



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

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2,000 more workers to be deployed in June 30 push for Noida airport

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Noida: Tata Projects, which is building the Noida International Airport, has promised to complete the project by June 30, saying it is mobilising additional workforce and resources from other construction sites to accelerate work.

During a high-level review meeting chaired by chief secretary Manoj Kumar Singh on Wednesday, Tata outlined a catch-up plan to overcome recent setbacks that have led to several deadlines being missed.

The company, officials said, is set to deploy 2,000 additional workers from other projects to supplement the current workforce of 6,500, which had temporarily dwindled after many rushed to villages in the harvest season.

"We will augment the current workforce with workers from some of our other ongoing projects in the vicinity. We are trying everything possible to get the airport ready by June 30," an official said.

Arun Vir Singh, the CEO of Noida International Airport Ltd (NIAL)—the state govt's special purpose vehicle for the project—said construction of the terminal building was progressing steadily, with the domestic passenger section nearly ready.

"Work is underway on the roof of the upper floor for international passengers. Tata has committed to completing the remaining work over the next two months," Singh added.

According to officials, the project has achieved a physical progress of around 90%, with the runway and airside work nearly complete and passenger terminal building at 85%. Ten aerobridges, baggage handling systems, elevators, and signage installations are already in place. While the domestic terminal is largely finished, the international wing is around 75% ready, awaiting final touches, such as imported textile panels that are currently being prepared in Mumbai.

Challenges, however, persist. For instance, the water treatment plant (WTP) and sewage treatment plant (STP) have stalled at 40-43% completion after two contractors abandoned the project. Officials are now exploring alternative solutions to prevent operational delays.

May 10 is one date to look out for, when a joint team of the Airports Authority of India, Directorate General of Civil Aviation, and Bureau of Civil Aviation Security will evaluate the airport's readiness for aerodrome licencing.



Corporate Communications Directorate

AMAR UJALA

DELHI

2 MAY 2025

नोएडा एयरपोर्ट की उड़ान पर फैसला 10 को

ग्रेटर नोएडा। नोएडा अंतरराष्ट्रीय एयरपोर्ट से उड़ान शुरू करने पर अब 10 मई को अहम निर्णय लिया जा सकता है। वैमानिकी सूचना प्रकाशन (एआईपी) प्रक्रिया पूरी होने से (15 मई) से पांच दिन पहले एयरपोर्ट अथॉरिटी ऑफ इंडिया, नागर उड़्डयन सुरक्षा ब्यूरो (बकास) और नागर विमानन निदेशालय (डीजीसीए) की टीम एयरपोर्ट की व्यवस्थाओं का निरीक्षण कर रिपोर्ट देंगी। रिपोर्ट के आधार पर ही एयरोड्रम लाइसेंस जारी करने की प्रक्रिया को अंतिम रूप दिया जाएगा। वहीं अधूरे कार्यों को पूरा करने की समयसीमा में तीसरी बार बदलाव किया गया है। अब कार्यों को पूरा करने के लिए 30 जून की तारीख तय की गई है। हालांकि देशभर में जारी गेहूं कटाई की वजह से 2,000 से ज्यादा कुशल व अकुशल श्रमिक एयरपोर्ट साइट से चले गए हैं। फिलहाल साइट पर करीब 6000 श्रमिक काम कर रहे हैं। संवाद



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हिंडन से पटना, वाराणसी की उड़ान शुरू

गाजियाबाद। हिंडन एयरपोर्ट से बुधस्मतिवार को वाराणसी और पटना के लिए उड़ान सेवा शुरू हो गई। पहले दिन दोनों शहरों के लिए 338 लोगों ने उड़ान भरी। पटना के लिए 175 व वाराणसी के लिए 163 यात्री शामिल रहे। हिंडन एयरपोर्ट से वाराणसी की उड़ान दोपहर 01:35 पर थी लेकिन रूट क्लियरेंस न मिलने से 20 मिनट की देरी से 1:55 पर उड़ान भरी गई। वहीं, पटना के लिए दोपहर 02:25 पर उड़ान भरी। एयर इंडिया एक्सप्रेस ने इन दोनों शहरों के लिए उड़ान शुरू की है। दोनों शहरों के लिए 180 सीटर विमान है। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

2 MAY 2025

Mumbai airport rejects IATA's claims, says no pressure on airlines to shift ops to Navi Mumbai

Our Bureau
Mumbai

Mumbai International Airport Limited (MIAL) is not pressurising airlines to shift operations to Navi Mumbai airport, it said on Thursday.

MIAL issued a statement on Thursday rejecting the International Air Transport Association's (IATA) claims of zero consultation and pressure tactics on airlines to push traffic to Navi Mumbai.

Last week, MIAL informed airlines about the suspension of freighter oper-



ations from August 15. Airlines from West Asia were also told about a cut in slots in winter, citing infrastructure works such as taxiway construction and redevelopment of Terminal 1.

"We reject in the strongest

terms IATA's insinuation that MIAL or Adani Airports is using these operational adjustments to pressure airlines to shift to Navi Mumbai International Airport (NMIA). Navi Mumbai International Airport (NMIA) is a nationally significant infrastructure project, envisioned in 1997 and under development since 2018. User consultations for NMIA's master planning have been held since March 2018, with participation from airlines and IATA. Airlines have full autonomy over network planning, and there has been

no attempt — either direct or indirect — to steer traffic from Mumbai to Navi Mumbai airports," MIAL stated.

INFRA UPGRADE

The airport operator said, contrary to IATA's claims, it has followed a transparent, consultative and regulator-driven process; "the operational changes are part of a broader infrastructure upgrade initiative governed by the Airports Economic Regulatory Authority of India. MIAL has actively engaged with stakeholders at every stage of the process."

जेवर एयरपोर्ट का निर्माण पूरी तरह जुलाई तक होगा पूर्ण

- विकासकर्ता एजेंसी अभी तक वाटर ट्रीटमेंट प्लांट, सीवेज ट्रीटमेंट प्लांट का नहीं कर पाया निर्माण
- नागरिक उड्डयन महानिदेशालय, नागरिक उड्डयन सुरक्षा ब्यूरो 10 मई को करेगा सुरक्षा मानकों की जांच
- सुरक्षा मानकों की जांच के बाद विमानों का उड़ान भरने का लाइसेंस जारी होने की उम्मीद
- एयरपोर्ट के निर्माण कार्य की मुख्य सचिव ने मंगलवार को की थी समीक्षा

ग्रेटर नोएडा, 1 मई (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट से विमानों का उड़ान शुरू होने का इंतजार और भी लंबा होता जा रहा है। 30 जुलाई तक एयरपोर्ट का निर्माण कार्य पूरी तरह तैयार हो जाएगा। इसके बाद ही विमानों का वाणिज्यिक उड़ान का परिसंचालन शुरू होने की संभावना जताई जा रही है। 10 मई को डीजीसीए और बकास की टीम एयरपोर्ट पहुंच कर सुरक्षा मानकों का निरीक्षण करेगी इसके आधार पर एयरपोर्ट विमान का उड़ान भरने के लिए तैयार है इसका फैसला डीजीसीए और बकास करेगी। उसके रिपोर्ट पर एयरपोर्ट पर एयरपोर्ट से विमानों के परिसंचालन का लाइसेंस जारी किया जाएगा।

मुख्य सचिव की समीक्षा में निर्माण कार्यों में कई खामियां मिली

प्रदेश के मुख्य सचिव मनोज कुमार सिंह ने मंगलवार को नोएडा एयरपोर्ट के निर्माण कार्यों की



समीक्षा करने पहुंचने थे। समीक्षा के दौरान मुख्य सचिव के निर्माण कार्यों में कई खामियां मिली, जिसे 30 जुलाई तक पूरा करने का निर्देश दिया। विकासकर्ता एजेंसी यमुना इंटरनेशनल एयरपोर्ट ने जुलाई तक एयरपोर्ट का निर्माण कार्य पूरा करने का आश्वासन दिया।

टर्मिनल बिल्डिंग के निर्माण कार्य अभी पूरा नहीं

एयरपोर्ट के टर्मिनल बिल्डिंग का निर्माण कार्य अंतिम दौर में चल रहा है। टर्मिनल बिल्डिंग के एयर साइट और लैंड साइट, फायर लाइन और वॉच टॉवर महत्वपूर्ण कंपोनेंट होते हैं। इसका काम करीब पूरा हो गया है। टर्मिनल बिल्डिंग के पहले मंजिल पर स्टील फ्रेमिंग से छत और इंटरनल फिनिंग का काम अंतिम चल रहा है। बिल्डिंग के दूसरे छत पर फावॉरिंक लगाने के लिए इटली से मंगाया गया है, इसकी सिललाई मुंबई से कराया जा रहा है। इसका काम पूरा नहीं हो पाया है, उपरी छत के नीचे तकनीकी फाइबर लगाने का काम 15 जून



तक पूरा करने का निर्देश दिया है।

वाटर ट्रीटमेंट और सीवेज ट्रीटमेंट प्लांट पूरी तरह अधूरा

एयरपोर्ट को दस मार्च को मुख्यमंत्री ने समीक्षा किया था। उस दौरान एसटीपी और डब्ल्यूटीपी का काम पूरा होने पर नाराजगी जाहिर की थी। मुख्यमंत्री के समीक्षा के दौरान देखने का मिला इसका काम अभी अधूरा पड़ा हुआ है। इसके लिए मुख्य सचिव ने एयरपोर्ट शुरू होने से अगर इसका निर्माण नहीं हो पाता है तो वैकल्पिक व्यवस्था करने का निर्देश दिया है।

पानी निकासी की व्यवस्था पर चल रहा काम

एयरपोर्ट पर पिछले साल बरसात के मौसम में पथवाया नाला के कारण काफी पानी भर गया था। इसके लिए नियाल को तरफ से सिंचाई विभाग को पत्र भेजा गया है, बरसात शुरू होने से इसका काम पूरा करने के लिए कहा गया है। एयरपोर्ट में केबिल लाइन बिछाने का काम अभी चल रहा है। टर्मिनल बिल्डिंग का मैन एक्सेस रोड से जोड़ने का काम भी यापल ने अभी पूरा नहीं किया है।

एयरपोर्ट तक अब तक कितना काम पूरा हुआ

समीक्षा के दौरान पाया कि एयरपोर्ट का 85 फीसदी से ज्यादा काम पूरा हो गया है। जिसमें दस एयरोब्रिज लग चुका है, बैगेज सिस्टम को चालू कर दिया गया। गेट पर साइनेज बोर्ड लगाया जा चुका है। रनवे पूरी तरह तैयार हो चुका है। एएआई ने एटीसी बिल्डिंग में स्ट्रुमेंट लगाने का काम पूरा कर लिया है। 60 कमरे में एटीसी बिल्डिंग के छह कमरे में कुछ काम बाकी रह गया है। टर्मिनल बिल्डिंग में एक मंजिल से दूसरे मंजिल तक जाने के लिए एक्सोलेटर को चालू कर दिया गया है। राडार को लगाने का काम भी पूरा हो गया है। परिसर के अंदर जल भराव रोकने के लिए दो तालाब का निर्माण किया गया है। समीक्षा के दौरान यह भी निकल कर आया कि फसल की कटाई के कारण मैन पावर कम हो गया है, इस समय 6500 श्रमिक काम कर रहे हैं, जिसमें जल्द बढ़ाकर 8000 कर दिया जाएगा। नोएडा अंतरराष्ट्रीय एयरपोर्ट से एयरसंचालन पहले 30 सितम्बर 2024 से शुरू पर विकासकर्ता कंपनी ज्यूरिख एयरपोर्ट एजी के साथ नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के साथ समझौता हुआ था। 31 दिसंबर 2024 तक का अतिरिक्त समय दिया गया था। शर्तों के तहत 31 दिसम्बर 2024 तक संचालन न शुरू न करने पर दस लाख प्रतिदिन के हिसाब से जुर्माना लगाने का प्रावधान था। इसके बाद भी एयरपोर्ट का संचालन दिसम्बर तक नहीं हो पाया और उसे 17 अप्रैल 2025 तक उड़ान शुरू करने का समय दिया गया। अप्रैल से तीन अंतरराष्ट्रीय, 25 घरेलू विमान और दो कार्गो विमानों का उड़ान शुरू होना था। उससे पहले एयरसंचालन को लेकर विकासकर्ता कंपनी से सारी प्रक्रिया पूरी करनी थी।

नोएडा एयरपोर्ट पर निर्माण कार्य 30 जून तक पूरे करें



नोएडा इंटरनेशनल एयरपोर्ट पर हुई थी विमान की पहली लैंडिंग • जागरण आर्काइव

जागरण संवाददाता, ग्रेटर नोएडा : उत्तर प्रदेश सरकार नोएडा इंटरनेशनल एयरपोर्ट से उड़ान सेवा लोगों को जल्द मुहैया कराने के लिए एयरपोर्ट के निर्माण में तेजी लाने के मुख्य सचिव ने निर्देश दिए हैं। उन्होंने निर्माण कार्य की डेटलाइन तय करते हुए 30 जून तक पूरा करने के लिए कहा है। इसके लिए निर्माण एजेंसी दो हजार अतिरिक्त कामकार भी एयरपोर्ट पर लगाएगी। हालांकि सीवेज ट्रीटमेंट प्लांट और वाटर ट्रीटमेंट प्लांट का काम शेष रह जाएगा। इसके लिए फिलहाल अस्थायी व्यवस्था की जाएगी।

यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. के साथ हुए अनुबंध के तहत 29 सितंबर, 2024 तक नोएडा इंटरनेशनल एयरपोर्ट का निर्माण कार्य पूरा होना था। लेकिन यह लगातार पिछड़ रहा है। निर्माण कार्य पूरा न होने के कारण पहले दिसंबर उसके बाद अप्रैल तक का समय दिया गया था। इसके चलते मुख्यमंत्री योगी आदित्यनाथ ने 10 मार्च को एयरपोर्ट की विकासकर्ता कंपनी, निर्माण कंपनी टाटा

प्रोजेक्ट्स और नोएडा इंटरनेशनल एयरपोर्ट लि. के अधिकारियों के साथ बैठक कर कार्गो और घरेलू टर्मिनल का निर्माण कार्य 15 मई व इंटरनेशनल टर्मिनल का काम 15 जून तक पूरा कराने के निर्देश दिए थे। मुख्य सचिव ने बुधवार को निर्माण कार्य की समीक्षा बैठक की, जिसमें कार्य अधूरे मिले। इस पर उन्होंने कार्य पूरा करने की समय सीमा को 30 जून तक बढ़ा दी। नोएडा इंटरनेशनल एयरपोर्ट लि. के मुख्य कार्यपालक अधिकारी डा. अरुणवीर सिंह का कहना है कि कार्गो टर्मिनल और घरेलू टर्मिनल पूरी तरह तैयार हैं। इंटरनेशनल टर्मिनल में रूफ टेक्सटाइल लगाने का काम भी 30 जून तक पूरा कर लिया जाएगा। आग से बचाव आदि के लिए इसे इटली से मंगाया गया है। नागर विमानन महानिदेशालय (डीजीसीए), ब्यूरो आफ सिविल एविएशन सेफ्टी और भारतीय विमान पत्तन प्राधिकरण की टीम एयरपोर्ट का दस मई को दौरा करेगी। यह टीम सुरक्षा समेत सभी मानकों की जांच करेगी।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

2 MAY 2025

Mumbai Airport Rejects IATA Claim on Slot Cuts



MUMBAI Mumbai Airport on Thursday refuted a global airlines group's claim that its plan to halt cargo flights and cut historic passenger slots was aimed at pushing airlines toward the upcoming Navi Mumbai Airport. "Mumbai International Airport (MIAL) is disappointed by the statement issued by the International Air Transport Association and strongly refutes its assertions," MIAL said. It added that the recent changes to cargo operations and slot allocations followed a transparent, consultative, and regulator-driven process. **—PTI**

जून के बाद ही विमान सेवा शुरू होगी



ग्रेटर नोएडा, वरिष्ठ संवाददाता। नोएडा एयरपोर्ट का निर्माण कार्य 30 जून तक पूरा करने का लक्ष्य निर्धारित किया गया है। इसके बाद निर्माण कार्य में देरी होने पर कंपनी के खिलाफ कार्रवाई तय होगी। ऐसे में जून के बाद ही उड़ानें शुरू हो सकेंगी।

नायल के अधिकारी ने बताया कि मुख्य सचिव मनोज कुमार सिंह ने बुधवार को एयरपोर्ट साइट का निरीक्षण किया था। उन्होंने अब तक हुए विकास कार्यों की अधिकारियों के साथ समीक्षा

उड्डयन महानिदेशालय 10 मई को निरीक्षण करेगा

इसी महीने 10 मई को नागरिक उड्डयन महानिदेशालय (डीजीसीए) और नागरिक उड्डयन सुरक्षा ब्यूरो (बकास) की टीम एयरपोर्ट साइट का निरीक्षण करेगी। टीम को यदि निरीक्षण के दौरान सब कुछ ठीक मिला तो 15 मई तक उड़ान के लिए एयरोड्रम लाइसेंस मिलने की उम्मीद है। यदि रिपोर्ट में कमियां पाई जाती हैं तो इसमें अतिरिक्त समय भी लग सकता है।

बैठक भी की। साथ ही, एयरपोर्ट के कार्यों में हो रही देरी समेत अन्य अड़चनों के बारे में भी जाना। बताया गया कि प्रथम चरण में 1334 हेक्टेयर में विकसित हो रहे नोएडा एयरपोर्ट का निर्माण पूरा होने के करीब है। सिर्फ

नोएडा एयरपोर्ट का निर्माण कार्य 30 जून तक पूरा हो जाएगा। 10 मई को डीजीसीए और बकास की टीम एयरपोर्ट का निरीक्षण करने पहुंचेगी। रिपोर्ट के आधार पर उड़ान के लिए एयरोड्रम लाइसेंस मिलेगा, जिसके बाद उड़ान की तिथि घोषित की जाएगी।

-अरुणवीर सिंह, सीईओ नायल

टर्मिनल बिल्डिंग का काम ही अधूरा है। एयरपोर्ट पर एयरोब्रिज स्थापित किए जा चुके हैं। टाइल्स भी लग गई हैं। इसके अलावा ई गेट, एक्सीलेटर और सेल्फ बैगेज ट्रॉप मशीनें तक लग चुकी हैं। टर्मिनल का काम अब भी अधूरा है।



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

2 MAY 2025

TAKES STOCK OF PENDING WORKS

Chief Secy: Finish work at Jewar airport by June 30

NEETIKA JHA
NOIDA, MAY 1

UTTAR PRADESH Chief Secretary Manoj Kumar Singh, who took stock of the construction work at the Noida International Airport in Jewar on Wednesday, has directed all stakeholders concerned to complete pending works before June 30. Arunvir Singh, Chief Executive Officer (CEO) of Yamuna Expressway Industrial Development Authority (YEIDA), said on Thursday.

The CEO added that the Chief Secretary, during his visit, inspected all important components of the project and directed all stakeholders to provide a specific timeline for completion of works. After the meeting on Wednesday, the Chief Secretary inspected the terminal building, the cargo site and other under-construction sites of the airport, said officials.

"During the inspection, it was found that while the second roof of the terminal building was 75% complete, work on floor tiling, es-



The airport is yet to receive aerodrome licence. *File*

calators, baggage system and signage has been finished. But work on the sewage treatment plant as well as some textile-related works is pending," he said.

"He took stock of the progress made at the airport in the last four weeks and asked officials concerned for the reason behind the delay," he added. Singh said that the Chief Secretary eventually directed that all works at the airport should be completed by June 30.

He added that the Directorate General of Civil Aviation, which is yet to issue an aerodrome licence to the airport, will inspect the site on May 10. "If the license is issued, then Chief Minister (Yogi

Adityanath) will decide on the date of starting operations at the airport," he added.

The first phase of the airport was initially set to be operational by September 29, 2024, but the dates were later revised to April 17 this year. But with the work incomplete, the date for domestic flight operation was revised to May 15 and international flights to June 15. These deadlines are also likely to be missed now with the Chief Secretary coming up with the June 30 deadline to complete all pending works. The aerodrome licence is also expected in May. The Indian Express had reported earlier this month.

In a statement on Wednesday, Manoj Kumar Singh had said that this project is among the top priorities of the UP government, and the final deadline for flight operations will be announced soon. "No compromise should be made on the quality of construction. The airport will give impetus to the economy of the state as well as create new employment and business opportunities for the youth," he added.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

2 MAY 2025

Noida airport to miss its 3rd deadline

NOIDA: The much-awaited Noida International Greenfield Airport in Jewar is set to miss its third deadline of May 15 set by Uttar Pradesh Chief Minister Yogi Adityanath.

The new deadline for flight operations will be announced soon, UP Chief Secretary Manoj Kumar Singh said on Wednesday. The proposed airport has already missed two deadlines — September 29, 2024 and April 25, 2025. Singh on Wednesday held a high-level meeting with officials of the Yamuna International Airport Private Limited, Tata Projects Limited and Noida International Airport Limited. He conducted a field inspection of the terminal building and other under-construction facilities at the site of Noida airport, also known as Jewar airport.

He stressed that this project is among the top priorities of the state government, and directed the officials to complete the remaining work soon.

The chief secretary also directed the officials to ensure regular review of the airport project and said no compromise should be made on the quality of construction. "Jewar airport will give impetus to the economy of the state as well as create new employment and business opportunities," he said. The officials of the YIAPL, Tata Projects Limited and NIAL apprised the chief secretary about the progress in construction of runway, terminal building, cargo facilities and other infrastructure. In the meeting, Yamuna Expressway Industrial Development Authority CEO Arun Vir Singh, Gautam Budha Nagar District Magistrate Manish Kumar Verma, and other officials from the respective departments were present. AGENCIES

हाई अलर्ट: पहलगाम हमले के बाद दिखाई दे रही सख्ती

जयपुर जंक्शन-एयरपोर्ट पर बढ़ी सुरक्षा व्यवस्था, हथियार बंद जवान किए तैनात

जंक्शन पर पहली बार क्यूआरटी की 24 घंटे तैनाती, एयरपोर्ट पर भी सशस्त्र जवान

पत्रिका न्यूज नेटवर्क
patrika.com

जयपुर. पहलगाम में आतंकी हमले के बाद देशभर में सुरक्षा एजेंसियां सतर्क हैं। राजधानी जयपुर में भी रेलवे स्टेशन और एयरपोर्ट पर विशेष सतर्कता बरती जा रही है। स्थिति ये है कि जयपुर जंक्शन और इंटरनेशनल एयरपोर्ट को हाई अलर्ट पर रखा गया है। दोनों ही जगह चप्पे-चप्पे पर सशस्त्र जवानों की तैनाती की गई है और हर गतिविधि पर पैनी नजर रखी जा रही है। गौरतलब है कि जयपुर जंक्शन पर रोजाना एक लाख से ज्यादा लोगों की आवाजाही होती है। इसी प्रकार जयपुर इंटरनेशनल एयरपोर्ट पर 20 हजार से ज्यादा लोग आते हैं। इस कारण सुरक्षा व्यवस्था बढ़ाई गई है।

आरपीएफ ने किया हाई अलर्ट लागू

राज्य के सबसे प्रमुख और सबसे व्यस्ततम रेलवे स्टेशन जयपुर जंक्शन पर वर्तमान में सुरक्षा



जयपुर जंक्शन पर पहली बार हथियार लेकर सुरक्षा की जा रही है।

फोटो- अनुग्रह सोलोमन

एयरपोर्ट पर फोर्स तैनात

हाइपर सेंसिटिव जोन श्रेणी में शामिल होने से जयपुर इंटरनेशनल एयरपोर्ट पर भी सुरक्षा के घेरे को और ज्यादा मजबूत बनाया गया है। टर्मिनल बिल्डिंग, प्रवेश और निकास द्वारों से लेकर बाउंड्री वॉल तक सीआइएसएफ जवान लगातार

निगरानी कर रहे हैं। सभी सुरक्षा एजेंसियां हाई अलर्ट पर तैनात हैं। दूसरी ओर वर्तमान में जयपुर में आइपीएल मैच हो रहे हैं। इस वजह से भी एयरपोर्ट पर टीमों की आवाजाही हो रही है। उनकी सुरक्षा को लेकर भी विशेष सतर्कता बरती जा रही है।

व्यवस्था पूरी तरह से चाक-चौबंद है। रेलवे की ओर से जारी निर्देशों के बाद रेलवे सुरक्षा बल (आरपीएफ) ने हाई अलर्ट लागू कर दिया है। चार

दिन से पहली बार स्टेशन पर क्विक रिएक्शन टीम (क्यूआरटी) को आधुनिक हथियारों के साथ 24 घंटे तैनात किया गया है। इतना ही नहीं

अब तक जो आरपीएफ और जीआरपी अधिकारी हथियार के बिना ड्यूटी कर रहे थे, उन्हें भी निर्देश देकर हथियारों के साथ तैनात किया गया है। इससे स्टेशन की सुरक्षा में बढ़ी सख्ती देखने को मिल रही है।

इस संबंध में रेलवे अधिकारियों ने कहा कि स्टेशन परिसर के प्लेटफॉर्म, फुट ओवर ब्रिज, पार्सल एरिया और प्रवेश द्वारों पर 24 घंटे 150 से अधिक जवान तैनात हैं। इसके अलावा डॉग स्कवॉड और बम डिटेक्शन यूनिट को भी सक्रिय रखा गया है।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

1 MAY 2025

जेवर एयरपोर्ट से शीघ्र शुरू होगी उड़ानें : मुख्य सचिव

स्वतंत्र भारत ब्यूरो लखनऊ।
मुख्य सचिव ने बुधवार को जेवर
स्थित नोएडा इंटरनेशनल एयरपोर्ट का
-निर्माणाधीन कार्यों को
तय समय के अंदर पूरा
करने के दिये निर्देश

स्थलीय निरीक्षण कर प्रगति की
समीक्षा के दौरान अधिकारियों को ये
निर्देश दिया। उन्होंने बैठक में
अधिकारियों से कहा कि जेवर
एयरपोर्ट राज्य सरकार की सर्वोच्च
प्राथमिकताओं में शामिल है। निर्देश
दिए कि एयरपोर्ट परियोजना की
नियमित समीक्षा की जाए। गुणवत्ता
से किसी प्रकार का समझौता न किया
जाए। जेवर एयरपोर्ट प्रदेश की

अर्थव्यवस्था को गति देने के साथ
युवाओं के लिए रोजगार और व्यापार
के नए द्वार खोलेगा। मुख्य सचिव
बैठक के बाद टर्मिनल भवन, कार्गो
स्थल एवं अन्य निर्माणाधीन स्थलों
का स्थलीय निरीक्षण किया। बैठक में
यमुना इंटरनेशनल एयरपोर्ट प्राइवेट
लिमिटेड, टाटा प्रोजेक्ट्स लिमिटेड
एवं नोएडा इंटरनेशनल एयरपोर्ट
लिमिटेड के अधिकारियों ने मुख्य
सचिव को रनवे, टर्मिनल भवन,
कार्गो सुविधाओं सहित अन्य
बुनियादी ढांचे की प्रगति की
जानकारी दी। बैठक में यमुना विकास
प्राधिकरण के मुख्य कार्यपालक
अधिकारी अरुणवीर सिंह, डीएम
गौतमबुद्धनगर मनीष कुमार वर्मा
समेत अन्य अधिकारी थे।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

2 MAY 2025

Speed bump! Just one bid for IGI's air train project

Saurabh Sinha
@timesofindia.com

New Delhi: Passenger transfers at Indira Gandhi International Airport (IGIA), India's busiest, are unlikely to become seamless in the near future, as the proposed air train to link T1 and T2/3 is encountering several hurdles.

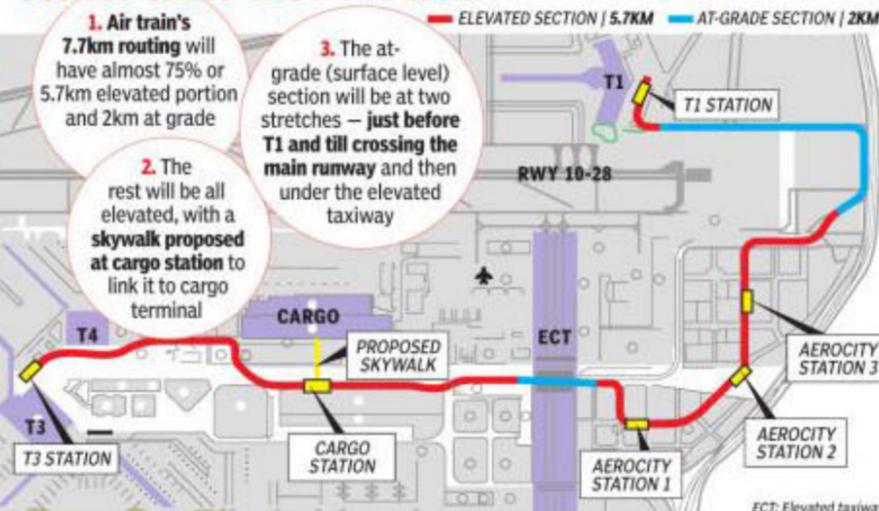
Delhi International Airport Ltd (DIAL) is learnt to have got just one expression of interest in response to its last Sept tender for building the 7.7km-long automated people mover (APM), despite extending the last date for submitting bids multiple times.

The GMR Group-backed DIAL might now ask the Union aviation ministry if it should proceed with the single bidder or reissue the tender, according to people in the know of the matter. Calling for fresh bids will mean missing the March 2028 deadline for having the air train up and running, thereby further delaying seamless transfers.

Comments were sought from DIAL on this issue and awaited till the time of going to press.

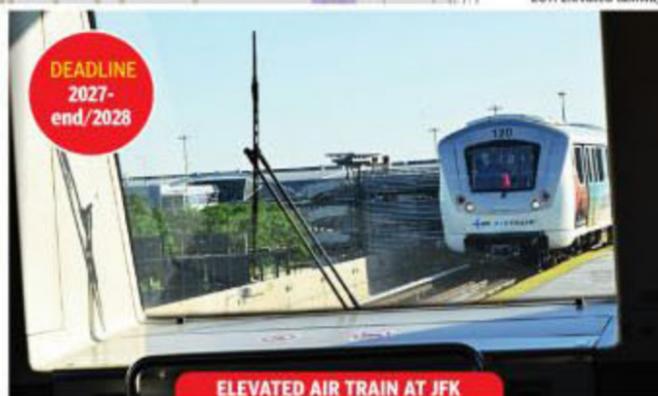
On why IGIA, which is expected to be India's first true aviation hub like Dubai International or Singapore Changi, received a lukewarm response to the tender, a source said, "The air train is expected to be ready in 2028. At that point, only eight years will remain of the first 30-year concession period for

WHAT MAY BE DELAYED



WHY DIAL IS AVOIDING UNDERGROUND SECTION

- To prevent cost escalation
- On average, per km cost of elevated, at-grade and underground metro lines in India is about ₹250-300 crore; ₹150-200 crore; and ₹500-600 crore, respectively
- Rough estimates suggest air train could cost up to ₹1,500-1,600 crore



ELEVATED AIR TRAIN AT JFK

➤ Air trains are free to use for passengers to ensure seamless transit between terminals

➤ Cost is recovered through two means — aeronautical charges for airlines and user fees on passengers

which GMR Group had got IGIA on PPP model in 2006. The concession period is extendable by another 30 years, till 2066, but DIAL can't commit to anything beyond 2036 till that extension happens. The uncertainty in recovering costs incurred on the air train beyond that time possibly led to the poor response."

DIAL is, therefore, contemplating approaching govt to make an exception and agree to a commitment that whoever operates IGIA beyond 2036 will continue to back the air train. "The air train will be an asset to the airport, like its runways and terminals. No matter who runs Delhi Airport, they would need the APM for intra-terminal transfers," said the source.

The aviation ministry in Modi 2.0 had told DIAL it would not allow levy of any development fees to fund the project before it is ready. While the cost of the air train is not known as it has been left for bidders to evaluate and quote accordingly, it could be under Rs 2,000 crore.

The consultation paper released by Airports Economic Regulatory Authority (AERA) for determining IGIA's tariff for the period between April 1, 2024 and March 31, 2029 states: "(APM) expected to be operational by March 2028. DIAL expects throughput of 40,000 to 50,000 passengers per day initially which would be scaled up to 80,000 to 90,000 passengers per day by increasing the fre-

SOURCES SAY

The air train is expected to be ready in 2028. At that point, only eight years will remain of the first 30-year concession period

quency. APM will not be chargeable for transfer passengers while for the rest of the passengers, it will be chargeable."

The cost of augmenting airport infra is recovered through two means — AERA deciding aeronautical charges for airlines like landing and parking fees which accordingly decides fares; and through UDF on passengers. UDF at Mumbai Airport, for instance, used to have a metro component of Rs 20 and Rs 120 per domestic and international departure, respectively. This component was levied from 2016 to 2023 to raise Rs 518 crore for metro connectivity and was stopped when that target sum was raised.

Delhi Airport handles almost eight crore passengers annually and will increase its capacity to over 13 crore within the next six-eight years. It is estimated that 25% travellers at IGIA will be transit flyers, underlining the need to ensure smooth transfers between T1 and T2/3. To handle such volumes, an air train between the terminals is essential.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

1 MAY 2025

Leopard still in Pune airport boundary wall: Officials

Pune: For the second straight day on Wednesday, a leopard spotted at the city airport — mere metres from the runway in one instance — continues to evade traps set for it by the forest department, reports **Aditi Shekar**.

Foresters said the big cat has so far shown surprising behaviour. "He doesn't seem shy or disturbed by all the noise and is staying within the airport's boundary walls," said Mangesh Tate, Pune's Assistant Conservator of Forests, adding that multiple camera traps and videos show the leopard exploring the area. "We're optimistic about caging

UNFAZED BY NOISE

him," Tate said.

On Wednesday, two more trap cages were set up inside the airport area by the forest department, taking the total number to three. As for trap cameras, nine have been installed at different points on the airport premises with several of them showing the leopard inspecting the three cages, roaming about on the runway, and exploring the passenger boarding area.

Forest officers said they suspect he may have grown up in the adjoining forest area. "He has also been using the airport's extensive tunnel network to move around. In fact, he has been spotted emerging from a tunnel near the take-off strip," Tate said.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

1 MAY 2025

IATA strongly resists Mum airport slot reduction plan

Manju.V@timesofindia.com

Mumbai: Airlines trade body, the International Air Transport Association (IATA) has criticised the Mumbai airport operator's recent announcement to reduce the take-off/landing slots granted to airlines at the Mumbai airport and transfer these to the upcoming Navi Mumbai airport. Mumbai airport's terminal 1 will be demolished around Oct end and to make for the reduced terminal capacity, 150 slots will be moved from Mumbai to Navi Mumbai airport, which is expected to be commissioned by that time, said sources.

John Middleton, IATA's head for worldwide airport slots, said: "IATA is surprised and deeply disappointed that Mumbai International Airport Limited has informed airlines of a seemingly permanent withdrawal of historic slots for passenger airlines beginning next season. This is not what one would expect of a major hub airport in India, and will cause long-lasting damage to the airport's

Airport to allow hand-carriage of gems, jewellery for exports

Mumbai: Mumbai airport will soon allow hand-carriage of gems and jewellery for export operations. The Central Board of Indirect Taxes and Customs (CBIC) has formalised the procedure through a circular dated March 28, which enables import/export via personal carriage, said the Gem and Jewellery Export Promotion Council (GJEPC). This initiative, expected to roll out on May 1, particularly benefits emerging exporters by allowing personal carriage of jewellery to international markets, streamlining the export process significantly. Currently, to export gems, gold etc a company has to engage a shipping agency and a customs house agency.

reputation and credibility." He added that Mumbai International Airport Ltd (MIAL) has given no details on how will it manage the capacity reduction and mitigate the impact. IATA expressed serious concerns about the unilateral nature of this decision and its potential implications for Mumbai's air connectivity. "We hope Adani Airports, as the operator of the two-airport system in Mumbai, is not using this situation to pressure airlines to move their operations to their upcoming Navi Mumbai Airport," Mid-

dleton said.

The association has called for immediate withdrawal of the proposed cuts and urged MIAL to engage in meaningful consultations with the airline industry.

IATA also expressed "surprise and disappointment" at MIAL's decision to temporarily suspend cargo freighter flights from August 16. Middleton called it a unilateral decision and urged the central and state govts to ensure that the two decisions, to reduce slots and suspend cargo flights be disallowed.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

1 MAY 2025

Leopard still within Pune airport boundary wall & unfazed by noise, say forest officials

Aditi.Shekar@timesofindia.com

Pune: Forest officials on Wednesday said the leopard spotted two days ago near Lohegaon airport runway (part of an IAF base) appeared familiar with the surroundings and was not displaying shy or evasive behaviour.

"Multiple camera trap

images and videos show it moving across the premises. We are optimistic about trapping it tonight. He doesn't seem disturbed by noise and is staying within the boundary walls," said Mangesh Tate, Pune's assistant conservator of forests.

Two additional trap cages are being installed in the area. The team suspects the leopard

might have grown up nearby in the adjoining forest areas.

"He is a fully grown male leopard who is utilising the extensive tunnel network in the airport for movement," Tate said. It has been coming out from the tunnels near the airway and take-off strip through the night and inspecting the region, said the team.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

1 MAY 2025

Pak cancels all flights to and from Gilgit, Skardu, other areas in PoK

ISLAMABAD, April 30: Pakistan's national carrier Pakistan International Airlines (PIA) on Wednesday cancelled all flights to and from Gilgit, Skardu and other northern areas in Pakistan-occupied Kashmir due to security reasons, local media reports said, amid rising tensions with India following the Pahalgam terror attack.

Citing the flight schedule, local media reported that PIA cancelled two flights each from Karachi and Lahore to Skardu.

Two flights from Islamabad to Skardu and four flights from

Islamabad to Gilgit have also been cancelled, the paper said, quoting aviation sources.

Pakistan has intensified monitoring of its airspace amid heightened security concerns over tensions with India, media reported.

"For security reasons, all commercial flights scheduled to operate to and from Gilgit and Skardu on Wednesday have been cancelled," media reported.

Pakistani authorities have also placed all airports under high alert, significantly ramping up security and surveillance protocols. – PTI



Corporate Communications Directorate

BUSINESS LINE

DELHI

2 MAY 2025

Price of commercial LPG cut by ₹14.50, ATF by 4.4%

Press Trust of India

New Delhi

The price of jet fuel, or ATF, was reduced by 4.4 per cent on Thursday — marking the second major cut within a month.

Additionally, the price of commercial LPG used in hotels and restaurants was lowered by ₹14.50 per cylinder, in line with international benchmarks.

The price of aviation turbine fuel was reduced by ₹3,954.38 per kilolitre, or 4.4 per cent, to ₹85,486.80 per kl in the national capital — home to one of the busiest airports in the country, according to State-owned fuel retailers.

The price cut follows a steep 6.15 per cent (₹5,870.54 per kl) reduction effected on April 1.

These two reductions have effectively offset the price increases that occurred earlier this year. The ATF price in Mumbai was cut to ₹79,855.59 per kl from ₹83,575.42, while those in

Chennai and Kolkata were reduced to ₹88,494.52 and ₹88,237.05 per kl, respectively. Oil firms also reduced the price of commercial LPG by ₹14.50 per 19-kg cylinder. Commercial LPG now costs ₹1,747.50 in the national capital and ₹1,699 in Mumbai.

The reduction follows a ₹41 per cylinder cut in rates effected on April 1.

OIL PRICES SOFTEN

International oil prices have softened in the last couple of weeks as global trade war eroded the outlook for fuel demand.

Brent — the most quoted international benchmark — was trading below USD 61 per barrel — the lowest in over three years.

Prices of ATF and LPG differ from State to State depending on the incidence of local taxes, including VAT.

The rate of cooking gas used in domestic households, however, remained unchanged at ₹853 per 14.2-kg cylinder. The price of the domestic LPG was hiked by ₹50 per cylinder last month.



Corporate Communications Directorate

BUSINESS LINE

DELHI

2 MAY 2025

Air India sees Pakistan airspace ban costing it \$600 million over 12 months, seeks aid

Reuters
New Delhi

Air India expects to face around \$600 million in additional costs if a ban from Pakistan's airspace lasts for a year, and has asked the Central government to compensate it for the hit, a company letter seen by *Reuters* shows.

Indian airlines are bracing for higher fuel costs and longer journey times after Pakistan shut its airspace to the country's carriers in a tit-for-tat retaliation following an attack on tourists in Jammu & Kashmir last week.

SOUGHT SUBSIDY

Air India on April 27 asked the Centre for a "subsidy model" proportionate to the economic hit, estimating a loss of more than ₹5,000 crore (\$591 million) for each

Air India asked the government to liaise with Chinese authorities for certain overflight clearances

year the ban lasts, according to a letter sent by the airline to the Civil Aviation Ministry seen by *Reuters*.

"Subsidy for affected international flights is a good, verifiable and fair option... the subsidy can be removed when the situation improves," the letter said.

"The impact on Air India is maximum due to airspace closure, due to additional fuel burn... additional crew."

Air India declined to comment. India's Civil Aviation Ministry did not immediately respond to a request for comment. Air India's letter

was sent after the government asked its executives to assess the impact of the airspace ban on Indian carriers, said a source with direct knowledge of the matter.

The Tata Group-owned airline is in the midst of a multi-billion dollar turnaround after a period of government ownership, and growth is already constrained by jet delivery delays from Boeing and Airbus. It reported a net loss of \$520 million in fiscal 2023-2024 on sales of \$4.6 billion.

Air India, which has a 26.5 per cent market share in India, flies to Europe, the US and Canada, often crossing Pakistan's airspace. It operates many more long-haul routes than bigger domestic rival IndiGo.

Data from Cirium Ascend shows IndiGo, Air India and its budget unit Air India Express had roughly 1,200

flights combined from New Delhi scheduled for Europe, the Middle East and North America in April.

DAMAGE CONTROL

The Indian government is considering options to reduce the hit to the airline industry from the closure of Pakistan's airspace, people familiar with the matter said.

One of the sources said Indian carriers met with the Civil Aviation Ministry to work on possible solutions, including flying over difficult terrain closer to China, and some tax exemptions.

In its letter, Air India asked the government to liaise with Chinese authorities for certain overflight clearances, without elaborating.

It also asked the government to approve the carrying of extra pilots on flights to the US and Canada to account for longer travel times.



Corporate Communications Directorate

BUSINESS LINE

DELHI

2 MAY 2025

Despite flight cuts, travel demand for Central Asian destinations remains strong

Aneesh Phadnis

Mumbai

Demand for Central Asian destinations remains intact despite a reduction in capacity, driven by easy visa norms and budget-friendly tour options, say travel companies.

Overall capacity between India and Central Asia fell by around 2 per cent in April on a month-on-month basis with IndiGo temporarily suspending flights from Delhi to Almaty (Kazakhstan) and Tashkent (Uzbekistan) until May 7. The Pakistan airspace closure has increased the duration of IndiGo's Baku (Azerbaijan) and Tbilisi flights by around 45 minutes.

"Our demand pipeline for Central Asian destinations like Almaty, Tashkent and Baku continues to be robust, and this extends to summer



and beyond. With high interest during the peak summer season, while demand-supply understandably sees some pressure, customers are happy to opt for alternate flights and date changes, rather than shift destination," said Indiver Rastogi, President & Group Head (Global Business Travel), Thomas Cook (India) and SOTC Travel.

NO MAJOR DIP

Cleartrip, too, sees growing demand for these destinations with no major dip in fresh bookings following the

airspace closure. "Travellers are looking for new culturally rich experiences beyond the usual hotspots. Better flight connections, affordability and a sense of adventure is driving this trend," said Manjari Singhal, Chief Growth and Business Officer, Cleartrip.

On a year-on-year (y-o-y) basis, India-Central Asia capacity has grown 26 per cent measured by the number of flights, show data from analytics firm Cirium.

Indian and Central Asian airlines operate 18 services a day (two way), with Delhi handling nearly 90 per cent of the flights.

In fact, IndiGo planned to add new destinations in Central Asia and expand frequency on its existing routes but will now have to go slow because of the airspace closure.

Meanwhile, Central Asian

airlines are ramping up capacity. Kazakhstan's Air Astana launched three weekly flight from Almaty to Mumbai from April 20.

Azerbaijan Airlines is also starting a service between Baku and Ahmedabad from July, adding to its existing flights in Delhi and Mumbai.

Per the consultancy CAPA India's mid-year outlook for 2025, Azerbaijan and Kazakhstan were among the fastest growing outbound travel markets from India, witnessing over 100 per cent growth in the first six to nine months of 2024 on a y-o-y basis.

"We foresee strong and sustained growth in the Indian market. India's steadily expanding economy, the rapid rise of the middle class and its large population present significant opportunities," said Alan Atamukov, Country Manager, Air Astana.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

2 MAY 2025

Commercial LPG rates slashed by ₹14.5; ATF price cut by 4.4%

The price of jet fuel, or ATF, was reduced by 4.4 per cent on Thursday, marking the second major cut within a month. Additionally, the price of commercial LPG used in hotels and restaurants was lowered by ₹14.50 per cylinder, in line with international benchmarks. The Aviation Turbine Fuel (ATF) price was reduced by ₹3,954.38 per kilolitre, or 4.4 per cent, to ₹85,486.80 per kl in the national capital.

BS REPORTER



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

2 MAY 2025

6 weekly PIA flights to be impacted as India shuts airspace

Six weekly flights of Pakistan airlines will be impacted as India has shut its airspace for Pakistan flights from Thursday.

Pakistan International Airlines's (PIA's) Islamabad-Kuala Lumpur and Lahore-Kuala Lumpur services will be affected due to the Indian airspace ban, according to aviation analytics firm Cirium.

PIA currently operates four flights per week on the Islamabad-Kuala Lumpur route and two flights per week on the Lahore-Kuala Lumpur route, the data showed. Aviation industry sources said that PIA's Kuala Lumpur flights have been avoiding the Indian airspace since the Pahalgam terror attack on April 22. They are using the airspace in China, Laos and Thailand to reach Kuala Lumpur in Malaysia. According to Cirium, PIA flies about 308 international flights per week and more than 80 per cent of them are to the cities in West Asia.

Air India sees Pak airspace ban costing it \$600 mn over 12 months, seeks aid

Air India expects to face around \$600 million in additional costs if a ban from Pakistan's airspace lasts for a year, and has asked the government to compensate it for the hit, a company letter seen by *Reuters* shows. The airline has asked the government for a "subsidy model" proportionate to the economic hit, estimating a loss of more than \$591 million for each year the ban lasts.

BS REPORTER & AGENCIES



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

2 MAY 2025

MANAGING CLOSURE OF PAKISTAN'S AIRSPACE

Pilot Limits Lifted to Keep AI Flying Ultra Long Haul

Air India gets relief from aviation regulator on pilot rest and duty timings for two weeks

Arindam Majumder

New Delhi: The civil aviation regulator has exempted Air India from complying with the rules on pilot rest and duty timings for ultra-long-haul flights to manage the disruption caused by Pakistan's airspace closure, according to an internal note at the airline.

The Directorate General of Civil Aviation (DGCA) has given the exemption for two weeks starting April 30 for 38 flights to destinations like Washington DC, New York, San Francisco, Newark, Chicago and Toronto, it said in the note, seen by ET.

Due to the airspace closure by Pakistan, flights from North India to Europe and North America are flying South close to Ahmedabad, then turn right over the Arabian Sea to head to Muscat enroute to the destinations.

This is forcing Air India to take a halt in Vienna or Copenhagen for flights to the US, leading to increased fuel and repositioning expenses.

Reuters reported that Air India expects to face around \$600 million in additional costs if the airspace ban by Pakistan lasts for a year, and the airline has asked the government to compensate it for the hit.

The longer flight time is also leading to increased workload for pilots in the cockpit as their duty period has increased by around two hours. For ultra-long-haul flights like Delhi to New York, the duty period of pilots will increase to 24 ho-

urs. A senior Air India pilot said additional landings and take-offs lead to more fatigue as pilots are unable to fully rest for the mandatory three hours in-flight rest.

In-flight, or controlled, rest refers to a brief, supervised sleep period taken by pilots on the flight deck, typically during low-workload phases of flight while the other set of crew maintains full control of the aircraft.

"While an ultra-long-haul flight has four crew consisting of two captains and two first officers, we have to wake up one hour before landing at the tech stop and also during take-off from the technical stop hampering the rest period," a pilot explained.

In 2025, when Pakistan shut its airspace for three months, the then government-controlled Air India had based extra crew at Stockholm and Copenhagen who used to operate the flight onwards to North America.

The airline, now part of the Tata Group, has increased the rest period for its crew members due to the extra workload — four extra hours at the destination and, on return, 12 hours in addition to the five days provided otherwise.

People aware of the development said Air India is modifying its crew resource management (CRM) to have additional crew for the split operation but is hamstrung as multiple crew members are awaiting certification from the DGCA. CRM is an identification document for airline crew members that facilitates their entry into and departure from European countries.

AI expects to face around \$600 m in additional costs if airspace ban lasts for a year, says Reuters report



ISTOCK



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

2 MAY 2025

Pak airspace ban to cost ₹5,000 cr a yr, says Air India

ADITYA KALRA
& ABHIJITH GANAPAVARAM
New Delhi, May 1

AIR INDIA EXPECTS to face over ₹5,000 crore in additional costs if a ban from Pakistan's airspace lasts for a year, and has asked the government to compensate it for the hit, a company letter seen by Reuters shows.

Airlines are bracing for higher fuel costs and longer journey times after Pakistan shut its airspace in a tit-for-tat retaliation following an attack on tourists in Kashmir last week.

Air India on April 27 asked the Centre for a "subsidy model" proportionate to the economic hit, estimating a loss of more than ₹5,000 crore for each year the ban lasts, according to a letter sent by the airline to the civil aviation ministry seen by Reuters. "Subsidy for affected international flights is a good, verifiable and fair option...the subsidy can be removed when the situation improves," it said. "The impact on Air India is maximum due to airspace closure, due to additional fuel burn...additional crew."

Air India declined to comment. The ministry did not immediately respond to a request for comment.

The letter was sent after the government asked its executives to assess the impact of the airspace ban on Indian carriers, said a source.

The Centre is considering options to reduce the hit to the airline industry from the closure. A source said Indian carriers met with the ministry to work on possible solutions, including flying over difficult terrain closer to China, and some tax exemptions.

In its letter, AI asked the government to liaise with Chinese authorities for certain overflight clearances. It also sought approval for the carrying of extra pilots on flights on the US and Canada to account for longer travel times. —REUTERS



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

1 MAY 2025

Airlines may face ₹77 cr weekly addl expenses on airspace curbs

PTI

MUMBAI/NEW DELHI

Indian airlines are likely to face additional weekly expenses of Rs 77 crore for international flights operated from north Indian cities as the airspace curbs result in increased fuel consumption and longer flight durations. An analysis of the number of overseas flights and back-of-the-envelope calculations based on increased flight

time as well as approximate expenses by PTI showed that the additional monthly operational costs could be over Rs 306 crore.

Amid escalating tensions between India and Pakistan due to the Pahalgam terror attack, Pakistan on Thursday said it will bar Indian airlines from using its airspace.

Alternative flight path is resulting in additional flying time of up to 1.5 hours for inter-

national flights from Delhi and north Indian cities.

A senior airline industry official, who has extensive experience in the commercial side, said, "The additional time for a 16-hour flight to North America will be around 1.5 hours. For 1.5 additional hours, the cost will be around Rs 29 lakh, including landing and parking charges on account of a technical halt in an airport enroute," the official said.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

1 MAY 2025

Flights operations hit

- Two flights diverted to Bhopal
- Two take offs put on hold for an hour

Our Staff Reporter

INDORE

The sudden change in the weather of the city on Wednesday evening leading to strong winds adversely affected flight operations.

Two city-bound flights coming from Mumbai and Bengaluru were diverted to Raja Bhoj Airport of Bhopal. Official sources informed that flight 6E-6599 Mumbai-Indore

IndiGo was affected due to the bad weather condition.

As per the schedule, the flight departed from Mumbai at 16.25 hours and reached close to the city airport at 17.50 hours, but the Air Traffic Control Tower (ATC) did not allow it to land and diverted it to Bhopal Airport. Similarly, flight 6E-6743 Bangluru-Indore departed from Bengaluru at 16.25 hours and reached over the skies of the city airport at 18.25 hours. ATC did not allow it to land and diverted it to Bhopal airport. However, following the weather conditions improving both the flights returned to the city airport at 18.00 hours.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

1 MAY 2025



India shuts airspace to Pak flights

Six days after Pakistan decided to shut its airspace to all flights owned and operated by Indian carriers, New Delhi has announced a reciprocal move by shutting down its airspace to all Pakistan owned and operated planes. Both India and Pakistan have now blocked each others airlines over their airspace till 11:59 pm UTC on May 23 (5:29 am IST on May 24). These may be revised closer to that date. A Notice to Air Missions was released by New Delhi, which read, "Indian airspace not available to Pakistan registered aircraft and aircraft operated or leased by Pakistan airlines. These include military flights."



Corporate Communications Directorate

HINDUSTAN

DELHI

2 MAY 2025

श्रीनगर का हवाई किराया न्यूनतम

नई दिल्ली, विशेष संवाददाता। पहलगाम आतंकी हमले के बाद देश के तमाम हिस्सों से श्रीनगर जाने वाले पर्यटकों की संख्या में काफी कम हो गई है। इस कारण दिल्ली से श्रीनगर का टिकट 4200 जबकि मुंबई से श्रीनगर का टिकट 4900 रुपये में मिल रहा है।

गर्मी के मौसम में दिल्ली-मुंबई समेत अन्य शहरों से श्रीनगर जाने के लिए टिकटों मारमारी रहती थी। ऐसे में दिल्ली व मुंबई से एक तरफ का टिकट 15 से 25 हजार तक पहुंच जाता था लेकिन मौजूदा वक्त में ये काफी कम हो गया है।

कई फ्लाइट खाली चल रही हैं। जानकार कहते हैं कि 22 अप्रैल की रात से श्रीनगर की तरफ जाने वाले यात्री की संख्या में गिरावट आनी शुरू हुई थी।

पर्यटकों की संख्या 90 फीसदी घटी

बताया जा रहा है कि आतंकी हमले के बाद श्रीनगर जाने वाले पर्यटकों की संख्या 90 फीसदी तक कम हो गई है। अब चुनिंदा लोग ही श्रीनगर घूमने के लिए जा रहे हैं। उधर, सरकार ने सुरक्षा की दृष्टि से जम्मू-कश्मीर में 48 पर्यटन स्थलों को बंद कर दिया है। ऐसे में पर्यटकों की संख्या बढ़ने की उम्मीद कम हुई है। इसलिए विमानन कंपनियों ने हवाई यात्रा का किराया जून-जुलाई तक न्यूनतम स्तर पर रखा है।

बड़ी संख्या में लोगों ने हवाई टिकट को रद्द कराकर अपनी बुकिंग धनराशि वापस ले ली।

नगर से दिल्ली-मुंबई व अन्य शहरों की फ्लाइट भी 25 से 26 अप्रैल तक भरी हुई थीं। क्योंकि आतंकी हमले के बाद बड़ी संख्या में पर्यटक श्रीनगर से निकलना चाहते थे। उसके बाद से श्रीनगर से भी दिल्ली, मुंबई व अन्य

शहरों के लिए पर्याप्त यात्री नहीं मिल रहे हैं। कई बार फ्लाइट में चुनिंदा यात्री ही सवार होते हैं। ऐसे में विमानन कंपनियों ने हवाई किराए को न्यूनतम स्तर पर रखा है। यहां तक की अगर कोई व्यक्ति यात्रा वाले दिन भी टिकट बुक कराएगा तो वह भी उसी कीमत पर मिलेगा, जिस कीमत पर एडवांस में टिकट बुक कराया जा रहा है।

Airlines must avoid getting grounded by pilot burnout

Last month, India's aviation industry mourned the death of a 36-year-old commander of Air India Express who passed away from a cardiac arrest shortly after his flight landed in Delhi. Social media erupted with allegations that the pilot was overworked, and many were quick to blame the airline and its work culture. Air India Express defended itself saying that the roster of the pilot was anything but demanding. In fact, on average, the airline's pilots were averaging around half the duty limit timings. The pilot's death was, in all likelihood, unconnected to work pressure, the airline argued.

There has been growing concern in India over reports of young people dying on account of heart failures post the 2020 pandemic, unrelated to genetic or any other clearly discernible causes. The pilot in Air India Express instance could well be one of these. It remains a matter that needs deeper research.

The bigger worry for the aviation sector is that the cause for this and for previous deaths in the pilot community could be chalked up to 'cumulative fatigue', a sort of insidious burnout over a sustained period of time that results in loss of life.

Well before the pandemic, in 2018, I had detailed conversations with some pilots of low-fare airlines to understand what their daily work entailed and found the picture was pretty grim. Pilots were struggling with burnout and monotony as airlines tried to cope with growing demands without adding to their payroll headcounts. A low-fare airline commander and crew's life in India was certainly not one to be envied.

Over the years, things have worsened as the aviation sector has grown and pressure to improve bottom lines and stay afloat have mounted. Pilots and commanders of the erstwhile Air India, Indian Airlines, and Jet Airways led a life of relative leisure compared to those who entered the industry post-2004.

Earning less is one aspect, but the nature of the jobs takes a bigger physical toll too. Many low-fare airline pilots and crew do four take-offs and landings in a single duty assignment, and this can be tough on the body over a long period. "We as passengers find it tough and quite tiring if one takes a flight with a couple of stopovers even without a change in aircraft. You can imagine what the crew goes through if they have to do three or four sectors in a single day,"

argued a former civil aviation secretary.

In 2015, a GermanWings co-pilot deliberately crashed a jet, killing everyone on board. This opened a can of worms where the mental health of the crew became a key concern the world over. While the industry was equipped to assess the physical well-being of those in charge of so many lives at a time, assessing mental fitness was trickier and a bigger worry. The GermanWings incident blew apart the assumption that everyone values their own life.

The pandemic worsened matters. The aviation sector — commanders, co-pilots and cabin crew — faced layoffs or sharp pay cuts as airlines struggled to keep their heads above the water. Many flight personnel in India contracted and lost their lives to the virus while others suffered the stress of financial setbacks because of thin airline incomes.

As things limped back to normalcy, some of the financial stress lifted in 2022 and 2023. Yet in some ways, the work-life balance, especially for a low-fare airline pilot, has deteriorated. In 2022 and 2023, the news of two Indian pilots — one with IndiGo and one former SpiceJet commander who was with Qatar — dying while on duty made headlines. Several news reports identified poor health due to overwork, accumulated fatigue, and stress that is assumed to be common in the sector as reasons behind the untimely deaths.

After the pandemic, for the first time, commanders also came out and spoke openly. A senior SpiceJet commander told this writer that he had chosen to stay with his airline, despite its financial and other troubles, because it was flying less and, therefore, his work-life balance was better. He said at 51 years of age, he could no longer manage what he could when he was 28. Others pointed towards their gruelling rosters, which in one glaring instance included four early morning and six 'window of circadian low' (WOCL) flights (between 2 am and 6 am), a time when the mind and body are at their lowest functioning capacity.

The director general of civil aviation (DGCA) came up with new duty guidelines in October 2023 aimed at making the life of crew easier, with adequate and enhanced rest periods. For the airlines, this meant a spike in costs as they would need additional crew, and the matter expectedly landed up in court.

Based on a court directive, some of the new guidelines will be implemented in July, but the majority or the more substantive portions of the guidelines have been delayed to October. The pilot community, despite the court's intervention, is not convinced these will be implemented. The situation in India, airline executives say, is already at alarming levels with many pilots being declared unfit, some of whom have been temporarily or even permanently removed from duty. Whether this was a result of overwork, stress, a general neglect of their physical state or a combination of all three remains unclear. Regardless, a two-year delay in the implementation of the guidelines is both incomprehensible and unconscionable.



Anjali Bhargava



The situation in India, airline executives say, is already at alarming levels with many pilots being declared unfit HT PHOTO

Anjali Bhargava writes about governance, infrastructure and the social sector. The views expressed are personal



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

2 MAY 2025

'Pak airspace closure: Airlines submit inputs on impact to Aviation Min'

New Delhi: Indian airlines have submitted their inputs on the impact of the Pakistan airspace closure to the Civil Aviation Ministry, according to sources.

The Ministry, recently, held a meeting with various airlines to discuss about the Pakistan airspace closure and sought their inputs on the fallout and suggestions to deal with the situation.

Airlines, including Air India, IndiGo and SpiceJet, have given their inputs and suggestions to the ministry, the sources said.

The sources said Air India has estimated that the additional expenses in case the airspace closure is in place for a year would be around \$600 million and has suggested about some kind of financial assistance to tackle the situation. Air India, Air India Express, IndiGo, SpiceJet and Akasa Air have international operations.

There was no official comments from the airlines. **PTI**



Corporate Communications Directorate

MINT

DELHI

2 MAY 2025

Fuel (ATF), was reduced by 4.4% on Thursday—marking the second major cut within a month. Additionally, the price of commercial LPG used in hotels and restaurants was lowered by ₹14.50 per cylinder, in line with international benchmarks. The ATF price was reduced by ₹3,954.38 per kilolitre, or 4.4%, to ₹85,486.80 per kl in the national capital.

PTI

ATF price reduced by 4%, commercial LPG rates cut

New Delhi: The price of jet fuel, or Aviation Turbine



Corporate Communications Directorate

MINT

DELHI

2 MAY 2025



Air India asked the government for a "subsidy model" proportionate to the economic hit. REUTERS

Pak airspace ban costly for Air India

Air India expects around \$600 million in costs if a Pakistan airspace ban lasts for a year, and has asked the government to compensate it, a company letter showed.

Indian airlines are bracing for higher fuel costs and longer journey times after Pakistan shut its airspace to the country's carriers in a tit-for-tat retaliation following an attack on tourists in Kashmir last week.

Air India on April 27 asked the Indian government for a "subsidy model" proportionate to the economic hit, estimating a loss of more than ₹5,000 crore each year the ban lasts, according to a letter sent by the airline to the Civil Aviation Ministry.

"Subsidy for affected international flights is a good, verifiable and fair option ... the subsidy can be removed when the situation improves," the letter said. Air India also asked the government to liaise with Chinese authorities for certain overflight clearances.

The Tata Group-owned airline is in the midst of a multi-billion dollar turnaround after government ownership, with growth now hit by jet delivery delays.

REUTERS



Corporate Communications Directorate

MINT

DELHI

2 MAY 2025

Airbus won't cover tariffs for airlines

Airbus SE said it won't cover the cost of tariffs on its planes imported by US airlines, setting up a clash with carriers unwilling to shoulder surcharges imposed by President Donald Trump.

The European planemaker is responsible for any added duties on supplies it imports to its own aircraft assembly plant in Mobile, Alabama, and then sells on to customers, Airbus Chief Executive Officer Guillaume Faury said after reporting first-quarter results.

The comments show how the aviation industry is scrambling to adjust to new fees filtering through an aerospace supply chain that's been shielded from tariffs for decades. Faury said Airbus is working to mitigate the surcharges, though the process has strained a fragile system that relies on the free flow of thousands of components across borders.

Airlines like Delta Air Lines and American Airlines Group have said they're not willing to pay the extra cost for planes.

BLOOMBERG



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

2 MAY 2025

Air India expects \$600 mn hit from Pak airspace ban, urges for subsidy for loss

ENS ECONOMIC BUREAU @ New Delhi

AIR INDIA is expecting to face around \$600 million in additional costs if a ban from Pakistan's airspace lasts for a year. The Tata Group run has written to the Indian government, seeking compensation for the hit.

According to Reuters, Air India on April 27 wrote a letter to the civil aviation ministry in which it asked the Indian government for a subsidy model proportionate to the economic hit and estimated a loss of over ₹5,000 crore (\$591 mn) for each year the ban lasts.

"Subsidy for affected international flights is a good, verifiable and fair option ... the subsidy can be removed when the situation improves," the letter said. "The impact on Air India is maximum due to airspace closure, due to additional fuel burn... additional crew." Queries regarding the letter sent by TNIE to Air India remained unanswered till the time of print.

Indian airlines will be hit by higher fuel costs, longer journey times and a rise in a few other operational expenses after Pakistan shut its airspace to the country's carriers amid growing tension with India following a deadly attack on tourists in Kashmir last week. According to industry experts, Pakistan's action will affect Indian carriers' flights, primarily taken from northern cities to destinations such as Central Asia, West Asia, Europe, the United Kingdom and North America.



Subsidy for affected overseas flights is a good, verifiable and fair option ... the subsidy can be removed when the situation improves

Air India letter to civil aviation ministry

Airlines' cost to rise

Indian airlines will be hit by higher fuel costs, longer journey times and a rise in a few other operational expenses after Pakistan shut its airspace for Indian carriers amid growing tension following the attack





Corporate Communications Directorate

THE PIONEER

LUCKNOW

1 MAY 2025

Airspace restrictions increase costs for Indian airlines

PRESS TRUST OF INDIA ■ Mumbai/
New Delhi

Indian airlines are likely to face additional weekly expenses of ₹77 crore for international flights operated from north Indian cities as the airspace curbs result in increased fuel consumption and longer flight durations.

An analysis of the number of overseas flights and back-of-the-envelope calculations based on increased flight time as well as approximate expenses by media showed that the additional monthly operational costs could be over ₹306 crore. Amid escalating tensions between India and Pakistan due to the Pahalgam terror attack, Pakistan on Thursday said it will bar Indian airlines from using its airspace. Alternative flight path is resulting in additional flying time of up to 1.5 hours for international flights from Delhi and north Indian cities.

A senior airline industry official, who has extensive experience in the commercial side, told to media that the additional time for a 16-hour flight to North America will be around 1.5 hours.

For 1.5 additional hours, the cost will be around ₹29 lakh, including landing and parking charges on account of a technical halt in an airport enroute, the official said. Similarly, the additional flight time for a 9-hour flight to Europe will be about 1.5 hours, and the extra cost will be around ₹22.5 lakh.

In the case of Middle East flights, the additional time will be around 45 minutes, and the resultant cost will be about ₹5 lakh, the official said.

Indian carriers are scheduled to operate more than 6,000 flights one way to various international destinations in April, data from aviation analytics firm

Cirium showed. Over 800 weekly flights are operated by Indian airlines to and from north Indian cities to overseas destinations, including North America, the UK, Europe and the Middle East, as per an analysis of the Cirium data.

There are little over 3,100 flights both ways in a month, and on a weekly basis, the count comes to nearly 800 flights.

Out of the total monthly flights, nearly 1,900 are operated with narrow-body planes and some wide-body aircraft to the Middle East. Considering the additional cost of ₹5 lakh per flight for the extra 45 minutes, the overall expenses will be about ₹90 crore.

With respect to Europe and North America, the total two-way flights are nearly 1,200. On the basis of additional flying time of 1.5 hours costing around ₹29 lakh for North America services and ₹22 lakh for Europe flights, the total amount will be about ₹306 crore per month. As per the analysis, the total additional monthly expenses will be about Rs 307 crore and ₹77 crore on a weekly basis. These figures are based on rough estimates. Apart from higher fuel consumption, longer flying hours also pose payload and aircraft availability issues, as well as crew flying duty time limitation challenges for airlines. On April 25, IndiGo said that around 50 international routes operated by it will require longer sectors and hence may be subject to some slight schedule adjustments.

"With the same restrictions and limited rerouting options, unfortunately, Almaty and Tashkent are outside the operational range of IndiGo's current fleet," it had said in a statement.

Flights to Almaty stand cancelled from April 27 until at least May 7 and to Tashkent from April 28 until May 7.



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THE STATESMAN

KOLKATA

1 MAY 2025

India shuts airspace to all Pak-operated flights till 23rd

NEW DELHI, 30 APRIL

India on Wednesday announced to shut its airspace for Pakistan-owned and operated flights till May 23 (estimated), days after Islamabad decided to shut its airspace to all flights owned and operated by the Indian carriers.

Indian aviation authorities have issued a NOTAM (notice to airmen) under which Pakistani aircraft are barred from Indian airspace till 23 May.

The move comes amid escalating tensions between India and Pakistan in the wake of the barbaric terror attack in Jammu and Kashmir's Pahalgam in which 26 people, mostly tourists, were killed. AGENCIES



Corporate Communications Directorate

THE STATESMAN

KOLKATA

1 MAY 2025

Uttarakhand urges Centre to clear eight hydropower projects

PR SINGH

DEHRADUN, 29 APRIL

The Uttarakhand government wants the Centre to give clearance to eight much-awaited hydropower projects that will help generation of nearly 750 megawatt power.

Chief minister Pushkar Singh Dhami on Tuesday asked Union Power Minister CR Patil and raised demand for giving clearance to the eight Power Project awaiting centre's nod for the past more than 11 years. These projects were first banned by the Supreme Court of India after 2013 rain disaster leading to thousands of deaths.

However SC lifted the ban in 2014 following a review of these projects. However these projects were with Ministry of Power and Ministry Jal-shakti.

Of the eight projects included in the the chief minister's demand seven are 647 MW with and one project with power generating capacity of 114 MW.