कोविड लेवल से 12.7% ज्यादा हो जाने का अनुमान है। इसकी बढ़ती भारत दुनिया में सबसे अधिक सीट क्षमता वाले टॉप-5 देशों में शामिल हो जाएगा। हालांकि इस साल भी टॉप-20 देशों में से लगभग आधे एयरलाइन सीट कैपेसिटी के मामले में प्री-कोविड लेवल पर भी नहीं पहुंच पाएंगे। इनमें फ्रांस, ऑस्ट्रेलिया, रूस, कनाडा, थाईलैंड और दक्षिण कोरिया शामिल हैं।

वैश्विक ट्रेवल डेटा प्रोवाइडर ओएजी की स्टडी रिपोर्ट के मुताबिक, चार देशों- सऊदी अरब, यूएई, मैक्सिको और तुर्किये में एयरलाइन सीट कैपेसिटी भारत के मुकाबले ज्यादा तेजी से बढ़ने का अनुमान है। कुल एयरलाइन सीट क्षमता में 17.1% ग्रोथ के साथ सऊदी अरब पहले नंबर पर है। 15% ग्रोथ के साथ यूएई दूसरे, 14.4% ग्रोथ के साथ मैक्सिको तीसरे और 12.3% के साथ तुर्किये चौथे नंबर पर है।

भारत में ग्राउंडेड हो चुके विमान सबसे बड़ी चुनौती

भारत की एयरलाइन कैपेसिटी बढ़ने में कुछ गंभीर चुनौतियां सामने आई हैं। मसलन सबसे बड़ी एयरलाइन इंडिगो को प्रैट एंड व्हिटनी से पुर्जे और इंजन मिलने में देरी हो रही है। इसके चलते कंपनी के 70 विमान खड़े हैं। नतीजतन रोजाना 68 हजार से ज्यादा सीटों का नुकसान हो रहा है। हालांकि इंडिगो, एअर इंडिया और अकासा एयर ने 1,120 विमानों के ऑर्डर दिए हैं। इससे एविएशन सेक्टर में भारत की ग्रोथ तेजी से बढ़ने की उम्मीद जताई गई है।

इस वर्ष 8% ग्रोथ भारत 'सातवें आसमान' पर

• ओएजी की रिपोर्ट के मुताबिक, 2023 के मुकाबले इस साल भारत में कुल एयरलाइन सीट कैपेसिटी 8% बढ़ने की उम्मीद जताई गई है।
 • इस मामले में भारत सातवें स्थान पर पहुंच जाएगा। दक्षिण कोरिया (16.7%), थाईलैंड (13.8%), सऊदी अरब (11.7%) और यूएई (10.5%) जैसे देश इस मामले में भारत से आगे हैं।
 • इस बीच जर्मनी और इंडोनेशिया ने एविएशन इंडस्ट्री की सीट क्षमता में कमी के बाद 2024 में सुधार किया है।



एयरलाइन सीट क्षमता बढ़ाने में सऊदी अरब शीर्ष पर

देश	2019-24	2023-24
सऊदी अरब	17.7%	11.7%
यूएई	15%	10.5%
मैक्सिको	14.4%	-3.3%
तुर्किये	12.3%	6.2%
भारत	12.7%	8.0%
स्पेन	12.1%	9.4%
इटली	11.3%	10.4%
चीन	10.0%	6.2%

(आंकड़े अनुमानित, स्रोत: ओएजी)



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

24 NOVEMBER 2024

Direct flights from PNQ to DXB & BKK

Staff Reporter

PUNE

In a positive development for Pune, Union Minister of State for Civil Aviation Murlidhar Mohol has announced that direct flights to Dubai and Bangkok have begun from the Pune Airport. Taking to X (formerly Twitter) on Friday night, Mohol wrote, "As declared back in September, new Pune-Dubai-Pune and Pune-Bangkok-Pune flights are all set to be operational from tonight!"

"This means more international connectivity, more trade and more development. Happy flying, Pune, he added. These IndiGo flights were initially scheduled to start operating from October 27, but the launch was postponed.

The flight from Pune to Dubai will depart daily at 5:40pm, arriving in Dubai at 10:10pm. The return flight will depart for Pune at 12:15am. The Pune-Bangkok flight will operate three times a week - on Wednesdays, Fridays and Sundays - departing at 11:10pm, with the return flight

Pune airport climbs to 74th in ASQ ranking

■ Pune International Airport showed a slight improvement in the global Airport Service Quality (ASQ) rankings, moving up from 76th position in Q2 (April-June) to 74th in Q3 (July-September). The Pune Airport had slipped from 71st to 76th in the ASQ rankings in Q2.

■ Out of the 31 parameters assessed in the survey, Pune Airport showed improvement in most categories, including ease of access to the airport, ease of navigation inside the terminal, and walking distance within the facility.

from Bangkok leaving at 1:15am. With the launch of these new flights, Pune is now directly connected to three global destinations: Dubai, Bangkok and Singapore.



Corporate Communications Directorate

HINDUSTAN

DELHI

25 NOVEMBER 2024

एयर इंडिया एक्सप्रेस ने पूर्वोत्तर से उड़ानें बढ़ाई

गुवाहाटी। एयरलाइन कंपनी एयर इंडिया एक्सप्रेस ने अपने शीतकालीन कार्यक्रम के तहत पूर्वोत्तर के तीन प्रमुख गंतव्यों-गुवाहाटी, अगरतला और इंपाल से उड़ानें बढ़ाने की घोषणा की है। एयरलाइन का देशभर में शीतकालीन सेवाओं में विस्तार कार्यक्रम का हिस्सा है। गुवाहाटी से अपने परिवालन को पिछली सर्दियों के 63 से बढ़ाकर 106 साप्ताहिक उड़ानें कर दिया गया है।



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MINT

DELHI

25 NOVEMBER 2024

SriLankan Airlines eyes India growth

Seeing India as a place that offers "enormous growth" opportunities, SriLankan Airlines aims to increase flights to the country as well as attract more tourists, including with the Ramayana Trail package, according to a top airline official.

The Ramayana Trail will help people connect with 20 significant locations in Sri Lanka that are linked to the Ramayana story.

SriLankan Airlines CEO Richard Nuttall said growth in the number of tourists from India has been stellar this year but still below the pre-Covid numbers. He was speaking at a function in the national capital for the launch of the Ramayana Trail package on Saturday evening. High Commissioner of Sri Lanka to India Kshenuka Senewiratne was also present.

Till the end of October this year, around 20% of the tourists who came to Sri Lanka were from India.

PTI



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THE PIONEER

DELHI

25 NOVEMBER 2024



Air India Express increases flight operations from NE destinations

PTI ■ GUWAHATI

Low-cost airline Air India Express has announced an increase in flight operations from three major destinations in the northeast - Guwahati, Agartala and Imphal - as part of its winter schedule.

This is part of the airlines' expansion of winter services across the country, it said in a statement here.

Air India Express has increased its operations to 106 weekly flights from 63 last winter, from Guwahati.

It provides direct connectivity to eight domestic destinations of Agartala, Bengaluru, Chennai, Delhi, Hyderabad, Imphal, Jaipur and Kolkata. The airline also provides one-stop connectivity to 18 domestic destinations and six international destinations from Guwahati. In Imphal, the airline hiked

its weekly flights to 34 this season, an addition of 20 over last winter, the statement said. Since adding Agartala as a station in September 2024, the airline has increased its flights from 14 to 21 weekly, and connects two destinations - Guwahati and Kolkata - directly.

It also offers one-stop connectivity from Agartala to 11 domestic destinations.

"The expansion not only facilitates easier travel for those wishing to explore North East, but also strengthens Guwahati's role as a vital link with the rest of the country," Chief Commercial Officer (CCO) Ankur Garg said.

"With our fleet now exceeding 90 aircraft and rapidly growing, we are well-positioned to support the evolving needs of emerging Indian cities," he added.

पर्यटकों के लिए श्रीलंका एयरलाइंस ने शुरू किया रामायण ट्रेल पैकेज

■ पर्यटकों को रिझाने के लिए रामायण से जुड़े 20 स्थानों का कर रही प्रचार ■ भारत को एक बड़े पर्यटन बाजार के रूप में देख रही है विमानन कंपनी

नई दिल्ली (भाषा)।

श्रीलंका एयरलाइंस ने भारत के लिए उड़ानें बढ़ाने के साथ अधिक-से-अधिक पर्यटकों को आकर्षित करने का लक्ष्य तय करते हुए 'रामायण ट्रेल पैकेज' शुरू किया है। श्रीलंका एयरलाइंस भारत को वृद्धि के विशाल अवसर वाले स्थान के रूप में देख रही है।

रामायण ट्रेल लोगों को श्रीलंका में 20 ऐसे महत्वपूर्ण स्थानों से जोड़ेगी, जो रामायण की

कहानी से जुड़े हैं। श्रीलंकाई एयरलाइंस के मुख्य कार्यपालक अधिकारी (सीईओ) रिचर्ड नटाल ने कहा कि इस साल भारत से पर्यटकों की संख्या में वृद्धि शानदार रही है, लेकिन अब भी यह कोविड-पूर्व की संख्या से कम है।

यह शनिवार शाम को राष्ट्रीय राजधानी में

■ बड़ी संख्या में श्रीलंका पहुंच रहे लोग
■ श्रीलंका पहुंचने वाले कुल पर्यटकों में से 20% भारतीय
■ दिल्ली, मुंबई के अलावा कई दक्षिण भारतीय शहरों के लिए उड़ानों का संचालन करती है विमान कंपनी



रामायण ट्रेल पैकेज के शुभारंभ के अवसर पर आयोजित एक समारोह

को संबोधित कर रहे थे। इस अवसर पर भारत में श्रीलंका के उच्चायुक्त शेनुका सेनेविरले भी

मौजूद थे।

इस वर्ष अक्टूबर के अंत तक श्रीलंका जाने वाले पर्यटकों में से लगभग 20 प्रतिशत भारतीय थे। उन्होंने रामायण ट्रेल का उल्लेख करते हुए कहा, 'हम इस बात पर विचार कर रहे हैं कि भारत से श्रीलंका तक पर्यटन को कैसे पुनर्जीवित किया जाए और अगले स्तर तक ले जाया जाए।'

उन्होंने कहा कि अब कुछ अलग करने का समय आ गया

है। वर्तमान में, एयरलाइन भारत में नौ गंतव्यों दिल्ली, मुंबई, बंगलुरु, हैदराबाद, कोच्चि, त्रिवेंद्रम, चेन्नई, त्रिची और मदुरै के लिए प्रति सप्ताह 88 उड़ानों का परिचालन करती है।

नटाल ने कहा कि एयरलाइन भारत को 'विशाल विकास और संभावनाओं' के स्थान के रूप में देखती है। उन्होंने कहा कि वह उस विकास का हिस्सा बनना चाहती है और अपने भारतीय साझेदारों के साथ काम कर रही है।



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RASHTRIYA SAHARA

DELHI

25 NOVEMBER 2024

एयर इंडिया ने नार्थ ईस्ट से उड़ानें बढ़ाईं

नई दिल्ली (भाषा)।

एयरलाइन कंपनी एयर इंडिया एक्सप्रेस ने अपने शीतकालीन कार्यक्रम के तहत पूर्वोत्तर के तीन प्रमुख गंतव्यों-गुवाहाटी, अगरतला और इफाल से उड़ानें बढ़ाने की घोषणा की है।

यह किफायती सेवाएं देने वाली एयरलाइन का देशभर में शीतकालीन सेवाओं में विस्तार कार्यक्रम का हिस्सा है। एयरलाइन ने एक बयान में यह जानकारी दी। एयर इंडिया एक्सप्रेस ने गुवाहाटी से अपने परिचालन को पिछली सर्दियों के 63 से बढ़ाकर 106

साप्ताहिक उड़ानें कर दिया है।

यह अगरतला, बेंगलुरु, चेन्नई, दिल्ली, हैदराबाद, इफाल, जयपुर और कोलकाता के



आठ घरेलू गंतव्यों के लिए सीधा संपर्क प्रदान करती है। एयरलाइन गुवाहाटी से 18 घरेलू गंतव्यों और छह अंतरराष्ट्रीय गंतव्यों के लिए वन-स्टॉप संपर्क भी प्रदान करती है।

बयान में कहा गया है कि इफाल में एयरलाइन ने इस सीजन में अपनी साप्ताहिक उड़ानों को बढ़ाकर 34 कर दिया है, जो पिछली सर्दियों की तुलना में 20 अधिक है। सितंबर, 2024 में अगरतला को एक स्टेशन के रूप में जोड़ने के बाद से एयरलाइन ने अपनी साप्ताहिक उड़ानों को 14 से बढ़ाकर 21 कर दिया है। यह दो गंतव्यों-गुवाहाटी और कोलकाता - को सीधे जोड़ती है।

इसके अलावा एयरलाइन अगरतला से 11 घरेलू गंतव्यों के लिए वन-स्टॉप संपर्क भी प्रदान करती है।

Price of Paradise: Coldplay fans battle airfare, hotel price hikes

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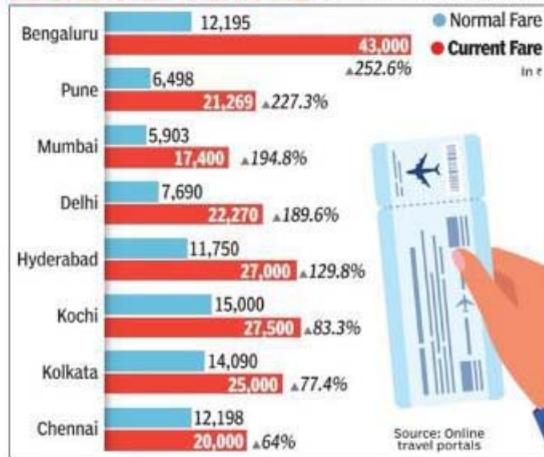
Ahmedabad: For Coldplay fans, snagging concert tickets — either by braving the endless booking or shelling out a pretty packet — was just the first hurdle. The real challenge lies in getting to Ahmedabad without emptying their wallets.

With airfare soaring to stratospheric levels — up to 252% above normal — and hotel prices scaling new heights, attending the Jan 25-26 Coldplay concert is turning into quite an expensive adventure.

Coldplay's music might promise "Paradise" but getting to Ahmedabad "Hurts Like Heaven" for most. Flight fares for the concert weekend have nearly tripled, with roundtrip tickets from Bengaluru costing an eye-watering Rs 43,000. Kochi and Hyderabad are not far behind at Rs 27,500 and Rs 27,000, respectively, while even short-haul routes like Mumbai and Pune have climbed to Rs 17,400 and Rs 21,269. For Delhi, the fare now stands at Rs 22,270, a steep increase from regular rates.

"The surge in airfare and hotel pricing reflects the extraordinary demand for the event. It's rare to see such a significant price increase over a short period, and Ahmedabad is capitalising on the Coldplay frenzy. The situation is quite like what we saw during the ICC Men's Cricket World Cup in 2023,"

ROUND TRIP AIRFARE TO AHMEDABAD



Concert drives up budget hotel prices

The "Trouble" for fans does not end with hefty airfare. Accommodation in Ahmedabad, from budget hotels to five-star properties, is now priced like a rare indulgence. Luxury hotels that typically charge Rs 10,000 per night are quoting rates between Rs 40,000 and Rs 90,000, while budget stays — usually under Rs 2,000 — are demanding Rs 6,000 to Rs 15,000 per night. Adding to fans' frustration are sudden booking cancellations. Several attendees who booked affordable stays earlier are now being asked to pay inflated rates or face cancellations. One fan, Ashish Singh, shared his ordeal online, revealing how his booking of Rs 5,521 was revised to Rs 16,000. The hotel offered a complimentary meal to compensate but insisted on the new rate due to "high demand" caused by the concert. Homestays, too, have seen steep hikes, with prices hitting Rs 11,000 to Rs 15,000 for a single night. Industry insiders admit the demand is unprecedented, with the event presenting a rare opportunity for the hospitality sector to cash in. **TNN**

said Virendra Shah, owner of a travel company in Ahmedabad. "Jan is a peak travel season for weddings as well as businesses, and those coming in here will have to shell out hefty amounts," he added.

While Ahmedabad's travel

and hospitality sectors are raking in record profits, many fans are left grappling with whether their "Adventure of a Lifetime" is worth the hefty price tag. Coldplay's lyrics promise "Every Teardrop Is a Waterfall", but for fans making the trip, those tears might just be over their bank accounts.

FIX YOU OR FLEECE YOU?