

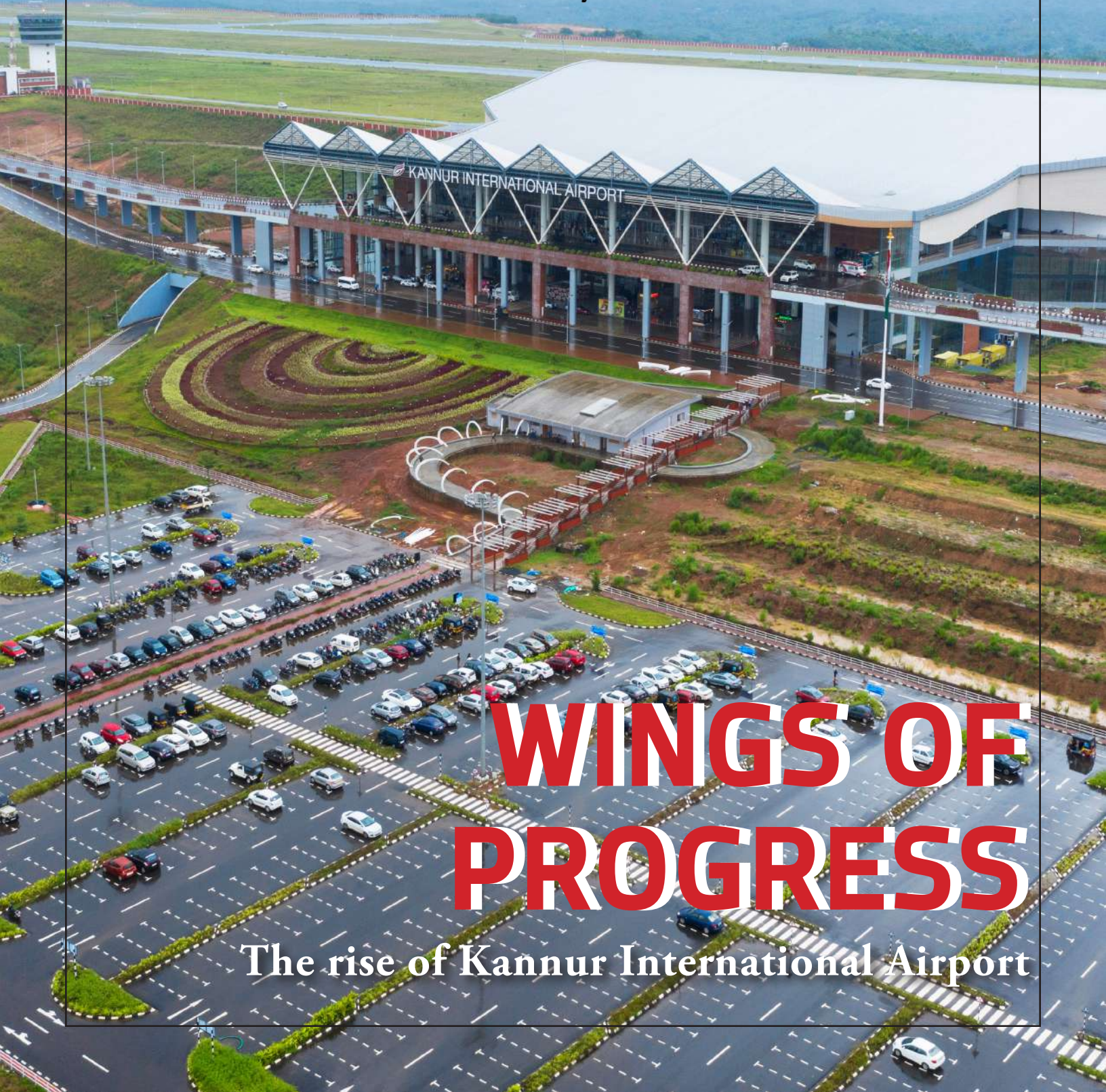
JAN-MAR 2024

FIRST EDITION



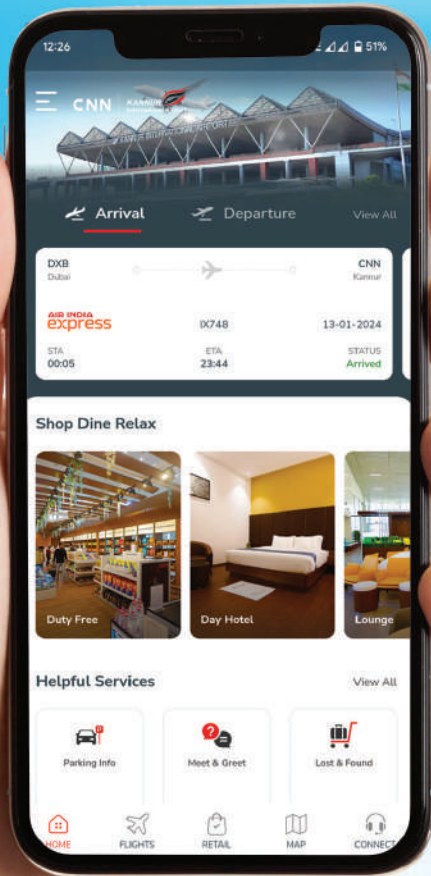
WE CNN

Connecting Malabar to the World



WINGS OF PROGRESS

The rise of Kannur International Airport



Effortless Travel
ONE APP AWAY

DOWNLOAD NOW





Chairman's Letter

I am glad to note that the Kannur International Airport's in-house e-magazine is being launched. This initiative reflects the airport's commitment to fostering communication, sharing insights, and showcasing the vibrant facets of this dynamic organization.

The global aviation industry faced unprecedented setbacks with the onset of the COVID-19 pandemic. The turbulence that ensued affected airports worldwide, testing their adaptability and resilience. Amidst the chaos of the pandemic, Kannur International Airport played a significant role in facilitating the repatriation of Indians stranded in Middle East countries.

I take pride in the substantial strides KIAL has made in contributing to the economic and tourism development of North Malabar since its inception. Endowed with a rich history, diverse landscapes, and cultural heritage, the region holds immense potential for the Kerala's tourism industry. While our state is renowned for enchanting backwaters, pristine beaches, and lush greenery, North Malabar adds a distinct and captivating flavor to Kerala's tourism canvas. From the cultural extravaganza of Theyyam to the unexplored beaches, the wonder of Kalari, historical forts, and the Malabarian cuisine, our region possesses the capability to captivate the hearts of travelers worldwide.

North Malabar is on the path of rapid progress and development. The upcoming years hold great promise for the region, and several key initiatives like IT parks, the development of Azhikkal Seaport, and the

“I take pride in the substantial strides KIAL has made in contributing to the economic and tourism development of North Malabar since its inception.”

renovation of Kerala's waterways will contribute to the region's socio-economic growth and align seamlessly with the vision of positioning North Malabar as a hub of innovation, trade, and transportation.

Strategically located in the heart of North Malabar, Kannur International Airport serves as a gateway to this untapped paradise. It has a pivotal role to play in facilitating connectivity, both domestic and international, thereby acting as a catalyst for economic growth and an enabler of sustainable tourism. I am sure that it will help to unlock the full potential of North Malabar, in turn contributing to the development of Kerala as a whole.

The e-magazine stands as a testament to the collective efforts of a talented and innovative team, showcasing the spirit of Kannur International Airport. I extend my heartfelt congratulations to the dedicated team behind it. Your hard work and commitment have transformed promising ideas into a captivating reality, providing a platform to share KIAL's journey, celebrate its achievements and connect with a larger audience.

My best wishes.

Sh. Pinarayi Vijayan | CM-Kerala & Chairman, Kannur International Airport Ltd.

TIMELINE OF KANNUR INTERNATIONAL AIRPORT

Govt. of Kerala accorded sanction to set up Kannur International Airport | KINFRA appointed as the nodal agency.

1998

2008

In-principal approval from MoCA & Union Cabinet | Moorkhanparamb & Velliyamparamb identified for developing the airport.

Kannur International Airport Limited formed as a public limited company.

2009

2010

Foundation stone laid by the then CM, Sh. VS Achuthanandan, in a function attended by the then Civil Aviation Minister, Sh. Praful Patel.

MHA accorded security clearance | DGCA accorded site clearance.

2012

2013

MoEF accorded environmental clearance | Airport construction work awarded to L&T Ltd.

Construction work flagged-off by the then Defense Minister, Sh. AK Antony.

2014

2016

Trial landing conducted on a 2400 m runway with a code-B aircraft.

Commenced operations on 9th Dec, 2018 | Inaugurated by the CM, Sh. Pinarayi Vijayan and the then CA Minister, Sh. Suresh Prabhu.

2018

2019

Facilitated 1 Million pax within the first 9 months of operation.

Integrated Air Cargo complex commenced operations.

2021

2023

First Haj operations from Kannur

From

MD's Desk



Charting New Horizons

It brings me immense joy and pride to witness the launch of our very own in-house magazine for Kannur International Airport. As we embark on this creative journey, I extend my heartfelt congratulations to each member of our dedicated team who has contributed to making this venture a reality.

This magazine is more than just a publication; it is a reflection of our collective spirit, innovation, and commitment to excellence. Through its pages, we have the opportunity to showcase the incredible talent, achievements, and the unique essence of Kannur International Airport.

Looking ahead, I am optimistic about the bright future that awaits our airport. We stand not only as a gateway to the world but also as a catalyst for economic and social development in our region. Our commitment to excellence in service and infrastructure is bound to attract more businesses, tourism, and investments.

Kannur International Airport plays a pivotal role in shaping the economic landscape of our region. As we continue to expand and enhance our facilities, we create employment opportunities, stimulate local businesses, and contribute significantly to the economic growth of the area. The airport is not just a transportation hub; it is a driver of progress and prosperity for our community.

Moreover, our dedication to sustainability and community engagement ensures that the benefits of our growth are shared with the people around us. Through various initiatives, we aim to uplift the social fabric of the region, empowering individuals and communities.

I encourage each member of our airport family to actively participate in the magazine's content creation and to use this platform to share your stories, experiences, and ideas. Together, we can build a stronger sense of unity and camaraderie among our team members.

As we turn the pages of this magazine, let it serve as a testament to our shared journey, accomplishments, and the promising future that lies ahead. Here's to Kannur International Airport's continued success and its positive impact on the economic and social development of our region.

Dinesh Kumar. C

Managing Director, Kannur International Airport Ltd.

From the CHIEF EDITOR

Dear Readers,

It brings me and my team immense joy and pride to welcome you to the inaugural issue of our e-magazine, a culmination of creativity, dedication and a shared passion for storytelling. In crafting this first edition, our team of talented writers, editorial team and contributors embarked on a journey to bring you insightful articles, captivating stories, and thought-provoking features. Our goal is not only to inform and entertain but to create a digital space where ideas flourish and diverse voices resonate.

As the Chief Editor, I want this magazine to be more than just a collection of pages, I envision it as a dynamic platform that fosters connection, understanding, and a sense of community. We aim to cover a spectrum of topics, from the happenings in Kannur airport and the outside world to lifestyle, from arts to technology and of course aviation, reflecting the richness of our reader's interests.

In the spirit of innovation, each issue will evolve, adapting to your feedback and the ever-changing landscape of information and entertainment. We invite you to be an integral part of this journey by sharing your thoughts, suggestions, and stories.

This e-magazine is not just a publication, it is a shared space for discovery and dialogue. We hope that with each turn of the virtual page, you find inspiration, enjoyment and a connection to the diverse tapestry of ideas presented.

Thank you for joining us on this exciting venture. Together let us explore the boundless possibilities of this digital realm and create a vibrant community that celebrates the power of words and ideas.

Happy reading!!!

K.G. Suresh Kumar
Chief Editor, WeCNN

MAGAZINE COMMITTEE

CHIEF EDITOR



KG SURESH KUMAR
HEAD-ARFF

EDITORIAL
HEAD



GIRISH VG
Dy.M-OPERATIONS

CONTENT COLLECTION



NIKHIL
SURENDRAN
Dy.M-CIVIL



SREEJITH
CP
AM-OPERATIONS



SIJIRAJ
S
Jr.M-OPERATIONS



REVATHI
BABU K
Jr.M-ELECTRICAL



GOKUL
GANESH
BSE-SECURITY

CONTENT EDITING



TEFFY
JOSEPH
Dy.M-SAFETY



JYOTHIRMAYI
PATTETH
AM-OPERATIONS



REJITH
K
AM-SECURITY

ART & DESIGN



ANOOP
GANESH A
Jr.M-MD OFFICE



JISHNU
P
Jr.M-OPERATIONS



VINAY
PM
Jr.E-ELECTRICAL

“New Year greetings to all. Excitement fills the air as we unveil our new venture, a digital magazine, an online quarterly publication. Our editorial board has worked hard to make this happen and my appreciation to them. I also congratulate all those who contributed with articles and other information in this magazine.

Let this magazine be a start of our new journey, together with all stakeholders, to make Kannur Airport a delighted experience for all the passengers and a platform for creativity to all the employees of this beautiful airport.

K.P. Jose

ED-Engineering, COO | KIAL

“This initiative by Team Kannur Airport is indeed a proud moment for all of us. To come up with this idea of an airport E-Magazine is an excellent tool to showcase the airport’s facilities and our capabilities to the aviation and other community using our airport infrastructure. Having associated with this project as early as from Sept 2010 makes me immensely proud to be part of the aviation ecosystem, in the region along with all those who have and continue to contribute to this Airport’s growth initiative. I am extremely happy that the Socio-economic development of the region has transformed significantly with employment generation, business opportunities and tourism potential. For a sustainable growth, much is required to be done and I congratulate the team for this initiative and let this be a beginning and platform for a bright future road ahead for Team Kannur Airport.

Jayakrishnan. S

CFO | KIAL

CONTRIBUTORS

Magazine Title: Revathi Babu. K | JM-E, KIAL

Magazine Caption: Sooraj Mohan | JM-S, KIAL



PG 8

COVER STORY

WINGS OF PROGRESS

The rise of Kannur International Airport

HISTORY | PG 14 **A DAY AT THE OFFICE | PG 24**

CHERISHING THE YORES OF MY LAND | AIRCRAFT RESCUE & FIRE FIGHTING

INSIGHTS | PG 19 **TRAVEL | PG 21**

VIRTUAL PHYSICAL CHECK | BEYOND THE RUNWAY

16 NAVIGATING THE SKIES **18 NORTH MALABAR TOURISM ORGANISATION** **23 LEVERAGING GROWING DEMAND FOR AIRCRAFT**

The crucial role of CNS in modern aviation. Introduces the CNS facilities at Kannur Airport.

NOMTO and its role in tourism development in the region.

Opportunities for financially struggling airports.

27 TEAM HISTORICAL FIRST FLIGHT JOURNEY

28 HAVE A NICE FLIGHT, SIR!

29 PAZHASSI DAM TOURISM

Disclaimer

The views and opinions expressed herein are not necessarily those of Kannur International Airport Ltd. (For private circulation only)



Photos by Nikhil Surendran | *Dy.M-Civil, KIAL*

WINGS

OF PROGRESS

The rise of Kannur International Airport

Girish V. G | *Dy.M-Ops*, Anoop Ganesh A | *JM-MDO*, Ashish. A | *JM-Ops*

Nestled in the cultural tapestry of Kerala, Kannur International Airport stands as a beacon of progress. It is not just an airport; it is a testament to Kerala's commitment to global connectivity and economic prosperity. Strategically positioned to serve the diverse needs of the region, including a large NRI population, a thriving business community, and avid tourists, Kannur International Airport is a gateway to new horizons.

Spanning over 2,300 acres, this airport is the second Greenfield venture in Kerala, built on the innovative PPP model. The land, acquired through the Kerala Industrial Infrastructure Development Corporation, was meticulously transferred to the company in phases. The completion of construction in this vast expanse signifies a landmark achievement for the region's aviation landscape.

The roots of Kannur International Airport date back to 1997 when the proposal gained momentum under the support of Sh. C. M. Ibrahim, the then Union Minister of Civil Aviation. Overcoming challenges, in-

cluding ecological concerns that led to the relocation of the proposed site, the airport received in-principle approval in 2008. The journey from the foundation stone laid in 2010 to its commissioning in 2018 reflects the perseverance and dedication of all involved.



17 May, 2016 | Construction of Flyover

cluding ecological concerns that led to the relocation of the proposed site, the airport received in-principle approval in 2008. The journey from the foundation stone laid in 2010 to its commissioning in 2018 reflects the perseverance and dedication of all involved.

Under the leadership of Shri. Dinesh Kumar C, the current Managing Director, and with the Chief Minister of Kerala as the Chairman, Kannur International Airport is managed by Kannur International Airport

Ltd. The Government of Kerala, the principal investor, holds a significant stake, with other shares distributed among State and Central Public Sector Undertakings, Airports Authority of India, and various other entities. Operational excellence is a key cornerstone of Kannur International Airport, reflecting its commitment to providing seamless and efficient services to travellers. From its strategic infrastructure to cutting-edge technology and customer-centric approach, Kannur Airport strives to set a benchmark in operational efficiency. Let's delve into the aspects that contribute to the operational excellence of Kannur International Airport.

1. Runway and Infrastructure

Kannur Airport's runway, oriented at 07/25 and spanning 3050 meters (with plans for expansion to 4000 meters), is designed to international standards. The obstacle-free approach and full-length parallel taxiway enhance the airport's operational capabilities, ensuring smooth aircraft movements, reduced turnaround times and safe operations.

The airport boasts the capacity to accommodate aircraft up to Code 'E', showcasing its readiness to handle a diverse range of aircraft sizes. Furthermore, the parking facility is designed to accommodate up to 20 Code 'C' aircraft simultaneously, emphasizing the airport's operational prowess and flexibility in managing aircraft operations.

2. Passenger Terminal

The integrated passenger terminal, spanning over 97,000 square meters, is a testament to modernity and functionality. The in-

novative "Swing Facility" allows the terminal to seamlessly switch between domestic and international operations, showcasing flexibility and adaptability. Self-check-in counters and self-baggage dropping machines streamline the passenger experience.

Pradeep Kumar. G

Jt. GM, AAI | ATS in-charge

novative "Swing Facility" allows the terminal to seamlessly switch between domestic and international operations, showcasing flexibility and adaptability. Self-check-in counters and self-baggage dropping machines streamline the passenger experience.

3. Connectivity and Accessibility

The airport's connectivity is not limited to air travel alone. Pre-paid taxi services, and proximity to railway stations, facilitate easy access for travellers. The ongoing national highway development plan significantly amplifies accessibility to the airport.

4. Future-Ready Planning

Kannur International Airport's commitment to operational excellence extends to its forward-thinking plans. The proposed expansion of the runway, terminal building, and apron bays, coupled with the introduction of international cargo facilities and solar initiatives, demonstrates a proactive approach to meeting future demands and environmental sustainability.

5. Airline Connectivity

Host to major airlines such as Air India

Express and Indigo, Kannur Airport maintains robust airline connectivity. The operational resilience demonstrated during the COVID-19 pandemic, with a diverse list of airlines operating, reflects the airport's adaptability to challenging circumstances. Discussions aimed at incorporating additional Indian carriers will enhance connectivity and foster increased competition from the airport.

6. Air-Cargo Facilities

Cargo products such as cut flowers, marine products, vegetables, handlooms, meat, fish, coffee and handicrafts have enormous potential in the region. The temporary Integrated Air Cargo Complex, handling 18,000 MT of cargo per annum, showcases the airport's commitment to efficient logistics. With a larger international cargo complex, on the horizon, Kannur Airport is positioning itself as a crucial hub for the movement of goods, ensuring prompt and secure cargo services on the region.

“IndiGo commenced operations from KIAL in 2019 with direct flights to Hyderabad and Chennai, making it the 67th destination in the 6E network. Over the years, it has evolved into an important destination with 61 weekly domestic and international flights operated by IndiGo. The airline now connects Kannur to several Tier 1 and Tier 2 cities, like Bengaluru, Mumbai, Kochi, Hyderabad, Chennai, and Thiruvananthapuram along with Doha in Qatar.

IndiGo is committed to providing the best-in-class services as it remains dedicated to serving its customers better and making air travel more accessible to all. IndiGo is honoured to be a key contributor to the success of Kannur International Airport. Here's to many more years of shared success and reaching new heights, together!

Station Manager

Indigo

7. Passenger Services

Beyond the operational infrastructure, Kannur Airport places a strong emphasis on passenger services. Dedicated to delivering an exemplary passenger experience, the air-

5th Anniversary Celebrations

Kannur International Airport celebrated its momentous 5th anniversary on December 9, 2023, with a jubilant atmosphere that resonated with the spirit of achievement and community. The week-long festivities leading up to the grand celebration were marked by a series of sports and cultural activities, showcasing the vibrant talents of the region.

The annual day commenced with a ceremonial cake cutting, a symbolic gesture that encapsulated the success and growth of Kannur Airport over the past five years. The ceremony was graced by the esteemed presence of Mr. Dinesh Kumar C, the Managing Director of Kannur International Airport Limited, and Mr. Thomson Jose, the Deputy Inspector General (DIG) of Kannur Range.



The celebration showcased the vibrant spirit of Kannur, featuring a diverse range of performances by the Student Police Cadets of the district. Their displays demonstrated discipline, precision, and the commitment to community engagement that are synonymous with the airport's values. Adding a musical note to the celebration, a mesmerizing band display enthralled the audience. The talents of nearby school students were also on full display as they presented a variety of cultural programs, showcasing the rich heritage and diversity of the region. Additionally, the day featured a spirited cycling rally from the district center to the airport, distinguished by the esteemed presence of the district collector, further elevating the significance of the occasion.

In the lead-up to the 5th-anniversary celebrations at Kannur International Airport, a dynamic week of sports unfolded, engaging stakeholders in cricket, badminton, table tennis, football, tug of war, and volleyball. The airport community showcased their athletic prowess in a friendly yet competitive atmosphere.

port has meticulously curated a comprehensive suite of services. This includes access to exclusive airport lounges, providing travelers with a comfortable and refined environment. Additionally, the airport offers convenient ATM facilities for financial transactions, a tranquil prayer room for moments of reflection, and tailored special assistance services to meet the unique needs of passengers. Well-equipped medical facilities address any

health-related concerns, while thoughtfully designed baby care/feeding rooms cater to the needs of parents and infants. Prepaid taxi services ensure efficient and hassle-free transportation, and seamless Wi-Fi connectivity keeps passengers connected throughout their journey. On-site pharmacy facilities and postal services are available for medical provisions and mailing needs, respectively. The Airport Health Organization (APHO)



18 June, 2016 | Passenger Terminal Building: Before & After | 14 Feb, 2023

“In the intricate ballet of aviation, Kannur International Airport finds an unwavering guardian in the Central Industrial Security Force (CISF). CISF’s meticulous protocols and cutting-edge security measures ensure an impregnable shield, epitomizing our commitment to unparalleled safety for passengers. CISF’s vigilance, backed by state-of-the-art technology, fortifies Kannur skies, setting international benchmarks. Together, CISF & KIAL Management jointly navigate the dynamic landscape of aviation security, ensuring every journey from Kannur International Airport is a secure and confident sojourn.

Beyond Conventional security measures, CISF actively engages in intelligence gathering and analysis, augmenting Kannur International Airport’s preemptive capabilities. The proactive ethos aligns seamlessly with our pledge to stay abreast of nascent security trends, ensuring for all stakeholders within the precincts of Kannur skies!

Commandant

CISF | ASG, Kannur

upholds health and safety standards, and designated areas like the Visitor’s Gallery and Airside View Gallery allow visitors to observe airport activities. Diverse retail shops and culinary offerings at food and beverage outlets cater to various tastes, and well-appointed

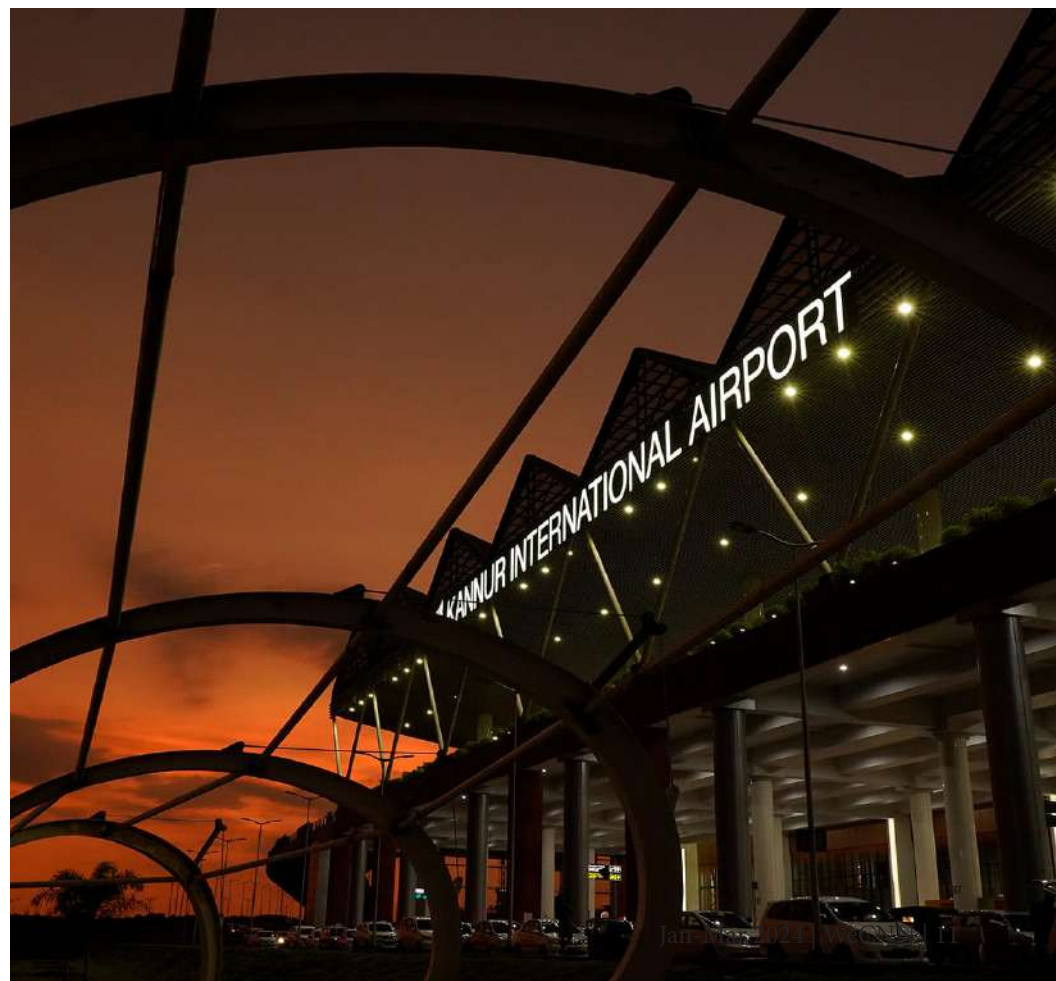
lounges provide a space for passengers to relax in style. Duty-free shops add to the allure, offering international travelers a shopping experience with duty-free products. This array of services underscores the airport’s unwavering commitment to ensuring a seamless and enjoyable travel experience for all passengers.

8. Technology Integration

Kannur International Airport integrates cutting-edge technology to optimize operations. The presence of self-check-in counters,

self-baggage dropping machines, and Wi-Fi services ensures that passengers experience a seamless and technologically advanced journey.

Kannur International Airport’s operational excellence is a result of meticulous planning, a commitment to technological innovation, and a customer-centric approach. As the airport continues to evolve and meet the dynamic needs of the aviation industry, it stands as a shining example of operational



Know Your RIGHTS WHEN YOU FLY



SCAN THE QR TO KNOW MORE



नागर विमानन मंत्रालय
MINISTRY OF
CIVIL AVIATION



AirSewa



“Bureau of Immigration guards the gateway to India while assisting all legitimate travellers and protecting National Security. We serve our country and promote its growth and development with the core philosophy of ‘Vasudhaiva Kudumbakam’ by facilitating movements of all citizens of the world.

Chief Immigration Officer
Bureau of Immigration

efficiency in the realm of air travel.

The gateway to North Malabar

Kannur Airport, hailed as the gateway to North Malabar, transcends its role as an aviation hub to unveil a captivating tapestry of tourist attractions. Beyond its aviation excellence, Kannur boasts a rich heritage encapsulated in historical forts, pristine beaches, vibrant cultural festivals like Theyyam, and the captivating beauty of Paithalmala.

Kannur International Airport not only serves as a pivotal link connecting people and places but stands as a symbolic representation of Kerala’s progressive journey towards economic vibrancy. As it gracefully continues to spread its wings, the airport remains a testament to the region’s unwavering commitment to a brighter, more connected, and culturally enriched future. ■

“Happy to learn that Kannur Airport staff is publishing an e-magazine. I am sure that this will help to strengthen the bond among the staff and thus ease the tension and will enable all to enjoy the work. This will ultimately lead to the overall development of this airport.

E. V. Sivaraman IRS

Ast. Commissioner | Air Customs, Kannur



Photo by Shiyona Johny | Sr. Security Officer, Air India Express

Aerial Symphony

Twin Rainbows cast a colourful spell above Kannur Airport!



Photo by Anas Azeez | JE-ATM, AAI

Cheraiyaling The Port of My Land

Gokul Ganesh | BSE, KIAL



Kannur, my home land known as land of looms and lore's is a curious standalone island of cultural homogeneity when we compare with the surrounding area. Random talks with the people outside this land made me aware of the differences we have with rest of Kerala and as a curious student of history made me to work out my brain on the matter. I was amazed with the historical and cultural splendidness of our land.

Let's start with the etymological explanations behind the name of the land itself. There is a notion that the name Kannur is derived from the local saying of 'land (ooru) of Kannan'. However, most of the historians point towards the origin of name to an early village settlement on the banks of a historical river which used to flow in the area known as 'Kanampuzha'. Even though the river is non-existent now, its presence in early ages can be understood through the names of places associated with it. For example, the region of 'Attadappa' on the outskirts of present Kan-

nur corporation is believed to have derived its name as the land formed after filling up of the river, 'Aaru' was the common word used for river in those times and even now in southern parts of Kerala. The historical origin of place names such as Chala, Thot-tada, Kannothumbal etc. can be traced back to the existence of the now filled up river. Description of that river can also be seen in some older poems in early eras of the common era and travel documents of world travellers. Thus the village on the mouth of river adjacent to Arabian sea is believed to be called as 'ooru' near the Kanam river, as Kannur or Cannanore by foreigners.

Analysing the exotic and endemic culture of the land we have to read through pages of history. The lands of northern Kerala were ruled by independent kings in most part of the history. References to the early rulers is known through literary documents such as Sangam texts, writings of some court poets of those rulers and some of the early Sandeshakavyas in Kerala history. These small pieces of infor-

mation help us to understand the presence of a sovereign state and flourishing sea trade with the outside world. Historical recreation of lineage and social conditions are impossible due to lack of data. Excavations of large heaps of coins from Roman empire around from areas of erstwhile Kottayam in Kannur points towards the trade links with Eastern

Major ports and trade points of the land are mentioned in ancient documents such as The Periplus of the Eritrean Sea written in first century CE, and the writings of 'Pliny the elder' and 'Ptolemy' author of Geography.

Roman Empire. The land is believed to be ruled by the Mushaka kings of Ezhimala. 'Mushaka Vamsam' a Sanskrit poem written around 12th century by Athula one of the court poets of the dynasty throws light on some of the areas of history. Major ports and trade points of the land are mentioned in ancient documents such as The Periplus of the Eritrean Sea written in first century CE, and the writings of 'Pliny the elder' and 'Ptolemy' author of Geography. This points to the contact with western world, which may have led to cultural exchanges and assimilation of some cultural aspects.

In later part of history Mushaka kings are believed to be vassalized by the Kulashekaras of Mahodayapuram. However, historians are also of the opinion that northern area above Thalassery remained independent, providing a cultural insulation. Later towards the 14th century Kolathiris who are believed to be the descendants of ancient Mushaka kings gained power and ruled the land by making Chirakkal as their capital. Thus the land came to be known as Kolathunadu. They continued their rule until the arrival and grabbing of sovereignty by Europeans. Long stable rule provided by them again gave a platform for growth in cultural and economic spheres. The formation of Arakkal dynasty, the only Muslim dynasty in Kerala and the occupation by Mysore forces effected the social and economic spheres in later part of history. The resistance to foreign rule by local rulers and the battles fought by Pazhassi Raja is some-

thing to be proud of for every people.

The land of Kannur is rich in case of art and literature. Even before the emergence of Malayalam language as an independent stream from Dravidian language family, there existed poets such as Athula, Shankara kavi etc. who chose Sanskrit, which was the lingua franca of the time. One of the father figures of Malayalam language, 'Cherruserri' composed the 'Krishna Gadha' from the land of Kannur. He is believed to be a native of Pallikunnu and a court poet of Kolathiri king. When we come to the writings of modern era, the first short story of Malayalam 'Vasnavikrithi' written by Vengayil Kunjiraman Nayanar hails from Kannur. The first perfect novel in Malayalam language 'Indulekha' also came from the soil of Kannur, written by O Chandumenon from Thalassery. The literary tradition started by these stalwarts is carried forward by other prolific writers such as T Padmanabhan, Sukumar Azhikode, M Mukundan who became a citizen of Mahe after it became a Union territory.

Kannur is also a treasure trove of vibrant art forms. To start with the spiritual folk art of Theyyam, with vibrant and bright colours and captivating rituals is a result of long period of cultural refining. Theyyam is an art from intertwined with history, mythology, devotion and local yores, where deities, ancient warriors or a common man who became deified by his actions is worshipped and remembered by the people.

Other than Theyyam, Kalaripayattu is also

“One of the father figures of Malayalam language, 'Cherruserri' composed the 'Krishna Gadha' from the land of Kannur. He is believed to be a native of Pallikunnu and a court poet of Kolathiri king.”

deeply associated with society of northern Malabar. We cannot find any point in history to attribute to its origin. However, it is mentioned in some ancient texts and writings of foreign travellers. Folk songs known as Northern Ballads sings about the heroics of trained people of Kalaripayattu and about some prominent families and temples associated with it. Apart from being a martial art it also brings along various treatments for muscular and nerve problems in close association with Ayurveda.

'Poorakali' is another art form endemic to the land of Kannur. A group of men performs the dance singing stories and praises of deities while moving in circles around a lit lamp. It is believed to have originated from the artistic expression of farming community of their devotion to a deity. Another art form similar to Poorakali is 'Payyannur Kolkali' where small sticks are used by performers to do the performance. I chose to mention these art forms among a handful of others because of the waning of these from our daily life.

The art of Mural paintings is also well developed in our land and is now in the path of obscurity. The style of painting followed is very similar to the Dravidian style followed in southern India. Thodeekalam Temple which is also associated with Pazhassi Raja is well known for its murals. However, we can also find some unexplored murals in different temples in state of decay.

The cultural vibrance of Kannur is beyond any measure but majority of people residing in this amazing land is unaware of it. The fast urbanisation and cosmopolitan lifestyle makes us a foreigner in our own land. ■



Payyannur Kolkali | Small sticks are used by performers to do the performance

NAVIGATING THE SKIES



The Crucial Role of CNS in Modern Aviation

Johnson Joseph | **AGM (CNS), AAI**

The Airports Authority of India (AAI) serves as the Air Navigation Service Provider (ANSP) for Civil Aviation in India. In this capacity, AAI ensures the safe, orderly, and efficient flow of air traffic across the country. Managing the designated Indian airspace spanning 2.8 million square nautical miles, AAI oversees Air Navigation Services at government, state, and private airports throughout India. The ANS service comprises Air Traffic Control (ATC) and Communication, Navigation, and Surveillance (CNS).

Communication, Navigation, and Surveillance (CNS)

In the dynamic and complex world of aviation, the seamless integration of Communication, Navigation, and Surveillance (CNS) plays a pivotal role in ensuring the safety, efficiency, and effectiveness of air travel. These interconnected systems form the backbone of modern aviation infrastructure, facilitating the exchange of critical information, precise navigation, and vigilant airspace surveillance.

Air Traffic Safety Electronics Personnel (ATSEP)

Ensuring the reliability and functional-

ity of CNS facilities falls under the responsibility of Air Traffic Safety Electronics Personnel (ATSEP), also known as CNS Engineers. These professionals are instrumental in the development, installation, operation, and maintenance of ground-based electronic systems essential for air traffic management.

Communication facilities at Kannur Airport

Effective communication is paramount in aviation to ensure a smooth flow of information. CNS facilities at Kannur Airport facilitate communication through various means, primarily using voice communication. The following are the communication facilities at Kannur Airport:

VHF Transmitters & Receivers

VHF communication transmitters and receivers facilitate AM voice communication between aircraft and air traffic control officers (ATCOs) or between aircraft themselves. We have VHF transmitters and receivers designated for Tower, Approach, Emergency, and DATIS frequencies. The maximum range of the VHF Transmitter/Receiver is 200NM (370KM), providing ample coverage for any situation at Kannur Airport. The VHF transmitters and receivers are manufactured by Par Air Electronics, UK.

DATIS (Digital Automatic Terminal Information Service)

It is a system used in aviation to provide



CNS facilities | DVOR



CNS facilities | VCCS

pilots with up-to-date information about current weather conditions, runway status, and other essential details at airports. The DATIS at Kannur Airport transmits terminal information in VHF frequency continuously for 24 hours, and aircraft even at 100 km can tune in to receive information in their cockpit receiver. The DATIS software is developed by ACAMS, Norway.

DVR (Digital Voice Recorder)

Used to real-time record various voice communications, including Pilot and ATCO VHF communication, telephone calls, Walkie Talkie calls, fire alarms, etc. The DVR installed at Kannur Airport has the capacity to record 64 channels simultaneously, playing a vital role in CNS/ATM for incident or accident investigations. Voxtronics, Austria is the manufacturer of DVR at Kannur Airport.

Voice Communication Control System (VCCS)

The VCCS is a state-of-the-art CNS/ATM facility that integrates multiple com-



CNS facilities | VHF transmitter & receiver

munication facilities like VHF Transmitters, Receivers, Telephone lines, etc., into a single device for the easy and effective use of ATCOs. The recently installed system is the Italian-based SITTI Multifono VCCS.

Automated Message Switching System (AMSS)

A computerized message switching system used in aviation for the exchange of operationally important air safety-related messages between airports. These messages can include flight plans, departure and arrival information of aircrafts, METAR, incident message, NOTAM etc. The AMSS at Kannur Airport is developed in-house by AAI and is a remote connection of Cochin airport AMSS.

Navigation Facilities at Kannur Airport

Navigation facilities in aviation refer to the infrastructure and systems designed to assist aircraft in determining their position, following a desired course, and navigating safely from one point to another.

DVOR (Doppler VHF Omnidirectional Range)

DVOR is a short-range radio navigation system enabling aircraft to determine their position and stay on course. Ground-based DVOR stations transmit signals in all directions, and aircraft receive these signals to determine their radial (bearing) from the station.

DME (Distance Measuring Equipment)

DME provides the distance between the aircraft and a ground-based or airborne station. Often used in conjunction with DVOR, DME helps pilots determine their exact position. The DVOR and DME at Kannur are made by Mopiens, Korea, with a range of up to 200NM.

ILS (Instrument Landing System)

The Instrument Landing System (ILS) is a ground-based navigation aid providing precision guidance to aircraft during approach and landing, especially in adverse weather conditions. It consists of two components:

- Localizer (LLZ): Pro-



CNS facilities | Glidepath

vides lateral guidance, ensuring alignment with the runway centreline.

- Glide Path (GP): Provides vertical guidance, helping maintain the correct descent profile for a safe landing.

The LLZ and GP systems at Kannur are manufactured by Normarc, Norway, with a range of 25 nautical miles (NM).

Surveillance Facilities

CNS surveillance involves the monitoring and tracking of aircraft movements within a designated airspace. RADAR (Radio Detection and Ranging) and ADS-B (Automatic Dependent Surveillance-Broadcast) are key technologies employed in surveillance. Kannur Airport does not currently house RADAR and ADS-B surveillance facilities, the nearby airports of Mangaluru and Cochin extend their surveillance range to cover Kannur.

In essence, CNS in aviation is more than a set of technologies; it represents a commitment to safety, efficiency, and innovation. The integration of communication, navigation, and surveillance systems at Kannur Airport showcases a dedication for meeting the evolving demands of global airspace, ensuring that every journey is conducted with the highest standards of reliability and safety. ■

CNS facilities | Localizer





The North Malabar Chamber of Commerce (NMCC), established in 1952 with the objective of promoting and protecting trade, commerce and industry of North Malabar, has been constantly striving for the development of this region for the last 70+ years. As a part of our efforts, the Chamber has been conducting various activities which are directed to ensure accelerated growth and progress in this part of the country.

The recent houseboat accident in Malappuram had a serious impact on houseboat owners, bringing to the fore, the drastic lack of coordination and representation of this sector within the tourism industry. Guided by NMCC, all the boat owners of this region were brought under a common platform wherein they could share their ideas and concerns, and also work towards creating a seamless business function albeit complying with the law of the land. This gave root to the idea of creating an umbrella organization for all the stake holders in the tourism sector, which will enable them to project their potential and also to create opportunities for them to interact with various groups within the sector so that they could conduct their business profitably while contributing to the promotion of tourism in this region.

Thus, was formed North Malabar Tourism Organisation (NOMTO), a joint initiative of the North Malabar Chamber of Commerce and the tourism stakeholders of North Malabar. NOMTO is an independent registered body for the promotion of tourism in Kannur and Kasaragod districts. These two districts of North Malabar have immense tourism potential enriched with serene backwaters, misty hills, unexplored beaches, diverse culture, ancient pilgrim centers, beautiful rivers and a lot of other tourist attractions.

Kannur Airport serves as an entry point to this region. Therefore, NOMTO has taken initiatives to develop and promote tourism circuits connecting Kannur and Kasaragod with Mysore and Coorg. This is a highly promising circuit for the inquisitive travelers as well as Tour Operators.

North Malabar is truly promising. Our backwaters and rivers are still virgin. Our beaches are still serene. Our hill stations are still not crowded. Our culture is still intact. Our pilgrim centers are culturally and spiritually rich. Overall, the experiences which North Malabar offer are truly mesmerizing and unique.

Apart from promoting the interests of industry and commerce of North Malabar, NMCC has been conducting various tourism promotional events such as Mystical Malabar, Kannur Darshan and North Malabar Travel Bazar. Moreover, the chamber also focuses on the health and wellbeing of the society, as evidenced by the conduct of sporting events such as Kannur Beach Run, Chamber Gold Cup Football Tournament etc. which are trendsetters in this region. ■



VIRTUAL PHYSICAL CHECK

A Game Changer

Rejith. K | [AM-Security, KIAL](#)

Everyone from the aviation industry as well as the public are discussing about the DigiYatra, an initiative of Ministry of Civil Aviation, Government of India, for the comfort and seamless airport experience for the passengers. I think it is good time to discuss another revolution which was initiated by Bureau of Civil Aviation Security (BCAS), the regulatory authority for civil aviation security in India with a vision to elevate the passenger convenience, through Virtual Physical Check (VPC) for the inspection of suspected baggage at Inline Hold Baggage Screening System.

Over a period of time in the aviation industry, one of the major concerns in the perspective of both passenger experience and security was the way of how the hold (check-in/ registered) baggage were screened for departing passengers at airports. At present, the long queue in front of the X-ray screening machines at departure hall is completely vanished by the introduction of Inline Hold Baggage Screening system (ILHBS) at airports. Almost all major airports in the country have introduced this facility and the remaining airports are in the process of installing the ILHBS system. From the year 2004 onwards, BCAS was very keen for a regular upgradation in the specifications and procedures of the ILHBS system. Finally, this resulted in the replacement of Explosive Detection Tomography System (EDtS machines) by modern Computed Tomography Explosive

Detection System (CT-EDS). Due to this change, the throughput of a single channel system can reach up to 1800 or more bags per hour, whereas it was around 1200 bags per hour before.

Even though the modern technologies and methods that we have adopted have catered well for passenger experience in terms of processing time and security, the method of physical inspection of suspected baggage remained as an unaddressed issue till recent past. In the year 2022, BCAS introduced the concept of virtual physical check/ virtual reunion of passenger for conducting physical inspection and interview in case of any suspicion arise in the check-in baggage.

The Concept

In the ILHBS system, screening of hold baggage takes place generally at four levels, depending on the decision of the screener. The Level-1, is the CTX machine itself, which has the automatic decision-making ability (Currently, the automatic decision-making ability is disabled in the country due to the directive from BCAS). At Level-2, in a predetermined time, the screeners analyze the bag images and decide whether the bag can be cleared to baggage sorting area (BSA) or rejected to Level-3 for further analysis. Bags reached at Level-3 can be analyzed through various technologies including explosive detectors. The bags which contain explosives or IED components are declared as threat bags and will be handled as per standard operat-

ing procedure. Bags which are declared as clear bags will be transported to BSA. The suspected bags which contain any prohibited items other than that of explosives or IED components and whose X-Ray images are not inferring, are referred to Level-4 for physical inspection and passenger interview.

From the above scenario it is vivid that a bag is referred to physical examination and passenger interview after the completion of various procedures. This process usually required specific duration. The design of baggage handling system may vary depending on the infrastructure of the airports. The conveyor lengths can vary from meters to kilometers. The movement time of a baggage from check-in counters to Level-4 may take an average time of 5-10 minutes. Therefore, airline operators are notified about the passenger reunion at Level-4 only after 5 to 10 minutes later after the passenger complete

“Since the VPC consumes very little time as compared to conventional procedure, the passengers will get more leisure time at departure, which will promote commercial activities at the airports.”

their check-in formalities. By this time the passenger might have crossed emigration or pre-embarkation security check. Airline staff were always concerned about physical examination cases at Level-4 which would cause last minute hurry to identify the passengers and commute between Level-4 to boarding gate which also may lead to flight delays, passenger inconvenience, complaints and even leading to missing the flight.

BCAS had issued a directive in the year 2022 with the provision of inducting the concept of Virtual Physical Check (VPC) for conducting physical examination and passenger interview at Level-4 for suspected baggage. This concept mandates an area earmarked exclusively for the purpose, which will be referred as VPC Station herein after, near to boarding gates. The area will be equipped with live CCTV feeds from Level-4 area and a communication facility for direct interaction between the passenger at VPC Station and the security staff at Level-4.

The passenger interview and physical examination will be conducted online by the security staff from Level-4 and the passenger who will be at VPC Station so that the passengers need not to be brought to Level-4 area for conducting physical examination. If the bag is locked, the lock and key coordination is the responsibility of airline staff.

Normally, VPC is conducted after taking consent from the concerned passenger. Once the call for Level-4 VPC is communicated, the airline staff will bring the passenger to VPC Station located at security hold area, near to the boarding gate. Security staff at Level-4 will verify the passenger details and take consent from passenger to conduct VPC. CCTV cameras installed at Level-4 will cover all the procedure of physical examination of hold baggage and a live feed will be provided at VPC Station through which the passenger can witness the examination. The prohibited items, if anything lies in the bag will get removed and the bag will be cleared to BSA. For items such as arms and ammunitions or any other customs prohibited or contraband item, it is mandatory to bring the passenger to Level-4 as per the conventional procedure.

Perspectives

VPC facility is the most convenient and will reduce the efforts taken to bring the passengers to Level-4 area for conducting physical examination. This will contribute in reducing the aforesaid last-minute hurry, delays, passenger complaints etc. VPC also facilitate easiness in the handling of Passengers with Reduced Mobility (PRM) at the airports, if they required physical examination of baggage. As the concept of VPC was introduced recently, and is not a mandatory provision, most of the airports in the country are yet to install this facility.

Since the VPC consumes very little time as compared to conventional procedure, the passengers will get more leisure time at departure, which will promote commercial activities at the airports. Moreover, for those who are travelling in a group or with family, the isolation of a particular passenger from the group for physical examination to Level-4 may make him/ her more nervous and anxious as compared to VPC, which reduces the embarrassment for being called for physical examination at Level-4.

The concept says about the requirement of VPC Station near to boarding gates only. As this facility can be utilized across the departure concourse, the facility need not to be restricted near the boarding gates and can be anywhere at the departures that are deemed to be fit by the airport operator. As there are also no limitations to the number of VPC Stations at an airport, the airport operator can plan more VPC depending on the size and design of the airport.

Even though the regulator has given some guidelines for conducting VPC, the regulator is yet to issue the specifications for CCTV cameras, communication equip-

“Kannur International Airport has commenced virtual physical check in both domestic and international SHA while many of the major airports in the country have not yet initiated the same. This ensures a better passenger experience without compromising the security!

Velayudhan M.V
CSO | KIAL

ment, storage of digital record etc., which are very much important for the uniformity and quality of security operations in the country.

For securing items in the bag or even as a custom, most of us will travel with locked bags. One of the limitations of VPC is the bags with lock & key and bags of carton box/ tied bags which required passenger support to open and repack during the physical check. The regulator says airline staff to coordinate with passenger and security staff in case of lock & key. Now, the airline staff need to bring the lock & key from the passenger to Level-4 and to give it back after examination, which is a time-consuming process. Since the entire civil aviation in the country is undergoing significant transformation by refining the process and by adopting latest technologies, the hygiene of check-in baggage also needs to be ensured, especially for hold baggage. A “TSA-lock” like concept will help to overcome the limitation of lock & key issues. Airline operators should also adopt stringent measures as the carton boxes and tied bags will also expose safety issues due to leakages etc.

The identification of passenger while doing VPC need to be done virtually and if the identification can be done with the help of facial recognition at VPC by integrating the same with DigiYatra, the concept of VPC will also become a part of DigiYatra.

Summary

The concept of VPC stands as a testament to digital transformation of civil aviation in the country. The regulatory bodies need to mandate the operators to have this facility at all airports in the country and need to refine the specification and procedures for conducting VPC to make the facility more efficient. The airport operator needs to take initiatives for having this facility at their airports for the betterment of passenger experience which will also foster the commercial activities at the airport. ■

BEYOND THE RUNWAY

A motorcyclist's Tapestry

John Rickshelton | **Junior Executive, BPCL**

The rumble of my bike echoed through the crisp morning air. Dust swirled behind me as my trusty bike roared down the coast, Kannur's salty breeze whipping through my hair. Gone were the air-conditioned cabins of the airport; today, I was a nomad, embracing the freedom of the open road.

Payyambalam Beach was my first pit stop. Golden sands stretched like an endless carpet, the rhythmic roar of the ocean a constant lullaby. Palm trees swayed like dancers in the wind, whispering secrets of ancient navigators and forgotten empires. The salty air, laced with the fragrance of frangipani, washed away the city's grime, leaving only a thrilling sense of liberation.

The journey took an enchanting turn

as I explored the wilderness of Muzhapilangad Drive-in Beach. Nestled between the Arabian Sea, this drive-in beach provided an exhilarating experience as my bike cruised along the sands. The rustle of coconut palms, the vast expanse of the sea, and the sensation of riding on the beach created a surreal communion with nature.

From the sun-kissed shores, I ventured into the emerald embrace of the Western Ghats. The air grew cooler, dappled by the playful dance of sunbeams through the verdant canopy. The serpentine roads, unfurling like emerald ribbons, were a playground for my motorcycle, its throaty purr a counterpoint to the symphony of the forest. Lush paddy fields shimmered like emeralds, and quaint villages, untouched by the hurried pace of city life, beckoned me with their simple charm.

As the day surrendered to the velvet embrace of night, I found myself amidst the pulsating rhythms of a Theyyam performance. Painted faces, adorned with elaborate costumes, danced with a primal energy, their movements echoing ancient rituals and forgotten deities. The hypnotic beat of the drums, the chanting of prayers, and the raw devotion of the performers transported me to a realm beyond time and space, where faith and folklore intertwined in a mesmerizing spectacle.

The streets, lined with bustling eateries, beckoned me to indulge in the rich art of Malabar cuisine. From the tantalizing aroma



of Malabar biryani to the aromatic curries, Each bite was a voyage through the region's history and cultural heritage. Whether savouring the local delicacies tucked away in hidden gems or relishing street-side treats, my bike and I became culinary connoisseurs, weaving through the unique Flavors that define Kannur's gastronomic landscape.

As I rode back towards the familiar lights of the airport, my heart brimmed with a newfound understanding. Kannur wasn't just a place I work; it was a tapestry of experiences, waiting to be unravelled by anyone who dared to venture beyond the runway. And I, for one, couldn't wait to explore its next fold, every twist and turn promising a tale whispered not on tarmac, but on the open road. ■



AVIATION SAFETY WEEK CELEBRATIONS



Aviation Safety Week Inaugural Ceremony



Workshop on Airside Safety Regulations



Inauguration of new BA test facility



SAFE ACTIONS NO COMPROMISE!!!



- * Follow rules
- * Stick to safety standards
- * Foster effective communication
- * Provide comprehensive training
- * Cultivate positive workplace atmosphere

Safety poster which was awarded first prize in the safety poster making competition. The poster was submitted by Ms. Revathi Babu K | Jr. Manager- Electrical.



Workshop on Aerodrome Safeguarding & NOC procedures

Leveraging the Growing Demand for Aircraft

Opportunities for Financially Struggling Airports

Sooraj Mohan | [JM-Security](#), [KIAL](#)



India's aviation sector stands on the brink of a monumental aircraft influx, yet major airports grapple with a dire shortage of parking space, foreshadowing operational challenges. This predicament, however, unveils a potential lifeline for airports struggling for financial growth amidst the industry's turbulence.

The scarcity of parking stands at key airports like Delhi and Mumbai, pivotal hubs for flight operations, has created an unexpected opportunity for struggling airports facing financial constraints. These airports, marked by excess space and limited operational traffic, could pivot this crisis into an opportunity to reinvestigate their financial dimensions.

The prospect of leveraging this situation for airports in financial straits pivots on several key factors:

1. **Excess Vacant Space:** Airports struggling for financial growth often possess surplus stands, unutilized due to lower operational traffic. This abundance could entice airlines facing parking constraints to consider these airports as viable alternatives for parking, servicing, or even rerouting flights.

2. **Redeployment Strategy:** Airlines grappling with parking issues in metropolitan airports may seek alternative stopovers or bases in financially struggling airports. These struggling airports' surplus space can facilitate smoother scheduling, maintenance checks, and operational flexibility, potentially attracting airlines in need.

3. **Revenue Potential:** The crisis-induced opportunity could be a financial boon for struggling airports. Increased utilization of their space for parking and servicing aircraft could significantly augment their revenue streams through increased landing fees, service charges, and potential partnerships with airlines seeking cost-effective alternatives.

4. **Regional Impact:** The shift of flights to struggling airports could inadvertently bolster regional connectivity, benefiting smaller cities and regions nearby. This ripple effect might contribute to economic development and enhanced tourism in these areas.

However, capitalizing on this opportunity necessitates concerted efforts from struggling airports:

- **Infrastructure Enhancement:** Readying infrastructure, services, and facilities to accommodate increased traffic and demand for parking and maintenance is imperative.

- **Collaborative Approach:** Collaborating with airlines, offering incentives, and forging mutually beneficial agreements could incentivize airlines to utilize these struggling airports as alternative hubs.

In conclusion, the imminent aircraft surge and the associated parking challenges at major Indian airports present a unique opportunity for financially struggling airports. By capitalizing on their available space, strategic positioning, and fostering favorable conditions for airlines, these airports can potentially rejuvenate their financial prospects, redefining their roles and impact in India's aviation landscape. ■



Aircraft Rescue & Fire Fighting

Roshin. P | PRO, KIAL

Aircraft Rescue and Fire Fighting (ARFF) is a vital component of airport safety and emergency response at Kannur International Airport Limited (KIAL). It is a specialized discipline that encompasses a range of skills and strategies dedicated to combating fires, rescuing passengers and crew, and mitigating other emergencies involving aircraft.

The primary objective of ARFF is to ensure the safety and well-being of individuals onboard in an aircraft during an emergency. This requires a highly trained and well-equipped team of professionals who can swiftly respond to incidents and execute rescue and fire-fighting operations effectively.

In the event of an aircraft accident, time is of the essence. ARFF teams are trained to respond rapidly to the scene, fully equipped with the necessary fire-fighting apparatus and rescue tools. Their proficiency in assessing the situation, determining the severity of the fire, and deciding on the appropriate response is crucial in minimizing the potential loss of life and property.

To effectively combat aircraft fires, ARFF teams utilize advanced firefighting equipment and technologies. These include specialized firefighting vehicles such as Airfield Crash Fire Tender (ACFT) equipped with high-capacity water turrets and foam systems designed

to rapidly extinguish aircraft fires. The foam is particularly effective in suppressing fuel fires, as it creates a barrier between the fuel and oxygen, thereby smothering the fire and preventing its spread.

Rosenbauer PANTHER ACFTs imported from Austria are being used for highly effective firefighting in KIAL. Here at KIAL, there are four ACFTs each costing approximately twelve crores in Indian rupees at the current exchange rate. The PANTHER 6x6 features

“Throughout the day, the firefighters remain on high alert, ready to respond to any emergency calls. Aircraft-related incidents can occur at any time, demanding swift action and decisive decision-making. When the alarm sounds, the fire fighters spring into action, rushing to the scene in their proficiently maintained crash tenders.”



an impressive engine power of up to 690 hp. This 40,000 kg vehicle provides an acceleration of 0-80 km/h in 34 secs, having a top speed of about 115 km/hr. The ACFT water capacity is 10,000L, foam capacity is about 1300L and the pump can discharge water at a rate of 8200LPM.

A Day at the Fire Station

A typical day at an ARFF station begins with a briefing led by the Shift Supervisor/Duty Fire Officer (DFO). Here, firefighters discuss any ongoing issues from previous shifts, review safety protocols, and assess any potential risks for the day ahead. This comprehensive briefing ensures that every member of the team is up to date and well-prepared for whatever challenges that may arise. This is followed by a parade practice which reinforces discipline along with command and control amongst the crew.

One of the most important aspects of an ARFF firefighter's duties is equipment maintenance and inspection. After taking over the duty, firefighters meticulously inspect and test all their rescue tools and vehicles to ensure they are in optimal working condition. This includes checking the fire apparatus, breathing apparatus, communication systems, and the essential foam and water supplies. Attention

to detail is crucial, as any malfunction or defect could prove fatal in an emergency situation.

Training is another critical component of an ARFF firefighter's day. These highly skilled individuals regularly engage in rigorous training exercises to simulate various emergency scenarios.

These drills enable them to hone their skills, boost their teamwork, and stay up to date with the latest techniques and technologies used in aircraft firefighting. They practice handling different types of





ARFF | Onam Celebrations

workshops to stay updated on the latest firefighting techniques, safety protocols, and advancements in aircraft technology. These activities ensure that firefighters remain physically fit, mentally sharp, and always ready to perform their duties effectively.

In addition to firefighting, ARFF teams are often called upon to handle medical emergencies. They provide immediate medical attention to injured passengers and crew members, stabilizing their conditions until additional medical personnel arrive. The firefighters trained in basic life support act as first responders, administering CPR, splinting broken bones, and providing critical care to those in need. They are trained to handle a variety of medical emergencies, from minor injuries to life-threatening situations.

Just like any other fire station, camaraderie is a crucial aspect of an ARFF team's daily life. Firefighters live together, eat together, and train together, forging strong bonds that contribute to the effectiveness and efficiency of their operations. They rely on each other for support, knowing that their lives often depend on the actions and competence of their teammates.

Being an ARFF firefighter is not just a job, it's a commitment to public safety and the well-being of others. It requires unwavering dedication, perseverance, and a strong sense of camaraderie.

While an aircraft accident is not something anyone wishes for, passengers can find reassurance knowing that, if such an unfortunate event were to occur, the KIAL ARFF is fully capable and prepared to swiftly deploy for their safety.

In conclusion, a day in the life of an ARFF firefighter is far from ordinary. From thorough briefings to equipment inspections, intense training exercises, and responding to emergencies, they are always on the front line of safety. ■

aircraft fires, evacuating passengers, and using specialized equipment such as hydraulic rescue tools, air lifting bags etc.

Throughout the day, the firefighters remain on high alert, ready to respond to any emergency calls. Aircraft-related incidents can occur at any time, demanding swift action and decisive decision-making. When the alarm sounds, the fire fighters spring into action, rushing to the scene in their proficiently well-maintained crash tenders.

During non-emergency hours, firefighters engage in various activities to promote team cohesion and relaxation. They might engage in physical fitness training, attend additional training courses, conduct routine station maintenance, or participate in educational



TEAM HISTORICAL FIRST FLIGHT JOURNEY



Jayadevan Malgudi | **General Secretary, THFJ**

In the vibrant tapestry of Kannur International Airport's (KIAL) development, one entity stands out—the Team Historical First Flight Journey (THFJ). Comprising blue-collar NRI laborers, corporate visionaries, and dedicated well-wishers, THFJ is more than an association; it's a catalyst for progress.

Picture this: a historic flight from KIAL to Abu Dhabi on December 9, 2018, marking the inception of THFJ's journey. As the aircraft soared through the skies, it wasn't just a commute; it was a celebration. Passengers, a mix of blue-collar workers, corporate figures, and enthusiasts, reveled in the joy of the moment with songs and dance. The camaraderie was palpable, creating an atmosphere of jubilation that permeated the entire flight.

Touching down in Abu Dhabi, the reception was nothing short of grand. Various organizations welcomed the THFJ contingent with banquets and flowers, setting the tone for what would become an extraordinary odyssey. During the flight itself, a simple WhatsApp group took shape, later transforming into the influential consortium that THFJ is known as today.

Beyond the celebratory gestures, THFJ had a mission—to elevate KIAL onto the global aviation map. The call for the 'point of call' (POC) status for foreign airlines echoed through the years. This advocacy wasn't a one-time affair; it became an annual spectacle. Picture the reenactment of the historic flight,

passengers adorned in meticulously coordinated blue attire, a visual testament to their commitment to the cause.

Venturing beyond the skies, THFJ strategically engaged with ministers and businessmen through events and seminars in Abu Dhabi, Dubai, and Kerala. The anniversary celebrations of KIAL became more than just milestones; they were platforms for dialogue, adorned with diverse slogans and engaging activities.

The narrative unfolds further in 2023, as THFJ took its advocacy to the political hub, Delhi. Meetings with influential figures, including Ministers and MPs, marked a turning point. Memos were submitted, outlining the need for POC status, connection flights to the Far East, and a Haj embarkation facility at KIAL. Positive responses, especially regarding Haj embarkation, added momentum to THFJ's cause.

December 2023 witnessed THFJ's commitment in action—a fact-finding mission comparing KIAL with other airports. As the pages of THFJ's journey continue to unfold, this consortium of dedicated individuals remains steadfast in its quest to shape the future of Kannur International Airport and, by extension, the prosperity of North Malabar. The story is still being written, and THFJ prompts admiration from afar, showcasing a dedicated group steering towards a future of growth and accomplishment. ■



Have a nice flight, Sir!

Santhosh Kumar. T. T | AM-Commercial, KIAL

ഓർമ്മയുണ്ടോ ഈ മുഖം

ഒരു കുഞ്ഞു കഥ.
 ഒരുപാട് വായിക്കാൻ നമുക്ക് ആർക്കും സമയം ഇല്ലല്ലോ!
 കഥ? ആണോ?
 നടന്ന സംഭവം കഥ ആകുമോ?
 ആവാം..ആവാതിരിക്കാം..
 എന്തായാലും ഞാൻ അതങ്ങ പഠഞ്ഞേക്കാം.
 അതല്ലേ അതിന്റെ ഒരു ഇത്..
 അബുദാബി to Dublin ബോർഡിംഗ് ഗെയ്റ്റിൽ കള്ളന്മാരെ നോക്കി നടക്കുന്നു.
 കള്ളന്മാർ?
 കള്ള പാസ്പോർട്ടോ കള്ള വിസയുമായോ ഇന്ത്യ, പാക്കിസ്ഥാൻ, ശ്രീലങ്ക, ബംഗ്ലാദേശ്, ഇറാൻ, സിറിയ,അഫ്ഗാനിസ്ഥാൻ പോലുള്ള രാജ്യങ്ങളിൽ നിന്നും യൂറോപ്പിലേക്ക് കടക്കാൻ വരുന്നവർ.
 അത് വിശദീകരിച്ചു പിന്നീട് പറയാം.
 അവിടെ അങ്ങനെ നിക്കുമ്പോ ഒരാൾ വന്നു ചോദിച്ചു, “സാർ, എന്തെ ഓർമ്മയുണ്ടോ?”
 ഞാൻ അയാളെ നോക്കി, ഇല്ല..ഒരു പിടിയും കിട്ടുന്നില്ല.
 വെറുതെ ഒരു ചിരി വരുത്തി ഞാൻ പറഞ്ഞു “എവിടെയോ..അത്രേക്ക് അങ്ങോട്ട് പിടി കിട്ടുന്നില്ല”
 “Sir കൊച്ചിയിൽ ഉണ്ടായിരുന്നില്ലേ?”, അയാൾ ചോദിച്ചു.
 “ഉണ്ടായിരുന്നു”, ഞാൻ ഒട്ടും ആലോചിക്കാതെ തന്നെ പറഞ്ഞു.
 “എന്നിട്ടും സാറിന് എന്നെ ഓർമ്മ കിട്ടുന്നില്ലേ?” അയാൾ ചോദിച്ചു.
 “ആവർത്തിച്ചു.
 “ഇല്ല”, ഞാൻ ഉറപ്പിച്ചു പറഞ്ഞു.
 ഞാൻ പറയാം സാർ,
 അന്ന് എനിക്ക് ഒരു 7 കിലോ ലഗേജ് അധികം ഉണ്ടാരുന്നു.
 ഒരു ചക്ക..വെറും ചക്ക..
 ചെക്ക് ഇൻ കൗണ്ടറിൽ നിന്ന കുട്ടി ഒരു പാവം ആയിരുന്നു.
 മോളെ, വീട്ടിലെ മുറ്റത്ത് ആദ്യമായി ഉണ്ടായ ചക്കയാ. അതിന്റെ ചുളി ഒന്ന് കഴിക്കാൻ എന്റെ കുഞ്ഞുങ്ങൾ അവിടെ കൊതി പൂണ്ടു നിൽക്കുവാ.”
 ഞാൻ ആ കുട്ടിയോട് പറഞ്ഞു.
 അപ്പോൾ അവൾ പറഞ്ഞു, “അയ്യോ, ഇത് കൂടുതൽ ആണല്ലോ..10 കിലോ കൂടുതൽ ആണ്..ഞാൻ സാറിനെ വീളിക്കാം, സാർ വരട്ടെ, അദ്ദേഹം പറഞ്ഞാൽ വിടാം.”
 പക്ഷേ, Sir..നിങ്ങൾ..നിങ്ങൾക്കു ഒരു ദയയും ഉണ്ടായില്ല.
 ഞാൻ ആ കുട്ടിയോട് പറഞ്ഞത് തന്നെ നിങ്ങളോടും പറഞ്ഞു നോക്കി..
 യാതൊരു ദയയും നിങ്ങൾ കാണിച്ചില്ല..
 ഒടുവിൽ ഞാൻ അത് തിരിച്ചു കൊടുത്തു വിടേണ്ടി വന്നു.
 എങ്ങനെ മറക്കാൻ പറ്റും സാർ നിങ്ങളെ!!
 പറഞ്ഞു തീർത്തു പുളളി കൈ നീട്ടി..shake hand..
 എന്ത് പറയും..
 ഞാൻ കൈ പിടിച്ചു..ഒരു ഒന്നൊന്നു shake hand!!

ബസ് ടു എയർബസ്

സംഭവം നടന്നിട്ട് വർഷം ഇരുപത് കഴിഞ്ഞു..
 കൊച്ചി എയർപോർട്ടിൽ അന്ന് രണ്ടു എയറോ ബ്രിഡ്ജ് മാത്രം..
 മിക്കവാറും എയർലൈൻസ് ബോർഡിംഗ് നടക്കുന്നത് ബസ് വഴിയാണ്..
 സെക്യൂരിറ്റി ഹോൾഡിൽ നിന്നും താഴേക്ക് പോണം..
 നിരനിരയായി നിർത്തിയിട്ടിരുന്ന ബസ്സിലേക്കു യാത്രക്കാരെ അതാത് എയർലൈൻസ്കാർ വിളിച്ചു കയറ്റും. ദുബായ്..ദുബായ്..ദോഹ..ദോഹ..
 കൊളംബോ...കൊളംബോ..
 ഒരു ബസ് സ്റ്റാന്റിന്റെ അന്തരീക്ഷം!!
 ഒരേ സമയത്ത് തന്നെ മൂന്ന് ഹൈപ്പർ ബോർഡിംഗ് ഒക്കെ നടക്കുന്ന

സമയം..
 അന്ന് AICL ആയിരുന്നു ഗ്രൗണ്ട് ഹാൻഡ്ലിങ്ങ് ജോലികൾ ചെയ്തിരുന്നത്..
 എല്ലാവരും എയർ ഇന്ത്യ ബോർഡിംഗ് പാസ്സ് ആയിരുന്നു അക്കാലത്ത് ഉപയോഗിച്ചിരുന്നത്..
 ഒരു നിറം..ഒരേ ബോർഡിംഗ് പാസ്സ്..
 അപ്പോഴാണ് ശ്രീലങ്കൻ എയർലൈൻസിലേക്ക് ബോർഡിംഗ് പാസ്സുമായി ഒരാൾ അടുത്തേക്ക് വന്നത്..
 ഞാൻ അയാളെ കൊളംബോ ബോർഡിംഗിന് വേണ്ടിയുള്ള ബസ്സ് ചൂണ്ടിക്കാണിച്ചു..
 അങ്ങോട്ട് പോകാതെ അയാൾ അവിടെ തന്നെ നിന്നു..
 “എന്ത് പറ്റി?” ഞാൻ അയാളോട് ചോദിച്ചു..
 “സാറേ, പ്ലൈനിൽ ആണെന്നാ എന്നോട് പറഞ്ഞെ..അയിൻറെ പൈശം കൊടുത്തിനി”, പരിഭ്രമത്തോടെ അയാൾ പറഞ്ഞു..
 ആ നിഷ്കളങ്കമായ ചോദ്യം എന്നിൽ ചിരിയുണർത്തിയില്ല..
 “പ്ലൈൻ തന്നെ ആണ്..ദാ..ആ കാണുന്ന പ്ലൈൻ..”
 അങ്ങു റിമോട്ട് ബേയിൽ കിടക്കുന്ന ശ്രീലങ്കൻ വിമാനം ചൂണ്ടി കാണിച്ചു ഞാൻ പറഞ്ഞു..
 അതുവരെ ഈ ബസ്സ് ആണ്..കയറിക്കോളൂ..
 ഒന്നും പറയാതെ ആ പാവം ബസ്സിലേക്ക് കയറി..
 എന്നാലും ആ ചോദ്യം?
 സത്യം അല്ലേ...?
 അയാളുടെ അറിവിന്റെ പരിധിയിൽ ഉള്ള കുഞ്ഞു പ്രതികരണം തന്നെ അല്ലേ അത്? ■

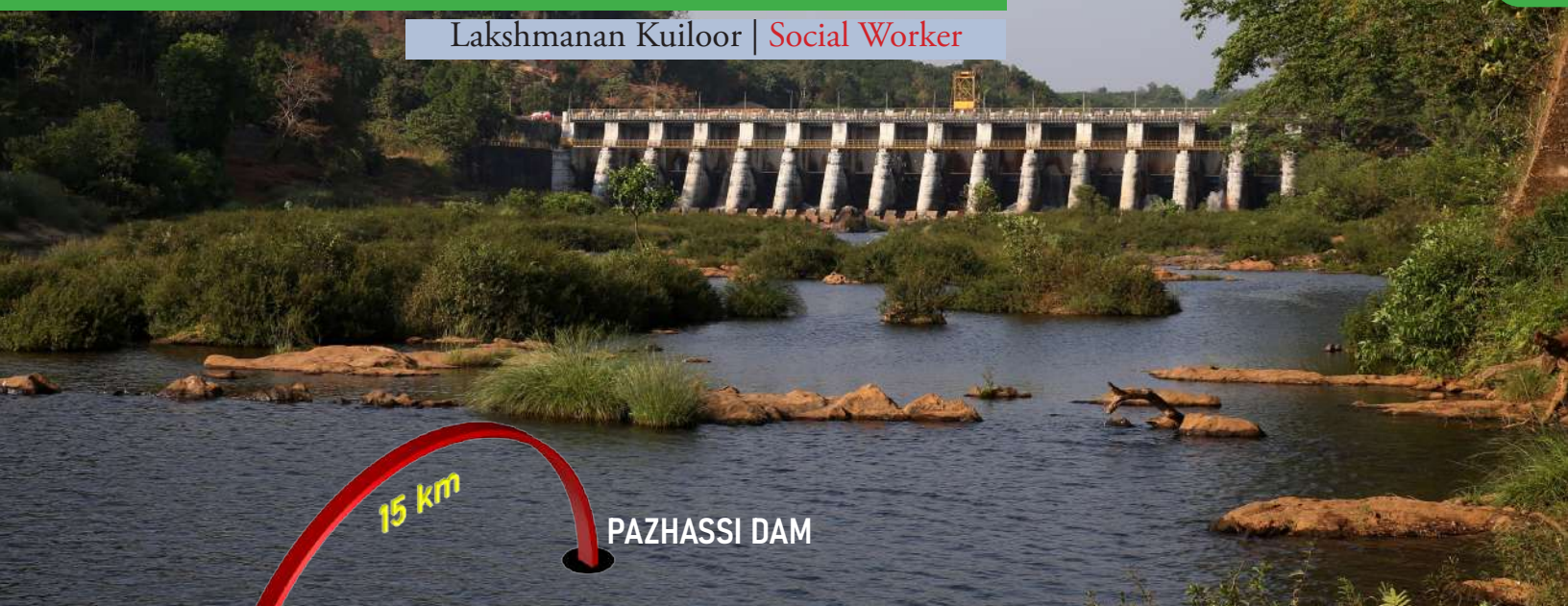
പഴങ്കഥ

Excess baggage എന്നും തലവേദന ആണ്..പ്രത്യേകിച്ചും ചെക്ക് ഇൻ സ്റ്റാഫിനു..
 അങ്ങോ ആറോ കിലോ അധികം ആയി വരുമ്പോൾ പുറത്തേക്ക് എടുക്കുന്ന അരിയുണ്ട, ഉണ്ണിയപ്പം, പുട്ടുപൊടി, ചെമ്മീൻ അച്ചാർ..
 അല്ലെങ്കിൽ മുടി വളരാൻ കറ്റാർ വാഴയും മൈലാഞ്ചിയും കയുന്നിയും ഇടിച്ചു ചതച്ച് കാച്ചി കുറുകിയെടുത്ത വെളിച്ചെണ്ണയും ചേർത്തുണ്ടാക്കുന്ന തൈലം..
 അതുമല്ലെങ്കിൽ വീടുമുറ്റത്ത് കായ്ച്ച മാങ്ങ, ചക്ക (ആദ്യമായ് കായ്ച എന്ന സെന്റി ഡയലോഗ് കൂടെ).
 അന്ന് ഇതൊന്നുമായിരുന്നില്ല വില്ലൻ!
 നേത്രപ്പുഴ (ഏത്തപ്പുഴ)..
 സ്ഥിരം ഡയലോഗുകൾ കേട്ട് മടുത്ത ചെക്കിൻ സ്റ്റാഫ് പറഞ്ഞു “സാറേ, 2 കിലോ ആയാൽ പോലും അങ്ങനെ വിടാൻ പറ്റില്ല..ഇത് ഹൈപ്പറിന്റെ സുരക്ഷയെ ബാധിക്കും!”
 “അതെങ്ങനെ?” പാസ്സഞ്ചറിന്റെ ചോദ്യം..
 “അതായത് , ഞാൻ ഇത് വീടു തരണം എങ്കിൽ എനിക്ക് അഞ്ചു കിലോ കുറച്ചു കാണിക്കേണ്ടി വരും, അങ്ങനെ എല്ലാവരും ചെയ്യാലോ, അത് ഹൈപ്പറിന്റെ സുരക്ഷയെ ബാധിക്കും. സർ, ഒന്നാലോചിച്ചു നോക്കൂ, അതുകൊണ്ടാണ്..” വളരെ വിനയത്തോടെ സ്റ്റാഫ് പറഞ്ഞു.
 ഒന്നും മിണ്ടാതെ പഴത്തിന്റെ കെട്ടുമായി അയാൾ പോയി..
 കുറച്ചു കഴിഞ്ഞു പുളളി തിരിച്ചു വന്നു..
 Excess baggage ഇല്ല!
 തന്റെ ഉപദേശം അതേ പടി അനുസരിച്ച പാസ്സഞ്ചറിനു നേരെ സ്വതസിദ്ധമായ പുഞ്ചിരിയോടെ അവൾ ബോർഡിംഗ് പാസ് നീട്ടി..
 എന്നിട്ട് സ്ഥിരം ഡയലോഗും ..
 “Have a nice flight Sir”
 ബോർഡിംഗ് പാസ് വാങ്ങി പുളളി പറഞ്ഞു..
 “മോളെ, ഞാൻ അത് മൂയുവൻ കയ്യ്.. ഇനിപ്പോ റ്റെ ഹൈപ്പറിനു കൈയപ്പാവോ?” ■

PAZHASSI DAM TOURISM

Window of Opportunities

Lakshmanan KUILLOOR | Social Worker



KANNUR INTERNATIONAL
AIRPORT

15 km

PAZHASSI DAM

Pazhassi Project, a significant irrigation endeavor, was formally inaugurated on January 1, 1979, by the esteemed Prime Minister of India, Mr. Morarji Desai. As we delve into the ever-evolving development of our nation, the region surrounding Pazhassi Dam, situated in the historic land of Veera Pazhassi Raja, emerges as a promising hub for tourism. This article takes you on a journey through the potential of Pazhassi Dam and the initiatives shaping its tourism landscape.

A Gateway to Endless Possibilities

The allure of Pazhassi Dam lies not only in its functional significance but also in its untapped potential for tourism. The synergy of essential infrastructure—transportation, electricity, and water supply—with the natural beauty and expansive government-owned land sets the stage for comprehensive tourism development.

Tourist Attractions at Veliyambra

Veliyambra, under the aegis of the District Tourism Department, has become a focal point for tourist engagement. The establishment of a children's park, the organization of events, and the introduction of boating have successfully drawn a substantial number of domestic tourists to the Pazhassi Dam site. Further elevating the experience, a private agency working with the tourism department has orchestrated cultural programs and musi-

cal nights, marking a significant leap in the tourism sector around Pazhassi Dam.

Envisioning Future Tourism

To capitalize on the tourism potential, envisioning a comprehensive framework is imperative. Standard accommodation, food courts, and beverage facilities strategically positioned in the serene hilly atmosphere surrounding Pazhassi Dam can undoubtedly attract foreign tourists. The vision extends to prioritizing spacious arrangements for cultural events, introducing hi-tech parks, constructing view bungalows, fostering folk lore initiatives, establishing exhibition halls narrating the history and cultural developments of Kerala, creating a comprehensive library, and curating art galleries that highlight the history and contributions of freedom fighters.

The Historic Connection

Named after the illustrious Veera Pazhassi, this historically rich land is conveniently located just fifteen kilometers away from the Kannur International Airport. Pazhassi Dam not only stands as an engineering marvel but also represents a canvas of untapped tourism potential. As we envision the future, the exploration of the profound heritage and potential inherent in Pazhassi Dam makes it a cynosure on the tourism map. ■

ACHIEVEMENTS

Kannur International Airport Limited reached a significant milestone in September 2023 by successfully accommodating a cumulative total of 5 million passengers. The facilitation of the 5 millionth passenger was conducted in the esteemed presence of Sh. Shailaja Teacher, MLA-Mattannur, and Sh. Shamseer, Speaker-LA.



OFFICERS WHO SECURED ACI SCHOLARSHIPS



RAJEEESH R
Dy.M-CIVIL



PRASAD CHANDRAN
Dy.M-ELECTRICAL



REJITH K
AM-SECURITY



SYED MOHD. SAHIR
AM-SECURITY



ANOOP GANESH A
Jr.M-MD OFFICE



GOKUL GANESH
BSE-SECURITY

COURSE COMPLETION

AVSEC Instructor's Course | BCAS



SYED MOHD. SAHIR
AM-SECURITY

AVSEC National Auditor's Course | BCAS



SATHEESH BABU
M-SECURITY

AVSEC Supervisor's Course | BCAS



VIDYA P
JM-SECURITY

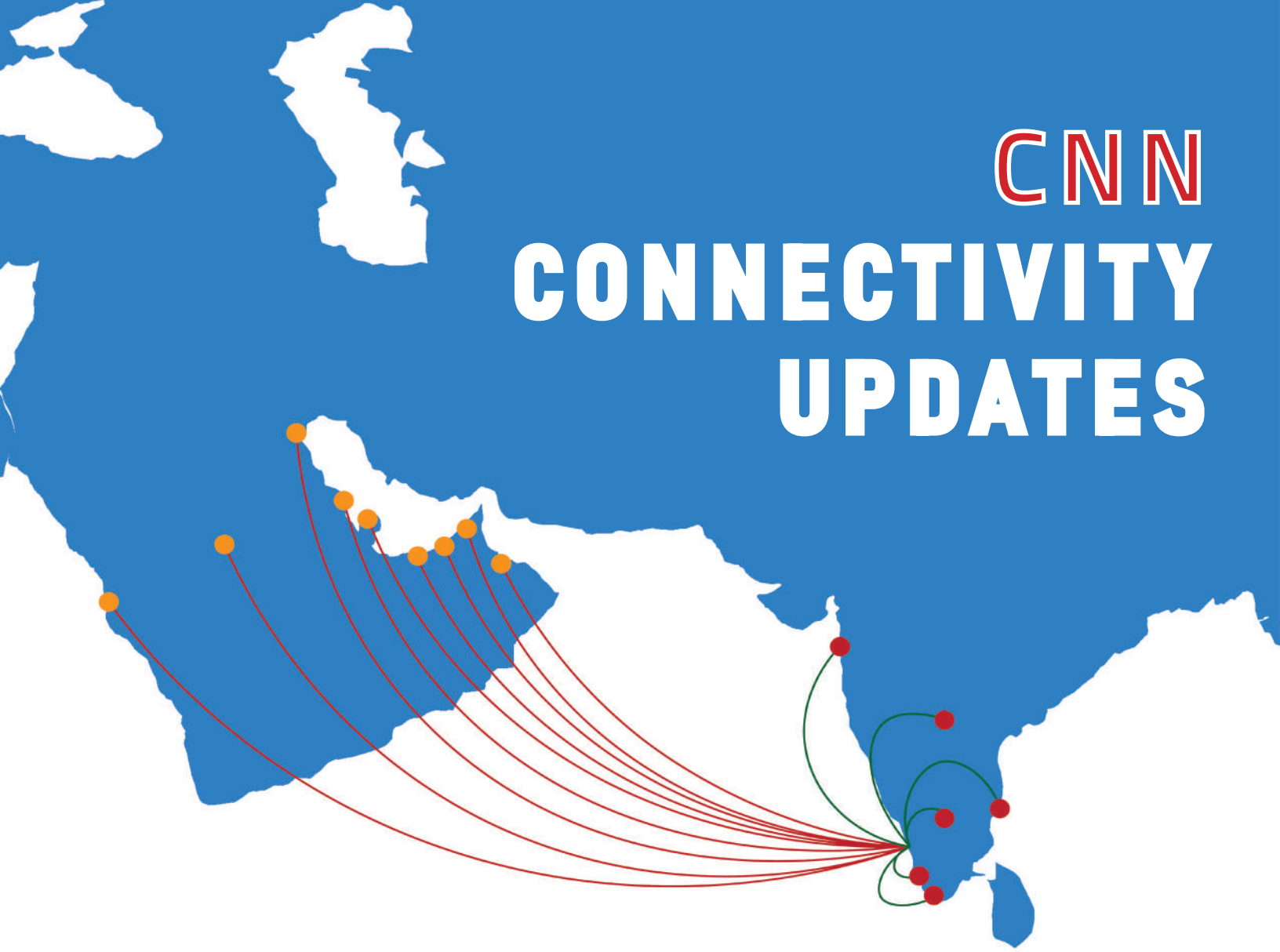
KANNUR AIRPORT ANNUAL SPORTS & ARTS EVENTS



As part of the 5th Anniversary Celebrations of Kannur Airport, a series of Sports and Arts events were organized. The festivities commenced with the sports events, culminating in the Arts Day event, which garnered wholehearted participation from all agencies associated with the airport.

CNN

CONNECTIVITY UPDATES



INTERNATIONAL

ABU DHABI 6x | BAHRAIN 2x | DOHA 11x | DUBAI 8x | JEDDAH 3x
KUWAIT 2x | MUSCAT 5x | RIYADH 1x | SHARJAH 11x

DOMESTIC

BENGALURU 29x | CHENNAI 7x | COCHIN 7x
HYDERABAD 7x | MUMBAI 6x | TRIVANDRUM 9x



Submit your feedbacks to:
wecnn@kannurairport.aero


IMAGE CREDITS

PG 12 | https://www.freepik.com/free-photo/beautiful-tourist-woman-holding-travel-suitcase-passport-with-tickets-with-smile-face-happy-positive-travel-concept-standing-blue-space_10040356.htm?query=TRAVELLING+WOMAN+BOARDING+PASS Image by stockking/a on Freepik
PG 14 | https://www.columbia.edu/itc/mealc/pritchett/00/routesdata/1700_1799/malabar/canore/canore.html
PG 15 | https://th-i.thgim.com/public/migration_catalog/article10021443.ece/alternates/LANDSCAPE_1200/25tvf_kolkali.jpg
PG 16 | https://www.freepik.com/free-photo/place-flying-sunset-sky_1145580.htm#query=AIRPLANE%20FLYING&position=2&from_view=search&track=ais&uid=8b695bd4-30cc-4c92-8ebf-026738b84c8c Image by onlyyouqj/a on Freepik
PG 18 | https://www.keralatourism.org/images/ebooks/unexpected-destination/large/pythal_mala20170925061817.jpg
PG 18 | https://www.pexels.com/photo/two-man-in-white-shorts-fighting-using-sword-during-daytime-165939/?utm_campaign=photo_website_featured&utm_content=Did%20you%20know%20your%20photos%20are%20used%20by%20wikipedia.org%3F&utm_medium=email&utm_source=pexels
PG 18 | <https://cl.wallpaperflare.com/preview/512/893/286/india-travels-bekal-fort-kerala.jpg>
PG 18 | Photo by [a](https://unsplash.com/@dhanasreeskumar?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash) on [unsplash](https://unsplash.com/photos/a-man-with-a-painted-face-and-nose-Ahb534Mb_AQ?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash) Dhanasree S Kumar/a on [unsplash](https://unsplash.com/photos/a-man-with-a-painted-face-and-nose-Ahb534Mb_AQ?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash)
PG 18 | https://www.keralatourism.org/images/destination/large/muzhappilangad_beach2013103111324_85_1.jpg
PG 22,31 | Image by [a](https://www.freepik.com/free-photo/yellow-blue-pink-cupboard_7797659.htm#query=MINIMAL%20BACKGROUND&position=1&from_view=search&track=ais&uid=440d78fd-6d93-42fa-8bea-0c28656b150b) on Freepik/a
PG 23 | [Image by storyset/a](https://www.freepik.com/free-vector/airport-concept-illustration_7069095.htm#query=AIRPORT%20ILLUSTRATION&position=2&from_view=search&track=ais&uid=b992cd4d-6444-4e2c-ba4b-ce94aa65bed) on Freepik
PG 27 | <https://www.pngwing.com/en/free-png-bdtrf>
PG 28 | Image by [a](https://www.freepik.com/free-vector/hand-painted-watercolor-pastel-sky-background_13530784.htm#query=white%20minimal%20background%20cloud&position=3&from_view=search&track=ais&uid=2bb270a9-445f-49d2-a3fd-060c0bd30207) on Freepik/a
PG 29 | https://www.keralatourism.org/images/enchanting_kerala/large/pazhassi_dam_kannur2023040312650_1289_1.jpg
Back Cover | [a](https://unsplash.com/@varmananyu?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash) on [unsplash](https://unsplash.com/photos/male-game-character-ef345ED7R7k?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash) Manyu Varma/a on [unsplash](https://unsplash.com/photos/male-game-character-ef345ED7R7k?utm_content=creditCopyText&utm_medium=referral&utm_source=unsplash)



The happiness of a nation lies in the dignity of its Daughters





**Unveiling
the
Mystique
of Tradition
and Culture**

theyyam

SCAN THE QR CODE TO VIEW THIS SEASON'S THEYYAM CALENDAR

