

LETTERS TO THE EDITOR

A Magazine On Cheap Newsprint

Dear Editor,

Congratulations for publishing an interesting monthly news magazine in the Atlanta area. Even though you received entry into Limca Book, I must point out that yours is not a newspaper, but a monthly news magazine like Khabar, Atlanta Dunia, Little India and Desh-Videsh. They all are available free of charge like yours at Global Mall and Indian stores.

There are additional differences as follows:

- (1) The other magazines are published on highly glossy paper and have colorful photos and ads, while yours is printed on cheap newsprint in tabloid format with mostly black and white articles and photos.
- (2) Their magazines have in-depth stories, articles and interviews about the Indian diaspora while yours does not. Most of your articles are infomercials for your advertisers.
- (3) Veena Merchant of India Abroad, Nisha Khendalwal of Atlanta Dunia, Pallavi Ringwala of India Tribune are female editors for a long time. So you aren't the only female editor.
- (4) Other magazines have an Op-Ed page in which they publish not only editorials, but also letters from readers.

I hope you will start a Letters To the Editor section and publish my letter as the first letter.

Nisha Bhatt
Decatur, Georgia

Appropriate Response

Dear Editor,

I was just reading your response to an online comment about NRI Pulse receiving recognition

from the Limca Book of Records. Your response is very appropriate, factual and not purely emotional. I for one read NRI Pulse for its' coverage of diverse topics and community news.

I always read every issue cover to cover (may be not on the same day I bring it home) and enjoy reading it.

Yes, it is a miracle that our NRI Pulse has just completed four years of service to the NRI community, and I wish you good luck in keeping the miracle going.

Narender Reddy
Atlanta

An India Type Newspaper

Dear Editor,

I have come to Atlanta with my wife to stay with my son and daughter in law from Nagpur (Maharashtra-India). First let us congratulate you for appearing in the Limca Book of World Records. Ever since we landed here in Atlanta on 12th May 2010 I have been longing for a newspaper of India type with the morning cup of tea (as mentioned in your write-up in the July 2010 issue).

It was only NRI Pulse that came to my rescue. Your newspaper is full of interesting and informative articles.

I was overjoyed when I saw the photograph and interview of the BJP President in the July 2010 issue, as he is from our city of Nagpur famous for oranges. In fact I will carry NRI Pulse back to India to show the same to him. Your newspaper is priceless and not a freebie. Congratulations and best wishes to you and your team!

N.Varadarajan
Atlanta

Headley Disclosures Are A Fit Case For RTI

BY MAYANK CHHAYA

The rash of leaks from disclosures made by key Mumbai terror plotter David Coleman Headley gives a glimpse into the reasons why he managed to strike a deal with the US authorities to take the death penalty and extradition to India off the table.

Although such conclusions can never be officially confirmed, it is obvious that the intelligence pay dirt that US investigators hit with Headley played a significant role in the Pakistani American getting a reasonable deal. It is equally obvious that

“The real sense that has come out from Headley’s interrogation is that the ISI was...literally controlling and coordinating it (the 26/11 attack) from the beginning till the end.”

in return for India not pushing for his extradition, Headley would have agreed to reveal the full extent of the alleged involvement of Pakistani intelligence in plotting the Mumbai terror attacks.

The assertion by India’s National Security Adviser (NSA) Shivshankar Menon that “the real sense that has come out from Headley’s interrogation is that the ISI was...literally controlling and coordinating it (the 26/11 attack) from the beginning till the end” is extraordinary for its lack of equivocation. He could not have said it with such finality without the backing of Headley’s disclosures to a team of the National Investigation Agency (NIA) that interrogated him in the first week of June in Chicago.

The leaks about the content of Headley’s

disclosures have the acquired sanctity which they would have otherwise lacked. One troubling aspect of Headley’s disclosures relates to his unmolested visits to India despite the distinct likelihood that he was on the radar of the US law enforcement agencies and possibly even being monitored because of his past brush with the law. In his earlier avatar as Daood Gilani, he was arrested and jailed on drug-related charges in 1997 but managed to find freedom by negotiating a deal with the Drug Enforcement Agency (DEA).

Since then there have been reports that he was in fact enlisted as a DEA agent who changed his name officially from Daood Gilani to David Coleman Headley in 2005. However, it is inconceivable that this change of name and passport would have wiped off his past criminal record in the dossiers of the US law enforcement agencies.

To that extent it is curious at the very least that Headley’s record may not have been notified to the Indian government when he visited the country five times between 2006 and 2008 with the specific purpose of scouting targets and plotting a major terrorist attack.

Given this background Headley did not really have any choice but to agree to disclose all that he knew about the Mumbai attacks not just to US investigators but eventually to Indian investigators as well. It is hard to establish whether New Delhi officially asked Washington to explain how Headley’s travels to India took place without the country’s authorities being told about his criminal record. It is remarkable that officials of the stature of the NSA as well as Home Secretary G.K. Pillai are openly sharing inferences so damning of India’s most difficult neighbour drawn from Headley’s disclosures. Within the confines of national security considerations, this may be a powerful case for access under the Right to Information Act (RTI).

For NRIs, India Has Now Arrived

Earlier, as NRIs arrived from New York, Toronto, London or Sydney, they would get a culture shock on entering Indian airports. Not now, for in addition to Delhi, new airports have been built for Mumbai, Bangalore, Hyderabad, Chennai and Pune, among others, says KUL BHUSHAN.

to the baggage claim concourse, their bags are most likely to be moving on the conveyor belts. “Baggage claim has always been the biggest bottleneck at Delhi airport,” moaned one NRI on a travel site. Others complained that they missed their onward train bookings due to airport delays. Not likely any more.

The T3 has 14 baggage reclaim conveyor belts to speed up this chore. If an NRI has nothing to declare and brings in gifts or goods valued under Rs8,000, he/she breezes through customs and enters the arrivals hall. A host of services are on hand here from taxis, car rentals, hotels, currency exchange, telephones, shopping and lots more.

By the end of this year, the NRIs can ride the direct Delhi Metro Airport Express (DAME) link

from the airport to the city centre. In less than a half-hour ride on this most modern rapid transit system in the world, he/she will be in Rajiv Chowk (Connaught Circus) and change for any other Metro station on the network.

The NRIs’ departure from Delhi airport will be no ordeal either. Gone are the chaotic scenes at the entrance to the departures lounge, the hassle of getting security checks for baggage, the long waiting at check-in counters and immigration control. The new

airport has no security checks for baggage, has 168 check-in counters, 95 immigration counters and the capacity to handle 34 million passengers per year.

If an NRI arrives early, checks in and clears immigration, there is plenty to do in terms of duty-

free shopping, snacking and being entertained with TV channels.

The humongous steel and glass terminal extends over 5.4 million square feet, has 78 gates or aero-bridges, 97 automatic walkways and five-level baggage screening system with a capacity to handle 12,800 bags per hour, 215,000 square feet of retail space and parking for 4,300 cars in a multi-level building connected to T3 with covered walkways.

T3 has nine parking slots for the world’s biggest double-decker Airbus A380 plane, six more than Heathrow. Covering 20 acres, T3 is the largest public building, with a length of 1.2 km end to end, constructed since India’s independence in 1947. T3 was completed in 37 months by GMR compared with the 45 months China took to build the terminal in Beijing before the 2008 Olympics. Costing \$2.7 billion, it can handle 75 planes in an hour with the latest Cat III runway landing system and 97 moving walkways.

T3 became operational with the first Air India flight from New York with a big load of NRIs zapped with the new terminal. Another landmark was the first commercial flight of the Emirates A380 Airbus July 15. The Emirates double decker Airbus touched down from Dubai with 512 passengers, mostly NRIs, marking the world’s largest commercial aircraft’s arrival to the world’s latest terminal. Instead of moaning on arrival at Delhi airport, NRIs will now beam with pride at the grand airport. For them, India has, literally, arrived.

