

AAI report on Bengaluru's 2nd airport faces further delay

State team likely to meet civil aviation officials this week

ASRA MAVAD
BENGALURU, DHNS

The report of the Airport Authority of India (AAI) on Bengaluru's second international airport has been delayed again.

On September 1, Industries Minister M B Patil had said that the state government was hoping to receive the report in two weeks.

A well-placed source told *DH* that the report was likely to be delayed further.

Meanwhile, a team of state government officials is likely to

meet officials of the civil aviation ministry this week to "take stock of the matter".

According to a senior AAI official, the project was progressing on expected lines.

The AAI had submitted the report to the civil aviation ministry on June 23.

Green clearance pending

"As far as we know, the environmental clearance for the report is still pending. There might be some delay due to certain key officials being unavailable. Other than that, the project is moving on expected lines. The



Industries Minister M B Patil says that the HAL airport should be opened for commercial operations, as it will benefit from domestic operations. It is conveniently located for public use.

DH PHOTO

Hosur airport, for example, is following a similar timeline," he said.

Minister backs move to reopen HAL airport

On the topic of Bengaluru's HAL airport tentatively reopening in 2033, Patil said that

he was in favour of the decision.

"The airport should be opened for commercial operations, as it will benefit from domestic operations. It is conveniently located for public use," he told *DH*.

He said that the reopening of the HAL airport would not

have any impact on the proposed second airport.

"HAL is a small operation, and it will not be able to handle large-scale international operations. What we have proposed is an international airport with a capacity to handle about one lakh passengers daily. Each airport will serve a different purpose," he added.

The AAI has prepared a 10-year master plan, intending to renovate and expand the HAL airport. With the expansion, the airport's capacity is to be increased to 40 lakh passengers per annum, and over 2,000 passengers during peak hours.

Currently, Kempegowda International Airport handles 1.2 lakh passengers every day — about 4,000 per day, in both terminals. The expansion of Terminal 2 at KIA is expected to begin early next year.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 SEPTEMBER 2025

All India AAI Inter Zonal Athletics Meet 2025-26



It gives us immense pleasure to inform that the Airports Authority of India (AAI) through its Regional Sports

Control Board, Western Region is organising the All India AAI Inter Zonal Athletics Meet 2025-26 from 21.09.2025 to 25.09.2025 at Mumbai.

There are 6 Regional Zonal Teams of 16 Men & 8 Women players + 1 Team Manager are participating in the said Meet. Across the country 25 men and women players of AAI including Team Managers from each zone/ Region are participating in the Meet. The Athletics Meet consists of various Track and Field events and Aquatics events for men and women. Today, 22nd Sept 2025, the Inauguration of the event has done by Hon'ble Member (HR), Dr. Srinivas Hanumankar, AAI as Chief Guest along with Dr. S P Choudhury, Regional Executive Director, WR & President- RSCB, WR along with all the General Managers and HODs and Rep. Of AAEU of Western Region at 10.00 am at Priyadarshini Park, Malabar Hill, Mumbai. Member (HR) and RED, WR have encouraged the participants for active participation in spite of adverse weather conditions in the event with utmost care and safety considering the weather conditions.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 SEPTEMBER 2025

'Surat airport terminal fails global standards'



FPJ News Service

SURAT

Even as Airports Authority of India (AAI) chairman Vipin Kumar stressed the need for "resilient, future-ready, and world-class infrastructure" at a brainstorming workshop in New Delhi, frequent fliers from the diamond city have raised a red flag over glaring shortcomings in the newly expanded Surat Airport terminal.

In a strongly worded email addressed to the AAI chief, frequent fliers pointed out that despite Prime Minister Narendra Modi inaugurating the expanded facility two years ago, the terminal is still unable to support simultaneous international and domestic operations.

"While we welcome the vision outlined by the AAI chairman for modern and integrated airport infrastructure, the current terminal design at Surat falls far short of these benchmarks," the email stated.

"Passengers are unable to experience seamless movement due to poor segregation and inadequate planning. This is a fundamental flaw that continues to restrict Surat's potential as a regional aviation gateway."



Corporate Communications Directorate

MINT

DELHI

24 SEPTEMBER 2025

SC upholds tax demand on AAI

In a setback for the Airports Authority of India (AAI), the Supreme Court on Tuesday upheld a service tax demand of ₹8.59 crore on fees collected by the airport regulator from airlines, cargo operators, and exporters between 2003 and 2007.

A two-judge bench of Justices Pankaj Mithal and Prasanna B. Varale dismissed AAI's appeal, affirming a 2017 ruling by the Customs, Excise and Service Tax Appellate Tribunal Delhi that previously upheld the tax demand.

"We are of the opinion that the authorities below have not erred in taxing the services rendered by the appellant in relation to export cargo as taxable service... The appeal as such lacks merit and is accordingly dismissed," the SC said. The detailed written judgment is yet to be released. The dispute centred on whether charges such as terminal handling, X-ray screening, packing, and loading for export cargo were exempt as export services or taxable under "airport services" and "storage and warehousing."

KRISHNA YADAV



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

23 SEPTEMBER 2025

Pvt jet becomes 1st aircraft to land at Navi Mumbai airport

Manju.V@timesofindia.com

Mumbai: A private jet carrying passengers from Ahmedabad quietly scripted aviation history this weekend, becoming the first aircraft to officially land at the long-awaited Navi Mumbai airport. The jet, operating under a Non-Scheduled Operator Permit (charter), touched down at 10.20am on Saturday and flew back to Ahmedabad past noon the next day, completing the first-ever runway operation at the greenfield airport.

Though an IndiGo Airbus 320 aircraft landed on the Navi Mumbai main runway 26 in Dec 2024, it was a validation



FIRST-EVER RUNWAY OP: The jet touched down at 10:20am on Saturday and flew back to Ahmedabad past noon the next day

flight mandated to test the airport's navigation systems. Prior to this, a symbolic touchdown took place in October, when an IAF Airbus C-295, a tactical airlifter, tou-

ched down on the main runway without using the airport's ground-based navigation aids.

"The Airports Authority of India (AAI) on Sept 19

granted approval for the landing of a non-scheduled aircraft, marked 'passengers flight' at Navi Mumbai," said a source. To accommodate this arrival and departure, AAI cancelled its earlier notice (NOTAM to pilots, airlines) about Navi Mumbai runway's closure till 11.59pm, Sept 20. A new NOTAM was issued on Friday, which announced that the Navi Mumbai airport runway was open from 8.30am to 11am on Saturday and another three hours on Sunday.

The private jet, a Pilatus PC-24 (VT-APV), took off from Ahmedabad at 9am to head south, overfly the Gulf

of Khambhat, and then the Arabian Sea, from where it turned east to cross into Mumbai over Bandra and Sion, flying south of the busy city airport. It came south of the new Navi Mumbai airport, from where it turned north and then west to carry out an approach on runway 28 and land at 10.20am. It departed Navi Mumbai airport at 12.40am on Sunday and took the land route to Ahmedabad.

Industry experts pointed out that the new Navi Mumbai airport has other firsts still to come. The most awaited among these will be the first scheduled commercial airline flight.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

23 SEPTEMBER 2025

Pvt jet becomes 1st aircraft to land at Navi Mumbai airport

Manju.V@timesofindia.com

Mumbai: A private jet carrying passengers from Ahmedabad quietly scripted aviation history this weekend, becoming the first aircraft to officially land at the long-awaited Navi Mumbai airport. The jet, operating under a Non-Scheduled Operator Permit (charter), touched down at 10.20am on Saturday and flew back to Ahmedabad past noon the next day, completing the first-ever runway operation at the greenfield airport.

Though an IndiGo Airbus 320 aircraft landed on the Navi Mumbai main runway 26 in Dec 2024, it was a validation



FIRST-EVER RUNWAY OP: The jet touched down at 10:20am on Saturday and flew back to Ahmedabad past noon the next day

flight mandated to test the airport's navigation systems. Prior to this, a symbolic touchdown took place in October, when an IAF Airbus C-295, a tactical airlifter, tou-

ched down on the main runway without using the airport's ground-based navigation aids.

"The Airports Authority of India (AAI) on Sept 19

granted approval for the landing of a non-scheduled aircraft, marked 'passengers flight' at Navi Mumbai," said a source. To accommodate this arrival and departure, AAI cancelled its earlier notice (NOTAM to pilots, airlines) about Navi Mumbai runway's closure till 11.59pm, Sept 20. A new NOTAM was issued on Friday, which announced that the Navi Mumbai airport runway was open from 8.30am to 11am on Saturday and another three hours on Sunday.

The private jet, a Pilatus PC-24 (VT-APV), took off from Ahmedabad at 9am to head south, overfly the Gulf

of Khambhat, and then the Arabian Sea, from where it turned east to cross into Mumbai over Bandra and Sion, flying south of the busy city airport. It came south of the new Navi Mumbai airport, from where it turned north and then west to carry out an approach on runway 28 and land at 10.20am. It departed Navi Mumbai airport at 12.40am on Sunday and took the land route to Ahmedabad.

Industry experts pointed out that the new Navi Mumbai airport has other firsts still to come. The most awaited among these will be the first scheduled commercial airline flight.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

23 SEPTEMBER 2025

Pvt jet first aircraft to officially land at Navi Mumbai airport

Manju.V@timesofindia.com

Mumbai: A private jet carrying passengers from Ahmedabad quietly scripted aviation history this weekend, becoming the first aircraft to officially land at the long-awaited Navi Mumbai airport. The jet, operating under a Non-Scheduled Operator Permit (charter), touched down at 10:20am on Saturday and flew back to Ahmedabad past noon the next day, completing the first-ever runway operation at the greenfield airport.

Though an IndiGo Airbus 320 aircraft landed on the Navi Mumbai main runway 26 in Dec 2024, it was a validation flight mandated to test the airport's navigation systems. Prior to this, a symbolic touchdown took place in October, when an IAF Airbus C-295, a tactical airlifter, touched down on the main runway without using the airport's ground-based navigation aids.

"The Airports Authority of India (AAI) on September 19 granted approval for the



A Pilatus PC-24 comes in to land on the main Navi Mumbai runway

landing of a non-scheduled aircraft, marked 'passengers flight' at Navi Mumbai," said a source. To accommodate this arrival and departure, AAI cancelled its earlier notice (NOTAM to pilots, airlines) about Navi Mumbai runway's closure till 11:59pm, Sept 20. A new NOTAM was issued on Friday, which announced that the Navi Mumbai airport runway was open from 8:30am to 11am on Satur-

day and another three hours on Sunday.

The private jet, a Pilatus PC-24 (VT-APV), took off from Ahmedabad at 9am to head south, overfly the Gulf of Khambhat, and then the Arabian Sea, from where it turned east to cross into Mumbai over Bandra and Sion, flying south of the busy city airport. It came south of the new Navi Mumbai airport, from where it turned

north and then west to carry out an approach on runway 28 and land at 10:20 am. It departed Navi Mumbai airport at 12:40am on Sunday and took the land route to Ahmedabad.

Over the weekend, the flight also landed on X, with @hiravaero posting a clip of the landing captured by Sandeep Pilania, a plane spotter. Industry experts pointed out that the new Navi Mumbai airport has other firsts still to come. The most awaited among these will be the first scheduled commercial airline flight.

While PM Modi is set to inaugurate the airport and its terminal building on Sept 30, the commissioning of the airport, after the security sweeping and other procedures, is likely to take a few more months. But the landing or take-off of the first airline flight carrying fare-paying passengers will be the most significant milestone, as it would signal the start of a major capacity boost for Mumbai's overstretched airport infrastructure.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

23 SEPTEMBER 2025

CISF TAKES OVER SECURITY OF NOIDA AIRPORT

AGE CORRESPONDENT
NEW DELHI, SEPT. 22

The Central Industrial Security Force (CISF) on Monday formally took over the security of the upcoming Noida International Airport (NIA) located at Jewar in NCR region. The force, designated as lead aviation security agency, has inducted 120 security personnel for securing the airport infrastructure, which is likely to be operative on October 30.

This is the 70th airport under the security cover of the CISF. "On 22 Sept 2025, the CISF took over the security of Noida International Airport, India's first net-zero emissions airport and now the 70th airport under the security cover of CISF.

Planned as Asia's largest, The airport will eventually handle 70M passengers annually with world-class facilities, seamless connectivity & sustainable design inspired by India's heritage.

With the responsibility of securing the airport, the CISF reaffirms its role as the Shield ensuring foolproof security while supporting India's rise as a global aviation hub," the force posted on X. The CISF is mandated to secure perimeter and access control, passenger and baggage screening, terminal and landside security.



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 SEPTEMBER 2025

Tata ground handling JV to expand to aviation services

Rohit Vaid
New Delhi

The Tata Group-SATS ground-handling as well as logistics joint venture, AISATS, plans to expand its presence in aviation services, cargo, and allied businesses.

Accordingly, AISATS, which currently operates at eight airports — Bengaluru, Delhi, Hyderabad, Thiruvananthapuram and Mangaluru — and three additional locations for cargo operations: Ranchi, Noida (upcoming) and Raipur, is gearing up to expand its footprint into secondary airports under the Centre's regional air connectivity UDAN scheme "when opportunities arise".

GRANDPA CLAUSE

Besides, the firm is preparing to enter larger metro airports such as Chennai and Kolkata once existing restrictions ease.



AISATS has diversified into the food business, with a central kitchen in Bengaluru targeting the B2B market. ANUPAM KUMAR/ANI

Its absence from these metros stems from a "grandfather clause" that currently grants the State-run AI Airport Services Ltd (AIASL) exclusive rights for around three more years.

Speaking to *businessline*, Ramanathan Rajamani, Chief Executive of AISATS, said the expansion plan reflects the company's commitment to long-term growth in India's aviation ecosystem.

"Once the grandfather clause expires, we expect to

be in a strong position to serve other metro airports as well," he said.

According to Rajamani, besides its traditional ground handling business, AISATS is looking to expand into cargo and logistics.

INVESTMENTS

Presently, AISATS has invested in an eight-acre logistics park in Bengaluru, which functions as a hub for warehousing and distribution.

Furthermore, it is developing a 30-acre integrated

cargo terminal at Noida International Airport and has also secured 57 acres for a multimodal logistics hub.

Rajamani said, "We estimate that the number of freighters operating in India could increase two- to three-fold in the coming decade. This growth will be driven by strong demand for exports of pharmaceuticals, perishables, semiconductors, and e-commerce goods," he explained.

FOOD BUSINESS

In addition to cargo, AISATS has been diversifying into food business.

The firm recently commenced operations of a central kitchen in Bengaluru that caters primarily to the B2B market, serving institutional and corporate clients.

On the diversification of business, Rajamani said, "Our goal is to evolve from being just a ground handler into a diversified services and logistics company."



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

24 SEPTEMBER 2025

A-I Express set to operate 20 daily flights from Navi Mumbai airport

DEEPAK PATEL
New Delhi, 23 September

The Air India Group on Tuesday announced that it will launch commercial operations from the upcoming Navi Mumbai International Airport (NMIA) through its low-cost subsidiary Air India Express, starting with 20 daily departures in

the initial phase. The plan does not include flights by Air India at this stage, with all operations earmarked for its subsidiary.

The group said Air India Express will connect more than 15 Indian cities from NMIA, which is being developed by Adani Airport Holdings Ltd. Operations will be gradually scaled up to 55 daily departures.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

24 SEPTEMBER 2025

नवी मुंबई अड्डे से उड़ान को तैयार एयर इंडिया

एयर इंडिया समूह ने मंगलवार को कहा कि वह नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे से अपनी किफायती विमानन कंपनी एयर इंडिया एक्सप्रेस के साथ वाणिज्यिक उड़ानें शुरू करेगा। पहले चरण में 15 से अधिक शहरों के लिए प्रतिदिन 20 उड़ानों का परिचालन किया जाएगा। एयर इंडिया ने बयान में कहा कि 2026 के मध्य तक इसे बढ़ाकर 55 किया जाएगा, जिसमें पांच अंतरराष्ट्रीय उड़ानें शामिल होंगी। अदाणी समूह और महाराष्ट्र के नगर विकास प्राधिकरण सिडको के संयुक्त स्वामित्व वाले नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे (एनएमआईए) का इस महीने के अंत में संचालन शुरू हो सकता है। भाषा

एयरपोर्ट • नवरात्र में कोलकाता का बढ़ा किराया, हैदराबाद फ्लाइट रोजाना चलेगी, रोज 5 फ्लाइट्स लीन सीजन खत्म, फेस्टिव सीजन शुरू; उदयपुर, इंदौर, कोलकाता, बंगलुरु सहित 7 शहरों के लिए फ्लाइट्स शुरू, कनेक्टिविटी बढ़ेगी



एविएशन रिपोर्टर | जयपुर

जयपुर एयरपोर्ट पर सोमवार से त्योहारी रौनक शुरू हो गई है। फेस्टिव सीजन की शुरुआत के साथ ही 7 शहरों के लिए नई फ्लाइट्स शुरू हुई हैं।

दरअसल, जुलाई से सितंबर अवधि में मानसून के दौरान फ्लाइट्स में यात्रा करने वाले यात्रियों की संख्या अपेक्षाकृत कम रहती है। एयरलाइंस इस सीजन को लीन सीजन मानती है। इस दौरान हवाई किराए की दरें भी काफी कम रहती हैं, इसके बावजूद यात्रीभार में

खास बढ़ोतरी नहीं दिखती। जयपुर एयरपोर्ट पर भी पिछले करीब 3 महीने से इसी तरह के हालात दिख रहे थे। अब नवरात्र शुरू होते ही 7 नई फ्लाइट शुरू की हैं। ये फ्लाइट इंदौर, बंगलुरु, उदयपुर, देहरादून, चंडीगढ़, कोलकाता और अहमदाबाद के लिए संचालित होंगी। अभी जयपुर से उदयपुर, देहरादून और इंदौर के लिए रोज एक-एक फ्लाइट ही चल रही थी, लेकिन अब रोज 2-2 फ्लाइट मिलेंगी। कोलकाता, चंडीगढ़ और अहमदाबाद के लिए रोज 3-3 फ्लाइट चल रही थीं, अब 1-1 नई फ्लाइट जुड़ने से रोजाना 4-4 फ्लाइट उपलब्ध होंगी। बंगलुरु के लिए एक और फ्लाइट जुड़ने से अब जयपुर से रोजाना 6 फ्लाइट उपलब्ध हो सकेंगी।

ये नई फ्लाइट्स शुरू हुईं

- जयपुर से फ्लाइट 6ई-7158 रोज सुबह 5:10 बजे इंदौर जाएगी।
- जयपुर से फ्लाइट 6E-373 रोज सुबह 5:25 बजे बंगलुरु जाएगी।
- फ्लाइट 6ई-7198 जयपुर से रोज शाम 5:30 बजे उदयपुर जाएगी।
- फ्लाइट 6ई-7468 जयपुर से रोज शाम 6:30 बजे देहरादून जाएगी।
- फ्लाइट 6ई-7414 जयपुर से रोज शाम 7:50 बजे चंडीगढ़ जाएगी।
- फ्लाइट 6ई-6186 जयपुर से रोज शाम 8:10 बजे कोलकाता जाएगी।
- फ्लाइट 6ई-7138 जयपुर से रोज रात 9:50 बजे अहमदाबाद जाएगी।

पहले 21 शहरों के लिए 52 थी, अब 59 फ्लाइट्स

21 सितंबर तक जयपुर एयरपोर्ट से रोज औसतन 52 फ्लाइट्स संचालित हो रही थीं, जो 21 शहरों के लिए थीं। अब 7 नई फ्लाइट शुरू होने से ये संख्या बढ़कर 59 हो जाएगी। वहीं, फेस्टिव सीजन में हवाई किराए की दरों में भी उछाल शुरू हो गया है। नवरात्रि में पश्चिम बंगाल में दुर्गा पूजा का खास महत्व है, ऐसे में कोलकाता का किराया बढ़ा है। वहीं, गरबा रास के लिए जाने वाले यात्रियों की संख्या बढ़ने के लिहाज से अहमदाबाद का किराया भी अधिक हुआ है। जयपुर से 23 सितंबर को कोलकाता के लिए 4 फ्लाइट हैं। इनमें किराया 8147 से 9249 रुपए तक लिया जा रहा है, जबकि सामान्य दिनों में 6 हजार

से 6500 रुपए रहता है। अहमदाबाद के लिए 4 फ्लाइट हैं और किराया 6140 से लेकर 8030 रुपए तक लिया जा रहा। जबकि सामान्य दिनों में किराया 4500 से 5000 रुपए तक रहता है। उधर, इंडिगो एयरलाइंस ने जयपुर-हैदराबाद-जयपुर फ्लाइट का संचालन नियमित कर दिया है। फ्लाइट 6ई-816 अब रोजाना संचालित होगी। फ्लाइट जयपुर से रात 8:50 बजे हैदराबाद जाती है, जो सप्ताह में 4 दिन थी। सोमवार से फ्लाइट रोज संचालित होगी। जयपुर से हैदराबाद के लिए रोजाना 5 फ्लाइट मिलेंगी। वहीं, सभी नई फ्लाइट्स का संचालन इंडिगो एयरलाइंस करेगी।

नोएडा एयरपोर्ट से उग्र की अर्थव्यवस्था को मिलेगी नई उड़ान

■ प्रधानमंत्री 30 अक्टूबर को करेंगे एयरपोर्ट का उद्घाटन ■ उद्घाटन के साथ प्रधानमंत्री करेंगे विशाल जनसभा, तैयारियां शुरू



■ देवेन्द्र सिंह

ग्रेटर नोएडा, 23 सितम्बर (देशबन्धु)। उत्तर प्रदेश के जेवर में बन रहा नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) अब जल्द ही हकीकत बनने वाला है। एयरपोर्ट का उद्घाटन 30 अक्टूबर को होगा। पुलिस प्रशासन की तरफ से उद्घाटन को लेकर तैयारियां शुरू कर दी गईं। उद्घाटन के बाद करीब 45 दिनों में कामर्शियल फ्लाइट्स शुरू होने की उम्मीद है, जो पोस्ट-दिवाली यानी 2025 के अंत तक हो सकती हैं। यह एयरपोर्ट न सिर्फ दिल्ली-एनसीआर की हवाई यात्रा को आसान बनाएगा, बल्कि राज्य की अर्थव्यवस्था को भी बड़ा सहारा देगा। हालांकि, विशेषज्ञों का कहना है कि इसके पूरे लाभ उठाने के लिए कनेक्टिविटी और नीतियों पर ध्यान देना जरूरी होगा।

क्या मिलेगा और कब से?

एयरपोर्ट का संचालन ज्यूरिख एयरपोर्ट इंटरनेशनल की सब्सिडियरी यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (यापल) के हाथों में है। कॉन्सेशन एग्रीमेंट के तहत, ऑपरेटर सरकार को प्रति यात्री 400.97 रुपए का रेवेन्यू शेयर देगा। यह राशि कामर्शियल ऑपरेशन की तारीख से छठे साल

से लागू होगी और उसके बाद थोक मूल्य सूचकांक के आधार पर बढ़ती रहेगी। अगर फ्लाइट्स 2025-26 में स्थिर हो जाती हैं, तो यह राशि 2030-31 से मिलनी शुरू हो सकती है। छठे साल के बाद एयरपोर्ट से सालाना करोड़ों का राजस्व आने की संभावना है, जो राज्य को आर्थिक रूप से मजबूत बनाएगा।

क्षमता और विस्तार की योजना

एयरपोर्ट के पहले चरण में एक रनवे और एक टर्मिनल होगा, जो सालाना 1.2 करोड़ यात्रियों को हैंडल कर सकेगा। भविष्य में यह क्षमता चरणबद्ध तरीके से 3 करोड़, फिर 5 करोड़ और अंत में 7 करोड़ यात्रियों तक पहुंचेगी। मास्टर प्लान के अनुसार, 2050 तक यह 12 करोड़ यात्रियों तक का लक्ष्य रखता है, जो इसे एशिया का सबसे बड़ा एयरपोर्ट बना सकता है। ईंधनो पहली एयरलाइन होगी जो यहां से उड़ानें शुरू करेगी, और 10 रूट्स पर शुरुआती सेवाएं होंगी। इसके अलावा, कार्गो टर्मिनल और मेंटेनेंस सुविधाएं भी विकसित हो रही हैं, जो लॉजिस्टिक्स को बढ़ावा देंगी।

राजस्व और हिस्सेदारी का बंटवारा

एयरपोर्ट से मिलने वाला राजस्व सरकार और

स्थानीय संस्थाओं के बीच बंटेगा। शेयरहोल्डिंग के आधार पर, उत्तर प्रदेश सरकार को 37.5 फीसदी नोएडा अथॉरिटी को 37.5 फीसदी ग्रेटर नोएडा को 12.5 फीसदी और यमुना एक्सप्रेस वे प्राधिकरण (यौडा) को 12.5 फीसदी हिस्सा मिल सकता है। हालांकि, अंतिम वितरण कानूनी दस्तावेजों पर निर्भर करेगा। विशेषज्ञों का अनुमान है कि मध्यम अवधि में यूजर डेवलपमेंट फीस, लैंडिंग चार्ज, रिटेल और अन्य स्रोतों से करोड़ों का राजस्व आएगा, जो स्थानीय विकास में लगाया जा सकता है।

रोजगार व स्थानीय अर्थव्यवस्था पर असर

एयरपोर्ट से सीधे तौर पर बड़ा फायदा होगा। फिलहाल निर्माण में करीब 9,000 मजदूर काम कर रहे हैं, और पूरा होने पर लाखों प्रत्यक्ष-अप्रत्यक्ष नौकरियां पैदा होंगी। एयरलाइंस, ग्राउंड हैंडलिंग, कार्गो, रिटेल और हॉस्पिटैलिटी जैसे क्षेत्रों में रोजगार बढ़ेगा। क्षेत्र को लॉजिस्टिक्स हब बनाने की योजना है, जहां फल-सब्जी, फार्मा और ई-कॉमर्स के लिए कूल चेन विकसित होंगी। रियल एस्टेट में भी उछाल आएगा— आसपास इंडस्ट्रियल पार्क, होटल और वेयरहाउस बनेंगे, जिससे भूमि की कीमतें बढ़ेंगी। हाल ही में सरकार ने दिल्ली-नोएडा-एयरपोर्ट को जोड़ने वाली 30 किमी एक्सप्रेस वे को मंजूरी दी है,

प्रधानमंत्री की जनसभा को लेकर अधिकारियों ने किया दौरा

उद्घाटन के अवसर पर पीएम मोदी एक विशाल जनसभा को भी संबोधित करेंगे। जनसभा की तैयारियों के लिए जिला प्रशासन, पुलिस और एयरपोर्ट अधिकारियों ने मंगलवार को साइट का दौरा किया। फेज-1 के बाहर चार संभावित स्थलों को चिन्हित किया गया है, जिनकी रिपोर्ट जांच एजेंसियों को भेजी जाएगी, एजेंसियों की रिपोर्ट के आधार पर अंतिम स्थल का चयन होगा। मंगलवार को गौतमबुद्धनगर पुलिस आयुक्त लक्ष्मी सिंह, जिलाधिकारी मेधा रूपम, यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण (यौडा) व नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नियाल) के सीईओ राकेश कुमार सिंह, नियाल नोडल अधिकारी शैलेंद्र भाटिया और यमुना इंटरनेशनल एयरपोर्ट लिमिटेड (यापल) की चीफ ऑपरेटिंग ऑफिसर किरन जैन ने संयुक्त रूप से साइट का निरीक्षण किया।

जो कनेक्टिविटी को मजबूत करेगी।

यूपी की कुल अर्थव्यवस्था पर प्रभाव

यह एयरपोर्ट यूपी की जीडीपी को बढ़ावा देगा। हवाई सेवाएं, पर्यटन, व्यापार और निवेश बढ़ेंगे। इलेक्ट्रॉनिक्स, ऑटो पार्ट्स और फार्मा जैसे क्लस्टर बनेंगे, जहां लाखों करोड़ का निवेश आ सकता है। उदाहरण के लिए, यूपी अब देश के 65 फीसदी इलेक्ट्रॉनिक उपकरण बनाता है, और एयरपोर्ट इसे और तेज करेगा। कर और राजस्व का प्रवाह भी मजबूत होगा, जो ग्रामीण-शहरी दोनों क्षेत्रों को फायदा पहुंचाएगा। नोएडा इंटरनेशनल एयरपोर्ट सिर्फ एक हवाई अड्डा नहीं, बल्कि यूपी की आर्थिक नब्ब बन सकता है। अगर क्रियान्वयन सही रहा, तो रोजगार, लॉजिस्टिक्स और राजस्व में भारी बढ़ोतरी होगी। लेकिन सफलता कनेक्टिविटी और नीतियों को गति पर टिकी है।

The Daily Guardian

epaper.thedailyguardian.com
23 Sep 2025 - Page 1

CISF takes charge of security at Noida International Airport

ABHINANDAN MISHRA
NEW DELHI

The Central Industrial Security Force (CISF) has formally taken over as the aviation security agency for the upcoming Noida International Airport (NIA) at Jewar, marking a significant milestone in the airport's operational readiness ahead of its commercial launch.

The induction ceremony, held on Monday, was attended by senior officials including CISF Special DG (Airports) Praveer Ranjan, IG (Airport Sector) Senthil Avoodai Krishna R, Noida International Airport Ltd. (NIAL) CEO Rakesh Kumar Singh, COO Kiran Jain, Nod-

al Officer Shailendra Bhatia, and Regional Director (RO Delhi) Sanjay Kataria.

With this, Noida International Airport becomes the 70th airport in the country to come under CISF security cover. The Aviation Security Group (ASG) and Airport Sector (APS) of the force will be responsible for perimeter and access control, passenger and baggage screening, terminal and landside protection, rapid response deployments, and coordination with local law enforcement agencies.

In its first phase, 1,047 CISF personnel will be deployed under a Chief Aerodrome Security Officer, with the strength set to increase

in line with operational requirements.

"CISF is proud to take charge of aviation security at Noida International Airport. Our Aviation Security Group will implement globally benchmarked procedures and layered security measures to safeguard passengers, crew, and assets," Ranjan said.

COO Kiran Jain emphasised that the induction reflects the airport's focus on safety: "Security is central to our vision of offering safe, seamless, world-class passenger experiences. We are privileged to partner with CISF in ensuring uncompromising standards of aviation safety."



CISF Special DG (Airports) Praveer Ranjan, IG (Airport Sector) Senthil Avoodai Krishna R, Noida International Airport Ltd. (NIAL) CEO Rakesh Kumar Singh, COO Kiran Jain, Nodal Officer Shailendra Bhatia, and Regional Director (RO Delhi) Sanjay Kataria at the induction ceremony, held at Noida International Airport on Monday. ANI



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

24 SEPTEMBER 2025

उद्घाटन के 15 दिन में शुरू हो जाएगी नोएडा से विमान सेवा

जागरण संवाददाता, ग्रेटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट के लोकार्पण के साथ ही देश के कुछ शहरों के लिए विमान सेवा शुरू करने की योजना है। एयरपोर्ट की विकासकर्ता व संचालक कंपनी यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. उद्घाटन के दिन से ही विमान सेवा शुरू करने के लिए प्रयास में जुटी है। प्रधानमंत्री नरेन्द्र मोदी 30 अक्टूबर को नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन करेंगे।

अधिकारियों का कहना है कि उद्घाटन के 15 दिन के अंदर विमान सेवा शुरू करने का प्रयास है। शुरुआत में देश के कुछ शहरों के लिए विमान सेवा शुरू की जाएगी। धीरे-धीरे विमान सेवा का विस्तार किया जाएगा। शुरुआत में कार्गो सेवा भी घरेलू होगी।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

24 SEPTEMBER 2025

भारतीय हवाई क्षेत्र में पाकिस्तानी विमानों पर पाबंदी 24 अक्टूबर तक बढ़ी

नई दिल्ली, प्रेस : भारत ने पाकिस्तान के विमानों के लिए अपने हवाई क्षेत्र में प्रवेश पर प्रतिबंध को 24 अक्टूबर तक बढ़ा दिया है। पाकिस्तान ने भी भारतीय विमानों के लिए अपने हवाई क्षेत्र को 24 अक्टूबर तक बंद कर दिया है। उल्लेखनीय है कि दोनों देशों ने अप्रैल में पहलगाम आतंकी हमले के बाद से एक-दूसरे के विमानों के लिए अपने-अपने एयरस्पेस को बंद कर रखा है।



भारत और पाकिस्तान ने अपने-अपने हवाई क्षेत्र में प्रवेश पर प्रतिबंध को बढ़ाने के लिए अलग-अलग नोटिस टू एयरमैन (नोटम) जारी किए हैं। 23 सितंबर को जारी नोटम के अनुसार, पाकिस्तान के पंजीकृत विमानों और पाकिस्तान की एयरलाइनों/आपरेटरों द्वारा संचालित/स्वामित्व या पट्टे पर लिए गए विमानों, जिसमें सैन्य उड़ानें भी शामिल हैं के भारतीय हवाई क्षेत्र में प्रवेश पर प्रतिबंध रहेगा। हवाई क्षेत्र पर प्रतिबंध भारतीय समयानुसार 24 अक्टूबर को सुबह साढ़े पांच तक प्रभावी रहेगा।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

24 SEPTEMBER 2025

Copenhagen Airport Shuts Down for 4 hrs After Drone Sightings



Copenhagen Airport, the busiest in the Nordic region, reopened early Tuesday after drone sightings forced a nearly four-hour shutdown of all take-offs and landings. Norway's Oslo Airport also reopened after temporarily closing its airspace due to a drone. **Reuters**

FASTER WINGS | New airport, set to open on Sep 30, offers quicker access and added capacity for city's flyers

Navi Mumbai airport woos Pune's int'l flyers

Shubham Kurale

PUNE

The much-awaited Navi Mumbai International Airport (NMIA) is creating excitement among travellers as its Sep 30 opening date approaches. With its lotus-inspired design and expansive terminal facilities, the airport is expected to provide residents of Pune and Pimpri-Chinchwad a more convenient alternative to Mumbai's Chhatrapati Shivaji Maharaj International Airport. City residents believe this will significantly reduce travel time.

Rahul Jadhav, a resident of Dange Chowk, told The Free Press Journal (FPJ), "It usually takes around four hours to reach Mumbai's Chhatrapati Shivaji Maharaj International Airport, while it takes around two and a half hours to reach NMIA, so it will definitely cut the travel time and add as an alternative option." "Suppose for long-haul flights to Europe, which cannot operate from Pune's Lohegaon airport due to the shorter runway, other options were Delhi or Bangalore. But now we can access NMIA, as it's easy to reach from Pimpri-Chinchwad through the Pune-Mumbai Expressway and also takes more or less the same time to travel," Shubham Doiphode, a resident of Dehuroad, told the FPJ. The first phase of NMIA is reportedly around 94% complete. Operations will begin with 60 flights a day and are



expected to increase to 300 within six months. Phase 1 is designed to cater to 2 crore passengers annually, while full capacity after completion of dual runways and four terminals is projected at 9 crore passengers a year. K Shambhavi, a resident of Nigdi, said, "We currently witness frequent flight delays and cancellations at Pune as well as Mumbai city airport. So after NMIA gets operational, it will cater to some additional capacity and may help reduce delays."

Beneficial for industries and exporters

Pune's Lohegaon airport lacks capacity for larger cargo planes, an issue that NMIA is expected to resolve. Industrialist Vinay Sawant, a resident of Bhosari, told the FPJ, "There are many industries and MNCs located in

Bhosari, Talegaon and Chakan MIDC, and we are visited by many foreign clients. While the nearest international airport is that of Mumbai, NMIA will now be a preferred choice and will save a lot of time."

Exporters also expect gains from reduced logistics costs. "There are many farmers who export fruits and vegetables abroad. For larger consignments, they need to pack early, and it becomes difficult in cases of products with shorter shelf lives. So the Navi Mumbai International Airport will help in reducing the logistics cost as the travel distance and time required will be reduced considerably," Mahesh Yelwande, a resident of Nighoje, told the FPJ. To ensure connectivity, the state government plans to link NMIA with bus, metro and rail services. The Maharashtra State Road Transport Corporation (MSRTC) will also

"It usually takes around four hours to reach Mumbai's Chhatrapati Shivaji Maharaj International Airport, while it takes around two and a half hours to reach NMIA, so it will definitely cut the travel time."

— Rahul Jadhav
Resident, Dange Chowk

"There are many farmers who export fruits and vegetables abroad. For larger consignments, they need to pack early... the NMIA will help in reducing the logistics cost."

— Mahesh Yelwande
Resident, Nighoje

launch a dedicated bus service connecting Pune, Dadar, Vashi and Panvel with the new airport. Spread across 1,160 hectares, NMIA has been built in phases and features a 47-MV solar power capacity source.

LOKSATYA

DELHI

24 SEPTEMBER 2025

एयरपोर्ट का नाम महायोगी गुरु गोरखनाथ हवाई अड्डा करने पर सहमति दी

गोरखपुर, लोकसत्य। एयरपोर्ट परिसर में गुरु गोरखनाथ की प्रतिमा लगाने और हवाई अड्डे का नाम 'महायोगी गुरु गोरखनाथ हवाई अड्डा' करने पर भी सहमति बनी। सांसद ने कहा कि प्रधानमंत्री नरेंद्र मोदी और मुख्यमंत्री योगी आदित्यनाथ के मार्गदर्शन में गोरखपुर शीघ्र ही नई उड़ानों और विश्वस्तरीय सुविधाओं के साथ देश में एक अलग पहचान बनाएगा।

गोरखपुर एयरपोर्ट का नाम बदलकर अब महायोगी गुरु गोरखनाथ हवाई अड्डा रखा जाएगा। सोमवार को एयरपोर्ट की सलाहकार समिति ने इसे सहमति दे दी। साथ ही एयरपोर्ट परिसर में गुरु गोरखनाथ की प्रतिमा भी लगाई जाएगी। सोमवार को सांसद रवि किशन शुक्ला ने गोरखपुर सिविल एयरपोर्ट पर हवाई अड्डा सलाहकार समिति की बैठक की अध्यक्षता की।



सांसद रवि किशन ने एयरपोर्ट सलाहकार समिति संग बैठक की।

● सांसद रवि किशन की अध्यक्षता में हुई एयरपोर्ट की सलाहकार समिति की बैठक में मंजूरी मिली

मुख्य एजेंडा गोरखपुर एयरपोर्ट का विकास, आधुनिकीकरण और यात्री सुविधाओं का विस्तार रहा। सांसद ने कहा कि गोरखपुर एयरपोर्ट केवल हवाई अड्डा नहीं, बल्कि पूर्वांचल की पहचान है। इसे

अंतरराष्ट्रीय स्तर पर विकसित करना उनका संकल्प है।

उन्होंने नए टर्मिनल भवन निर्माण, एमईएस संरचनाओं का रिलोकेशन, एप्रन एक्सटेंशन कार्यों की समयबद्ध पूर्णता और नई उड़ान सेवाओं की शुरुआत का प्रस्ताव रखा। जम्मू, पुणे, जयपुर, चंडीगढ़ और गोवा के लिए सीधी उड़ानें शुरू करने का सुझाव दिया गया।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

23 SEPTEMBER 2025

जयपुर एयरपोर्ट: देरी से आती- जाती रही फ्लाइट

पत्रिका न्यूज़ नेटवर्क
patrika.com

जयपुर . जयपुर इंटरनेशनल एयरपोर्ट पर फ्लाइट की देरी से आवाजाही आम बात हो गई। जिससे यात्रियों को परेशानी से जूझना पड़ रहा है। एयरपोर्ट प्रशासन के अनुसार एअर इंडिया एक्सप्रेस एयरलाइन की मुंबई से शाम 6 बजे आने वाली फ्लाइट एक घंटे देरी से जयपुर पहुंची। इधर, जयपुर से शाम 6:35 बजे मुंबई रवाना होने वाली फ्लाइट भी एक घंटे की देरी से रवाना हुई। इसके अलावा जयपुर से शाम पौने सात बजे बेंगलूरु जाने वाली इंडिगो एयरलाइन की फ्लाइट भी पौने घंटे की देरी से जयपुर से रवाना हुई।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

24 SEPTEMBER 2025

जोधपुर एयरपोर्ट पर जल्द शुरू होंगी रोजाना 13 नई उड़ानें : शेखावत

जोधपुर (आईएनएस)। केंद्रीय संस्कृति एवं पर्यटन मंत्री गजेंद्र सिंह शेखावत ने मंगलवार को राजस्थान के जोधपुर में निर्माणाधीन अंतरराष्ट्रीय हवाई अड्डे का निरीक्षण किया। इस दौरान उन्होंने वहां मिली कमियों को ठीक करने के लिए अधिकारियों को आवश्यक दिशानिर्देश दिए। मंत्री गजेंद्र सिंह शेखावत ने कहा कि एयरपोर्ट का उद्घाटन प्रधानमंत्री नरेंद्र मोदी के हाथों से करवाया जाएगा। शेखावत ने कहा,

मैं व्यक्तिगत रूप से प्रधानमंत्री मोदी से मिलूंगा और उनसे अनुरोध करूंगा कि वे इस अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन करने के लिए जोधपुर आए। मुझे उम्मीद है कि वे मेरा अनुरोध स्वीकार करेंगे। उन्होंने कहा कि एयरपोर्ट का निर्माण बिल्कुल वैसा ही हो रहा है, जैसा सोचा गया था और यह अपने अंतिम चरण में है। जल्द ही निर्माण पूरा कर लिया जाएगा। इसके शुरू होने से आमजन को फायदा होगा। मंत्री ने बताया कि इस एयरपोर्ट को अक्टूबर के अंत तक शुरू करने का लक्ष्य रखा गया है और काम तय समय सीमा के भीतर पूरा हो रहा है। काम में किसी प्रकार की

लापरवाही बर्दाश्त नहीं की जाएगी। एयरपोर्ट के उद्घाटन के बाद यहां और विमानों की संख्या में बढ़ोतरी होगी। शेखावत ने बताया कि 13 नई उड़ानें रोजाना शुरू हो जाएंगी। इसमें दिल्ली, मुंबई, चेन्नई, और बेंगलुरु सहित देश के

अन्य राज्यों के साथ कनेक्टिविटी और बेहतर होंगी। जोधपुर, बीकानेर, जैसलमेर और किशनगढ़ से आने वाले

विमानों में जोधपुर में ही तेल भरा जाएगा। इसके लिए राजस्थान सरकार ने विमानन ईंधन पर लगाने वाले वेट में कमी की है, जिसके लिए उन्होंने मुख्यमंत्री का आभार व्यक्त किया। उन्होंने कहा कि इस कदम से जोधपुर में एयर ट्रैफिक बढ़ने की उम्मीद है।

उन्होंने कहा कि देश भर में दो दीपावली मनाई जाएगी। पहली बचत उत्सव की और दूसरी दीपावली के दीये जब देश भर के लिए जलाएंगे उस दिन होगी, जबकि जोधपुर में लोग तीन दीपावली मना सकते हैं। एयरपोर्ट के उद्घाटन के साथ उन्हें तीसरी दीपावली मनाने का अवसर मिलेगा।

Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

24 SEPTEMBER 2025

नवी मुंबई एयरपोर्ट पर इस माह शुरू हो सकता है परिचालन

मुंबई (भाषा)।

एयर इंडिया समूह ने मंगलवार को कहा कि वह नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे से अपनी किफायती विमानन कंपनी एयर इंडिया एक्सप्रेस के साथ वाणिज्यिक उड़ानें शुरू करेगा। पहले चरण में 15 से अधिक शहरों के लिए प्रतिदिन 20 उड़ानों का परिचालन किया जाएगा।

एयर इंडिया ने बयान में कहा कि 2026 के मध्य तक इसे बढ़ाकर 55 किया जाएगा, जिसमें पांच अंतरराष्ट्रीय उड़ानें शामिल

होंगी। अडाणी समूह और महाराष्ट्र के नगर विकास प्राधिकरण सिडको के संयुक्त स्वामित्व वाले नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे (एनएमआईए) का इस महीने के अंत में संचालन शुरू हो सकता है।

एयर इंडिया के मुख्य कार्यपालक अधिकारी (सीईओ) एवं प्रबंध निदेशक कैम्बेल विल्सन ने कहा, 'हम नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे पर परिचालन शुरू करने को उत्सुक हैं। हम अडाणी एयरपोर्ट्स



■ एयरपोर्ट से 15 से ज्यादा शहरों के लिए अपनी नई उड़ानें शुरू करेगी एयर इंडिया एक्सप्रेस

के साथ मिलकर एनएमआईए को देश के बाकी हिस्सों से जोड़ने वाले एक केंद्र के रूप में

विकसित कर खुश हैं। साथ ही अपनी रणनीतिक भौगोलिक स्थिति को देखते हुए यात्रियों एवं

माल ढुलाई दोनों के लिए देश के प्रमुख वैश्विक पारगमन केंद्रों में से एक के रूप में भी इसे विकसित कर प्रस्तुत हैं।'

अडाणी एयरपोर्ट होल्डिंग्स लिमिटेड के मुख्य कार्यपालक अधिकारी (सीईओ) अरुण बंसल ने कहा, 'यह साझेदारी मुंबई के संपन्न परिदृश्य को नए सिरे से परिभाषित करेगी। यात्रियों के लिए दक्षता एवं सर्वोत्तम अनुभव बढ़ाने के लिए एनएमआईए द्वारा अपनाई गई प्रौद्योगिकी आने वाले दशकों में यात्रियों के लिए निर्बाध एवं बेहतर

यात्राएं प्रदान करने में महत्वपूर्ण भूमिका निभाएगी।'

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का निर्माण पांच चरणों में किया जा रहा है। इसके प्रारंभिक चरण में प्रति वर्ष दो करोड़ यात्रियों (एमपीपीए) और पांच लाख टन (एमएमटी) कार्गो संभालने की उम्मीद है। एयर इंडिया ने कहा कि निर्माण पूरा होने पर एनएमआईए में प्रति वर्ष नौ करोड़ यात्रियों को सेवा प्रदान किए जाने और यहां सालाना 32 लाख टन माल ढुलाई होने की संभावना है।



Corporate Communications Directorate

THE STATESMAN

DELHI

23 SEPTEMBER 2025

CISF takes charge of security at Noida International Airport

STATESMAN NEWS SERVICE

New Delhi, 22 September

The Central Industrial Security Force (CISF) was formally inducted on Monday as the designated aviation security agency for the upcoming Noida International Airport (NIA) in Jewar, officials said. The induction marks a significant milestone in the airport's journey toward operational readiness ahead of its commercial launch. The ceremony was attended by senior officials from the Government of Uttar Pradesh, CISF, and Noida International Airport Limited (NIAL), including Praveer Ranjan, Special DG (Airports), CISF;



Rakesh Kumar Singh, CEO, NIAL; and Kiran Jain, COO, NIAL, among others.

With this development, NIA becomes the 70th airport in the country to come under CISF security cover. The CISF's Airport Sector (APS) and Aviation Security Group (ASG) will oversee all aspects of airport security, including

perimeter and access control, passenger and baggage screening, terminal and landside security, deployment of Quick Response Teams (QRTs), and coordination with local law enforcement agencies. In the first phase, 1,047 CISF personnel will be deployed under the leadership of a Chief Aerodrome Security Officer (CASO).



Corporate Communications Directorate

THE ASIAN AGE

DELHI

23 SEPTEMBER 2025

■ Passenger mistakes cockpit for lavatory, tries to open door

Mid-air hijack scare on AI Exp flight

AGE CORRESPONDENT
NEW DELHI, SEPT. 22

A passenger on board an Air India Express flight to Varanasi from Bengaluru, on Monday, caused a mid-air scare when he approached the cockpit entry area and tried to open it.

Anticipating a hijack attempt, the pilots, reportedly, locked the cockpit from inside to deny him entry.

Later, it was found that the passenger had boarded a flight for the first time and he approached the cockpit area assuming it to be a lavatory.

He went back to his seat when the cabin crew informed the passenger

that he was trying to open the cockpit door.

However, the matter was reported to the relevant authorities, the passenger was handed over to CISF at Varanasi airport and an investigation into the incident is on. The passenger was flying in a group.

Varuna Zone DCP Akash Patel confirmed the matter, adding that a multi-agency probe involving local police, the intelligence department, and the anti-terrorist squad was underway.

Authorities are, however, investigating how the he came to possess the correct cockpit password.

"We are aware of reports

▶ **ALL NINE** persons, residents of Bengaluru, had come to Varanasi for pilgrimage, are being interrogated, and further action will be taken based on findings

of an incident on one of our flights to Varanasi, where a passenger approached the cockpit entry area while looking for the lavatory. We reaffirm that robust safety and security protocols are in place and were not compromised."

"The matter was reported to the relevant authorities on landing and is currently under investigation," Air India Express said in a statement.

In Varanasi, officials said CISF personnel detained a man and his eight companions as soon as their aircraft landed and handed them over to the local Phoolpur police.

SHO Praveen Kumar Singh said the man had attempted to open the cockpit door during the flight.

"He was arrested on landing and handed over to us. All nine persons, residents of Bengaluru, had come to Varanasi for pilgrimage.

They are being interrogated, and further action will be taken based on findings," Mr Singh added. Further legal proceedings are underway.



Corporate Communications Directorate

AMAR UJALA

DELHI

24 SEPTEMBER 2025

भारत ने जारी किया नोटिस

पाकिस्तान के लिए हवाई क्षेत्र पाबंदी 24 अक्टूबर तक बढ़ी

नई दिल्ली। भारत ने पाकिस्तान के सैन्य एवं असैन्य विमानों के लिए अपना हवाई क्षेत्र बंद रखने की समयसीमा



बढ़ाकर 24 अक्टूबर कर दी है। पाकिस्तान ने भी 24 अक्टूबर तक भारतीय विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया है। पहलगाम आतंकी हमले के बाद अप्रैल

से ही दोनों देशों ने एक-दूसरे के विमानों के लिए अपने-अपने हवाई क्षेत्र को बंद कर रखा है। भारत और पाकिस्तान दोनों ने हवाई क्षेत्र बंद रखने की अवधि बढ़ाने संबंधी नोटिसेज टु एयरमैन (एनओटीएएम) जारी किया है। यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 SEPTEMBER 2025

Revamped UDAN scheme on Centre's table for review

PRIOR TO ROLLOUT. Cabinet note will follow the Public Investment Board's nod

Rohit Vaid
New Delhi

The Centre is reviewing the proposed new version of the UDAN (*Ude Desh ka Aam Naagrik*) regional air connectivity scheme, top sources told *businessline*.

The draft of the revamped scheme has been submitted to the Public Investment Board (PIB) for evaluation.

The proposal, sources said, is for a new version, which will span from 2026 to 2036, and is aimed at boosting regional air connectivity across the country.

"A Cabinet note will be floated following the PIB's clearance, paving the way for the scheme's rollout as per timelines," sources told *businessline*.

"The new version is expected to address earlier challenges and attract more private participation while enhancing air access to remote areas," they added.

The original version of the scheme was launched in Oc-



NEXT DECADE. The original version of the scheme was launched in October 2016 with an initial tenure of 10 years REUTERS

tober 2016 with an initial tenure of 10 years.

CONNECTIVITY & MORE

The proposal for the modified UDAN scheme was announced in the Union Budget 2025-26 by Finance Minister Nirmala Sitharaman.

As per the Budget announcement, the new version aims to connect 120 additional destinations and enable the travel of four crore passengers over the next decade.

In her Budget speech, Sitharaman said the scheme will also support helipads

and smaller airports in hilly areas, as well as aspirational and North-Eastern districts.

Earlier this year, Civil Aviation Minister Ram Mohan Naidu had told *businessline* that the modified UDAN scheme is a "major move on the part of the Centre to give a continued boost to the civil aviation sector in the country".

"Our Budget proposal for the extension of the scheme for another 10 years was based on a careful assessment of the need for continued support to operationalise and build more airports, water aerodromes and

helipads, besides aiding airlines in reaching the far-flung areas of the country that have had no air services ever," he had said. "We have already seen the benefits that the scheme has brought to the entire country."

160 AIRPORTS

Since its launch, the UDAN scheme has made notable strides in improving regional air connectivity.

The scheme has operationalised more than 600 routes, including helicopter services, and has contributed to doubling the number of operational airports in the country from 74 in 2014 to over 160 by 2024.

Currently, the scheme operates under a market-driven model, allowing the airlines to assess passenger demand and propose routes during bidding rounds.

Further, it incentivises the development of new airports and the upgrade of existing ones, while providing airlines with viability gap funding (VGF).



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 SEPTEMBER 2025

Air India crash: SC seeks response from Centre, DGCA on plea for 'fair' and 'expeditious' probe

Aaratrika Bhaumik
New Delhi

The Supreme Court on Monday censured the "selective" release of the Aircraft Accident Investigation Bureau's (AAIB) preliminary report on the June 12 Air India crash in Ahmedabad, and called media reports attributing the blame to pilot error before the inquiry was complete as "irresponsible".

A Bench of Justices Surya Kant and N Kotiswar Singh issued notices to the Union government and the Direct-

orate General of Civil Aviation (DGCA) "for the limited purpose of ensuring a fair, impartial and expeditious investigation by an expert body." However, the judges made it clear that they were not at this stage considering the public disclosure of any part of the probe.

The Bench said the manner in which excerpts of the report were made public had created a misleading perception. "The selective and piecemeal publication of the preliminary inquiry report was unfortunate. Till the inquiry is complete, it is im-

portant to maintain absolute confidentiality", it observed, cautioning that rival airlines often exploit such tragedies to tarnish reputations.

'NO CLARITY'

The Bench was hearing a petition filed by Safety Matters Foundation, a non-profit led by former pilot Amit Singh, seeking a court-monitored independent probe into the crash that killed 260 people. The plea alleged that the preliminary report violated the Aircraft (Investigation of Accidents and Incidents) Rules, 2017, which mandate full dis-

closure of factual data.

Advocate Prashant Bhushan, appearing for the non-profit, questioned the composition of the AAIB probe team, noting that three of its five members were DGCA officers. Justice Surya Kant, however, observed that the presence of officers did not necessarily imply bias.

'SELECTIVE LEAKS'

The Bench acknowledged the demand for an impartial inquiry, but expressed reservations about placing all information in the public do-

main before the probe was complete. "Of course, the inquiry has to be fair. But the inquiry should be allowed to complete for the whole picture to come out," it said.

The judges added that such investigations "should be completed expeditiously without giving anyone the opportunity for rumour or misrepresentation".

When Bhushan pointed out that the preliminary report had selectively blamed the pilots, the court called it "very unfortunate". "That is why we say some confidentiality has to be maintained.

Privacy and dignity must be respected, because even though the pilots are no more, their families are still there and will be affected by such leaks," the Bench observed.

According to the AAIB report, the fuel control switches of the aircraft "transitioned" to the "cutoff" position three seconds after it became airborne, cutting off fuel supply and causing both engines to shut down.

The report noted that the cockpit voice recording captured one pilot asking the

other, "why did he cut off?", to which the colleague responded that he had not done so.

It did not clarify whether the switch movement was inadvertent or deliberate, but identified the fuel cut-off as the immediate cause of the disaster.

The inquiry was led by the AAIB along with the US National Transportation Safety Board, the UK's Air Accidents Investigation Branch, and Boeing representatives.

However, the petition alleges that the report withholds critical information,

including the full Digital Flight Data Recorder output, Cockpit Voice Recorder transcripts with timestamps, and Electronic Aircraft Fault Recording data.

"Instead, the report contains selective disclosures, such as paraphrased references to cockpit voice recordings without timestamps, full transcripts or corroborative context. This selective presentation creates a misleading impression and undermines transparency," stated the plea, filed through advocate Pranav Sachdeva.



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 SEPTEMBER 2025

India urges ICAO to frame carbon offset norms for merged airlines

Aneesh Phadnis
Mumbai

India has urged the International Civil Aviation Organisation (ICAO) to frame new carbon offset guidelines to cover airline mergers.

This comes in the backdrop of the Vistara-Air India merger, and the lack of clarity in existing norms, India said in a working paper to the ICAO.

In 2019, the ICAO adopted a market-based measure to reduce carbon emissions.

The scheme, known as the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), is being implemented in three phases, starting 2021.

Airlines would be required to offset the emissions that cannot be reduced using sustainable aviation fuel or other technologies.

LACK OF CLARITY

In its working paper, India said that there is evident lack of clarity regarding the establishment of baseline emissions for a merger involving a CORSIA-participating airline and a

The demand comes in the backdrop of the Vistara-Air India merger, and the lack of clarity on baseline emissions for a merger involving a CORSIA-participant and a new entrant

new entrant.

"The absence of comprehensive instructions to address such complex situations may lead to inconsistency and uncertainty among States regarding the calculation of offsetting obligations, especially as these are influenced by individual growth factors starting in 2033. Without clearly defined rules, differing interpretations may undermine the uniform application of the scheme," India said.

"ICAO should prioritise the development of detailed guidance addressing the calculation of offsetting

obligations in the context of organisational restructuring," it said.

NEED OF THE HOUR

India is participating in the scheme's mandatory phase, which kicks in from 2027, and carriers will be required to offset their emissions above a set baseline.

Up until now, no offsetting requirement has arisen for carriers globally because emissions in 2021-23 have been lower compared to the 2019 baseline because of the impact of the Covid-19 pandemic.

According to the working paper, Air India has been subject to CORSIA compliance requirements since 2019.

'NEW ENTRANT'

In contrast, Vistara qualified as a "new entrant" under CORSIA after crossing the threshold of 10,000 tonnes of international CO₂ emissions during the same year.

The Vistara-Air India merger was completed last November.

The merger of AIX Connect (previously known as AirAsia India) and Air India Express was done last October.



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 SEPTEMBER 2025

AI Express to link 15 cities daily from Navi Mumbai

Our Bureau
Mumbai

Air India Express will operate 40 flights (two-way) daily to 15 cities from Navi Mumbai in the initial phase, the airline announced on Tuesday.

The airport is set for inauguration on September 30 and operations will begin a few weeks after a security sweep.

By mid-2026, the Air India group will increase its operations to 110 daily flights, including five daily international services. Daily flight movements will increase to 120 next winter.

COMPANY STRATEGY

IndiGo and Akasa Air have already announced plans to commence flights from Navi Mumbai with Kochi as one of the many destinations.

"Air India group's expan-

sion plans and global vision are perfectly aligned with our aim of making Navi Mumbai international airport a benchmark in global aviation," said Adani Airport Holdings Ltd's CEO Arun Bansal in a statement.

"This partnership will redefine Mumbai's connectivity landscape and strengthen India's twin-airport strategy," he added.

TRANSIT HUB

Air India Managing Director & Chief Executive Officer Campbell Wilson said the airline will work with the Navi Mumbai airport to make it a key global transit hub for passengers and cargo.

Earlier this year, IndiGo said it would begin with 18 daily departures to 15 cities. Akasa Air's initial launch plans include hundred plus flights per week from Navi Mumbai.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

24 SEPTEMBER 2025

नवी मुंबई: एअर इंडिया, इंडिगो, शुरू करेंगी उड़ानें

मुंबई | नवी मुंबई इंटरनेशनल एयरपोर्ट से जल्द ही दैनिक हवाई सेवाएं शुरू होने वाली हैं। प्रारंभिक चरण में एयर इंडिया एक्सप्रेस 15 से अधिक शहरों के लिए रोज 20 उड़ानें शुरू करेगी। 2026 के मध्य तक 5 अंतरराष्ट्रीय सहित रोज 55 उड़ानें और 2026 की सर्दियों तक रोज 60 उड़ानों तक विस्तार की योजना है। इंडिगो 15 शहरों के लिए 18 और अकासा एयर सप्ताह में 100 से ज्यादा उड़ानें शुरू करेगी।



Corporate Communications Directorate

DESHBANDHU

DELHI

24 SEPTEMBER 2025

नवी मुंबई से 20 दैनिक उड़ानें शुरू करेगी एयर इंडिया एक्सप्रेस

मुंबई, 23 सितम्बर (एजेंसियां)। एयर इंडिया समूह की किफायती विमान सेवा कंपनी एयर इंडिया एक्सप्रेस मुंबई के उपनगरीय इलाके नवी मुंबई में बने नये हवाई अड्डे से 20 दैनिक उड़ानें शुरू करेगी। एयर इंडिया ने मंगलवार को एक विज्ञप्ति में बताया कि वह नवी मुंबई अंतर्राष्ट्रीय हवाई अड्डे से 15 शहरों के लिए 20 से वाणिज्यिक उड़ानें शुरू करेगी। ये उड़ानें हवाई अड्डे के संचालन के पहले चरण से शुरू होंगी। अगले साल के मध्य तक वहां से उड़ानों की संख्या बढ़ाकर रोजाना 55 की जायेगी जिनमें पांच दैनिक अंतर्राष्ट्रीय उड़ानें भी शामिल होंगी। अगले साल के अंत तक एयर इंडिया समूह का लक्ष्य नवी मुंबई हवाई अड्डे से अपने परिचालन को 60 दैनिक प्रस्थान तक बढ़ाने की योजना है।

एयर इंडिया के मुख्य कार्यकारी अधिकारी और प्रबंध निदेशक कैप्टेन विल्सन ने कहा, 'हम नवी मुंबई अंतर्राष्ट्रीय हवाई अड्डे पर परिचालन



■ पांच दैनिक अंतर्राष्ट्रीय उड़ानें भी शामिल होंगी

शुरू करने के लिए उत्सुक हैं, क्योंकि मुंबई एक से अधिक हवाई अड्डों वाले विश्व शहरों की श्रेणी में शामिल हो गया है। हमें अदानी एयरपोर्ट्स के साथ मिलकर नवी मुंबई अंतर्राष्ट्रीय हवाई अड्डे को न केवल शेष भारत से जोड़ने वाले एक बिंदु के रूप में, बल्कि अपनी रणनीतिक भौगोलिक स्थिति को देखते हुए, यात्रियों और कार्गो दोनों के लिए देश के प्रमुख वैश्विक पारगमन केंद्रों में से एक के रूप में विकसित करने में खुशी हो रही है।' उल्लेखनीय है कि नवी मुंबई हवाई अड्डे का संचालन अदानी समूह के हाथों में है।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 SEPTEMBER 2025

Air Express plans 20 daily flights from Navi Mumbai

FE BUREAU
Mumbai, September 23

THE AIR INDIA Group announced its plans on Tuesday to begin commercial flights from the Navi Mumbai International Airport (NMIA), which is due to be inaugurated in the coming weeks.

In the initial phase, the group's value carrier, Air India Express, will operate 20 daily flights from Navi Mumbai to 15 Indian cities, or 40 air traffic movements (ATMs) to and from NMIA.

The Air India Group intends to scale up to 55 daily flights by mid-2026, including up to five daily international flights from NMIA. By the winter of 2026, it aims to further expand its operations to 60 daily departures (120 ATMs) from NMIA.

Campbell Wilson, MD & CEO, Air India, said: "We look forward to commencing operations at Navi Mumbai International Airport, as Mumbai joins the league of world cities with more than one airport."

Continued on Page 7

start 20 daily flights from Navi Mumbai

ARUN BANSAL, CEO, Adani Airport Holdings, which controls NMIA, said: "We are delighted to welcome Air India Group to Navi Mumbai International Airport as one of our valued airline partners. This will redefine Mumbai's connectivity landscape and strengthen India's twin-airport strategy."

"Air India Express's planned operations at NMIA will significantly boost connectivity to and from the Mumbai Metropolitan Region (MMR) to destinations across and outside India, while fostering seamless international transits through NMIA," Air India said in a statement.

Earlier, IndiGo had said it would be the first airline to commence commercial operations from NMIA. By November 2025, the carrier plans to operate 79 daily departures (158 ATMs), including 14 international flights. This is expected to grow to over 100 daily departures (200 ATMs) by March 2026. By November 2026, IndiGo aims to operate 140 daily departures (280 ATMs), including 30 international routes.

The Navi Mumbai International Airport is being built in five phases, with the launch phase expected to accommodate 20 million passengers per annum (MPPA) and handle 0.5 million metric tonne (MMT) of cargo. Upon full completion, it will have the capacity to serve 90 MPPA and handle 3.2 MMT of cargo annually.

HINDUSTAN

DELHI

23 SEPTEMBER 2025

विमान के व्हील वेल में काबुल से दिल्ली पहुंचा किशोर

नई दिल्ली, वसं। जरा सोचिए, हजारों फीट की ऊंचाई और खुले आसमान में विमान के पहियों के पास फंसी मासूम जिंदगी। इन हालात में जिंदा रहना नामुमकिन लगता है... पर अफगानिस्तान के एक 14 साल के लड़के ने मौत को मात देकर सबको हैरानी में डाल दिया।

इस किशोर ने जान हथेली पर लेकर काबुल से दिल्ली आने वाले विमान के पिछले हिस्से के व्हील वेल में छिपकर डेढ़ घंटे की यात्रा पूरी की और दिल्ली के इंदिरा गांधी हवाई अड्डे पर सुरक्षित पहुंच गया। सूत्रों के अनुसार केएएम एयरलाइन्स का विमान 94 मिनट की यात्रा के बाद सुबह करीब 10 बजकर 20 मिनट पर दिल्ली पहुंचा। विमान



एआई तस्वीर

जब टैक्सिने में खड़ा था एयरलाइन के अधिकारियों ने एक किशोर को विमान के आसपास घूमते देखा। मौके पर पहुंचे सुरक्षाबलों ने उसे हिरासत में लिया और टर्मिनल-3 पर लाकर

पूछताछ शुरू की। क्या होता है व्हील वेल : आगे और पीछे के पहिये उड़ान भरने के बाद विमान के जिस हिस्से में अंदर जाते हैं उसे व्हील वेल कहते हैं।

ईरान जाना चाहता था

पूछताछ में किशोर ने बताया कि वह यात्रियों की गाड़ी के पीछे पीछे काबुल एयरपोर्ट में घुस गया और फिर वहां खड़े विमान के व्हील वेल में छिप गया। वह ईरान जाना चाहता था, लेकिन वह गलती से भारत आ गया। पूछताछ के बाद किशोर को उसी विमान से वापस काबुल भेज दिया गया।

किशोर कुदुज शहर का रहने वाला था।

आश्चर्य

हैरान रह गए डॉक्टर

एक डॉक्टर ने बताया कि पहिए के हिस्से में तापमान माइन्स 40 से 50 डिग्री तक पहुंच सकता है। 10 हजार फीट से ऊपर ऑक्सीजन की मात्रा बहुत कम हो जाती है, ऐसे में उसकी मौत भी हो सकती थी।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

24 SEPTEMBER 2025

 Hindustan Times

Man who mistook jet's cockpit for loo released

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: A passenger detained after he apparently tried to punch in a code to open the cockpit door of a Bengaluru-Varanasi flight thinking it was the lavatory was released along with his eight travel companions following a background verification by central intelligence agencies and UP Police that cleared them, a police officer said on Tuesday.

"They were sent to a hotel on Monday night and were guarded by police officers until the (verification) process was complete. This afternoon, they have been released formally. No case has been registered," a police officer from the Gomti range, under which Varanasi falls, said. Through out the day, the passenger and his companions, who are on a pilgrimage, were escorted by local police, people aware of the matter said.

The passenger, in his 30s and identified as Mani R on Monday pressed the security keypad on the cockpit door of Air India Express flight IX 1086.

A cockpit door requires a

security code and has a camera so pilots can see who is outside.

In an internal airline report, seen by HT, the crew said the action was immediately reported to the pilot-in-command, who in turn informed air traffic control (ATC) and the CISF was alerted accordingly.

"An internal report states that Mani R, seated in 25F, had gone towards the lavatory. When it became vacant, he pressed '1' twice and then pressed 'enter' on the cockpit door panel. The crew saw this, approached Mani to ask about it and then alerted the pilot-in-command," an official said.

Officials clarified that, contrary to initial reports, Mani did not attempt to enter the cockpit. "He apologised and returned to his seat immediately after the crew informed him that it was the cockpit door. No alarms went off," another official said.

The passenger, however, has been put on the 'No Fly List' for 30 days. "As per civil aviation rules, a committee will study the case and decide if he should be declared "unruly" and should be banned," the official said.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

24 SEPTEMBER 2025

India wins award for civil aviation safety

NEW DELHI: India has won the prestigious International Civil Aviation Organisation (ICAO) Council president certificate in recognition of its progress in establishing an effective safety oversight system and improving the implementation of International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs). The award was presented to India's director general of Directorate General of Civil Aviation (DGCA) Fahir Ahmed Kishwai on Tuesday during the Opening Ceremony of the 42nd session of the ICAO assembly at ICAO headquarters in Montreal.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

23 SEPTEMBER 2025

First-time flier frisked after mistaking cockpit for washroom: Cops

**Neha LM Tripathi and
Prawesh Lama**

letters@hindustantimes.com

NEW DELHI: A passenger who tried to enter the cockpit of an Air India Express flight from Bengaluru to Varanasi on Monday told security officials that he mistook it for the lavatory since he was a first-time flier.

The passenger, identified as Mani R, was detained by the Central Industrial Security Force (CISF) after flight IX 1086 landed, and was subsequently handed over to the police for questioning, an official familiar with the matter said. Eight others he was travelling with were also handed over to the police.

The passenger has since been placed on a no-fly list by the airline, an official said on anonymity. "During interrogation, Mani said he is a first-time flier. As the cockpit door was next to the lavatory, he inadvertently attempted to open the door. He was visiting Varanasi for 'darshan' at the Kashi Vishwanath Temple. In the inquiry so far, no suspicious object has been

recovered from his possession," said deputy commissioner of police (DCP) Gomati Zone Akash Patel said.

During questioning, the group of travellers said they were first-time fliers. Police said that Mani went to the cockpit door and assumed that the keypad near it was for lavatory access. He claimed to have accidentally pressed a button on the keypad, but the door didn't open, police said, adding that background verification of all nine men was being done.

Air India Express, in a statement, said the safety of the flight and passengers had not been compromised.

"We are aware of media reports regarding an incident on one of our flights to Varanasi, where a passenger approached the cockpit entry area while looking for the lavatory. We reaffirm that robust safety and security protocols are in place and were not compromised. The matter was reported to the relevant authorities on landing and is currently under investigation," the statement said.



Corporate Communications Directorate

THE HINDU

CHENNAI

23 SEPTEMBER 2025



Passenger held for trying to open cockpit door on flight

A passenger aboard an Air India Express flight from Bengaluru to Varanasi tried to open the cockpit door, mistaking it for a toilet, on Monday. The incident took place on flight IX 1086 when it was mid-air. The passenger involved was a first-time traveller, the airline said in a statement. The passenger and the group of eight travellers he was flying with were handed over to the Varanasi police. Air India Express said safety protocols were in place during the flight, and security was not compromised. Sources in the Central Industrial Security Force (CISF) said the passenger expressed ignorance about the act as he was a first-time air traveller. The entire group was interrogated by the CISF.



Corporate Communications Directorate

JANSATTA

DELHI

24 SEPTEMBER 2025

भारत ने पाकिस्तानी विमानों के लिए हवाई क्षेत्र को बंद रखने की सीमा बढ़ाई

जनसत्ता ब्यूरो
नई दिल्ली, 23 सितंबर।

भारत ने पाकिस्तान के सैन्य एवं असैन्य विमानों के लिए अपने हवाई क्षेत्र को बंद रखने की समय सीमा 24 अक्टूबर तक बढ़ा दी है। पाकिस्तान ने भी 24 अक्टूबर तक भारतीय विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया है। पहलगाम आतंकी हमले के मद्देनजर अप्रैल से ही दोनों देशों ने एक-दूसरे के विमानों के लिए अपने-अपने हवाई क्षेत्र को बंद कर रखा है। भारत और पाकिस्तान ने हवाई क्षेत्र बंद रखने की अवधि बढ़ाने के सिलसिले में 'नोटिसेज टू एयरमैन' (एनओटीएएम) अलग से जारी किया है।

तेईस सितंबर को जारी 'एनओटीएएम' (पायलट और विमानन से जुड़े अन्य लोगों के लिए नोटिस) के अनुसार, भारतीय हवाई क्षेत्र पाकिस्तान में पंजीकृत विमानों और पाकिस्तानी विमानन कंपनियों/संचालकों द्वारा संचालित/स्वामित्व वाले या पट्टे पर लिए गए

समय सीमा 24 अक्टूबर तक बढ़ा दी है।

पाकिस्तान ने भी 24 अक्टूबर तक भारतीय विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया है।

पहलगाम में 23 अप्रैल को आतंकी हमले के बाद, भारत ने 30 अप्रैल से पाकिस्तान एयरलाइंस और संचालकों द्वारा संचालित, स्वामित्व वाले या पट्टे पर लिए गए विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था।

विमानों के लिए उपलब्ध नहीं होगा। उनमें सैन्य उड़ानें भी शामिल हैं। हवाई क्षेत्र 23 अक्टूबर को 2359 बजे तक बंद रहेगा, जो 24 अक्टूबर को 0530 बजे (आइएसटी) तक होगा। पहलगाम में 23 अप्रैल को आतंकी हमले में 26 लोगों की मौत के बाद, भारत ने 30 अप्रैल से पाकिस्तान एयरलाइंस और संचालकों द्वारा संचालित, स्वामित्व वाले या पट्टे पर लिए गए विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। उनमें सैन्य उड़ानें भी शामिल हैं। तब से, यह प्रतिबंध कई बार आगे बढ़ाया गया है।



Corporate Communications Directorate

JANSATTA

DELHI

24 SEPTEMBER 2025

90 से अधिक उड़ानें रद्द, कई विलंबित

कोलकाता, 23 सितंबर (भाषा)।

कोलकाता में मंगलवार को मूसलधार बारिश से हवाई यात्रा बुरी तरह प्रभावित हुई और 90 से अधिक उड़ानें रद्द कर दी गईं वहीं करीब 90 उड़ानों में काफी देरी हुई। अधिकारियों ने यह जानकारी दी। इसके साथ ही महानगर में जलभराव के कारण सामान्य जनजीवन अस्त-व्यस्त रहा।

एओसीसी (हवाई अड्डा परिचालन नियंत्रण केंद्र) बुलेटिन में कहा गया है कि सोमवार मध्यरात्रि से मंगलवार शाम साढ़े सात बजे के बीच खराब मौसम के कारण 42 आने वाली और 49 जाने वाली उड़ानें रद्द कर दी गईं।

बुलेटिन में कहा गया है कि इसके अलावा आने वाली 33 और प्रस्थान करने वाली 62 उड़ानों में देरी हुई जबकि कम से कम एक उड़ान का मार्ग परिवर्तित करना पड़ा। अधिकारियों ने बताया कि भारी बारिश के कारण कम से कम 10 लोगों की मौत हो गई है जिनमें से नौ की मौत बिजली का करंट लगने से हुई।

चौबीस घंटे से भी कम समय में हुई 251.4 मिलीमीटर बारिश 1986 के बाद सबसे अधिक बारिश है। उस साल 259.5 मिलीमीटर बारिश हुई थी। इसके अलावा यह बीते 137 साल में एक दिन में छठी सबसे अधिक बारिश है।



Corporate Communications Directorate

LOKSATYA

DELHI

24 SEPTEMBER 2025

भारत ने पाक विमानों के लिए हवाई क्षेत्र बंदी 24 अक्टूबर तक बढ़ाई

नई दिल्ली, लोकसत्या। भारत ने पाकिस्तान के सैन्य और असैन्य विमानों के लिए अपने हवाई क्षेत्र की बंदी की अवधि 24 अक्टूबर तक बढ़ा दी है, वहीं पाकिस्तान ने भी भारतीय विमानों के लिए अपना हवाई क्षेत्र 24 अक्टूबर तक बंद रखा है।

पहलगाम आतंकी हमले के मद्देनजर अप्रैल से ही दोनों देशों ने एक-दूसरे के विमानों के लिए अपने-अपने हवाई क्षेत्र को बंद कर रखा है। भारत और पाकिस्तान ने हवाई क्षेत्र बंद रखने की अवधि बढ़ाने के सिलसिले में 'नोटिसेज टू एयरमेन' (एनओटीएएम) अलग से जारी किया है। 23 सितंबर को जारी 'एनओटीएएम' (पायलट और विमानन से जुड़े अन्य लोगों के लिये नोटिस) के अनुसार, भारतीय हवाई क्षेत्र पाकिस्तान में पंजीकृत विमानों और पाकिस्तानी विमानन कंपनियों/संचालकों द्वारा संचालित/स्वामित्व वाले या पट्टे पर



लिए गए विमानों के लिए उपलब्ध नहीं होगा। उनमें सैन्य उड़ानें भी शामिल हैं।

हवाई क्षेत्र 23 अक्टूबर को 2359 बजे तक बंद रहेगा, जो 24 अक्टूबर को 0530 बजे (आईएसटी) तक होगा। पहलगाम में 23 अप्रैल को आतंकी हमले में 26 लोगों की मौत के बाद, भारत ने 30 अप्रैल से पाकिस्तान एयरलाइंस और संचालकों द्वारा संचालित, स्वामित्व वाले या पट्टे पर लिए गए विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। उनमें सैन्य उड़ानें भी शामिल हैं। तब से, यह प्रतिबंध कई बार आगे बढ़ाया गया है।



Corporate Communications Directorate

THE PIONEER

DELHI

23 SEPTEMBER 2025

The road ahead for India's aviation ambitions



**JAIDEEP
MIRCHANDANI**

With two major cities set to get twin airports by the end of the year, 2025 is slated to be a landmark year for India's aviation infrastructure. The Navi Mumbai International Airport and the Noida International Airport are both expected to become operational, aligning with a global pattern where large cities operate multiple airports to handle rising passenger numbers, higher service frequency, and efficient cargo movement. Similar examples include New York with JFK, LaGuardia, and Newark; London with Heathrow and Gatwick; Paris with Charles de Gaulle and Orly; Tokyo with Narita and Haneda; and Chicago with O'Hare and Midway.

In India, this expansion is particularly significant. The Chhatrapati Shivaji Maharaj International Airport in Mumbai is already overburdened, handling more passengers than its capacity. Similarly, while the Indira Gandhi International Airport in Delhi continues to expand, the upcoming Noida International Airport will play a key role in easing capacity constraints. What makes this even more relevant is the timing. The new airports are opening just as demand is surging.

According to the International Air Transport Association (IATA), India now ranks as the world's third-largest air transport market in terms of departing Origin-Destination passenger traffic, behind only the United States and China. Nearly 174 million passengers flew to and within India in 2024, representing about 4.2 per cent of global air travel. At the same time, as reported in the

news, Indian airlines placed orders for 1,359 new aircraft (divided between Airbus and Boeing), over the last two years, both to modernise fleets and meet the soaring demand.

INFRASTRUCTURAL UPGRADATION
Given this pace of growth and aggressive fleet expansion, upgrading airport infrastructure is no longer optional. More airports directly translate to stronger connectivity, which is why I see the opening of Navi Mumbai and Noida airports as both timely and strategic. It also fits into the Government's vision of adding 50 new airports in the next five years, linking 120 new destinations within the next decade, and ultimately building a network of 350 airports across the country. Ambitious? Absolutely. Achievable? Very much so. With technological advancements rapidly unfolding, we are on the right track.

Additionally, one of the most transformative steps is the Protection of Interests in Aircraft Objects Bill. Previously, India's legal and regulatory framework limited access to international financiers, as domestic laws were unable to fully implement or enforce the Cape Town Convention, even though India had signed it back in 2008.

Approved by both houses of Parliament earlier this year, the Bill is designed to finalise India's aviation growth framework by granting the Convention precedence over domestic legislation. It builds on earlier steps, such as establishing GIFT City as a hub for aircraft finance. The global aviation community has widely welcomed it for strengthening investor confidence in India.

This reform carries particular importance given the backdrop of repeated airline insolvencies, where the provisions of the Convention could not be effective-



ly implemented due to the absence of the Act, resulting in significant losses for lessors. Although a subsequent ruling brought domestic law closer to Convention standards, the Act is still essential for comprehensive compliance. By explicitly giving Convention rights primacy, the legislation has already improved India's global standing, earning it a positive compliance notice on the AWG Index.

THE IMPORTANCE OF THE MRO SECTOR

Aviation growth cannot be sustained without a strong Maintenance, Repair, and Overhaul (MRO) segment. Right now, only about 14 per cent of total MRO spending by Indian carriers is managed by domestic

operators. High-value maintenance and engine checks are still routed to overseas facilities. That is why developing a capable MRO sector within the country is essential. In the MRO ecosystem, too, there have been notable policy measures. There is for instance, the introduction of a uniform five per cent Integrated Goods and Services Tax (IGST) on imports of aircraft parts, components, tools, and toolkits, subject to certain conditions.

India's aviation market is also offering opportunities for both independent MRO providers and OEMs. However, the challenge lies in the fact that expanding into advanced engine maintenance, particularly for new-generation aircraft, will demand heavy invest-

ments in infrastructure and skilled manpower. This means building more hangars, boosting local production of spare parts, and enhancing technical capabilities to cut down dependence on imports. To make it possible, coordinated efforts are required from the Government, the Civil Aviation Ministry, airlines, MRO providers, OEMs, private manufacturers, suppliers, and training institutions.

The Government's call to global OEMs to 'Design in India' is ambitious, but the country's aerospace manufacturing ecosystem still has critical gaps. Supply chains remain underdeveloped, and large-scale production facilities are yet to take shape. While major aerospace players are expanding

operations, India continues to rely heavily on imports for essential components. To achieve its aviation hub aspirations by 2047, India will need to build clusters of aerospace excellence, comparable to Toulouse in France, which anchors Airbus operations, or Dubai, which has established itself as a global MRO hub.

CRITICALITY OF REGIONAL CONNECTIVITY

As far as the domestic sector is concerned, expanding air connectivity to more Tier-II and Tier-III cities will be a key factor. In this context, the Regional Connectivity Scheme (RCS-UDAN) is expected to play the most significant role. Launched in 2016, UDAN has so far operationalised 619 routes, covering 88 airports across the country.

In the past year alone, 102 new routes were added, 20 of which were in the Northeastern states. Looking ahead, the Government has set a target of adding 120 new destinations over the next decade, with a focus on remote, hilly, and aspirational districts that currently lack air connectivity.

That said, challenges remain for both airlines and policymakers. Some regional airports under UDAN struggle with low passenger traffic due to limited awareness, fewer flight options, or simply because demand has not matured enough to sustain operations. For airlines, especially newer players in the domestic market, operating on thin margins makes it challenging to maintain routes with low load factors, even with subsidies. This is one reason why some carriers have given up UDAN routes, calling them commercially unviable. To address this, more thorough feasibility assessments and a closer look at demand-supply dynamics will be crucial when allocating new routes under the scheme.

To sum up, India's aviation sector is entering a decisive phase of growth. The focus now must be on sustaining this momentum and taking it to cruising altitude. The Government has laid a strong foundation, but the next decade will decide whether India simply expands its aviation footprint or emerges as a truly global hub. Industry leaders, together with policymakers, will need to align safety, regulation, manufacturing, and environmental responsibility with the rapid build-out of infrastructure. If this balance is achieved, India will be transformed by 2030, and within the following decade, it could stand shoulder to shoulder with the world's leading aviation powers.

The writer is Group Chairman of Sky One



Corporate Communications Directorate

THE PIONEER

DELHI

23 SEPTEMBER 2025

Passenger approaches cockpit entry area on AI Express

PRESS TRUST OF INDIA

■ Mumbai

A passenger on board a Varanasi-bound Air India Express flight from Bengaluru on September 22 approached the cockpit entry area mid-air while looking for the lavatory, the airline said in a Statement on Monday.

The matter has been reported to the relevant

authorities, and an investigation into the incident is on.

"We are aware of reports of an incident on one of our flights to Varanasi, where a passenger approached the cockpit entry area while looking for the lavatory.

We reaffirm that robust safety and security protocols are in place and were not compromised,"Air India Express said in a Statement.

The matter was reported to the relevant authorities on landing and is currently under investigation, the airline said.

In Varanasi, officials said CISF personnel detained a man and his eight companions as soon as their aircraft landed and handed them over to the local Phoolpur police.

SHO Praveen Kumar Singh said the man had

attempted to open the cockpit door during the flight.

"He was arrested on landing and handed over to us.

All nine persons, residents of Bengaluru, had come to Varanasi for pilgrimage.

They are being interrogated, and further action will be taken based on findings,"Singh added.

The road ahead for India's aviation ambitions



**JAIDEEP
MIRCHANDANI**

With two major cities set to get twin airports by the end of the year, 2025 is slated to be a landmark year for India's aviation infrastructure. The Navi Mumbai International Airport and the Noida International Airport are both expected to become operational, aligning with a global pattern where large cities operate multiple airports to handle rising passenger numbers, higher service frequency, and efficient cargo movement. Similar examples include New York with JFK, LaGuardia, and Newark; London with Heathrow and Gatwick; Paris with Charles de Gaulle and Orly; Tokyo with Narita and Haneda; and Chicago with O'Hare and Midway.

In India, this expansion is particularly significant. The Chhatrapati Shivaji Maharaj International Airport in Mumbai is already overburdened, handling more passengers than its capacity. Similarly, while the Indira Gandhi International Airport in Delhi continues to expand, the upcoming Noida International Airport will play a key role in easing capacity constraints. What makes this even more relevant is the timing. The new airports are opening just as demand is surging.

According to the International Air Transport Association (IATA), India now ranks as the world's third-largest air transport market in terms of departing Origin-Destination passenger traffic, behind only the United States and China. Nearly 174 million passengers flew to and within India in 2024, representing about 4.2 per cent of global air travel. At the same time, as reported in the

news, Indian airlines placed orders for 1,359 new aircraft (divided between Airbus and Boeing), over the last two years, both to modernise fleets and meet the soaring demand.

INFRASTRUCTURAL UPGRADATION

Given this pace of growth and aggressive fleet expansion, upgrading airport infrastructure is no longer optional. More airports directly translate to stronger connectivity, which is why I see the opening of Navi Mumbai and Noida airports as both timely and strategic. It also fits into the Government's vision of adding 50 new airports in the next five years, linking 120 new destinations within the next decade, and ultimately building a network of 350 airports across the country. Ambitious? Absolutely. Achievable? Very much so. With technological advancements rapidly unfolding, we are on the right track.

Additionally, one of the most transformative steps is the Protection of Interests in Aircraft Objects Bill. Previously, India's legal and regulatory framework limited access to international financiers, as domestic laws were unable to fully implement or enforce the Cape Town Convention, even though India had signed it back in 2008.

Approved by both houses of Parliament earlier this year, the Bill is designed to finalise India's aviation growth framework by granting the Convention precedence over domestic legislation. It builds on earlier steps, such as establishing GIFT City as a hub for aircraft finance. The global aviation community has widely welcomed it for strengthening investor confidence in India.

This reform carries particular importance given the backdrop of repeated airline insolvencies, where the provisions of the Convention could not be effective-



ly implemented due to the absence of the Act, resulting in significant losses for lessors. Although a subsequent ruling brought domestic law closer to Convention standards, the Act is still essential for comprehensive compliance. By explicitly giving Convention rights primacy, the legislation has already improved India's global standing, earning it a positive compliance notice on the AWG index.

THE IMPORTANCE OF THE MRO SECTOR

Aviation growth cannot be sustained without a strong Maintenance, Repair, and Overhaul (MRO) segment. Right now, only about 14 per cent of total MRO spending by Indian carriers is managed by domestic

operators. High-value maintenance and engine checks are still routed to overseas facilities. That is why developing a capable MRO sector within the country is essential. In the MRO ecosystem, too, there have been notable policy measures. There is for instance, the introduction of a uniform five per cent Integrated Goods and Services Tax (IGST) on imports of aircraft parts, components, tools, and toolkits, subject to certain conditions.

India's aviation market is also offering opportunities for both independent MRO providers and OEMs. However, the challenge lies in the fact that expanding into advanced engine maintenance, particularly for new-generation aircraft, will demand heavy invest-

ments in infrastructure and skilled manpower. This means building more hangars, boosting local production of spare parts, and enhancing technical capabilities to cut down dependence on imports. To make it possible, coordinated efforts are required from the Government, the Civil Aviation Ministry, airlines, MRO providers, OEMs, private manufacturers, suppliers, and training institutions.

The Government's call to global OEMs to 'Design in India' is ambitious, but the country's aerospace manufacturing ecosystem still has critical gaps. Supply chains remain underdeveloped, and large-scale production facilities are yet to take shape. While major aerospace players are expanding

operations, India continues to rely heavily on imports for essential components. To achieve its aviation hub aspirations by 2047, India will need to build clusters of aerospace excellence, comparable to Toulouse in France, which anchors Airbus operations, or Dubai, which has established itself as a global MRO hub.

CRITICALITY OF REGIONAL CONNECTIVITY

As far as the domestic sector is concerned, expanding air connectivity to more Tier-II and Tier-III cities will be a key factor. In this context, the Regional Connectivity Scheme (RCS-UDAN) is expected to play the most significant role. Launched in 2016, UDAN has so far operationalised 619 routes, covering 88 airports across the country.

In the past year alone, 102 new routes were added, 20 of which were in the Northeastern states. Looking ahead, the Government has set a target of adding 120 new destinations over the next decade, with a focus on remote, hilly, and aspirational districts that currently lack air connectivity.

That said, challenges remain for both airlines and policymakers. Some regional airports under UDAN struggle with low passenger traffic due to limited awareness, fewer flight options, or simply because demand has not matured enough to sustain operations. For airlines, especially newer players in the domestic market, operating on thin margins makes it challenging to maintain routes with low load factors, even with subsidies. This is one reason why some carriers have given up UDAN routes, calling them commercially unviable. To address this, more thorough feasibility assessments and a closer look at demand-supply dynamics will be crucial when allocating new routes under the scheme.

To sum up, India's aviation sector is entering a decisive phase of growth. The focus now must be on sustaining this momentum and taking it to cruising altitude. The Government has laid a strong foundation, but the next decade will decide whether India simply expands its aviation footprint or emerges as a truly global hub. Industry leaders, together with policymakers, will need to align safety, regulation, manufacturing, and environmental responsibility with the rapid build-out of infrastructure. If this balance is achieved, India will be transformed by 2030, and within the following decade, it could stand shoulder to shoulder with the world's leading aviation powers.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

23 SEPTEMBER 2025

Passenger approaches cockpit entry area on AI Express

PRESS TRUST OF INDIA

■ Mumbai

A passenger on board a Varanasi-bound Air India Express flight from Bengaluru on September 22 approached the cockpit entry area mid-air while looking for the lavatory, the airline said in a Statement on Monday.

The matter has been reported to the relevant

authorities, and an investigation into the incident is on.

"We are aware of reports of an incident on one of our flights to Varanasi, where a passenger approached the cockpit entry area while looking for the lavatory.

We reaffirm that robust safety and security protocols are in place and were not compromised," Air India Express said in a Statement.

The matter was reported to the relevant authorities on landing and is currently under investigation, the airline said.

In Varanasi, officials said CISF personnel detained a man and his eight companions as soon as their aircraft landed and handed them over to the local Phoolpur police.

SHO Praveen Kumar Singh said the man had

attempted to open the cockpit door during the flight.

"He was arrested on landing and handed over to us.

All nine persons, residents of Bengaluru, had come to Varanasi for pilgrimage.

They are being interrogated, and further action will be taken based on findings," Singh added.



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

23 SEPTEMBER 2025

■ तीन शहरों के लिए शुरू हुई नई फ्लाइट

जयपुर @ पत्रिका . जयपुर इंटरनेशनल एयरपोर्ट से इंडिगो एयरलाइन कंपनी ने सोमवार से इंदौर, देहरादून व उदयपुर के लिए नई फ्लाइट शुरू की है। जिससे यात्रियों को राहत मिलेगी।

एयरपोर्ट प्रबंधन के अनुसार इंदौर की फ्लाइट रोजाना सुबह 5:10 बजे रवाना होगी। इसके शुरू होने से इंदौर के लिए सीधी दो फ्लाइट हो गई हैं। इसी प्रकार देहरादून के लिए शाम 6:30 बजे फ्लाइट जयपुर से रवाना होगी। ऐसे ही उदयपुर के लिए भी जयपुर से नई फ्लाइट शाम 5:30 उड़ान भरेगी। इसके अलावा स्याइसजेट भी गुवाहाटी के लिए नवंबर माह के पहले सप्ताह में नई फ्लाइट शुरू करने की तैयारी में है।

Sasrabh.Sinha@timesofindia.com

Depending on which airline you choose to fly, the travel time mentioned in the ticket for a Delhi-Mumbai flight can be less than two hours or stretch to almost three. How's that possible? Most airlines fly either Boeing or Airbus planes, so they fly at roughly the same speed, more or less at the same altitude, and follow similar routes. So, how do you account for the extra one hour of flying time? That's where OTP comes in. No, not the one-time password you are so familiar with, but On-Time Performance. Airlines, which, understandably, make a virtue out of punctuality, have long since realised that the safest way to ensure an on-time (or even before-time) performance is by inflating the journey times. That makes late arrival rather difficult.

Basically, airlines do a careful calculation of all factors at play from before a plane takes off till it lands. To be fair, there are many factors an airline doesn't control. Like bad weather or congestion on the ground and in air before landing in some choked airport like Delhi or Mumbai. Some, though, are very much the responsibility of airlines, like ensuring there are no snags and taking care of other logistical issues like making sure crew are present.

Wide Margins

Technically, a flight needs to be pushed back from the boarding gate within 15 minutes of its scheduled departure time to be counted as an on-time departure for the purpose of flight statistics, which are maintained by the Directorate General of Civil Aviation (DGCA). The scheduled departure and arrival time of a flight is calculated keeping the historical and seasonal flying time (from getting airborne to touchdown) between the origin and destination city pairs and the taxi time at either airport. This is known as the "chucks off" to "chucks on" time, referring to the wedges placed in front and behind aircraft wheels before it is pushed back and after it lands to prevent accidental rolling when parked.

"The usual Delhi-Mumbai flying time is one hour and 40 minutes. Add to that 10 minutes of taxi each at IGLA (Delhi) and CSMA (Mumbai), giving a total time of two hours. Then, to factor in airport congestion and hovering at destination, the taxi time was increased in, from 20 to, say, 27 minutes. Some airlines added further buffer to their block time — the time an aircraft can start taxiing to the time it comes to a halt at its destination — to ensure they can announce an on-time arrival," said one pilot. If these inflated flying times are about airlines being smart, it is also a practice that has been driven by growing competition and better schedules.

Therefore, unless you are flying on a particularly bad weather day, or a particularly unreliable airline with poor aircraft maintenance/unpaid employees/jet fuel suppliers, or to and from

Choked airports, weather events, maintenance and staff woes, there's much that can hold up flight operations. But carriers have a simple strategy to stay on top of flight schedules: inflating the duration of the journey

How India's airlines turn delays into before-time arrival



particularly choked airport/s, you are unlikely to miss the boast of "another on-time arrival" on touchdowns at the destination by the crew. Queries to big and upcoming airlines — Air India, IndiGo and Akasa — on this issue went unanswered.

It was in 2003 that Indian skies started getting low-cost carriers (LCCs) that democratised air travel. And, with that, air traffic, terminal and runway congestion, too, became a fact of life.

"About two decades back, the total travel time from Delhi to Mumbai was given as 1 hour and 55 minutes. Then, congestion checked in and planes would routinely get delayed on ground and in air. Some smart private airlines started adding a buffer to the journey time to report on-time arrivals. Soon, almost everyone started to do the same, at least on city pairs with choked airports," said a pilot with over four decades of flying experience. Which brings us to today, when the exact same aircraft type often has different travel times on the same sector. But there's

more here than would appear obvious.

Bragging Rights

Arriving ahead of or on schedule triggers a virtuous cascading effect for the airline: the plane can then operate its next flight on time as well with the same buffer for the flight after and so on. That is unless it's caught in a big weather event like heavy rain or fog or develops a snag en-route or on landing and has to be grounded for checks and maintenance. But there are other reasons why there can be no fixed or standard travel time between two destinations common to all airlines.

How long it takes to fly between any two destinations depends on a number of things, like the routings given (direct or not), weather, wind flow and airport congestion. "If an aircraft gets tailwinds, it will reach its destination faster while headwinds will slow it down. Winters see strong west-to-east jetstreams, which means an Ahmedabad-Kolkata flight could take 10-15 minutes less than the Kolkata-Ahmedabad journey and a London-Delhi nonstop can take up to two hours less than the Delhi-London," said a senior commander.

DGCA issues monthly reports for domestic air travel that include, among other data points, OTP data of scheduled domestic airlines based on inputs from six metro airports — Delhi, Mumbai, Bengaluru, Hyderabad, Chennai, and Kolkata. This "data" is crucial for airlines to project themselves as punctual in the eyes of the domestic traveller.

But tinkering with travel times is not done just for reasons of OTP. Sometimes, Indian carriers that oper-

ate long hauls, say between Delhi and London, report an under 10-hour flying time to ensure they can make do with two pilots. Reporting journey time of over 10 hours means they will have to fly with three pilots, which adds to their cost and also requires them to inform DGCA. The regulator routinely flags this issue with Indian carriers whenever it detects anomalies over under-reporting of travel time with a view to carrying fewer than required pilots.

When it comes to reporting inflated travel times on domestic routes, it may suit the airline well, though it also creates several problems on ground.

Blame Game

Airlines and operators of busy airports blame each other for air traffic congestion, which is among the potential delays factored in while inflating journey times. While airlines say delays in getting clearance for take-off from or landing at choked hubs is beyond their control, airport operators say that flights failing to operate on time upsets their slot allocation and accentuates OTP issues.

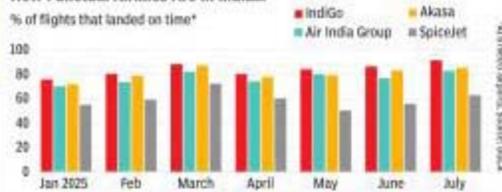
It was in 2003 that Indian skies started getting low-cost carriers (LCCs) that democratised air travel. And, with that, air traffic, terminal and runway congestion, too, became a fact of life. That was when "some smart private airlines started adding a buffer to the journey time to report on-time arrivals; soon, almost everyone started to do the same," a veteran pilot said

"Airport slots are given per schedules filed by airlines. If airlines don't adhere to that and planes come ahead of, or after, the time they were supposed to land, then it overlaps with the slot given to some other airline. While some mismatch is understandable depending on weather conditions and routings on a given day, what we see is significant distortion in schedules," said a senior official at one of India's busiest airports.

But going ahead, things could improve as India is now seeing a boom in airport infra with Delhi-NCR and Mumbai MMR going to get their secondary airports and Hyderabad and Bengaluru adding to their facilities. Many constrained places like Patna and Chennai, too, will get second airports.

On the airline front, India is now seeing well-funded players like IndiGo and Tata's Air India Group along with emerging players like Akasa, Star Air and others. These airlines focus on maintaining their young fleets, which, along with added airport infra, should cut down delays to an extent that airlines don't need to inflate travel times in a desperate bid to win brownie points with flyers.

How Punctual Airlines Are In India...



...And How They Compare With The Rest Of The World



Same Sector, Different Journey Times

Delhi-Mumbai
1 hr 55 min to 2 hr 50 min

Kolkata-Ahmedabad
2 hr 35 min to 2 hr 50 min

Chennai-Bengaluru
1 hr 5 min to 1 hr 20 min

Delhi-Bengaluru
2 hr 35 min to 3 hr

