

# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

1 APRIL 2025

## In a first, ports to get EV charging infra

PUJA DAS  
New Delhi, 31 March

The government is planning to expand electric vehicle (EV) charging facilities across major public infrastructure, including at airports, highways, and for the first time, ports, a senior official said, adding that the charging facilities are likely to come with battery-swapping services.

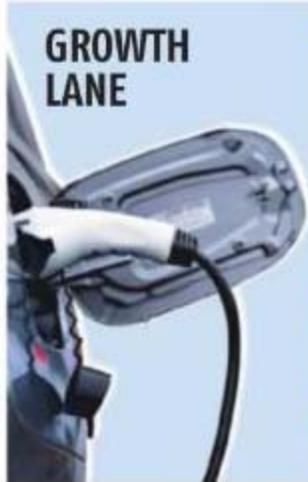
The Ministry of Heavy Industries (MHI) is in talks with the Ministry of Ports, Shipping and Waterways, the Airport Authority of India (AAI), the National Highways Authority of India (NHAI), and multiple state governments to identify potential locations for EV charging stations at ports, highways, and airports. As part of the ₹10,900 crore PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) scheme, a Budget of ₹2,000 crore has been allocated for the installation of EV charging stations and battery-swapping facilities across the country. The programme aims to ensure charging connectivity

for India's rapidly growing EV market and reduce reliance on internal combustion engine vehicles. India aims to increase the number of public EV charging stations from 32,500 to 72,300 by the end of 2025-26.

Airports like Delhi's Indira Gandhi International Airport and Kochi Airport, national highways such as NH-48 (Delhi-Jaipur-Agra) and NH-179B (Chennai-Trichy), already have EV charging infrastructure. More airports and highways are now being identified for future installations, along with ports. "We have received inputs from 14 states and held an interministerial meeting. Once we receive further feedback from relevant ministries, we will finalise the guidelines by April," the official said.

MHI has already pinpointed 20 national highways with high truck traffic but has left it to NHAI to pursue tender processes independently. The ministry will cover 80 per cent of the costs involved, the official informed.

Among highways under consideration are busy routes



**GROWTH LANE**

- Under PM E-DRIVE, the government has allocated ₹2,000 crore towards installation of EV charging stations
- India aims to increase EV charging stations to 72,300 by FY26 from the current 32,500 stations
- It has allocated ₹500 crore towards subsidising electric trucks for operators
- The Centre offers up to an 80% subsidy for setting up fast EV charging stations

such as Bombay-Pune and Bengaluru-Chennai. The NHAI will use its own data to determine the locations for installation, while MHI will manage the funding.

Queries sent to secretaries, spokespeople, and chairpeople of the involved ministries and government agencies remained unanswered till press time.

Under the PM E-DRIVE scheme, the Centre offers up to an 80 per cent subsidy for pub-

lic fast EV charging stations, with potential for 100 per cent funding in exceptional cases, particularly in northeastern, coastal, and hilly areas.

Regarding battery-swapping facilities, the official said: "We will approve proposals once they are submitted by airports, ports, and NHAI, provided they adhere to the power ministry's guidelines."

There will be no restrictions on the number or size of bat-

teries, however, safety standards implemented by the power ministry will have to be followed.

If the AAI is contemplating a battery-swapping station in a tender, they must specify their power capabilities and associated costs. Swapping stations will need to deliver a certain level of service based on their investments. "To ensure this, companies may need to purchase batteries. While this may not be a formal condition it will be addressed in the service level agreement, which will cover aspects like up-time power quality, and the specifics of the service provided. However, the number of batteries may not be specified. Ultimately, this is up to the AAI, NHAI, and states to decide," the official said. "We are open to providing subsidies for swapping stations, as it is one of the provisions under PM E-DRIVE."

According to an industry executive, certain companies could develop a battery-as-a-service model, similar to how gas cylinders are provided.

# बंदरगाहों, हवाईअड्डों, राजमार्गों पर ईवी चार्जिंग सुविधा देने की तैयारी

पूजा दास  
नई दिल्ली, 31 मार्च

इलेक्ट्रिक वाहन (ईवी) चार्जिंग स्टेशनों की विस्तार योजना के तहत केंद्र सरकार अब बंदरगाहों और अन्य प्रमुख बुनियादी ढांचे जैसे सड़क, रेलवे, हवाई अड्डों पर इनकी संख्या बढ़ाने पर विचार कर रही है। साथ ही योजना में बैटरी स्वैपिंग सुविधा को भी शामिल करने पर काम हो रहा है। इस मामले से जुड़े एक अधिकारी ने यह जानकारी दी।

भारी उद्योग मंत्रालय (एमएचआई) बंदरगाहों, राजमार्गों और हवाई अड्डों पर ईवी चार्जिंग स्टेशन स्थापित करने को संभावित स्थानों की पहचान करने के लिए पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारतीय विमानपत्तन प्राधिकरण (एएआई), भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचआई) और कई राज्य सरकारों के साथ बातचीत कर रहा है। 10,900 करोड़ रुपये की पीएम ई-ड्राइव योजना के तहत देश भर में ईवी चार्जिंग स्टेशन और बैटरी स्वैपिंग केंद्र स्थापित करने के लिए 2,000 करोड़ रुपये का प्रावधान किया गया है। इस कार्यक्रम का लक्ष्य भारत में तेजी से बढ़ते ईवी बाजार को देखते हुए चार्जिंग कनेक्टिविटी सुनिश्चित करना और पेट्रोल-डीजल से चलने वाले वाहनों पर निर्भरता कम करना है।

भारत ने वित्त वर्ष 2025-26 तक सार्वजनिक ईवी चार्जिंग स्टेशनों की संख्या बढ़ाकर 72,300 करने का लक्ष्य बनाया है, जिनकी संख्या अभी 32,500 है। प्रमुख हवाई अड्डों जैसे दिल्ली के इंदिरा



## प्रमुख बुनियादी ढांचा केंद्रों पर तेज होगा काम

■ पीएम ई-ड्राइव योजना के तहत ईवी चार्जिंग स्टेशन और बैटरी स्वैपिंग केंद्र स्थापित करने के लिए 2,000 करोड़ रुपये का प्रावधान

■ भारत ने वित्त वर्ष 2025-26 तक ईवी चार्जिंग स्टेशनों की संख्या बढ़ाकर 72,300 करने का लक्ष्य रखा है, जो अभी 32,500 है

गांधी अंतरराष्ट्रीय हवाई अड्डे और कोच्चि एयरपोर्ट के साथ एनएच-48 (दिल्ली-जयपुर-आगरा) और एनएच 179बी (चेन्नई-त्रिची) जैसे राजमार्गों पर पहले ही ईवी चार्जिंग स्टेशन की सुविधा है। अब कई और हवाई अड्डों, राजमार्गों और बंदरगाहों को चिह्नित किया जा रहा है, जिससे भविष्य में वहां चार्जिंग स्टेशन बनाए जा सकें।

अधिकारी ने कहा, 'हमने 14 राज्यों से राय ली है और अंतरमंत्रालयी बैठक की है। संबंधित मंत्रालयों से फीडबैक मिलने के बाद हम अप्रैल तक दिशानिर्देशों को अंतिम रूप दे देंगे।' भारी उद्योग मंत्रालय

ने ज्यादा यातायात वाले 20 राष्ट्रीय राजमार्गों को चिह्नित किया है, लेकिन स्वतंत्र रूप से निविदा प्रक्रिया को आगे बढ़ाने का काम एनएचआई पर छोड़ दिया है। अधिकारी ने कहा कि मंत्रालय इस पर आने वाली लागत का 80 फीसदी बोझ उठाएगा, जैसा कि योजना में कहा गया है।

चिह्नित किए गए राजमार्गों में मुंबई-पुणे और बेंगलूरू-चेन्नई राजमार्ग जैसे व्यस्त राजमार्ग शामिल हैं। चार्जिंग स्टेशन स्थापित करने के लिए एनएचआई अपने आंकड़ों के आधार पर स्थान का चयन करेगा, जबकि मंत्रालय धन का

इंतजाम देखेगा। इस मामले में मांगी गई जानकारी पर संबंधित मंत्रालयों व सरकारी एजेंसियों के सचिवों, प्रवक्ताओं और अधिकृत प्राधिकारियों ने कोई जवाब नहीं दिया।

पीएम ई-ड्राइव योजना के तहत केंद्र सरकार पब्लिक फास्ट ईवी चार्जिंग स्टेशन स्थापित करने के लिए 80 फीसदी सब्सिडी देगी, वहीं कुछ मामलों में, खासकर पूर्वोत्तर, तटीय और पहाड़ी इलाकों में 100 फीसदी धन भी दिया जा सकता है।

बैटरी स्वैपिंग के मामले में अधिकारी ने कहा कि हम हवाई अड्डों, बंदरगाहों और एनएचआई द्वारा प्रस्ताव प्रस्तुत किए जाने के बाद उन्हें मंजूरी देंगे, बशर्ते वे बिजली मंत्रालय के दिशानिर्देशों का पालन करें। बैटरी की संख्या या आकार को लेकर कोई प्रतिबंध नहीं होगा, लेकिन बिजली मंत्रालय के सुरक्षा मानकों का सख्ती से पालन करना होगा। उदाहरण के लिए अगर एएआई किसी निविदा में बैटरी स्वैपिंग स्टेशन की बात करता है तो उसे निश्चित रूप से बिजली की क्षमता और संबंधित लागत का उल्लेख करना होगा। स्वैपिंग स्टेशनों को उनके निवेश के मुताबिक कुछ निश्चित स्तर तक की सेवाएं देने की जरूरत होगी।

अधिकारी ने साफ किया, 'सेवा का स्तर सुनिश्चित करने के लिए कंपनियों को बैटरियां खरीदने की जरूरत पड़ सकती है। हो सकता है कि यह औपचारिक शर्त न हो, लेकिन समझौते के तहत सेवा के स्तर की शर्तों में यह आएगा। हालांकि बैटरियों की संख्या संभवतः निर्धारित नहीं की जाएगी।'

# Tyre damage forces flight from Jaipur to make an emergency landing at Chennai airport

The aircraft landed safely and all the passengers and crew members are safe, officials say; on landing at the Chennai airport, an inspection was carried out, and the damaged tyre was replaced

**The Hindu Bureau**  
CHENNAI

**A** SpiceJet flight from Jaipur suffered a tyre damage and made an emergency landing at the Chennai airport on Sunday morning, the airport officials said.

The crew members and all the 82 passengers on board the aircraft are safe. The flight departed from Jaipur around 2 a.m.

### 'Parameters normal'

"After take-off from Jaipur, the air traffic control [ATC] informed [the authorities concerned] about a piece of a tyre found on the runway. The flight continued to the destination as all the operations and parameters were observed to be normal by the flight crew. The Chennai ATC was informed



**Safe touchdown:** Support teams were waiting at the airport to give assistance, in case of any emergency. REPRESENTATIONAL IMAGE

and a precautionary landing was carried out," the airline said in a statement.

Officials of the Airports Authority of India (AAI) said that on landing at 5.45 a.m., an inspection was carried out.

Wheel No. 2 had suffered damage. "As soon as the Chennai ATC was in-

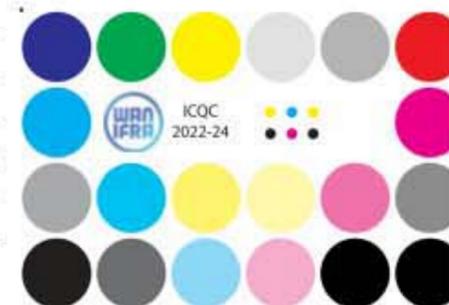
formed about it, support teams, doctors, and fire tenders were waiting for the aircraft, to offer any assistance in case of an emergency situation, as per protocol. But the aircraft arrived safely and went to the bay with its own power," an official said.

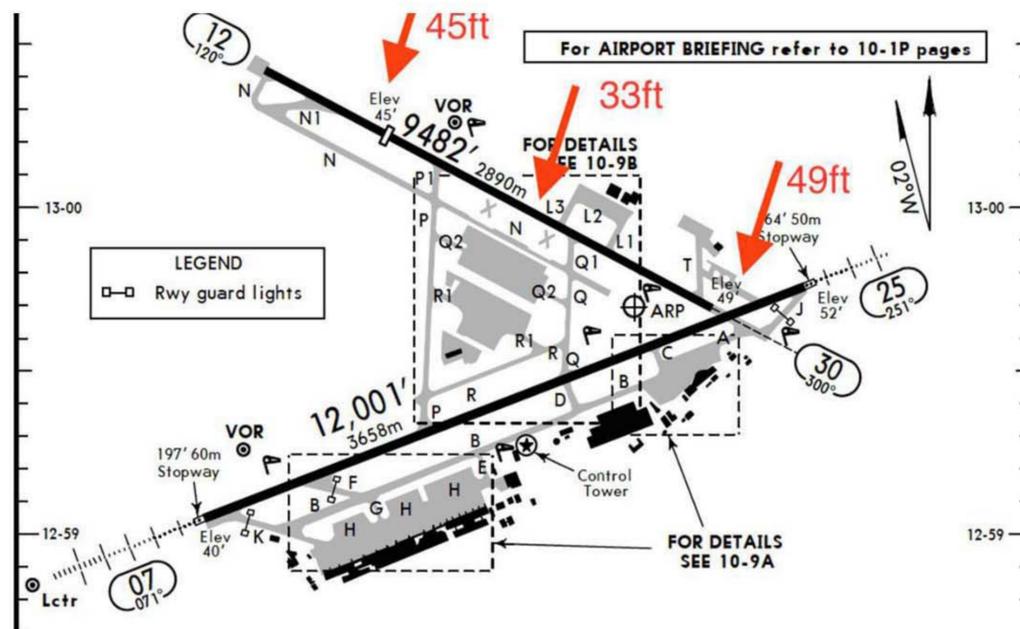
The airline said that the

aircraft had suffered a "main wheel tyre tread loss". There was no other damage to the aircraft.

"The aircraft landed safely. During the post-flight walkaround, a layer of ply of the No. 2 main wheel tyre was found," the airline said.

"Instances of wheel-tyre tread loss could happen due to various reasons. Soon after landing, the tyre was replaced and the aircraft left the Chennai airport by 11 a.m.," another AAI official said.





An extract from official documents dealing with the Chennai airport, sourced by Captain A. Ranganathan.

## A point to ponder while solving the Chennai airport conundrum

If Chennai has to regain lost traffic, this is the best solution: demolish the bridge across the river before the next floods. The old secondary runway was working well for smaller aircraft. Build the parallel runway and use it for smaller aircraft and wide-body aircraft.

### CITY MATTERS

A. Ranganathan

**T**he heart and soul of an airport is the runway. Unfortunately, there appears to be a drift away from safety and more of political bombast. A recent video I received, showing corrosion cracks on the underside of the secondary runway bridge at the Chennai airport and the rhetoric about pushing ahead with an environmental disaster, called the Parandur airport project, is something that should worry people of Chennai. During an inspection in 2012 by me, as a member of the Civil Aviation Safety Advisory Council (CASAC), I had documented several portions of the underside of the bridge showing corrosion and cracks. I had warned that, with time, the poor construction would result in a disaster. The Chennai airport was flooded on October 27, 2005, owing to heavy rain, but the main runway was above water and flight operations were not affected. The terrain sloping down towards the Adyar and no obstacles on the path of the river ensured free flow of water into the sea. Only low-lying areas on either side of the Adyar were affected.

#### Stipulation violated

The Tamil Nadu PWD had informed Airports Authority of India (AAI) that the maximum flood level was 10.5 metres, and with free board of 0.5 metres, it would amount to 11 metres. When AAI applied for environmental clearance for building the runway bridge across the Adyar, it was allowed to build above 12.4 metres. This would mean that the pier cap would be 1.65m above this, the girder of 1m and the runway surface concrete of 1m thickness. This would make the elevation of the runway surface on top of the bridge 15.5m, which will be 50.5 feet. The threshold of the secondary runway, before the bridge was built, was 36 feet.

The Ministry of Environment and Forests had permitted a bridge of 200m by 415m, but AAI built a bridge of 200m x 462.5m in violation of the stipulations. What was worse was the pillars that were

**Of late, there seems to be an effort by AAI to convince the State government to allot land for use of the secondary runway by wide-body aircraft. No wide-body aircraft will use a non-precision runway.**

to be of 1.2m diameter were only 0.86m. The runway surface elevation on top of the bridge was only 42 feet as per the Type A Obstacle chart issued by AAI in 2010, 4m short and 47m wider than the permitted level. It had also built an embankment wall of 12 feet height. The destruction caused by the 2015 floods was made worse by this. The main runway elevation at the intersection was 46 feet and the bridge was 42 feet and the mid-section was only 33 feet, the area through which the floodwaters rushed, destroying everything on the way. The December 2015 flood level was 13.4m, well above the secondary runway bridge.

The floodwaters were not only from the Chembarambakkam lake (which contributed a mere 30%) but also from all the waterbodies west of Chennai: Mudichur, Sriperumbudur, and Parandur. We survived the 2015 floods, but if the waterbodies at Parandur are filled with concrete, it is unlikely that the bridge will survive severe floods. The fact is that even after 13 years, very few flights operate out of the secondary runway and no wide-body aircraft will use it as it does not have Instrument Landing System (ILS). AAI has been misleading the Tamil Nadu government to get land allotted for building a Approach Light System for the two ends. Without an ILS, the runway will only be a non-precision runway and all that you need is a Simple Approach Light System, and the land AAI is asking for is not needed at all. It must be more for commercial reasons than for operational reasons.

#### How to increase capacity

The Chennai airport's runway capacity can be increased by building a parallel runway with a separation of 200m, north of the main runway. AAI could negotiate with the Defence Ministry for the Army and Coast Guard land. The areas occupied by them around the airport will meet the requirement for infrastructure. We have the Metro Rail and the GST Road in place and the Central and State governments should consider this option. Take the London Gatwick Airport as an example. The parallel runway can be used for the aircraft, like A320 and B737 family, to take off and it could also be used for landing from the Pallavaram-end, as is being done at Port

Blair, Leh, and Bagdogra.

Of late, there seems to be an effort by AAI to convince the State government to allot land for use of the secondary runway by wide-body aircraft. No wide-body aircraft will use a non-precision runway, especially at night. An ILS Localiser requires clear space behind the antenna array; it has to be located in a vibration-free area. Owing to the Metro Rail and heavy traffic on the GST Road, the vibration levels are too high for an ILS Localiser. The aircraft movement on main runways and taxiways will also cause deflection of Localiser beams and they can never install an ILS for Runway 12. Similarly, the position of Localiser for Runway 30 is not possible owing to the beams getting deflected from the Coast Guard hangar and other structures.

#### Late touchdown

If one goes through airport charts issued by AAI from the time the secondary runway bridge was constructed, one would see figures ranging from 32 feet to 46 feet as the runway threshold for Runway 12. This is dangerous as the landing distances are based on crossing the threshold at 50 above the runway surface. This could result in a late touchdown and late landing. We should also consider the landing overrun if an aircraft lands late on Runway 12. One should remember that beyond the compound wall is the Metro Rail roof holding 25,000-volt cables and the crowded GST Road traffic. We also have two petrol stations across the road. Is it worth the risk to push for operations from a dangerously unsafe runway? If Chennai has to regain lost traffic, this is the best solution. Demolish the bridge across the river before the next floods. The old secondary runway was working perfectly well for smaller aircraft and one does not need more than 8,000 feet of runway. Build the parallel runway and use it for smaller aircraft and wide-body aircraft from the main runway. The government would save crores of taxpayers' money – and also lives in the event of a disaster.

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



# Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

31 MARCH 2025

## Steps to curb incidents related to birds, wildlife launched at airport

### STAFF REPORTER

GUWAHATI, March 30: As part of its comprehensive wildlife mitigation strategy, Lokpriya Gopinath Bordoloi International (LGBI) Airport has put in place a multi-faceted approach combining effective wildlife management, rigorous monitoring, and public education to reduce bird and wildlife-related incidents on and around the airfield.

In recent months, a series of educational initiatives have been launched among local villagers, stakeholders, and the general public. These include public awareness campaigns organized at local marketplaces, village panchayats, and surrounding communities.

“Comprehensive wildlife management measures in line with the airport’s commitment to mitigating wildlife incursions on the runway and bird strikes are being undertaken. These campaigns focus on the dangers of improper waste disposal, open slaughtering practices, and the creation of natural water ponds that attract wildlife to the area,” an airport official told *The Assam Tribune*.

“A range of measures have been implemented, both on the ground and in the air. These include waste management, ensuring proper waste disposal

and minimizing accumulation of litter around the airfield, which helps reduce attraction of birds and other wildlife,” the official added.

Canal cleaning involving regular maintenance of adjacent canals to enable the flow of water, particularly during the monsoon, is another initiative.

“A dedicated team conducts regular inspections to identify potential wildlife hazards, including proximity of slaughterhouses and other attractants near the airfield. Bird chasers, firecrackers, and various acoustic devices such as harmony MP3 units have been installed to manage birds at critical areas, especially along the runway and aircraft movement areas,” the official added.

Mobile bird patrols have been deployed regularly to patrol the airfield using bird management equipment like shot launchers, sky shots, and thunder booms to discourage birds from entering restricted areas.

The airport has onboarded professional wildlife rescuers to trap and relocate wildlife, including jackals, snakes, and other mammals, to safer forest areas under the guidance of forest officials. Continuous pruning of trees around the airport has been conducted in high-risk areas such as Agsia, SOS Road, and Kaitasiddhi, ensuring that

potential nesting sites for birds are eliminated.

Another initiative is removal of dense vegetation that could harbour wildlife or obstruct sightlines around the airstrips. The airport has installed solar light insect traps and anti-perching devices at key locations along the runway to further reduce bird attraction.

The airport has strategically deployed zone guns (non-lethal) and continues to use firecrackers at static posts to deter birds from the airfield area. On the airside, the airport’s WHM Team ensures continuous monitoring, particularly during the monsoons and low-visibility periods, when bird activity tends to increase. Efforts include modifying local water bodies to discourage bird congregations, installation of bird deterrents, and conducting regular inspections of areas of concern.

“These measures are crucial in maintaining a safe operating environment for aircraft. LGBI Airport remains committed to ensuring the safety of aircraft, passengers and staff with proactive measures and the active participation of the local community. By integrating both technology and education, the airport continues to foster a safe environment,” the official added.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

1 APRIL 2025

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## Shirdi airport gets night landing upgrade, more flights to be added

**Our Bureau**  
Mumbai

Shirdi Sai Baba devotees may soon be able to fly early morning or at night to Shirdi following the upgradation of the Shirdi airport runway.

The first night operation at the airport took place on Sunday with the arrival of an IndiGo aircraft from Hyderabad. "A big leap, enhancing ease for the passengers and connectivity for Shri Sai Baba devotees worldwide," said Maharashtra Chief Minister Devendra Fadnavis in an X post.

"Shirdi Airport will now be handling a total of 11 flights daily (22 movements), accommodating around 2,200 passengers per day. Multiple airlines have expressed interest in introducing more flights, facilitat-

ing darshan and the early morning *Kakad Aarti*," said Swati Pandey, Vice-Chairman and MD of the Maharashtra Airport Development Company.

The airport is being expanded with an integrated terminal. Prime Minister Narendra Modi laid the foundation stone for the terminal in last October.



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

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DAINIK BHASKAR

JAIPUR

31 MARCH 2025

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## जयपुर एयरपोर्ट : नवीन भगत होंगे नए कमांडेंट

जयपुर। केंद्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) ने जयपुर सहित विभिन्न एयरपोर्ट पर तैनात कमांडेंट की तब्दीला सूची जारी की है, जिसमें

मुंबई एयरपोर्ट पर तैनात नवीन भगत को जयपुर एयरपोर्ट का कमांडेंट बनाया गया है। भगत अप्रैल माह के मध्य तक कार्यभार संभाल सकते हैं।



# Corporate Communications Directorate

DESHBANDHU

DELHI

1 APRIL 2025

## सैनी ने हिसार हवाई अड्डे का किया दौरा

चंडीगढ़, 31 मार्च (एजेंसियां)। हरियाणा के मुख्यमंत्री नायब सैनी ने सोमवार को महाराजा अग्रसेन हिसार हवाई अड्डे का दौरा किया और वहां चल रहे विभिन्न कार्यों की समीक्षा की। श्री सैनी ने प्रधानमंत्री नरेंद्र मोदी के 14 अप्रैल को प्रस्तावित हिसार दौरे की तैयारियों के मद्देनजर अधिकारियों को चालू कार्यों में तेजी लाने की हिदायत दी, साथ ही जिला प्रशासन के अधिकारियों को अग्रिम तैयारियां करने के लिए कहा। गौरतलब है कि हिसार एयरपोर्ट से अयोध्या सहित विभिन्न राज्यों के लिए यात्री सेवाएं आरंभ करने की योजना फलीभूत होने जा रही है। गत



शुक्रवार को ही महाराजा अग्रसेन हवाई अड्डे पर एलायंस एयर के यात्री विमान की सफलतापूर्वक ट्रायल लैंडिंग करवाई गई जो बेहद सफल रही थी। एलायंस एयर के जिस विमान से ट्रायल लैंडिंग करवाई गई है, वह 72 सीटर एटीआर-72600 विमान है। इस ट्रायल लैंडिंग के उपरांत हिसार से अयोध्या व अन्य स्थलों के लिए नियमित यात्री-विमानों के संचालन का रास्ता साफ हो गया है। इस



# Corporate Communications Directorate

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DECCAN CHRONICLE

HYDERABAD

31 MARCH 2025

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## Global travel from Delhi airport costlier

**DC CORRESPONDENT**  
NEW DELHI, MARCH 30

International air travel from Delhi's Indra Gandhi International (IGI) Airport is set to become more expensive, following the Airports Economic Regulatory Authority of India's (AERA) approval of a new aeronautical tariff structure for the Fourth Control Period, spanning April 1, 2024 to March 31, 2029.

According to Delhi International Airport Limited, AERA has accepted several key principles of a variable tariff plan.

This includes an approximate 148 per cent increase in aeronautical tariffs. Significantly, the User Development Fee (UDF) for international travel — across both econ-

omy and business classes has been raised, while UDF charges for domestic passengers remain unchanged.

The revised fees will be implemented starting April 16, 2025.

In a statement, DIAL noted that UDFs will be levied on both embarking and disembarking passengers, with differential rates applying to international economy and business class travellers.

GMR Airports, which operates DIAL, reported that the Yield Per Passenger fixed at ₹145 during the previous control period has been increased to ₹360 for the remaining four years of the new period.

Industry observers say the potentially raising ticket prices for travellers departing from or arriving at the Delhi airport.



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

1 APRIL 2025

## नोएडा एयरपोर्ट पर लगाया जाने लगा एयरोब्रिज

जासं, ग्रेनो: नोएडा इंटरनेशनल एयरपोर्ट पर एयरोब्रिज लगाने का काम शुरू हो गया है। शुरुआत में छह एयरोब्रिज लगाए जाएंगे। इन ब्रिज के जरिये यात्री विमान से सीधे टर्मिनल बिल्डिंग के बीच आवाजाही कर सकेंगे। एयरपोर्ट पर 10 एयरोब्रिज लगाने हैं, लेकिन शुरुआत में छह ब्रिज लगाए जाएंगे।

नोएडा इंटरनेशनल एयरपोर्ट से यात्री सेवा जल्द से जल्द शुरू करने के लिए निर्माण कार्य को तेजी से पूरा किया जा रहा है। दस मार्च को मुख्यमंत्री योगी आदित्यनाथ ने एयरपोर्ट की निर्माण कार्य में विलंब पर नाराजगी जताते हुए कार्य को तेजी से पूरा करने के निर्देश दिए थे। इसके बाद से एयरपोर्ट का काम तेजी से पूरा किया जा रहा है। एयरोड्रम लाइसेंस के लिए जनवरी में आवेदन किया गया था, मई में लाइसेंस मिलने की उम्मीद है।



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

31 MARCH 2025

**LEFT WITH JUST 2 INTERNATIONAL FLIGHTS...**

## *Dabolim airport eyes revival as airlines plan to circle back*

**VIKRAM NAYAK**  
**THE GOAN | VASCO**

Once the primary gateway for international travellers to and from the State, the Goa International Airport at Dabolim is facing a significant decline in international flight operations.

With most international airlines having shifted base to the newly established Manohar International Airport at Mopa, the future of Dabolim Airport has become a subject of heated debate among politicians, industry stakeholders, and locals.

Despite the uncertainty, Dabolim Airport is hopeful of

a revival amid indications that three international carriers have shown interest in Dabolim airport.

### **Shifting to Mopa**

At present, only Gulf Air and Air India Express continue to operate international flights from Dabolim, following the exit of several major carriers such as Air India, Qatar Airways, Oman Air, Air Arabia, and SriLankan Airlines.

While SriLankan Airlines terminated flights to and from Dabolim airport well before Mopa airport began operations, other airlines have shifted operations to Mopa, further reducing Dabolim's



The Goa International Airport at Dabolim.  
(A Savin, Wikipedia)

international connectivity.

The loss of Air India's Goa-Gatwick service, which shifted to Mopa in July 2023, was cited as an early indication of Dabolim airport's

gradual decline.

Oman Air decided to shift operations to Mopa airport in October 2023, while Qatar Airways exited from Dabolim airport in June 2024.

By July 2024, Air Arabia became the latest airline to finalise plans to shift operations from Dabolim to Mopa, reinforcing fears that the shift was a political move rather than based on market decisions.

### **Concerns over Dabolim**

The exodus of international airlines from Dabolim airport sparked concerns among stakeholders in South Goa, particularly taxi operators, hoteliers, and travel agencies that rely on tourist footfalls at Dabolim. Many feared that this shift was a slow but deliberate move toward making Dabolim

airport obsolete.

The controversy intensified when the Congress accused the State government of pressuring international airlines to relocate to Mopa, alleging an attempt to phase out Dabolim Airport in favour of the Mopa airport.

Warning that Dabolim would soon turn into a "ghost airport", the Congress accused the government of prioritising Mopa airport over the needs of Goans, particularly South Goa residents who preferred Dabolim's convenient location.

Concerns are growing as cargo operations are also rumoured to be shifting to Mopa, further reducing the



## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

31 MARCH 2025

### GMR justifies up to 528% hike in Delhi user fee

**Neha LM Tripathi**

neha.tripathi@htlive.com

**NEW DELHI:** A day after the airport tariff regulator, the Airports Economic Regulatory Authority of India (AERA), allowed Delhi airport to increase the user development fee (UDF) by up to 528%, private operator GMR Group justified the hike on the grounds that it would enhance infrastructure at the airport and help position it as a global aviation hub.

GMR emphasised that the increase in aeronautical charges, effective from April 16, aligns with the consultation paper circulated by AERA in January.

On Friday, the regulator approved a higher, class-based UDF for economy and business class travellers, with the UDF for premium class travel rising to ₹810 from ₹129 per passenger.

"In line with the public consultation paper issued on January 31, 2025, AERA has increased the existing aeronautical tariff by around 148%," GMR Group said in a filing with the stock exchanges.

**THE INCREASE IN AERONAUTICAL CHARGES WILL BE EFFECTIVE FROM APRIL 16**

AERA is mandated to determine both aeronautical and non-aeronautical charges, which are revised every five years for all major airports.

Delhi International Airport Ltd (DIAL), a 74:26 joint venture between GMR Group and the Airports Authority of India (AAI), initially proposed a UDF hike of up to 730% to AERA for the fourth traffic control period (April 2024 to March 2029).

GMR also pointed out that following the latest revision, the per-passenger revenue would rise to ₹360 from ₹145 during the third traffic control period (2019-2024). The UDF has been split between embarking and disembarking passengers, GMR said. The UDF has also been further bifurcated into domestic and international passengers, with a differential rate for economy and business class international travellers, AERA said.



# Corporate Communications Directorate

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MILLENNIUM POST

DELHI

1 APRIL 2025

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## Saini reviews ongoing work at Hisar airport

**CHANDIGARH:** Haryana Chief Minister Nayab Singh Saini on Monday reviewed the ongoing work at the Maharaja Agrasen Airport in Hisar, an official statement said. Prime Minister Narendra Modi is set to inaugurate air services from the airport on April 14.

During his visit to the site, Saini directed officers of the district administration to make preparations for the PM's visit.

A successful trial landing of Alliance Air's passenger plane took place at the airport last Friday. The trial was conducted with a 72-seater ATR-72600 aircraft. After the trial landing, the path has been cleared for the operation of regular passenger flights from Hisar to Ayodhya and some other destinations, officials said. **MP051**



# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

1 APRIL 2025

## शिर्डी एयरपोर्ट से रात में भी विमानों की उड़ान शुरू

■ NBT रिपोर्ट, मुंबई

शिर्डी अंतरराष्ट्रीय हवाई अड्डे से रात में विमानों की उड़ान शुरू हो गई है। गुली पाडवा की रात से इसकी सफलतापूर्वक शुरुआत की गई। इस नई सुविधा से साईं बाबा के भक्तों को बड़ी राहत मिलेगी। कई एयरलाइंस शिर्डी से उड़ान शुरू करने के लिए कई महीनों से कोशिश कर रही हैं। रात में विमान सेवा शुरू होने के बाद श्री साईं बाबा मंदिर में भोर 4 बजे की काकड़ आरती में शामिल होना आसान हो जाएगा। महाराष्ट्र एयरपोर्ट डिवेलपमेंट कंपनी और संबंधित नियामक संस्थाओं के प्रयासों से शिर्डी हवाई अड्डे से रात में विमान सेवा शुरू हो सकी है। गुली पाडवा की रात पहली सेवा हैदराबाद-शिर्डी-हैदराबाद मार्ग पर 78 यात्रियों की क्षमता वाली नियमित उड़ान शुरू की गई

All Image



है। अब शिर्डी हवाई अड्डा प्रतिदिन कुल 11 विमानों (22 उड़ान संचालन) को संभालेगा, जिससे प्रतिदिन लगभग 2200 यात्री आ-जा सकेंगे। इस बुनियादी ढांचे और हवाई परिवहन क्षेत्र के लिए एक महत्वपूर्ण उपलब्धि मानी जा रही है। रात की विमान सेवा शुरू करने के बावत महाराष्ट्र एयरपोर्ट डिवेलपमेंट कंपनी की प्रबंध निदेशक स्वाति पांडे ने कहा कि यह सुविधा न केवल हवाई परिवहन क्षेत्र के लिए अहम है, बल्कि धार्मिक पर्यटन को भी बढ़ावा देने में मदद मिलेगी।

## Chingrighata traffic block nod yet to come

# Airport-New Garia Metro hits hurdle

DEBRAJ MITRA

**Calcutta:** The Metro link between New Garia and the airport has yet again encountered a wall of uncertainty.

The agency constructing the corridor has started pulling out workers and removing machines from a construction site at the Chingrighata crossing on EM Bypass, where a 366m gap in the viaduct needs to be bridged.

A traffic block is needed to lift concrete segments to bridge the gap. The police permission for the block, pending for two months, has not yet come. The gap in the viaduct lies between Belegkata and Gour Kishore (Chingrighata) stations.

More than 200 workers were deployed at the site. But they had been sitting idle. So, the contractor has withdrawn most of them. Only a hand-

ful remain, but they will also be shifted out if the traffic block is not granted, said an official of the RVNL, the implementing agency of the 32km corridor.

"Cranes, big and small, JCB excavators and trucks parked at the site are also being removed," he said.

Metro Railway awaits permission from the state government for the traffic block to lift concrete segments for two spans, from pier 317 to 318, and from pier 318 to 319.

The RVNL has formally sought a traffic block at the Chingrighata crossing in two phases to complete the work, each for three nights, between 10pm and 6am.

On March 13, this newspaper reported on this 366m gap, which railway officials said was the last remaining hurdle for the project, already delayed by several years.

Sources in the state government had said the proposal was sent for clearance to Nabanna.

Initially, the government cited the Bengal Global Business Summit and the Madhyamik exam to withhold the permission.

"Work has remained stuck since February 2. Two months have passed. Despite repeated discussions with government representatives at different levels, there seems to be no headway. We have already suffered a loss of around ₹2 crore. The men and machines cannot be kept waiting indefinitely," said a Metro official.

RVNL officials had proposed taking the traffic blocks on weekends when the traffic volume is relatively lower.

The agency has also built a 600m diversion road following a communication from Kolkata Police.

The road, which cuts through Captain Bheri, a water body which is part of the East Calcutta wetlands, a Ramsar site, will be dismantled after the viaduct gap is bridged.

Railway officials held several meetings with the police and the urban development department to resolve the impasse. Some ministers and senior officers of Kolkata Police have visited the site.

The Orange Line is now functional on a 5.4km stretch between New Garia and Ruby. Trial runs are underway in the next 4.4km stretch from Ruby to Belegkata. Construction is on from Belegkata to the airport, a distance of just over 19km. The current target to complete the project is March 2026, officials said.

But the delay in bridging the gap at Chingrighata will further delay the project, said Metro officials.

The 32km project from New Garia to the airport was originally supposed to be wrapped up by 2016-17, but was delayed by land logjams at several places.



The Metro construction site at Chingrighata on Sunday. Picture by Bishwarup Dutta



## Corporate Communications Directorate

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THE ASSAM TRIBUNE

GUWAHATI

31 MARCH 2025

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### Rs 944 cr penalty imposed on IndiGo

NEW DELHI, March 30: The Income Tax department has slapped a penalty of Rs 944.20 crore on IndiGo, which said it will contest the order that is "erroneous and frivolous".

The order was received by InterGlobe Aviation, the parent of the country's largest airline IndiGo, on Saturday.

In a regulatory filing on Sunday, IndiGo said the assessment unit of the Income Tax department (Income Tax Authority) has passed an order imposing a Rs 944.20 crore penalty for the assessment year 2021-22.

In a statement on Sunday evening, IndiGo said it strongly believes that the order passed by the Income Tax Authority is not in accordance with law and is erroneous. "The company will contest the same and shall take appropriate legal remedies against the order," the statement said. – PTI

# DGCA to meet airlines over wheelchair accessibility issue

**Rohit Vaid**  
New Delhi

The Directorate General of Civil Aviation (DGCA) will meet with domestic airlines to address concerns regarding wheelchair accessibility for travellers, sources told *businessline*.

Sources said the meeting is expected to take place on April 1.

The meeting comes after concerns emerged regarding delays and insufficient number of wheelchairs.

Besides, the issue has become more pronounced amid a rise in the number of elderly passengers and air travellers with disabilities.

“The regulator is expected to hold an overall discussion with the airlines on strategies to enhance services related to wheelchair availability and assistance at airports. The ultimate goal is to establish a system in which wheelchair assistance is a guaranteed right for every passenger who requires it,” sources stated.

### LONG WAIT

Earlier, senior officials from the Civil Aviation Ministry informed *businessline* that airlines must enhance the



**NEEDS FOCUS.** The issue has become more pronounced amid a rise in the number of elderly passengers

timeliness and availability of wheelchair services. In particular, reports of passengers waiting for extended periods for wheelchair assistance — sometimes missing their flights — have garnered backlash. “A service standard is necessary. The regulator may also seek legal opinion on the airlines’ proposals,” sources stated, adding that the “absence of a standardised and reliable guidelines-based system has worsened the issue”.

### ‘SERVICE MISUSED’

On the other hand, industry insiders cited significant

misuse of the facility by several passengers, particularly on international flights.

“Wheelchair facility offers many individuals the opportunity to bypass long queues,” they told *businessline*.

“The industry may propose restricting certain categories of passengers from accessing wheelchair facilities. Per flight, a wheelchair allocation quota might be set. The proposal is essential since, in the event of an emergency, onboard staff may be unable to assist a large number of wheelchair-bound passengers, which could jeopardise safety.”

Per industry estimates, IndiGo and Air India, as the two dominant players, offer the maximum number of complimentary wheelchair rides each month.

“High demand can delay the availability of this facility, resulting in fines for airlines. While this represents a monetary loss, it is, more importantly, a loss of reputation,” an industry representative told *businessline*.

Airlines may also propose real-time wheelchair tracking and request technology to enhance coordination between airport ground staff and airline personnel.



# Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

31 MARCH 2025

## जयपुर से चेन्नई गई फ्लाइट का टायर फटा, एयरपोर्ट के ऊपर आधे घंटे होल्ड रही फ्लाइट, फिर इमरजेंसी लैंडिंग

जयपुर | शनिवार देर रात चेन्नई गई स्पाइसजेट की फ्लाइट की इमरजेंसी लैंडिंग करवाई गई। फ्लाइट के पायलट ने टायर में खराबी की सूचना चेन्नई एयरपोर्ट के एयर ट्रैफिक कंट्रोल को दी थी। आधे घंटे तक फ्लाइट एयर होल्ड पर रही, फिर फ्लाइट की सुरक्षित आपात लैंडिंग कराई गई। दरअसल मामला स्पाइसजेट एयरलाइंस की फ्लाइट एसजी-9046 का है। फ्लाइट शनिवार को जयपुर एयरपोर्ट से देर रात 2 बजे चेन्नई के लिए रवाना हुई। इस दौरान

लैंडिंग से पहले पायलट को फ्लाइट के टायर में खराबी का पता चला। इसके बाद उसने तुरंत चेन्नई एयरपोर्ट के एटीसी को फ्लाइट की इमरजेंसी लैंडिंग की अनुमति मांगी। फ्लाइट के करीब आधे घंटे एयर होल्ड पर रहने के बाद सुबह 5:45 बजे फ्लाइट की चेन्नई एयरपोर्ट पर सुरक्षित लैंडिंग कराई गई। एयरलाइंस से जुड़े सूत्रों की मानें तो पायलट को लैंडिंग से पहले ही पता चल गया था कि फ्लाइट का टायर नंबर 2 क्षतिग्रस्त हो गया है।



# Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

31 MARCH 2025

## स्पाइस जेट की फ्लाइट की इमरजेंसी लैंडिंग

नवज्योति, जयपुर। जयपुर से चेन्नई जा रही स्पाइस जेट की फ्लाइट की चेन्नई एयरपोर्ट पर इमरजेंसी लैंडिंग कराई गई। यह विमान रात 2 बजे जयपुर से रवाना हुआ था और सुबह 5.45 बजे चेन्नई में लैंड हुआ। लैंडिंग के दौरान टायर बस्ट होना बताया जा रहा है। लैंडिंग से पहले विमान ने चेन्नई एयरस्पेस में कई चक्कर लगाए। पायलट ने एयर ट्रैफिक कंट्रोल से इमरजेंसी लैंडिंग की अनुमति मांगी थी। करीब आधे घंटे तक होल्ड पर रहने के बाद विमान को सुरक्षित उतारा गया। फिलहाल घटना के कारणों की जांच की जा रही है। यात्रियों की सुरक्षा को लेकर कोई खतरा नहीं बताया है।

### दुबई की फ्लाइट देरी से रवाना

जयपुर से दुबई जाने वाली फ्लाइट रविवार को देरी से रवाना हुई। इसके चलते यात्रियों को परेशानी का सामना करना पड़ा। स्पाइस जेट की फ्लाइट जयपुर से सुबह 8.55 बजे दुबई जाती है। यह फ्लाइट रविवार को सुबह 9.45 बजे दुबई के लिए रवाना हुई। गौरतलब है कि नए शेड्यूल लागू होने के पहले दिन ही फ्लाइट देरी से रवाना हुई।



### जयपुर एयरपोर्ट पर नया समर शेड्यूल लागू

जयपुर एयरपोर्ट पर रविवार से फ्लाइट्स का नया समर शेड्यूल लागू हो गया। पहले दिन में सुबह 9.30 से शाम 6 बजे तक फ्लाइट संचालन बंद रखने का प्रस्तावित नोटम अगले साल तक के लिए स्थगित कर दिया गया। हालांकि एयरलाइंस पहले ही अपने शेड्यूल को अंतिम रूप दे चुकी थीं, जिससे रविवार को अधिकांश फ्लाइट्स नहीं चलेंगी। जानकारी के अनुसार 15 अप्रैल तक दिन में फ्लाइट्स की संख्या फिर से बढ़ने लगेगी। मई में रोजाना लगभग 75 फ्लाइट्स संचालित होंगी, जिससे यात्रियों को राहत मिलेगी। एयरपोर्ट प्रशासन के इस फैसले से समर ट्रेवल सीजन के दौरान यात्रियों को बेहतर सुविधाएं मिलेंगी और उड़ानें सामान्य रूप से जारी रहेंगी।



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

1 APRIL 2025

## ■ 'Flyer Traffic Likely to Rise to 485 m by FY27'



**MUMBAI** Air passenger traffic is likely to rise at a 9% compound annual growth rate (CAGR) between FY25 and FY27, taking passenger volume to about 485 million by FY27, CareEdge said Monday. International passenger traffic is likely to grow at a faster pace.



# Corporate Communications Directorate

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HINDUSTAN

DELHI

1 APRIL 2025

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## हवाई यात्रियों की संख्या 9% की दर से बढ़ेगी

नई दिल्ली। वित्त वर्ष 24-25 और 26-27 में हवाई यात्रियों की संख्या सालाना नौ प्रतिशत की दर से बढ़कर लगभग 48.5 करोड़ हो जाएगी। रेटिंग एजेंसी केयरएज के मुताबिक, चौड़े आकार वाले अधिक विमानों के एयरलाइंस के बेड़े में शामिल होने से अंतरराष्ट्रीय यात्रियों की संख्या में तेज वृद्धि होने की संभावना है, जबकि घरेलू यात्री यातायात स्थिरता के साथ बढ़ना जारी रह सकता है।



## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

31 MARCH 2025

# Indigo calls ₹944-cr tax order 'erroneous and frivolous'

**Neha LM Tripathi**

neha.tripathi@htlive.com

**NEW DELHI:** InterGlobe Aviation, the parent company of country's largest airline IndiGo, has received a ₹944.20-crore penalty order from the Income Tax department, which the airline termed "erroneous and frivolous".

In a regulatory filing on Sunday, IndiGo said the Assessment Unit of the Income Tax Department (Income Tax Authority) has passed an order imposing ₹944.20 crore penalty for assessment year 2021-22. The company responded to the notice that was received on March 29, and said that the company will contest it.

"The order for said penalty under Income Tax has been passed on the basis of an erroneous understanding that an appeal filed by the Company before the Commissioner of Income Tax (Appeals) against the Assessment order under Section 143(3) has been dismissed, whereas the same is still alive and pending adjudica-



**IndiGo also said the order doesn't have any significant impact on financials, operations or other activities of the company.** HT

tion," the airline's spokesperson told reporters. The spokesperson added, "The company strongly believes that the order passed by the Income tax authority is not in accordance with law and is erroneous. The Company will contest the same and shall take appropriate legal remedies against the order."

IndiGo also said the order doesn't have any significant impact on financials, operations or other activities of the company. This comes after IndiGo, on February 5, had received GST demand orders totaling ₹116 crore from tax authorities

in Delhi and Chennai. The Delhi additional commissioner had imposed a penalty of ₹113 crore, mainly due to the misclassification of services provided to off-shore recipients as taxable, rather than as exports of services. Similarly, on January 15, the airline had faced a penalty exceeding ₹25 lakh from the Customs Department over jet fuel duties. On January 6, the Principal Commissioner of Customs at the Air Cargo complex (Import) had imposed a penalty of ₹2.17 crore, after rejecting a duty exemption for the import of aircraft parts.



# Corporate Communications Directorate

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THE HINDU

CHENNAI

31 MARCH 2025

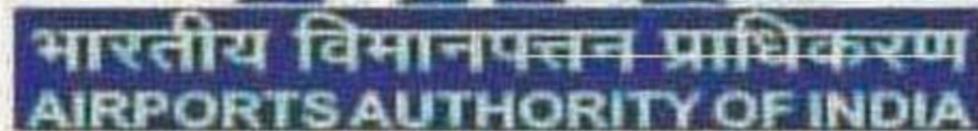
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## IndiGo to contest I-T order imposing ₹944-cr. penalty

The Income Tax Department has slapped a penalty of ₹944.2 crore on IndiGo, which said it will contest the order that is “erroneous and frivolous”. The order was received by InterGlobe Aviation, the parent of IndiGo, on Saturday. In a regulatory filing on Sunday, IndiGo said the assessment unit of the Income Tax Department has passed an order imposing a ₹944.2-crore penalty for the assessment year 2021-22.

According to the filing, the company believes the order is erroneous and frivolous. The company will contest the same and shall take appropriate legal remedies against the order, it added. PTI



# Corporate Communications Directorate

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MINT

DELHI

1 APRIL 2025

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## **India can be great producer of SAF, help cut pollution: Airbus official**

**Toulouse/France:** India has many attributes to become a great producer of Sustainable Aviation Fuel (SAF), which can help reduce pollution. "India has a lot of attributes to become a great SAF producer. The first one is the availability of feedstock, there is a lot of biomass waste, used cooking oil (and) municipal solid waste that can be recovered," Julien Manhes, Head of SAF and CDR (carbon dioxide removal) Development Sustainability Organisation at Airbus, told *PTI*.

**PTI**



# Corporate Communications Directorate

MINT

DELHI

1 APRIL 2025

## Air passenger traffic likely to rise 9% CAGR to 485 mn by FY27

**A**ir passenger traffic is likely to rise at a 9% compounded annual growth rate (CAGR) between FY2025 and FY2027, taking the passenger volume to approximately 485 million by FY2027, ratings agency CareEdge said on Monday.

International passenger traffic is likely to grow at a faster pace, supported by the induction of more wide-body aircraft from FY2026, while the domestic passenger traffic may continue with its steady upward trajectory, expanding from a high base, it added.

The Indian aviation sector has experienced a V-shaped recovery, with passenger traffic reaching 1.10 times its pre-COVID levels in FY2024, the rating agency said.

While the domestic air travel rebounded by FY2023, the international traffic recovered in FY2024, exceeding pre-covid levels by 1.04 times, it noted. The ratings agency earlier estimated passenger traffic to reach around 425 million in FY2025.



PTI

International passenger traffic likely to grow at a faster pace. источник: PTI



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

1 APRIL 2025

## ‘Air passenger traffic likely to rise 9% CAGR to 485 mn by FY27’

International passenger traffic is likely to grow at a faster pace, supported by the induction of more wide-body aircraft from FY26

### OUR CORRESPONDENT

**MUMBAI:** Air passenger traffic is likely to rise at a 9 per cent compounded annual growth rate (CAGR) between FY2025 and FY2027, taking the passenger volume to approximately 485 million by FY27, ratings agency CareEdge said on Monday.

International passenger traffic is likely to grow at a faster pace, supported by the induction of more wide-body aircraft from FY26, while the domestic passenger traffic may continue with its steady upward trajectory, expanding from a high base, it added.

The Indian aviation sector has experienced a V-shaped recovery, with passenger traffic reaching 1.10 times its pre-COVID levels in FY24, the rating agency said.

While the domestic air travel rebounded by FY23, the international traffic recovered in FY24, exceeding pre-COVID levels by 1.04 times, it noted.

The ratings agency earlier estimated passenger traffic to reach around 425 million in FY25. However, owing to the delays in aircraft deliveries and adverse weather conditions,



The Indian aviation sector has experienced a V-shaped recovery, with passenger traffic reaching 1.10 times its pre-COVID levels in FY24

pax growth is expected to be marginally lower by 4 per cent and reach around 410 million.

The increased air travel observed during the Mahakumbh in Q4 FY25 is likely to partially offset the low passenger growth for the remainder of the current financial year, CareEdge Ratings said.

“This surge (traffic growing at a CAGR of 9 per cent from FY25 to FY27) is driven by strong air travel demand and additional capacity creation by both airports and air-

lines. By FY27, passenger traffic is anticipated to reach approximately 485 million, reflecting the sector’s strong recovery and growth trajectory,” said Maulesh Desai, Director, CareEdge.

Noting that the domestic airport operators, including the Airports Authority of India, have invested approximately Rs 80,000 crore in capex from FY21 to the December quarter of this fiscal, CareEdge said that as much as 42 per cent of this investment was allocated to

### Highlights

- This surge is driven by strong air travel demand and additional capacity creation by both airports & airlines’
- While domestic air travel rebounded by FY23, the int’l traffic recovered in FY24, exceeding pre-COVID levels by 1.04 times
- The increased air travel during Mahakumbh in Q4 may partially offset low passenger growth for remainder of FY25

the development of greenfield airports across four locations.

The rating agency also projected a total capital outlay increase of Rs 30,000 crore during FY26- FY30, reaching approximately Rs 1.1 lakh crore. This growth will be primarily driven by brownfield airport expansions, creating funding opportunities of around Rs 75,000 crore.

Additionally, two greenfield airports, with a combined project cost of about Rs 25,000 crore, are expected

to commence operations in the first half of FY26, it said, adding that 18 per cent of the total capex is allocated for city-side development (CSD) and non-aeronautical developments, highlighting efforts to enhance commercial and ancillary infrastructure.

Global successes, such as Singapore’s Changi Airport, demonstrate the potential of CSD. Yet, given the relatively higher saleability risk associated with CSD, the pace of CSD capex and the corresponding revenue generation are key ponderable from a credit perspective, it said.

CareEdge Ratings estimates that the aero revenue of 11 private airports to grow at a CAGR of around 42 per cent over FY24-27.

Meanwhile, it said, non-aero revenues are expected to grow at a CAGR of around 12-14 per cent over FY24-FY27, driven by growth in revenue from duty-free, food and beverages, and lounges, the ratings agency said.

However, non-aero revenue per passenger for international peers is twice that of Indian airports, indicating significant headroom for growth in this segment, it added.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

1 APRIL 2025

## India can be great producer of SAF & the fuel can help reduce pollution, says Airbus official

**TOULOUSE (France):** India has many attributes to become a great producer of Sustainable Aviation Fuel, which can help reduce pollution, as rice and wheat straws can also be used as a feedstock for SAF, according to a senior Airbus official.

India is one of the world's fastest growing aviation markets and slowly, steps are being taken towards using SAF.

Aircraft maker Airbus has been pursuing initiatives for increasing the production and use of SAF, for which the demand is in Europe currently. It has also inked a partnership with the Indian Institute of Petroleum (IIP), Dehradun.

"India has a lot of attributes to become a great SAF producer. The first one is the availability of feedstock, there is a lot of biomass waste, used cooking oil (and) municipal



solid waste that can be recovered," Julien Manhes, Head of SAF and CDR (Carbon Dioxide Removal) Development Sustainability Organisation at Airbus, said.

During an interaction at Toulouse last week, he asserted that SAF can help in addressing various issues, including pollution.

"In India, for example, the rice straws or the wheat straws that are burnt every year that makes for very bad air quality

in Delhi, these could be used as a feedstock for SAF," he said.

Among other aspects that can push SAF production, Manhes said India also has a huge petrochemicals industry, a lot of refineries and engineering capabilities.

Airbus has partnered with the Indian Institute of Petroleum (IIP) and they are working on a new way of making SAF. "...we are helping IIP to get the new way of making SAF technically approved... it is a specific partnership in India," he said.

He also said that by 2040 or 2050, India could be producing 100 million tonnes of SAF or slightly less.

In December 2024, the International Air Transport Association (IATA) estimated SAF production to touch 2.1 million tonnes (2.7 billion

litres) in 2025 and the projection was 1 million tonnes (1.3 billion litres) for 2024.

IATA represents around 340 airlines, including Indian carriers, that account for more than 80 per cent of the global air traffic.

As SAF is much more expensive than crude oil now, Airbus' Manhes said efforts should be made to ensure that SAF is competitive for which there should be mass scale.

"To reach mass scale, you need policies. The government has to either mandate SAF or support in production of SAF. That is why every country is doing regulatory engineering, finding the best regulatory mechanism that will help the local ecosystems grow.

"In India, there is a lot of work going on at the moment...", he noted. P11



## Corporate Communications Directorate

THE PIONEER

LUCKNOW

31 MARCH 2025

# International flight fees to soar: AERA clears 500 per cent hike

PIONEER NEWS SERVICE ■ New Delhi

Passengers flying internationally from Indira Gandhi International Airport (IGIA) will have to pay a significant fee in User Development Fees (UDF) from April 16, 2025 after the Airports Economic Regulatory Authority (AERA) has approved a huge 500 per cent fee hike for international flyers, which will impact both departure and arrival fees.

Under the new structure, the User Development Fee (UDF) for departing international passengers will rise to ₹650 for economy class and ₹810 for business class. Delhi's IGI airport will be the first in India to introduce differential UDF rates for economy and business class.

Approving the final tariff order for the IGIA for the April 1, 2024 to March 31, 2029 period, AERA said it decided not to change the prevailing UDF of Rs 129 for domestic passengers as they comprise 80 per cent of the total traffic at the airport.

Disembarking passengers will also see an increase, with economy travellers paying ₹275 and business class travellers ₹345. Explaining the rationale behind having a differential rate of UDF for the inter-

national economy and business class passengers, AERA said it aligns with the 'user pays' principle and reflects the enhanced passenger experience and expanded facilities available and used by international travellers. The watchdog said that airport operator DIAL had proposed a 730 per cent increase in prevailing airport charges.

GMR Airports has said that AERA has accepted various principles of variable tariff plan for the Delhi airport and that the existing aeronautical tariff has been increased around 148 per cent for the fourth control period ending March 31, 2029. The revised tariffs for the fourth control period — April 1, 2024 to March 31, 2029 — will be applicable from April 16, 2025. UDF has been split across both embarking and disembarking passengers.

"The same has been further bifurcated into Domestic and International passengers with a differential rate for economy and business class international travellers," the company said in a regulatory filing late on Saturday.

GMR Airports' subsidiary Delhi International Airport Ltd (DIAL) operates the IGIA in the national capital. "In line

with the public consultation paper issued on January 31, 2025, AERA has increased the existing aeronautical tariff by (approx) 148 per cent.

"Against the existing yield per pax of (approx) ₹145 valid under 3rd control period, the nominal yield per pax has been increased to ₹360 throughout the balance four years of control period valid till March 31, 2029," the filing said. The fil-

**Delhi's IGI airport will be the first in India to introduce differential UDF rates for economy and business class. The revised tariffs for the fourth control period will be applicable from April 16, 2025**

ing also said the landing charges for wide-body aircraft for scheduled airline operators who will operate direct flight to new international destinations have been waived off. This will help encourage more international long-haul flights and in making the airport an hub.

Among other aspects, GMR Airports

said AERA has taken cognisance of the TDSA judgement, dated July 21, 2023, wherein certain significant issues have been decided in favour of DIAL. "However, since the said TDSAT order has been challenged by User Development Fee in Supreme Court, AERA has decided to defer the implementation of the said TDSAT order till the matter attains finality in the proceedings before the Supreme Court," it noted.

The company also said that as per Supreme Court judgement, dated July 11, 2022, in the matter of tariff order for the first control period, AERA has given effect in the order towards computation of corporate tax on aeronautical earnings in the present fourth control period of the tariff order.

Delhi handled 73.7 million passengers in Fiscal Year 24. More than 80 per cent of its passengers are domestic. A Parliamentary Affairs Committee had earlier expressed dissatisfaction over the 'arbitrary' rise in User Development Fee and airfares, arguing that the existing framework lacks mechanisms to hold private operators accountable.

By distributing UDF charges between

departing and arriving passengers, AERA aims to ensure an equitable burden-sharing model for airport users.

The Association of Private Airport Operators (APAO) has supported DIAL's proposed variable tariff model, calling it a globally recognised approach that balances affordability and financial sustainability. APAO also emphasised the benefits of class-based UDF, peak and off-peak pricing, and competitive landing and parking fees to ensure cost-effective airline operations.

With higher User Development Fee charges, budget-conscious international flyers may consider alternatives to IGIA, such as airports in Mumbai, Bengaluru, or nearby international hubs like Dubai and Bangkok.

Infrastructure upgrades are also underway at IGIA, which handles 1,300 daily flights across three terminals. Since taking over IGIA in 2006, DIAL has invested ₹30,000 crore and contributed ₹25,000 crore in revenue-sharing payments to the Airports Authority of India (AAI), along with ₹192 crore in dividends. However, its accumulated loss stands at ₹2,900 crore as of December 2024.



## Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

31 MARCH 2025

# Jaipur-Chennai flight suffers tyre damage, DGCA orders probe

Venkadesan.S  
@timesofindia.com

**Chennai:** A SpiceJet flight from Jaipur to Chennai landed with a damaged main tyre in the early hours of Sunday. The Directorate General of Civil Aviation (DGCA) has ordered an inquiry. The incident delayed the airline's inaugural Chennai-Tuticorin service, part of its new summer schedule.

The flight, carrying 82 passengers, had been scheduled to continue onward from Chennai to Tuticorin at 6am. However, it took off only around 11am after the damaged tyre was replaced. Seventy-four passengers eventually flew to Tuticorin on the same aircraft.

Tension briefly gripped



**TREAD LOSS**

Chennai airport when the flight was preparing to land. A full emergency was declared, and fire and medical teams were kept on standby. Fortunately,

**The incident delayed the airline's inaugural Chennai-Tuticorin service, part of its new summer schedule**

ly, the aircraft landed safely and taxied to the bay without incident.

Sources at Chennai airport said the issue was first noticed by Air Traffic Control (ATC) officials at Jaipur airport around 2am, shortly after the aircraft took off. The ATC team spotted the top layer of the main tyre's rubber — an effect known as tread loss — lying on the runway. They alerted the pilot.

Despite the tread loss, the flight continued to Chennai as

all other parameters appeared normal. Around 4.55am, Chennai airport declared a local standby, followed by a full emergency as a precaution. Fire tenders were kept ready in case the tyre emitted smoke or caught fire upon landing due to reduced rubber surface.

After landing and disembarking, ground staff inspected the aircraft and confirmed that the left main tyre had lost its top layer.

Aviation safety consultant Captain Ranganathan said that while tyre retreading is a common practice, excessive wear or harsh braking, especially in summer, can lead to tread loss. He said that such incidents do not pose a direct threat if standard landing procedures are followed.



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

31 MARCH 2025

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## Flight service to Jaffna resumes after 50 years

IndiGo airlines launched its new flight from Trichy airport to Jaffna on Sunday. The resumption of the daily service after about five decades has made Jaffna the 12th international destination from the airport here. The flight would leave Trichy by 1.25pm and reach Jaffna at 2.25pm. The return flight takes off at 3.10pm from Jaffna and reaches Trichy at 4.05pm.



# Corporate Communications Directorate

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THE TIMES OF INDIA

MUMBAI

31 MARCH 2025

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## Jaipur-Chennai flight lands with damaged tyre

**Chennai:** A SpiceJet flight from Jaipur to Chennai landed with a damaged main tyre in the early hours of Sunday, reports **Venkadesan.S.** The Directorate General of Civil Aviation (DCA) has ordered an inquiry into the incident.

The flight, carrying 82 passengers, had been scheduled to continue onward from Chennai to Tuticorin at 6am. However, it took off only around 11am after the damaged tyre was replaced. About 74 passengers eventually flew to Tuticorin on the same aircraft.

Tension briefly gripped Chennai airport when the flight was preparing to land. A full emergency was declared, and fire and medical teams were kept on standby. Fortunately, the aircraft landed safely and taxied to the bay.