

UNFAIR TREATMENT | Despite growth and strategic importance, Surat feels its aviation aspirations are 'repeatedly clipped'

Vadodara airport finds perks while Surat fights

Melvyn Thomas
SURAT

While Vadodara Airport celebrates a landmark three-year incentive scheme from the Airports Authority of India (AAI) to kickstart international operations, a palpable sense of frustration hangs over Surat. Despite its undeniable growth and strategic importance, Gujarat's diamond and textile capital finds its aviation aspirations repeatedly clipped, raising uncomfortable questions about fairness in national aviation policy.

The AAI's new scheme showers Vadodara with generous benefits: 100% waiver of landing charges and a 10% User Development Fee (UDF) discount in the first year, followed by significant waivers in subsequent years. This is a game-changer, designed to transform Vadodara into a new international gateway. "This move will undoubtedly boost international connectivity from Vadodara," remarked an airline industry insider, who requested anonymity. "It's a clear signal of intent for that airport."

But for Surat, a city that clocked over 16 lakh passengers in 2024-25 and consistently demonstrates its potential, the silence from AAI is



deafening. "It's baffling," stated a local aviation enthusiast, "Surat is strategically located between Mumbai and Ahmedabad, two of the busiest airports in the country. Yet, we've never received similar incentives. It feels like a deliberate oversight."

Surat's journey has been one of self-reliance. Historically, it even had to provide a ₹3 crore bank guarantee to Air India to initiate domestic flights. The city's enterprising spirit met the challenge, and Surat Airport has grown steadily since, often without the institu-

tional backing seen elsewhere.

The recent declaration of Surat Airport as a 24x7 operational airport, albeit for a trial period of 90 days, was a long-awaited victory for airlines. However, the cheer is tempered by reality. Airlines argue that while the 24x7 status existed on paper, practical limitations like staff shortages and infrastructure gaps meant the airport was only partially operational. This effectively discouraged late-night and early-morning flights, crucial for optimal aircraft rotation and enhanced connectivity.

Now, AAI is urging airlines to utilize these extended hours to justify the full-time operation, but without financial incentives – such as waivers on night parking fees, landing charges, or UDF reductions – airlines remain hesitant. "Why would an airline absorb additional operational costs without a clear benefit?" questioned a representative from a major domestic carrier. "The incentives Vadodara received are precisely what drive growth."

Surat's strategic location makes it an ideal candidate for a critical aviation node. Its 18 aircraft parking bays could alleviate congestion at overloaded hubs like Mumbai, offering a viable option for night parking. Just last week, during "Operation Sindoor," Surat Airport admirably handled multiple emergency landings and diverted flights, showcasing its readiness and reliability in crisis situations.

Yet, despite these clear advantages, no airline has been offered the operational or financial motivation to consider Surat as a serious base. The disparity with Vadodara is stark: an international airline initiating operations from Vadodara will save over ₹57,000 on landing charges and ₹10,000 on UDF in the first year alone.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

BUSINESS LINE

DELHI

1 JUNE 2025

Will build more hub airports for global connectivity, says Aviation Minister Naidu

TAKING OFF. Developing the entire aviation ecosystem including manufacture of plane components and easier financing/leasing

Rohit Vaid

New Delhi

India intends to expand its civil aviation industry by building hub airports throughout the country to establish an "independent and self-sufficient" international flight network that links its cities with other nations, Union Civil Aviation Minister Ram Mohan Naidu has said.

Speaking exclusively to *businessline*, Naidu said that such a network is essential for meeting the growing aspirations of the country, which is now the fourth largest economy in the world.

"We plan to make several hub airports across the country to develop an independent, self-sufficient international flight network that links our cities with other global destinations."

"In this connection, having the

IATA AGM and WATS in New Delhi will go a long way in forming partnerships to develop the resilient global network that we are building," Naidu said on the eve of the 81st IATA Annual General Meeting and the World Air Transport Summit.

"PM Narendra Modi will deliver the keynote address at the summit," he said.

2 MEGA PROJECTS READY

On plans of scaling up the aviation infrastructure, the Minister pointed out that already two mega projects — Noida and Navi Mumbai airports — were on the verge of completion. "We will be developing more airports, more water aerodromes, and more heliports and will also come up with a new version of the UDAN scheme that will promote air connectivity like never before," he said.

Several new airlines have com-



Ram Mohan Naidu,
Civil Aviation Minister

menced operations and more such entities are in the process of acquiring aircraft to start flights, he added.

"The problem is that the global supply of aircraft and engines is what is slowing our aviation growth. However, even over here,

we see an opportunity to develop a manufacturing segment focussed on making aircraft parts and engine components in India, including those for drones," Minister Naidu said.

FAR-REACHING REFORMS

The government is also trying to bring down the cost of aircraft financing and leasing. "We have brought in far-reaching reforms via legislation. We are also in the process of finalising the contours of developing an indigenous civilian aircraft and developing a globally competitive MRO sector that will reduce operational costs, thereby bringing down airfares," he said.

India's civil aviation sector has shown exceptional resilience, the Minister said.

"In the face of challenging situations, not one ultra-long-haul flight to Europe and the contin-

ental United States got cancelled," he said. Over the last 10 years, India has made significant moves in developing the aviation infrastructure required to sustain the growth of the sector, Naidu said.

"We have developed over 85 airports in the last 10 years, operationalised airstrips, and built new terminals as well as heliports. Our airlines have ordered nearly 2,000 aircraft, and our domestic and international traffic has maintained a consistent growth rate of around 6 per cent year-on-year. On the regional segment, our UDAN connectivity scheme has benefited and made it possible for 1.5 crore men and women from the hinterland to travel by air."

The Minister pointed out that India of 2025 views air travel not as an elitist travel medium but as an essential transport mode that will enable the overall economy to sustain high growth rates.



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DELHI

31 MAY 2025

IndiGo invests ₹1,100 cr to set up MRO facility at Bengaluru airport

Our Bureau
Bengaluru

IndiGo has invested ₹1,100 crore to set up an MRO facility at Bengaluru airport.

Under the agreement, Bangalore International Airport Ltd (BIAL) will allocate around 31 acres to IndiGo to develop the MRO facility, which will support the airline's expanding fleet.

The facility will be equipped to handle both narrow-body and wide-body aircraft.

The MoU also outlines broader collaboration, including network expansion, infrastructure development and joint marketing initiatives.

Speaking on the announcement, MB Patil, Karnataka Minister for Large & Medium Industries and Infrastructure Development, said, "The Government of Karnataka is deeply committed to advancing aerospace



and aviation manufacturing in the State. IndiGo's investment in a state-of-the-art MRO facility further strengthens our vision to make Karnataka the MRO capital of Asia."

CREATE JOBS

The project is expected to generate over 750 direct high-skilled jobs across engineering, logistics, warehousing and support services.

It will also enhance Kempegowda International Airport's capacity to handle an estimated 1,300 aircraft by FY31, scaling to approximately 2,100 aircraft by FY37/38.

Pieter Elbers, Chief Executive Officer, IndiGo, said, "Developing comprehensive IndiGo MRO capabilities marks a significant and strategic step for IndiGo. Partnering with BIAL underlines our shared commitment to driving the long-term growth of the aviation ecosystem in Bengaluru and cementing its status as one of the best world-class international hubs in India."

The facility will attract leading global OEMs and tier-1 suppliers, creating a multiplier effect that boosts ancillary industries, vendor ecosystems and skill development across the region.

The airport, operated by BIAL, became the first in South India to serve over 41.88 million passengers and process 5,02,480 tonnes of cargo in FY25.

It also surpassed 350 million cumulative passengers since its opening.

Corporate Communications Directorate

BUSINESS LINE

DELHI

31 MAY 2025

Meet and greet services optional, do not force charters to use it: AERA

+

Aneesh Phadnis
Mumbai

In a relief to charter companies, the Airport Economic Regulatory (AERA) Authority has restrained airports from levying “meet and greet” charges.

This follows complaints from private jet owners that they were being forced to avail of meet-and-greet services and lounge access to secure slots at the airports. “Of late, it has come to the notice of the AERA that certain airport operators are levying charges under the category of “Elite Meet and Greet Services” on non-scheduled operator flights, irrespective of the terminal usage at the airport,” the regulator said in a public notice.

‘NON-ESSENTIAL’

“The services are by nature optional and non-essential. However, imposing them as a pre-condition for processing



A charter operator said fees are collected under various heads like VIP or premium lounge, supervision, catering or meet and greet services

general aviation flight movements constitutes an unauthorised and unethical modification of aeronautical charges without due regulatory approval,” it added.

While the AERA notice does not mention any particular airport, sources claimed Adani Group-run airports were levying this fee. A

charter operator said fees were collected under various heads like VIP or premium lounge, supervision, catering or meet-and-greet services. Adani Airports did not respond to an email query.

“Instances of operators being compelled to pay additional charges while availing aeronautical services have been a recurring concern. It is encouraging to see AERA issue a public notice to curb such practices by certain airport operators. This should serve as a strong advisory for those imposing unjustified non-aeronautical charges under monopolistic conditions. At public airports, non-aeronautical services are strictly optional and cannot be made a precondition for accessing essential aeronautical services such as landing, parking and others defined under the AERA Act,” said Rajesh K Bali, Managing Director of the Business Aircraft Operators Association.

Touts' raj at T2 air terminal

S Balakrishnan

MUMBAI

Passengers arriving at T2 air terminal at Sahar are having a tough time getting Ola cabs or even auto-rickshaws. I arrived late night at T2 on Thursday via a delayed Indigo flight from Srinagar and had a harrowing time getting a vehicle.

As I was walking towards the Ola counter, a man accosted me and asked where I wanted to go. He said he represented Ola and he can take me to my destination Chembur for Rs700 plus Rs300 towards "parking charge". I declined and went to the Ola counter to book a cab to Chembur. The man at the counter took my details and booked a cab on his mobile. Soon I received an SMS message saying 'Amit Kumar Bhurtiya (8108536030) is on the way' and the booking number was CRN9452556986 in a white Dzire car MH03 DV 6236.

Even after waiting for 15 minutes there was no sign of the driver. When I called the driver, he asked where I wanted to go. When I replied "Chembur", he disconnected. When I went to the Ola "help" desk, the man there nonchalantly informed me that the driver cancelled the ride! Several other irate passengers had a similar experience with other drivers. One of them was heard shouting, "I am a



The Ola point and two touts



frequent flyer. But I find the problem of cabs only in Mumbai." Soon enough two touts came offering to help out for a small fee.

The situation at the auto-rickshaw queue was no better. Drivers coming in the line ask passengers for their destination and if they are not interested, they ask them to get down. There is not a single policeman at the spot. An employee of Krystal services is supervising the queue, but he is helpless to prevent the auto-rickshaw wallahs from refusing fare. There is a separate line for autos where the drivers negotiate the fare and take passengers.

Mumbai airport terms: Adani, carriers differ

Reuters

feedback@livemint.com

NEW DELHI: The airport in India's financial capital of Mumbai, run by the Adani Group, has triggered a lobbying effort by top carriers IndiGo and Air India after it changed payment rules, citing financial needs and a risk of airline defaults, documents show.

The airport is one of India's busiest at a time when dozens are being added in one of the world's fastest-growing aviation markets. It is the biggest of seven managed by a group led by billionaire Gautam Adani.

Confidential letters seen by Reuters show the pushback to the change, which seeks a compulsory cash deposit in a bank as security against charges like landing and parking fees, instead of a long-standing practice of bank guarantees.

"None of these airlines normally pay on time... we want to align our cash flow with the airlines' cash flow," said Arun Bansal, the chief executive of Adani Airport Holdings, which has a stake of 74% in the airport.

"They have taken advantage of our niceness," he added, referring to resistance to the new payment system from IndiGo and Air India since the change came last October.

Airlines often delay pay-



Adani Airport Holdings has a stake of 74% in the airport. HT

ments beyond a due date at month-end but the airport has to pay authorities earlier, creating working capital challenges that can be resolved by using the security deposit when needed, Bansal said.

IndiGo and Air India, which together have a 91% market share, didn't respond to queries.

A person with direct knowledge of the matter said the new policy would require the two airlines to make deposits of about ₹200 crore, taken together. For Air India, owned by the Tata Group, such payments could strain its finances after racking up losses of \$521 million last year, in addition to monthly costs of \$50 million after Pakistan closed its airspace to Indian airlines.

Mumbai International Airport Ltd (MIAL) posted losses of \$71.11 million on revenues of \$461 million last year.

In a December 31 letter to an airlines body, the airport justi-

fied the change by pointing out its "deteriorating financial position" and "significant debt obligations." It added that "The deposits will help MIAL's financial stability and credit rating."

The change also is to protect the airport from risks like an airline going bankrupt, as carriers Jet Airways, Go First and Kingfisher Airlines have done in the last few years, Bansal said.

The airport has the right to cancel slots of airlines that don't follow the new policy, but doesn't intend to do so in the interest of passengers, he added.

The International Air Transport Association, representing Air India and IndiGo, wrote to India's civil aviation ministry, calling the change a bid to use airline deposits to fund the airport's working capital need.

India's civil aviation ministry did not respond to queries. The government has a stake of 26% in the Mumbai airport.

In a letter on April 2, the Federation of Indian Airlines told the airport it disagreed with the contention that airline payments were not timely. Air India said in an April 15 letter to the government that the industry was facing "immense financial pressure" and that "It is highly likely that other airports across the country could adopt similar measures, leading to widespread financial strain."



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STATEMEN

DELHI

1 JUNE 2025

PM inaugurates new terminal building at JPNI Airport in Patna

Prime Minister Narendra Modi inaugurated the New Terminal building at Jay Prakash Narayan International Airport, Patna and laid the foundation stone for a New Civil Enclave at Bihta Airport in Patna, Bihar in the august presence of Arif Mohammed Khan, Governor, Bihar, Nitish Kumar, Chief Minister, Bihar, Kinjarapu Rammohan Naidu,

PM also lays foundation stone for New Civil Enclave at Bihta Airport

Union Minister of Civil Aviation; Murlidhar Mohol, Union Minister of State for Civil Aviation and cooperation



Corporate Communications Directorate

TIMES OF INDIA

BANGLORE

31 MAY 2025

IndiGo lines up ₹1,100 crore MRO facility at B'luru airport

TIMES NEWS NETWORK

Bengaluru: IndiGo signed a pact with the Bengaluru International Airport (BIAL) to set up a maintenance, repair, and overhaul (MRO) facility in Bengaluru. Spread across 31 acres, IndiGo's upcoming MRO facility involves an outlay of Rs 1,100 crore, including infrastructure, plant, and machinery. The development marks a major step towards strengthening India's civil aviation ecosystem and positioning Bengaluru as a key global aviation hub.

The facility will feature four hangars capable of servicing four wide-body or eight narrow-body aircraft. It will include one paint hangar accommodating one wide-body or two narrow-body aircraft and support for IndiGo's expanding fleet, including A320/A321XLR aircraft and incoming wide-body models such as the A350 series. It will also enable the capability to service codeshare partners' aircraft.

Industries minister MB Patil expressed enthusiasm about the development, stating that Bengaluru is now positioned to emerge as Asia's primary MRO (Maintenance, Repair and Operations) centre. "The government of Karnataka is deeply committed to advancing aerospace and aviation manufacturing in the state. IndiGo's investment in a state-of-the-art MRO facility further strengthens our vision to make Karnataka the MRO Capital of Asia."

This project is expected to generate over 750 direct jobs across engineering, logistics, warehousing, and support services.

6kg hydroponic ganja seized from flyer at Chennai Airport

TIMES NEWS NETWORK

Chennai: Customs sleuths at Chennai airport arrested a man for smuggling 6kg of hydroponic ganja from Bangkok, Thailand. The man was intercepted recently on suspicion as he appeared uneasy while walking with his luggage to exit the arrival terminal.

Customs sleuths searched him and his luggage. They found an unusually high number of sachets of snacks. When these packets were unwrapped, hydroponic ganja was found hidden inside. At least 6kg of ganja, valued at approximately ₹6 crore, was seized from the flyer.

Hydroponic ganja, unlike regular cannabis, is grown in a controlled atmosphere without soil and is in high demand in the illegal narcotics market for its high THC content. The passenger was arrested under the NDPS Act and remanded in judicial custody.

Smuggling of hydroponic



Hydroponic ganja, unlike regular cannabis, is grown in a controlled atmosphere without soil and is in high demand in the illegal narcotics market for its high THC content

ganja to India is rampant, and airports across the country had seized large quantities last year. At Chennai airport, customs sleuths had previously seized 1.8kg of ganja in April from a flyer. This year alone, nearly 40kg of ganja has been seized at Chennai airport.

Corporate Communications Directorate

IMES OF INFIA

MUMBAI

31 MAY 2025

Airlines call new rules bid by airport to use deposits for working capital

Mumbai: The Mumbai airport, run by the Adani Group, triggered a lobbying effort by top carriers IndiGo and Air India after it changed payment rules, citing financial needs and a risk of airline defaults, documents show.

The changed payment rule seeks a compulsory cash deposit in a bank as security against charges such as landing and parking fees, instead of a long-standing practice of bank guarantees.

"None of these airlines normally pay on time ... we want to align our cash flow with the airlines' cash flow," said Arun Bansal, the chief executive of Adani Airport Holdings, which has a stake of 74% in the airport.

"They have taken advantage of our niceness," he added, referring to resistance to the new payment system from IndiGo and Air India since the change eight months ago in October.

Airlines often delayed payments beyond a due date at month-end, but the airport has to pay authorities earlier, creating working capital challenges that can be resolved by using the security deposit when needed, Bansal said. IndiGo and Air India did not respond to queries.

A source with direct knowledge of the matter said the new policy would re-



quire the two airlines to make deposits of about Rs 2 billion (\$23 million), taken together.

The Mumbai International Airport Ltd (MIAL), which serviced 53 million passengers last year, also faces financial challenges, after posting losses of \$71.11 million on revenues of \$461 million last year, disclosures show.

In a Dec 31 letter to an airlines body, the airport justified the change by pointing out its "deteriorating financial position" and "significant debt

obligations". "The deposits will help MIAL's financial stability and credit rating," it added.

The change also aimed to protect the airport from risks such as an airline going bankrupt, as carriers Jet Airways, Go First, and Kingfisher Airlines have done in the last few years, Bansal said. The Mumbai airport has the right to cancel the slots of airlines that do not follow the new policy, but does not intend to do so in the interest of passengers, he added.

The International Air Transport Association, representing both Air India and IndiGo, wrote to India's civil aviation ministry in December, calling the change an attempt to use airline deposits to fund the airport's need for working capital.

In a letter on April 2, the Federation of Indian Airlines told the airport that it disagreed with the contention that airline payments were not timely. Air India has lobbied the Indian govt, saying the industry was already facing "immense financial pressure" in an April 15 letter. "It is highly likely that other airports across the country could adopt similar measures, leading to widespread financial strain," Air India said in the letter. REUTERS



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BUSINESS LINE

DELHI

1 JUNE 2025

‘Plans afoot to make global aviation hubs across India’

Rohit Vaid

New Delhi

India intends to expand its civil aviation industry by building hub airports throughout the country to establish an “independent and self-sufficient” international flight network that links its cities with other nations, Union Civil Aviation Minister Ram Mohan Naidu has said.

Speaking to *businessline*, Naidu said such a network is essential for meeting the growing aspirations of the country, which is now the fourth largest economy in the world.

“We plan to make several hub airports across the country to develop an independent, self-sufficient international flight network that links our cities with other global destinations.”

“In this connection, hav-

ing the IATA AGM and WATS in New Delhi will go a long way in forming partnerships to develop the resilient global network that we are building,” Naidu said on the eve of the 81st IATA Annual General Meeting and the World Air Transport Summit.

“PM Narendra Modi will deliver the keynote address at the summit,” he said.

2 MEGA PROJECTS

On plans of scaling up the aviation infrastructure, the Minister pointed out that already two mega projects — Noida and Navi Mumbai airports — were on the verge of completion. “We will be developing more airports, more water aerodromes, and more heliports and will also come up with a new version of the UDAN scheme that will promote air connectivity like never before,” he said.

Details p14



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BUSINESS LINE

DELHI

1 JUNE 2025

India to host IATA AGM after 42 years in Delhi

TE Raja Simhan
Chennai

After 42 years, the International Air Transport Association (IATA) Annual General Meeting is back in India. Leaders of the global aviation industry will gather in Delhi from 1 to 3 for the 81st IATA AGM and the World Air Transport Summit (WATS). This comes at a time when India's aviation industry has seen a dramatic rise in the last decade.

HOST AIRLINE

IndiGo is the host airline of the event, which was last held in India in 1983. Some 1,700 participants are registered to attend, including industry leaders, government officials and media, according to IATA.

India's place in global aviation has changed dramatically, particularly over the last decade, with world class infrastructure and placed record aircraft orders.

The AGM will allow aviation leaders and journalists from around the world to witness first-hand how India's rapidly modernising and expanding aviation sector is contributing to the country's overall economic and social development," said IATA Director-General Willie Walsh.

India's aviation industry directly employs 369,700 people and generates \$5.6 billion of GDP. Indirect, induced and tourism impacts included, the totals rise to 7.7 million jobs and \$53.6 billion of GDP (1.5 per cent).

"As the host of the 81st IATA AGM, IndiGo welcomes the global airline community. Aviation is a powerful force for good worldwide, and that is particularly evident in India. India's aviation market is rapidly thriving, significantly contributing to the country's socio-economic growth," said Pieter Elbers, CEO of IndiGo and Chair of the IATA Board of Governors.

Corporate Communications Directorate

BUSINESS LINE

DELHI

31 MAY 2025

‘IndiGo to operate Turkish Airlines planes for three months only’

Press Trust of India
Mumbai

Aviation watchdog DGCA on Friday granted a one-time final extension of three months to IndiGo on damp leasing of two Boeing 777 aircraft from Turkish Airlines till August 31 to avoid sudden flight disruptions that will cause inconvenience to passengers. But it directed the airline to terminate the lease within the three-month period.

IndiGo has also been directed by the Directorate General of Civil Aviation (DGCA) not to seek any further extension. The development also comes against the backdrop of Turkiye backing Pakistan and condemning India's strikes on terror camps in the neighbouring country earlier this month.

On May 15, aviation security watchdog BCAS revoked the security clearance for Turkish company Celebi Airport Services India Pvt Ltd in the "interest of national security".

IndiGo expanding global network with 10 new destinations in FY26

Our Bureau
New Delhi

IndiGo will add flight services to 10 new overseas destinations during the current year, said the airline's Chief Executive Pieter Elbers.

Speaking at an event in New Delhi on Friday, Elbers said that IndiGo will reach 51 international destinations in FY26, up from the current 41. The event was held to mark the steps being taken by the airline in enhancing its global presence and to welcome the delegates at the 81st IATA Annual General Meeting (AGM).

HOST AIRLINE

IndiGo is the host airline of the IATA AGM, which will take place in New Delhi from June 1-3, 2025.

According to Elbers, these destinations include London, Copenhagen, Athens, Siem Reap, and four cities in Central Asia, among others.

He further said that IndiGo will deploy the damp-leased Boeing 787 from Norse Atlantic aircraft for



IndiGo CEO Pieter Elbers addressing a press conference, in New Delhi

most European routes, except for Athens, which will be served by an Airbus A321 XLR aircraft.

The airline has signed an agreement with Norse Atlantic Airways for the damp lease of six Boeing 787-9 Dreamliner aircraft, deliveries of which will be completed by early 2026, anticipating the arrival of the A350s in 2027.

REACTIVATING FLIGHTS

IndiGo has already announced the commencement of long-haul operations with nonstop, direct flights connecting Mumbai

with Manchester and Amsterdam starting July 2025, respectively.

Besides, the airline will reactivate flights to Almaty and Tashkent with new nonstop services from Mumbai. Also, Tbilisi will see additional capacity with nonstop connectivity from Mumbai.

In the domestic market, IndiGo plans to add four more stations to its network, increasing it from 91 to 95 destinations.

Furthermore, IndiGo is all set to become the first airline to start operations at the Navi Mumbai International Airport and Noida International Airport in Jewar (serving both the Uttar Pradesh and Delhi catchment areas).

In addition, IndiGo will launch flights to and from Adampur Airport in Jalandhar on July 1, 2025, and Hindon Airport in Ghaziabad in due course.

On aircraft induction, IndiGo will receive one new aircraft every week throughout FY26. The airline anticipate surpassing a fleet size of 600 aircraft by 2030.



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DANIK BHASKAR

JAIPUR

31 MAY 2025

बैकॉक फ्लाइट जून में 6 दिन रहेगी रद्द, दुबई फ्लाइट रही 2:30 घंटे लेट

जयपुर | जयपुर से बैकॉक जाने वाली फ्लाइट के संचालन में बदलाव किया गया है। जिसके तहत एयर एशिया की बैकॉक की फ्लाइट के संचालन दिनों में कटौती की गई है। एयरपोर्ट से मिली जानकारी के अनुसार फ्लाइट एफडी-130/131 जून माह में 6 दिन रद्द रहेगी। ये फ्लाइट 11,14,18,21,25 और 28 जून को जयपुर-बैकॉक-जयपुर के बीच संचालित नहीं होगी। फ्लाइट बैकॉक से रात 10:10 बजे जयपुर पहुंचती है, जो वापसी में जयपुर से रात को बैकॉक जाती है। वहीं शुक्रवार को दुबई की फ्लाइट लेट होने की वजह से एयरपोर्ट पहुंचे यात्रियों को परेशानी का सामना करना पड़ा। मामला स्पाइसजेट की फ्लाइट एसजी-57 का है। फ्लाइट जयपुर से सुबह 8:55 बजे दुबई जाती है, लेकिन शुक्रवार को फ्लाइट करीब ढाई घंटे लेट सुबह 11:25 बजे दुबई के लिए रवाना हुई।

Corporate Communications Directorate

DECCAN CHRONICAL

HYDERABAD

31 MAY 2025

Airlines look to boost US travel amid Trump tariffs

New Delhi, May 30: Airline bosses meet from Sunday in New Delhi at their annual industry conference, battling to mitigate the impact of Donald Trump's policies that have hit travel to the US and potentially raised costs for aviation.

Trump's bid to impose tariffs on the United States' trading partners have upended commercial flows, with legal challenges against his plan adding to uncertainties.

The tense atmosphere in the US, from Trump's plans to revoke foreign students' visas to reports of travellers detained at US borders, has also put a dampener on tourism.

The international air transport association (IATA) is due to update its traffic and profitability projections as the delegates from group gathering 350 airlines hold talks.

TURBULENT PATH

TENSE atmosphere in US, from Trump's plans to revoke foreign students' visas to reports of travellers detained at US borders, has put a dampener on tourism.



IATA is due to update traffic and profitability projections.

INDIA is experiencing explosive growth, with the number of airports and passengers in the country doubling over past decade.

Earlier, it forecast a record 5.2 billion air journeys in 2025 - up 6.7 per cent from an unprecedented 2024. It predicted carriers would generate \$36.6 billion in cumulative net profit, on revenue exceeding \$1 trillion.

However, the US president's Liberation Day tariff blitz and his administration's stance on issues

from immigration to education could throw a spanner in the works.

There's good news for carriers, though, with oil prices falling owing to an anticipated slowdown in economic growth. That could help firms reduce their fuel bills - a quarter and a third of operational costs - by hundreds of millions of dollars. — AFP



Corporate Communications Directorate

DECCAN HEROLD

BANGLORE

31 MAY 2025

Air India Express to launch B'luru-Kathmandu flight tomorrow

BENGALURU, DHNS: Air India Express is launching direct flights between Bengaluru and Kathmandu on June 1.

The flight will depart from Bengaluru at 5.05 am and land in Kathmandu at 8.05 am (local time). The return flight will take off at 9.05 am (local time) and arrive in Bengaluru at 12.25 pm, according to a news release.

Bookings are open on the

airline's website (airindia-express.com) and booking channels. Inaugural fares start at Rs 8,000 for Xpress Lite and Rs 8,500 for Xpress Value.

Kathmandu will be Air India Express' 55th destination.

Air India Express operates over 450 weekly flights from Bengaluru, connecting 31 cities in India and three overseas, the release added.

IndiGo to set up 2nd MRO facility at Kempegowda

BENGALURU, DHNS

IndiGo is set to develop its second maintenance, repair and overhaul (MRO) facility at the Kempegowda International Airport, Bengaluru, with a capital investment exceeding Rs 1,100 crore.

IndiGo has signed a Memorandum of Understanding (MoU) with Bangalore International Airport Ltd (BIAL) as part of the airline's goal to enhance its operational capabilities at the airport, the airline announced on Friday.

The investment amount includes infrastructure, plant, and machinery, added a government-issued press note.

Under the agreement, BIAL will allocate around 31 acres of



land to IndiGo for development of maintenance, repair and overhaul (MRO) infrastructure to support the airline's expanding fleet.

This project is expected to generate over 750 direct high-skill jobs across engineering, logistics, warehousing, and support services. It will also enhance Kempegowda International Airport's capacity to handle an estimated 1,300 aircrafts by financial year

2030-31 (FY31), scaling to approximately 2,100 aircrafts by FY37-38.

The facility will feature four hangars capable of servicing four wide-body or eight narrow-body aircrafts, one paint hangar accommodating one wide-body or two narrow-body aircrafts, support for IndiGo's expanding fleet, including A320/A321XLR aircraft and incoming wide-body models such as the A350 series, and capability to service codeshare partners' aircraft, according to the note.

The MoU also outlines collaboration in areas including network expansion, infrastructure development, and joint marketing initiatives.

MB Patil, Karnataka Min-

ister for Large and Medium Industries and Infrastructure Development, said, "The Government of Karnataka is deeply committed to advancing aerospace and aviation manufacturing in the State. IndiGo's investment in a state-of-the-art MRO facility further strengthens our vision to make Karnataka the MRO Capital of Asia."

"With Air India, TASL, HAL, and now IndiGo establishing or expanding MRO operations in Karnataka, the state continues to emerge as a preferred destination for aviation innovation, manufacturing, and maintenance in Asia," added the note.

IndiGo already has one MRO facility each in Delhi and Bengaluru.



Indian tourists are key drivers of APAC hospitality growth: Colliers

BENGALURU, DHNS: Indian outbound travel in Asia-Pacific (APAC) markets such as Thailand, Vietnam, and South Korea, is emerging as a key growth driver for the APAC hospitality sector, according to a report by professional services firm Colliers out on Friday.

Indian tourists are becoming a year-round source of demand in the sector, the report noted, helping sustain high room rates and marking a structural change in regional hospitality dynamics.

"India is driving a structural shift in APAC's hospitality landscape, fueling resilient domestic growth while emerging as a powerful outbound force," declared Nikhil Shah, Managing Director Hospitality and Alternatives at Colliers.

"With strong demand across the luxury, lifestyle and MICE (meetings, incentives, conferences, and exhibitions) segments, and rising investor confidence in experience-led assets, India is now central to regional tourism flows, sustaining premium pricing and re-shaping travel dynamics. Despite limited liquidity in the investment market, robust valuations persist - not necessarily driven by cap rate-based transactions, but by long-term conviction in the sector's future," Shah explained.

Hotel performance remained resilient in the January to March period (Q1) of 2025, with increasing revenue per available room (RevPAR), primarily driven by average daily room rates (ADR) growth. Yet, as rate-driven gains begin to plateau, the next phase of growth will hinge on driving occupancy, operational precision and guest experience.

Still, investment sentiment is recalibrating. APAC deal volumes fell 19% in Q1 2025, with yields rising to 5.4% in the first quarter of this year.

Corporate Communications Directorate

DANIK JAGRAN

DELHI

1 JUN 2025

तकनीकी खराबी से विमान नहीं भर सका उड़ान, दो बार लौटा

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: नई दिल्ली से सिंगापुर जा रही एअर इंडिया की उड़ान (एआइ 2382) में खराबी के कारण उसमें सवार यात्रियों को शनिवार को परेशानी झेलनी पड़ी। यात्रियों का कहना है कि विमान ने दो बार उड़ान भरने की कोशिश की, लेकिन कामयाब नहीं मिली। दोनों ही बार विमान को रनवे से एप्रन लौटना पड़ा। यात्रियों का कहना है कि वे करीब चार घंटे तक विमान में बँटे रहने को मजबूर रहे। बाद में उन्हें दूसरे विमान से भेजा गया। एअर इंडिया से मामले में पक्ष लेने का प्रयास किया गया, लेकिन उनकी ओर से उत्तर नहीं मिला।

सबसे पहले एक यात्री ने वीओवरनाइट नामक एक्स हैटल से पोस्ट किया, 'किसी को पता है कि विमान कब टेकऑफ करेगा। करीब चार घंटे से विमान में लोग बँटे हैं।'

- सिंगापुर जा रही शी एअर इंडिया की उड़ान एआइ 2382
- चार घंटे तक विमान में बँटे रहे यात्री, दूसरे विमान से भेजे गए

इसके करीब एक घंटे बाद अंशुल धर ने अपने एक्स हैटल से पोस्ट डाला कि विमान में सवार सभी यात्री पिछले चार घंटे से परेशान हैं। विमान में बँटे बँटे अब सिरदर्द की समस्या हो रही है। कई बुजुर्ग हैं, कई बीमार हैं। ऐसा ही पोस्ट पश्चंत श्रीवास्तव ने भी किया। उन्होंने पोस्ट किया कि साढ़े चार घंटे हो गए हैं। विमान में दो बार तकनीकी खराबी का पता चला। उन्होंने कहा कि इतनी देर तक एक खड़े विमान में लोगों को बैठाए रखना किसी दृष्टि से सही नहीं है। इस पोस्ट के उत्तर में एअर इंडिया ने इन्हें बताया कि यात्रियों की मदद की व्यवस्था की जा रही है।

तकनीकी खराबी से सिंगापुर के लिए विमान नहीं भर सका उड़ान

जागरण संवाददाता, नई दिल्ली : नई दिल्ली से सिंगापुर जा रही एअर इंडिया की उड़ान (एआइ 2382) में तकनीकी खराबी के कारण यात्रियों को काफी परेशानी का सामना करना पड़ा। विमान ने दो बार उड़ान भरने का प्रयास किया, लेकिन दोनों बार उसे रनवे से वापस लौटना पड़ा। इस दौरान यात्री लगभग चार घंटे तक विमान में बैठे रहे। प्रयास के बावजूद एअर इंडिया का पक्ष नहीं मिल सका।

एक यात्री ने वीओवरनाइट नामक एक्स हैंडल पर लिखा, 'किसी को पता है कि विमान कब टेकऑफ करेगा? चार घंटे से लोग विमान में बैठे हैं।' इसके बाद अंशुल धर ने भी चिंता व्यक्त की। लिखा, कई बुजुर्ग और बीमार यात्री हैं, जो सिरदर्द का सामना कर रहे हैं। पश्यंत श्रीवास्तव ने शिकायत की कि इतनी देर तक खड़े विमान में रखना उचित नहीं है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DANIK JAGRAN

KANPUR

31 MAY 2025

इंडिगो को खत्म करना होगा तर्किश एयरलाइंस से विमान लीज करार

जाब्यू नई दिल्ली: देश की सबसे बड़ी एयरलाइंस कंपनी इंडिगो को तर्किश एयरलाइंस के साथ अपने कारोबारी संबंधों को सीमित करना ही होगा। भारत सरकार ने फिर यह संदेश इंडिगो को दिया है। इंडिगो ने तर्किश एयरलाइंस से दो विमान लीज पर लिए हैं। नागरिक उड्डयन महानिदेशालय ने शुक्रवार को इंडिगो को दो बोइंग 777 विमानों को पट्टे पर लेने की अवधि 31 अगस्त तक के लिए बढ़ा दी है, हालांकि लीज को लंबी अवधि तक बढ़ाने से विमानन नियामक ने मना कर दिया है। तुर्किये सरकार के पाकिस्तान को दिए जाने वाले समर्थन के कारण डीजीसीए ने यह फैसला लिया है। इंडिगो ने नवंबर, 2025 तक इन विमानों को संचालित करने की अनुमति मांगी थी, सिर्फ अगस्त 2025 तक की इजाजत मिली है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

31 MAY 2025

Cut ties with Turkiye in 3 months, IndiGo told

Agencies

NEW DELHI

In a strong signal after Turkiye supported Pakistan during Operation Sindoor, the Centre has asked IndiGo to end its aircraft lease agreement with Turkish Airlines within three months. Though IndiGo had requested for an extension of six months,

Aviation regulator DGCA granted a three-month extension on damp leasing of two

Boeing 777 planes from Turkish Airlines to avoid sudden flight disruptions that will cause inconvenience to passengers. The lease was to expire on May 31.

On May 15, aviation security watchdog BCAS revoked the security clearance for Turkish company Celebi Airport Services India Pvt Ltd in the "interest of national security". Some online travel portals and associations had also issued advisories asking people not to visit Turkiye.

How do military standoffs affect aviation?

What are the situations in which countries can close their airspace? Are only military planes banned? What happens to civilian flights? After Operation Sindoor, are Indian planes now being allowed in Pakistan and vice-versa? What does international law say on the subject?

Murali N. Krishnaswamy

The story so far:

After the Pahalgam terror attack on April 22, India initiated a series of measures against Pakistan that included the suspension of the Indus Waters Treaty. In response to India's calibrated steps, Pakistan issued a NOTAM (notice to airmen), closing its airspace to Indian aircraft from April 24 to May 23 – multiple air traffic routes were unavailable across the north and south as well as a part of the Arabian Sea. India responded with a similar NOTAM on April 30, that was effective till May 23.

What happened after the hostilities?

After India's tri-service Operation Sindoor (May 7-10), Pakistan opened its airspace resulting in some foreign airlines resuming overflights. However, both countries have again issued fresh notices, closing their airspace to Indian ("till June 24, 4.59 a.m., Pakistan Airports Authority") and Pakistan aircraft (June 23), respectively.

Is there a history of airspace closure?

Prof. Mohammad Owais Farooqui, Assistant Professor of Aerospace Law, Department of Public Law, College of Law, University of

Airspace closure has mirrored the state of India-Pakistan ties

Sharjah, has told *The Hindu* that in the 1950s, India had objected to Pakistan's declaration of a "prohibited zone" along its frontier as discriminatory as it allowed overflights by other nations. The dispute was resolved diplomatically but set a precedent that such restrictions must have bona fide security justifications.

The Hindu's archives show that airspace closure has been a major issue corresponding with the state of bilateral ties. Following the 1965 India-Pakistan war, a report, "Overflights from Feb. 10: Indo-Pak. Accord: Air Services to be Resumed From March 1" (*The Hindu*, February 8, 1966), highlighted "an in principle agreement to allow overflights and a resumption of normal Pakistani and Indian services from March 1". Pakistan also wanted a direct link to Dacca (Dhaka), which was cut off in the war in September. The report said that "to reach East Pakistan from the west wing, Pakistan aircraft at present have to fly by Ceylon, a detour of more than 2,000 miles and that international flights have been forced to operate from Karachi to Bombay – across the Arabian Sea (connections to New Delhi are picked up from Bombay)".

In 1971, there was another ban following the hijacking of an Indian Airlines Fokker F-27 flight (Srinagar-Jammu) on January 30 to Pakistan. The passengers were released in Lahore and the plane was destroyed (burnt). A report, "Pak. Civil Overflights Also Banned" (February 4, 1971), detailed India's banning of civilian overflights as well as continuing an existing ban on military aircraft until "Pakistan had satisfactorily settled the question of compensation for the Indian aircraft". The report said that flights in both countries were affected (Pakistan "much more than India"). This incident also saw India filing a case in the World Court after Pakistan lodged a complaint with the International Civil Aviation Organization (ICAO) and the United Nations Security Council against the overflight ban. The World Court ruled (14-2 vote) that ICAO had jurisdiction over the issue. The issue was resolved in June 1976, with India and Pakistan signing a memorandum of understanding on resumption of overflights and flights. Since then, there have been other closures

and normalisations, with major events being the Kargil war (1999), the Indian Parliament attack (2001) and the Balakot airstrikes (2019).

Is there an estimate of the losses?

In 2025, the consolidated loss for the Indian aviation sector (including cargo) may be around ₹7,000 crore (indicative figure), according to reports that cite industry sources.

What were the airspace changes in 2025?

There was a temporary closure of 32 airports across northern and western India. There was also a temporary closure of 25 segments of Air Traffic Service (ATS) routes within the Delhi and Mumbai Flight Information Regions (FIRs), "unavailable from ground level to unlimited altitude" for aviation safety. Overflights were "funnelled" along certain air routes, with Mumbai, Ahmedabad, Nagpur, Kolkata and Chennai air traffic control managing the traffic. In 2019, as many as 500 flights were rerouted overnight. On May 7, during Operation Sindoor, there were close to 500 aircraft (20% were Indian aircraft) movements from Indian airspace to Pakistan, aviation sources have told *The Hindu*. Some of the air routes used included N571, P574, L301, L505 and L639, in turn linked to flight management with the Muscat FIR. There was also a 30% increase in aircraft movement per hour, with peak hour traffic put at 40 aircraft. In air navigation terms, India and Pakistan share close to 12 waypoints, through which the Mumbai and Delhi FIRs feed air traffic, while there are six waypoints between the Mumbai and Muscat FIRs. The sources said that the traffic load from the 12 waypoints was shifted to these six waypoints. Established air traffic management procedures were used such as minimum aircraft separation standards (vertical, crossing and lateral for east and west-bound traffic). Flightradar24's director of communications has told *The Hindu* that there are few alternative routes via China due to the regimented nature of Chinese airspace and the presence of high mountains which can impact safe flight operations. Any routing that is less than optimal would add time and cost, he said.

Will international aviation law hold?

Prof. Farooqui says that while international aviation law provides mechanisms for redress, their effectiveness depends on political will and an understanding of the nuanced facts of this bilateral standoff.



DGCA cuts short Indigo's Turkish aircraft lease pact

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: India's aviation regulator granted IndiGo only a three-month extension to operate two Turkish Airlines aircraft under a damp lease arrangement, instead of the six it sought, amid close scrutiny of Turkish companies following Ankara's military support to Pakistan during the recent conflict.

The Directorate General of Civil Aviation (DGCA) announced on Friday that it extended the lease of two Boeing 777-300ER aircraft until August 31, but made clear this would be the final extension.

"In order to avoid passenger inconvenience due to immediate flight disruption, Indigo has been granted a one-time last and final extension of three months," the DGCA said in a statement, adding that the airline must terminate the arrangement within this period and "shall not seek any further extension."

In the aftermath of Turkey's support to Pakistan, India revoked the security clearance of Turkish-founded ground handling firm Celebi Aviation, citing national security concerns, affecting operations at nine major airports. Celebi has sued the government and a decision is pending in the Delhi high court.

IndiGo had requested a six-month extension for the aircraft, which were originally leased until May 31, but regulators granted only half that period. The airline leased these planes in November last year under a damp lease arrangement, where Turkish Airlines provides the aircraft and flight crew while IndiGo supplies the cabin crew and handles other operational aspects.

INDIGO SOUGHT A 6-MONTH EXTENSION FOR JETS LEASE, BUT REGULATOR GRANTED ONLY HALF THAT PERIOD

HT reached out to IndiGo for a response but did not get one as of going to print.

Earlier, IndiGo's chief executive spoke on the company's Turkey-related operations, though did not specifically mention the issue of the jets. "Flights between India and Türkiye are governed within the bilateral air service agreement. We are compliant today and we will continue to comply with any government regulations," said Pieter Elbers, IndiGo's chief executive officer, speaking ahead of the International Air Transport Association summit in India.

The damp lease arrangement has allowed IndiGo to operate wide-body aircraft for international routes without immediately training its own pilots on the Boeing 777-300ER type.

Elbers separately announced that IndiGo plans to launch direct flights to eight new international destinations within the current financial year, including four to Central Asia. The airline has faced operational constraints due to Pakistan's closure of its airspace to Indian carriers in April, forcing IndiGo to temporarily suspend operations to Tashkent and Almaty due to extended flight times and operational costs.

When asked about operations to Central Asia given the airspace restrictions, Elbers said the airline was evaluating departure cities within India.

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Corporate Communications Directorate

JAAN SATTA

DELHI

1 JUN 2025

इंडिगो ने आदमपुर-मुंबई के लिए सीधी उड़ान शुरू की

मुंबई, 31 मई (भाषा)।

घरेलू एअरलाइन इंडिगो ने शनिवार को मुंबई से पंजाब के आदमपुर (जालंधर) के लिए अपनी सीधी उड़ान सेवाओं की घोषणा की। यह उड़ान दो जुलाई से शुरू होगी। इंडिगो ने कहा कि आदमपुर एअरलाइन का 92वां घरेलू गंतव्य होगा। इस सीधी उड़ान के साथ पंजाब के कृषि और औद्योगिक क्षेत्रों को मुंबई महानगर क्षेत्र के प्रमुख बंदरगाहों तक आसान पहुंच मिलेगी, जिससे व्यापार के अवसर बढ़ेंगे। एअरलाइन ने कहा कि नया मार्ग रणनीतिक रूप से व्यवसाय और पर्यटन संबंधी जरूरतों को पूरा करेगा। इंडिगो के वैश्विक बिक्री प्रमुख विनय मल्होत्रा ने कहा कि आदमपुर, मुंबई से हमारा 55वां घरेलू और 77वां समग्र गंतव्य बन गया है। हम इस क्षेत्र में हवाई यात्रा की बढ़ती मांग को पूरा करने के लिए अपने घरेलू नेटवर्क को बढ़ाना जारी रखेंगे।



Corporate Communications Directorate

JAAN SATTA

DELHI

1 JUN 2025

एअर इंडिया बंगलुरु से काठमांडो के लिए प्रतिदिन उड़ान शुरू करेगी

जनसत्ता ब्यूरो
नई दिल्ली, 31 मई।

एअर इंडिया एक्सप्रेस एक जून से बंगलुरु और काठमांडो के बीच रोजाना सीधी उड़ाने शुरू करेगी। कंपनी के प्रबंध निदेशक आलोक सिंह ने एक प्रेस विज्ञप्ति में कहा कि बैंकाक और फुकेत जैसे कम दूरी के अंतरराष्ट्रीय स्थलों में हमारे हालिया विस्तार की अगली कड़ी के तहत यह नया मार्ग निर्धारित किया गया है। विमानन कंपनी की वेबसाइट और अन्य प्रमुख मध्यमों से बुकिंग अब शुरू हो गई है जिसमें 'एक्सप्रेस लाइट' के लिए शुरुआती किराया 8,000 रुपए और 'एक्सप्रेस वैल्यू' के लिए 8,500 रुपए है। बंगलुरु से यह उड़ान रोजाना सुबह पांच बजकर पांच मिनट पर रवाना होगी और वापसी में काठमांडू से सुबह नौ बजकर पांच मिनट पर रवाना होगी। इस नए मार्ग से अमृतसर, भुवनेश्वर, दिल्ली, गोवा, ग्वालियर, हिंडन, हैदराबाद, इंदौर, जम्मू, जयपुर, कोझीकोड समेत भारत के 20 शहरों से बंगलुरु के रास्ते काठमांडू के लिए एक ठहराव वाली यात्रा संभव होगी। विज्ञप्ति के अनुसार, बंगलुरु के रास्ते एक ठहराव वाली यात्रा दो अंतरराष्ट्रीय शहरों अबू धाबी और दम्माम से भी उपलब्ध है।

PLANES OPERATE ON DELHI AND MUMBAI TO ISTANBUL ROUTES

IndiGo gets extension to operate Turkish planes but asked to end pact in 3 months

MPOST BUREAU

MUMBAI: The Directorate General of Civil Aviation (DGCA) has allowed IndiGo a final three-month extension on its damp lease of two Boeing 777 aircraft from Turkish Airlines, pushing the deadline to August 31, 2025. The decision aims to avoid immediate disruption of flight services but comes with a firm directive that no further extensions will be considered.

This comes as India-Turkiye relations face strain following Turkiye's recent statements support-

TAKEAWAYS

» IndiGo must end lease of Boeing 777s by August 31, 2025

» No further extension will be allowed, DGCA confirms

» IndiGo had requested a six-month extension, which was denied

» Extension aims to avoid immediate flight disruptions



ing Pakistan and criticizing India's cross-border strikes on terror camps earlier in May. In a separate

but related move, the Bureau of Civil Aviation Security (BCAS) on May 15 revoked the security clear-

ance of Turkish ground handling firm Celebi Airport Services India Pvt Ltd, citing concerns linked to "national security."

The leased Boeing 777-300ER aircraft have been operating under a damp lease arrangement, serving IndiGo's non-stop routes between Delhi, Mumbai, and Istanbul. The original lease was valid until May 31, 2025, and IndiGo had requested a six-month extension. However, the regulator declined to approve the full term sought.

"In order to avoid passenger inconvenience due to immediate flight

Continued on P6

IndiGo gets

disruption, IndiGo has been granted a one-time last and final extension of three months up to 31.08.2025 for these damp leased aircraft," the DGCA said in an official statement. The regulator added that the extension was contingent upon the airline's assurance to terminate the lease within the approved period.

"IndiGo requested for a further extension of the same for another six months, which was not agreed to," the DGCA clarified.

Speaking earlier in the day, IndiGo CEO Pieter Elbers said the airline remains aligned with regulatory frameworks. "Flights between India and Turkiye are governed within the bilateral air service agreement. We are compliant today and we will continue to comply with any government regulations on those lines," Elbers told PTI Videos.

The issue of leasing aircraft from Turkish Airlines has gained wider attention following rising diplomatic sensitivities. Some travel advisories circulating online have even urged Indian citizens to avoid travel to Turkiye.

Civil Aviation Minister K Rammohan Naidu addressed the matter last week, stating that the ministry was in consultations with both IndiGo and relevant security agencies. "We are taking inputs from the airline and security bodies and will make a decision accordingly," he noted.

While damp leases, which include crew services from the lessor, are not uncommon in the aviation sector, the current arrangement has come under scrutiny due to geopolitical factors. The DGCA's latest move appears to strike a balance between operational continuity and broader national considerations. With this extension, IndiGo is expected to realign its long-haul international operations without relying on Turkish carriers beyond August. The airline has not commented further on what alternative arrangements might replace the leased aircraft once the current agreement ends.

WITH AGENCY INPUTS



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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NAVBHARAT TIMES

DELHI

1 JUN 2025

तुर्किए एयरलाइंस के साथ सभी करार खत्म करे इंडिगो: CTI

■ NBT रिपोर्ट, नई दिल्ली

इंडिगो एयरलाइंस और तुर्किए एयरलाइंस के बीच काफी समय से कोडशेयर समझौता और लीज समझौता चल रहा है। इसको लेकर व्यापारी संगठन चैंबर ऑफ ट्रेड एंड इंडस्ट्री सीटीआई ने नाराजगी जताई है। सीटीआई चेयरमैन

वृजेश गोयल ने नागरिक उड्डयन मंत्री राममोहन नायडू को पत्र लिखकर तुर्किए की एयरलाइंस के साथ इंडिगो एयरलाइंस के सभी समझौते रद्द करने की मांग की है। वृजेश गोयल ने बताया कि तुर्किए की एयरलाइंस भारत की इंडिगो एयरलाइंस के साथ व्यापार करके हजारों करोड़ डॉलर कमा रही है।



Corporate Communications Directorate

PIONEER

LUCKNOW

31 MAY 2025

IndiGo inks pact with BIAL to set up MRO facility

PRESS TRUST OF INDIA ■ Mumbai

Domestic carrier IndiGo on Friday said it has inked an initial pact with Bangalore International Airport Ltd (BIAL) to set up a maintenance, repair and overhaul (MRO) facility at the Bangalore International Airport. Under the agreement, BIAL will allocate about 31 acres to IndiGo for development of MRO infrastructure to support the airline's expanding fleet, it said in a statement.

The facility will be equipped to handle both narrow-body and wide-body aircraft, further strengthening IndiGo's maintenance capabilities and operational presence at the Bengaluru Airport. "Developing broad IndiGo MRO capabilities marks a significant and very strategic step for IndiGo. Partnering with BIAL underlines our shared commitment to drive long-term growth of the aviation ecosystem in Bengaluru," IndiGo Chief Executive Officer Pieter Elbers said.

Together with BIAL, IndiGo is further

INDIGO WILL COMPLY WITH ANY GOVT REGULATIONS: CEO

New Delhi: IndiGo CEO Pieter Elbers on Friday said it will comply with any government regulations amid the airline operating wet-leased planes of Turkish Airlines coming into focus. Last week, Civil Aviation Minister K Rammoohan Naidu said the civil aviation ministry was taking inputs from IndiGo and security agencies on the airline's use of planes leased from Turkish Airlines and then will decide on the way forward.

"Flights between India and Turkiye are governed within the bilateral air service agreement. We are compliant today and we will continue to comply with any government regulations on those lines," Elbers said. On

shaping the future of Indian aviation by focusing on innovation, growth and global connectivity that will define India's leadership in the skies, he added.

"We see this collaboration as a pivotal step towards building a significant global

May 15, aviation security watchdog BCAS revoked the security clearance for Turkish company Celebi Airport Services India Pvt Ltd in the "interest of national security", days after Turkiye backed Pakistan and condemned India's strikes on terror camps in the neighbouring country. Some online travel portals and associations have also issued advisories asking people not to visit Turkiye.

IndiGo is operating direct flights to Istanbul with two leased Boeing 777 aircraft from Turkish Airlines having over 500 seats each. It also offers codeshare seats to more than 40 points in Europe and the US through the codeshare partnership with the Turkish carrier.

presence for IndiGo, as well as for India," he added. "We have had a very successful, long-term relationship with IndiGo and this collaboration further strengthens our association with the airline," BIAL MD and CEO Hari Marar said.

Corporate Communications Directorate

SUNDAY STANDARD

DELHI

1 JUNE 2025

All-weather condition: DGCA says will begin new training module for pilots

S LALITHA @ New Delhi

TO ensure enhanced safety for flyers and meet the expected demand for pilots in the future, the Directorate General of Civil Aviation (DGCA) has decided to give the green light to an internationally recognised pilot training programme. The process of introducing Multi-Crew Pilot Licence (MPL) training with advanced flight simulators is under way.

Speaking to this newspaper, the DGCA director general Faiz Ahmed Kidwai said, "MPL, recognised by the International Civil Aviation Organisation, differs from the traditional Commercial Pilot Licence (CPL) Training based on single pilot operations. This will focus on the development of pilot competencies required to operate in multi-crew environments right from the start. It will integrate theory and simulator training to ensure that pilots are better prepared for the commercial aviation industry"

The hours spent on the flight



simulators would be added to the required flying hours of the pilots, he added.

Loss of control in flight is reported as the leading cause of fatal accidents in airlines. "In MPL, entry-level first officers will benefit through a specially-designed programme that imparts lessons on managing and mitigation of airline-specific operations and threats that have been collated over decades," Kidwai said.

There are over 38 simulators

presently in India and a good number would be purchased for use in MPL, he added.

The booming Indian aviation sector will need over 1,700 new pilots annually. "MPL training will ensure fewer training disruptions that are caused in the traditional method due to bad flying weather and shortage of instructors," the official said, adding that the new module would also result in a reduced reliance on foreign pilots.

By switching to modern simulators, it reduces the exposure of students to the risks of serious and often fatal accidents that happen during the primary flight training phase in the traditional system, he added.

Another major benefit is that because of reduced hours spent on the aircraft in MPL training, more cadets would be able to train at Flying Training Organisations, he said.



MPL will focus on development of pilot competencies required to operate in multi-crew environments. It will integrate theory and simulator training to ensure that pilots are better prepared for the commercial aviation industry - Faiz Ahmed Kidwai, Director General, DGCA



Commuters wade through a flooded road in Guwahati on Friday. (PTI picture)

Guwahati rain hits flights to and from city

OUR SPECIAL
CORRESPONDENT

Calcutta: Several flights between Calcutta and Guwahati were cancelled on Friday because of heavy rain and waterlogging in the Assam capital.

Some flights to Guwahati were diverted to Calcutta because of the weather, said airport officials.

Four flights from Calcutta to Guwahati were cancelled on Friday. A similar number from Guwahati to Calcutta were also cancelled, said airport officials. IndiGo, Air India Express and SpiceJet operated the flights that were cancelled.

Heavy rainfall since May 29, along with strong winds, disrupted flight services at Guwahati airport, said officials.

The city, along with large parts of Assam, has been receiving heavy rainfall since May 29. Waterlogging has been reported from almost all localities in Guwahati, disrupting normal life.

The heavy rain is caused by a well-marked low-pressure area over the northwest Bay of Bengal off the Odisha coast, which is expected to intensify

into a depression within 24 hours.

The India Meteorological Department (IMD) has issued a red alert for several districts in Assam and Manipur, warning of extremely heavy rainfall and winds.

The inclement weather also necessitated the diversion of several flights, some of which landed at Calcutta airport.

An IndiGo flight from Guwahati to Lucknow, carrying 195 passengers, was diverted to Calcutta in the afternoon. Another IndiGo flight from Chennai to Guwahati, carrying 220 passengers, was also diverted to Calcutta, said an official.

An Air India Express flight from Delhi to Guwahati, carrying 179 passengers and the airline's flight from Chennai to the Assam capital with 175 passengers, were also diverted to Calcutta.

Several other flights, which could not land in Guwahati, were also diverted to Calcutta, said an airport official.

"There could be cancellations and diversions of flights to and from Guwahati on Saturday too," said the official.



Corporate Communications Directorate

TIMES OF INDIA

DELHI

1 JUNE 2025

SpiceJet flight's passengers sit in aircraft for 3 hours in Delhi, reach Pune 4 hours late

Joy.Sengupta@timesofindia.com

Pune: Around 150 passengers of SpiceJet's Delhi-Pune flight (SG-477) reached their destination around 9.30pm on Friday, almost four hours behind the schedule and after sitting in the stationary aircraft in the national capital for about three hours.

The flight was scheduled to depart from Delhi at 3.25pm and reach the city at 5.35pm. It was initially rescheduled to

4.50pm. The boarding started at 4.30pm, but the aircraft was airborne only around 7.30pm. Flyers remained seated in the static aircraft for almost three hours. They touched down in Pune around 9.30pm.

SpiceJet denied that passengers were kept seated in the plane for three hours. "SpiceJet flight SG 477, scheduled to operate from Delhi to Pune on May 30, 2025, was delayed because of a last minute technical issue with the aircraft.

Passengers were assisted throughout and were served with refreshments. Passengers were not kept onboard for three hours," a SpiceJet spokesperson told TOI.

Puranjay Kumar Rana, a passenger of the flight, differed. "Until around 7.25pm, all flyers sat in the aircraft and were frustrated. It can't be possible that the airline realised that there was an issue with the aircraft after boarding. The flight was already de-

layed by an hour and checks must done much earlier."

Rana said the cabin crew kept on saying that the aircraft would fly in 10 minutes. "After sitting in the aircraft for more than an hour, flyers began to lose their patience. The cabin crew, too, got frustrated and told many flyers that it was not their fault and why were we getting angry at them?" the flyer said. d the civil aviation ministry should take some steps on this," Rana said.



Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

31 MAY 2025

Terminate Turkiye lease by Aug, DGCA tells IndiGo

Saurabh.Sinha
@timesofindia.com

New Delhi: Directorate General of Civil Aviation Friday gave a “one-time last and final three-month extension” to IndiGo for two wide-body Boeing 777s it has wet leased (hired with operating crew) from Turkish Airlines and asked it to terminate the deal by Aug. The airline can use them till Aug 31, instead of Nov 30, 2025, as it had applied for.

The regulator gave this final extension “in order to avoid passenger inconvenience due to immediate flight disruption” after getting an “undertaking from the airline that they will ter-

minate the lease with Turkish Airline within this extension period, and not seek any further extension for these operations,” said a senior aviation official.

Turkey’s steadfast supported to Pakistan during Operation Sindoor, apart from Pakistan using Turkish drones to attack Indian cities near the western border, led to a rethink in New Delhi. India had a fortnight back revoked the security clearance of Turkish ground handling company Celebi which led it from being barred at the nine Indian airports where it used to operate. DGCA’s Friday ruling comes in that backdrop.

Terminate Turkiye lease by Aug, DGCA tells IndiGo

New Delhi: Directorate General of Civil Aviation Friday gave a "one-time last and final three-month extension" to IndiGo for two wide-body Boeing 777s. It has wet leased (hired with operating crew) from Turkish Airlines and asked it to terminate the deal by Aug, reports **Saurabh Sinha**.

The airline can use them till Aug 31, instead of Nov 30, 2025, as it had applied for:

IndiGo direct flights to London, Athens, 8 other overseas cities

IndiGo will start direct flights to London, Athens and eight other overseas cities in the current financial year as it continues with international expansion and expects to have more than 600 aircraft in its fleet by FY30. "There is an unmatched growth leading to doubling of passengers from 2025 to 2030 and the rising demand is supported by infrastructure expansion," airline CEO Pieter Elbers said. The airline is leasing six Boeing 787-9 aircraft from Norse Atlantic Airways for its international operations. **PTI**

The regulator gave this final extension "in order to avoid passenger inconvenience due to immediate flight disruption" after getting an "undertaking from the airline that they will terminate the lease with Turkish Airline within this extension period, and not seek any further extension for these operations," said a senior aviation official.

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Corporate Communications Directorate

TIMES OF INDIA

MUMBAI

31 MAY 2025

Terminate Turkish lease by Aug, DGCA directs IndiGo

New Delhi: The Directorate General of Civil Aviation (DGCA) on Friday gave a “one time last and final three-month extension” to IndiGo for the two wide body Boeing 777s it has wet leased (hired with operating crew) from Turkish Airlines and asked it to terminate the deal by Aug.

The airline can use them till Aug 31, instead of Nov 30, 2025, as it had applied for. DGCA gave this final extension “in order to avoid passenger inconvenience due to immediate flight disruption” after getting an “undertaking from the airline that they will terminate the lease with Turkish Airline within this extension period, and not seek any further extension for these operations,” said a senior aviation official.

Direct flights to London, Athens

IndiGo will start direct flights to London, Athens and eight other overseas cities in the current financial year as it continues with international expansion and expects to have more than 600 aircraft in its fleet by FY30. airline CEO Pieter Elbers said passenger count is set to double. PTI

IndiGo CEO Pieter Elbers said Friday: “A large number of passengers, mostly Indians, are booked on these flights (to & from Istanbul) to travel between India and other countries (via Istanbul). The (wet lease) is as per regulatory approvals and we will (conform to) those requirements.” – **Saurabh Sinha**