



Corporate Communications Directorate

AMAR UJALA

DELHI

1 JULY 2025

मप्र: जबलपुर हवाईअड्डे को मिली बम से उड़ाने की धमकी

जबलपुर। मध्य प्रदेश के जबलपुर हवाईअड्डे को रविवार को बम से उड़ाने की धमकी मिलने के बाद वहां दहशत फैल गई। सूचना मिलते ही सुरक्षाबलों ने तुरंत पूरा परिसर खाली कराया और गहन तलाशी अभियान चलाया, लेकिन कहीं कुछ भी संदिग्ध वस्तु या विस्फोट नहीं मिला। बाद में अधिकारियों ने धमकी भरे ईमेल को झूठा करार दे दिया। एक अधिकारी ने बताया कि जांच के दौरान पता चला कि ऐसे धमकी भरे ईमेल एकसाथ 40 से अधिक जगहों पर भेजे गए थे। ऐसा लगता है कि यह किसी शरारती तत्व का काम है। हवाईअड्डे के प्राधिकारियों की शिकायत पर केस दर्ज कर लिया गया है। आरोपी का पता लगाने के लिए साइबर सेल ने जांच शुरू कर दी है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 JULY 2025

IGI Airport to develop Cargo City, SEZ

Rohit Vaid
New Delhi

The national capital's IGI Airport complex aims to become a global hub for logistics and trade with the establishment of a 'Cargo City and Special Economic Zone' (SEZ).

Speaking to *businessline*, a Delhi International Airport Ltd (DIAL) official said the vision of creating the 'Cargo City and the Special Economic Zone' emanated from a larger vision of making IGIA a global airport hub, with the "passenger and cargo segments complementing each other".

DIAL operates and maintains the IGI Airport complex in New Delhi.

"We have been focused on developing the cargo infrastructure for the last several years to become a global standard cargo and logistics hub, and the development of



'Cargo City' is a step in that direction," said Vidh Kumar Jaipurkar, CEO-DIAL.

The 'Cargo City' is planned to be a 50-acre integrated development, comprising general warehouses, express warehouses, cargo SEZs, and supporting office and amenities blocks. The project will be rolled out in stages, with the initial phase slated for completion by the first quarter of FY28.

The 'Cargo City' project aims to provide several benefits, including reduced logist-

ics costs, enhanced competitiveness and increased efficiency, the official said.

BOOST FOR INDIA

"The project will help bring cargo activities right to the airport, thereby reducing logistics costs. This is in line with the National Logistics Policy," said Jaipurkar.

Besides, the project will include infrastructure such as cold chains, bonded warehousing and e-commerce zones.

In addition, the official said that the establishment of the Cargo City is expected to make IGI a leading cargo and logistics hub in Asia.

"The Delhi airport has already taken steps to build tier-1 capacity of 1.8 million tonnes per annum and tier-2 capacity of 0.5 million sq ft, and now we are working towards bringing the concept of a Cargo SEZ, which will be a first in the country," the DIAL CEO said.



Corporate Communications Directorate

DAINIK BHASKAR

JAI PUR

30 JUNE 2025

एयरपोर्ट; धमकी भरा मेल- यहां विस्फोटक है, जल्द धमाका होगा

जयपुर। एयरपोर्ट को रविवार को फिर बम से उड़ाने की धमकी मिली है। जयपुर एयरपोर्ट अथॉरिटी को धमकी भरा मेल आया है। इसके बाद स्थानीय एयरपोर्ट पुलिस, फ़ायर ब्रिगेड, बम स्क्वाॅड और सिविल डिफेंस की टीम मौके पर पहुंच गई। वहां पर काफी देर तक सर्च ऑपरेशन चलाया गया, लेकिन मिला कुछ नहीं। रविवार को आए मेल में कहा गया है



कि एयरपोर्ट बिल्डिंग के अंदर विस्फोटक रखा गया है। जल्द ही धमाका होगा। अगर बिल्डिंग खाली नहीं कराई गई। तो सभी लोग मारे जाएंगे। इसके बाद सीआईएसएफ ने एयरपोर्ट परिसर में सघन तलाशी अभियान चलाया है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

30 JUNE 2025

Hoax bomb threat at Hubballi Airport

HUBBALLI, DHNS: Panic gripped Hubballi Airport after the airport authorities received a hoax bomb threat email on Sunday.

After the airport officials noticed the email, they alerted the security and the bomb detection and defusal squad, who along with sniffer dogs rushed to the airport to conduct a search. However, no suspicious articles were found.

Hubballi Airport Director Rupesh Kumar said that security at the airport was beefed up and they held a Bomb Threat Assessment Committee meeting and informed the same to higher offices. A complaint will be filed with police on Monday.

Source said such an email was sent to more than 20 airports across the country.



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

30 JUNE 2025

जयपुर हवाई अड्डे को बम से उड़ाने की धमकी भरा ई-मेल मिला

ई-मेल में लिखा बिल्डिंग में रखा है विस्फोटक, खाली करो नहीं तो मारे जाओगे

नवज्योति, जयपुर। एयरपोर्ट थाना इलाके में रविवार को जयपुर इंटरनेशनल एयरपोर्ट की बिल्डिंग में विस्फोटक होने और ब्लास्ट की धमकी का ई-मेल प्राप्त हुआ। धमकी भरे मेल से पुलिस और प्रशासन के हाथ-पांव फूल गए। सूचना मिलते ही डींग स्क्वाड, एंटी बम स्क्वाड, और डिफेंस टीमों सहित दमकलें मौके पर पहुंच गईं। हालांकि बिल्डिंग की तलाशी लेने के बाद कुछ भी संदिग्ध सामान हाथ नहीं लगा। एयरपोर्ट थाना प्रभारी एसआई संदीप बसेरा ने बताया कि पूरे एयरपोर्ट परिसर की जांच जारी है। फिलहाल कुछ भी संदिग्ध नहीं मिला है। धमकी का मेल रविवार सुबह करीब 11 बजे एयरपोर्ट



अर्थॉरिटी फील्डक की मेल आईडी पर आया था। जिसमें बिल्डिंग में विस्फोटक होने की बात कही गई थी और लिखा था कि बाहर नहीं निकले तो मारे जाएंगे लोग। पूर्व में भी जयपुर एअरपोर्ट को बम से उड़ाने की धमकियां मिल चुकी हैं।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAI PUR

30 JUNE 2025

जयपुर एयरपोर्ट पर फ्लाइट्स 3 घंटे लेट, यात्रियों को हुई परेशानी

नवज्योति, जयपुर। जयपुर एयरपोर्ट पर रविवार सुबह फ्लाइट्स के संचालन में देरी हुई, जिससे यात्रियों को परेशानी का सामना करना पड़ा। स्पाइसजेट की जयपुर से सुबह

8.55 बजे दुबई जाने वाली फ्लाइट सुबह 11.45 बजे और एयर इंडिया एक्सप्रेस की जयपुर से सुबह 9 बजे बंगलुरु जाने वाली फ्लाइट सुबह 10.20 बजे रवाना हुई।



Corporate Communications Directorate

HINDUSTAN

DELHI

1 JULY 2025

जबलपुर हवाई अड्डे को उड़ाने की धमकी

जबलपुर। मध्यप्रदेश के जबलपुर स्थित डुमना हवाई अड्डे को रविवार को बम से उड़ाने की धमकी दी गई। जांच के बाद मामला फर्जी मिलने पर सुरक्षा एजेंसियों ने राहत की सांस ली। एक पुलिस अधिकारी ने सोमवार को यह जानकारी दी। एएसपी सूर्यकांत शर्मा ने बताया कि हवाई अड्डा प्रबंधन को ई-मेल के जरिए एयरपोर्ट को बम से उड़ाने की धमकी मिली थी। इस सूचना के बाद पुलिस एवं अन्य सुरक्षा एजेंसियों ने हवाई अड्डा को खाली कराया। पुलिस ने आतंकवाद निरोधक दस्ता, श्वान दस्ता और सीआईएसएफ के साथ खोज अभियान चलाया।

T.N. to begin land acquisition for Parandur airport project

In a G.O. issued on June 25, the government directed that the process be initiated; in 2023, it gave sanction to acquire 1,527.32 hectares of patta lands in Sriperumbudur and Kancheepuram taluks

The Hindu Bureau
CHENNAI

The Tamil Nadu government is all set to begin the land acquisition process for the city's second airport at Parandur.

The State issued a Government Order (G.O.) on June 25, giving a direction to begin land acquisition under the Tamil Nadu Acquisition of Land for Industrial Purposes Act, 1997.

Several villages, including Parandur, Valathur, Ciruvallur, Gunakarapakkam, Akkamapuram, Magadevi Mangalam, Eganapuram, Podavur, Nelvoy, Thandalam and Thodur, will be affected by this project.

According to the G.O., based on the proposal of the Commissioner of Land Administration, the government has fixed a flat rate of ₹35 lakh to ₹60 lakh per acre, inclusive of all components for 1,960.63 acres of lands whose guideline value range from ₹5 lakh to ₹17 lakh per acre in Kancheepuram and Sripe-



Potential harm: Villagers say Parandur, Valathur, Ciruvallur, Gunakarapakkam, Akkamapuram, Magadevi Mangalam, Eganapuram, and Podavur will be affected by the project. FILE PHOTO

rumbudur taluks.

The Kancheepuram Collector can also fix compensation through private negotiation for 374.53 acres of land (in Akkamapuram, Nelvoy and Thandalam) whose guideline value ranges from ₹5 lakh to ₹17 lakh per acre.

In villages including Parandur, Maduramangalam, Singilipadi, Gunakarapakkam, Edayarpakkam, Akkamapuram, Magadevi Mangalam, Eganapuram, and Koothirambakkam,

which measure 996.09 acres of land in total, as the guideline value is over ₹17 lakh per acre, the owners will also get compensation based on private negotiation. In some locations, the compensation through private negotiations could be as much as ₹60 lakh to even ₹2.57 crore per acre.

In cases wherein the land owners are unwilling to accept the compensation rates, the government has directed the officers to pursue the land acquisition

process by adhering to statutory steps under the Tamil Nadu Acquisition of Land for Industrial Purposes Act, 1997, and determine the compensation accordingly.

In 2023, the State government issued administrative sanction for acquisition of 1,527.32 hectares of patta lands, and alienation of 798.12 hectares of government lands in Sriperumbudur and Kancheepuram taluks for this project.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

30 JUNE 2025

'DGCA audit report of Kolkata airport soon'

KOLKATA: The Directorate General of Civil Aviation (DGCA) is learnt to have completed its thorough inspection at the Netaji Subhas Chandra Bose International Airport and is expected to submit a report in a week. The audit comes following the June 12 crash of Air India Flight AI 171 in Ahmedabad, which killed 241 on board and 19 on the ground, with only one survivor.

It was reportedly learnt that over a 36-hour span, the DGCA team conducted a thorough inspection of runway mark-

ings, lighting, taxiways and the ongoing repairs to the secondary runway. Bird-strike mitigation, runway drainage and the advanced visual docking guidance system were also evaluated, sources said.

Further, the audit extended to air traffic control—covering both the active tower and a newly-constructed but not yet operational structure—along with aircraft maintenance facilities and MRO operations. Inspectors checked compliance with aircraft maintenance manuals, tool-control sys-

tems and defect-logging procedures. The DGCA also held discussions with airport management, airline officials, ground handlers and fuel suppliers to assess safety culture and coordination processes. In line with ramp safety directives, all airside vehicles were required to have speed governors.

The DGCA is expected to submit a preliminary report within a week, with final findings and recommendations imminent. This action is part of the DGCA's launched "360-degree" oversight initiative. **MPOST**

मेल में लिखा, बिल्डिंग खाली करो, नहीं तो मारे जाओगे
जयपुर एयरपोर्ट को बम से
उड़ाने की धमकी, सुरक्षा
एजेंसियों ने छाना चप्पा-चप्पा



बम निरोधक दस्ता, डॉग
स्क्वॉड ने किया सर्च

जयपुर @ पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट को रविवार सुबह एक ई-मेल के जरिए बम से उड़ाने की धमकी दी गई, जिससे सुरक्षा एजेंसियों में हड़कंप मच गया। ई-मेल में लिखा गया था कि, एयरपोर्ट बिल्डिंग के अंदर बम रखा है, बिल्डिंग खाली करो नहीं तो मारे जाओगे।

धमकी मिलने के तुरंत बाद पुलिस, डॉग स्क्वॉड, बम निरोधक दस्ता, एटीएस, डिफेंस टीम और दमकलें मौके पर पहुंचीं और पूरे परिसर की गहन तलाशी शुरू की गई।

एयरपोर्ट थाना प्रभारी संदीप बसेरा ने बताया कि धमकी सुबह करीब 11 बजे एयरपोर्ट अथॉरिटी की फ्रीडबैक मेल आइडी पर भेजी गई थी। मेल में कहा गया था कि बिल्डिंग के अंदर एक बैग में बम रखा गया है और



समय रहते बिल्डिंग खाली नहीं की गई तो बड़ी संख्या में जाने जा सकती है।

पूरी एयरपोर्ट बिल्डिंग और परिसर की बारीकी से तलाशी ली गई, लेकिन कोई संदिग्ध वस्तु नहीं मिली। इसके बाद एजेंसियों ने राहत की सांस ली। पुलिस अब ई-मेल भेजने वाले की जानकारी जुटा रही है। साइबर सेल को अलर्ट कर दिया गया है और मेल ट्रेस करने की प्रक्रिया शुरू कर दी गई है। गौरतलब है कि, इससे पहले भी जयपुर एयरपोर्ट को बम से उड़ाने की धमकियां मिल चुकी हैं, लेकिन अब तक सभी झूठी साबित हुई हैं।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

1 JULY 2025

एयरपोर्ट थाने की भूमि का एक करोड़ लीज रेंट माफ

■ सहारा न्यूज ब्यूरो
ग्रेटर नोएडा।

यमुना प्राधिकरण क्षेत्र में बनने वाले नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नियाल) की बोर्ड बैठक में एक महत्वपूर्ण फैसला लिया गया है। एयरपोर्ट की सुरक्षा व्यवस्था को चाक-चाबंद रखने के लिए प्रस्तावित थाने के लिए आर्वाइट भूमि का लीज रेंट माफ कर दिया गया है, जिसकी राशि तकरीबन एक करोड़ रुपए है।

बैठक में ज्यूरिख एयरपोर्ट कम्पनी के डायरेक्टर्स, नियाल के सीईओ और नागरिक उड्डयन विभाग के निदेशक समेत अन्य वरिष्ठ अधिकारी मौजूद थे। बैठक में तय किया गया कि एयरपोर्ट की सुरक्षा के लिहाज

से एक हजार वर्ग मीटर भूमि पर थाना बनाया जाएगा। यह थाना एयरपोर्ट के एक हजार मीटर के दायरे में स्थापित किया जाएगा और

■ **नियाल की बोर्ड बैठक में लिया गया महत्वपूर्ण फैसला**
■ **अब सभी शुल्क नोएडा इंटरनेशनल एयरपोर्ट की दर तालिका के अनुसार समायोजित किए जाएंगे**

इसके लिए एफएआर (फ्लोर एरिया रेशियो) बढ़ाने की भी मंजूरी दे दी गई है। 11 मार्च 2025 के पत्र में साफ किया गया है कि

डीसीपी एयरपोर्ट कार्यालय के लिए एक हजार वर्ग मीटर भूमि आर्वाइट की जा रही है। पूर्व में तय शर्तों के अनुसार, इस जमीन की लीज प्रीमियम 25 रुपए प्रति वर्ग फीट प्रतिमाह तय थी और लीज रेंट एक रुपए प्रति वर्ग फीट प्रतिमाह रखी गई थी, जिसमें हर साल पांच प्रतिशत की वदोतरी की बात कही गई थी। इसके साथ ही एक करोड़ रुपए का एकमुश्त साइन-अप शुल्क भी निर्धारित था, जिसे अब माफ कर दिया गया है। इसके अतिरिक्त कॉमन इंफ्रास्ट्रक्चर मेंटेनेंस चार्ज भी लागू किया जाना था, जिसकी शुरुआती दर चार रुपए प्रति वर्ग फीट प्रतिमाह निर्धारित की गई थी। हालांकि अब सभी शुल्क नोएडा इंटरनेशनल एयरपोर्ट की दर तालिका के अनुसार समायोजित किए जाएंगे।

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

30 JUNE 2025

Dogs on runway, AI Express flight aborts landing

A Pune AI Express flight with 150 passengers on board was forced to abort landing Saturday evening due to the presence of dogs on the Lohegaon airport runway. The aircraft landed safely later after a

go-around. The flight — IX-1097 — had taken off from Bhubaneswar at 5pm and was to land in Pune around 7pm, reports Joy Sengupta.

Go-around is an aviation term for aborting a landing and beginning

an immediate climb, then following further instructions. Vimannagar resident Hitendra Kurane, who was on board the flight with three of his friends, said the aircraft aborted the landing and the information

shared by the pilot. “We could see that the plane took off again a little before it was to land. The pilot then announced that they were alerted by ATC about the presence of dogs,” Kurane told TOI.

TNN



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 JULY 2025

India leads Asia Pacific in business jet growth with 12% surge in 2024

FLYING HIGH. Huge opportunity seen with rise in HNIs, global expansion of India Inc, reforms in aircraft leasing

Aneesh Phadnis
Mumbai

India added the highest number of business jets in the Asia Pacific region in 2024 and plane makers remain bullish about the market with the rise in high net worth individuals (HNIs), global expansion of India Inc and business-friendly reforms like aircraft leasing through the Gift City in Gujarat.

According to a report by consultancy firm Asian Sky Group, the number of business jets in India grew 12 per cent from 150 to 168 in CY24 on a year-on-year basis.

India registered the third-fastest growth in the region, behind Singapore and Vietnam.

MAJOR MARKET

India has the third-largest business jet fleet in the region after China and Australia, and in absolute terms

the aircraft addition in India in 2024 was the highest in the region, it said.

"India is growing into a major market for Gulfstream. We are also seeing an increase in charter traffic, which can ultimately lead to new buyers. As airport access and infrastructure continue to grow in India, we anticipate continued demand and growth for Gulfstream aircraft as well," said Michael Swift, Group Vice-President of Sales, Gulfstream.

Bombardier has close to 50 active business aircraft in India.

Brazilian plane maker Embraer, too, sees strong mid-to long-term opportunities and the recent opening of its subsidiary will bring it closer to the customers, Francisco Gomes Neto, President & CEO of Embraer, said in a recent interaction.

While, until recently, the business aviation fleet in India was dominated by mid-size jets that covered routes



GOOD NEWS. India has the third-largest business jet fleet in the region after China and Australia

like India-Dubai or India-Singapore, corporates are buying new longer-range jets with larger cabins launched post 2017.

An Indian corporate house is expected to receive a Gulfstream G700 aircraft this year. Bombardier's Global 8000 aircraft (billed as the fastest civilian aircraft after the Concorde) is poised to enter service by end of 2025.

While longer-range jets are making travel more con-

venient, reforms like domestic leasing of planes has made acquisition easier.

"One of the most impactful developments in recent years has been the creation of the International Financial Services Centre at Gift City. This is empowering Indian buyers to lease or finance aircraft within the country under globally competitive structures, reducing the reliance on offshore jurisdictions," said Atiesh

Mishra, Director, AJM Jet Management.

SOME DRAWBACKS

Yet challenges persist. "India is predominantly a market for pre-owned aircraft because acquisition cost is lower and lead times are less compared to brand new aircraft. Due to supply chain issues, wait times for brand new planes can be up to two years," said Sudhir Rajeshirke, President (Aerospace), Jubilant Enpro, authorised representative for Bell Flight and Textron Aviation.

The Business Aircraft Operators Association has sought a collaborative approach in rule making and demanded a robust fractional ownership model.

"A clear policy framework recognising fractional ownership and aircraft management models will unlock latent demand and drive fleet expansion," BAOA Managing Director Rajesh K Bali said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 JULY 2025

SkyHop Aviation receives NOC, to start services soon

Rohit Vaid
New Delhi

Seaplane and small aircraft operator SkyHop Aviation intends to start commercial flight services soon. It has received the No Objection Certificate (NOC) from the Ministry of Civil Aviation (MoCA), industry sources told *businessline*.

SkyHop has already received the security clearance required for the NOC. Sources said the company would now apply for an Air Operator Certificate/Permit (AOC/AOP) from the regulator.

The venture is headed by SpiceJet promoter Ajay Singh's daughter, Avani Singh. This is Avani's personal venture and not related to SpiceJet. The upcoming airline has partnered with De Havilland Canada for procuring seaplanes.

On its official page on LinkedIn, SkyHop Aviation said only "170 out of 4,000 cities" in India are connected by air today. "SkyHop Aviation's seaplanes and small aircraft are quickly changing that! We're transforming regional travel — navigating water, rough terrain and re-



mote destinations to connect an unconnected India," the official page read.

It has also advertised to hire pilots for the "Twin Otter DHC-6-400" series of aircraft.

KEY ROUTES

SkyHop holds multiple key regional routes, including those in Andhra Pradesh, the Andaman and Nicobar Islands, Lakshadweep, the North-East, and other strategic locations. At present, there are no seaplane services in the country.

However, India has had such flight services, which gained notable attention when Prime Minister Narendra Modi flew on a seaplane between the Sabarmati riverfront and the Statue of Unity in Gujarat during 2019-20.

The service, operated by SpiceJet, was eventually discontinued for commercial reasons and the impact of Covid-19.

लागत में तेजी के बीच अकासा का शुद्ध घाटा बढ़ा

दीपक पटेल

नई दिल्ली, 30 जून

प्रमुख विमानन कंपनी अकासा एयर का शुद्ध घाटा वित्त वर्ष 2024-25 में 18.7 फीसदी बढ़कर करीब 1,983 करोड़ रुपये हो गया। इस मामले से अवगत सूत्रों ने बिजनेस स्टैंडर्ड से कहा कि कर्मचारी लागत बढ़ने, रखरखाव एवं हवाई अड्डा शुल्क में इजाफा और विदेशी मुद्रा लागत अधिक होने से घाटे को बल मिला।

भले ही अकासा के घाटे में इजाफा हुआ, लेकिन अन्य तीन प्रमुख विमानन कंपनियों- इंडिगो, स्पाइसजेट और एयर इंडिया- ने वित्त वर्ष 2025 में बेहतर प्रदर्शन किया। इंडिगो अपने मुनाफे में एक साल पहले के मुकाबले मामूली गिरावट के बावजूद लाभप्रद बनी रही, जबकि स्पाइसजेट मुनाफे में लौट आई और एयर इंडिया ने परिचालन के लिहाज से लाभप्रद होकर घाटे में काफी कमी की।

अकासा एयर के प्रवक्ता ने वित्त वर्ष 2025 के नतीजे के बारे में कहा कि विमानन कंपनी कयासों पर टिप्पणी नहीं

लागत की मार

■ वित्त वर्ष 2025 में विमानन कंपनी का शुद्ध घाटा बढ़कर 1,983 करोड़ रुपये हुआ

■ कर्मचारी लागत, विमान रखरखाव एवं हवाई अड्डा शुल्क और विदेशी मुद्रा लागत बढ़ने से घाटे को बल

■ विमानन कंपनी के प्रवक्ता ने कहा, कारोबारी योजना के अनुरूप ही है घाटा

■ विमानों की आपूर्ति में देरी से विस्तार की रफ्तार पर लगा ब्रेक



करती है। मगर उन्होंने यह भी कहा, 'इस बात पर भी गौर करना जरूरी है कि किसी भी विमानन कंपनी के शुरुआती वर्ष कर्मचारियों, बेड़े, प्रशिक्षण, परिचालन बुनियादी ढांचे और नेटवर्क में निवेश के लिए समर्पित होते हैं। इसलिए इन वर्षों के दौरान कोई भी विमानन कंपनी मुनाफा दर्ज नहीं कर पाती है। विमानन कंपनी चलाना निर्धारित लागत वाला कारोबार है और मुनाफा

कमाने से पहले कारोबार के विस्तार की जरूरत होती है। इसलिए यह कोई अप्रत्याशित या आश्चर्य की बात नहीं है। हमारी दमदार कारोबारी योजना इस तरह के घाटे की भरपाई करती है।'

प्रवक्ता ने कहा कि परिचालन के मोर्चे पर अकासा शुद्ध रूप से मुनाफे में बनी हुई है। उन्होंने कहा, 'वित्तीय तौर पर हम अपनी योजनाओं से आगे हैं और हमारे निवेशकों ने हमेशा अकासा एयर के

दीर्घकालिक दृष्टिकोण और बुनियादी बातों में भरोसा किया है।'

विमानन कंपनी ने अगस्त 2022 में अपना परिचालन शुरू किया था। सूत्रों ने बताया कि उसने वित्त वर्ष 2025 के दौरान कर्मचारी लागत में 36 फीसदी की वृद्धि दर्ज की। उसके रखरखाव खर्च में 26.6 फीसदी का इजाफा हुआ जबकि विदेशी मुद्रा लागत में 181 फीसदी की उछाल आई। वित्त वर्ष 2025 के दौरान उसके हवाई अड्डा शुल्क में भी 40.9 फीसदी की वृद्धि दर्ज की गई।

इस बीच, पिछले कुछ महीनों के दौरान अकासा एयर के नेतृत्व में भी बदलाव दिखा है। विमानन कंपनी के उपाध्यक्ष (इन-फ्लाइट सर्विसेज) अजीत भागचंदानी ने हाल में अपने पद से इस्तीफा दे दिया। इसकी पुष्टि करते हुए प्रवक्ता ने कहा, 'अजीत भागचंदानी ने व्यक्तिगत कारणों से इस्तीफा दिया है। हम उनके फैसले का सम्मान करते हैं और अकासा के निर्माण में योगदान के लिए उनके आभारी हैं।'

Akasa Air plunges deeper into red



Loss widens

Akasa Air's financials

	FY25 (₹ cr)	Y-o-Y change (%)
Revenue	4,636	47.5
Expenses	6,619	37.5
Net loss	1,983	18.7

Source: Sources privy to the development

DEEPAK PATEL
New Delhi, 30 June

Akasa Air's standalone net loss rose 18.7 per cent year-on-year (Y-o-Y) to roughly ₹1,983 crore in 2024-25 (FY25), driven by rising employee costs, aircraft maintenance and airport charges, and a sharp increase in foreign exchange (forex) expenses, sources privy to the development

told *Business Standard*.

While Akasa slipped further into the red, the other three major Indian airlines — IndiGo, SpiceJet, and Air India — fared much better in FY25. IndiGo remained highly profitable despite a slight Y-o-Y decline in profit. SpiceJet returned to the black and Air India reduced its losses while turning operationally profitable. Turn to Page 7

Akasa Air plunges deeper into red

Responding to queries on its FY25 results, an Akasa Air spokesperson said the airline does not comment on speculation but added, "It is important to note that the foundational years of any airline are dedicated to investing in its people, fleet, training, operating infrastructure, and network, and hence no airline registers P&L (net) profits in these years. Running an airline is a business of fixed costs and needs some scale before we turn profitable. This is neither surprising nor unanticipated. Our robust business plan provides for these losses."

The spokesperson added that Akasa remains "net cash positive" at the operating level and that "financially, we are ahead of our plans, and our investors have always believed in the long-term vision and fundamentals of Akasa".

The airline, which began operations in August 2022, saw employee costs rise by 36 per cent Y-o-Y in FY25, sources said.

Maintenance expenses grew by 26.6 per cent Y-o-Y, while forex costs surged by 181 per cent Y-o-Y, they added. Airport charges increased 40.9 per cent Y-o-Y in FY25.

Meanwhile, the airline is also seeing a leadership churn in recent months. Ajit Bhagchandani, vice-president (in-flight services), stepped down recently. Confirming this, the airline spokesperson said, "Ajit Bhagchandani has decided to move on due to personal reasons. We respect his decision and are grateful to him for his contribution in building Akasa."

As first reported by *Business Standard* on May 26, three other senior executives had either resigned or were serving notice — Rishabh Dev, head of long-term operations and strategy; Amol

Mane, vice-president of aircraft acquisition and leasing; and Vineet Mishra, deputy general manager for catering.

This leadership churn comes at a time when the airline's expansion has visibly slowed. After rapidly ramping up from 36 weekly flights in August 2022 to 945 by June 2023, Akasa has managed to increase its weekly services by just 13.2 per cent over the past two years, operating 1,070 weekly flights as of June 2025, Cirium data shows.

A major constraint has been delayed aircraft deliveries from Boeing. Of 226 planes ordered, only 30 have been inducted so far. While 24 of them were added between June 2022 and June 2024, just six arrived in the past year, leaving a large section of the airline's pilot workforce underutilised and pushing up costs.

The airline addressed the pilot issue in its response to the newspaper. "We currently have 775 pilots hired to fly and despite the changes in the aircraft delivery schedules, more than 78 per cent of our pilots have begun to accumulate flying hours, which is a significant increase from 60 per cent in December 2024. By the end of this calendar year, 100 per cent of our pilots will be accumulating flying hours," the spokesperson said.

The spokesperson also reaffirmed the airline's confidence in its aircraft supplier.

"Our relationship with Boeing remains strong and collaborative. We have received three aircraft deliveries in the last six weeks, taking our fleet strength to 30, and are confident about receiving our

planned deliveries this year."

Akasa said it increased its available seat kilometre (ASK) by about 40 per cent in FY25 and is targeting similar Y-o-Y growth in the current financial year (2025-26). ASK is a standard measure of airline capacity, calculated by multiplying the number of seats available by the distance flown.

"We will receive 196 more aircraft over seven years. Aircraft deliveries will naturally translate into more SLB gains and more cash flow. Our cost structure is well thought through, and we are incredibly disciplined in how we allocate capital," the spokesperson said.

SLB refers to sale-and-leaseback transactions, where the airline sells a newly delivered aircraft to a lessor and then leases it back — generating upfront cash while still retaining operational use of the plane.

IndiGo, India's largest airline, posted a net profit of ₹7,258 crore in FY25. SpiceJet reported a standalone net profit of ₹61.9 crore for the year, marking its first full-year profit in seven years.

Air India, while not disclosing exact figures, informed employees that it had turned operationally profitable in FY25, with its overall losses decreasing considerably. Boeing's aircraft deliveries have been delayed over the past two years due to quality-control issues, including a mid-air panel blowout and manufacturing defects, as well as increased regulatory scrutiny and supply-chain constraints. A workers' strike in late 2024 also disrupted production, further slowing the output of its 737 MAX aircraft.

AKASA, WHICH BEGAN OPERATIONS IN AUGUST 2022, SAW EMPLOYEE COSTS RISE BY 36 PER CENT Y-O-Y IN FY25, SOURCES SAID

'Aerophobia' triggers anxiety after jet crash

SHRIMANSI KAUSHIK
and SABA ANJUM
SHAIK | DC
HYDERABAD, JUNE 29

The Ahmedabad plane crash has triggered a noticeable rise in anxiety among frequent flyers, families of international travellers and residents near flight paths. The psychological ripple effect is visible in Hyderabad too, particularly in areas where training aircraft fly at low altitudes. According to Google Trends, there was a sharp spike in 'flying fear' searches soon after the crash.

Naziya Banu, an IT professional and regular flyer, said even the thought of boarding a flight now makes her uneasy. "Earlier, I flew without much thought. No one expected something like the Ahmedabad crash. But now, even with all safety rules in place, things can go wrong. Since then, I've come across news about bomb threats, emergency landings and technical snags. It makes me wonder what if something like that happens here?"

Residents near Begumpet airport, where pilot training is conducted, have also reported heightened concern. Rakesh Kurapati, who lives nearby, said, "I know there are rules, but these planes look old. After the crash, it's hard not to worry. Even a minor fault during training could be catastrophic. I feel such training flights should be relocated outside city limits."

Another resident, Rishvana Reddy, echoed this fear. "They fly really low. With so many tall buildings around, it feels unsafe. Mistakes can happen during training." Dr Charan Teja Koganti, consultant psychiatrist, confirmed a rise in panic and anxiety symptoms, especially among frequent fly-

FEAR FLY



THE PSYCHOLOGICAL ripple effect is visible in Hyderabad too, particularly in areas where training aircraft fly at low altitudes.

ACCORDING to Google Trends, there was a sharp spike in 'flying fear' searches soon after the crash.

MANY ARE compulsively tracking flights—especially Air India or flights from Ahmedabad to London. We are also seeing cases of Acute Stress Disorder—where people experience flashbacks, nightmares, chest pain and palpitations

EARLIER, I flew without much thought. No one expected something like the Ahmedabad crash. But now, even with all safety rules in place, things can go wrong."

— NAZIYA BANU,
an IT professional and regular flyer

— DR KOGANTI

ers and those with loved ones travelling abroad. "Existing patients are showing up more frequently than scheduled. The randomness of the crash and the sense that 'it could happen to anyone' is intensifying their symptoms," he said.

Dr Koganti also observed a change in behaviour among patients with Obsessive Compulsive Disorder (OCD). "Many are compulsively tracking flights—especially Air India or flights from Ahmedabad to London. We are also seeing cases of Acute Stress Disorder—where people experience flashbacks, nightmares, chest pain and palpitations due to trauma-related triggers, even if they weren't directly involved. Social media is amplifying this by replaying crash visuals repeatedly. Even patients with cardiac issues have reported worsening symptoms." Aviation experts urged the public not to panic. V. Mallikarjun, a senior retired air traffic controller, said all flight movements—training or commercial—are carefully

monitored. "What people often see are planes taking off or preparing to land. During these phases, specific altitudes are assigned by ATC depending on traffic."

For airports like Begumpet or Shamshabad, there are strict altitude instructions. If a flight ever strays from its assigned level, ATC immediately alerts the pilot and corrects the course. There is no safety compromise, he explained.

To cope with anxiety, Dr Koganti recommended that travellers arrive early at the airport. "Familiarity helps. Spend time watching planes take off, have a meal or get a foot massage. These small comforts can ease nerves."

He said even doctors who fly frequently were reporting panic attacks. In those cases, medication may be necessary. "Reducing screen time, maintaining a regular sleep cycle, exercising and visualisation techniques can also help manage symptoms," he advised.



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

30 JUNE 2025

Air India crash: Sabotage angle is also being probed, says Civil Aviation minister

TGG NETWORK
NEW DELHI

The investigation team probing the Air India plane crash in Ahmedabad on June 12 will also look into the potential sabotage angle, Minister of State for Civil Aviation Murlidhar Mohol said.

The catastrophic crash that killed at least 270 people is being probed by a multi-disciplinary team, headed by the director general of the Aircraft Accident Investigation Bureau (AAIB).

"It (plane crash) was an unfortunate incident. The AAIB has begun a full investigation into it... It is being probed from all angles, including any possible sabotage," the minister said at an NDTV event in Pune.

Mohal said the black boxes recovered from the crash site are in the custody of the AAIB and will not be sent to any for-



eign country for thorough assessment.

The Cockpit Voice Recorder (CVR) was recovered from the rooftop of a building on June 13 while the Flight Data Recorder (FDR) was found in the debris on June 16.

The investigation team led by AAIB DG G.V.G. Yugandhar includes an aviation medicine specialist, an ATC officer, and representatives from the US government's National Transportation Safety Board (NTSB).

Meanwhile, the Centre has

extended the armed security cover to Yugandhar following a threat perception report prepared by intelligence agencies.

Three to four armed commandos will accompany the AAIB DG during his movements in Delhi and other parts of the country.

Air India's Boeing 787-8 aircraft enroute to London Gatwick crashed into a medical hostel complex soon after takeoff from Ahmedabad on June 12, killing over 270 people, including 241 people who were onboard the plane.

TheDailyGuardian

epaper.thedailyguardian.com
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The quest for safer skies: Brand legacy fails and regulator sleeps

OPINION

RAKESH K CHITKARA



India's aviation story, from Maharaja-class luxury to the entrepreneurial push of low-cost carriers, earned the reputation of democratizing air travel. But the dream is unravelling mid-air. What remains is a bruised, jittery consumer wondering if taking a domestic flight is safe anymore. Do we rely on chanting the *Hanuman Chalisa* before a flight takes off, or on the regulator entrusted to keep our skies safe?

This crisis of confidence has emerged not from a singular catastrophic event but from a disturbing pattern of negligence, regulatory passivity, and brand erosion. As we fly into the future, India's quest for safer skies needs far more than hope. It needs accountability, courage, and reform.

At the centre of the storm is Air India, a name once synonymous with national pride and hospitality. Its acquisition by the Tata Group — India's most respected corporate house — was widely welcomed. It was expected to bring professionalism, global standards, and dignity back to the skies. Instead, frequent technical snags, unexplained delays, poor passenger handling, and shocking customer service levels have plagued the airline. The ordeal of passengers due to delayed or cancelled flights, with zero communication from airline staff, has become symbolic of what's wrong with Indian aviation today. What's worse, these incidents are neither isolated nor fully acknowledged.

That is why the statement by Tata Group Chairman N. Chandrasekaran on June 16 — that the tragic loss of lives in Ahmedabad will help Air India's resolve to become a safer airline — is both troubling and revealing. It is a damning admission that even under the Tata banner, Air India has failed to uphold basic safety standards until now. Such a

statement might be seen as honest introspection, but it is also a sobering indictment of how low the bar had fallen — and how far the airline still needs to go.

The Tata brand, long associated with ethical governance, consumer sensitivity, and industrial leadership, no longer invokes automatic trust in aviation. Brand equity is not a shield against public accountability. A storied legacy cannot substitute for operational excellence. And in the case of Air India, the transition under Tata has thus far failed to inspire either industry confidence or customer reassurance. It's a painful reminder that managing a steel plant, a software company, or a luxury hotel is fundamentally different from running a 24x7, safety-sensitive, logistics-heavy, and emotionally fraught business like aviation.

What compounds the crisis is an institutional failure of oversight. India's aviation regulator, the Directorate General of Civil Aviation (DGCA), continues to act in a post-facto, reactive manner — investigating incidents after media outrage, issuing advisories after accidents, and rarely penalising airlines meaningfully for serious lapses. It is not enough to suspend a handful of pilots or engineers after the fact. The regulator must be proactive, transparent, and consumer-oriented. It must anticipate risk, publish airline-wise



safety rankings, and ensure systems of redress that don't depend on viral outcry or public outcry.

Recent examples prove just how dangerous our complacency has become. Indigo — India's largest airline — was found flying aircraft with what officials called "adequate but tight" fuel margins, prompting a "Mayday" fuel emergency call during a diversion. In most aviation jurisdictions, this would lead to intense scrutiny, sanctions, and operational overhaul. In India, it caused a ripple in the news cycle and was quickly forgotten. When a leading airline normalises such operational shortcuts, it becomes clear that safety culture is not just weak — it's being gamed.

Compare this to global benchmarks. In the United States, the Federal Aviation Administration (FAA) publishes regular airline safety audits and enforces strict compliance proto-

cols. In Europe, the European Union Aviation Safety Agency (EASA) makes available public records of airline inspections and can even blacklist airlines. Both regulators enforce passenger compensation laws that are significantly more robust and better known than India's. In contrast, Indian passengers remain unaware of their rights, and compensation — when offered — is meagre, opaque, or humiliatingly delayed.

Let's be clear: aviation safety is not just about crash statistics. It is about every delay without explanation, every malfunction swept under the rug, and every passenger forced to sleep on airport floors while airline officials vanish into thin air. These are failures of systems, not just machines. They point to weak training, compromised maintenance, budget-driven cutbacks, and most dangerously, a normalisation of mediocrity.

than they trust Singapore Airlines or FlyDubai. Let there be open competition based on safety, reliability, and service, not just market power. Shielding domestic carriers from competition has only encouraged complacency. True support to Indian aviation comes not from protectionism but from making it compete and improve.

The Modi government has rightly made infrastructure and connectivity a national priority. New airports, improved regional routes, and civil aviation corridors have brought Tier-2 and Tier-3 cities into the national air map. But the software of safety has not kept pace with the hardware of expansion. Safety audits remain internal and under wraps. There is no independent body to investigate aviation safety — a gap that must urgently be filled if India wants to be seen as a reliable global aviation hub.

A public database of airline-wise performance — delays, safety audits, customer satisfaction scores, and maintenance incidents is essential. So is the institutionalisation of compensation rights under Indian aviation law, including financial penalties for airlines that delay or mistreat passengers. A consumer protection ombudsman within DGCA or under a new civil aviation tribunal is long overdue.

We must also ask uncomfortable questions of our corporate icons. The Tata

Group, in particular, must recognise that its name is not just a marketing tool but a covenant of trust. If it wishes to be seen as the face of Indian aviation through Air India and Vistara, it must subject itself to the highest standards of operational accountability, public engagement, and continuous improvement. Silence in the face of service disasters is no longer an option.

Air safety cannot be left to chance, luck, or brand reputation. It requires competent pilots, well-maintained aircraft, humane service protocols, and a watchdog that doesn't sleep. If the DGCA cannot rise to this role, it must be restructured or replaced. India deserves not only world-class airports but also world-class air travel experiences. This includes ensuring that flying is not an act of faith, but one of rational confidence.

For too long, passengers have been treated as helpless cargo rather than valued customers. For too long, regulators have responded to disaster instead of preventing it. And for too long, corporate names have enjoyed respect without responsibility. The time to fix Indian aviation is not after the next tragedy. The time is now.

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प्रयागराज से बेंगलुरु जाने वाले विमान में पेट्रोल की गंध से हड़कंप, उड़ान रद्द

जागरण संवाददाता, प्रयागराज : सोमवार सुबह प्रयागराज से बेंगलुरु जाने वाली इंडिगो फ्लाइट 6ई-6036 में पेट्रोल की गंध के कारण हड़कंप मच गया। टेकआफ से पहले उड़ान रद्द कर दी गई। फ्लाइट में एनएलएसआइयू बेंगलुरु के छात्रों सहित कई यात्री सवार थे। हाल में अहमदाबाद में हुई घटना के बाद एयरपोर्ट प्रशासन की ओर से बरती गई सुरक्षा सतर्कता के चलते कोई जोखिम न लेते हुए उड़ान रद्द की।

एयरपोर्ट से फ्लाइट सुबह 11.30 बजे उड़ान भरने वाली थी। यात्री समय पर विमान में सवार हो चुके थे। यात्री सीएल वर्मा ने बताया, 'विमान में बैठने के बाद हमें लंबा इंतजार करना पड़ा। अचानक पेट्रोल की तेज गंध विमान के अंदर महसूस हुई। पायलट ने घोषणा की कि सुरक्षा जांच चल रही है और स्थिति नियंत्रण में है।' कुछ देर बाद यात्रियों को सामान सहित विमान से उतरने के लिए कहा गया। इंडिगो की



बेंगलुरु की उड़ान रद्द होने के बाद प्रयागराज एयरपोर्ट से लखनऊ एयरपोर्ट के लिए कैब में बैठते यात्री ● सम्राट यात्री

तकनीकी टीम ने तुरंत जांच शुरू की। इंडिगो ने यात्रियों को वैकल्पिक फ्लाइट या रिफंड का विकल्प दिया। दिल्ली, मुंबई, वाराणसी और लखनऊ से वैकल्पिक फ्लाइट उपलब्ध थीं, जो पहले आओ-पहले पाओ के आधार पर बुक की गईं।

पटना एयरपोर्ट पर बम की धमकी से हड़कंप

जासं, पटना : ई-मेल के जरिए पटना एयरपोर्ट पर बम रखे जाने की सूचना से सोमवार को हड़कंप मच गया। एयरपोर्ट डायरेक्टर को बम रखे जाने की धमकी दी गई। लेकिन सीआइएसएफ, पुलिस, बम निरोधक और श्वान दस्ता द्वारा ली गई तलाशी में ऐसा कुछ भी नहीं मिला।

एनएलएसआइयू के छात्रों सहित कई यात्रियों को लखनऊ की फ्लाइट आवंटित की गई और उन्हें कैब के जरिये लखनऊ हवाई अड्डे भेजा गया। कुछ यात्रियों ने अगले दिन की उड़ान में समाबोजन कराया, जिन्हें होटल की सुविधा दी गई।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

30 JUNE 2025

फ्लाइट में तकनीकी खराबी, वापस लौटी

नवज्योति, जयपुर। एयर इंडिया एक्सप्रेस की बेंगलुरु से कोच्चि जा रही फ्लाइट टेक ऑफ के 15 मिनट बाद तकनीकी खराबी के कारण वापस लौट आई। उड़ान भरने के तुरंत बाद विमान असंतुलित हो गया, जिससे यात्रियों में हड़कंप मच गया। जयपुर से यात्रा कर रहे पंकज शर्मा ने बताया कि विमान में अचानक झटका लगा, जिससे डर का माहौल बन गया।

पायलट ने सतर्कता दिखाते हुए फ्लाइट की इमरजेंसी लैंडिंग बेंगलुरु एयरपोर्ट पर कराई। घटना के बाद यात्री काफी परेशान नजर आए। फिलाहाल यात्रियों को एयरपोर्ट पर रोका गया है और वैकल्पिक



व्यवस्था की प्रतीक्षा की जा रही है। एयरलाइन ने तकनीकी जांच शुरू कर दी है।



Corporate Communications Directorate

HINDUSTAN

DELHI

1 JULY 2025

बेंगलुरु की फ्लाइट में ईंधन की गंध, उड़ान रद्द

प्रयागराज। प्रयागराज से बेंगलुरु जाने वाली फ्लाइट सोमवार को तकनीकी खराबी के चलते उड़ान नहीं भर सकी। फ्लाइट के अंदर ईंधन (एटीएफ) की गंध आने पर सुरक्षा जांच के बाद फ्लाइट को रद्द कर दिया गया। बेंगलुरु से प्रयागराज आने वाली इंडिगो की फ्लाइट सोमवार को तय समय पर सुबह 11 बजे लैंड हुई। आधा घंटा के बाद इसी विमान को बेंगलुरु के लिए यात्रियों को लेकर उड़ान भरनी थी।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

1 JULY 2025

Hotels weather June slowdown, aviation disruptions

Varuni Khosla

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NEW DELHI: India's hotel industry weathered a typically soft June and aviation disruptions—such as the Air India mishap in Ahmedabad—without major setbacks, as strong pricing in key cities and solid performance in May provided a cushion. While occupancy dipped slightly, operators resisted slashing rates, indicating a growing pricing discipline, according to hospitality consultancy HVS Anarock.

May 2025 saw India's top hotels perform strongly compared to the same period last year, with average room rates holding firm between ₹7,300 and ₹7,500. Despite disruptions due to the Pahalgam terror attack in April, rates remained resilient, even as occupancy declined 1-3% year-on-year and 7-9% from April, according to hospitality consultancy HVS Anarock.

Radisson Hotel Group's India portfolio also delivered a strong



Radisson Hotel Group's India portfolio delivered a strong performance in April-June 2025, said the company.

HT

performance in April-June 2025, said the company. "Despite geopolitical challenges and uncertainties, this quarter (April-June) has reflected growth and resilience for us. We saw a 2% increase in occupancy and a 6% rise in average daily rate (ADR) compared to the same period last year," Nikhil Sharma, managing director and chief operating officer, South Asia, Radisson Hotel Group, told *Mint*.

This could be the result of sus-

tained hotel room prices, which have grown. "There is a structural shift in room pricing strategy, with hotel operators showing greater rate discipline. They are no longer resorting to deep price cuts in response to short-term demand dips, making business more sustainable in the longer run," Mandeep S. Lamba, president and chief executive officer (South Asia), HVS Anarock, told *Mint*.

Vikramjit Singh, founder of

Ananta Capital-backed Alivaa Hotels, which has 11 operational hotels and another four under development, said, May is traditionally a slower month than April. "There was a slight drop in occupancy over May 2024 because the hotels in North India were impacted for about 15 days due to the terror attack. This was a temporary blip, the business bounced back soon after. June, typically a slower month for the hospitality sector, is currently trending at par—if not slightly ahead—of the same period last year. Moreover, with the holiday season kicking off, resorts across the country are witnessing unprecedented demand," Singh said.

HVS Anarock said average hotel rates in May 2025 rose sharply from last year, with cities like Mumbai and New Delhi posting double-digit gains and maintaining premium rates of over ₹10,000 and ₹8,500, respectively. Interestingly, cities like Jaipur and Hyderabad saw tremendous year-on-year growth.

These two cities grew the highest for May, with rates increasing between 20% and 25%, followed by Chandigarh and Bengaluru, which grew between 15% and 20%.

In an earnings call on May 30, Vikramjit Singh Oberoi, managing director and chief executive, EIH Ltd, said, "In India, we continue to see strong demand this financial year as well. There was some impact because of the conflict between India and Pakistan, but that's since stabilized. We've seen a strong pace returning. And in June, we are seeing a bounce back and positive pace of reservations over the same time last year. So, I think that's been hopefully addressed and nullified."

But while hotel prices went up there, Chandigarh reported the sharpest decline in occupancy in the range of 13-15 percentage points, possibly due to the tension between India and Pakistan. Yet, Jaipur recorded the strongest year-on-year occupancy growth.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

30 JUNE 2025

Delhi-bound AI flight diverted to Kolkata airport

NEW DELHI: A Delhi-bound Air India flight from Tokyo's Haneda Airport was diverted to Kolkata on Sunday due to "persistent warm temperature" in the cabin. The aircraft, however, landed safely, Air India said, added that the aircraft is undergoing checks.

Boeing faces headwinds from crashes and competition

Boeing is financially struggling as operators have gravitated towards companies such as Airbus

DATA POINT

Sambavi Parthasarathy

Earlier this month, a London-bound Air India plane crashed soon after take off in Ahmedabad, killing all but one of the 242 people aboard. This was one of the deadliest disasters involving a passenger aircraft in India in the last two decades. While this was the first Boeing 787 Dreamliner to crash, data shows that this is the latest in a litany of problems that Boeing faces.

Only weeks before the crash in Ahmedabad, Boeing had agreed to pay \$1.1 billion in a deal with the U.S. Department of Justice to avoid prosecution over two crashes — one in 2018 and the other in 2019 — involving 737 Max airliners. In total, 346 people died in these incidents. Lawyers of the victims of these crashes criticised the payout deal as “morally repugnant”.

Boeing's stock prices plummeted after the crash in Ahmedabad, but have recovered since. Data show that Boeing's stock prices had fallen steeply after other crashes as well (Chart 1).

For instance, in October 2018, when Lion Air Flight 610, a Boeing 737 MAX airliner, crashed killing 189 people, the company's stock fell sharply. On March 10, 2019, Ethiopian Airlines Flight 302, a Boeing 737 MAX 8, crashed minutes after take off. The company's stock dropped again — this time more steeply than what Boeing had ever seen. That incident claimed 157 lives. The company also suffered setbacks when its 787 variants were grounded by the U.S. after these accidents, and during the COVID-19 pandemic in the 2020-2021 period.

Last week, the National Transportation Safety Board (NTSB) criticised Boeing's safety culture for the mid-air blowout of a 737 MAX 9 flight operated by Alaska Airlines in January 2024. It said that Boeing had failed to provide

adequate training and oversight to prevent a mid-air cabin panel blowout. The NTSB is now working with India's Aircraft Accident Investigation Bureau to extract data from the black box of the plane that crashed in Ahmedabad. In the ongoing investigation of the incident, no aircraft-related problems have been reported yet.

According to data from the Aviation Safety Network, a high incidence of accidents, as well as a high number of fatalities, involved Boeing-manufactured aircraft between 2019 and 2024 (Chart 2).

In the last five years, 26.2% of all aviation accidents have involved a Boeing plane. This is much higher than the share of accidents involving other aircraft manufacturers such as Airbus whose revenues mimic those of Boeing.

Also, close to 43% of all fatalities in aviation accidents between 2019 and 2024 involved a Boeing plane. The company is financially struggling now as investors and operators have gravitated towards companies such as Airbus.

Fleet statistics from 2023, published by the Directorate General of Civil Aviation, show that a majority of India's fleet was manufactured by Airbus (Chart 3). Only 22% of the fleet were manufactured by Boeing. Only some Indian airlines such as SpiceJet and Akasa Air relied more on Boeing.

Company reports from Airbus and Boeing show a huge difference in the number of aircraft delivered by the two dominant aircraft manufacturers, globally (Chart 4). Last year, Airbus delivered 766 aircraft, while Boeing delivered 348. The number of deliveries by Airbus has steadily grown since 2020 as opposed to Boeing's.

Parliament data on orders placed by Indian airlines in 2023 and 2024 also suggest an increasing reliance on Airbus (Chart 5). In the last two years, IndiGo has placed 510 new orders with Airbus. Air India has placed 375 orders with Airbus and 220 with Boeing.

Mounting troubles in Boeing

The data for the charts were sourced from the DGCA, the Aviation Safety Network, Google Finance, the Indian Parliament's Q&A, and the Boeing and Airbus sites

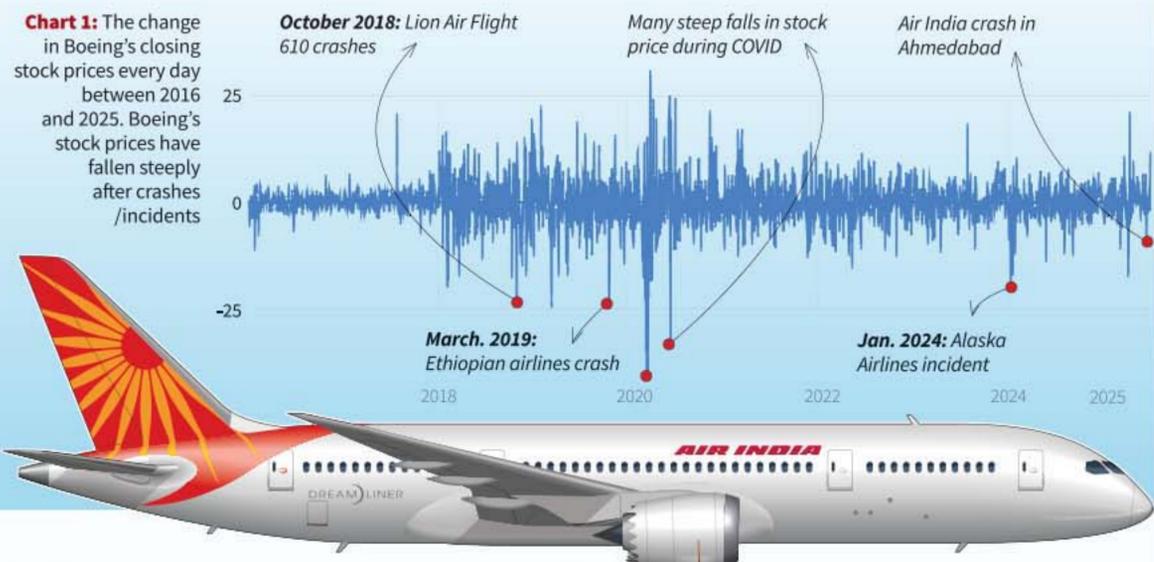


Chart 2: The share of fatalities in aviation accidents that occurred between 2019 and 2024, globally



Chart 3: The manufacturer-wise share of aircraft owned/leased by various Indian airlines as of 2023

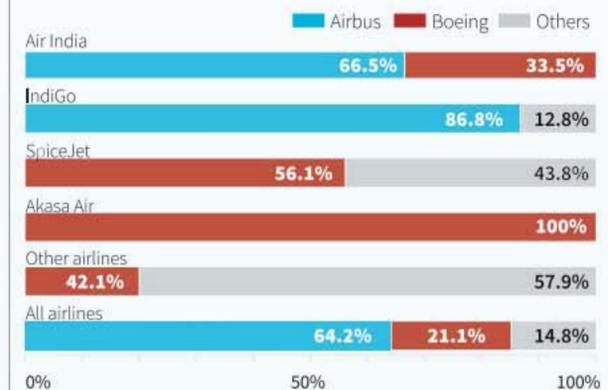


Chart 4: The number of aircraft delivered globally by Airbus and Boeing

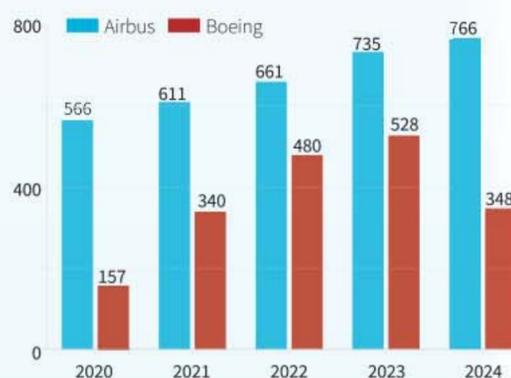


Chart 5: The number of orders placed by select Indian airlines to Airbus and Boeing in 2023 and 2024



Parliament data on orders placed by Indian airlines in 2023 and 2024 suggest an increasing reliance on Airbus

Airlines are not reporting misconduct of passengers, says aviation watchdog

S. Vijay Kumar

CHENNAI

The Directorate General of Civil Aviation (DGCA) has said that airline operators either substantially delayed reporting to it incidents of passenger misconduct or unruly behaviour or not reported them at all.

Pointing to increasing number of cases where passengers' rage or unruly behaviour posed a threat to the safety of the flight, other passengers and crew, the aviation regulator reiterated its earlier instructions that such incidents should be reported within 12 hours via email to the Chief of Flight Safety/Director Cabin Safety (In-flight services) and a detailed information be submitted to the DGCA within 24 hours of landing of the flight.

The DGCA said the norms are applicable to all scheduled and non-scheduled operators and other



DGCA says such incidents should be reported within 12 hours via email. AP

operators who carried cabin crew on board an aircraft.

The aviation watchdog had in its earlier circulars reminded pilots, cabin crew and directors of In-flight services of their responsibilities under the Civil Aviation Requirements (CAR) on dealing with unruly passengers.

The latest advisory comes against the backdrop of several instances of unruly behaviour of passengers under the in-

fluence of alcoholic beverages, scuffle among passengers after heated arguments, sexual harassment of women passengers on board and even incidents with a potential to compromise the safety of aircraft operations.

Besides legal action against cognisable offences reported on flights by respective law-enforcing agencies, guidelines were issued in 2017, which stated that complaints of unruly behaviour would be examined by an internal committee.

It would take a decision on the matter within 30 days and also specify the duration of ban on the unruly passenger.

During the period of pendency of such inquiry, the concerned airline may impose a ban on the passenger.

For every subsequent offence, the ban would be twice the period of previous ban.



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

30 JUNE 2025

ईरान ने अंतरराष्ट्रीय उड़ानों के लिए खोला हवाई क्षेत्र

तेहरान। ईरान ने इजरायल के साथ युद्धविराम के बाद अंतरराष्ट्रीय उड़ानों के लिए अपना हवाई क्षेत्र खोल दिया है। हालांकि, अभी भी ईरान के अधिकांश कुछ जगह प्रतिबंध अभी भी लागू

हिस्सों में उड़ान प्रतिबंध लागू हैं। एक अधिकारी ने शनिवार को इस संबंध में जानकारी दी। सड़क और शहरी विकास मंत्रालय के प्रवक्ता माजिद अखावन ने बताया कि अब ईरान के पूर्व, मध्य और पश्चिमी हिस्से के हवाई क्षेत्र को अंतरराष्ट्रीय उड़ानों के लिए खोल दिया गया है। पूर्वी हिस्से में घरेलू उड़ानों की अनुमति दी गई है। उन्होंने बताया कि तेहरान के मेहराबाद और इमाम खुमैनी अंतरराष्ट्रीय हवाई अड्डों



समेत उत्तर, दक्षिण और पश्चिम के हवाई अड्डों से आने-जाने वाली उड़ानें निलंबित रहेंगी। अखावन ने लोगों से अपील की है कि वे उत्तर, दक्षिण और पश्चिमी क्षेत्र में स्थित हवाई अड्डों पर न जाएं। उन्होंने

यात्रियों से कहा है कि वह सिर्फ आधिकारिक स्रोतों से ही उड़ानों से जुड़ी जानकारी लें। यह फैसला ईरान और इस्राइल के बीच 12 दिनों की लड़ाई के बाद हुए युद्धविराम के बाद लिया गया है। ईरान ने बुधवार को अपने पूर्वी हवाई क्षेत्र को फिर से खोल दिया। इससे पहले, 13 जून को इस्राइल के हवाई हमलों के बाद ईरान ने अपने हवाई क्षेत्र को पूरी तरह से बंद कर दिया था। बाद में, ईरान ने इस्राइल पर मिसाइल से जवाबी हमला किया था। इस समय पूर्वी ईरान का मशहद और दक्षिण-पूर्व का चाबहार हवाई अड्डा संचालित है। इस्राइल ने दावा किया था कि उसने संघर्ष के दौरान मशहद को निशाना बनाया था। बाकी हिस्सों में उड़ानें अगली सूचना तक स्थगित रहेंगी।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

1 JULY 2025

38 hrs after Guj crash, another Air India flight had close shave

B-777 Suffered 900ft Altitude Loss; Pilots Off-Rostered Pending Probe: AI

Saurabh.Sinha
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New Delhi: A second Air India wide-body aircraft had a midair safety scare within 38 hours of the June 12 AI-171 crash in Ahmedabad, involving a "stall warning" and a double "don't sink caution" from the ground proximity warning system after the Boeing 777 inexplicably suffered an altitude loss of around 900ft during climb.

The pilots of the flight to Vienna stabilised the aircraft from what sources said was a precarious situation, reflected in a "stick shaker" warning that refers to the control column on the flight deck shaking and making a noise to indicate something is not right.

Luckily for the passengers and the crew, flight AI-187 had no hiccups thereafter and landed safely in Vienna after a nine-hour, eight-minute journey. After a technical halt necessitated by war-induced air-



Following the AI-171 Dreamliner crash in Ahmedabad, DGCA had issued a notice on June 17 directing Air India to strictly focus on safety

space closures that have made some aviation routes longer, the aircraft proceeded to Toronto with another set of crew, officials said.

The flight report for the Delhi-Vienna sector only had the "stick shaker due to turbulence after take-off mentioned and not the other occurrences in detail", officials said. When authorities examined the B777's flight data recorder, possibly as part of enhanced surveillance ordered by DGCA after the AI-171

crash, "other occurrences" came to light, they said.

"Upon receipt of the pilot's report, the matter was disclosed to DGCA in accordance with regulations. Subsequently, upon receipt of data from the aircraft's recorders, further investigation was initiated. The pilots have been off-rostered pending the outcome of the investigation," an AI spokesperson said.

DGCA has since started an investigation into the cockpit emergency and sum-

moned AI's head of safety for a hearing. According to flight tracking sites, B777 (VT-ALJ) took off at 2.56am on June 14 in bad weather. Delhi was witnessing a thunderstorm at the time.

Following the AI-171 Dreamliner crash, DGCA issued a notice on June 17, raising "concern regarding recent maintenance-related issues" reported by Air India and directing the airline to strictly focus on safety while strengthening "internal coordination across engineering, operations, ground handling units".

"Old Air India (when it was a PSU) did not have comfortable planes running on time, but safety was never an issue. Now, planes, at least the narrow body fleet, are better but passengers are apprehensive about safety. The new management needs to win back passenger and employee trust at the earliest by doing all it takes," an aviation industry insider said.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

30 JUNE 2025

AI flight diverted after AC glitch

An Air India Boeing 787 from Tokyo Haneda to Delhi made a precautionary diversion to Kolkata Sunday because of a persistent air-conditioning trouble due to which the cabin was uncomfortably hot. "It landed safely and is undergoing checks. We are providing all support to passengers. Arrangements are being made to fly them to Delhi," AI said.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

30 JUNE 2025

AC trouble: AI Tokyo-Delhi flight diverts to Kolkata

New Delhi: An Air India Boeing 787 (VT-ANI) operating from Tokyo Haneda to Delhi safely diverted to Kolkata on Sunday due to persistent air-conditioning trouble, due to which the cabin was uncomfortably hot.

The flight, AI 357, had taken off from Tokyo at 12.31pm and landed in Kolkata at 3.33pm — all timings local — according to flight tracking sites.

“The flight made a precautionary diversion to Kolkata ... The aircraft landed safely at Kolkata and is presently undergoing checks. Alternative arrangements are being made to fly our passengers to Delhi at the earliest,” an Air India spokesperson said. **TNN**



Corporate Communications Directorate

THE TRIBUNE

DELHI

30 JUNE 2025

Sabotage not ruled out in Air India crash: Minister

TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 29

Union Minister of State for Civil Aviation Murlidhar Mohol on Sunday said the investigators probing the deadly crash of Air India Flight AI 171 in Ahmedabad were actively examining the incident from all angles, including the possibility of a sabotage.

"This tragic incident is being investigated from every possible angle, including sabotage," Mohol said, marking the first official acknowledgment that foul play hadn't be ruled out.

The June 12 crash claimed 274 lives — 243 on board and 31 on the ground — making it one of India's worst aviation disasters in recent history. The ill-fated flight, en route from Delhi to Ahmedabad, went down shortly after reporting a dual engine failure, a scenario experts

Probe report expected in 3 months



describe as "extremely rare".

"It is unprecedented for both engines to shut down simultaneously. Only after the full investigation report is available, we will know whether this was due to a technical malfunction, a fuel supply issue or something else," said Mohol.

The Aircraft Accident Investigation Bureau (AAIB) is leading the probe, with multiple agencies assisting. Investigators have recovered and are now analysing the plane's

Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR), retrieved separately from the wreckage.

According to officials, the CVR — recovered from a nearby rooftop on June 13 — contains key audio exchanges between the pilots in the critical final moments. The FDR, extracted from the main debris field on June 16, is expected to provide crucial data on the aircraft's systems and performance. Security camera footage from the airport and surrounding areas is also under scrutiny as authorities seek to piece together the sequence of events and identify any anomalies. "All agencies involved are working with utmost urgency and diligence," Mohol added.

The preliminary report is expected within three months, although Mohol cautioned that definitive conclusions would only emerge after thorough data analysis.