

Commercial flight lands at NMIA amid cheers

Indigo Airbus 320 touchdown validated by DGCA, AAI officials; inauguration planned on April 17

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PANVEL: The first commercial flight, an Indigo Airbus 320, landed successfully at the under-construction Navi Mumbai International Airport (NMIA) on Sunday afternoon, taking it a step closer to operationalisation by mid-May. Officials from the Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) validated the instrument approach procedure and touchdown of the aircraft on NMIA's southern runway at 1.38pm, paving the way for an aerodrome license clearance in the coming weeks.

The flight, which took off from Mumbai airport at 12.32pm, was welcomed with traditional water salute by two crash fire tenders (CFT) amidst a picnic-like environment, with senior officials from the DGCA, AAI, Adani Airport Holdings Limited (AAHL), customs and other stakeholders and their families camping at the site.

"The landing today is important for us to get requisite permissions for operations by March. With work progressing well, we have planned a grand inauguration on April 17," said the chief executive officer of NMIA, BVJK Sharma.

The airport will be handed over to the Central Industrial Security Force (CISF) following the inauguration and it will take a month for security arrangements to be put in place. "So we are confident of starting domestic passenger and cargo operations by mid-May," said Sharma.

Operations will begin with domestic flights followed by international flights around six months later, said Vijay Singhal, vice-chairman and managing director of City and Industrial Development Corporation (CIDCO), which is developing the airport jointly with Adani Airports Holdings Limited (AAHL) under a private public partnership.

The Rs 20,000-crore airport, launched by prime minister Narendra Modi in 2018, will have two parallel runways and two full-length parallel taxiways, catering annually to 90 million passengers and 2.6 million tons of cargo when complete. The first two of five phases of construction, comprising the runway and terminal on the southern side, are nearing com-

Steady Progress

NMIA is the largest greenfield airport in the country



Phase 3-5: Under design >>> June-July 2025: Start of construction of terminal 2 >>> March 2029: Operationalisation of terminal 2

ARUN BANSAL, Group CEO Adani Airport Holdings Ltd.

We are talking to all airlines, both domestic and international, to operate here because Mumbai airport has limited capacity. It is already handling 50 million passengers while there is pent up demand of 65 million passengers - the extra 15 million passengers we will cater to. A runway here can handle 48 air traffic movements per hour, so runway capacity won't be a limiting factor. Only the terminal capacity will be limited to 20 mn pax.



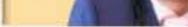
CAPTAIN B V J K SHARMA, CEO NMIA

The landing today is important for us to get the requisite licence and permissions for operations from DGCA by March. With work progressing well, we have planned a grand inauguration with a large number of guests on April 17. Once that is done, the airport will be cleared and handed over to the CISF, which will have 1,840 personnel here. Formalities and security arrangements will take around a month, so we are confident of starting operations by mid-May.



VIJAY SINGHAL, CIDCO Vice chairman and managing director

Work on the airport is proceeding on a war footing and we are confident of commercial operations starting in the first half of 2025. Domestic flights will be followed by international flights. The airport will be powered by solar energy and allow easy mobility between terminals. A 32-km metro line connected with other metro corridors has also been proposed to connect the Mumbai and Navi Mumbai airports.



pletion, said officials.

Sunday's landing was preceded by the successful landing of an Indian Air Force aircraft on the 3,700-metre runway on October 11. On December 12, the runway's PAPI (Precision Approach Path Indicator) equipment - a critical component of the aeronautical ground lighting system which assists pilots in maintaining the correct glide slope during landing - was calibrated and validated by AAI's flight inspection unit.

The landing by a commercial aircraft holds much more significance than that of the IAF

aircraft, as NMIA is a civil airport. Unlike during the IAF aircraft landing, no ministers were present during Sunday's event, reportedly because of the mourning period for former prime minister Manmohan Singh, who passed away on December 26.

"This is an important day for the airport named after our leader Dr Patil as it confirms operational readiness," said Uran MLA Mahesh Baldi. Patil, a leader and activist associated with the Peasants and Workers Party, had played a key role in helping farmers in Navi Mum-

bai get a fair price when their land was acquired by CIDCO and other government entities.

"The airport will increase the state's GDP (gross domestic product) by 1% and provide ample job opportunities to people here who gave their land for the project. We have been holding meetings with the authorities towards ensuring this and are confident about it," said Baldi.

With demand for air travel rising, NMIA is expected to reduce the burden on Mumbai airport, the second busiest airport in the country.



Corporate Communications Directorate

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MUMBAI

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Navi Mumbai airport set to open in May

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The first commercial aircraft that landed at Navi Mumbai airport on Sunday was offered a traditional water salute. BACHCHAN KUMAR/HT

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the inauguration and it will take a month for security arrangements to be put in place. "So we are confident of starting domestic passenger and cargo operations by mid-May," said Sharma. International flights will start six months later. →P3

यात्रियों की संख्या से तय होगा नोएडा एयरपोर्ट का विस्तार

सालाना 80 लाख यात्रियों की आवाजाही के बाद शुरू होगा दूसरा चरण, बनेंगे दो और रनवे

शशांक मिश्र

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट पर सुविधाओं का विस्तार यात्रियों की संख्या के अनुसार शुरू किया जाएगा। एशिया के सबसे बड़े एयरपोर्ट के रूप में प्रस्तावित नोएडा हवाई अड्डे के दूसरे और आगे के चरण को शुरू करने में यात्रियों की संख्या अहम होगी।

पहले चरण में सालाना 80 लाख यात्रियों की संख्या होने के बाद दूसरे चरण का निर्माण शुरू होगा। ऐसे ही चार चरणों को पूरा करने में ढाई दशक तक का समय लग सकता है और तभी इस एयरपोर्ट को एशिया के सबसे बड़े हवाई अड्डे का तमगा भी मिलेगा।

एयरपोर्ट पर अप्रैल अंत तक विमानों की उड़ान प्रस्तावित है। यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण की ओर से जमीन अधिग्रहण की प्रक्रिया भले ही अभी की जा रही है। मगर, दूसरे और तीसरे चरण की शुरुआत यात्रियों की निर्धारित संख्या पूरी होने के बाद ही शुरू होगी। पहले चरण में 1.2 करोड़ सालाना यात्री क्षमता के साथ इसकी शुरुआत होगी। इस यात्री संख्या के 80 फीसदी का अंकड़ा पूरा होने के बाद तीन करोड़ यात्री क्षमता के साथ दूसरा चरण व पांच करोड़ यात्री क्षमता के साथ तीसरा चरण होगा।

इसमें यात्रियों के तय लक्ष्य के 80 फीसदी का अंकड़ा पूरा होने के बाद ही अगले चरण का काम शुरू होने की प्रक्रिया होगी। सबसे अहम बात यह है कि दूसरे चरण में दो रनवे और तीसरे चौथे चरण में तीन रनवे को भी पूरा किया जाना है। चारों चरण पूरा होने पर परियोजना की कुल लागत 29561 करोड़ हो जाएगी। पहले चरण पूरा होने



नोएडा एयरपोर्ट

आईजीआई की क्षमता 1.3 मिलियन मेट्रिक टन

आईजीआई कार्गो की क्षमता 1.3 मिलियन मेट्रिक टन की है। नोएडा एयरपोर्ट पर पहले चरण में कार्गो की क्षमता 1.2 मिलियन मेट्रिक टन की है जो कि बढ़ाकर 2.5 मिलियन मेट्रिक टन की जाएगी। चारों चरण के पूरे होने के बाद नोएडा एयरपोर्ट की कार्गो क्षमता 11 मिलियन मेट्रिक टन तक होगी। नायल के सीईओ डा. अरुणवीर सिंह ने बताया कि हम पहले चरण का काम अप्रैल से पहले पूरा कर एयरपोर्ट के व्यावसायिक संचालन की तैयारी में हैं। इसमें यात्रियों की निर्धारित संख्या पूरी होने के बाद अगले चरण का काम शुरू किया जाएगा।

नोएडा एयरपोर्ट पर अपना कार्गो हब बनाएगा एयरफोर्स

ग्रेटर नोएडा। भारतीय वायु सेना नोएडा इंटरनेशनल एयरपोर्ट पर अपना कार्गो हब बनाने की तैयारी में है। सेना की जरूरत के मुताबिक, आने वाली सामग्री इंदिरा गांधी इंटरनेशनल एयरपोर्ट (आईजीआई) की जगह यहां आएगी। इस पूरी गतिविधि को सुचारू संपन्न करने के लिए इंडियन एयरफोर्स ने वापल से कार्गो टर्मिनल बिल्डिंग में तीन हजार वर्गफीट जगह भी मांगी है।

वापल की ओर से कार्यालय के लिए जगह दिए जाने की सैद्धांतिक सहमति दे दी गई है और जल्द ही बाकी औपचारिकताएं पूरी कर ली जाएंगी। दरअसल, भारतीय सेना सेना जरूरतों के अलावा अन्य सामग्रियों को विभिन्न देशों से आयात करती है। इसके लिए दिल्ली एयरपोर्ट को अपना बेस बनाया है। नोएडा एयरपोर्ट से विमानों का संचालन शुरू होने के साथ ही यहां कार्गो सुविधा भी शुरू



भारतीय वायुसेना ने कार्गो के लिए कार्यालय की मांग की है और हमने उन्हें सैद्धांतिक सहमति दे दी है। जल्द ही एयरपोर्ट की टर्मिनल बिल्डिंग में उनकी जगह तय कर दी जाएगी।
-डा. अरुणवीर सिंह, सीईओ, नायल

होगी। नोएडा एयरपोर्ट की कनेक्टिविटी और अन्य सुविधाओं को ध्यान में रखते हुए एयरफोर्स अग्रणीत सामग्रियों को यहां से संचालित करने की तैयारी में है। दूसरी बात यह भी है कि दिल्ली में कार्गो का दखल जमाद होने के चलते सेना दूसरे विकल्पों पर काम कर रही थी। इसी के चलते इंडियन एयरफोर्स ने अपना ऑफिस स्थापित करने के लिए एयरपोर्ट पर तैयार कार्गो टर्मिनल में 300 मीटर का स्पेस मांग लिया है। इस ऑफिस में इंडियन एयरफोर्स के अधिकारी व स्टाफ बैठेंगे। यूरो

पर इसकी निर्माण लागत करीब छह हजार करोड़ रुपये होगी। एयरपोर्ट के विस्तार में एमआरओ के साथ एक रनवे बनेगा। यात्रियों की संख्या के साथ

इसका विस्तार छह रनवे तक होगा। चारों चरण को पूरा करने के लिए वर्ष 2050 तक का लक्ष्य रखा गया है।

Air Kerala ties up with Kannur airport, eyes launch in Q2 of 2025

Our Bureau

Mumbai

Air Kerala has signed a memorandum of understanding with Kannur airport to build connectivity to other cities in south India.

Air Kerala, which is promoted by UAE-based businessmen, is targeting the second quarter of calendar year 2025 to launch operations.

It has already signed a letter of intent for three ATR-72 aircraft, and hopes to have six of them in the first year of operations.

In the first year of operations, the airline is targeting 40 daily flights.

While Air Kerala will be based in Kochi it will have significant operations from Kannur, the airline said in a press statement.

Kannur airport, which opened for regular operations six years ago, is the smallest airport in the State



AIMING HIGH. In the first year of operations, the airline will target 40 flights daily

Airline has signed a letter of intent for three ATR-72s and hopes to have six of them in the first year of operations

by number of passengers. It has connectivity with cities in West Asia and also metros within India.

“Our partnership with Kannur International Airport Ltd (KIAL) allows us to connect key regions domestically while preparing for international operations,” said airline Chairman Afi Ahmad.

“We are committed to provide all resources and support needed for Air Kerala to succeed, and we are confident that partnership will fulfill aspirations of travellers in the region,” added KIAL’s Managing Director Dinesh Kumar.



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DAINIK BHASKAR

DELHI

31 DECEMBER 2024

प्रोजेक्ट जिनसे सुविधाएं बढ़ीं हिसार एयरपोर्ट के रनवे पर लैंडिंग का ट्रायल, द्वारका व कटरा एक्सप्रेस-वे शुरू



■ 7 अगस्त को हिंसार एयरपोर्ट के रनवे पर हवाई जहाज की लैंडिंग का ट्रायल हुआ। 28 सितंबर को पीएम नरेंद्र मोदी का हवाई जहाज भी यहीं उतारा गया।



■ 11 मार्च को पीएम मोदी ने द्वारका एक्सप्रेस-वे के हरियाणा में पड़ने वाले 19 किमी. हिस्से का उद्घाटन किया। इससे मानेसर से द्वारका पहुंचने में सिर्फ 20 मिनट लगेंगे। अभी कम से कम 1 घंटा लगता है।
■ 21 नवंबर को हरियाणा में दिल्ली-कटरा एक्सप्रेस-वे का 135 किमी. हिस्सा जनता के लिए खुला। पूरा बनने पर दिल्ली से कटरा 12 के बजाय 6 घंटे में पहुंचेंगे।



Corporate Communications Directorate

DESHBANDHU

DELHI

31 DECEMBER 2024

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन 17 अप्रैल को

मुंबई। महाराष्ट्र के नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे (एनएमआईए) का उद्घाटन 17 अप्रैल को होने जा रहा है, जो मुंबई महानगर क्षेत्र (एमएमआर) की हवाई यात्रा की मांग को पूरा करने की दिशा में एक महत्वपूर्ण कदम है। इससे पहले रविवार को हवाई अड्डे पर पहला वाणिज्यिक विमान उतरा। मुंबई हवाई अड्डे से उड़ान भरने वाला इंडिगो ए 320 यात्री विमान रविवार को दोपहर 1.32 बजे अपने नए 08/26 रनवे पर सफलतापूर्वक उतरा। यह अंतरराष्ट्रीय हवाई अड्डा महाराष्ट्र के रायगढ़ जिला में नवी मुंबई उल्हे में स्थित है।

नोएडा एयरपोर्ट पर भारतीय वायुसेना बनाएगा आयात कार्गो हब

- आईजीआई से नोएडा हवाई अड्डे पर एयरफोर्स शिफ्ट करेगा आयात
- इंडियन एयरफोर्स ने कार्यालय के लिए यापल से मांगा कार्गो टर्मिनल बिल्डिंग में तीन हजार वर्गफीट जगह

ग्रेटर नोएडा, 30 दिसम्बर (देशबन्धु)। भारतीय वायुसेना सैन्य जरूरतों के अलावा अन्य सामग्रियों को विदेश में भेजने के लिए इंदिरा गांधी एयरपोर्ट से नोएडा एयरपोर्ट ज्यादा मुफ़ीद मान रहा है। इस लिए भारतीय वायु सेना नोएडा इंटरनेशनल एयरपोर्ट पर अपना आयात कार्गो हब बनाने की तैयारी में है।

सेना को जरूरत के मुताबिक आने वाली सामग्री आने वाले महीनों में पूरी तरह से इंदिरा गांधी इंटरनेशनल एयरपोर्ट (आईजीआई) से शिफ्ट कर नोएडा इंटरनेशनल एयरपोर्ट से ही आयात होगी। इस पूरी गतिविधि को सुचारू संपन्न कराने के लिए इंडियन एयरफोर्स ने यापल से कार्गो टर्मिनल बिल्डिंग में तीन हजार वर्गफीट जगह भी मांगी है। यापल को ओर से कार्यालय के लिए जगह दिए जाने की सैद्धांतिक सहमति दे दी गई है और जल्द ही बाकी औपचारिकताएं पूरी कर ली जाएंगी। दरअसल, भारतीय



भारतीय वायुसेना ने कार्गो के लिए कार्यालय की मांग की है और हमने उन्हें सैद्धांतिक सहमति दे दी है। जल्द ही एयरपोर्ट की टर्मिनल बिल्डिंग में उनकी जगह तय कर दी जाएगी : डॉ. अरुणवीर सिंह, सीईओ, नायल।

सेना सैन्य जरूरतों के अलावा अन्य सामग्रियों को विभिन्न देशों से आयात करती है। इसके लिए उन्होंने दिल्ली एयरपोर्ट को अपना बेस बनाया है और यहां से ही सभी गतिविधियां की जाती हैं।

नोएडा एयरपोर्ट से विमानों के संचालन शुरू होने के साथ ही यहां कार्गो सुविधा भी शुरू होगी। नोएडा एयरपोर्ट को कनेक्टिविटी और अन्य सुविधाओं को ध्यान में रखते हुए एयरफोर्स अपने आयात सामग्रियों को यहां से संचालित करने की तैयारी में है। दूसरी बात यह भी है कि दिल्ली में कार्गो का दबाव ज्यादा होने के

इंडियन एयरफोर्स की एनओसी पर ही बना है एयरपोर्ट

आमतौर पर देश में बने वाले सभी एयरपोर्ट के लिए इंडियन एयरफोर्स की अनापत्ति प्राप्त करनी जरूरी होती है। जीनफील्ड नोएडा एयरपोर्ट के निर्माण से पहले दी गई एनओसी में भारतीय वायुसेना ने अपनी शर्तों को शामिल किया है। इसके तहत एयरपोर्ट प्रबंधन को उनकी जरूरतों को पूरा करना प्राथमिकता है।

चलते सेना दूसरे विकल्पों पर काम कर रही थी।

इसी के चलते इंडियन एयरफोर्स ने अपना ऑफिस स्थापित करने के लिए एयरपोर्ट पर तैयार कार्गो टर्मिनल में 300 वर्गमीटर का स्पेस मांग लिया है। इस ऑफिस में इंडियन एयरफोर्स के अधिकारी व स्टाफ बैठेंगे। बताया जा रहा है कि अगले कुछ दिन में यह स्पेस उन्हें दे दिया जाएगा जिसमें वह अपना ऑफिस तैयार कर लेंगे। यहां बता दें कि नोएडा एयरपोर्ट से व्यवसायिक संचालन शुरू होने के पहले दिन से ही कार्गो सेवा भी शुरू होगी।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

30 DECEMBER 2024

NAVI AIRPORT TO BE OPERATIONAL BY APRIL 17

SONU SHRIVASTAVA | DC
MUMBAI, DEC. 29

The upcoming Navi Mumbai International Airport, which is also referred as Mumbai's second and the country's largest airport, is likely to be functional by April 17, 2025.

An IndiGo A320 passenger aircraft on Sunday landed successfully at runway 08/26 of the under-construction airport. This has paved the way for obtaining an aerodrome licence to commence commercial operations, officials said.

The commercial operations are likely to be begun in mid of May 2025, said Arun Bansal, Chief Executive Officer, Adani Airport Holdings Limited (AAHL). The aircraft was welcomed with the traditional water salute by two Crash Fire Tenders (CFT) of Navi Mumbai International Airport (NMIA), which is the largest airport of the country with a capacity to cater nine crore passengers. Senior officials of the DGCA, Airports Authority of India, Customs, Immigration, CISE, CIDCO, IMD, BCAS, as well as AAHL also witnessed the moment.



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

30 DECEMBER 2024

'Navi Mumbai airport operations to begin in May'

TDG NETWORK
NAVI MUMBAI

Arun Bansal, CEO of Adani Airports Holdings Ltd, on Sunday, said they are fairly confident of inaugurating the Navi Mumbai airport sometime in April next year, and commercial flights in the second half of May 2025.

The Navi Mumbai airport took a monumental step toward becoming operational with its first commercial flight validation test on Sunday, in the presence of regulators from the domestic aviation sector. The runway 08/26 at the under-construction Navi Mumbai International Airport came alive as an A320 aircraft from Indigo Airlines successfully touched down, marking a historic milestone in the international airport's journey toward becoming fully operational. Navi Mumbai International Airport Private Limited said in a statement Sunday.



The Airbus C295 successfully lands during the runway test of Navi Mumbai Airport, in Mumbai on Oct 11, 2024. ANI

The aircraft was welcomed with the traditional water salute by fire tenders.

The first commercial flight validation test exercise includes technical assessment, and landing and take-off manoeuvres, paving the way for the DGCA to validate the data collected from the flight and for the airport to receive the aerodrome license, which is essential to operate the airport.

Post the successful landing, the airport's established flight procedures will be published in the Electronic Aeronautical

Information Publication (eAIP) for international promulgation.

Prior to the landing of the validation flight, NMIA successfully conducted the flight calibration of the Instrument Landing System (ILS) and Precision Approach Path Indicator (PAPI), subsequently drafting instrument approach procedures to prepare itself for the arrival of the validation flight. The greenfield Navi Mumbai airport will have two parallel runways, enabling two aircraft to land and take off simultaneously.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 DECEMBER 2024

Plane touches down at Navi Mumbai Airport

Jeet Adani, Director, Airports of the Adani Group, on Sunday, hailed the pivotal landmark of Navi Mumbai International Airport (NMIA) successfully carrying out its first commercial validation flight with the touchdown of an IndiGo Airlines A 320 plane, paving the way for the greenfield airport to become operational in early 2025. "A historic milestone as Navi Mumbai International Air-



port welcomed its first commercial validation flight! Proud of our team's hard work and grateful for our stakeholders' unwavering support. Together, we are creating a world-class Gateway To Goodness!" Jeet Adani said in a post on X. The validation flight moment was witnessed by senior officials from the Directorate General of Civil Aviation and the Airports Authority of India



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 DECEMBER 2024

NMIA AIRPORT | First commercial flight validation test a smashing success

All set for take-off in May 2025

Bhalchandra Chorghade and Raina Assanar

NAVI MUMBAI

Navi Mumbai International Airport (NMIA) will be inaugurated on April 17, 2025, and the facility will start operations from the second week of May. Arun Bansal, Group CEO of Adani Airports Holding Ltd (AAHL), said on Sunday.

Bansal was speaking to journalists at the first landing at the airport by a commercial aircraft.

The IndiGo A320 aircraft, which landed at the airport at 1.38pm, had taken off from Mumbai, making it possibly the shortest flight ever from the city airport. It was welcomed with the traditional water salute by two crash fire tenders.

"We are keen to welcome passengers right after the inauguration. The application for the aerodrome permit will be submitted on February 6, and we expect to receive it within 70 days," Bansal said.

Highlighting the strategic importance NMIA in addressing the burgeoning demand for air travel in the region, Bansal said, "We are in discussions with all major airlines, both domestic and international, to ensure comprehensive connectivity for our passengers."

The airport's state-of-the-art amenities will be highly attractive to airlines and passengers alike, Bansal said. "We have incorporated modern facilities to enhance the passenger experience and meet their diverse requirements. Capacity will not be a problem for us," he said.



Bhalchandra Chorghade



@SameerMohite285

During the initial phase, the airport will be able to handle eight to nine million passengers, Bansal said.

However, he noted that the

current terminal at NMIA is designed to handle up to 20 million passengers annually. To accommodate growth, construction of a second ter-

minal is slated to commence in March 2028. "By the end of July, we aim to start international operations. Last-minute connectivity arrangements are still under discussion, but we are confident of resolving these soon," he said.

Uran MLA Mahesh Baldi; vice chairman and managing director of CIDCO, Vijay Singhal; CEO of Navi Mumbai International Airport Ltd (NMIAL), Captain BVJK Sharma; and other dignitaries were also present on the occasion.

8-9 million
Passengers in the initial phase

20 million
Passenger capacity of the airport

35 km
Distance between CSMIA and NMIA

70%
Terminal work is over

April 17, 2025
First of four terminals to be inaugurated

Shortest flight from Mumbai?

Even as first commercial landing took place at Navi Mumbai International Airport (NMIA) on Sunday, aviation expert Vipul Saxena said this was the shortest aerial distance covered by a passenger aircraft from the Chhatrapati Shivaji Maharaj International Airport (CSMIA). Until now, the shortest distance covered from CSMIA was to Pune. However, sources from NMIAL said the flight was not very short as it was in the air for a long time before finally landing. All the calibration and testing happened before it hit the ground, they said.

Singhal said metro connectivity between CSMIA and NMIA has also been planned to make it easier for Mumbai residents to reach the airport (the distance between the two is around 35 kilometres).

He said 70% of terminal work is over and the first of four terminals will be inaugurated on April 17, 2025."

NAVI MUMBAI GETS WINGS

Ajay Awtaney
NAVI MUMBAI

The touchdown of the first commercial flight at the Navi Mumbai International Airport (NMIA) on Sunday marks a pivotal moment for the Mumbai Metropolitan Region (MMR). This achievement, following a successful validation flight, represents a key milestone toward the airport's full-scale operation, slated for inauguration on April 17, 2025.

Developed at a cost of Rs 18,000 crore, the new airport is set to significantly alleviate congestion at the already overcrowded Chhatrapati Shivaji Maharaj International Airport (CSMIA), which has been operating at full capacity, handling 52.8 million passengers this fiscal year alone.

NMIA is poised to play a

critical role in boosting regional connectivity and economic growth, easing the pressure on the city's sole international gateway while strengthening Mumbai's position as a global hub.

Vijay Singhal, Managing Director of CIDCO, emphasized the importance of this milestone, stating, "The successful landing of a commercial flight today not only underscores the readiness of NMIA's infrastructure but also marks a major step toward operationalization. This airport is not just a transportation hub; it's a key enabler for the region's growth."

As a public-private partnership between Adani Airports Holdings Limited and CIDCO, NMIA promises to be a catalyst for the local economy.



▶ **Contd on | nation**



Navi Mumbai...

The airport is expected to create thousands of jobs and stimulate substantial growth in surrounding areas like Panvel and Kharghar, driving real estate development and infrastructure projects.

The first commercial flight, an IndiGo A320, showcased the airport's preparedness for operations. The successful flight test has brought the airport one step closer to securing its aerodrome permit, expected by February 6, 2025. Domestic operations are anticipated to commence in May 2025.

The first phase of NMIA's Terminal 1, capable of handling 20 million passengers annually, is nearing completion. Expansion will continue with Terminal 2, slated for construction from July 2025, which will add capacity for an additional 30 million passengers. By 2029, the airport is expected to accommodate 50 million passengers annually, with the full network of four terminals ultimately

handling up to 90 million passengers per year.

This new airport is a crucial addition to the Mumbai Metropolitan Region, where passenger traffic currently stands at 65 million. The addition of NMIA will allow the region to meet rising demand, offering a seamless travel experience for passengers who might otherwise need to travel to other airports.

Beyond passenger services, NMIA will boast two parallel runways, parking for 350 aircraft, and a cargo terminal capable of handling 2.6 million tonnes of goods annually. The airport's catchment area spans Navi Mumbai, Raigad, and Pune, with plans to connect the two major airports in the region via road, rail, and metro systems, ensuring a seamless travel experience for passengers.

As the countdown to its full operational launch begins, NMIA is set to reshape the future of air travel and economic development in the MMR, ushering in a new era of connectivity for the region.



Corporate Communications Directorate

HINDUSTAN

DELHI

31 DECEMBER 2024

कार्गो टर्मिनल में तीन हजार वर्गफीट जगह मिलेगी, विदेश से आयात होने वाले सामानों की निगरानी होगी

एयरपोर्ट परिसर में वायु सेना का दफ्तर बनेगा

अच्छी खबर-1

ग्रेटर नोएडा, बरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट परिसर में भारतीय वायु सेना का कार्यालय बनेगा। सेना की विदेश से आयात होने वाले उपकरणों की निगरानी समेत कार्यों के लिए यहां कार्यालय बनाने की तैयारी है। एयरपोर्ट के कार्गो टर्मिनल में वायु सेना को कार्यालय के लिए स्थान आवंटित किया जाएगा। जमीन के लिए प्राधिकरण स्तर पर पत्राचार किया गया है। उद्घान शुरू होने से पहले सेना को कार्यालय स्थापन के लिए भूमि मिलने की उम्मीद है।

प्राधिकरण के एक अधिकारी ने बताया कि एयरपोर्ट पर यात्री सेवा के अलावा कार्गो हब भी मुख्य केंद्र रहेगा। एयरपोर्ट परिसर में 80 एकड़ में कार्गो हब विकसित किया जा रहा है। इसमें कार्गो टर्मिनल के साथ वेयरहाउस

भारतीय वायुसेना को कार्यालय के लिए कार्गो हब में जमीन दी जाएगी। इसके लिए प्रक्रिया शुरू कर दी गई है।

- डॉ. अरुणवीर सिंह, सीईओ नयल

आदि बनेंगे। कार्गो टर्मिनल में ही वायु सेना को तीन हजार वर्गफीट जगह कार्यालय के लिए दी जाएगी। वायु सेना ने नागर विमानन मंत्रालय के जरिए भूमि के लिए अनुरोध किया है। उन्हें निशुल्क जमीन उपलब्ध कराई जाएगी।

कार्यालय बनने के बाद यहां से वायु सेना विदेश से आयात होने वाले उपकरण, कलपुर्जे व अन्य सामान की निगरानी व अपने जरूरी कार्यों को पूरा कर सकेगी। अब कार्गो आईजीआई एयरपोर्ट पर उतरता है, लेकिन जेवर में एयरपोर्ट के शुरू होने के बाद इसे यहां पर उतारने की भी तैयारी की जा रही है। इस कार्यालय में वायु सेना के

डियर पार्क बनाने की अनुमति मिली

अच्छी खबर-2

नोएडा। सेक्टर-91 के बायोडायवर्सिटी पार्क में बनने वाले डियर पार्क की प्रक्रिया आगे बढ़ी है। इस पार्क में प्रस्तावित डियर पार्क सनसेट सफारी परियोजना के लिए केंद्रीय चिड़ियाघर प्राधिकरण-सीजेडए-ने अनुमति दे दी है। यह भारत सरकार के पर्यावरण एवं वन मंत्रालय के अंतर्गत सांविधिक निकाय है।

अब केंद्र स्तर पर मंत्रालय की मंजूरी मिलनी बाकी है। इसके बाद इसको बनाने की प्रक्रिया शुरू होगी। नोएडा प्राधिकरण के अधिकारियों ने बताया कि इस परियोजना की डीपीआर को राज्य वन एवं जंतु विभाग पहले ही मंजूरी दे चुका है।

नोएडा के दलित प्रेरणा स्थल का कायाकल्प होगा

अच्छी खबर-3

लखनऊ/नोएडा, हिटी। नोएडा के सेक्टर-95 में स्थित राष्ट्रीय दलित प्रेरणा स्थल का कायाकल्प होगा। इसके लिए सिविल, हॉर्टिकल्चर व विद्युत के कार्यों के साथ ही सुरक्षा व्यवस्था मजबूत की जाएगी। सोमवार को नोएडा पहुंची लखनऊ विकास प्राधिकरण की टीम ने स्मारक का निरीक्षण करके वहां की कमियों को चिन्हित किया।

4.6 करोड़ रुपये की लागत से महापुरुषों की मूर्तियों की मरम्मत, पेन्टिंग व पॉलिश आदि के कार्य के

- व्यवस्थाओं की समीक्षा के लिए कमेटी गठित
- स्मारक पर खामियां दूर करने के निर्देश दिए

लिए राजकीय निर्माण निगम के साथ एमओयू साइन किया।

व्यवस्थाओं की समीक्षा करने के लिए एलडीए सचिव व स्मारक समिति के मुख्य प्रबंधक विवेक श्रीवास्तव की अध्यक्षता में एक कमेटी गठित की गई है। सोमवार को कमेटी के अधिकारियों ने जब स्मारक क्षेत्र का निरीक्षण किया तो उन्हें यहां कमियां मिली, जिस पर उन्होंने इन्हें दूर करने के निर्देश दिए।



Corporate Communications Directorate

THE HINDU

CHENNAI

30 DECEMBER 2024



Navi Mumbai airport conducts first flight validation test

The Navi Mumbai International Airport (NMIA) successfully conducted its first commercial flight validation test on Sunday in the presence of DGCA officials. An IndiGo A320 aircraft landed on Runway 08/26 at the NMIA. The aircraft was welcomed with the traditional water salute by two crash fire tenders. “The successful completion of the validation flight is a major milestone. We are now one step closer to operationalising the airport, prioritising safety at every step,” said Arun Bansal, chief executive officer, Adani Airport Holdings Ltd.



Corporate Communications Directorate

LOKSATYA

DELHI

31 DECEMBER 2024

आदेश

एक अप्रैल से शुरू होगी नई व्यवस्था

विमानन कंपनियों को अंतरराष्ट्रीय यात्रियों का विवरण साझा करना होगा

नई दिल्ली, लोकसत्य

अब विमानन कंपनियों को भारतीय सीमा शुल्क अधिकारियों के साथ विदेशी यात्रियों की जानकारी साझा करना अनिवार्य होगा। इस नियम का पालन न करने पर जुर्माना लगाया जाएगा। यह प्रावधान 1 अप्रैल, 2025 से प्रभावी होगा।

केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआईसी) के अनुसार, भारत से/भारत के लिए उड़ानें संचालित करने वाले सभी हवाई सेवा प्रदाताओं को आवश्यकता का अनुपालन करने के लिए 10 जनवरी, 2025 तक राष्ट्रीय सीमा शुल्क लक्ष्यीकरण केंद्र-यात्री (एनसीटीसी-पैक्स) के साथ पंजीकरण कराना होगा। अंतरराष्ट्रीय उड़ान के प्रस्थान से 24 घंटे पहले मोबाइल नंबर और भुगतान के तरीके से लेकर यात्रा कार्यक्रम तक का



विवरण अधिकारियों के साथ साझा करना होगा। सीबीआईसी ने आठ अगस्त, 2022 को, 'यात्री नाम रिकॉर्ड सूचना विनियमन, 2022' अधिसूचित किया।

इसके तहत एयरलाइन कंपनियों को सीमा शुल्क विभाग के साथ विदेशी यात्री नाम रिकॉर्ड (पीएनआर) विवरण साझा करने की आवश्यकता थी। इस प्रणाली का उद्देश्य अधिकारियों की पाबंदी से जुड़ी क्षमताओं के साथ-साथ यात्रियों के जोखिम विश्लेषण को बढ़ाना है। यदि कोई एयरलाइन आंकड़ा साझा करने में विफल रहती है, तो नियमों के अनुसार, सीमा शुल्क विभाग गैर-अनुपालन के प्रत्येक कार्य के लिए 25,000 से 50,000 रुपये तक का

1 10 जनवरी 2025 तक राष्ट्रीय सीमा शुल्क लक्ष्यीकरण केंद्र-यात्री (एनसीटीसी-पैक्स) के साथ पंजीकरण कराना होगा

2 नियमों के अनुसार, सीमा शुल्क विभाग गैर-अनुपालन के प्रत्येक कार्य के लिए 25,000 से 50,000 रुपये तक का जुर्माना लगा सकता है

जुर्माना लगा सकता है।

सीबीआईसी ने पिछले सप्ताह जारी सूचना में कहा कि विनियमन को लागू करने की प्रणाली एनसीटीसी-पैक्स विकसित कर रहा है। इसे जनवरी, 2025 से चरणबद्ध तरीके से लागू किया जाना है। सीमा शुल्क विभाग ने यह भी कहा कि अपेक्षित यात्री जानकारी एकत्र करने के लिए पीएनआरजीओवी प्रणाली को उन कुछ विमानन कंपनियों के साथ पायलट आधार पर लागू किया

जाएगा जिन्होंने इसमें शामिल होने की इच्छा जताई है। सीबीआईसी ने कहा कि पायलट चरण 10 फरवरी, 2025 तक लागू होने वाला है। उसके बाद व्यक्तिगत एयरलाइंस के लिए एक अप्रैल, 2025 से और जीडीएस (वैश्विक वितरण प्रणाली) के माध्यम से संचालित होने का इरादा रखने वाली एयरलाइन के लिए एक जून, 2025 से इसे पूरी तरह से लागू करने की योजना बनाई गई है। 'यात्री नाम रिकॉर्ड सूचना

विनियमन, 2022' के अनुसार, एयरलाइंस को उड़ान के प्रस्थान से 24 घंटे पहले सभी अंतरराष्ट्रीय यात्रियों से जुड़ी जानकारी सीमा शुल्क अधिकारियों के साथ साझा करनी होगी। आने और जाने वाले दोनों अंतरराष्ट्रीय उड़ानों के लिए एयरलाइन कंपनियों की तरफ से साझा की जाने वाली जानकारी में यात्री का नाम, बिलिंग/भुगतान जानकारी (क्रेडिट कार्ड नंबर), टिकट जारी करने की तारीख और उसी पीएनआर से जुड़े अन्य यात्रियों के नाम तथा यात्रा की विस्तृत योजना शामिल हैं। इसके अलावा, ईमेल आईडी, मोबाइल नंबर, ट्रैवल एजेंसी का विवरण, सामान की जानकारी और कोड शेयर जानकारी (जब एक एयरलाइन दूसरी एयरलाइन की उड़ान पर सीटें बेचती है) जैसे संपर्क विवरण भी साझा भी जानकारी करने की बात कही गई है।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

31 DECEMBER 2024

203 arrests in IGIA's record visa fraud bust

NARESH BISWANI

NEW DELHI: IGI Airport Police have marked a record of arresting 203 persons in a single year cracking visa and passport frauds against 98 arrested in the year 2023. The feat stands as testimony to the new policy of zeroing in on dismantling illegal syndicates and high-profile agents involved in fraud, rather than the victim of fraud itself. The operations unveiled complex networks of fraud, causing some counterfeit visa factories to collapse and putting long-standing offenders behind bars. This was indeed a milestone in enhancing India's immigration system integrity.

Usha Rangnani, DCP, IGI Airport, stated that the year saw significant accomplishments, such as the breakdown of two major fake visa factories in Delhi and Gujarat. A raid in Tilak Nagar, West Delhi, unearthed a highly sophisticated forgery operation, which was producing fake visas, counterfeit immigration stamps,

and forged travel documents to Canada, the United States, and Europe. The police arrested eight people including the mastermind, Manoj Monga, while high-tech printing equipment along with more than 800 counterfeited visa stickers was recovered. Likewise, in Surat, Gujarat, a factory of Prateek Shah was unearthed, producing counterfeit PR cards, work permits, and student visas. During this raid, seven persons were arrested and passports and blank PR cards along with the most advanced equipment used in making counterfeit were seized. Investigations revealed the use of advanced techniques for visa forgery, passport alterations, and fraudulent travel documents.

Notable cases included a Rs 50 lakh scam and fake "Guaranteed Canadian Visas" on Instagram. The crackdown led to 121 Look Out Circulars and the arrest of 56 long-standing offenders. Public awareness campaigns warned travellers of immigration fraud.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

31 DECEMBER 2024

Digi Yatra passengers' data not shared with I-T dept: Civil Aviation Ministry

NEW DELHI: The Civil Aviation Ministry on Monday said data of passengers who use Digi Yatra are not shared with the Indian tax authorities.

Earlier in the day, the I-T Department refuted reports that Digi Yatra data will be used to crack down on tax evaders.

Based on Facial Recognition Technology (FRT), Digi Yatra provides for contactless, seamless movement of passengers at various check points at airports.

The data shared by a passenger for Digi Yatra is stored in an encrypted format. To avail the service, a passenger has to register his or her details on the Digi Yatra app using Aadhaar-based validation and a self-image capture. In the next step, the board-

ing pass has to be scanned and the credentials are shared with the airport.

In a post on X, the ministry said there is no sharing of Digi Yatra passengers' data with Indian tax authorities.

"The Digi Yatra app follows the Self-Sovereign Identity (SSI) model, where Personally Identifiable Information (PII) and travel credentials are stored exclusively on the user's device, not on any central repository. Furthermore, if a user uninstalls the Digi Yatra app, the data is deleted entirely," the ministry said in a post on X.

Further, the ministry said airport systems automatically purge passenger data within 24 hours of the flight's departure.

The I-T Department, in a post on X, refuted reports which stated that Digi Yatra data will be used to crack down on tax evaders.

"In this connection, it is clarified that as on date there is no such move by the @IncomeTaxIndia department," it said.

Digi Yatra is managed by the Digi Yatra Foundation. Its shareholders are Airport Authority of India (AAI), Cochin International Airport Ltd (CIAL), Bangalore International Airport Ltd (BIAL), Delhi International Airport Ltd (DIAL), Hyderabad International Airport Ltd (HIAL) and Mumbai International Airport Ltd (MIAL).



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

30 DECEMBER 2024

Navi Mumbai Airport conducts commercial flight test, to be functional from early next fiscal

MPOST BUREAU

MUMBAI: The Navi Mumbai International Airport is expected to become operational early in the next fiscal year, with its inauguration slated for April 17, a senior official from the Adani Group announced on Sunday.

Earlier that day, an IndiGo A320 aircraft successfully landed on runway 26/08 of the under-construction airport, marking a significant milestone toward obtaining an aerodrome licence for commercial operations.

"Our ambition is to do the commercial inauguration of the airport by April 17," Adani Airport Holdings Ltd CEO Arun Bansal told media after the successful trial landing of the first civil passenger aircraft. Bansal said that the domestic operations will start from the second half of May as after the inaugural flight some procedures will have to be followed which will take about four weeks time. And by the end of July, he said, "we expect to start international operations."

Navi Mumbai International Airport (NMAI) took a further step toward becoming operational with its first commercial flight validation test, with the successful touchdown at 1.32 pm on runway 26/08, it said. **Continued on P6**

"This is a momentous day for Navi Mumbai International Airport. The successful completion of the validation flight is a major milestone, and we are now one step closer to operationalising the airport, prioritising safety at every step," said Bansal.

The touchdown of a commercial aircraft validates and establishes the synchronised functioning of Instrument Approach Procedures at NMAI.

The exercise includes technical assessment, landing and take-off manoeuvres, paving the way for the DGCA to validate the data collected from the flight and for NMAI to receive the aerodrome license, which is essential to operate the airport.

Post the successful landing, NMAI's established flight procedures will be published in the Electronic Aeronautical Information Publication (eAIP) for international promulgation.

Prior to the landing of the validation flight, NMAI successfully conducted the flight calibration of the Instrument Landing System (ILS) and Precision Approach Path Indicator (PAPI), subsequently drafting instrument approach procedures to prepare itself for the arrival of the validation flight.

Mumbai

The aircraft was welcomed with the traditional water salute by two Crash Fire Tenders (CFT) of NMAI.

नोएडा एयरपोर्ट पर अगले सप्ताह से जल की आपूर्ति परिसर में फलैदा बांगर से तीन नलकूपों के माध्यम से पानी पहुंचाने की प्रक्रिया हुई पूरी

पायनियर समाचार सेवा। नोएडा

जेवर में बन रहे नोएडा इंटरनेशनल एयरपोर्ट तक पानी की आपूर्ति का रास्ता अब पूरी तरह से साफ हो गया है। एयरपोर्ट परिसर में जल आपूर्ति सुनिश्चित करने के लिए फलैदा बांगर से तीन नलकूपों के माध्यम से पानी पहुंचाने की प्रक्रिया पूरी की जा चुकी है। इसके तहत आठ किलोमीटर लंबी पाइपलाइन बिछाने का कार्य भी समाप्त हो चुका है। वर्तमान में पाइपलाइन की टेस्टिंग चल रही है।

अधिकारियों का कहना है कि अगले सप्ताह तक एयरपोर्ट को पानी की आपूर्ति शुरू हो जाएगी। नोएडा इंटरनेशनल एयरपोर्ट का संचालन अप्रैल 2025 से शुरू होने वाला है। जिसके मद्देनजर निर्माण कार्य तेजी से चल रहे हैं। एयरपोर्ट को शुरूआत में रोजाना दो मिलियन लीटर (एमएलडी) पानी की आवश्यकता



होगी। जबकि भविष्य में इसकी खपत आठ एमएलडी तक पहुंचने का अनुमान है।

जल आपूर्ति के लिए पाइपलाइन को एयरपोर्ट परिसर में बने वॉटर ट्रीटमेंट प्लांट (डब्ल्यूटीपी) से जोड़ा जा रहा है। प्लांट में पानी को शोधित करने के बाद एयरपोर्ट को आपूर्ति किया जाएगा। पाइपलाइन की टेस्टिंग के दौरान कुछ स्थानों पर मामूली लीकेज की समस्या पाई गई थी,

लेकिन उसे शीघ्र सुधारने का काम किया जा रहा है। यमुना अथॉरिटी के सीईओ डॉ. अरुणवीर सिंह ने पुष्टि की है कि आठ किलोमीटर लंबी पाइपलाइन बिछाने का कार्य पूरा हो चुका है। अब इसकी टेस्टिंग चल रही है। उन्होंने आशा जताई कि अगले सप्ताह तक एयरपोर्ट को पानी की आपूर्ति शुरू हो जाएगी, जिससे एयरपोर्ट के संचालन में कोई रुकावट नहीं आएगी।

टर्मिनल में खुलेगा वायु सेना का ऑफिस

पायनियर समाचार सेवा। नोएडा

नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) पर भारतीय वायु सेना ने अपने कार्यालय के लिए जगह मांगी है। वायु सेना के विदेश से आयात होने वाले उपकरण व अन्य सामान संबंधित कार्यों के लिए यह कार्यालय होगा। एयरपोर्ट के कार्गो टर्मिनल में वायु सेना को कार्यालय के लिए स्थान आवंटित किया जाएगा।

नोएडा इंटरनेशनल एयरपोर्ट यात्री सेवाओं के साथ कार्गो का मुख्य केंद्र भी होगा। एयरपोर्ट पर 80 एकड़ में कार्गो हब विकसित किया जा रहा है। इसमें कार्गो टर्मिनल के साथ वेयरहाउस आदि होंगे।

इसी कार्गो टर्मिनल में भारतीय वायु सेना को तीन हजार वर्गफीट जगह कार्यालय के लिए दी जाएगी।

इसके लिए वायु सेना ने नागर विमानन मंत्रालय के माध्यम से अनुरोध किया था। यह जगह निशुल्क उपलब्ध कराई जाएगी।

वायु सेना के लिए विदेश से आयात होने वाले उपकरण, कलपुर्जे व अन्य सामान अभी दिल्ली के आईजीआई एयरपोर्ट पर उतरता है, लेकिन जेवर में एयरपोर्ट के शुरू होने के बाद इसे एनआईए पर उतारा जाएगा। इससे संबंधित कार्यों को पूरा करने के लिए वायु सेना की ओर से कार्यालय की जगह मांगी गई है। कार्यालय में वायु सेना के कर्मचारी भी तैनात होंगे। ज्ञात हो कि एयरपोर्ट पर विभिन्न विभागों के लिए भी जगह उपलब्ध कराई जाएगी। जो एयरपोर्ट की सुरक्षा से लेकर यहां से आयात, निर्यात होने वाले सामान समेत अन्य कार्यों से संबंधित हैं।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

31 DECEMBER 2024

नोएडा इंटरनेशनल एयरपोर्ट में रक्षा मंत्रालय भी बनाएगा कार्गो व कार्यालय

ग्रेटर नोएडा (एसएनबी)। नोएडा एयरपोर्ट पर रक्षा मंत्रालय ने कार्गो तथा इंटरनेशनल एयरपोर्ट जेवर के कार्गो के कार्यालय के लिए 3000 वर्ग मीटर पास रक्षा मंत्रालय को 3000 वर्ग मीटर जमीन दी गई है। यहां पर कार्यालय के अलावा सेना और अर्ध सैन्य बलों के लिए बाहर से सामान का आयात किया जाएगा। हालांकि यह सुविधा हर एयरपोर्ट होती है।

■ कार्गो के पास रक्षा मंत्रालय को दी 3000 वर्ग मीटर जमीन

■ कार्यालय के अलावा सेना और अर्ध सैन्य बलों के लिए बाहर से सामान का आयात किया जाएगा

जमीन मांगी थी, जो उपलब्ध करा दी गई है। यहां मंत्रालय कार्गो भी बनाएगा। यमुना एक्सप्रेस वे प्राधिकरण को रक्षा मंत्रालय के माध्यम से एक पत्र मिला है, जिसमें कहा गया है कि आईजीआई दिल्ली एयरपोर्ट पर

नोएडा इंटरनेशनल एयरपोर्ट जेवर अप्रैल 2025 में संचालित हो जाएगा, जहां से घरेलू व अंतरराष्ट्रीय उड़ानों के साथ ही कार्गो की भी सुविधा होगी।

भी रक्षा मंत्रालय का कार्यालय व कार्गो है। जेवर एयरपोर्ट पर भी कार्गो की सुविधा होने से सेना व अर्ध सैन्य बलों के लिए भारी सामान बाहर से आयात करने में काफी सुविधा हो जाएगी।

First civilian jet test-lands, Navi Mumbai airport ops from May

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Mumbai: The Navi Mumbai airport missed its much-touted March-end deadline, but not by much as the city's second commercial flights airport is expected to be inaugurated on April 17. Access to the public will begin four weeks later, in the second half of May, when airlines commence domestic flights, along with cargo operations. By the end of July, international flights will start, said Arun Bansal, CEO, Adani Airport Holdings Ltd on Sunday.

Given that the Navi Mumbai International Airport (NMIA) is a greenfield airport — built on undeveloped land — and built in 2024-25, it will have “all the modern amenities from day one like biometrics, connectivity between terminals,” said Bansal.

On Sunday, around 12.30pm, an IndiGo A320 aircraft took off from Mumbai airport and spent an hour circling over Karjat, Pen, carrying out technical assessment and missed approach manoeuvres as part of the “validation flight” process.

At 1.12pm, the aircraft did a touchdown on runway 08-26, becoming the first airline jet to land at NMIA. The data collected from the validation flight will be submitted to the aviation regulator for grant of the mandatory aerodrome licence.

On Oct 11, an Indian Air Force C-295, a large multi-role tactical airlifter, carried out an inaugural landing on the NMIA runway.

The phase-1 terminal building has a capacity of 20 million passengers per annum (ppa). To put that in perspective, last fiscal, airports like Chennai and Kolkata handled about 20 million ppa, Mumbai airport handled 62.8 million ppa, while Delhi, the busiest airport in the country, handled 73.6 million ppa. “Navi Mumbai airport will start with 10-12 million ppa, with 8-9 million domestic and about 2-3 million international passengers,” said Bansal. By mid-2026, it will reach 20 million capacity. “NMIA’s terminal 2 will have 30 million ppa capacity and will go live by the end of 2028,” Bansal elaborated.

When commissioned, the much-awaited NMIA will share the burden of the congested Mumbai airport, which is served by a single runway. “About 15 million passengers from the Mum-

FIRST COMMERCIAL LANDING AT NMIA



TEST FLIGHTS

Dec 29, 12.30pm: IndiGo A320 aircraft takes off from Mumbai airport, circles over Karjat for an hour as part of the validation flight process.

1.12pm: Aircraft touches down on runway 08-26, is first airline jet to land at Navi Mumbai airport.

Oct 11: An Indian Air Force C-295, a large multi-role tactical airlifter, carries out inaugural landing on the NMIA runway.



Navi Mumbai airport will begin domestic operations from May & international flights by July-end

Validation flight done, what other clearances needed?

► Technical data collected by the validation flight will be submitted to Directorate General of Civil Aviation for procurement of an aerodrome licence.

► On Feb 6, NMIA will submit a document needed to publish an AIP (Aeronautical Information Publication). This manual gives

essential info on air navigation, local regulations, airport limitations, etc.

► 70 days are needed to get all approvals done, which is why the NMIA has planned to do the inauguration on April 17. After that, four weeks are needed for security processes to be

Mumbai or Navi Mumbai airport? Flyers to choose

When booking an air ticket, passengers can look up and compare fares for flights operating out of Mumbai and Navi Mumbai airports. They can choose which airport they want to go to.

Single runway not a limiting factor at NMIA

A single runway can handle flights that carry up to 50 million passengers per annum (ppa). But NMIA phase-1 terminal has a capacity of 20 million ppa, which is expected to be reached by mid-2026. In phase-II, terminal 2 with a capacity of 30 million ppa is expected to be ready by 2028 end



bai region are travelling to nearby states or other airports,” Bansal said. “Airlines are very keen to move to Navi Mumbai to capture that additional passenger growth from Mumbai,” he said, adding that all domestic airlines are big enough, and so they won’t move their entire oper-

ations to NMIA.

“But certain international airlines with only a few flights per day might decide to have all their operations either out of Mumbai or Navi Mumbai,” he added.

Speaking about connectivity, Bansal said, “We’re very hopeful that the last-

mile connectivity will continue to improve. There is a proposal for a new Metro line from Navi Mumbai to the existing Mumbai airport. A lot of highway connectivity has happened, and last mile connectivity will also be ready in time for commercial operations,” he said.

After first civilian test flight landing, Navi Mumbai airport set for May ops

Manju.V@timesofindia.com

Mumbai: The Navi Mumbai airport missed its much-touted March-end deadline, but not by much as the city's second commercial flights airport is expected to be inaugurated on April 17. Access to the public will begin four weeks later, in the second half of May when airlines commence domestic flights, along with cargo operations. By the end of July international flights will start, said Arun Bansal, CEO, Adani Airport Holdings Ltd on Sunday.

Given that the Navi Mumbai International Airport (NMIA) is a greenfield airport — built on undeveloped land — and built in 2024-25, it will have “all the modern amenities from day one like biometrics, connectivity between terminals,” said Bansal.

On Sunday, around 12:30pm, an IndiGo A320 aircraft took off from Mumbai airport and spent an hour circling over Karjat, Pen, carrying out technical assessment and missed approach manoeuvres as part of the “validation flight” process.

At 1:23pm, the aircraft did a touchdown on runway 08-26, becoming the first airline jet to land at NMIA. The data collected from the validation flight will be submitted to the aviation regulator for grant of the mandatory aerodrome licence.

On Oct 11, an Indian Air Force C-295, a large multi-role tactical airlifter, carried out an inaugural landing on the NMIA runway.

The phase-1 terminal building has a capacity of 20 million passengers per annum (ppa). To put that in perspective, last fiscal, airports like Chennai and Kolkata handled about 20 million ppa. Mumbai airport handled 52.8 million ppa, while Delhi, the busiest airport in the country, handled 73.6 million ppa. “Navi Mumbai airport will start with 10-12 million ppa, with 8-9 million domestic and about 2-3 million international passengers,” said Bansal. By mid-2026, it will reach 20 million capacity. “NMIA’s terminal 2 will have 30 million ppa capacity and will go live by the end of 2028,” Bansal said.

When commissioned, the much-awaited NMIA will share the burden of the congested Mumbai airport, which is served by a single runway. “About 15 million passengers from the Mum-

VALIDATION FLIGHT DONE AT NMIA



TEST FLIGHTS

Dec 29, 12:30pm: IndiGo A320 aircraft takes off from Mumbai airport, circles over Karjat for an hour as part of the validation flight process.

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The Navi Mumbai airport is set to begin domestic operations from May and international flights by July-end.

Validation flight done, what other clearances needed?

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Single runway is not a limiting factor

A single runway can handle flights that carry up to 50 million passengers per annum (ppa). But NMIA phase-1 terminal has a capacity of 20 million ppa, which is expected to be reached by mid-2026. In phase-II, terminal 2 with a capacity of 30 million ppa is expected to be ready by 2028 end.

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Much-awaited Navi Mumbai airport to start domestic flights from May

Manju.V@timesofindia.com

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The data collected from the validation flight will be submitted to the aviation regulator for the grant of an aerodrome licence, a mandatory certification needed for airport operations.

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But much like the Mumbai airport and the Mumbai Metropolitan Region, which it serves, NMIA too will have to deal with congestion, though only by mid-2026. Unlike Mumbai airport, which is constrained by its single runway, NMIA will have terminal capacity constraints. The phase-1 terminal building has a capacity of 20 million passengers per annum (ppa). To put that in perspective, last fiscal, airports like Chennai and Kolkata handled about 20 million ppa. But Mumbai airport handled 32.8 million ppa, while Delhi, the busiest airport in the country handled 73.6 million ppa. “Navi Mumbai airport will start with 10-12 million ppa, with 4-9 million domestic and about 2-3 million international passengers,” said Bansal. By mid-2026, it will reach 20 million capacity, said an official.

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much-awaited NMIA will share the burden of the congested Mumbai airport, which is served by a single runway. “About 15 million passengers from the Mumbai region are travelling to nearby states or other airports. So, Navi Mumbai will augment or cater for that capacity,” Bansal said, alluding to Mumbai airport’s capacity constraints. “Airlines are very keen to move to Navi Mumbai so as to capture that additional passenger growth from

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First civilian jet test-lands, Navi Mumbai airport ops from May

Manjiv@timesofindia.com

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Navi Mumbai airport will begin domestic operations from May & international flights by July-end

Validation flight done, what other clearances needed?

> Technical data collected by the validation flight will be submitted to Directorate General of Civil Aviation for procurement of an aerodrome licence.

> On Feb 6, NMIA will submit docs needed to publish an AIP (Aeronautical Information Publication). This manual gives

essential info on air navigation, local regulations, airport limitations, etc.

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Speaking about connectivity, Bansal said, "We're very hopeful that the last-mile connectivity will continue to improve."

21 days on, wandering Odisha tigress Zeenat sedated & captured in Bengal

Was Tranquillised After Five Failed Attempts Since Sat

Krishnendu Mukherjee & Riyan Ramanath | TNN

Kolkata/Bhubaneswar: Tigress Zeenat's 21-day hide-and-seek with forest officials of three states since straying out of Similipal in Odisha on Dec 8 came to a close at 3.56pm Sunday when she was tranquillised and captured in a village of Bengal's Bankura after five failed attempts since Saturday afternoon.

Zeenat's walk on the wild side took her on a nearly 300km journey through Odisha, Jharkhand and Bengal as forest personnel tracking her tried every possible strategy to keep her from entering human habitation. After her capture at Gosaindihi village in Bankura, the drowsy tigress embarked on another 200km trip—this time on wheels—to Kolkata's Alipore zoo.

Once a basic health check is done, she will be "sent to the right destination", a source in the Bengal forest department said.

Odisha's chief wildlife warden Prem Kumar Jha said Zeenat would



(Left) Tigress Zeenat, brought from Tadoba to Similipal in 2023, photographed during the operation on Saturday. (Right) Some members of the team from the Sundarbans

Blinded by mob, 3-yr-old tigress finds home in Assam zoo

A three-year-old Royal Bengal Tigress, battered and blinded by a mob with stones and sticks in Nagaon district's Kaliabor, Assam, in Nov, has found a new home at Assam State Zoo cum Botanical Garden, where it will spend the rest of its life in captivity. The tigress was attacked by villagers on Nov 21 after it came into human habitat. It lost full vision of the right eye. The tigress's eyesight could not be restored and it has been deemed unfit to return to the wild. The tigress was recently relocated to the state zoo after it showed significant improvement after treatment. Dr Pranab Das, forest veterinary officer at the zoo, told **TOI** the tigress will be used for breeding once it attains its breeding age. **TNN**

be escorted "back to Similipal". He said the tigress was being taken to Alipore zoo only for a health check and to complete some official formalities "since she was captured in Bengal territory". Zeenat, he added, was active and healthy.

Bengal's chief wildlife warden

Debal Roy said Sunday's operation, which started after 3pm, involved firing a lone tranquillising dart.

Of the previous five shots since Saturday, two were misses. "At one point, she became sluggish from the effect of the tranquilliser but kept moving. We decided to abort

the operation around 4.30am Sunday," Roy said.

Remarkably, the tigress managed to remove one of the first three darts that struck her. "We wanted to avoid any risk of overdose, and hence resumed operation only after 3pm Sunday," said chief conservator of forests (south-east) S Kulan-daivel. In the afternoon, foresters elevated the net fence around the 1.5-hectare operational area. "The focus was on preventing the big cat from leaping across it and escaping," an official said.

Around 250 personnel from Odisha and Bengal were involved in the operation to capture Zeenat amid growing fears of her possibly straying into human habitation. From Bengal, 200 police and forest personnel were on the job since Dec 20, when Zeenat sneaked into Belpahari from Jharkhand. During its nine-day stay in the state, she traversed three districts—Jhargram, Purulia and Bankura.

Zeenat had been brought to Similipal from Maharashtra's Tadoba, and was released in Similipal North's core area on Nov 23. CM Mamata Banerjee congratulated the foresters on the successful rescue operation in a post on X. (With inputs from Tanuja Singh Deo, Falguni Banerjee & Sujoy Khanra)

‘Navi Mum airport to start with 10-12m flyers per year’

Manju.V@timesofindia.com

Mumbai: The Navi Mumbai International Airport (NMIA) will have “all the modern amenities from day one like biometrics, connectivity between terminals” given that it is a greenfield airport — constructed on undeveloped land — and built in 2024-25, said Arun Bansal, CEO, Adani Airport Holdings Ltd.

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Data collected from the validation flight will be submitted to the aviation regulator for grant of an aerodrome licence. “With the successful landing of the validation flight, NMIA’s established flight procedures (set of predetermined manoeuvres for safe flight operations) will be published in the Electronic Aeronautical Information Publication (a manual with essential air navigation information) for international promulgation,” said an NMIA spokesperson.

But much like the Mumbai airport and the Mumbai Metropolitan Region, which it serves, NMIA too will have to deal with congestion, though only by mid-2026. Unlike Mumbai airport, which is constrained by its single runway, NMIA will have terminal capacity constraints. The phase-1 terminal building has a capacity of 20 million passengers per annum (ppa). To put that in perspective, last fiscal, airports like Chennai and Kolkata handled about 20 million ppa. But India’s big wigs such as the Mumbai airport handled 32.8 million ppa, while Delhi, the busiest airport in the country handled 73.6 million ppa. “Navi Mumbai airport will start with 10-12 million ppa, with 8-9 million domestic and about 3-3 million international passengers,” said Bansal. By mid-2026, it will reach 20 million capacity, said an official.

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Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

30 DECEMBER 2024



Navi Mumbai Airport Indian Air Force's C-295 aircraft gets the traditional 'water salute' to mark the inaugural flight landing at the Navi Mumbai airport on October 11. The city's second airport will open to the public in May next year



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

30 DECEMBER 2024

1st civilian jet test-lands, Navi Mum airport ops from May

Mumbai: Two months ago when an IAF jet landed on the runway of the upcoming Navi Mumbai international airport (NMIA) ahead of the state election, naysayers said "but our air force planes can land even on expressways". On Sunday, crossing a major milestone towards the opening of the long-delayed airport, an IndiGo A320 aircraft touched down on the runway 08-26 as part of a series of tests, becoming the first airline jet to land at NMIA, reports **Manju V.**

The city's second commercial airport is expected to have a ceremonial inauguration on April 17—missing the March-end target by a few weeks—and in the second half of May, airlines will commence do-



- > **Technical data collected by Sunday's flight** (above) to be used for aerodrome licence
- > After April 17 inauguration, **four weeks needed for security processes** for ops to begin

mestic flights, along with cargo operations. By July-end, international flights will start, said Arun Bansal, CEO, Adani Airport Holdings Ltd.

► '10-12m flyers per yr', P 3

‘बी737 मैक्स की डिलिवरी के लिए बोइंग से बात करेंगे’

दीपक पटेल

नई दिल्ली, 30 दिसंबर

स्पाइसजेट के चेयरमैन एवं प्रबंध निदेशक अजय सिंह ने सोमवार को कहा कि एयरलाइन अपने 2017 के ऑर्डर के तहत बी737 मैक्स विमानों की डिलिवरी फिर से शुरू करने के लिए अमेरिकी विमान निर्माता बोइंग के साथ बातचीत शुरू करेगी।

जनवरी 2017 में स्पाइसजेट ने 205 विमान खरीदने के लिए बोइंग के साथ समझौता किया था। इनमें 100 बी737 मैक्स भी शामिल थे। बोइंग ने ऑर्डर के तहत लगभग 13 विमान भेजे। लेकिन बाद में एयरलाइन को वित्तीय कठिनाइयों का सामना करना पड़ा जिससे डिलिवरी बंद कर दी गई।

स्पाइसजेट ने सोमवार को अपनी सालाना आम बैठक की। इसमें सिंह ने निवेशकों को डिलिवरी फिर से शुरू होने की योजनाओं के बारे में बताया। उन्होंने बताया, ‘हमने वर्ष 2017 में बोइंग को 200 विमानों का ऑर्डर दिया था और 13 विमान मिल चुके हैं। हम डिलिवरी फिर से शुरू किए जाने के लिए बोइंग से बात करेंगे।’

सिंह ने कहा कि एयरलाइन के करीब 30 विमान इस समय परिचालन से बाहर हैं और अगले 12 से 15 महीनों में उन्हें भी सेवा में लाया जाएगा। एयरलाइन के पास विमानों की संख्या करीब 60 है।

उन्होंने कहा, ‘मौजूदा समय में सुरक्षित फंडिंग का उद्देश्य कंपनी को मजबूत बनाना है। बढ़ोतरी के लिए



सिंह ने निवेशकों को डिलिवरी फिर से शुरू होने की योजनाओं के बारे में बताया

पैसा लगाया जाएगा। निवेशकों को अंतरिम लाभांश पर धैर्य की आवश्यकता है। हमें उम्मीद है कि भविष्य में शेयरधारकों को ऊंचे शेयर मूल्य का लाभ मिलेगा।’

पिछली कई तिमाहियों से किफायती विमानन कंपनी विमान पट्टेदारों, इंजन पट्टेदारों और ऋणदाताओं को बकाया राशि का भुगतान न करने की वजह से कई कानूनी लड़ाइयों के बीच नकदी संकट से जूझ रही है।

एयरलाइन को पिछले 6 वर्षों से नुकसान का सामना करना पड़ रहा है। गुरुग्राम मुख्यालय वाली इस एयरलाइन का समेकित शुद्ध लाभ 2024-25 की पहली तिमाही में सालाना आधार पर 20 फीसदी घटकर 158.1 करोड़ रुपये रह गया।

SpiceJet to talk to Boeing for B737 deliveries

Chairman and MD Ajay Singh apprises investors of his plans at the company's AGM

DEEPAK PATEL

New Delhi, 30 December

SpiceJet is set to initiate discussions with US-based aircraft manufacturer Boeing to resume deliveries of B737 Max planes from its 2017 order, the airline's chairman and managing director Ajay Singh said on Monday.

In January 2017, SpiceJet had signed a deal with Boeing to purchase 205 planes, including 100 B737 Max aircraft.

Boeing sent about 13 planes from the order before ceasing the deliveries as the airline started facing financial difficulties.

SpiceJet conducted its annual general meeting on Monday wherein Singh told investors about his plans to restart the deliveries. "We placed an order for 200 aircraft with Boeing in 2017, and received 13 aircraft...we will talk to Boeing to restart deliveries," he added. Singh said about 30 planes of the airline are currently grounded and they will be brought to service in "12 to 15 months."

The airline has a full fleet of about 60 planes.

"At this point, the purpose of the secured funding is to strengthen the company. Money will be invested for growth and investors need to have patience on interim dividends. We do hope that shareholders will be rewarded with a higher share price in the future," he stated.

For the last several quarters, the low-cost carrier has been grappling with a cash crunch amid multiple legal battles over unpaid dues to aircraft lessors, engine lessors and lenders.

The airline has been making losses for the last six years.

The Gurugram-headquartered carrier reported a 20 per cent year-on-year (Y-o-Y) decline in consolidated net profit to ₹158.1 crore in the first quarter of 2024-25.

The Directorate General of Civil Aviation (DGCA) had, in October, removed SpiceJet from "enhanced surveillance." This was after the airline successfully raised ₹3,000 crore through a qualified institutional placement.

ROAD TO RECOVERY

■ In 2017, the airline signed a deal with Boeing to purchase 205 planes, including 100 B737 Max aircraft

■ The airline reported a 20% year-on-year decline in consolidated profit to ₹158.1 crore in Q1FY25

■ Boeing sent about 13 planes before ceasing deliveries due to airline's financial difficulties

■ 30 planes of the airline are currently grounded, will be operational in the next 12-15 months





Corporate Communications Directorate

BUSINESS STANDARD

DELHI

31 DECEMBER 2024

Air Kerala set to start operations by June 2025

Upcoming airline Air Kerala on Monday said it is planning to start operations by June next year with the first flight from the Kannur International Airport.

Without disclosing the maiden destination, the airline, which has already put in place all key positions, including of the CEO and CFO, said it has inked a pact with private airport operator Kannur International Airport Ltd (KIAL) to start flight services on regional routes.

As part of the agreement, Air Kerala initially will have a substantial number of departures from Kannur, to nearby domestic destinations within a flying range of one-and-a-half hour. **PTI**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

31 DECEMBER 2024

Airlines have to share int'l passenger data with Customs from Apr

PRESS TRUST OF INDIA

New Delhi, 30 December

Airlines will have to mandatorily share details of foreign travellers with the Indian Customs authorities from April 1, 2025, and non-compliance can attract penalties.

All air transport service providers operating flights to/from India will have to register with the National Customs Targeting Centre-Passenger (NCTC-Pax) by January 10, 2025, in order to comply with the requirement, according to a communication issued by the Central Board of Indirect Taxes and Customs (CBIC).

Details ranging from mobile number, and payment mode to travel itinerary need to be shared with the authorities 24 hours before the departure of an international flight. On August 8, 2022, the CBIC notified the 'Passenger Name Record Information Regulations, 2022' under which airlines were required to share passenger name record (PNR) details of foreign travellers with the Customs department.

This system is intended to enhance interdiction capabilities of authorities as well as risk analysis of passengers.

In case an airline fails to share the data, the Customs department can impose a fine ranging from ₹25,000-50,000 for every act of non-compliance, as per the regulations.

The CBIC had said the system to implement the regulation is being developed by NCTC-Pax and the latter's phased rollout is envisaged from January 2025. The Customs department also said that the PNRGOV system — to collect requisite passenger information — will be implemented on a pilot basis with some airlines who have expressed willingness to participate.



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

30 DECEMBER 2024

Disruptive flier taken off flight to Mumbai

**SABA ANJUM SHAIK and
MANVI VYAS | DC**
HYDERABAD, DEC. 29

The RGIA police on Sunday booked a woman for allegedly behaving in an unruly manner on a flight to Mumbai.

Police identified the woman as Afreen Khan, 35, a homemaker from the Charminar area. She was heading to Mumbai to meet her husband.

Before take-off, she reportedly quarrelled with her husband over the phone. She later started quarrelling with the cabin crew and the passengers for changing her seat, police said.

The crew reported the matter to the RGIA police, who registered a case under the

City Police Act. The police made her deboard the flight, she was taken into custody for a while and then let off. It was suspected that she was under the influence.

Indigo Airlines released a formal statement regarding this issue. They said, "A customer on flight 6E 5195, scheduled to operate from Hyderabad to Mumbai, was declared unruly due to their inappropriate behaviour towards fellow passengers and crew. As per protocol, the individual was deboarded and handed over to the security agencies. We remain committed to ensuring a safe and respectful environment for all and regret any inconvenience caused."



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

30 DECEMBER 2024

Air Canada flight catches fire, all passengers evacuated safely

Ottawa, Dec. 29: An Air Canada flight coming from St John's city on Newfoundland Island had a rough landing at the Halifax airport in Goffs in Nova Scotia province that saw the aircraft skid down the runway and part of it catching fire.

A statement issued by the airport said the inci-

dent involved Air Canada Flight 2259, which was operated by PAL Airlines, CBC News reported.

The incident happened around 9:30 pm local time. The statement does not say how many people were on the plane. The people on board were evacuated, and then taken to a hangar.



Jeju Air flight veers off the runway.



Flight slams into a wall.



Plane is engulfed in flames. REUTERS

South Korea's worst plane crash kills 179 passengers

2 lucky survivors; plane was warned of bird strike minutes before crash

MUAN/SEOUL (SOUTH KOREA), AGENCIES

A passenger plane skidded off a runway at a South Korean airport on Sunday, slammed into a concrete fence and burst into flames after its front landing gear apparently failed to deploy. All but two of the 181 people on board died in one of the country's worst aviation disasters.

The Jeju Air plane crashed while landing in the town of Muan, about 290 kilometres south of Seoul. The Transport Ministry said the plane was a 15-year-old Boeing 737-800 jet that had arrived from Bangkok and that the crash happened at 9.03 am.

A bird strike was cited by authorities as the likely cause of the crash, which flung passengers out of the plane and left it "almost completely destroyed", according to fire officials.

Video showed the Boeing 737-800 landing on its belly at Muan International Airport, skidding off the runway as smoke streamed out from the engines, before crashing into a wall.

"Of the 179 dead, 65 have

What we know so far

1 Jeju Air flight, flying from Bangkok to Muan airport, is warned of a bird strike by the control tower during its first attempt at landing shortly after 9:00 am

2 Minutes later, with the pilot issuing a "mayday" warning, it tries to land again

3 Video shows it attempting a "belly landing" without its landing gear activated

4 Plane skids along the runway with smoke trailing out, until it hits a wall and bursts into flames

5 Officials suspect the accident could have been caused by bird strike and adverse weather conditions

Passengers were ejected from the aircraft after it collided with the wall, leaving little chance of survival
- Local fire official

been identified," the country's fire agency said, adding that DNA retrieval had begun.

All of the passengers were Korean apart from two Thais, with the youngest a three-year-old boy and the oldest a 78-year-old, authorities said.

Only two people — both flight attendants — were rescued from the crash, the fire department said.

"Passengers were ejected from the aircraft after it collided with the wall, leaving little chance of survival," a local fire official told families at a briefing, according to a statement released by the fire brigade.

Both black boxes — the flight data recorder and the

cockpit voice recorder — have been found, deputy transport minister Joo Jong-wan said at a briefing. He said it may take months for investigators to complete their probe.

Bits of plane seats and luggage were strewn across the field next to the runway, not far from the charred tail, offering a glimpse into the catastrophic impact of the crash.

Boeing said in a statement that it was in touch with Jeju Air and stood "ready to support them".

South Korea's acting President Choi Sang-mok convened an emergency cabinet meeting and then visited the crash site at Muan.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

31 DECEMBER 2024

इंडिगो की खराब व्यवहार के लिए पई ने आलोचना की

बेंगलुरु: इण्डोसिस के पूर्व मुख्य वित्तीय अधिकारी और पद्मश्री टी वी मोहनदास पई ने हाल में एक उड़ान के दौरान यात्रियों के साथ कथित खराब व्यवहार के लिए इंडिगो एयरलाइंस की आलोचना की है। एक्स पर एक पोस्ट में पई ने बेंगलुरु में उड़ान संख्या 6ई 7407 में अपने अनुभव साझा करते हुए कहा- इंडिगो यात्रियों के साथ बुरा व्यवहार करती है। बेंगलुरु में हाट टरमैक पर बिना एसी के 6ई 7407 के यात्री बैठे। यात्रियों के साथ व्यवहार करने का कोई तरीका नहीं है। (पेट)

विदेशी यात्रियों का डाटा कस्टम के साथ साझा करेगी एयरलाइंस

मोबाइल नंबर से लेकर **यात्रा कार्यक्रम** तक का देना होगा विवरण

नई दिल्ली, प्रेटर: विमानन कंपनियों को अब अनिवार्य रूप से भारतीय सीमा शुल्क (कस्टम) अधिकारियों के साथ विदेशी यात्रियों का विवरण साझा करना होगा। इसका अनुपालन नहीं करने पर जुर्माना लगाया जा सकता है। यह व्यवस्था एक अप्रैल, 2025 से लागू होगी। केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआईसी) के अनुसार, भारत से/भारत के लिए उड़ानें संचालित करने वाली सभी विमानन कंपनियों को इसका अनुपालन करने के लिए 10 जनवरी, 2025 तक राष्ट्रीय सीमा शुल्क लक्ष्यीकरण केंद्र-यात्री (एनसीटीसी-पैक्स) के साथ पंजीकरण कराना होगा।

अंतरराष्ट्रीय उड़ान के प्रस्थान से 24 घंटे पहले मोबाइल नंबर और भुगतान के तरीके से लेकर यात्रा कार्यक्रम तक का विवरण अधिकारियों के साथ साझा करना होगा। सीबीआईसी ने आठ अगस्त, 2022 को, 'यात्री नाम रिकार्ड सूचना विनियमन, 2022'

● एक अप्रैल, 2025 से चरणबद्ध तरीके से लागू होगी व्यवस्था

● एनसीटीसी-पैक्स के साथ पंजीकरण कराना होगा जरूरी



अधिसूचित किया था। इसके तहत विमानन कंपनियों को सीमा शुल्क विभाग के साथ विदेशी यात्री नाम रिकार्ड (पीएनआर) विवरण साझा करना जरूरी था। यदि कोई एयरलाइन आंकड़ा साझा करने में विफल रहती है, तो सीमा शुल्क विभाग गैर-अनुपालन 25,000 से 50,000 रुपये तक का जुर्माना लगा सकता है। सीबीआईसी ने पिछले सप्ताह जारी सूचना में कहा कि विनियमन को लागू करने की प्रणाली एनसीटीसी-पैक्स विकसित कर रहा है। इसे जनवरी, 2025 से चरणबद्ध तरीके से लागू किया जाएगा। सीमा

शुल्क विभाग ने यह भी कहा कि अपेक्षित यात्री जानकारी एकत्र करने के लिए पीएनआरजीओवी प्रणाली को उन कुछ विमानन कंपनियों के साथ पायलट आधार पर शुरू किया जाएगा, जिन्होंने इसमें शामिल होने की इच्छा जताई है। सीबीआईसी ने कहा, 'पायलट चरण 10 फरवरी, 2025 तक लागू होगा। उसके बाद, व्यक्तिगत एयरलाइंस के लिए एक अप्रैल, 2025 से और जीडीएस के माध्यम से संचालित होने का इरादा रखने वाली एयरलाइन के लिए एक जून, 2025 से इसे पूरी तरह से लागू करने की योजना बनाई गई है।'

एयरलाइंस को कस्टम से साझा करना होगा अंतरराष्ट्रीय यात्रियों का डाटा

नई दिल्ली, प्रेटर: विमानन कंपनियों को अब अनिवार्य रूप से भारतीय सीमा शुल्क (कस्टम) अधिकारियों संग विदेशी यात्रियों का विवरण साझा करना होगा। इसका अनुपालन न करने पर जुर्माना लगाया जा सकता है। यह व्यवस्था एक अप्रैल, 2025 से लागू होगी। केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआइसी) के अनुसार, भारत से/ भारत के लिए उड़ानें संचालित करने वाली सभी विमानन कंपनियों को इसके अनुपालन के लिए 10 जनवरी, 2025 तक राष्ट्रीय सीमा शुल्क लक्ष्यीकरण केंद्र-यात्री (एनसीटीसी-पैक्स) के साथ पंजीकरण करना होगा।

अंतरराष्ट्रीय उड़ान के प्रस्थान से 24 घंटे पहले मोबाइल नंबर व भुगतान के तरीके से लेकर यात्रा कार्यक्रम तक का विवरण अधिकारियों के साथ साझा करना होगा। सीबीआइसी ने आठ अगस्त, 2022 को, 'यात्री नाम रिकार्ड सूचना विनियमन, 2022' अधिसूचित किया था। इसके तहत विमानन कंपनियों

एक अप्रैल, 2025 से लागू होगी व्यवस्था, मोबाइल नंबर व भुगतान के तरीके से लेकर यात्रा कार्यक्रम तक का देना होगा विवरण



को सीमा शुल्क विभाग के साथ विदेशी यात्री नाम रिकार्ड (पीएनआर) विवरण साझा करना जरूरी था। ऐसा नहीं करने पर सीमा शुल्क विभाग 25-50 हजार रुपये तक का जुर्माना लगा सकता है। सीबीआइसी ने कहा, विनियमन लागू करने की प्रणाली एनसीटीसी-पैक्स

विकसित कर रहा है। इसे जनवरी, 2025 से चरणबद्ध तरीके से लागू किया जाएगा। अपेक्षित यात्री जानकारी एकत्र करने के लिए पीएनआरजीओवी प्रणाली को कुछ विमानन कंपनियों के साथ पायलट आधार पर शुरू किया जाएगा। 'पायलट चरण 10 फरवरी, 2025 तक लागू होगा। व्यक्तिगत एयरलाइंस के लिए एक अप्रैल, 2025 से और वैश्विक वितरण प्रणाली (जीडीएस) के जरिये संचालित होने का इरादा रखने वाली एयरलाइन के लिए एक जून, 2025 से इसे लागू करने की योजना बनाई गई है।'

कंपनियों द्वारा साझा की जाने वाली जानकारी में यात्री का नाम, बिलिंग/ भुगतान जानकारी, टिकट जारी करने की तिथि, उसी पीएनआर से जुड़े अन्य यात्रियों के नाम व यात्रा की योजना शामिल हैं। ईमेल आइडी, मोबाइल नंबर, ट्रेवल एजेंसी का विवरण, सामान की जानकारी व कोड शेयर (जब एक एयरलाइन दूसरी की उड़ान पर सीटें बेचती है) भी साझा करना होगा।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

31 DECEMBER 2024

■ 'Airlines Must Share Int'l Flyers' Data with Customs'



NEW DELHI Airlines will have to mandatorily share details of foreign travellers with Indian customs

authorities from April 1, 2025, and non-compliance can attract penalties. All air transport service providers operating flights to/from India will have to register with the National Customs Targeting Centre-Passenger by January 10, 2025, in order to comply with the requirement, according to a the Central Board of Indirect Taxes and Customs.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

31 DECEMBER 2024

SpiceJet holds general meeting

SpiceJet shareholders on Monday sought to know about the airline's funding and expansion plans during the annual general meeting. At the AGM, the airline said various questions were raised by the members.

PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 DECEMBER 2024

MUMBAI

Akasa Air pilots seek DGCA audit

Resentment among a section of Akasa Air pilots continued allegedly over training issues with these pilots seeking a detailed DGCA audit of the airline a day after the regulator ordered suspension of two senior airline officials for certain lapses, according to a communication. In a detailed communication to the civil aviation ministry and the DGCA on Saturday, the section of pilots has also mentioned that they are in the process of forming a pilots' union at the airline.

HINDUSTAN

DELHI

31 DECEMBER 2024

विदेश जाने वालों का ब्योरा देंगी विमानन कंपनियां

सख्ती

नई दिल्ली, विशेष संवाददाता। एक अप्रैल 2025 से विमानन कंपनियों को अंतरराष्ट्रीय यात्रियों का ब्योरा भारतीय सीमा शुल्क विभाग के नए नियमों के अनुसार साझा करना होगा। केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआईसी) द्वारा जारी आदेश के दायरे में भारत के लिए उड़ान सेवा संचालित करने वाली सभी विमानन कंपनियां आएंगी।

सीबीआईसी की ओर से जारी आदेश में कहा गया है कि अंतरराष्ट्रीय उड़ान के प्रस्थान से 24 घंटे पहले मोबाइल नंबर, भुगतान विवरण से लेकर यात्री



24

घंटे पहले बताना होगा अंतरराष्ट्रीय यात्री का पूरा ब्योरा, एक अप्रैल, 2025 से लागू हो जाएगा यह नियम

का अन्य जरूरी विवरण देना होगा। बोते सप्ताह जारी किए गए इस आदेश में कहा गया कि नए विनियमन को लागू करने की प्रणाली एनसीटीसी-पैक्स विकसित कर रहा है। इसे जनवरी 2025 से चरणबद्ध तरीके से लागू

किया जाना है। 10 फरवरी तक सेवा प्रदाता कंपनी को पंजीकरण करना होगा। ध्यान रहे कि सीबीआईसी ने अगस्त 2022 में यात्री नाम रिकॉर्ड सूचना विनियमन-2022 को अधिसूचित किया है। नियमों के तहत

यह जानकारियां देनी होंगी

नए नियमों के तहत अंतरराष्ट्रीय उड़ानों के लिए एयरलाइन कंपनियों को यात्री का नाम, बिलिंग एवं भुगतान माध्यम (क्रेडिट कार्ड नंबर), टिकट जारी करने की तारीख और उसी पीएनआर से जुड़े अन्य यात्रियों के नाम एवं यात्रा की विस्तृत योजना शामिल हैं। इसके साथ ही, ईमेल आईडी, मोबाइल नंबर, ट्रेवल एजेंसी का विवरण, यात्रा कार्यक्रम और कोड शेरर जानकारी की जानकारी भी देनी होगी।

यदि कोई एयरलाइन जानकारी साझा करने में विफल रहती है तो उस पर 25 से 50 हजार का रुपये तक का जुर्माना लगा सकता है। अब नए नियम आदेश के तहत विवरण मुहैया कराने की प्रक्रिया का विस्तार कर दिया गया है।

S Korea to inspect all Boeing 737s amid hunt for answers

During its second landing attempt, the Jeju Air jet received a bird strike warning from ground control. Minutes later, pilot issued distress signal

Associated Press

letters@hindustantimes.com

SEOUL: South Korean officials said on Monday they will conduct safety inspections of all Boeing 737-800 aircraft operated by the country's airlines, as they struggle to determine what caused a plane crash that killed 179 people a day earlier.

Sunday's crash, the country's worst aviation disaster in decades, triggered an outpouring of national sympathy. Many people worry how effectively the South Korean government will handle the disaster as it grapples with a leadership vacuum following the recent successive impeachments of President Yoon Suk Yeol and Prime Minister Han Duck-soo, the country's top two officials, amid political tumult caused by Yoon's brief imposition of martial law earlier this month.

New acting President Choi Sang-mok on Monday presided over a task force meeting on the crash and instructed authorities to conduct an emergency review of the country's aircraft operation systems.

"The essence of a responsible response would be renovating the aviation safety systems on the whole to prevent recurrences of similar incidents and building a safer Republic of South Korea," said Choi, who is also deputy prime minister and finance minister.

The Boeing 737-800 plane operated by South Korean budget airline Jeju Air aborted its first landing attempt for reasons that aren't immediately clear.

Then, during its second landing attempt, it received a bird strike warning from the ground control centre before its pilot issued a distress signal. The plane landed without its front landing gear deployed, overshot the runway, slammed into a concrete fence and burst into a fireball.

Alan Price, a former chief pilot at Delta Air Lines and now a consultant, said the Boeing 737-800 is a "proven airplane" that belongs to a different class of aircraft than the Boeing 737 Max jetliner that was linked to fatal crashes in 2018 and 2019.

But South Korea's Transport Ministry said on Monday it plans to conduct safety inspections of

all of the 101 Boeing 737-800 jetliners operated by the country's airlines as well as a broader review into safety standards at Jeju Air, which operates 39 of those planes. Senior ministry official Joo Jong-wan said representatives from the US National Transportation Safety Board and Boeing were expected to arrive in South Korea on Monday to participate in the investigation.

Ministry officials also said they will look into whether the Muan airport's localiser—a concrete fence housing a set of antennas designed to guide aircraft safely during landings—should have been made with lighter materials that would break more easily upon impact.

Joo said the ministry has determined that similar concrete structures are in other domestic airports, including in Jeju Island and the southern cities of Yeosu and Pohang, as well as airports in the United States, Spain and South Africa.

Video of the crash indicated that the pilots did not deploy flaps or slats to slow the aircraft, suggesting a possible hydraulic failure, and did not manually lower the landing gear, suggesting they did not have time, said John Cox, a retired airline pilot and CEO of Safety Operating Systems in St. Petersburg, Florida.

Despite that, the jetliner was under control and travelling in a straight line, and damage and injuries likely would have been minimised if not for the barrier being so close to the runway, Cox said.

Other observers said the videos showed the plane was suffering from suspected engine trouble but the landing gear malfunction was likely a direct reason for the crash. They said there wouldn't likely be a link between the landing gear problem and the suspected engine issue.

Earlier on Monday, another Boeing 737-800 plane operated by Jeju Air returned to Seoul's Gimpo International Airport shortly after takeoff when the pilot detected a landing gear issue.

Song Kyung-hoon, a Jeju Air executive, said the issue was resolved through communication with a land-based equipment centre, but the pilot decided to return to Gimpo as a precautionary measure.

Joo said officials were reviewing whether there might have been communication problems between air traffic controllers and the pilot. "Our current understanding is that, at some point during the go-around process, communication became somewhat ineffective or was interrupted, ahead of the landing and impact," he said.



Mourners pay their respects at a memorial for the victims of the Jeju Air Co. Flight 2216 crash, that killed at least 179 people, in Muan County, South Korea, on Monday. BLOOMBERG



Investigators inspect the wreckage of Jeju Air Co. Flight 2216, to determine the cause of the worst civil aviation accident ever in South Korea, at Muan International Airport, on Monday. BLOOMBERG

South Korea seeks warrant to detain impeached prez Yoon

SEOUL: South Korean law enforcement officials requested a court warrant on Monday to detain impeached President Yoon Suk Yeol as they investigate whether his short-lived martial law decree on December 3 amounted to rebellion.

The Corruption Investigation Office for High-Ranking Officials, which leads a joint investigation with police and military authorities into the power grab

that lasted only a few hours, confirmed it requested the warrant from the Seoul Western District Court.

They plan to question Yoon on charges of abuse of authority and orchestrating a rebellion. Yoon Kap-keun, the president's lawyer, strongly denounced the attempt to detain him and filed a challenge with the same court, arguing that the warrant request was

invalid and legally flawed.

He also claimed the anti-corruption agency lacked the legal authority to investigate rebellion charges.

Still, he evaded answering how the legal team would respond if the court approved the warrant for the president's detention.

"An incumbent president cannot be prosecuted for abuse of power," the lawyer said. AP



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

31 DECEMBER 2024

SPICEJET AIMS TO OPERATIONALISE 30 GROUNDED PLANES AGAIN

Daanish Anand

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NEW DELHI: Budget carrier SpiceJet Ltd. aims to operationalise 30 Boeing 737 MAX aircraft, grounded for reasons ranging from payment default to lessors and component shortages, in the next 12-15 months as it seeks to expand its services.

Speaking at the company's annual general meeting on Monday, chairman and managing director Ajay Singh also hinted at resuming talks with aircraft manufacturer Boeing for pending deliveries. The airline had placed an order for 200 B737 MAX aircraft with the American firm in 2017.

Singh said, "We will restart our talks with Boeing, we received 13 aircraft, we will talk with the company to restart deliveries, hopefully we can do this in the upcoming months."

India needs to have more airlines to prevent the market from becoming a duopoly, Singh said. The airline aims to have a fleet of 100 aircraft by 2026-end, from the current 28 operational aircraft. India's aviation market is dominated by IndiGo, the country's largest airline, and the Tata Group-owned Air India.

Experts see SpiceJet's announcement on its grounded planes and restarting delivery talks with Boeing as a welcome step for the market. Sanjay Lazar, CEO of Avialaz Consultants, said, "The announcement...is a bold move in the strangled Indian aviation market. The current duopoly needs to be challenged by both SpiceJet and Akasa and more newcomers. The addition of fresh capacity and accelerated deliveries by Boeing would mean a significant uptick in SpiceJet's flying portfolio. It could also lower airfares and add more frequencies on demand-hungry sectors."

Lazar feels that SpiceJet needs a stronger operations team to regain its position. He added, "While ramping capacity, if SpiceJet can improve passenger services and tighten on-time performance, they will rebuild consumer confidence with the brand."



Corporate Communications Directorate

THE HINDU

CHENNAI

30 DECEMBER 2024

Incidents on loop, but it's escape for regulator, airlines

The recent incident, on December 5, 2024, involving an Air India Airbus A320 aircraft at Goa's Mopa airport is another wake-up call for Indian aviation. The crew of the Hyderabad-bound aircraft had to reject takeoff after entering a parallel taxiway instead of the main runway. This is not the first time an event such as this has happened to airlines in India. This falls under the category of runway confusion. The Directorate General of Civil Aviation (DGCA), the regulatory body that primarily deals with safety issues, as we have seen during the past 20 years, will blame the pilots and sweep the report under the carpet. The blame, squarely, points to the regulator and the airlines. It has failed to learn from earlier events.

The International Civil Aviation Organization (ICAO)'s Annex 13 makes it mandatory for a member-state to investigate accidents, serious incidents and also incidents and identify the cause and take corrective steps to prevent a recurrence.

Series of incidents

The history of runway confusion errors by Indian carriers is long. In 1993, a Jet Airways Boeing 737 inaugural flight to Coimbatore landed at the Sullur air base of the Indian Air Force instead of Peelamedu civil airport. In September 2002, a Jet Airways Boeing 737 landed on the taxi track in Dabolim airport in Goa. In June 2007, a Spicejet Boeing 737 landed on the wrong runway at Delhi. In December 2008, a Spicejet Boeing 737 landed on a wrong runway at Kolkata. In March 2009, a Jetlite CRJ landed on a wrong runway at Kolkata. In September 2018, an Air India Airbus A320 on the Delhi-Thiruvananthapuram-Male sector landed on a wrong (under construction) runway in the Maldives.

Just a month earlier, a Jet Airways Boeing 737 had to abort takeoff while on a taxiway at Riyadh in Saudi Arabia. In January 2014, an Air India Boeing 787 almost landed at Melbourne's Essendon airport before air traffic control directed the crew to Melbourne Tullamarine airport. And in December 2020, a Spicejet Boeing 737 had a hard touchdown short of the runway threshold in Guwahati, Assam.



Captain A. (Mohan) Ranganathan

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

That frequent and the same kind of serious aviation incidents keep recurring in India points to deficiencies in regulation and training standards

Had the DGCA and the airlines concerned taken proactive and corrective steps, India would not have to cut a sorry figure in international aviation. India is lucky that none of these events resulted in fatalities. The blame is apportioned to pilot error while the airlines and the regulator walk away without accountability.

In June 2010, in the first meeting of the Civil Aviation Safety Advisory Council (CASAC), formed after the Mangaluru crash of an Air India Express flight (May 2010), this writer had highlighted some of the events, between 2002 and 2009, in a presentation before the Union Minister of Civil Aviation. If such serious incidents are still taking place in 2024, the blame falls squarely on the Ministry of Civil Aviation, the DGCA and the airlines for their failure to prevent a recurrence.

Singapore took corrective measures

Contrast this with an incident involving a Singapore Airlines flight in Taiwan on October 31, 2000. The crew were trying to expedite their departure before the airport closed due to a typhoon. They took off from a wrong runway which had been partially closed. The aircraft crashed into construction equipment, exploded in a fire and several passengers died. It was night, in heavy rain and with strong winds. Singapore took corrective measures and there has not been a serious incident till date. Can India not learn from them?

Airlines in India have had a repeated number of accidents involving high and fast approaches, resulting in runway overruns since 2005. In October 2005, an Air Sahara Boeing 737 went off the runway at Mumbai and there was serious damage to the aircraft. In March 2015 a Spicejet DH8-D sustained damage during a runway excursion on landing in Hubli. In July 2019, a Spicejet Boeing 737 overran the runway in Mumbai on landing and was damaged. In December 2016, a Jet Airways Boeing 737 went off the runway at Goa after a rejected take off

A majority of those aircraft have resulted in hull losses and some such as the Mangaluru and Kozhikode (2020) crashes have resulted in the loss of 179 lives. In all those overrun accidents, pilots have been blamed but never the poor

training and safety standards of airlines, the non-compliance with ICAO standards on aerodrome infrastructure and the failure of the DGCA's and Airport Authority of India's safety audits that have covered up serious deficiencies. The Flight Standards Directorate of the DGCA – which is supposed to oversee standards – has failed miserably, as it is the same type of accidents that have occurred and aircraft have been written off.

Pressure on crew

India has one of the worst set of regulations on flight and duty time limitations for flight crew. Pilots and cabin attendants are pressured to operate in violation of flight time limits, flight duty limits and rest periods. The new addition to pressure on flight deck crew is the hydra-headed monster called "on time performance", or OTP. Many of these errors can be attributed to the OTP pressure and failure of crew resource management in the cockpit.

In the Kozhikode crash, the captain was in a hurry to land because he was required to operate the next day's flight. The accident is a classic case of "press-on-it is" where, once the pilot gets fixed on to the landing strip, no inputs are received from the other pilot. The same happened in the Mangaluru accident. Repeated calls by the co-pilot to go around were ignored.

The incident, in Mopa, Goa, shows a lack of knowledge of runway markings by the pilots. Runways and not the taxi track have specific markings. Pilots landing short is also an indication of a lack of knowledge of runway markings and non-compliance of stabilised approach criteria. Airline training and safety departments should wake up and address these serious training deficiencies.

India has to move from the old adage, "If a pilot is alive, blame him. If he is dead, bury him". The recent deferment of flight and duty time limits at the behest of airline managements is a serious safety issue. To add fuel to the fire is a High Court decision asking the DGCA to negotiate with the two sides to find a suitable solution. Safety and fatigue are not negotiable. This is another instance of the judiciary having no clue about aviation safety.

FINANCIAL STABILITY REPORT OF THE RBI

After slowdown in H1FY25, prospects of economy to improve, says RBI Governor

HITESH VYAS

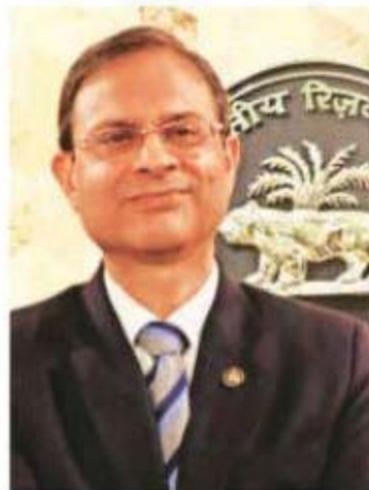
MUMBAI, DECEMBER 30

FOLLOWING A period of slower growth amid continued global uncertainties, the prospects of the Indian economy are likely to improve hereon, Reserve Bank of India (RBI) Governor Sanjay Malhotra said on Monday.

The gross domestic product (GDP) growth slowed to a seven-quarter low of 5.4 per cent in July-September, compared to 6.7 per cent in April-June 2024. The GDP growth in both the quarters were much lower than the RBI's estimate of 7.1 per cent in Q1 and 7 per cent in Q2FY25.

"Notwithstanding the uncertainties shrouding the global macrofinancial ethos as it unfolds, prospects for the Indian economy are expected to improve after the slowdown in the pace of economic activity in the first half of 2024-25," Malhotra wrote in the foreword of the Financial Stability Report (FSR) of the RBI, released on Monday.

Consumer and business confidence for the year ahead remain high and the investment scenario is brighter as corpora-



Express File

“Notwithstanding the uncertainties shrouding the global macrofinancial ethos as it unfolds, prospects for the Indian economy are expected to improve after the slowdown in the pace of economic activity in the first half of 2024-25”

— SANJAY MALHOTRA

RBI GOVERNOR

IN THE FOREWORD OF THE FINANCIAL STABILITY REPORT

tions step into 2025 with robust balance sheets and high profitability, Malhotra said in his first communique after taking over as the charge of RBI Governor on December 11.

Against an uncertain global backdrop, the Indian economy is exhibiting steady growth, underpinned by solid macroeconomic fundamentals and strong domestic growth drivers, the Financial Stability Report said.

Real GDP growth is expected to recover in Q3 and Q4 of 2024-25 supported by pick up in do-

mestic drivers, mainly public consumption and investment, strong service exports and easy financial conditions, the report said.

As the RBI strives to preserve financial stability to support a higher growth path for the Indian economy, its focus remains steadfast on maintaining stability of financial institutions and, more broadly, systemic stability, Malhotra said.

"We continue to secure and anchor public trust and confidence to support India's aspira-

tional goals. We remain committed to developing a modern financial system that is customer-centric, technologically leveraged and financially inclusive," the Governor said.

Financial sector regulators in the country too are intensifying reforms and sharpening their surveillance against the backdrop of the soundness of the financial system bolstered by robust earnings, low levels of impaired assets and strong capital buffers.

The report showed that the asset quality of banks improved further, with their gross non-performing asset (GNPA) ratio declining to a 12-year low of 2.6 per cent in September 2024 net NPA ratio at around 0.6 per cent. As per the macro stress test, banks GNPA may rise to 3 per cent in March 2026 under the baseline scenario. In adverse scenarios, GNPA may further increase to 5 per cent or 5.3 per cent.

"Stress test results reveal that capital levels of the banking system as well as of the non-banking financial companies (NBFCs) sector will remain well above the regulatory minimum even under adverse stress scenarios," the

Governor stated.

As per the stress test, the aggregate Capital to Risk-Weighted Assets Ratio (CRAR) of 46 major banks may fall from 16.6 per cent in September 2024 to 16.5 per cent by March 2026 under the baseline scenario. No bank would fall short of the minimum capital requirement of 9 per cent.

The FSR report said that vulnerabilities in the form of stretched equity valuations, pockets of stress in the microfinance and consumer credit segments and risks from external spillovers require close monitoring.

On the global economy, the RBI Governor said as monetary policy gains headroom to further support economic activity, financial conditions can be expected to remain easy and contribute to an improvement in the trajectory of global GDP from a prolonged phase of low growth.

The medium-term outlook, however, remains challenging, with downside risks from possible intensification of geopolitical conflicts, sporadic financial market turmoil, extreme climate events and rising indebtedness, he said.





Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

31 DECEMBER 2024

INTERNATIONAL MARKET DATA 15/01/25

Stress test: Banks' GNPA ratio may rise to 3% in Mar 2026 from 2.6% in Sept 2024

ENSECONOMIC BUREAU
MUMBAI, DECEMBER 30

THE GROSS non-performing assets (GNPA) ratio of scheduled commercial banks (SCBs) which declined to a 12-year low of 2.6 per cent in September 2024, may rise to 3 per cent in March 2026.

The estimate for GNPA ratio for March 2026 is based on the macro stress tests, performed to assess the resilience of banks' balance sheets to unforeseen shocks emanating from the macroeconomic environment.

"The aggregate GNPA ratio of the 46 banks may rise from 2.6 per cent in September 2024 to 3 per cent in March 2026 under the baseline scenario," the RBI said in its Financial Stability Report for December 2024.

The GNPA ratio of banks may further rise to 5 per cent and 5.3 per cent, respectively, in March 2026, under adverse scenario 1 and adverse scenario 2. While the baseline scenario is derived from the forecasted path of macroeconomic variables, the two adverse scenarios are stringent conservative hypothetical stress scenarios.

The GNPA ratios of public sector banks (PSBs) may rise from 3.3 per cent in September 2024 to 7.3 per cent in March 2026, whereas it may go up from 1.9 per cent in September 2024 to 2.9 per cent in March 2026 for private sector banks (PVBs) and from 0.9 per cent to 1.4 per cent for foreign banks. The stress test results revealed that the aggregate capital to risk-weighted assets ratio (CRAR) of 46 major SCBs may fall from 16.6 per cent in September 2024 to 16.5 per cent by March 2026 under the baseline scenario and to 15.7 per cent under adverse scenario 2.

No bank would fall short of the minimum capital requirement of

EXPLAINED E Macro stress test

UNDER BASELINE scenario, banks' gross NPA may increase to 3 per cent in March 2026 from 2.6 per cent. However, the bad loan ratio may further rise to 5 per cent and 5.3 per cent, respectively, in March 2026, under two adverse scenarios.

9 per cent under both the scenarios. However, under adverse scenario 1, SCBs' aggregate CRAR may deplete to 14.3 per cent and four banks may breach the minimum capital requirement of 9 per cent, the report said.

The report showed that the asset quality of SCBs improved further, with their GNPA ratio declining to a 12-year low of 2.6 per cent in September 2024.

The half-yearly slippage ratio, measuring new accretions to NPAs as a share of standard advances at the beginning of the half-year, increased marginally to 0.7 per cent as at September 2024. The provisioning coverage ratio (PCR) of banks improved further to 77 per cent in September 2024, largely due to proactive provisioning by PSBs. The write-off to GNPA ratio for foreign banks rose in September 2024 while that of PSBs and PVBs declined marginally. "Disaggregation of NPA movements reveals that write-offs remain a significant component of NPA reduction," the report said.

The report further said the improvement in asset quality of SCBs was broad based across sectors and bank groups. In the personal loans segment, asset quality re-

mained largely stable, except for a marginal uptick in respect of credit card receivables across bank groups, which recorded the highest credit growth within the personal loans segment and may require careful monitoring.

Delinquency levels in consumer credit remained stable for banks and NBFCs. However, rising impairment was seen in the unsecured retail loan portfolios, it said. Moreover, upgradation is declining and slippage from special mention account 2 (SMA-2) to NPAs are on the rise.

"Nearly half of the borrowers availing credit card and personal loans have another live retail loan outstanding, which are often high-ticket loans (i.e., housing and/or vehicle loan)," the report said. Given that a default in any loan category results in other loans of the same borrower being treated as non-performing by the lending financial institution, these larger and secured loans are at risk of delinquency from slippages in relatively smaller personal loans, it said.

First default is mostly observed in unsecured advances; among the borrowers at risk of default (i.e., advances in SMA category), risk of delinquency is trending high amongst borrowers who in addition to a personal loan or credit card outstanding have availed other retail loans, it said.

According to the FSR, 11 per cent of the borrowers originating a personal loan under Rs 50,000 had an overdue personal loan and over 60 per cent of them had availed more than three loans during 2024-25 so far.

Moreover, nearly three-fifths of customers who have availed personal loans in Q2 of 2024-25 had more than three live loans at the time of origination, the report said.





Corporate Communications Directorate

MINT

DELHI

31 DECEMBER 2024

Customs (CBIC) has directed all air transport service providers operating flights to or from India to share details of foreign travellers with the Indian customs authorities from 1 April 2025. Non-compliance can attract penalties. Details, including mobile number and payment mode, must be shared 24 hours before an international flight departs. **PTI**

Airlines must share int'l flyers' data with Customs from 1 April

New Delhi: The Central Board of Indirect Taxes and



Corporate Communications Directorate

MINT

DELHI

31 DECEMBER 2024

SpiceJet's grounded planes to fly again

Daanish Anand

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NEW DELHI

Budget carrier SpiceJet Ltd. aims to operationalize 30 Boeing 737 MAX aircraft, grounded for reasons ranging from payment default to lessors and component shortages, in the next 12-15 months as it seeks to expand its services.

Speaking at the company's annual general meeting on Monday, chairman and managing director Ajay Singh also hinted at resuming talks with aircraft manufacturer Boeing for pending deliveries. The airline had placed an order for 200 B737 MAX aircraft with the American firm in 2017.

Singh said, "We will restart our talks with Boeing, we will talk with the company to restart deliveries, hopefully we can do this in the upcoming months."

India needs to have more airlines to prevent the market from becoming a duopoly, Singh said. The airline aims to have a fleet of 100 aircraft by



The airline currently has 147 daily flights and connects 38 domestic and 3 international destinations.

REUTERS

2026-end, from the current 28 operational aircraft. India's aviation market is dominated by IndiGo, the country's largest airline, and the Tata Group-owned Air India.

Experts see SpiceJet's announcement on its grounded planes and restarting delivery talks with Boeing as a welcome step for the market. Sanjay Lazar, CEO of Avialaz Consultants, said, "The announcement...is a bold move in the strangled Indian aviation market. The current duopoly needs to be chal-

lenged by both SpiceJet and Akasa and more newcomers. The addition of fresh capacity and accelerated deliveries by Boeing would mean a significant uptick in SpiceJet's flying portfolio. It could also lower airfares and add more frequencies on demand-hungry sectors."

Lazar feels that SpiceJet needs a stronger operations team to regain its position. He added, "While ramping capacity, if SpiceJet can improve passenger services and tighten on-time performance, they

will rebuild consumer confidence with the brand."

Earlier this year, the cash-strapped airline raised ₹3,000 crore through a qualified institutional placement to operationalize its grounded planes, and expand into new markets. Singh also emphasized that the purpose of the secured funding is to strengthen the airline and investors need to have patience on interim dividend. Singh hopes that the shareholders will be rewarded with a higher share price in the future as the airline rebuilds itself.

The airline currently has 147 daily flights and connects 38 domestic and 3 international destinations. At present, the airline has 30 Boeing, 24 Q400 aircraft and 6 wet leased aircraft in its fleet, with only 28 aircraft being operational. The airline earlier this month entered into an agreement with US-based maintenance, repair, and overhaul company StandardAero Inc. to restore grounded Boeing 737-8 MAX fleet. Three aircraft are expected to join the fleet by April 2025.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

31 DECEMBER 2024

Airlines to mandatorily share int'l passenger data with Customs from April

MPOST BUREAU

NEW DELHI: Authorities have mandated that all airlines operating international flights to and from India must share detailed passenger information with customs officials starting April 1, 2025.

The Central Board of Indirect Taxes and Customs (CBIC) has issued a directive requiring air carriers to register with the National Customs Targeting Centre-Passenger (NCTC-Pax) by January 10, 2025. Airlines must provide comprehensive passenger information, including mobile numbers, payment details, and travel itineraries, 24 hours before international



flight departures.

This initiative stems from the 'Passenger Name Record Information Regulations, 2022,' which was initially notified in August 2022. The regulation aims to strengthen the authorities' ability to conduct risk analysis and improve interdiction capabilities at borders.

Non-compliant airlines face substantial penalties, with fines **Continued on P4**

Airlines

ranging from Rs 25,000 to Rs 50,000 for each instance of violation. The implementation will proceed in phases, beginning with a pilot program in early 2025. Select airlines that have volunteered will participate in the PNRGOV system pilot phase, scheduled to conclude by February 10, 2025. The full-scale operation will commence on April 1, 2025, for individual airlines, while those operating through global distribution systems (GDS) will begin compliance from June 1, 2025. Required passenger information includes comprehensive details such as passenger names, payment information including credit card numbers, ticket issuance dates, travel itineraries, and associated traveller information within the same PNR. Airlines must also provide contact details, including email addresses and mobile numbers, travel agency information, baggage details, and code-share arrangements.

This new system represents a significant step forward in India's efforts to modernise its customs and border security infrastructure, aligning with international practices for passenger data collection and analysis.

179 killed as airliner crashes in South Korea



The wreckage of the plane at Muan International Airport in South Korea on Sunday. – AP/PTI

SEOUL, Dec 29: A passenger plane skidded off a runway at a South Korean airport on Sunday, slammed into a concrete fence and burst into flames after its front landing gear apparently failed to deploy. All but two of the 181 people on board died in one of the country's worst aviation disasters.

The Jeju Air plane crashed while landing in the town of Muan, about 290 km south of Seoul. The Transport Ministry said the plane was a 15-year-old Boeing 737-800 jet that had arrived from Bangkok and that the crash happened at 9:03 am local time.

A total of 179 people – 85 women, 84 men and 10 others whose genders weren't immediately identifiable – died in the fire, the South Korean fire agency said. Emergency workers pulled two people, both crew members, to safety. Health officials said they are conscious and not in life-threatening condition.

Among the 177 bodies so far found, officials have so far identified 88 of

them, the fire agency said. The passengers were predominantly South Korean as well as two Thai nationals. Thailand's Foreign Ministry said its embassy in Seoul received confirmation from South Korean authorities that the two Thai passengers were among the fatalities.

The fire agency deployed 32 fire trucks and several helicopters to con-

Air Canada flight catches fire

OTTAWA, Dec 29: An Air Canada flight coming from St John's city on Newfoundland Island had a rough landing at the Halifax airport in Goffs in Nova Scotia province that saw the aircraft skid down the runway and part of it catching fire.

A statement issued by the airport said the incident involved an Air Canada flight operated by PAL Airlines, CBC News reported. The incident happened around 9:30 pm local time. The statement did not say how many people were on the plane. – PTI

tain the blaze. About 1,570 firefighters, police officers, soldiers and other officials were also sent to the site, according to the fire agency and transport ministry.

Footage of the crash aired by South Korean television channels showed the plane skidding across the airstrip at high speed, apparently with its landing gear still closed, overrunning the runway and colliding head-on with a concrete wall on the outskirts of the facility, triggering an explosion. Other local TV stations aired footage showing thick plumes of black smoke billowing from the plane, which was engulfed in flames.

Lee Jeong-hyeon, chief of the Muan fire station, told a televised briefing that the plane was completely destroyed, with only the tail assembly remaining recognisable among the wreckage. He said that workers were looking into various possibilities about what caused the crash, including whether the aircraft was struck by birds.

179 killed ...

(Contd from page 1)

Transport Ministry officials later said their early assessment of communication records show the airport control tower issued a bird strike warning to the plane shortly before it intended to land and gave its pilot permission to land in a different area. The pilot sent out a distress signal shortly before the plane overshot the end of the runway and skidded across a buffer zone before hitting the wall.

Senior Transport Ministry official Joo Jong-wan said workers have retrieved the flight data and cockpit voice recorders of the plane's black box, which will be examined by government experts investigating the cause of the crash and fire. He said it may take months for investigators to complete their probe. The runway at the Muan airport will be closed until January 1, the ministry said. Jeju Air in a statement expressed its "deep apology" over the crash and said it will do its "utmost to manage the aftermath of the accident".

In a televised news conference, Kim E-bae, Jeju Air's president, bowed deeply with other senior company officials as he apologized to bereaved families and said he feels "full responsibility" for the incident. Kim said the company hadn't identified any mechanical problems with the aircraft following regular checkups and that he would wait for the results of government investigations into the cause of the incident. Boeing said in a statement on X it was in contact with Jeju Air and is ready to support the company in dealing with the crash. – AP



Corporate Communications Directorate

THE PIONEER

DELHI

30 DECEMBER 2024

IT Department denys reports linking DigiYatra to tax data

PIONEER NEWS SERVICE ■ NEW DELHI

The Income Tax Department has dismissed media reports claiming that data from the DigiYatra app would be used to track tax evaders. In a statement on Monday, December 30, 2024, the department clarified, "News articles are circulating about DigiYatra data being used to crack down on tax evaders. We want to confirm that, as of now, there is no such initiative by the Income Tax Department." The clarification came after a media report alleged that the tax department had accessed passenger data from the DigiYatra

app. The article claimed this data was being compared with tax filings to identify discrepancies, particularly focusing on frequent flyers and those taking high-value international trips. According to the report, notices were expected to be issued in 2025 targeting individuals who either don't file tax returns or underreport their income. Responding to the concerns, Suresh Khadakabhavi, CEO of DigiYatra, also clarified that the app does not centrally store passenger data. In a post on X, he explained, "DigiYatra ensures data security and privacy. There is no central storage of biometric or personal information. All

data remains on users' devices, and facial authentication is decentralized. With over 9 million users and 42 million secure journeys, privacy is our top priority." Press Information Bureau's Fact Check Unit also described the media report as "fake news". DigiYatra is a Government initiative under the Ministry of Civil Aviation aimed at making air travel paperless and more convenient. The app uses facial recognition technology along with passengers' ID, biometric, and flight details to enable faster access through airport checkpoints. However, it is important to note that using the app is entirely optional for travelers.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

31 DECEMBER 2024

एयरलाइंस को साझा करना होगा अंतरराष्ट्रीय यात्रियों का ब्योरा

■ एक अप्रैल 2025 से लागू होगी यह नई व्यवस्था ■ सीमा शुल्क अफसरों को भेजना होगा सारा ब्योरा

नई दिल्ली (भाषा)।

सभी विमानन कंपनियों को अब अनिवार्य रूप से भारतीय सीमा शुल्क अधिकारियों के साथ विदेशी यात्रियों का विवरण साझा करना होगा। इसका अनुपालन न करने पर जुर्माना लगाया जा सकता है। यह व्यवस्था एक अप्रैल, 2025 से लागू होगी।

केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआईसी) के अनुसार, भारत से/भारत के लिए उड़ानें संचालित करने वाले सभी हवाई सेवा प्रदाताओं को आवश्यकता का अनुपालन करने के लिए 10 जनवरी, 2025 तक राष्ट्रीय सीमा शुल्क लक्ष्यीकरण केंद्र-यात्री (एनसीटीसी-पैक्स) के साथ पंजीकरण कराना होगा। अंतरराष्ट्रीय उड़ान के

प्रस्थान से 24 घंटे पहले मोबाइल नंबर और भुगतान के तरीके से लेकर यात्रा कार्यक्रम तक का विवरण अधिकारियों के साथ साझा करना होगा।

सीबीआईसी ने आठ अगस्त, 2022 को, 'यात्री नाम रिकार्ड सूचना विनियमन, 2022' अधिसूचित किया। इसके तहत एयरलाइन कंपनियों को सीमा शुल्क विभाग के साथ विदेशी यात्री का पीएनआर विवरण साझा करने की आवश्यकता थी। इस प्रणाली का उद्देश्य अधिकारियों की पारबंदी से जुड़ी क्षमताओं के साथ-साथ यात्रियों के जोखिम विश्लेषण को बढ़ाना है। यदि कोई एयरलाइन आंकड़ा साझा करने में विफल रहती है, तो नियमों के अनुसार, सीमा शुल्क विभाग गैर-अनुपालन के प्रत्येक कार्य के लिए 25,000 से

50,000 रुपये तक का जुर्माना लगा सकता है। सीबीआईसी ने पिछले सप्ताह जारी सूचना में कहा कि विनियमन को लागू करने की प्रणाली एनसीटीसी-पैक्स विकसित कर रहा है। इसे जनवरी, 2025 से चरणबद्ध तरीके से लागू किया जाना है।

विभाग ने यह भी कहा कि जानकारी एकत्र करने के लिए पीएनआरजीओवी प्रणाली को उन कुछ विमानन कंपनियों के साथ पायलट आधार पर लागू किया जाएगा जिन्होंने इसमें शामिल होने की इच्छा जताई है। पायलट चरण 10 फरवरी, 2025 तक लागू होने वाला है। उसके बाद, व्यक्तिगत एयरलाइंस के लिए एक अप्रैल, 2025 से और जीडीएस के माध्यम से संचालित होने का इरादा रखने वाली एयरलाइन के लिए एक जून, 2025 से इसे पूरी तरह से लागू करने की योजना बनाई गई है।"

179 die in Korea runway inferno

Seoul: A passenger plane skidded off a runway at a South Korean airport on Sunday, slammed into a concrete fence and burst into flames after its front landing gear apparently failed to deploy. All but two of the 181 people on board died in one of the country's worst aviation disasters.

The Jeju Air plane crashed while landing in the town of Muan, about 290km south of Seoul. The transport ministry said the plane was a 15-year-old Boeing 737-800 jet that had arrived from Bangkok and that the crash happened at 9.03am.

A total of 179 people — 85 women, 84 men and 10 others whose genders weren't immediately identifiable — died in the fire, the South Korean fire agency said. Emergency workers pulled two people, both crew members, to safety. Health officials said they were conscious and not in life-threatening condition.

Among the 177 bodies so far found, officials have identified 88, the fire agency said. The passengers were predominantly South Korean, as well as two Thai nationals. Thailand's foreign ministry said its embassy in Seoul received confirmation from South Korean authorities that the two Thai passengers were among the fatalities.

The fire agency deployed 32 fire trucks and several helicopters to contain the blaze.

2 CREW MEMBERS SURVIVE



Firefighters and rescue workers near the wreckage of the plane at the Muan airport in South Korea on Sunday. (APPTI)

About 1,570 firefighters, police officers, soldiers and other officials were also sent to the site, according to the fire agency and transport ministry.

Footage of the crash aired by South Korean television channels showed the plane skidding across the airstrip at high speed, apparently with its landing gear still closed, overrunning the runway and colliding with a concrete wall on the outskirts of the facility, triggering an explosion. Other local TV stations aired footage showing thick plumes of black smoke billowing from the plane, which was engulfed in flames.

Lee Jeong-hyeon, chief

of the Muan fire station, told a televised briefing that the plane was completely destroyed, with only the tail assembly remaining recognisable among the wreckage. Lee said workers were looking into various possibilities about what caused the crash, including whether the aircraft was struck by birds, Lee said.

Transport ministry officials later said their early assessment of communication records show the airport control tower issued a bird strike warning to the plane shortly before it intended to land and gave its pilot permission to land in a different area. The

pilot sent out a distress signal shortly before the plane overshot the end of the runway and skidded across a buffer zone before hitting the wall, the officials said.

Senior transport ministry official Joo Jong-wan said workers had retrieved the flight data and cockpit voice recorders of the plane's black box, which will be examined by government experts investigating the cause of the crash and fire. He said it may take months for investigators to complete their probe. The runway at the Muan airport will be closed until January 1, the ministry said.

Thailand's Prime Minister, Paetongtarn Shinawatra, expressed deep condolences to the families of those affected by the accident in a post on X. Paetongtarn said she had ordered the ministry of foreign affairs to provide assistance immediately.

Kerati Kijmanawat, the director of Airports of Thailand, confirmed in a statement that Jeju Air flight 7C 2216 had departed from Suvarnabhumi airport with no reports of abnormal conditions with the aircraft or on the runway.

Jeju Air in a statement expressed its "deep apology" over the crash and said it would do its "utmost to manage the aftermath of the accident".

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Flames and smoke emanate from the plane after the runway accident at the Muan airport in South Korea on Sunday. (Reuters)

179 die in runway inferno

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In a televised news conference, Kim E-bae, Jeju Air's president, bowed deeply with other senior company officials as he apologised to bereaved families and said he felt "full responsibility" for the incident. Kim said the company hadn't identified any mechanical problems with the aircraft following regular checkups and that he would wait for the results of government investigations into the cause of the incident.

Family members waited as officials announced the names of some victims at a lounge in the Muan airport.

Boeing said in a statement on X it was in contact with Jeju Air and was ready to support the company in dealing with the crash.

"We extend our deepest condolences to the families who lost loved ones, and our thoughts remain with the passengers and crew," Boeing said. The incident came as

South Korea is embroiled in a huge political crisis triggered by President Yoon Suk Yeol's stunning imposition of martial law and ensuing impeachment. Last Friday, South Korean lawmakers impeached acting President Han Duck-soo and suspended his duties, leading deputy Prime Minister Choi Sang-mok to take over.

Choi, who travelled to the site in Muan, called for officials to employ all available resources to find the missing and identify the victims as soon as possible. The government declared Muan a special disaster zone to provide assistance to the families of victims and designated a weeklong national mourning period till Saturday.

Yoon's office said his chief secretary, Chung Jin-suk, presided over an emergency meeting between senior presidential staff to discuss the crash and reported the details to Choi. Yoon expressed condolences to the victims in a Facebook post.

The Muan crash is one of the deadliest disasters in South Korea's aviation history. The last time South Korea suffered a large-scale air disaster was in 1997, when a Korean Airline plane crashed in Guam, killing 238 people on board. In 2013, an Astana Airlines plane crash-landed in San Francisco, killing three and injuring approximately 200.

Sunday's accident was also one of the worst landing mishaps since a July 2007 crash that killed all 187 people on board and 12 others on the ground when an Airbus A320 slid off a slick airstrip in Sao Paulo and collided with a nearby building, according to data compiled by the Flight Safety Foundation, a nonprofit group aimed at improving air safety. In 2010, 158 people died when an Air India Express aircraft overshot a runway in Mangalore and plummeted into a gorge before erupting into flames, according to the safety foundation. AP

ENTITLED TO PAYOUT IF DENIED BOARDING? KNOW YOUR RIGHTS AS A DOMESTIC FLYER

The aviation regulator has imposed a penalty of Rs 10 lakh on Akasa Air for failing to compensate 7 passengers denied boarding on a Sept 6 Bengaluru-Pune flight. TOI looks at compensation norms for being denied boarding

SEPT INCIDENT

The aircraft scheduled for the route was grounded and the replacement aircraft had nine non-operational seats. So Akasa transferred 7 passengers to an IndiGo flight that departed nearly two hours later. The question is: how does flight time difference between original and alternative flights decide quantum of compensation?

Pic for representation



THE RULES

➤ Airlines can legally deny boarding. To reduce the possibility of flight departing with empty seats (some passengers don't show up) airlines can overbook flights to a limited extent

➤ When more passengers report than the number of available seats, the airline must deny boarding to some

➤ If the offloaded passenger is booked on an alternative flight that departs within an hour of the original flight's scheduled

departure, the airline need not pay compensation

➤ Else, the airline must pay compensation that is equal to 200% of the booked one-way basic fare plus airline fuel charge, or Rs 10,000, whichever is lower

FOR MUCH DELAYED DEPARTURE

400% of booked one-way basic fare plus airline fuel charge or Rs 20,000, whichever lower, should be compensation if the alternative flight departs more than 24 hours after the original flight's time

➤ If a passenger does not opt for alternate flight, full ticket refund and compensation equal to 400% of booked one-way basic fare plus airline fuel charge or **₹20,000** should be paid

The Akasa case

The 7 passengers should have been paid **₹10,000** each

