

Chennai airport's new Rapid Exit Taxiway reduces runway occupancy time by 22 per cent

About 600 arriving flights at city airport used Rapid Exit Taxiway 'Victor' in 20 days in July. It was found that they added around 147 minutes to the main runway's capacity during that period

PORT CALL

The Hindu Bureau
CHENNAI

Of the nearly 450-470 flights that land at and take off from Chennai airport, a small number of aircraft using the newly opened Rapid Exit Taxiway (RET) named 'Victor' have been able to save on time and fuel, a recent study by Airports Authority of India (AAI) shows.

The study found, of five RETs built and put to use so far at Chennai airport, RET 'Victor' has been most efficient for flight landing on the Guindy end of the main runway (25 end). The Runway Occupancy Time (the extent of time an aircraft stays on the runway) of flights using this RET has decreased by an average of 22 per cent, the study found.

Officials of AAI said, in the past few years, AAI has constructed five RETs, all of which were planned and built with the objective of augmenting the airport's capacity to handle 45 flights an hour in future without any congestion. RET 'Victor' was the last to be commissioned by



Time saver: AAI has constructed five RETs, which aim to augment the airport's capacity to handle 45 flights an hour without any congestion. PICTURE USED FOR REPRESENTATIONAL PURPOSE ONLY

the airport and is located between RET 'Mike' and RET 'Delta'.

At present, officials said, the airport handles 36 flights an hour without much of an issue.

"Any RET is built to quickly enable an aircraft to depart from the main runway and reach the terminal and it will also in turn improve the Runway Occupancy Time of the airport. Recently, we started using a software to measure the time saved by aircraft when they use these RETs. During this time of the year, majority of the

landings take place in the Guindy end of the main runway and before RET 'Victor' was commissioned, most of the flights were using RET 'Mike' to arrive at the terminal. But now, after RET 'Victor' was commissioned, many of them have begun using it as it makes for easier exit of the runway to get to the terminal, saving time and fuel," an official said.

The study was done for about 20 days in July covering nearly 3,500 flights; of that, about 600 arriving flights at Chennai airport used RET 'Victor' and it

was found that they added around 147 minutes to the main runway's capacity during that period. "The runway occupancy time for these flights decreased from 59 seconds to 46 seconds," he noted.

After November, when the wind pattern changes, the number of landings will increase in Pallavaram end of the runway (07 end).

"At that time, the RET 'Zulu' will be beneficial. A similar study will be carried out to monitor the efficiency of RET 'Zulu,'" another official said.



Corporate Communications Directorate

THE PIONEER

DELHI

22 AUGUST 2025

No construction in 20-km radius of Noida airport without NOC

PIONEER NEWS SERVICE
■ Ghaziabad

Gautam Buddh Nagar administration has directed that no construction activity be carried out within a 20-km radius of the Noida International Airport (NIA) without obtaining a no-objection certificate (NOC) from the Airport Authority of India (AAI). The administration has warned of strict action against violators.

Chairing a review meeting at the Collectorate on Wednesday, District Magistrate Medha Roopam also emphasised the need to maintain cleanliness and

adopt concrete measures to prevent waterlogging in the vicinity of the upcoming airport in Jewar.

"The activities of birds and stray animals should be controlled so that there is no hindrance in aircraft operations. Activities like drones and lasers should be completely banned and a comprehensive public awareness campaign should be run in rural areas regarding this," she said.

The DM underlined that the safe operation of the airport and disaster management remain the top priority.

She directed all depart-



REPRESENTATIVE IMAGE

ments to ensure effective coordination and timely reporting of progress so that the Noida International Airport can be developed as a world-class facility. Roopam further instructed officials to strengthen preparedness for emergency situations.

"The mutual coordination and cooperation between AEMC (airport environment management committee), AC (aerodrome committee) and AEPCC (airport emergency planning committee) committees and other related agencies should be further strengthened," the DM said.

Departments concerned with disaster management plans, emergency medical facilities, firefighting and rescue operations, police security, civil defence participation and training programmes were asked to ensure robust arrangements. The meeting was attended by ADM (Land and Revenue) Bachhu Singh, ADM (Finance and Revenue) Atul Kumar, Jewar SDM Abhay Kumar, Noida International Airport Pvt Ltd COO Kiran Jain, and other senior officers.

Currently construction work of the greenfield project is underway in the

Jewar area of Gautam Buddha Nagar district, some 75 km off Delhi. The project is being developed by the Yamuna International Airport private limited, a 100 per cent subsidiary of Swiss company is Zurich Airport International AG, as a public private partnership project for the Uttar Pradesh Government.

The first phase of the project which is spread over 1,334 hectares is expected to open for commercial services later this year, while the entire project is envisioned over 5,000 hectares and would be developed in a total of four stages.



Corporate Communications Directorate

AMAR UJALA

DELHI

22 AUGUST 2025

हिंडन एयरपोर्ट : 20 मिनट तक हवा में मंडराती रही पटना की फ्लाइट

साहिबाबाद (गाजियाबाद)। हिंडन एयरपोर्ट पर जगह कम और उड़ान संख्या अधिक होने से हो रही समस्याएं कम होने का नाम नहीं ले रही हैं।

बृहस्पतिवार को भी पार्किंग न होने की वजह से पटना की फ्लाइट करीब 20 मिनट तक हवा में ही उड़ती रही। पार्किंग की जगह मिलने पर विमान ने लैंड किया और यात्रियों ने राहत की सांस ली। बुधवार को भी पार्किंग न मिलने की वजह से पटना से भरी जाने वाली उड़ानें रद्द कर दी गई थीं।

वसुंधरा निवासी अमित किशोर ने बताया कि वह अपने मित्र राजीव रंजन के साथ अपने होम टाउन मुजफ्फरपुर गए थे। बुधवार को उन्हें एयर इंडिया एक्सप्रेस के विमान से गाजियाबाद लौटना था। उन्होंने बताया कि पटना से सुबह 10:50 बजे उड़ान थी। वह लोग जब एयरपोर्ट पर पहुंचे तो सुबह सवा नौ



एयरपोर्ट पर जगह कम और उड़ान संख्या अधिक होने से हुई समस्या

बजे उड़ान रद्द करने का मैसेज एयरलाइंस कंपनी की ओर से दिया गया। इससे दिक्कत हुई।

कंपनी पर एक ही सीट पर दो टिकट देने का आरोप : अमित किशोर का कहना है, बुधवार शाम 4 बजे वह और उनके दोस्त पटना से दिल्ली आने वाली फ्लाइट में प्रवेश किए तो राजीव रंजन की सीट पर कोई और बैठा था।

उसने भी अपना टिकट दिखा दिया। कंपनी ने एक ही सीट दो लोगों को दे दी थी। करीब 40 मिनट तक माथापाच्ची के बाद कंपनी के अधिकारी ने कहा कि जो पहले आया है, वही बैठेगा। ब्यूरो



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

22 AUGUST 2025

Direct long-haul flights, policy push key to Indian airports' hub ambition: CEOs

BS REPORTER

New Delhi, 21 August

Indian airports' push to become global hubs will depend on reducing passenger leakage to rival airports abroad, scaling up direct long-haul connectivity, and offering transfer experiences that are faster, smoother, and more attractive than those of regional competitors, said panellists at the *Business Standard* Infrastructure Summit on Thursday.

For India, the ambition to establish airports as global hubs — on the lines of Dubai or Singapore — is no longer a distant aspiration but an urgent necessity.

Delhi International Airport Chief Executive Officer (CEO) Videh Kumar Jaipuria highlighted how India's inherent strengths are already yielding results. "In 2019, possibly only 17-18 per cent of people travelling to Europe or North America were taking direct flights from India. That number has now improved quite dramatically. Now, close to 40-45 per cent of passengers are going directly to Europe from Delhi airport," he said in a panel discussion with Deepak Patel of *Business Standard*.

For Delhi airport, Jaipuria said, the first priority has been to win over Indian travellers who might otherwise connect through Gulf or Southeast Asian hubs. "Our initial aim is to become the airport of choice for the Indian traveller. We have seen leakage to nearby hubs, which feed on Indian passengers more than on any other market," he said.

The ability to reverse that trend lies with government action, particularly bilateral air service agreements, which determine how many flights each country's airlines can operate to the other's territory, and their structure can either favour or disadvantage Indian carriers. "We have been working with the government on policy changes. Air service agreements are one such area the gov-



Christoph Schnellmann (left), CEO of Noida International Airport, and Videh Kumar Jaipuria, CEO of Delhi International Airport at *Business Standard* Infrastructure Summit in New Delhi on Thursday

ernment has been looking at critically. Because the air service agreements should be in a manner that supports Indian carriers. Indian airports are there to support by providing infrastructure."

Gulf carriers such as Emirates and Qatar Airways have been asking India to expand bilateral flying rights. The UAE is urging India to revise the 2014 agreement that caps seat entitlements at 66,504 per week for each side. Emirates, having exhausted its allocation, has repeatedly expressed frustration at being unable to add more flights.

India, however, has resisted such demands, since West Asian hubs like Dubai and Doha primarily channel Indian passengers onward to Europe and North America. Meanwhile, Indian carriers are steadily inducting wide-body aircraft and scaling up non-stop operations to long-haul destinations, positioning themselves to capture a larger share of outbound traffic.

Jaipuria acknowledged how thinking within India has shifted. "Three to four years ago, we probably did not have aspirations to become a hub for Indian airlines. We now have two strong airlines (Air India and IndiGo). So it is very important," he observed.

He stressed that along with route expansion and policy support, the passenger experience will be decisive in hub creation. "On security procedures, the government is working to make transfers smoother (for those who use Delhi as a transit point). For passengers in transit, airports need to provide infrastructure that makes their stay more comfortable. We are looking at global brands and new facilities to ensure a more convenient experience at Delhi airport," he said.

Noida International Airport CEO Christoph Schnellmann stressed that the battle for hub status cannot be fought in silos. "If we want to succeed in India with hubs, we cannot do so as individual airports, airlines, or policymakers. We must act as one industry," he said.

Noida International Airport, being developed by Zurich Airport International AG, is expected to begin operations soon. He argued that India's competitive advantage lies in designing world-class transfer experiences. "To win, our 'transfer product' needs to be better in some important and meaningful way, and better will not mean the same thing for each and every passenger. Better may mean quicker, easier, cheaper, or

more luxurious (for premium travellers). But I think if we want to succeed as a hub, we do so by finding a way to work together to define these 'transfer products', to make them superior to some of the alternatives (airports)," he said.

Like Jaipuria, Schnellmann pointed to India's vast and expanding travel market as the foundation of global hub ambitions. "We need to build on the natural strengths that we have — a very large domestic market that is willing to travel and wants to travel abroad. I think that's the way forward," he said.

India's airports are gaining confidence from record aircraft orders by domestic carriers. Since 2023, airlines have placed some of the largest orders in aviation history. Air India Group ordered 470 aircraft in February 2023 — 250 from Airbus and 220 from Boeing. IndiGo followed with the world's largest-ever single order of 500 Airbus A320neo family planes. In 2024, Akasa Air ordered 150 Boeing 737 Max jets, while IndiGo added 30 Airbus A350s in April. Air India expanded its order book further in 2024 with 10 A350s and 90 A320 family aircraft. In June 2025, IndiGo ordered 30 more A350s to strengthen its long-haul network for the next decade.



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22 AUGUST 2025

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“WE HAVE A COMMON GST COUNCIL. POSSIBLY, YOU NEED A SIMILAR COUNCIL FOR LAND CLEARANCES, POWER, AND WATER”

Praveer Sinha
CEO & MD
Tata Power

“3 YEARS AGO, WE PROBABLY DID NOT HAVE ASPIRATIONS TO BECOME AN AIRLINES HUB. WE NOW HAVE TWO STRONG AIRLINES (AIR INDIA AND INDIGO)”

Vidh Kumar Jalpuria
CEO, DIAL

INSIDE

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भारतीय हवाई अड्डों को वैश्विक केंद्र बनने के लिए सीधी उड़ानें, नीतिगत पहल जरूरी

बीएस संवाददाता
नई दिल्ली, 21 अगस्त

भारत के हवाई अड्डों का वैश्विक केंद्र बनने का प्रयास विदेश में प्रतिद्वंद्वी हवाई अड्डों पर यात्रियों की आवाजाही कम करने पर निर्भर करेगा। यह बात गुरुवार को बिज़नेस स्टैंडर्ड इन्फ़ास्ट्रक्चर समिट में नोएडा इंटरनेशनल एयरपोर्ट के मुख्य कार्य अधिकारी क्रिस्टोफ़ श्नेलमैन और दिल्ली इंटरनेशनल एयरपोर्ट के मुख्य कार्य अधिकारी विदेह कुमार जयपुरियार ने कही। दोनों कंपनियों ने शीर्ष अधिकारियों ने कहा कि इसके अलावा भारत को लंबी दूरी की सीधी उड़ानों की संख्या बढ़ानी होगी और अन्य घरेलू हवाई अड्डों के मुकाबले तेज, आसान और अधिक आकर्षक स्थानांतरण अनुभव भी प्रदान करना होगा।

भारत के लिए दुबई अथवा सिंगापुर की तरह अपने हवाई अड्डों को वैश्विक केंद्र के तौर पर स्थापित करने की महत्वाकांक्षा अब कोई दूर की बात नहीं बल्कि तुरंत जरूरी हो गया है। जयपुरियार ने कहा कि कैसे भारत की बुनियादी ताकतों का नतीजा अब दिखने लगा है। जयपुरियार ने कहा, 'जैसा कि क्रिस्टोफ़ ने बताया भारत में घरेलू फ़ीड के लिहाज से बुनियादी ताकतें हैं। 2019 में यूरोप या उत्तरी अमेरिका जाने वाले लोगों में से संभवतः केवल 17 से 18 फीसदी लोग ही भारत से सीधी उड़ानें ले रहे थे। इसके मुकाबले इन आंकड़ों में अब काफी सुधार हुआ है। अब, लगभग 40 से 45 फीसदी यात्री दिल्ली हवाई अड्डे से सीधे यूरोप जा रहे हैं।'

जयपुरियार ने बताया कि दिल्ली हवाई अड्डे के लिए शीर्ष प्राथमिकता उन



नोएडा इंटरनेशनल एयरपोर्ट के सीईओ क्रिस्टोफ़ श्नेलमैन (बाएं) और दिल्ली इंटरनेशनल एयरपोर्ट के सीईओ विदेह कुमार जयपुरियार ने कहा कि अन्य हवाई अड्डों के मुकाबले तेज और आसान अनुभव भी देना होगा

भारतीय यात्रियों को आकर्षित करना है जिन्हें बेवजह खाड़ी या दक्षिण पूर्वी एशिया के हवाई अड्डों जरिये यात्रा करनी पड़ती है। उन्होंने बताया, 'हमारा लक्ष्य भारतीय यात्रियों के लिए पसंदीदा हवाई अड्डा बनना है, क्योंकि हम अपने आसपास के हवाई अड्डों में यात्रियों की आवाजाही में कमी देख रहे हैं, जहां हमारे आसपास के किसी भी अन्य देश के मुकाबले भारतीय यात्री अधिक आते हैं।'

खासकर द्विपक्षीय हवाई सेवा समझौतों के क्षेत्र में इस प्रवृत्ति को बदलने की क्षमता काफी हद तक सरकार की कार्रवाई पर निर्भर करती है। ये समझौते तय करते हैं कि प्रत्येक देश की विमानन कंपनियां दूसरे

देश के लिए कितनी उड़ानें संचालित कर सकती हैं और उनकी संरचना भारतीय विमानन कंपनियों के फायदेमंद या नुकसानदेह साबित हो सकता है। जयपुरियार ने कहा, 'हम नीतिगत बदलावों पर सरकार के साथ काम कर रहे हैं। हवाई सेवा समझौता एक ऐसा ही नीतिगत बदलाव है जिस पर सरकार भी गंभीरता से विचार कर रही है, क्योंकि हवाई सेवा समझौता भी ऐसा होना चाहिए जो भारतीय विमानन कंपनियों का समर्थन करे।' एमिरेट्स और कतर एयरवेज जैसी खाड़ी देशों विमानन कंपनियां भारत से द्विपक्षीय उड़ान अधिकार बढ़ाने का अनुरोध कर रही हैं। संयुक्त अरब

अमीरात (यूएई) भारत से 2014 के द्विपक्षीय समझौते को संशोधित करने के लिए कह रहा है, जिसमें दोनों देशों के हर हफ्ते 66,504 सीटों की सीमा तय की गई है। मगर भारत इन अधिकारों का विस्तार करने की इच्छा नहीं जता रहा है क्योंकि दुबई और दोहा मुख्य तौर पर भारतीय यात्रियों को उत्तरी अमेरिका और यूरोप ले जाते हैं। साथ ही भारतीय विमानन कंपनियां लगातार बड़े आकार के विमानों को अपने बेड़े में शामिल कर रही हैं और लंबी दूरी के गंतव्यों के लिए सीधी उड़ानों की संख्या भी बढ़ा रही है, जिससे वे बाहर जाने वाले यात्रियों के बड़े हिस्से को आकर्षित करने की स्थिति में आ गई हैं।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

20 AUGUST 2025

कोटा-बूंदी एयरपोर्ट को मंजूरी मिली, 1507 करोड़ में तैयार होगा

नई दिल्ली। पीएम नरेन्द्र मोदी की अध्यक्षता में मंगलवार को आर्थिक मामलों की समिति ने कोटा-बूंदी ग्रीनफील्ड एयरपोर्ट निर्माण को मंजूरी दे दी। कैबिनेट ने राजस्थान के कोटा-बूंदी क्षेत्र में ग्रीनफील्ड एयरपोर्ट के विकास के लिए 1507 करोड़ रुपए की लागत से प्रस्ताव को मंजूरी दे दी है। यह एयरपोर्ट एयरपोर्ट्स अथॉरिटी ऑफ इंडिया विकसित करेगी।

राज्य सरकार ने एयरपोर्ट्स अथॉरिटी को 440.06 हेक्टेयर भूमि हस्तांतरित कर दी है। वर्तमान में दो बड़े टेंडर प्रक्रिया में हैं। पहला टेंडर एयर साइड कार्यों के लिए 467.67 करोड़ का जारी किया था, जिसकी प्रक्रिया हो चुकी है। सीएम ने संसद भवन में ओम बिरला से मिलकर बधाई दी।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

21 AUGUST 2025

Alliance Air flight returns to LGBI airport post-snag

ANN SERVICE

PALASBARI, Aug 20: Operations at Lokpriya Gopinath Bordoloi International (LGBI) Airport briefly went into "full emergency" mode on Wednesday after a Kolkata-bound Alliance Air flight reported a technical problem shortly after take-off and returned to Guwahati.

According to airport officials, the flight, which departed from Guwahati at 1:09 pm for Kolkata, was forced to turn back following the detection of a snag. A spokesperson for LGBI Airport confirmed that the aircraft landed safely at 2:27 pm and the emergency was officially withdrawn at 2:40 pm.

"All passengers and crew members were unharmed. They were deboarded safely and assisted by terminal staff. The airline also arranged alternative travel for the affected passengers," the spokesperson said.

मोदी कैबिनेट ने
दी मंजूरी

1507
करोड़ रुपए लागत

20,000
वर्ग मीटर का टर्मिनल भवन

3,200
मीटर लंबा होगा रनवे

यात्रियों की सालाना
क्षमता 20 लाख होगी

कोटा-बूंदी में बनेगा ग्रीनफील्ड एयरपोर्ट

राजस्थान को सौगात

ब्यूरो/नवज्योति/नई दिल्ली। मोदी कैबिनेट ने राजस्थान के इंफ्रास्ट्रक्चर और कनेक्टिविटी को नई दिशा देने के लिए कोटा-बूंदी में ग्रीनफील्ड एयरपोर्ट को मंजूरी प्रदान कर दी है। यह एयरपोर्ट 1507 करोड़ रुपए की लागत बनाया जाएगा। एयरपोर्ट का टर्मिनल भवन 20,000 वर्ग मीटर में फैला होगा और रनवे 3,200 मीटर लंबा होगा। एयरपोर्ट की सालाना क्षमता 20 लाख यात्रियों की होगी। मोदी कैबिनेट ने ऑनलाइन गेमिंग बिल को भी हरी झंडी दी है, जिसके तहत ऑनलाइन सट्टेबाजी अब दंडनीय अपराध मानी जाएगी।

प्रधानमंत्री नरेंद्र मोदी की अध्यक्षता में हुई केन्द्रीय मंत्रिमंडल की बैठक के बाद केन्द्रीय मंत्री अश्विनी वैष्णव ने बताया कि कोटा-बूंदी में ग्रीन फील्ड एयरपोर्ट बनाने का प्रस्ताव एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) ने रखा था, जिसे आर्थिक मामलों की कैबिनेट कमेटी ने मंजूरी दे दी है।

क्षेत्र में व्यापार, पर्यटन और निवेश के अवसर बढ़ेंगे

कोटा-बूंदी ग्रीनफील्ड एयरपोर्ट हवाई संपर्क को मजबूत करेगा और कोटा-बूंदी में व्यापार, पर्यटन और निवेश के अवसर बढ़ाएगा। इससे न सिर्फ यात्रियों को बेहतर सुविधा मिलेगी, बल्कि स्थानीय अर्थव्यवस्था को भी मजबूती मिलेगी।



राजस्थान में एयर ट्रेफिक और लॉजिस्टिक क्षमता में होगा सुधार

अधिकारियों का कहना है कि ग्रीनफील्ड एयरपोर्ट बनने से राजस्थान में एयर ट्रेफिक और लॉजिस्टिक क्षमता दोनों में सुधार होगा। इसके अलावा ग्रीन फील्ड एयरपोर्ट के प्रस्ताव में दो लिंक टैक्सीवे, एटीसी सह तकनीकी ब्लॉक, अग्निशमन केंद्र, कार पार्क समेत अन्य कार्य शामिल हैं। इस प्रोजेक्ट में 20,000 वर्ग मीटर क्षेत्र में फैले एक टर्मिनल भवन का निर्माण शामिल है जो 1000 द्यस्त समय के यात्रियों (पीएचपी) को संभालने में सक्षम होगा। उल्लेखनीय है कि राजस्थान सरकार ने ए-321 प्रकार के विमानों के संचालन के लिए ग्रीनफील्ड हवाई अड्डे के लिए एएआई को 440.06 हेक्टेबर जमीन सौंपी है। कोटा एयरपोर्ट अभी एएआई के स्वामित्व में है, इसमें 1220 मीटर गुणा 38 मीटर आकार का एक रनवे शामिल है, जो कोड 'बी' विमानों (जेसे डीओ-228) के लिए है और एक एप्रन है जो ऐसे दो विमानों को समायोजित कर सकता है, टर्मिनल भवन 400 वर्ग मीटर क्षेत्र में फैला है।

ऑनलाइन गेमिंग अब दंडनीय अपराध

लोगों को ऑनलाइन गेमिंग के नाम पर ठगी से बचने के लिए केन्द्रीय कैबिनेट ने ऑनलाइन गेमिंग और सट्टेबाजी से जुड़े एक महत्वपूर्ण बिल को मंजूरी दी है। जिसके अमल में आने के बाद देश में ऑनलाइन प्लेटफॉर्म पर जुआ खेलना और सट्टेबाजी करना दंडनीय अपराध हो जाएगा। गेमिंग बिल सट्टेबाजी ऐप्स को विनियमित करने के साथ जुआ खेलने वालों को सजा दिलवाने में अहम भूमिका निभाएगा। इस गेमिंग बिल के जरिए ऑनलाइन सट्टेबाजी को दंडनीय अपराध घोषित किया जाएगा। इस बिल के आने के बाद ऑनलाइन सट्टेबाजी या जलत तरीके से गेमिंग ऐप्स का इस्तेमाल करने पर कड़ी कानूनी कार्रवाई हो सकती है। सरकार का उद्देश्य युवाओं को ऑनलाइन ठगी और अवैध गेमिंग से बचना है। सजा की माने तो ऑनलाइन गेमिंग बिल को कल यानी बुधवार को लोकसभा में पेश किया जा सकता है।

मुख्यमंत्री ने जताया आभार

नवज्योति, नई दिल्ली/जयपुर। मुख्यमंत्री भजनलाल शर्मा ने केन्द्रीय मंत्रिमंडल द्वारा कोटा-बूंदी में ग्रीनफील्ड हवाई अड्डे को मंजूरी देने पर आभार व्यक्त किया है। उन्होंने कहा कि प्रदेशवासियों को अत्याधुनिक हवाई सुविधाएं उपलब्ध कराने के लिए कोटा ग्रीनफील्ड एयरपोर्ट मील का पत्थर साबित होगा। शर्मा ने कहा कि प्रधानमंत्री नरेंद्र मोदी के नेतृत्व में देश-प्रदेश में नागरिक उड्डयन क्षेत्र में तेजी से प्रगति हो रही है और हवाई सेवाओं का निरंतर विस्तार हो रहा है। उन्होंने कहा कि कोटा-बूंदी ग्रीनफील्ड हवाई अड्डे के निर्माण से प्रदेश में न केवल पर्यटन को गति मिलेगी, अपितु शिक्षा एवं व्यापारिक गतिविधियों में भी इजाजत होगा। इससे प्रदेश की अर्थव्यवस्था में पेश किया जा सकता है।



को अपेक्षित गति भी मिल सकेगी। लोकसभा अध्यक्ष ओम बिरला समेत कई केन्द्रीय मंत्रियों से मुलाकात करके राज्य की विकास परियोजनाओं पर विस्तार से चर्चा की। सीएम ने कोटा में ग्रीनफील्ड एयरपोर्ट को कैबिनेट की मंजूरी दिए जाने के बाद हर्ष जताया है। इसके लिए उन्होंने ओम बिरला से मिलकर उनके द्वारा किए गए प्रयासों पर आभार प्रकट किया। सीएम शर्मा ने केन्द्रीय मंत्री धर्मेन्द्र प्रधान, सीआर पाटिल, गजेन्द्र सिंह शेखावत, प्रहलाद जोशी, मनसुख भाई मांडविका, किरण रिंजजू, अर्जुनराम मेघवाल, जितेन्द्र सिंह एवं जवंत चौधरी से मुलाकात की।



Corporate Communications Directorate

HARI BHUMI

DELHI

22 AUGUST 2025

दरभंगा एयरपोर्ट से रात में भी उड़ान की सुविधा

दरभंगा। दरभंगा एयरपोर्ट से हवाई हवाई सफर करने वाले मिथिलांचल सहित उत्तर बिहार के



जिले के लोगों के लिए

उत्साहजनक खबर है। अब यहां से दिन के साथ ही रात में भी हवाई सफर

का लाभ उठा पाएंगे। इसके लिए विभागीय प्रक्रिया में तेजी आई है। यदि सबकुछ ठीक रहा तो विभागीय प्रक्रिया पूरी किए जाने के बाद नाइट लैंडिंग एवं उड़ान की सेवा बहाल कर दी जाएगी।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

22 AUGUST 2025

{ IGI AIRPORT }

Metro link for T1, T3 moves ahead

Neha LM Tripathi

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NEW DELHI: A long-proposed Metro line connecting Terminal 1 of Delhi's Indira Gandhi International Airport (IGIA) to a new station at Aerocity that will facilitate passenger transfers from Terminal 3 could get off the drawing board soon, people familiar with the matter said.

"The Detailed Project Report (DPR) has been finalised to integrate T1 with the upcoming Golden Line, allowing international passengers arriving at T3 to connect to their domestic flights at T1 via Aerocity within ten minutes," one of the officials aware of the plan said.

To be sure, Delhi International Airport Ltd (DIAL), which manages IGIA had first proposed the extension in 2023, after which the Delhi Metro Rail Corporation (DMRC) conducted a study and submitted a DPR.

AN INTERNATIONAL PASSENGER LINKING TO A DOMESTIC FLIGHT WILL BE ABLE TO TAKE AIRPORT EXPRESS LINE FROM T3 TO AEROCITY, THEN GOLDEN LINE TO T1

But the plan didn't take off then.

Work on the rest of the Golden Line, from Aerocity-Tughlakabad, started in 2022. Currently, T3 is served by the Airport Express Line that also stops at Aerocity and the Magenta Line connects to T1. There is no interconnection between the two lines.

With the new metro plan, an international passenger connecting to a domestic flight will be able to take the Airport Express Line from T3, alight at Aerocity, and switch to the Golden Line to reach T1—proposed as the next stop on the line.

Another person aware of the matter said both DIAL and DMRC have now worked out a

final plan for which government approval is under process and is expected soon.

The DPR has been approved by the Delhi government, according to people with knowledge of the matter, and it will be placed before the Union Cabinet after approval from the Ministry of Housing and Urban Affairs.

"The extension work will commence after cabinet approval and will be completed by 2027," the official added.

The planned connection comes even as the government has stated its intention to make Delhi an international aviation hub.

"We have a plan that within two years we want to establish

Delhi as a major international aviation hub," Civil aviation minister Ram Mohan Naidu said on the sidelines of the World Economic Forum in January this year.

"The idea of promoting Delhi Airport as a hub aligns with the government's vision. However, we still need to improve the transit experience. While the airport infrastructure is improving, challenges remain, such as the connection between terminals T1 and T3," DIAL CEO Videsh Jai-puriar said recently.

Currently, the airport handles about 21% connecting traffic. Its international-to-international share has risen from 1% to 3% in recent years, with a target of reaching 10% in the next five to seven years.

A dedicated intra-airport air train, or Automated People Mover, is also planned but remains in the bidding stage.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

22 AUGUST 2025

No construction within 20-km radius of Jewar Airport without NOC: Admin

NOIDA: Gautam Buddh Nagar administration has barred all construction within a 20-km radius of Noida International Airport without prior no-objection certificate (NOC), warning of strict action against violators.

At a review meeting, District Magistrate Medha Roopam stressed cleanliness, waterlogging prevention and measures to control birds, stray animals, drones and lasers to ensure safe aircraft operations. She directed officials to strengthen disaster management, medical and firefighting preparedness, and improve coordination between airport committees and agencies. PFI

एयरपोर्ट के पास ड्रोन और लेजर पर लगेगा प्रतिबंध: डीएम नोएडा



नोएडा इंटरनेशनल एयरपोर्ट से जुड़ी कंपनियों के साथ बैठक करती डीएम मेधा रूपम।

नोएडा, 21 अगस्त (नवोदय टाइम्स): नोएडा इंटरनेशनल एयरपोर्ट की सुरक्षा को लेकर आपदा प्रबंधन और एयरफील्ड पर्यावरण प्रबंधन को लेकर वीरवार को कलेक्ट्रेट में जिलाधिकारी मेधा रूपम ने बैठक की। बैठक में एयरपोर्ट एनवायर्नमेंट मैनेजमेंट कमेटी (ईएमसी), एअरोड्रोम कमेटी (एसी) एवं एयरपोर्ट इमरजेंसी प्लानिंग कमेटी (ईपीसी) के अधिकारी उपस्थित रहे। बैठक में डीएम ने संबंधित अधिकारियों

- 20 किमी तक बिना एनओसी नहीं किया जा सकता निर्माण, उल्लंघन पर होगी कार्रवाई
- निर्माण कार्य को लेकर कंपनी अधिकारियों ने दिया पावर पॉइंट प्रजेंटेशन

को ड्रोन एवं लेजर लाइट जैसी गतिविधियों पर पूरी तरह रोक लगाई जाए। आसपास और ग्रामीण इलाकों में इससे संबंधित जागरूकता अभियान चलाने के निर्देश दिए। वहीं एयरपोर्ट के 20 किमी के दायरे में बिना एनओसी किसी भी प्रकार का निर्माण कार्य न किया जाए। उल्लंघन पर सख्त कार्रवाई की जाए। जलभराव रोकने के लिए ठोस कदम उठाए जाएं। पक्षियों एवं

आवारा जानवरों की गतिविधियों को कंट्रोल किया जाए। ताकि विमान संचालन में किसी प्रकार की बाधा न आए। बैठक में निर्माणरत एयरपोर्ट पर वर्तमान में क्या स्थिति है। कितना काम हो गया है। कितना बचा है। इस पर अधिकारियों ने पावर पॉइंट प्रजेंटेशन किया। डीएम ने खासतौर पर निर्देश दिए कि ईएमसी, एसी एवं ईपीसी समितियों व अन्य संबंधित एजेंसियों के बीच आपसी समन्वय एवं सहयोग करें। बैठक में आपदा प्रबंधन योजनाओं, आपातकालीन मेडिकल सुविधा, अग्निशमन एवं बचाव कार्य, पुलिस सुरक्षा, नागरिक सुरक्षा संगठनों की भागीदारी प्रशिक्षण कार्यक्रमों की समीक्षा की।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

21 AUGUST 2025

Airport metro station to have state-of-art facilities

STATESMAN NEWS SERVICE
Kolkata, 20 August

The Jai Hind Biman Bandar station which would provide connectivity from the airport to the various parts of Kolkata, including Howrah and Sealdah railway stations, is equipped with travelators – a first-of-a-kind facility in the city's metro network.

The metro station, which is to function as a crucial connecting point for local, domestic and international passengers from the airport toward the main parts of Kolkata as well as its adjoining areas, includes several state-of-the-art passenger amenities. The station has six escalators,

six lifts and six staircases along with two sub-ways. One sub-way will connect Biman Bandar station to the busy Jessore Road.

Apart from three public staircases, three emergency staircases have also been provided in this sub-way along with four entry/exit points. The subway is equipped with four escalators and two lifts.

The other subway connects the Biman Bandar station with Netaji Subhas Chandra Bose International Airport. In this sub-way, four travelators are there to facilitate easy movement of passengers. Apart from this, the subway is to include three entry/exit points, three



public staircases, two emergency staircases, five escalators and four lifts.

The Jai Hind Biman Bandar metro station has

five platforms of which platform numbers one and two are to be operational for now after the inaugural event on Friday. With the

countdown beginning for the mega inaugural of 14 km of metro networks by Prime Minister Narendra Modi on 22 August, the station is being readied for Friday's event.

According to the fare chart available for the Yellow Line, a ride from Jai Hind Biman Bandar metro station to Jessore Road metro station would cost Rs 5 while till Noapara it would be Rs 20. For commuting from Jai Hind Biman Bandar metro station to Esplanade, commuters would have to pay Rs 40 while till Kavi Subhash metro the fare would be Rs 45. The cost of travelling from Jai Hind Biman

Bandar metro station to Hemanta Mukhopadhyay or even Howrah Maidan metro stations would be Rs 50 while that up to Sector V would be Rs 70.

Metro services disrupted: Meanwhile, metro services on the Blue Line were partially disrupted this morning after water reportedly accumulated in the tunnel between Kalighat and Jatin Das metro stations. Following the disruption, commuters had a harrowing time during the rush hour.

Truncated services were operated between Dakshshineswar and Maidan and Tollygunge and Shahid Khudiram metro stations.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

21 AUGUST 2025

Coimbatore airport receives hoax bomb threat email

An unidentified person sent a bomb threat email to the Coimbatore International Airport on Tuesday night, prompting the bomb detection and disposal squad (BDDS) of the Central Industrial Security Force (CISF) to carry out a thorough search of the premises. The email was sent to various other airports as well around 8pm on Tuesday. Airport Authority of India (AAI) officials alerted the security forces who launched a search. For more than ten months, unknown people have been sending bomb threat emails to the airport, schools, colleges, hospitals and even media houses in the city. However, the police have been unable to track the senders as they are using the darknet to evade the police.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

21 AUGUST 2025

Hyd airport flags social media post on 1998 hijacking as 'threat mail'

Hyderabad: A seemingly harmless post on X recounting a 1998 plane hijacking in Pakistan with references to "Hyderabad airport", "Delhi" and "Bhuj" was picked up by an AI-powered social media listening tool in India.

The post flagged by a senior vigilance specialist on Aug 14 as a "threat mail", triggering a security charade involving aviation officials and police, reports **Mahesh Buddi**.

An FIR registered at Hyderabad airport police station on Aug 15 against Pakistani social media user @omeremran invokes BNS sections 351(4) (criminal intimidation by anonymous communication) and 353(2) (statements conducing to public mischief), and 66D (cheating by personation) of the Information Technology Act, 2000.

"May 25, 1998. A PIA Fokker F-27, Flight PK-544, lifted off from Gwadar with 33 passengers and 5 crew. Moments later, three armed men from Baloch Students Organisation seized the aircraft and demanded to be flown to New Delhi," states the thread by @omeremran captioned "The Hijacking that Pakistan Outsmarted".



Corporate Communications Directorate

AMAR UJALA

DELHI

22 AUGUST 2025

11-14% रहेगा विमानन उद्योग का परिचालन लाभ

नई दिल्ली: रेटिंग एजेंसी क्रिसिल ने गुरुवार को एक रिपोर्ट में कहा कि चालू वित्त वर्ष 2025-26 में घरेलू विमानन उद्योग का संचालन लाभ 11-14 प्रतिशत तक बढ़कर 20-21 हजार करोड़ रुपये हो सकता है। रिपोर्ट के अनुसार, चालू वित्त वर्ष की दूसरी छमाही में उद्योग का प्रदर्शन बेहतर रहेगा और वार्षिक यातायात में इसकी 50-55 प्रतिशत हिस्सेदारी रहेगी। (आइएनएस)



Corporate Communications Directorate

BUSINESS LINE

DELHI

22 AUGUST 2025

Domestic airlines to see operating profit moderate 11-14% this fiscal, says Crisil

Our Bureau
New Delhi

The domestic airline industry is expected to witness moderation in operating profit this fiscal due to muted demand in the first quarter as well as an expected decline in yields, ratings agency Crisil said.

Accordingly, Crisil on Thursday estimated that the domestic airline industry will see operating profit moderate 11-14 per cent to ₹20,000-21,000 crore in FY26 from ₹23,500 crore last fiscal.

This trend, Crisil said, contrasts with the strong recovery seen in the three fiscals post the Covid-19 pandemic. However, according to the credit rating agency, the overall credit profiles will remain stable, driven by healthy liquidity and planned equity infusion by some airlines.

As per Crisil, the industry faced turbulence due to tensions along India's western border, which led to the closure of operations at several



airports for a week, as well as a major aircraft mishap in June, which weakened demand sentiment.

These headwinds, Crisil said, led to softer demand and lower capacity deployment, resulting in passenger traffic growth slowing to 5.2 per cent on-year in the first quarter, compared with 7.1 per cent in the corresponding quarter last fiscal.

Nevertheless, Crisil pointed out that the second half of this fiscal (which typically accounts for 50-55 per cent of annual traffic) is expected to see faster growth, as the disruptions gradually ease, leading to a traffic growth of 7-9 per cent for this fiscal, in line with the 8.1 per cent growth last fiscal.

While fleet additions will be limited due to slow aircraft deliveries, operational fleets will grow as groundings decline.

ADJUST YIELDS

After a weak first quarter, airlines will likely boost passenger load factors by adjusting yields, Crisil said.

"Despite steady traffic growth, sustaining the passenger load factor will come at a cost — that of a moderation in yields — this fiscal, predominantly because of subdued demand in the first quarter," said Gautam Shahi, Director, Crisil Ratings.

"Additional costs associated with rerouting of flights because of airspace restrictions would also have a bearing on the operating profitability of airlines," he added.

The additional cost, said Shahi, will be partially offset by an 8-10 per cent decline expected in fuel costs (35-40 per cent of the total operating cost). Owing to lower global crude oil prices, operating profit will still be lower."



Corporate Communications Directorate

DESHBANDHU

DELHI

22 AUGUST 2025

वर्ष 25 में ज्यादातर भारतीय एयरलाइंस को हुआ घाटा

नई दिल्ली। वित्त वर्ष 2024-25 में ज्यादातर भारतीय एयरलाइंस ने नुकसान दर्ज किया है और सबसे ज्यादा घाटा टाटा ग्रुप की एयरलाइन एयर इंडिया और एयर इंडिया एक्सप्रेस को हुआ है। यह जानकारी सरकार की ओर से गुरुवार को संसद को दी गई। लोकसभा में एक सवाल का लिखित में जवाब देते हुए केंद्रीय नागर विमानन राज्य मंत्री मुरलीधर मोहोले ने कहा कि एयर इंडिया और उसकी बजट एयरलाइन एयर इंडिया एक्सप्रेस ने वित्तीय वर्ष के दौरान कर से पूर्व 9,568.4 करोड़ रुपए का संयुक्त घाटा दर्ज किया है। वित्त वर्ष 2024-25 के दौरान एयर इंडिया को 3,890.2 करोड़ रुपए का घाटा हुआ है, जबकि एयर इंडिया एक्सप्रेस को 5,678.2 करोड़ रुपए का नुकसान हुआ है। अन्य एयरलाइन जैसे अकासा एयर को कर से पूर्व 1,983.4 करोड़ रुपए का घाटा हुआ था। वहीं, इस दौरान स्पाइसजेट को 58.1 करोड़ रुपए का घाटा हुआ है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

21 AUGUST 2025

'DGCA staffing crisis 'existential threat' for aviation safety system'

NEW DELHI, PTI: A Parliamentary panel on Wednesday suggested a time-bound plan to grant administrative as well as financial autonomy to DGCA and flagged that the staffing crisis at the regulator is an "existential threat to the integrity of India's aviation safety system".

Besides, the committee said the current imbalance, where aircraft induction is outpacing airport growth, is putting unsustainable pressure on existing facilities, degrading service quality, and dangerously straining safety

margins, as it pitched for developing a comprehensive National Capacity Alignment Plan to synchronise airport infrastructure development with airline fleet induction schedules.

The Department-Related Parliamentary Standing Committee on Transport, Tourism and Culture – headed by Rajya Sabha member and JD(U) leader Sanjay Kumar Jha – submitted its report on the 'Overall Review of Safety in the Civil Aviation Sector' on Wednesday.

हवाई यात्रा सुरक्षित करने को हों बड़े बदलाव

जागरण ब्यूरो, नई दिल्ली : देश में हवाई सुरक्षा की स्थिति बहुत संतोषजनक नहीं है। यदि हवाई यात्रा को सुरक्षित बनाना है तो सरकार की तरफ से कई स्तरों पर कदम उठाने होंगे। इसके लिए निवामक संस्था नागरिक उड़्डयन महानिदेशालय (डीजीसीए) को पूरी तरह से स्वायत्तता देनी होगी। विमान कंपनियों में कार्यरत पायलटों व चालक दल के अन्य सदस्यों को, एटीसी में काम करने वाले कर्मचारी व अधिकारियों को धकान का ख्याल रखना होगा।

यानी उन्हें एक निर्धारित समय से ज्यादा काम कराने की परंपरा खत्म करनी होगी। विमानन क्षेत्र की सुरक्षा से जुड़े सभी पहलुओं को दूर करने के लिए सरकार को एक निर्धारित समय सीमा के भीतर दूर करने का कार्यक्रम चलाना होगा। ये बातें यातायात, पर्यटन व संस्कृति पर गठित स्थाई संसदीय समिति की रिपोर्ट में कही गई हैं। जदयू सांसद संजय झा की अध्यक्षता वाली इस समिति की रिपोर्ट को हाल ही में हुए एयर इंडिया विमान हादसे और

● कल अत्यधिक हवाई किराये पर रोक लगाने के लिए हस्तक्षेप करे सरकार



कोई कर्मचारी अंदर की बात बाहर लाता है तो उसके हितों की हो सुरक्षा

नागरिक उड़्डयन जैसे क्षेत्र में सुरक्षा को लेकर एक महत्वपूर्ण सुझाव देते हुए बुटिया की खुली रिपोर्टिंग को प्रोत्साहित करने को बढावा देने की बात कही गई

देश के कुछ हिस्सों में हेलीकाप्टर हादसे के संदर्भ में देखा जा रहा है। समिति ने विमानन कंपनियों की तरफ से मनमाने ढंग से किराया बढाने के मुद्दे की तरफ भी सरकार का ध्यान आकर्षित कराया है। नागरिक उड़्डयन मंत्रालय के साथ ही डीजीसीए को कहा गया है कि जब हवाई किराये में अचानक ही बहुत ज्यादा बढोत्तरी होती है, तब उन्हें अधिकार का उपयोग करते हुए हस्तक्षेप करना चाहिए। समिति का मानना है कि पीक सीजन या आक्रामक हालात में भी विमानन कंपनियां कितना किराया वसूलें,

है। कोई कर्मचारी विभाग के अंदर की बात बाहर लाता है तो उसके हितों की सुरक्षा की जानी चाहिए। उसके खिलाफ दंडात्मक कार्रवाई नहीं होनी चाहिए।

इसकी भी एक सीमा तय की जानी चाहिए।

मई-जून, 2025 में सिर्फ उत्तराखंड में तीन हेलीकाप्टर हादसे हुए हैं। हेलीकाप्टर यात्राओं को सुरक्षित बनाने के लिए कहा है कि पूरे देश में हेलीकाप्टर सेवाओं के लिए एक सुरक्षा नियम तैयार होना चाहिए। इस फ्रेमवर्क के आधार पर ही हर राज्य को हेलीकाप्टर सेवा शुरू कराने की अनुमति होनी चाहिए। किस क्षेत्र में किस तरह के पायलटों की नियुक्ति होनी चाहिए, इसका भी विवरण होना चाहिए। अभी नियमों पर स्पष्टता नहीं है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

22 AUGUST 2025

Air India and AI Express Post ₹9,568-cr Loss in FY25

Press Trust of India

New Delhi: Air India and Air India Express together posted a loss before tax of ₹9,568.4 crore in the financial year ended March 2025, according to the civil aviation ministry.

In the last fiscal, Akasa Air and SpiceJet recorded a loss before tax of ₹1,983.4 crore and ₹58.1 crore respectively, while IndiGo reported a profit before tax of ₹7,587.5 crore.

The figures were shared by minister of state for civil aviation Murlidhar Mohol as part of a written reply to the Lok Sabha on Thursday. These are provisional figures.

Tata Group-owned Air India had a loss before tax of ₹3,890.2 crore while its low-cost arm Air India Express, which had been profitable for long, registered a loss of ₹5,678.2 crore in 2024-25.

Loss-making Air India and profitable Air India Express were acquired by Tata Group in January 2022. As per the data, the debt of Air India stood at ₹26,879.6 crore while that of IndiGo touched ₹67,088.4 crore.

The debt of Air India Express, Akasa Air, and SpiceJet stood at ₹617.5 crore, ₹78.5 crore, and ₹886 crore, respectively, the data showed.

"With the repeal of Air Corporation Act in March 1994, the Indian domestic aviation has been deregulated. The financial and operational decisions, including resource mobilisation and debt restructuring, are managed by the respective airlines based on commercial considerations," Mohol said in the written reply.



Akasa Air and SpiceJet recorded a loss before tax of ₹1,983 cr and ₹58 cr respectively, while IndiGo's PAT stood at ₹7,587.5 cr

Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

22 AUGUST 2025

Boeing in talks to sell up to 500 jets to China

BLOOMBERG
August 21

BOEING IS HEADING closer toward finalising a deal with China to sell as many as 500 aircraft, according to people familiar with the matter, a transaction that would end a sales drought that stretches back to US President Donald Trump's last visit in 2017.

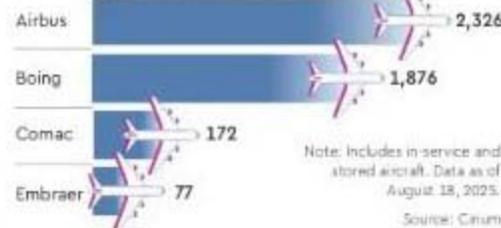
The two sides are still hammering out terms of the complex aircraft sale, including the types and volume of jet models and delivery timetables, according to one of the people, who asked not to be identified discussing confidential matters.

The mega sale to China, years in the making, is contingent on the two nations defusing the trade hostilities that hark back to Trump's first term in office — and could still fall apart, they said.

Chinese officials have already started consulting domestic airlines about how many Boeing aircraft they'll need, the people said. The transaction taking shape is similar in scope to the order for as many as 500 jets that China's central planners have struck with Airbus SE, but haven't yet announced, they added. The Boeing order is expected to be

AT A GLANCE

Number of planes in china



the centerpiece of a trade agreement that would benefit both Trump and China's President Xi Jinping, the culmination of long-running and sometimes contentious negotiations. The nation's leaders were close to a similar announcement in 2023, but then-President Joe Biden and Xi left a San Francisco summit without consummating an aircraft sale.

Complicating matters for Boeing is a leadership void in China. Alvin Liu, its top executive in China and a fluent Mandarin-speaker with extensive government contacts, left the company in recent weeks.

Carol Shen has been named interim president of Boeing China, said people familiar with

the matter.

Boeing declined to comment on any potential deal or management changes.

Shares of the US plane-maker advanced less than 1% in New York on Thursday following Bloomberg's report, one of a handful of gainers among members of the Dow Jones Industrial Average. The stock had risen 27% this year amid a turnaround under Chief Executive Officer Kelly Ortberg.

Aircraft orders for Boeing have figured large in US diplomacy since Trump returned to the White House in January, with nations touting new, tentative and existing deals for airplanes, which are as expensive as skyscrapers, to narrow trade imbalances with the US.

India's airline industry to see 11-14 % operating profit this fiscal: Crisil report

SWARAJ BAGGONKAR
Mumbai, August 21

OPERATING PROFIT OF India's top three airlines, who control more than 90% of the domestic traffic, is expected to moderate in FY26 compared to previous year due to softer demand and unforeseen business disruptions.

The domestic airline industry will see operating profit moderate 11-14% to ₹20,000-21,000 crore this fiscal from about ₹ 23,500 crore posted in the last fiscal, said a report by Crisil. Operating profit is defined as earnings before interest, tax, depreciation, amortisation and lease rentals.

IndiGo, Air India group (Air



India and Air India Express) and SpiceJet control 94% of India's domestic aviation share, as per data shared by the Directorate General of Civil Aviation (DGCA).

While IndiGo had recorded a profit of ₹ 7,258 crore, Air India group saw its losses balloon to ₹ 10,859 crore in FY25.

Akasa Air's losses jumped to ₹ 1,983 crore during the same year while SpiceJet closed the year with a profit of ₹ 62 crore.

Demand in the first quarter (April to June) FY26 was muted because of closure of operations at several airports for a week and ensuing airspace restrictions resulting in

rerouting of international flights and elongated flying times.

April and May are considered to be top months for leisure traffic due to the summer holidays. Demand sentiments took a hit again in June when an air crash left 270 dead.

This also led to added flight safety checks and reduction in capacities deployed thereby impacting revenues.

"These headwinds led to softer demand and lower capacity deployment, resulting in passenger traffic growth slowing to 5.2% on-year in the first quarter, compared with 7.1% in the corresponding quarter last fiscal," said the report.





Corporate Communications Directorate

LOKSATYA

DELHI

22 AUGUST 2025

एअर इंडिया व एअर इंडिया एक्सप्रेस को उठाना पड़ा 9568 करोड़ का घाटा

नई दिल्ली, लोकसत्या। नागरिक उड्डयन मंत्रालय के आंकड़ों के अनुसार, एअर इंडिया और एअर इंडिया एक्सप्रेस को मार्च 2025 को समाप्त वित्त वर्ष में कर से पहले कुल मिलाकर 9,568.4 करोड़ रुपये का घाटा हुआ। पिछले वित्त वर्ष में, अकासा एअर और स्पाइसजेट ने कर से पहले 1,983.4 करोड़ रुपये और 58.1 करोड़ रुपये का घाटा दर्ज किया, जबकि इंडिगो को कर से पहले 7,587.5 करोड़ रुपये का लाभ हुआ। नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोले ने गुरुवार को लोकसभा में एक लिखित उत्तर में ये



आंकड़े साझा किए। हालांकि, ये आंकड़े अस्थायी हैं। टाटा समूह के स्वामित्व वाली एअर इंडिया को कर से पहले 3,890.2 करोड़ रुपये का घाटा हुआ, जबकि इसकी कम लागत वाली शाखा एअर इंडिया एक्सप्रेस, जो लंबे समय से

लाभदायक थी, ने 2024-25 में 5,678.2 करोड़ रुपये का घाटा दर्ज किया। घाटे में चल रही एअर इंडिया और मुनाफे में चल रही एअर इंडिया एक्सप्रेस का जनवरी 2022 में टाटा समूह ने अधिग्रहण कर लिया था।



Corporate Communications Directorate

MINT

DELHI

22 AUGUST 2025

Bihar gears up for aviation expansion projects

New Delhi: Poll-bound Bihar is gearing up for its most ambitious aviation expansion yet, with new airports, large-scale upgrades, and regional connectivity at the centre of its plan. The state's chief secretary Amrit Lal Meena in an interview said the state wants to position itself as a hub for both domestic and international services in eastern India.

DHIRENDRA KUMAR



Corporate Communications Directorate

MILLENNIUM POST

DELHI

22 AUGUST 2025

Air India, Air India Express report ₹9,568 crore loss before tax in FY25

NEW DELHI: Air India and Air India Express together posted a loss before tax of Rs 9,568.4 crore in the financial year ended March 2025, according to the civil aviation ministry.

In the last fiscal, Akasa Air and SpiceJet recorded a loss before tax of Rs 1,983.4 crore and Rs 58.1 crore, while IndiGo reported a profit before tax of Rs 7,587.5 crore.

The figures were shared by Minister of State for Civil Aviation Murlidhar Mohol as part of a written reply to the Lok Sabha on Thursday. These are provisional figures.

Tata Group-owned Air India had a loss before tax of Rs 3,890.2 crore while its low-cost arm Air India Express, which had been profitable for long, registered a loss of Rs 5,678.2 crore in 2024-25.



Loss-making Air India and profitable Air India Express were acquired by Tata Group in January 2022.

As per the data, the debt of Air India stood at Rs 26,879.6 crore while that of IndiGo touched Rs 67,088.4 crore.

The debt of Air India Express, Akasa Air, and SpiceJet stood at Rs 617.5 crore, Rs 78.5 crore, and Rs 886 crore,

respectively, the data showed.

"With the repeal of Air Corporation Act in March 1994, the Indian domestic aviation has been deregulated. The financial and operational decisions, including resource mobilisation and debt restructuring, are managed by the respective airlines based on commercial considerations," Mohol said in the written reply. P11



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

22 AUGUST 2025

'AI, AI EXPRESS POSTED ₹9,568 CR LOSS IN FY25'

Air India and Air India Express together posted a loss before tax of ₹9,568.4 crore in the financial year ended March 2025, according to the civil aviation ministry. In the last fiscal, Akasa Air and SpiceJet recorded loss before tax of ₹1,983.4 crore and ₹58.1 crore, while IndiGo reported a profit before tax of ₹7,587.5 crore. The figures were shared by MoS for Civil Aviation Murlidhar Mohol in a written reply to the Lok Sabha.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

22 AUGUST 2025

Air India को नुकसान : केंद्र

■ पीटीआई, नई दिल्ली : वित्त वर्ष 2024-25 में ज्यादातर भारतीय एयरलाइंस ने नुकसान दर्ज किया है। सबसे ज्यादा घाटा टाटा ग्रुप की एयरलाइन एयर इंडिया और एयर इंडिया एक्सप्रेस को हुआ है। लोकसभा में गुरुवार को केंद्रीय नागर विमानन राज्य मंत्री मुरलीधर मोहोले यह जानकारी दी।



Corporate Communications Directorate

THE PIONEER

DELHI

21 AUGUST 2025

Parliamentary panel flags severe risks in aviation sector, seeks urgent reforms

PIONEER NEWS SERVICE
■ New Delhi

A recent report by the Parliamentary Standing Committee on Transport, Tourism and Culture has raised alarm bells over mounting safety risks in India's rapidly growing aviation sector. Citing staff shortages, outdated infrastructure, and systemic fatigue among critical personnel, the report calls for sweeping reforms to ensure the sector's safe and sustainable growth.

The committee's findings highlight vulnerabilities across operations—from air traffic control to pilot fatigue and helicopter safety protocols—warning that unless addressed, these issues could compromise passenger safety and operational reliability.

Key Recommendations by panel. Among the most urgent measures proposed is granting full administrative and financial autonomy to the Directorate General of Civil Aviation (DGCA). The committee noted that the DGCA remains "severely

understaffed and under-resourced," limiting its ability to enforce standards and respond swiftly to emerging risks.

To address the growing strain on air traffic management, the report recommends steps to mitigate Air Traffic Controller (ATC) fatigue and resolve staffing shortages, warning that overworked controllers pose a real-time risk to flight safety.

The panel has also urged the government to strengthen aviation surveillance and enforcement mechanisms, including the imposition of financial penalties for serious safety lapses.

Aviation safety lapses, such as repeated runway incursions, must undergo mandatory root-cause analysis, the report said, adding that only a data-driven approach can prevent repeat incidents.

With the surge in helicopter services across India, particularly in hilly and remote areas, the committee has called for standardized safety protocols for all helicopter operations.

To promote transparency



and encourage the reporting of safety concerns, the panel strongly recommends establishing a 'Just Culture' framework alongside whistleblower protections within the aviation ecosystem.

Highlighting the high cost and delays of sending aircraft abroad for maintenance, the report advocates for develop-

ing domestic Maintenance, Repair and Overhaul (MRO) capabilities, which will reduce foreign dependence and create skilled jobs locally.

As airlines expand their fleets, the committee warns that airport infrastructure growth is lagging, creating bottlenecks and operational hazards. It recommends

better alignment between fleet expansion and infrastructure development.

The panel also proposes modernization of Air Traffic Control (ATC) automation and airport technologies to keep pace with global standards.

Significantly, the report recommends the creation of

a Member (ATC) post on the Airports Authority of India (AAI) Board, ensuring direct representation of air traffic management concerns in top-level decision-making.

Addressing long-term capacity building, the committee calls for expansion of pilot training infrastructure across India, as well as enhanced human factor and fatigue management protocols for flight crew.

India is among the fastest-growing aviation markets globally, with domestic carriers placing massive aircraft orders and passenger traffic rebounding post-pandemic. However, the committee warns that the regulatory and operational framework must evolve at the same pace to prevent systemic failures.

"The aviation sector is at a critical juncture. Growth without safety is unsustainable," the report concludes, urging the Ministry of Civil Aviation to act on its recommendations without delay.

Industry experts have largely welcomed the report, calling it a "timely wake-up call" for policymakers.



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THE TIMES OF INDIA

DELHI

22 AUGUST 2025

AI cuts loss but AI Express sees it rising

TIMES NEWS NETWORK

New Delhi: Tata's full service Air India managed to cut its loss by almost a quarter, while the low cost (LCC) Air India Express saw its loss more than triple in the first fiscal (FY26) of the salt-to-satellite conglomerate consolidating its airline business.

AIX Connect (erstwhile AirAsia India) was merged into AI Express last Oct. The merged LCC's provisional loss in FY25 was Rs 5,678 crore, up from Rs 1,357 crore combined loss of AI Express (Rs 163 crore) and AIX Connect (Rs 1,194 crore). Vistara was merged into Air India last Nov and the combined full service carrier's loss in FY25 was 3,890, down from combined loss of Rs 5,025 crore of AI (Rs 4,444 crore) and Vistara (Rs 581 crore) in FY24.

AI Express had been profitable in three out of last nine years. On a combined operational and financial basis, AI and erstwhile AIX Connect (which started flying in the summer of 2014) were the biggest challenges on a standalone basis.



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Direct flights between India and China likely to start in a month

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New Delhi: India and China could resume direct flights within a month, with airlines on both sides expecting an announcement when Prime Minister Narendra Modi visits Tianjin later this month for the Shanghai Cooperation Organisation summit.

Sources said that Chinese carriers could realistically resume flights "tomorrow", if required, but airlines in India "might need to do some work" before that.

"The air service agreement (ASA) between India and China has to be revised. There can be dialogue on that. But the issue is, do we wait for the ASA to be revised or resume flights under the existing bilateral arrangements? The latter seems



Sources said Chinese carriers could realistically resume flights 'tomorrow', if required

more likely," a source said.

IndiGo and Air India have some operational issues to address, including their pre-pandemic slots at Chinese airports being given away to other carriers. "Our airlines will take some time. We are of the view that flights should resume when carriers on both sides are able to resume operations," the source said.



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THE TRIBUNE

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Aviation boom outpacing safety net: Parl committee

Half of 1,063 sanctioned DGCA posts lying vacant

SHEKHAR SINGH
TRAINING NEWS SERVICE

NEW DELHI, AUGUST 20

India's aviation boom is racing far ahead of its safety net, a parliamentary committee has warned, cautioning that aircraft are being inducted faster than airports can expand, a dangerous mismatch that is "straining safety margins and degrading service quality."

The Department-Related Parliamentary Standing Committee on Transport, Tourism and Culture, chaired by JD(U) MP Sanjay Kumar Jha, on Wednesday tabled a report that paints a troubling picture of regulatory paralysis at a time when the skies are getting busier than ever. It called for a National Capacity Alignment Plan to ensure that airport infrastructure keeps pace with fleet expansion.

Equally stark was the finding on manpower. Nearly half the sanctioned posts at the Directorate General of Civil

'85% MAINTENANCE OUTSOURCED ABROAD'

India's civil aviation sector is haemorrhaging foreign exchange and compromising self-reliance by outsourcing around 85% of aircraft maintenance, repair and overhaul activities overseas, said a parliamentary panel, adding the practice had significant "strategic & economic vulnerabilities".

The panel said reliance on foreign hubs despite the presence of MRO companies within India, amounted to underutilisation of indigenous capacity, higher costs, longer turnaround times and "dangerous" strategic dependence.

Aviation (DGCA), 510 of the 1,063, lie vacant. "This deficit is not a mere administrative statistic; it is a critical vulnerability that exists at the very heart of India's safety oversight system, occurring pre-

cisely at a time when the sector's unprecedented growth demands more, not less, regulatory vigilance and capacity," the report warned.

The report further pointed to a "growing backlog of unresolved safety findings," which it said exposed a critical weakness in the post-surveillance rectification process.

In the wake of a series of helicopter crashes, it also urged a uniform national framework for all state-operated helicopter services and mandatory terrain-specific training for pilots.

"This is prompted by a series of accidents in high-risk environments managed by state-level agencies with limited central oversight, revealing a regulatory ambiguity," it said.

Recurring high-risk events such as runway incursions, bird strikes and engine failures came under sharp focus. However, there was no mention of the Air India crash of June 12 that killed 260 people.