

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

1 SEPTEMBER 2026

फिलहाल टर्मिनल-4 आइजीआई पर नहीं बनेगा

जीतन कुमार विश्वा • जागरण

नई दिल्ली: इंदिरा गांधी अंतरराष्ट्रीय (आइजीआई) एयरपोर्ट पर यात्रा करने वाले यात्रियों के लिए फिलहाल कोई नया टर्मिनल नहीं बनने जा रहा है। डायल सूत्रों की मानें तो टर्मिनल चार (टी4) के निर्माण की कोई तत्काल योजना नहीं है और यह परियोजना फिलहाल ठंडे बस्ते में है। एयरपोर्ट प्रबंधन का पूरा ध्यान अभी हाल ही में बढ़ाए गए बुनियादी ढांचे और मौजूदा क्षमता का पूरा इस्तेमाल करने पर है।

डायल अधिकारियों के अनुसार, हाल ही में टर्मिनल एक (टी1) के नए एकीकृत ढांचे की शुरुआत और टी3 के विस्तार के बाद दिल्ली एयरपोर्ट की कुल यात्री क्षमता बढ़कर 10 करोड़ (100 मिलियन) प्रति वर्ष से अधिक हो चुकी है। ऐसे में वर्तमान में नए टर्मिनल की कोई

14 करोड़ यात्री होने पर ही शुरू होगा काम, फिलहाल एयर ट्रेन और सुविधाओं पर रहेगा फोकस



आइजीआई एयरपोर्ट • जागरण

व्यावहारिक आवश्यकता महसूस नहीं की जा रही है। डायल वर्ष 2026 से 2036 के दशक के लिए नया मास्टर प्लान तैयार कर रहा है। इसके तहत एयरपोर्ट की कुल यात्री क्षमता को चरणबद्ध तरीके से 14 करोड़ (140 मिलियन) प्रति वर्ष तक ले जाने का खाका तैयार किया जा रहा है। डायल का कहना है कि भविष्य में हवाई यात्रियों की संख्या में इतनी तेज बढ़ोतरी होती है कि

मास्टर प्लान 2026-36 की संभावित मुख्य बातें

एयर ट्रेन प्रोजेक्ट को मंजूरी: टी1, टी2 और टी3 के बीच नौ किलोमीटर लंबे साफर को आसान बनाने के लिए एलिवेटेड 'एयर ट्रेन' को हरी झंडी सकती है।

एयरलाइंस के समर्पित टर्मिनल: एअर इंडिया और इंडिगो द्वारा बड़े के विस्तार के बाद दोनों एयरलाइंस के लिए अलग-अलग समर्पित टर्मिनल की मांग पर विचार कर सकती है।

टी-वीन की अंतरराष्ट्रीय क्षमता में विस्तार: टी3 में 'पियर सी' के नए इस्तेमाल से अंतरराष्ट्रीय यात्री क्षमता

दो करोड़ से बढ़ाकर तीन करोड़ किया जा रहा है।

एयरसाइड ट्रांसफर और वेगेज सुविधा: सुरक्षित जांच के बाद सीधे दूसरे टर्मिनल जाने और बिना दोबारा बैग उठाए ट्रांजिट करने की सुविधा का ट्रायल जारी।

नोएडा (जेवर) एयरपोर्ट का मुकदमला: दिल्ली को 'ग्लोबल ट्रांसफर हब' बनाए रखने, ट्रांजिट टाइम आधा करने और एयरोसिटी के नए कमर्शियल विस्तार से राजस्व बढ़ाने की रणनीति।

वर्तमान क्षमता 14 करोड़ के आंकड़े को पार करने लगे, केवल तभी टर्मिनल चार की योजना को ठंडे बस्ते से निकालकर उस पर काम शुरू किया जाएगा। मास्टर प्लान के अनुसार, यदि भविष्य में टी4 बनाने

की स्थिति बनती है, तो इसके लिए टर्मिनल-2 को हटाकर उसी स्थान पर एक अत्याधुनिक और विशाल टर्मिनल-4 बनाया जाएगा। हालांकि, यह प्रक्रिया वर्ष 2030 के बाद ही संभव दिखती है।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

31 AUGUST 2026

रेलवे, बस स्टेशनों और एयरपोर्ट पर महिला उत्पाद विपणन केंद्र खुलेंगे

राज्य ब्यूरो, जागरण, लखनऊ: उत्तर प्रदेश में स्वयं सहायता समूहों से जुड़ी महिलाओं के उत्पादों को बड़े बाजार तक पहुंचाने के लिए 100 रेलवे स्टेशनों, 100 बस स्टेशनों और पांच हवाई अड्डों पर मुख्यमंत्री महिला उत्पाद विपणन केंद्र स्थापित किए जाएंगे। उपमुख्यमंत्री केशव प्रसाद मौर्य ने अधिकारियों को केंद्रों की स्थापना के लिए जल्द प्रस्ताव प्रस्तुत करने के निर्देश दिए हैं।

रविवार को उत्तर प्रदेश राज्य ग्रामीण आजीविका मिशन की समीक्षा के दौरान उपमुख्यमंत्री ने योजनाओं की प्रगति की जानकारी ली। उन्होंने तीन करोड़ महिलाओं को स्वयं सहायता समूहों से जोड़ने और एक करोड़ महिलाओं को लखपति दीदी बनाने के लक्ष्य को मिशन मोड में पूरा करने को कहा। उन्होंने बताया कि प्रदेश में ब्लाक स्तर पर 543 प्रेरणा सरल स्टोर स्थापित किए गए हैं।

Rs 1667 crore Srinagar airport expansion project to be completed by 2031

Mukeet Akmal
Srinagar, Aug 30

The proposed expansion of Srinagar International Airport Civil Enclave, involving an estimated investment of Rs 1667 crore, is expected to substantially increase the passenger-handling capacity of the Valley's main airport, while a separate proposal to examine the feasibility of an airport or an alternative aviation facility in Katra has also been put forward.

The details were submitted by the Government of Jammu and Kashmir to the Ministry of Home Affairs (MHA) and placed before the concerned panel for consideration.



- New terminal planned to handle 1 crore passengers annually
- Katra airport feasibility study recommended
- Capacity planned at 2900 passengers during peak hours
- Project currently under tendering, with a 48-month implementation period
- Expansion aims to ease congestion and boost tourism and regional connectivity
- Katra proposal not yet approved; technical, economic and environmental viability must first be assessed

According to sources and officials familiar with the matter, the information forms part of the assessment of civil aviation infrastructure and future connectivity requirements in Jammu and Kashmir.

As per the details submitted by the J&K administration, the Cabinet Committee on Economic Affairs (CCEA) approved the proposal for development of the Civil Enclave at Srinagar on February 24, 2026, at an estimated cost of Rs 1667 crore.

The project envisages construction of a new Integrated Terminal Building with a total built-up area of 71,500 square metres.

The terminal has been planned to handle 2900 pas-

sengers during peak hours and an annual passenger capacity of one crore passengers per annum.

The project has an estimated implementation period of 48 months and is presently under the tendering process.

It is expected to be completed by 2031, according to the information furnished by the administration.

The proposed expansion is significant for Srinagar as passenger traffic at the airport has increased considerably over the years, particularly during the peak tourist season. Officials said the expanded terminal is intended to provide additional capacity and modern passenger facilities to meet the expected growth in air traffic.

Rs 1667 crore...

facilities to meet the expected growth in air traffic.

The larger terminal is also expected to improve passenger movement, reduce congestion and strengthen Srinagar's position as the principal aviation gateway to Kashmir.

The development is particularly important for the tourism sector, given the dependence of Kashmir's tourism industry on reliable air connectivity.

Improved airport infrastructure can also facilitate the movement of business travellers and support sectors linked to tourism, hospitality, transport, trade, and horticulture.

Officials said the project is expected to strengthen regional connectivity and contribute to the broader socio-economic development of Jammu and Kashmir.

The modernisation of aviation infrastructure is also expected to improve passenger convenience and provide greater capacity to deal with future increases in tourist and local passenger traffic.

The administration has also emphasised that the project should be completed on time while maintaining quality, aviation safety, and sustainability.

KATRA AIRPORT PROPOSAL

Alongside the Srinagar expansion, the issue of developing an airport or suitable aviation facility in the Katra region has also gained attention.

According to the information submitted by the J&K government, the feasibility of establishing such a facility needs to be examined in view of the steadily increasing number of yatis travelling to Shri Mata Vaishno Devi Shrine as well as the growing tourist inflow into the Jammu region.

Katra is the principal base for pilgrims travelling to the Mata Vaishno Devi shrine and has developed into one of the most important yatra and tourism centres in Jammu and Kashmir.

Sources said the proposed feasibility exercise would have to determine whether an airport at Katra would be technically, economically and environmentally viable. The assessment would also have to take into account terrain, availability of land, aviation safety requirements, environmental impact, passenger projections and connectivity with the existing road and railway network.

The proposal does not mean that construction of a Katra airport has already been approved.

Rather, a comprehensive techno-economic and environmental feasibility study has been recommended as the first step before any decision on construction can be taken.

Officials said an aviation facility closer to Katra could potentially reduce travel time for pilgrims and tourists, improve accessibility to the Jammu region and ease pressure on existing surface transportation networks.

It could also provide a direct boost to pilgrimage tourism and generate economic activity in areas surrounding Katra by improving connectivity for visitors, businesses and service providers.



Corporate Communications Directorate

AMAR UJALA

DELHI

1 SEPTEMBER 2026

स्पाइसजेट ने 50 करोड़ जमा करने के लिए हाईकोर्ट से समय मांगा

अमर उजाला ब्यूरो

नई दिल्ली। स्पाइसजेट और उसके प्रमोटर अजय सिंह ने सोमवार को दिल्ली हाईकोर्ट से मीडिया बैरन कलानिधि मारन और कल एयरवेज के साथ चल रहे कानूनी विवाद में कोर्ट रजिस्ट्री में 50 करोड़ रुपये जमा करने के लिए और समय देने का अनुरोध किया।

न्यायमूर्ति सुब्रमण्यम प्रसाद के समक्ष यह आवेदन पेश हुआ। अदालत ने इसे 21 सितंबर को सुनवाई के लिए सूचीबद्ध किया। मुख्य मामला भी उसी दिन तय है। स्पाइसजेट ने अदालत को बताया कि जून में केंद्र सरकार से आपात क्रेडिट सपोर्ट की पहली किस्त मिली थी और इसका इस्तेमाल कंपनी के संचालन कार्यों में किया गया।



Corporate Communications Directorate

AMAR UJALA

DELHI

1 SEPTEMBER 2026

पिथौरागढ़ : दिल्ली के लिए 6 व देहरादून के लिए 5 दिन फ्लाइट

पिथौरागढ़। एक सितंबर से पिथौरागढ़ से दिल्ली और देहरादून के लिए विमान हफ्ते में पांच से छह दिन उड़ान भरेगा। नैनीसैनी एयरपोर्ट से दिल्ली के लिए सप्ताह में छह दिन और देहरादून के लिए पांच दिन विमान सेवा संचालित होगी। विमान सेवा के विस्तार से अधिक संख्या में यात्री हवाई सफर कर सकेंगे। संवाद

Corporate Communications Directorate

BUSINESS LINE

DELHI

1 SEPTEMBER 2026

Mahindra Aerostructures' Bengaluru unit to make fuselage skins for Airbus A320 aircraft

Our Bureau
New Delhi

Global aerospace major Airbus has awarded a contract for the manufacture of A320 aircraft fuselage skins to Mahindra Aerostructures. According to Airbus, this collaboration is a significant boost to the 'Make in India' commitment.

The collaboration, the aerospace major said, further solidifies India's role in high-precision engineering, deepening the country's footprint in global aerospace manufacturing.

Under the contract, Mahindra Aerostructures will manufacture and supply fuselage skins for Sections 18 and 19, the rear fuselage and tail sections of the Airbus A320neo Family from its facility in Bengaluru to Airbus Aerostructures' manufacturing facility in Augsburg, Germany.



The scope includes the manufacture of eight fuselage skins for Section 18 and three fuselage skins for Section 19 of the aircraft.

"This contract from Airbus Aerostructures to Mahindra for the manufacture of the A320 family fuselage skins is a testament to the world-class precision manufacturing capabilities present in the country," said Jürgen Westermeier, President and Managing Director, Airbus India and South Asia.

'PIVOTAL ROLE'

"By manufacturing complex components for our A320neo Family aircraft dir-

ectly out of Bengaluru, Mahindra is playing a pivotal role in deepening India's aerospace footprint and further driving the vision of 'Make in India' on the global stage," he said.

Under the multi-year industrialisation roadmap, Mahindra Aerostructures will expand its specialised manufacturing capabilities through advanced chemical milling, surface treatment and stretch-forming production lines.

CRITICAL TECHNOLOGY

The partnership, Airbus said, will enable critical technology development in India by introducing stretch-forming capabilities, which is a critical process for the manufacturing of skin panels, making up a very large portion of the aerostructure of an aircraft.

Besides, the programme's initial manufacturing engineering activities, including tooling design, process flow

updates, qualification and inspection, are underway with the final delivery targeted for 2028.

Furthermore, the new contract builds on the growing relationship between Mahindra Aerostructures and Airbus.

In the recent past, Mahindra Aerostructures has been awarded contracts to manufacture and assemble the main fuselages of the Airbus H125 and H130 helicopters, in addition to supplying components and sub-assemblies for Airbus commercial aircraft programmes.

Notably, every Airbus commercial aircraft contains components and technologies made in India. Airbus currently sources components and services worth over \$1.6 billion annually from India, including complex aerostructures and assemblies such as aircraft doors and helicopter cabins.



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 SEPTEMBER 2026

SpiceJet seeks time to pay ₹50 cr in Kal Airways row

New Delhi: SpiceJet and its promoter Ajay Singh urged the Delhi High Court to grant more time to deposit ₹50 crore with the court registry in connection with a legal dispute with media baron Kalanithi Maran and Kal Airways. Justice Subramonium Prasad, before whom the application came up for hearing, listed it for September 21, the date when the main matter is already fixed. SpiceJet's counsel submitted that the airline received the first tranche of emergency credit support from the Central government in June, and the funds were used for its operations. #11



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 SEPTEMBER 2026

Air India Express calls FY26 weak performance 'one off'

Aneesh Phadnis
Mumbai

Air India Express said its weak financial performance in FY26 was "one off" and it is hopeful of better results in future on the back of cost optimisation and revenue enhancement measures.

The airline's net loss rose 15 per cent on a year-on-year basis to ₹6,748 crore in FY26 eroding its net worth.

While revenue grew 20 per cent to ₹19,391 crore, net result worsened because of

foreign exchange loss of ₹2,370 crore.

In its annual report, the airline's board attributed the adverse performance to multiple external and operational factors including geopolitical disruptions and forex volatility.

FUNDING AVAILABILITY

"The management has drawn up a detailed plan with sensitivity analysis including fleet expansion, cash flow projections, funding availability and has initiated various remedial measures such as

cost rationalisation, network optimisation and revenue enhancement initiatives," the airline said.

It added the plan considers continued financial support from lenders and shareholders, including renewal of existing facilities and access to additional funding.

EXTRA FUNDS

Air India is sole shareholder in Air India Express and infused ₹2,000 crore in the airline via rights issue last June. Fresh funding from Air In-



dia would depend upon the carrier's ability to secure extra funds from promoters - Tata Sons and Singapore Airlines.

While a Singaporean law maker has raised concerns, Temasek, principal share-

holder in Singapore Airlines, has supported the airline's long-term strategy.

In its annual report Air India Express said it undertook initiatives to strengthen brand, enhance customer experience and accelerate digital transformation.

Total passengers flown grew 27 per cent to 26 million and number of destinations increased by 9 to 63.

EXPANDING NETWORK

"Air India Express delivered consistent quarter-on-quarter improvement

through FY26, with revenue performance strengthening progressively as network, commercial and operational initiatives gained traction. Total revenue increased 19 per cent y-o-y, while unit revenue improved by 6.5 per cent for the year. Supported by network strengthening, faster redelivery of older-generation aircraft, cost control measures and the realisation of merger synergies, unit cost (excluding forex and interest costs) reduced by 4 per cent during the year," a spokesperson said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

1 SEPTEMBER 2026

IndiGo maintains routes despite aircraft constraints

Rohit Vaid
New Delhi

IndiGo has said aircraft constraints have not resulted in the deferral of any routes or frequencies, even as the airline has made adjustments to its international network amid a challenging operating environment.

Speaking to *businessline*, Abhijit DasGupta, Senior Vice President - Network Planning and Revenue Management, IndiGo, said the airline has adjusted its network plans to ensure the pace of expansion matches aircraft availability.

"Barring seasonal adjustments made to the schedule, which have no correlation to aircraft constraints, there are no routes or frequencies deferred due to such reasons. Instead, network plans have been adjusted to ensure that the expansion cadence matches aircraft availability," DasGupta told *businessline*. The comments come

even as IndiGo has temporarily suspended services to six international destinations and announced the discontinuation of its Manchester operations from August 31.

NEW ROUTES

Besides, the airline has attributed these adjustments to softer demand, a challenging cost environment and international airspace constraints.

In July, IndiGo also announced that it would discontinue its wide-body operations from October 25 and conclude its damp-lease arrangement with Norse Atlantic Airways by October 31.

The airline had said airspace constraints, elevated fuel costs and currency pressures had affected route efficiency, schedule integrity, connectivity and overall competitiveness.

DasGupta said that as more aircraft join the fleet, IndiGo would pursue both new routes and higher fre-

The airline has adjusted its network plans to ensure the pace of expansion matches aircraft availability

quencies depending on where customer demand and network opportunities are strongest.

"Our strategy is to pursue both, depending on where customer demand and network opportunities are strongest," he said.

"Frequency growth will be a particularly important lever in markets where demand is already well established," DasGupta said.

According to DasGupta, additional departures throughout the day can make the network more attractive for business travellers, improve same-day return possibilities and strengthen connections into IndiGo's international services.

"In many cases, adding frequency can create more value for customers than simply adding a new destination," he said.

Further, DasGupta said IndiGo sees opportunities to strengthen links between emerging commercial centres, tourism hubs and underserved markets as economic activity becomes more dispersed and airport infrastructure improves.

Some of the opportunities over the coming years could come from connecting cities that previously did not have sufficient demand but are now benefiting from rising incomes, stronger economic opportunities and increasing mobility, he said.

STRATEGIC PRIORITY

Notably, DasGupta said IndiGo's domestic network currently connects more than 95 destinations through over 500 routes, while international expansion remains a key strategic priority.

On capacity segregation,

IndiGo is working towards increasing international capacity to around 40 per cent of its overall capacity by FY30, with Airbus A321XLR aircraft and Airbus A350 aircraft expected to expand the range of markets the airline can serve directly.

DasGupta said the domestic network will remain at the heart of IndiGo's growth strategy even as international expansion gathers pace.

FLEET EXPANSION

The airline's domestic and international networks increasingly benefit from feeding into each other, making domestic connectivity more valuable as its international footprint expands, he said.

Meanwhile, Alok Singh, Chief Strategy Officer, IndiGo, has said the airline is targeting a fleet of more than 550 aircraft and close to 3,000 daily departures by FY30, while aiming to serve approximately 200 million passengers annually.

एअर इंडिया को भारत-ब्रिटेन मार्ग पर सीटें भरने में मुश्किल

दीपक पटेल
नई दिल्ली, 31 अगस्त

पिछले साल एआई 171 विमान हादसे के बाद से एअर इंडिया को भारत-ब्रिटेन मार्ग पर अपनी उड़ानों की सीटें भरने में मुश्किलों का सामना करना पड़ रहा है। विमानन विश्लेषण कंपनी सिरियम के आंकड़ों के अनुसार सीट क्षमता की तुलना में यात्रियों की संख्या में तेज गिरावट आई है। बिजनेस स्टैंडर्ड ने इन आंकड़ों की समीक्षा की है।

एअर इंडिया का बोइंग 787 विमान 12 जून, 2025 को अहमदाबाद से उड़ान भरने के कुछ ही देर बाद दुर्घटनाग्रस्त हो गया था। यह विमान लंदन के गैटविक हवाई अड्डे जा रहा था। हादसे में विमान में सवार 241 लोगों और जमीन पर मौजूद 19 लोगों समेत कुल 260 लोगों की मौत हो गई थी। इस हादसे की अंतिम जांच रिपोर्ट अभी विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने जारी नहीं की है।

जून 2025 में भारत-ब्रिटेन मार्ग पर एअर इंडिया की निर्धारित सीट क्षमता

हादसे का असर

■ पिछले साल एआई 171 हादसे के बाद से भारत-ब्रिटेन मार्ग पर एअर इंडिया के यात्रियों की संख्या घटी

■ अगस्त 2025 में एअर इंडिया की निर्धारित सीट क्षमता 3.9 फीसदी घटी जबकि यात्रियों की संख्या 12 फीसदी कम हुई

■ इसी मार्ग पर ब्रिटिश एयरवेज और वर्जिन अटलांटिक की सीट क्षमता से ज्यादा बढ़ी यात्रियों की संख्या

सालाना आधार पर 28.6 फीसदी बढ़ी थी जबकि यात्रियों की संख्या में 14.8 फीसदी की वृद्धि हुई। सिरियम के आंकड़ों के अनुसार इसके बाद जुलाई में क्षमता 13.3 फीसदी बढ़ी लेकिन यात्रियों की संख्या में महज 2.2 फीसदी का इजाफा हुआ। अगस्त से लगातार तीन महीनों तक एअर इंडिया की सीट क्षमता घटी लेकिन यात्रियों की संख्या में कहीं तेज गिरावट



14.3 फीसदी घट गई। भारत-ब्रिटेन मार्ग पर उड़ान भरने वाली अन्य विमान कंपनियों का प्रदर्शन इसके बिल्कुल विपरीत रहा। हादसे के बाद के महीनों में आम तौर पर अन्य विमान कंपनियों की यात्री संख्या उनकी सीट क्षमता की तुलना में अधिक तेजी से बढ़ी।

जुलाई 2025 में ब्रिटिश एयरवेज और वर्जिन अटलांटिक की सीट क्षमता सालाना आधार पर 0.6 फीसदी बढ़ी लेकिन यात्रियों की संख्या में 10 फीसदी का इजाफा हुआ। अगस्त में क्षमता 3.3 फीसदी बढ़ी जबकि यात्रियों की संख्या 14.5 फीसदी बढ़ी।

भारत-ब्रिटेन मार्ग पर एअर इंडिया से इतर अन्य विमान कंपनियों की यात्रियों की संख्या अक्टूबर में 10.9 फीसदी, नवंबर में 11.9 फीसदी और दिसंबर में 11.9 फीसदी बढ़ी। इन तीन महीनों में उनकी सीट क्षमता क्रमशः 2.1 फीसदी, 10.3 फीसदी और 11 फीसदी बढ़ी। इससे पता चलता है कि इन विमान कंपनियों की भारत-ब्रिटेन मार्ग पर मांग, क्षमता की तुलना में तेजी से बढ़ी।

(शेष पृष्ठ 12)

एअर इंडिया को भारत-ब्रिटेन...

पृष्ठ 1 का शेष

भारत-ब्रिटेन मार्ग पर एअर इंडिया के यातायात में आई गिरावट को एक चुनौतीपूर्ण परिचालन माहौल के संदर्भ में देखा जाना चाहिए। मई 2025 में भारत द्वारा ऑपरेशन सिंदूर के तहत पाकिस्तान के अंदर सैन्य कार्रवाई किए जाने के बाद पाकिस्तान ने भारतीय विमान कंपनियों के लिए अपना हवाई क्षेत्र बंद कर दिया था। यह प्रतिबंध अब भी जारी है। इसके कारण एअर इंडिया को भारत-ब्रिटेन सेवाओं के लिए लंबे मार्गों से उड़ान भरनी पड़ रही है, जिससे परिचालन लागत और उड़ान का समय दोनों बढ़ गए हैं।

फरवरी 2026 के अंत में स्थिति और खराब हो गई जब इजरायल और अमेरिका द्वारा ईरान पर सैन्य हमलों के बाद पश्चिम एशिया के हवाई क्षेत्र के बड़े हिस्से बंद कर दिए गए। पाकिस्तान के हवाई क्षेत्र पर



पहले से लगे प्रतिबंध के कारण लंबे मार्गों से उड़ान भर रही एअर इंडिया को प्रभावित सेवाओं के लिए और भी लंबे वैकल्पिक मार्ग अपनाने पड़े। इसके चलते एअर इंडिया को भारत-ब्रिटेन मार्ग पर अपनी क्षमता कम करनी पड़ी। लेकिन यात्रियों की संख्या में गिरावट सीट क्षमता में कटौती से भी तेज रही।

फरवरी में भारत-ब्रिटेन मार्ग पर एअर इंडिया के यात्रियों की संख्या सालाना आधार पर 9.8 फीसदी घटी जबकि सीट क्षमता केवल 1.6 फीसदी घटी थी। मार्च में स्थिति अपेक्षाकृत बेहतर रही। उस महीने

यात्रियों की संख्या 2.8 फीसदी घटी जबकि क्षमता में 0.7 फीसदी की कमी आई। अप्रैल और मई में स्थिति और तेजी से बिगड़ी। इन दोनों महीनों में यात्रियों की संख्या सालाना आधार पर क्रमशः 26.8 फीसदी और 24.6 फीसदी घटी। सीट क्षमता अप्रैल में 9.6 फीसदी और मई में 11.3 फीसदी कम हुई। यात्रियों की संख्या में सीट क्षमता की तुलना में अधिक तेज गिरावट के बारे में पूछे जाने पर एअर इंडिया के प्रवक्ता ने कहा, 'एअर इंडिया की ब्रिटेन जाने वाली सेवाओं को ग्राहकों से लगातार उत्साहजनक प्रतिक्रिया मिल रही है क्योंकि कंपनी के बदलाव कार्यक्रम से ग्राहक अनुभव में सुधार हो रहे हैं। यह प्रगति पाकिस्तान के हवाई क्षेत्र पर लंबे समय से जारी प्रतिबंधों, बदलती प्रतिस्पर्धी परिस्थितियों और अंतरराष्ट्रीय विमानन बाजारों को प्रभावित करने वाले भू-राजनीतिक व्यवधानों के बीच हासिल की गई है।'

Air India faces turbulence on UK route after AI171 crash

DEEPAK PATEL
New Delhi, 31 August

Air India has struggled to fill its planes on the India-UK route since the crash of flight AI171 last year, with passenger traffic falling significantly faster than seat capacity in several months, according to data from aviation analytics company Cirium reviewed by *Business Standard*.

The airline's Boeing 787 operating flight AI171 crashed shortly after takeoff from Ahmedabad on June 12, 2025, while flying to London's Gatwick Airport. The accident killed 260 people, including 241 people on board and 19 people on the ground. The Aircraft Accident Investigation Bureau (AAIB) is yet to issue its final probe report into the crash.

In June 2025, Air India's scheduled seat capacity on the

India-UK route was 28.6 per cent higher year-on-year (Y-o-Y), while passenger traffic rose 14.8 per cent Y-o-Y. In July, capacity grew 13.3 per cent Y-o-Y, while passenger traffic increased just 2.2 per cent Y-o-Y, according to Cirium's data.

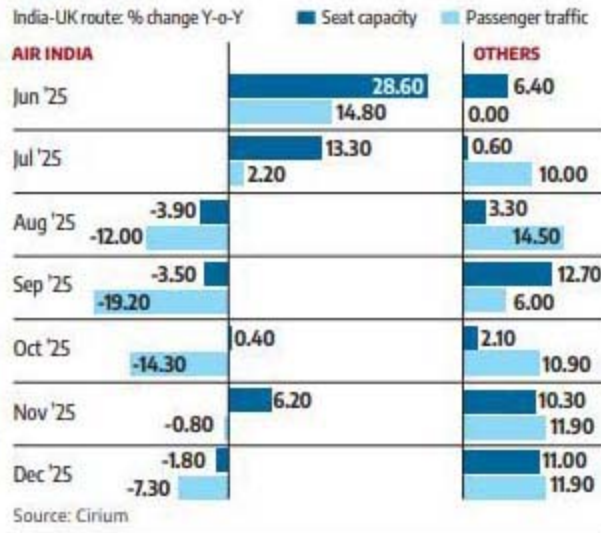
Air India's seat capacity started falling from August onwards for three months, but passenger traffic declined faster during each of those months.

According to Cirium, Air India's scheduled seat capacity declined 3.9 per cent Y-o-Y in August, while passenger traffic fell 12 per cent. In September, capacity declined 3.5 per cent Y-o-Y, but passenger traffic plunged 19.2 per cent. In October, capacity was almost unchanged, rising just 0.4 per cent over the year-ago period, while passenger traffic fell 14.3 per cent.

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Hitting an air pocket

For Air India, passenger traffic on the India-UK route fell faster than capacity in most months since June 2025; for other airlines, passenger traffic grew faster than seat capacity



Air India faces turbulence on UK route after AI171 crash

The contrast with other airlines operating on the India-UK route is striking. Their passenger traffic generally grew faster than seat capacity in the months following the crash.

In July 2025, for instance, airlines other than Air India — including British Airways and Virgin Atlantic — increased

their seat capacity by just 0.6 per cent Y-o-Y, while passenger traffic grew 10 per cent Y-o-Y. In August, capacity rose 3.3 per cent, while passenger traffic jumped 14.5 per cent.

In October, November and December last year, airlines other than Air India saw passenger traffic on India-UK

routes rise 10.9 per cent Y-o-Y, 11.9 per cent, and 11.9 per cent, respectively. Their seat capacity in those three months increased by just 2.1 per cent Y-o-Y, 10.3 per cent and 11 per cent. For these airlines, demand grew faster than capacity on their India-UK flights, resulting in higher seat occupancy.

However, the decline in Air India's India-UK traffic should be viewed against a difficult operating environment. Following India's military strikes inside Pakistan during Operation Sindoor in May 2025, Pakistan shut its airspace to Indian carriers. The ban remains in place, forcing Air India to take longer routes on its India-UK services, adding to the airline's operating costs and flying time.

The airline's problems were aggravated further in late February this year, when military strikes by Israel and the US on Iran led to the closure of significant portions of West Asian airspace. Air India, which was already taking longer routes because of the Pakistan airspace closure, was forced to take even longer routings on affected services.

This ultimately forced the airline to curtail capacity on the India-UK route. But passenger numbers fell faster than capacity, suggesting that the airline was not merely carrying fewer passengers because it was operating fewer seats.

In February 2026, Air India's passenger traffic on the India-UK route fell 9.8 per cent Y-o-Y, against a 1.6 per cent Y-o-Y decline in capacity. March was relatively better, with passenger traffic down 2.8 per cent and capacity down just 0.7 per cent.

The deterioration became much sharper in April and May

this year. Passenger traffic Y-o-Y fell 26.8 per cent in April and 24.6 per cent in May, while capacity declined 9.6 per cent and 11.3 per cent, respectively.

When asked about the steep drop in passenger traffic, which was faster than the decline in seat capacity in most months after the AI171 crash, an Air India spokesperson said: "Air India continues to see encouraging customer response on its UK services as the airline's transformation programme delivers tangible improvements in customer experience. This progress has been achieved despite a challenging operating environment marked by prolonged Pakistan airspace restrictions, evolving competitive dynamics, and periodic geopolitical disruptions affecting international aviation markets."

"Over the past several years, Air India has invested significantly in upgrading its fleet, introducing new cabins and seats, enhancing onboard dining, expanding digital capabilities, and modernising customer service systems. These investments are translating into stronger customer sentiment. Across Air India's UK operations, Net Promoter Score (NPS) has improved from -16 in FY24 to +2 in FY26 and further to +13 in FY27 year-to-date. On London routes, NPS has improved by 66 points, from -45 in FY24 to +21 in FY27 year-to-date, reflecting the positive impact of the airline's product, service, and digital enhancements," the spokesperson added.

"Air India remains focused on delivering a consistently better experience for customers and further strengthening its position in the UK market," the spokesperson stressed.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

1 SEPTEMBER 2026

SpiceJet seeks more time to meet ₹144.5 cr payment obligation

Debt-laden budget carrier SpiceJet has sought additional time from the Delhi High Court to make the first instalment of a ₹144.5 crore payment due to KAL Airways and Kalanithi Maran, citing delays in receiving government-backed financial support. Senior advocate Mukul Rohatgi, appearing for the airline, told a Bench headed by Justice Subramanian Prasad that SpiceJet had received the first tranche of emergency credit support from the government in June. The funds, he said, had been deployed towards the airline's operational requirements.

OUR BUREAU

Corporate Communications Directorate

DAINIK BHASKAR

DELHI

1 SEPTEMBER 2026

टीश्यू पेपर पर 'BOMB DEAD 4:30' का मैसेज मिला
एयर इंडिया प्लेन में बम की धमकी,
अहमदाबाद में इमरजेंसी लैंडिंग हुई
सभी यात्रियों को बाहर करके हैंड राइटिंग सैपल लिए



SVP इंटरनेशनल एयरपोर्ट पर प्लेन को साइड में पार्क कर जांच शुरू की गई

भास्कर न्यूज़ | वडोदरा

सऊदी अरब के दम्माम से दिल्ली जा रही एयर इंडिया की फ्लाइट में सफेद रंग के टीश्यू पेपर पर काली पेन से 'BOMB DEAD 4:30' लिखा मिलने पर अहमदाबाद इंटरनेशनल एयरपोर्ट पर इमरजेंसी लैंडिंग की गई और सभी यात्रियों को बाहर निकालकर जांच की गई, लेकिन कुछ भी संदिग्ध नहीं मिला। टीश्यू की लिखावट की पहचान के

लिए फ्लाइट में सवार सभी यात्रियों के हैंड राइटिंग सैपल लिए गए, जिन्हें मैच किया जाएगा।

फ्लाइट में बाथरूम से क्रू मेंबर को टीश्यू पेपर पर मैसेज मिलते ही पायलट को अवगत कराया। सुरक्षा प्रोटोकॉल के तहत तत्काल नजदीकी अहमदाबाद एयरपोर्ट से संपर्क कर इमरजेंसी लैंडिंग की अनुमति मांगी। गंभीर स्थिति देखते हुए एयरपोर्ट अथॉरिटी ने सभी इमरजेंसी सेवाएं तैनात कर दी।

सभी 32 यात्रियों को बाहर निकाला, जांच में संदिग्ध कुछ नहीं

प्लेन को अहमदाबाद रन-वे पर लैंडिंग करके सुरक्षा के लिहाज से मुख्य क्षेत्र से दूर ले जाया गया। विमान में सवार सभी 32 यात्रियों को सावधानीपूर्वक बाहर निकालकर एयरपोर्ट बस से सुरक्षित टर्मिनल बिल्डिंग भेजा। बम स्क्वाड और फायर विभाग की जांच में कुछ भी संदिग्ध नहीं मिला।

Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

31 AUGUST 2026

DGCA: We warned over Tecnam safety

DC CORRESPONDENT
with agency inputs
LUCKNOW, AUG 30

Aviation regulator DGCA had flagged safety issues concerning Tecnam aircraft over a month before a Tecnam P2006T training aircraft crashed in Kanpur on August 27, killing a trainee pilot and an instructor.

The Directorate General of Civil Aviation (DGCA) had also issued safety recommendations to flying training organisations (FTOs) concerning the Tecnam aircraft and asked them to implement them with immediate effect.

According to official communications accessed and reviewed by PTI, the DGCA had at least twice since 2025 flagged concerns over Tecnam planes, primarily used in India for flying training, with FTOs.

The latest communication, dated July 10, 2026, circulated safety recommendations issued by the Aircraft Accident Investigation Bureau (AAIB) following the May 12, 2022 crash of a twin-engine Tecnam P2006T, operated by FSTC Flying School Pvt Ltd, at Bhiwani in Haryana. In the email, the regulator advised FTOs to "avoid parking Tecnam aircraft on apron/tarmac for prolonged periods during the summer season prior to commencing training flights". It also said, "Greater emphasis should be



placed on training for handling emergency situations, particularly during critical phases of flight on Tecnam aircraft." The DGCA further directed that "checklists should be revised to explicitly incorporate all Original Equipment Manufacturers (OEM)-recommended actions for handling emergency situations". The communication was based on the final investigation report of the 2022 Bhiwani accident, which was available on the AAIB website, the email said. An earlier DGCA communication had sought feedback from FTOs on the operational performance of Tecnam aircraft, a civil aviation source told PTI. A reminder was sent on August 4, 2025, with the subject: "Reminder regarding Feedback checklist for Operational Assessment of (GA) Aircraft's Performance - Tecnam Aircraft."



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

31 AUGUST 2026

स्पाइसजेट की दुबई फ्लाइट साढ़े 17 घंटे लेट, हंगामा

जागरण संवाददाता, अमृतसर: श्री गुरु रामदास अंतरराष्ट्रीय हवाई अड्डे पर रविवार को स्पाइसजेट की अमृतसर-दुबई उड़ान में साढ़े 17 घंटे से अधिक की देरी होने पर यात्रियों ने हंगामा किया। उड़ान का समय सुबह 8:40 बजे था, लेकिन इसे पहले सुबह 11 बजे और फिर देर रात 2:15 बजे के लिए निर्धारित किया गया। इतनी लंबी देरी से यात्रियों में रोष फैल गया। एयरलाइंस ने बताया कि उड़ान में बदलाव आपरेशनल कारणों से किया गया है। टिकट बुकिंग एजेंटों को इस संबंध में जानकारी दी गई थी, लेकिन यात्रियों को सही सूचना नहीं मिली। इसी तरह, स्कूट एयरलाइंस की अमृतसर-सिंगापुर उड़ान में भी देरी हुई। यह सुबह 10:45 बजे रवाना

होने वाली थी, लेकिन यह भी करीब 8 घंटे 40 मिनट लेट रही। यात्रियों ने आरोप लगाया कि एयरलाइंस का कोई जिम्मेदार अधिकारी उनकी बात सुनने को तैयार नहीं था। न ही उड़ान की स्थिति स्पष्ट की गई और न ही टिकट रिफंड के बारे में कोई ठोस जानकारी दी गई। 17 घंटे 35 मिनट की देरी के बावजूद वैकल्पिक टिकट या ठहरने की सुविधा नहीं दी गई। स्पाइसजेट प्रबंधन ने बताया कि उड़ान अब देर रात 2:15 बजे रवाना होगी। परेशान यात्रियों ने लंगर में खाना खाया और सड़क पर इंतजार किया। कई यात्रियों ने एयरपोर्ट प्रशासन से बैठने के लिए कमरा उपलब्ध करवाने की अपील की, लेकिन कोई सुविधा नहीं मिली।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

1 SEPTEMBER 2026

SpiceJet Seeks More Time to Deposit ₹50 cr



NEW DELHI SpiceJet and its promoter Ajay Singh urged the Delhi High Court to grant more time to deposit

₹50 crore with court registry in connection with a legal dispute with media baron Kalanithi Maran and Kal Airways. Justice Subramonium Prasad, before whom the application came up for hearing, listed it for September 21, the date when the main matter is already fixed. SpiceJet's counsel submitted that the airline received first tranche of emergency credit support from the Central government in June and funds were used for its operations. **PTI**



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

31 AUGUST 2026

LUCKNOW

DGCA flagged Tecnam safety issues

Aviation regulator DGCA had flagged safety issues regarding Tecnam aircraft weeks before a Tecnam P2006T crashed in Kanpur on August 27, killing a trainee and an instructor. On July 10, the DGCA urged flying schools to alter parking routines and update emergency training based on a 2022 Haryana crash report. The latest investigation will examine the aircraft's airworthiness following pilot concerns.



Corporate Communications Directorate

HINDUSTAN

DELHI

1 SEPTEMBER 2026

जेट एयरवेज के पीएफ से जुड़ी याचिका खारिज हुई

नई दिल्ली, एजेंसी। सुप्रीम कोर्ट ने भारतीय स्टेट बैंक को उस याचिका को सोमवार को खारिज कर दिया जिसमें उसने जेट एयरवेज के कर्मचारी रहे लोगों को पीएफ और ग्रेच्युटी का पूरा बकाया भुगतान करने के राष्ट्रीय कंपनी विधि अपीलीय न्यायाधिकरण (एनसीएलएटी) के आदेश को चुनौती दी थी। कोर्ट ने एनसीएलएटी के आदेश में दखल देने से इनकार कर दिया।

सुप्रीम कोर्ट ने कहा कि इस अपील में ऐसे तर्क दिए गए हैं जिन पर विचार

किया जा सकता है और सामान्य परिस्थितियों में इस कोर्ट को उन पर फैसला करना पड़ता, लेकिन मामले के विशेष तथ्यों को देखते हुए हम आदेश में हस्तक्षेप करने के इच्छुक नहीं हैं। कानून से जुड़े सवालों को उचित मामले में विचार के लिए खुला रखा जाता है।

एनसीएलटी के पहले के आदेश को बरकरार रखा था। एनसीएलटी ने एयरलाइन कंपनी के लिक्विडेटर को पीएफ और ग्रेच्युटी के बकाये का भुगतान करने का निर्देश दिया था।



Corporate Communications Directorate

HINDUSTAN

DELHI

1 SEPTEMBER 2026

टिशू पर धमकी के बाद विमान की अहमदाबाद में आपात लैंडिंग

अहमदाबाद, एजेंसी। सऊदी अरब के दम्मम से सोमवार को नई दिल्ली जा रहे एयर इंडिया के एक विमान को टिशू पर बम की धमकी मिलने के बाद अहमदाबाद हवाई अड्डे पर आपातकालीन स्थिति में उतारा गया।

पुलिस ने यह जानकारी दी। पुलिस के एक अधिकारी ने बताया कि विमान में 32 यात्री सवार थे। जी डिवीजन के सहायक पुलिस आयुक्त (एसीपी) बी.एन. यादव ने बताया कि चालक दल के सदस्य को धमकी वाला संदेश मिलने के बाद पायलटों ने दिल्ली जा रहे विमान का रुख मोड़कर उसे अहमदाबाद ले जाने का फैसला किया। एसीपी ने कहा कि एक कू सदस्य को एक टिशू पेपर मिला, जिस पर 'बम' लिखा हुआ था। इसके बाद विमान शाम करीब 4:30 बजे अहमदाबाद अंतरराष्ट्रीय हवाई अड्डे पर आपात स्थिति में उतारा गया। हालाँकि, कुछ संदिग्ध नहीं मिला।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

1 SEPTEMBER 2026

AIRLINE PILOTS BODY RAISES TAILSTRIKES ON A321s WITH AAIB

Neha LM Tripathi

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NEW DELHI: The Airline Pilots' Association of India (ALPA India) has urged the Aircraft Accident Investigation Bureau (AAIB) to issue formal safety recommendations on tailstrike protection, simulator training and aircraft design, arguing that recurring incidents involving the Airbus A321 family point to a "systemic and institutional" problem rather than individual pilot error.

"The pattern of recurrence demonstrates that the root cause of these events is systemic and institutional — not individual pilot failure," ALPA India said in a letter to the AAIB dated August 31.

The pilots' body said the recent Gorakhpur incident where an IndiGo flight had a tailstrike event, was the seventh confirmed tailstrike involving an A321-family aircraft on the Indian civil register since 2020, and the second such incident at a tier-2 airport in 2026.

It said the aircraft was grounded and the crew de-registered pending an investigation.

People aware of the matter, however, said the aircraft had subsequently returned to operations after operating a ferry flight from Gorakhpur to Delhi last week. ALPA India has asked the AAIB to issue safety recommendations to the civil aviation ministry and the Directorate General of Civil Aviation (DGCA) covering A321NEO-specific simulator training and tailstrike protection.

It sought a recommendation directing the DGCA to audit the adequacy of A321NEO simulator training at all approved training organisations and set a six-month compliance timeline for procuring, or securing contracted access to, qualified full-flight simulators. ALPA India said that "no Approved Training Organisation (ATO) in India has publicly confirmed availability of an A321NEO Full Flight Simulator (Level D) with validated NEO-specific Flare Law fidelity.



Corporate Communications Directorate

THE HINDU

DELHI

1 SEPTEMBER 2026

Bomb threat forces diversion of Air India Express flight

An Air India Express flight from Saudi Arabia's Dammam to New Delhi was diverted to Ahmedabad after a crew member discovered a tissue paper carrying a warning message of a "bomb" aboard the aircraft. After the aircraft landed in Ahmedabad, security agencies checked it and found nothing suspicious, said Assistant Commissioner of Police (ACP), 'G' Division, V. N. Yadav, according to *PTI*. The official said an investigation has been launched. The flight had 32 passengers, who were accommodated at Terminal 2 of the Ahmedabad airport. Air India Express said that the aircraft will be released for operations after necessary security checks are completed.



Corporate Communications Directorate

MINT

DELHI

1 SEPTEMBER 2026

SpiceJet seeks more time to pay Maran

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Cash-strapped budget airline SpiceJet Ltd on Monday sought more time from the Delhi High Court to deposit the first ₹50 crore instalment towards the ₹144.5 crore it owes Kalanithi Maran and KAL Airways Pvt. Ltd in a long-running dispute.

Senior advocate Mukul Rohatgi, appearing for SpiceJet, told a bench headed by Justice Subramanian Prasad that the airline had received the first tranche of emergency credit support from the government in June and had used the funds for its operations.

SpiceJet was expecting a second tranche of about ₹349 crore, but the funds had not yet come in, Rohatgi said. It had expected the money by now and had planned to use it for its payment obligations.

"I still expect my tranche from the government of India," Rohatgi said, seeking additional time to comply with the payment schedule.

SpiceJet had on 13 June undertaken to deposit ₹50 crore within 45 days, with the first instalment due on 27 August, and the remaining ₹95 crore within 90 days.

The court listed the matter for 21 September to assess Spi-



SpiceJet owes ₹144.5 crore to Kalanithi Maran, KAL Airways.

ceJet's compliance with the payment schedule.

A query sent to SpiceJet seeking a response remained unanswered until press time.

The dispute dates back to 2015, when Maran and KAL Airways transferred their 58.46% stake in SpiceJet to promoter Ajay Singh during a severe financial stress. Under the transaction, Maran had infused about ₹679 crore into SpiceJet through convertible warrants and preference shares. Maran later alleged the new management had failed to issue the securities, leading to arbitration proceedings.

The dispute subsequently went through multiple rounds of litigation in the Delhi High Court and the Supreme Court.

For an extended version of the story, go to livemint.com



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

1 SEPTEMBER 2026

Saudi-Delhi flight sent to Ahmedabad after crew finds scribble with 'bomb'

S LALITHA @ New Delhi

AN Air India Express flight from Dammam in Saudi Arabia to New Delhi was diverted to Ahmedabad airport on Monday evening following a bomb threat on board the aircraft. The plane landed safely at Sardar Vallabhbhai Patel International Airport and all passengers were evacuated safely, sources said.

Flight IX 170 had 40 people on board, including eight crew members. The Airbus A320 took off from King Fahd International Airport at 10.28 am local time and landed at Ahmedabad airport at 4.27 pm. Passengers were safely escorted to Terminal 2, a source said. In an official statement, Ahmedabad Police said that around 3.40 pm, the Operations Control Centre was alerted that an Air India Express flight was being diverted to Ahmedabad airport. "The First Officer found a tissue paper in the bathroom with the word BOMB in English and a picture of the bag in which it was present. The flight then landed

safely at 4.27 pm," the statement said. There were 32 passengers, four cockpit crew members and four cabin crew members on board, it added. Nothing suspicious has been found yet.

"Once the investigation is complete, the flight will be sent immediately and the process of registering a crime is underway," police said. The bomb detection squad, sniffer dogs and Central Industrial Security Force (CISF) personnel were pressed into action, but no explosive material was found.

An Air India Express spokesperson confirmed the incident. In a statement, the airline said, "One of our flights from Dammam to Delhi was diverted to Ahmedabad as a precaution and in keeping with security protocols after being notified of a specific bomb threat. The government-appointed Bomb Threat Assessment Committee (BTAC) was alerted immediately, and all security procedures were promptly initiated. The flight landed and all guests disembarked safely."





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

1 SEPTEMBER 2026

टिशू पर लिखा 'बम'

AI फ्लाइट की इमरजेंसी लैंडिंग

■ **NBT रिपोर्ट:** सऊदी अरब के दम्माम से दिल्ली आ रही एयर इंडिया की फ्लाइट में सोमवार को बम की धमकी मिलने के बाद अहमदाबाद में शाम करीब 4.30 बने इमरजेंसी लैंडिंग कराई गई। क्रू मेंबर को विमान के टॉयलेट में एक टिशू पेपर मिला, जिस पर 'बम' लिखा हुआ था। सूचना मिलते ही पायलट ने ATC से संपर्क किया और विमान को अहमदाबाद डायवर्ट किया गया। विमान में 32 यात्री सवार थे। अहमदाबाद में सभी यात्रियों को सुरक्षित उतारा गया। जांच में कोई संदिग्ध वस्तु नहीं मिली।