

# Small IndiGo flights to now depart from Chennai airport's Terminal 4

For nearly two months from June 1, the departure operations of ATR flights of IndiGo will be shifted to T4, as per AAI; this means passengers to places such as Salem, Kozhikode, Mangaluru and Kannur, taking IndiGo's ATR flights, must board at T4

**The Hindu Bureau**  
CHENNAI

If one is to fly by IndiGo to places such as Salem and Vijayawada from Chennai on Sunday, they will have to depart from Domestic Terminal 4 (T4). But when their flight from these cities lands in Chennai, they will disembark at Domestic Terminal 1 (T1).

According to the Airports Authority of India (AAI), for nearly two months from June 1, the departure operations of ATR flights (small aircraft with 70-80 passenger capacity) of IndiGo (flight numbers 7000-7999) will be shifted to T4.

This means, passengers flying to destinations such as Salem, Thoothukudi, Kozhikode, Mangaluru,



The recent changes are to facilitate the strengthening of taxiway H. After the upgrade, the taxiway will be able to handle Code E flights.

Madurai, Tiruchi, Mysuru, Kadapa, Kurnool, Vijayawada, Rajahmundry, and Kannur via IndiGo's ATR flights must board at T4.

#### Arrivals still at T1

But passengers who arrive in these flights will still disembark at T1. When asked about the reason for the

new arrangements, which would likely confuse flyers, officials said they had been made for the benefit of transit passengers.

"There are a significant number of passengers who arrive on these ATR flights and will have connecting flights by IndiGo to cities such as Delhi or Mumbai.

For these, they will have to come to T1. IndiGo flies larger aircraft such as Code C, which are operated from T1, to these cities. To make it easy for such passengers, we have planned departures and arrivals at different terminals. As soon as the passengers arrive, they can complete the necessary security formalities and get ready for their next flight," an official said.

So far, at Chennai airport, IndiGo, SpiceJet, and Akasa Air have been handling all departures and arrivals at T1, whereas Air India and Air India Express flights are being handled at T4. The recent changes are also to facilitate the strengthening of taxiway H.

Following the upgrade, the taxiway will be able to handle Code E flights (wide-body flights such as

B787, with huge passenger capacity).

"Since we are closing four bays at T1, some of the Code C flights (such as A320) will have remote boarding, with passengers needing to take a shuttle bus. This could cause congestion at the bus lounge. So, we decided to transfer the ATR flights of IndiGo to T4 temporarily," the official added.

Officials said that on Saturday, they would put up signage from the entry point all the way to T4.

"Passengers who are flying to these smaller airports must check their ticket and come to T4. We have been posting about this almost every day on social media. The airline has been asked to communicate the changes with the passengers," he added.



## Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

1 JUNE 2025

# Indigo's small flights to depart from T4 from today

TIMES NEWS NETWORK

**Chennai:** Indigo Airlines' ATR flights (smaller flights) will hereafter depart from domestic terminal 4 (T4) at Chennai Airport, instead of terminal 1 (T1). Airport authorities have deployed buggies to assist passengers who mistakenly arrive at T1.

The move is to facilitate crucial upgrade work on the taxiways that connect T1 to the main runway. AAI sources said, Indigo's A320 flights will continue to arrive and depart from T1.

ATR flights, which operate to destinations such as Trichy, Tuticorin, Madurai, Mysore, Vijayawada, Salem, and Rajahmundry from Chennai, will arrive at T1 and move to T4 for their next departure after the flyers alight.

Until now, only Air India and Air India Express flights have been operated from T4. "This is to minimise disrup-



**UPGRADE WORK:** Airport authorities have deployed buggies to assist passengers who mistakenly arrive at T1

tions and reduce the inconvenience to the passengers," said airport officials.

The existing check-in counters and self-baggage drop kiosks at T4 are sufficient, negating the need for additional remote boarding gates, added officials.

Anticipating that some passengers may mistakenly arrive at T1 for their ATR flights, airport authorities

have deployed buggies to ferry them to T4. "For the first few days, passengers may need assistance as many may not have noticed intimation by the airlines or by AAI about the change of terminal," officials said. "Though there is a walkalator connecting the 1 km stretch between the two terminals, buggies will help passengers reach T4 quickly," he said.

TOI

## जयपुर एयरपोर्ट • सबसे व्यस्त एयरपोर्ट की सूची में टॉप-15 से बाहर, इस बार 17वीं रैंक, संचालन में भी भारी गिरावट यात्रीभार 'धड़ाम'; जयपुर से दिन में 2 ही फ्लाइट, अप्रैल 3.48 लाख यात्रियों ने सफर किया, पिछले साल से 74 हजार यात्री घटे

एक्विशन रिपोर्ट | जयपुर

जयपुर एयरपोर्ट लंबे समय बाद यात्रीभार के लिहाज से देश के सबसे व्यस्त टॉप-15 एयरपोर्ट की सूची से बाहर हो गया है। इस बार जयपुर 17वें स्थान पर रहा है। जयपुर से न सिर्फ यात्रीभार बल्कि फ्लाइट संचालन में भी भारी गिरावट आई है।

नागरिक उड्डयन मंत्रालय (एमओसीए) के आंकड़ों में जयपुर इंटरनेशनल एयरपोर्ट फ्लाइट संचालन और यात्रीभार में काफी पीछे रहा है। इस बार जयपुर एयरपोर्ट की रैंक 17वीं रही है। दरअसल जयपुर एयरपोर्ट आमतौर पर 12वें या 13वें स्थान पर रहता है। लेकिन इस



बार जयपुर टॉप-15 की सूची से भी बाहर हो गया है। अप्रैल-2025 में जयपुर एयरपोर्ट पर यात्रीभार में भारी गिरावट आई है। इसका प्रमुख कारण दिन में फ्लाइट संचालन बंद रहना है। दरअसल 1 अप्रैल से ही जयपुर एयरपोर्ट पर दिन में फ्लाइट संचालन नहीं हो

रहा है। सुबह 9:30 बजे से शाम 6 बजे के बीच अप्रैल माह में मात्र एक फ्लाइट संचालित हो रही थी। क्योंकि एयरपोर्ट प्रशासन को नये नोटम लेना था, लेकिन नोटम स्थगित हो जाने के बाद भी दिन में एयरलाइंस द्वारा फ्लाइट शुरू नहीं की गई। इसमें बड़ी ये है कि जयपुर एयरपोर्ट से अप्रैल में यात्रीभार अपने से कहीं छोटे एयरपोर्ट्स की तुलना में भी कम रहा है। भुवनेश्वर, श्रीनगर, चंडीगढ़, पटना एयरपोर्ट जयपुर की तुलना में छोटे एयरपोर्ट हैं। अक्सर इन सभी एयरपोर्ट पर यात्रीभार जयपुर एयरपोर्ट से कम रहता है। लेकिन अप्रैल 2025 में जयपुर एयरपोर्ट पर यात्रीभार इन एयरपोर्ट से भी अत्यधिक कम रहा है।

### इस तरह जयपुर एयरपोर्ट पर आई गिरावट

• जयपुर एयरपोर्ट से 3.48 लाख यात्रियों ने यात्रा की। • पिछले साल अप्रैल में यात्रियों की संख्या 4.22 लाख थी। • पिछले साल से 74 हजार यात्री कमे, यानी 17.5 फीसदी यात्रीभार में गिरावट। • अप्रैल में कुल 3086 विमानों का संचालन हुआ। • पिछले साल 3857 विमान संचालित हुए थे। • इसमें भी 20 फीसदी की कमी आई।

### इन एयरपोर्ट्स से पिछड़ा जयपुर एयरपोर्ट

• टॉप-8 में दिल्ली, मुंबई, बैंगलुरु, कोच्चि से 5.10 लाख ने यात्रा की। • श्रीनगर से 4.65 लाख, भुवनेश्वर 4.54 लाख, लखनऊ 4.04 लाख, पटना 3.91 लाख और चंडीगढ़ एयरपोर्ट से 3.60 लाख यात्रीभार रहा। • जयपुर एयरपोर्ट से सिर्फ 3.48 लाख यात्रियों ने यात्रा की। • टॉप-8 में दिल्ली, मुंबई, बैंगलुरु, हैदराबाद, कोलकाता, चेन्नई, अहमदाबाद, पुणे एयरपोर्ट, वहीं गुवाहाटी एयरपोर्ट नौवें स्थान पर रहा। • गुवाहाटी एयरपोर्ट से अप्रैल 2025 में 5.72 लाख यात्रीभार रहा। • गोवा एयरपोर्ट से 5.24 लाख,

# Police warn against use of laser beams and hot air balloons near city airport

**The Hindu Bureau**  
CHENNAI

Close on the heels of a complaint by a pilot about laser beam lights being pointed at aircraft, the Greater Chennai Police has issued a warning against the use of such lights, release of hot air balloons and tethered balloons, and light-emitting objects near the airspace at the Chennai airport as they pose a threat to flight operations and safety of the passengers.

Last Sunday, a pilot of an Emirates Airlines complained that a laser beam was flashed at the aircraft during the approach to land at the Chennai airport, prompting action from authorities.

The Emirates flight from Dubai to Chennai was carrying 326 passengers onboard. The aircraft was about six nautical miles from the airport when the beam was flashed at it.

A senior police officer said that a passenger had noticed the laser beam.

After landing, the pilot contacted the Chennai airport control room and reported that the laser light was pointed at the aircraft, as if to obstruct its landing.

Following this, the Chennai airport control room passed the information to the authorities concerned, including the city



The city police have issued an advisory against the use of light-emitting objects near the airport. FILE PHOTO

police. However, there has been no formal complaint lodged, the officer said.

In the advisory, the city police said that this dangerous activity not only violates existing regulations, but poses a serious threat as the laser beams can cause temporary visual impairment when pointed directly at the eyes, and also distract the pilots while landing aircrafts.

Further, bright laser lights can cause eye injury to people as well.

## Posing risk

Airport operations could be disrupted or suspended for a considerable time, if the source of the illumination could not readily be identified and eliminated.

Any such use of laser beam lights or other lights are prohibited under Section 223(a) of Bharatiya Nyaya Sanhita, 2023, for violation of bans on laser lights and drones near air-

ports. Similarly, Rule 65 and 66 of Aircrafts Rules, 1937, regulate laser lights and other aerial activities near airports.

Likewise, shining a laser beam at an aircraft is a serious offence and falls under Section 125 of BNS. Hence, people have been advised not to use such light-emitting objects and cause disturbance near the airport, city police officers said.

Another police officer said that there were at least 50 such instances reported in a year.

In most cases, the pilot concerned did not come forward to report it formally, and they just reported to the airport authorities. "We were not able to proceed further in such cases. In case of large functions/gatherings, we impose restrictions on the use of laser beams and ask the organisers to strictly adhere to the conditions," he said.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

2 JUNE 2025

## YEIDA begins land acquisition for 'Japanese City' near Noida Airport

DIPIKA KIROLA

**GREATER NOIDA:** The Yamuna Expressway Industrial Development Authority (YEIDA) commenced preparations for land acquisition to develop the 'Japanese City' near Noida International Airport.

Officials said electronics companies are expected to invest here, with a particular focus on manufacturing semiconductors, AI (Artificial Intelligence), green hydrogen energy, solar energy, and the automobile sector.



According to officials, the Japanese City will be developed in Sector 5 of Yamuna City.

The Authority released a list of farmers for purchasing land on their official website and invited objections within 15 days.

"A Korean City is to be established in Sector 4 and a Japanese City in Sector 5. A total of 760 hectares of land was identified for the establishment of both cities. The land will be acquired from farmers for Rs 2,544 crore. The Uttar Pradesh govt will provide 50 percent, i.e., Rs 1,272 crore, for land acquisition, and Yamuna Authority will contribute the remaining 50 percent," a senior YEIDA officer said.

The officer further stated that 70 percent of the total area will be reserved for industrial units, 10 percent for residential, 13 percent for commercial, 5 percent for institutional, and 2 percent for roads and green belts.

These urban centres will include high-level roads, electricity, security, and civic amenities. In Japanese City, employees of various companies will have access to their own environment and facilities such as housing, schools, and hospitals, the officer added.



# Corporate Communications Directorate

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THE STATESMAN

KOLKATA

1 JUNE 2025

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## **PM inaugurates new terminal building at JPNI Airport in Patna**

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

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

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



# Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

1 JUNE 2025

## Air network in State to expand: CM

**STAFF REPORTER**

GUWAHATI, May 31: Chief Minister Himanta Biswa Sarma today said the air connectivity in the State was poised to expand, with operator IndiGo introducing new flights and stopovers.

“During my recent meeting with the IndiGo leadership in New Delhi, I urged them to enhance air connectivity to other key locations across Assam – particularly Silchar, Dibrugarh, and North Lakhimpur. I’m pleased to share that IndiGo has responded positively,” he said.

IndiGo’s Delhi–Dibrugarh flight will now include a stopover at Guwahati, providing morning connectivity between the two places.

The operator will also restructure its schedule to introduce a morning Guwahati–Silchar flight, addressing a long-standing demand from passengers.

## Air network ...

(Contd from page 1)

A new Guwahati–Navi Mumbai service will commence from the 2025–26 winter schedule and the operator will soon evaluate scheduled operations from Lilabari airport in North Lakhimpur.

“These additions, along with the upcoming Delhi–Jorhat direct flight, mark a significant step forward in improving Assam’s air connectivity,” the CM added.



# Corporate Communications Directorate

AMAR UJALA

DELHI

2 JUNE 2025

## कनेक्टिविटी बढ़ने से भारतीय विमानन क्षेत्र मजबूत होकर उभर रहा, जीडीपी में 5.6 अरब डॉलर योगदान 42 वर्षों बाद पहली बार आईएटीए की भारत में वार्षिक आम बैठक का आयोजन

नई दिल्ली। अंतरराष्ट्रीय हवाई यातायात एसोसिएशन यानी आईएटीए का कहना है कि भारतीय विमानन बाजार कनेक्टिविटी, नेटवर्क और हवाईअड्डा बुनियादी ढांचे में वृद्धि के साथ मजबूत होकर उभर रहा है। मजबूत एयरलाइनों के उभरने से भारतीय विमानन बाजार में तेजी से सुधार हो रहा है।

दिल्ली में आयोजित एक कार्यक्रम में एसोसिएशन के भारत, नेपाल और भूटान के केंद्री डायरेक्टर अमिताभ खोसला ने कहा, हम हवाईअड्डा बुनियादी ढांचे में भी उल्लेखनीय वृद्धि देख रहे हैं। इसलिए यह एक अच्छी नींव प्रदान करता है। एक ऐसी नींव, जिस पर भारत आगे निर्माण करेगा। देश की कुछ तेल कंपनियों के साथ हमारी



**3,69,700**  
लाख को मिलता  
है प्रत्यक्ष रोजगार

चर्चा हुई है। इससे पता चला है कि हम 2026 तक भारत में सस्टेनेबल एविएशन फ्यूल (एसएएफ) उत्पादन की उम्मीद कर रहे हैं। आईएटीए लगभग 350 एयरलाइनों का प्रतिनिधित्व करता है, जो वैश्विक हवाई यातायात का 80 प्रतिशत से अधिक हिस्सा है। एसोसिएशन 42 वर्षों के बाद पहली बार

भारत में अपनी वार्षिक आम बैठक भी आयोजित कर रहा है। भारत का विमानन उद्योग सीधे तौर पर 3,69,700 लोगों को रोजगार देता है और सकल घरेलू उत्पाद यानी जीडीपी में 5.6 अरब डॉलर का योगदान देता है। कुल 77 लाख नौकरियां और 53.6 अरब डॉलर का योगदान करता है। एजेसी



# Corporate Communications Directorate

AMAR UJALA

DELHI

2 JUNE 2025

## इंडिगो एयरलाइन में शामिल होंगे 30 नए ए350 विमान : पीटर

नई दिल्ली। देश की सबसे बड़ी एयरलाइन इंडिगो ने रविवार को चौड़ी बोर्डो के 30 और ए350-900 विमानों का ऑर्डर देने की घोषणा की। पिछले साल अप्रैल में एयरलाइन ने 30 ए350 विमानों का ऑर्डर दिया था, जिसमें 70 और विमान खरीदने का विकल्प भी रखा था।

राष्ट्रीय राजधानी में मीडिया से बातचीत में इंडिगो के सीईओ पीटर एल्बर्स ने बताया कि 70 विमानों के विकल्प में से अब 30 विमानों का पक्का ऑर्डर दिया जा रहा है। इंडिगो ने आयटा वर्ल्ड एयर ट्रांसपोर्ट समिट (वाट्स) के मौके पर एयरबस के साथ एक समझौता ज्ञापन पर हस्ताक्षर किए, जिसके तहत उसने अपने चौड़ी बर्डो ऑर्डर को 30 से बढ़ाकर 60 कर दिया। एयरलाइन ने कहा, यह अंतरराष्ट्रीय विस्तार की दीर्घकालिक योजनाओं को परिभाषित करने की दिशा में एक और कदम है। व्यूरो



# Corporate Communications Directorate

AMAR UJALA

DELHI

2 JUNE 2025

**धूल भरी आंधी में फंसा रायपुर से आ रहा इंडिगो का विमान, दिल्ली में सुरक्षित उतरा**  
नई दिल्ली। रायपुर से दिल्ली आ रहे इंडिगो के एक विमान की लैंडिंग यहां धूल भरी आंधी के कारण बाधित हो गई। आंधी के चलते दिल्ली हवाईअड्डे पर उड़ान के उतरने से पहले पायलट को विमान को अचानक वापस उड़ाना पड़ा। इस दौरान यात्रियों में अफस-तफरी मच गई। हालांकि, बाद में विमान को सुरक्षित उतार लिया गया। घटना का वीडियो भी सोशल मीडिया पर वायरल हो गया। उड़ान 6ई 6313 हवा में कई चक्कर लगाने के बाद सुरक्षित रूप से दिल्ली एयरपोर्ट पर उतर गई। इससे पूर्व पायलट ने घोषणा की कि हवा की गति 80 किमी प्रति घंटा तक थी। इसको देखते हुए विमान को उतारने के बजाय मौसम के सामन्य होने तक वापस उड़ाया गया। हवा थोड़ी शांत हुई तो पायलट को सूझबूझ से विमान को सुरक्षित लैंडिंग हुई। व्यूरो



# Corporate Communications Directorate

BUSINESS LINE

DELHI

2 JUNE 2025

## IndiGo doubles Airbus A350 order; ties up with Delta, Air France-KLM, Virgin Atlantic for global expansion

**Our Bureau**  
New Delhi

IndiGo upped its order of widebody Airbus A350 aircraft on Sunday, and tied up with Air France-KLM, Delta, and Virgin Atlantic Airways as a part of its international expansion plan.

IndiGo had ordered 30 Airbus A350 aircraft last year, and these are due for delivery from 2027 onwards. On Sunday, the airline confirmed the order for another 30 planes, reinforcing its in-

ternational growth plans. IndiGo has already announced services from Mumbai to Amsterdam and Manchester from July. These will be flown using wet-leased Boeing 787 aircraft.

The tie-up with Delta and its European partners will offer IndiGo passengers connections to over 30 destinations in Europe and the US.

While the partnership will enable IndiGo to drive up occupancy on its Amsterdam and Manchester flights, it will help Delta and its

European partner airlines compete with Air India and Emirates, which have the highest market share on India-US and India-Europe routes.

“Combining our strengths with those of IndiGo, Air France-KLM and Virgin Atlantic will enable us to offer unparalleled connectivity and convenience, ensuring that our customers enjoy the highest standards of service and reliability across the globe. We look forward to re-starting Delta’s direct ser-

vice from the US to India in the near future,” said Delta Airlines CEO Ed Bastian.

While Bastian ruled out equity investment in IndiGo, he said the partnership creates a framework for collaboration in various areas, such as aircraft maintenance, sustainability and training. The partnership comes at an opportune time for IndiGo, which has been working closely with Turkish Airlines to transport passengers to Europe and the US.

For Delta and Air France-

KLM, this also gives them an opportunity to regain some lost ground.

### ONE-STOP FLIGHTS

Over seven million passengers flew between India and the US in FY25, the vast majority of them taking one-stop flights via hubs.

Along with Air India and West Asian airlines, Delta, Air France-KLM and Virgin Atlantic also compete with European rivals, including Lufthansa and British Airways.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

2 JUNE 2025

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## A joyous air

Air India's new campaign, 'There is an Air About India' is a breezy tribute to new India. The campaign, which includes an



out-of-home segment, print ads and a stunning digital film, captures the essence of a nation on the rise that Air India is proud to carry around the world. Created by McCann, the digital

film's centrepiece is the rap-style soundtrack composed by Sneha Khanwalkar, with vocals by emerging rap artist Aarya Jadhao. The film blends rhythmic storytelling, sharp transitions and stunning visuals — capturing the soul of India, from bustling metros to remote heartlands.



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BUSINESS LINE

DELHI

2 JUNE 2025

## British Airways to expand frequency of flights to India

**Press Trust of India**  
New Delhi

British Airways, which has been flying to India for more than 100 years, will look to further expand routes and the frequency of flights as well as tap cargo opportunities from the India-UK free trade agreement, said the airline's Chairman and CEO, Sean Doyle.

At present, the airline operates 56 flights a week from five Indian cities, including three weekly flights from Mumbai and double daily services from Delhi. It also has daily flights from Chennai, Bengaluru and Hyderabad.

Doyle said India is a "very, very important" market for British Airways. From October this year, the airline is set to re-introduce first class seats in one of the flights on the Mumbai-London Heathrow route after a gap of nearly five years.

"I think we want to be part of the growth of aviation in India. We have been part of it for 100 years... About 2,500 people work for British Airways in India... Outside of the US, our biggest single market is India," he said, and highlighted that the airline had increased capacity to India by around 25 per cent, compared to the pre-coronavirus pandemic levels.

Doyle, who is in New Delhi to participate in the annual general meeting of the global airlines' grouping International Air Transport Association (IATA), also said that travel demand will catch up very quickly in India in the next decade, especially with a big and emerging middle class who wants to travel.

"I think growth is going to be incredibly exciting, and something that you won't see. It's a once-in-a-generation growth opportunity here, what's happening in India," he noted.

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2 JUNE 2025

## The many expected and unexpected delights of long-haul flights

How to pamper yourself high up in the sky, secluded from the rough and tumble of day-to-day life

### THE CURIOUS MARKETER



HARISH BHAT

Last month, I undertook a long journey from India to the US and back. The flying time from Bengaluru to Chicago was around 15 hours, and there was a brief transit at Frankfurt airport. On one of these flight sectors, I watched a superb movie, *Conclave*, which I had long been waiting to see. On another sector, I read a lovely book — *A Walk in the Woods*, by Bill Bryson — in one sitting. On a third sector, I slept for over eight hours at a stretch.

In short, I did many things on these flights that I could never have done in such a short period at home. This was possible because my mobile phone was shut and silent during the flights, and there was none of the interruptions and distractions that constantly punctuate our day-to-day lives.

This led me to reflect on the delights of flying. While flying comes with its own set of potential problems — such as frustratingly long

waits at airports, lost baggage and jet lag — what I also discovered is that long flights cater to many of our needs and desires high up in the sky. Here are some of these expected and unexpected needs that lengthy flights fulfil.

#### COCOON FOR THE MIND

Once you step on a long flight, you are entering a cocoon of your own. You don't receive phone calls or messages that interrupt your flow of thought. This may, of course, change if flights begin offering free Wi-Fi. There are no visitors dropping in to meet you or discuss urgent issues, and no Zoom calls to attend. You have your own beautiful space for several hours at a stretch, which helps you disconnect from the cacophony of the world, relax, reflect, read or work. This helps rejuvenate the mind greatly.

#### PALACES IN THE SKY

Many airlines today offer very good food, wine and other beverages on long international flights. While passengers travelling in first class or business class cabins are pampered with haute cuisine, those in economy class, too, are



IT'S A STRETCH! A luxury sleeping pod for business-class nomads istock

offered a fairly good choice by some airlines. In addition, you can generally eat at leisure, without feeling guilty about taking a long time out for lunch. Most airlines also offer excellent entertainment options, including new movies as well as award-winning classics that you couldn't catch before.

#### SERENDIPITOUS TRYSTS

Sometimes, long flights can present opportunities to meet and engage in great conversations with interesting people. On my recent flight to Chicago, I ran into the famous Indian flautist Pandit Rakesh Chaurasia, who was travel-

ling to the US for concerts. He shared lovely insights about flutes and music concerts, as also beautiful stories about his uncle Pandit Hariprasad Chaurasia.

On the flight, I also met a long-standing business associate whom I knew from my time at Titan 15 years ago. We had a wonderful, long conversation. Serendipitous encounters are an integral part of long journeys, particularly if we look out for them!

#### SLEEPING PODS

Sometimes, caught in the hectic pace of modern life, all we want is several hours of deep sleep. Long

flights are the perfect places to catch up on sleep. Particularly when I am privileged to travel business class on international flights to Europe or the US, I target at least eight hours or more of uninterrupted sleep on a seat that turns into a flat bed.

When very tired, I have slept equally well on economy cabin seats too — what helps me here is a firm neck pillow. Sophisticated looking sleeping pods have become fashionable in many places, but long flights are perhaps the default sleeping pods for business nomads who have to fly around the world on work.

It is important to note that not all passengers have all the four needs described above. There may also be other needs that I have not covered. It would be useful for airline marketers to segment their consumers based on their primary needs, and then target these segments with the right set of product benefits. Such a consumer study can lead to many interesting innovations.

Harish Bhat is an avid marketer and bestselling author. He was previously the Brand Custodian at Tata Sons



# Corporate Communications Directorate

BUSINESS LINE

DELHI

2 JUNE 2025

## ● SHOPPING TIME

# Why startup airlines want own craft

**WINGED ASSET.** The Indian aviation sector largely runs on leased aircraft, but newbies are bucking the trend



**READYING FOR TAKEOFF.** TruJet, which is gearing up for revival post its shutdown during the pandemic, is exploring the option of buying aircraft (file image) © LACSPH/NARAYANAN

Rohit Vaid

A host of start-up airlines in India, including those waiting to launch, plan to buy aircraft — whether new or second-hand — as they struggle against soaring lease rentals and a scarcity of turboprop planes and jetliners.

To illustrate, the average monthly lease for a pre-owned (aged below 15, as per the Directorate General of Civil Aviation's stipulation) 72-seater ATR72-600 turboprop aircraft is \$90,000, while it is \$2,75,000 for an A320neo. Used craft from Indonesia would cost \$7 million and \$60 million, respectively.

To worsen matters, the dollar-rupee exchange rate volatility, alongside the 4.32 per cent (three-month average) secured overnight financing rate (SOFR), has pushed up leasing costs by 20–25 per cent year-on-year. In contrast, direct orders for aircraft from original equipment manufacturers enjoy 20–30 per cent discount and loans backed by export credit are at sub-6 per cent, with an option for sale-and-leaseback, enabling cash capital infusion for the airline.

### NEW ENERGY

Despite the advantages inherent in aircraft purchase, leasing has dominated the Indian aviation sector, where over 80 per cent of commercial jets are leased, as against 53 per cent globally.

This scenario appears set to change in the case of start-up airlines. Recently, Goa-based regional player FLY91 bought its first ATR aircraft, a 72-seater ATR 72-600, directly from the plant.

Industry insiders attribute this shifting trend to factors ranging from post-Covid supply chain disruptions to GoAir's troubles with leased aircraft engines and subsequent bankruptcy, and aircraft shortages leading to steep leasing rates as demand from global and domestic carriers surges.

Industry insiders told *businessline* that high tax rates, including GST and import duties, further make leasing unattractive, even as dollar-denominated payments pose challenges for Indian airlines earning in rupees.

Owned aircraft, on the other hand, offer long-term cost advantages, asset ownership and customisation control.

### TANGIBLE ASSET

"The biggest advantage of owning an aircraft is the direct control one has over maintenance and reserves, which otherwise is a massive direct expense. Also, the asset financing costs are far more efficient as opposed to lessor lease rentals," says FLY91 MD and CEO Manoj Chacko.

"It also becomes a tangible asset on your balance sheet. However, a deep understanding of the aircraft, finding the right asset and a high-quality maintenance programme are absolute essentials. Also, the airline has to find the right balance of owned-versus-leased."

Upcoming airline Shankh Air's Executive Director and Co-founder Anurag Chhabra, too, observes that owned aircraft can improve balance sheets while also enabling easier access to future financing.

"The only option for a newer player remains purchase of aircraft as there is long-term cost advantage, asset ownership for balance sheet strength and customisation and control," Chhabra says.

Umesh Vankayalapati, MD of TruJet, the airline that's gearing up for a revival post its shutdown during the pandemic, points to another crucial factor — leasing companies are hesitant to deal with start-ups due to concerns over financial stability. He adds that start-up airlines are looking to buy aircraft to demonstrate their financial viability to leasing companies.

### MONETISATION

According to Quantace Research Founder Karthick Jonagadla, start-up airlines with strong capital backing can gain a margin edge by owning aircraft.

Owned aircraft can yield a 6–8 per cent point margin advantage over pure-leasing models, he says, capturing tax arbitrage and future ESG-linked capital upside.

"Owning enables airlines to place aircraft in GIFT City SPVs (special purpose vehicles), unlocking a 10-year tax holiday and depreciation benefits. MRO (maintenance, repair and operation services) GST cuts (18 per cent to 5 per cent) and 'redelivery freedom' can improve aircraft availability by 8–10 per cent. With newer narrow-bodies retaining 65–70 per cent

residual value at year 12, ownership also opens up monetisation via sale-and-leasebacks," he says.

"In a market projected to need over 2,000 aircraft by 2040, ownership signals long-term confidence, balance sheet strength and flexibility — critical moats in India's hyper-competitive skies," Jonagadla explains.

### EYE ON AIRWORTHINESS

However, Mark Martin, of Martin Consulting, cautions that buying low-priced second-hand aircraft from the grey market raises questions about an airline's financial strength and sustainability, especially when coupled with its reluctance to disclose its source of funds as part of stringent KYC norms.

He emphasises the importance of strict compliance with regulations, including source of funds and promoter credibility, to maintain India's airworthiness standing.

"Today, we can't afford to repeat a 1992 East West Airlines situation where India became a dumping ground for garbage and junk aircraft that the world did not want any more. The DGCA should immediately check such airlines to ensure India's airworthiness standing does not drop with the import of aircraft with corrosion, accident and incident history," Martin says.

We value your feedback.  
Do send your comments to  
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# Corporate Communications Directorate

BUSINESS LINE

DELHI

2 JUNE 2025

## ● AVIATION BOOM

### The growing millions of Indian fliers



**CHECKED-IN.** India is third busiest aviation market istock

**TE Raja Simhan**

**W**ith billions of dollars invested in infrastructure across more than 150 airports and more than 200 million fliers each year, air travel in India shows no sign of slowing down.

According to the International Air Transport Association (IATA), India is today the world's third busiest aviation market.

As many as 176.4 million flights — both domestic and international — took off in India in the year to March 2025, up by 9 per cent over the same period in 2024. Of these, 137.7 million were domestic flights, with the top three routes being Mumbai-Delhi, Bengaluru-Delhi and Bengaluru-Mumbai.

Data show that domestic routes from Mumbai and Delhi to Kolkata have recorded the highest growth.

International traffic was up 11 per cent, at 38.6 million passengers, in the first quarter. The UAE was the most popular international destination, with 7.7 million passengers headed there (up by 8 per cent year-on-year), followed by the US (3.6 million passengers) and Saudi Arabia (3.4 million passengers).

India's aviation industry directly employs 3,69,700 people and contributes \$5.6 billion to the GDP. When the indirect, induced and tourism impacts are included, the count climbs to 7.7 million jobs and \$53.6 billion of GDP (1.5 per cent), according to IATA.

"As we gather in New Delhi, India, for the 81st IATA annual general meeting and World Air Transport Summit from June 1 to 3, it is notable that Indian domestic growth is running at over 10 per cent. The development of India's air connectivity in recent years has been nothing short of phenomenal, making this year's gathering a timely and powerful reminder for all on how aviation connectivity drives growth and development," said Willie Walsh, IATA's Director General.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

2 JUNE 2025

## 'Air India is passionate about building India's global flight network'

**Rohit Vaid**  
New Delhi

Air India is "passionately building" up India's international direct flight network as well as scaling up its service standards to meet the growing aspirations of the country, Chief Executive Officer Campbell Wilson told *businessline*.

Wilson feels India's interest is in domiciling as much of the aviation system as possible because "every flight that Air India operates from India employs Indian crew, engineers, pilots,



Campbell Wilson, CEO,  
Air India

ground handling staff, supports Indian tourism, makes connectivity for domestic business and attracts overseas supplies to support and

manufacture in India."

He said Air India is working on developing many parts of the larger aviation ecosystem, including building relevant aviation skills at a massive aviation training academy in Gurugram that trains close to 2,000 professionals every day. Also, it is setting up South Asia's largest flying school with 34 training aircraft and an aircraft maintenance training institute in Bengaluru to create a talent pipeline for a new 12-bay MRO facility.

The opportunity for Indian aviation, he said, is enormous today. "It is

already the third largest domestic aviation market and the first largest international aviation market, growing at nearly 8-10 per cent compound growth and expected to continue doing so for the next 10-15 years."

### HUGE OPPORTUNITY

He cited the propensity of Indians to travel by air; however, the overall numbers are currently at one-fifth of China, signalling a huge opportunity for growth.

"If you factor in India's diaspora, India's increasing presence in the global supply chain and overseas expan-

sion of Indian business, the opportunity is immense," he said.

"That is why you see the IATA AGM here in Delhi after 42 years. To capture this enormous opportunity, we have ordered 570 aircraft, including 80 wide-body aircraft. We are working with the airport operators in Delhi, Mumbai and Bengaluru to increase and improve their infrastructure for both operations and customer service."

In addition, Air India is increasingly scheduling its flights in a way that more people can connect from

Europe to Southeast Asia or Australasia via India. Since the privatisation of Air India in 2022, it has increased international-to-international connectivity four times.

This has been made possible due to the optimisation of flight timings between Europe and South Asia or Australia and vice versa within a span of 2.5-3.5 hours, Wilson said.

Moreover, Air India has increased its international network by 25 per cent over the last three years but it is still far below the non-stop reach of even much smaller countries, he added.

सवाल जवाब

## ‘पट्टे पर लेने के लिए नहीं बचा कोई विमान’

प्रमुख विमानन कंपनी एयर इंडिया के मुख्य कार्याधिकारी एवं प्रबंध निदेशक कैम्पबेल विल्सन ने दीपक पटेल से खास बातचीत में आपूर्ति श्रृंखला में व्यवधान, विमान पट्टे, पाकिस्तान हवाई



क्षेत्र बंद होने के प्रभाव, द्विपक्षीय अधिकार, बिजनेस क्लास यात्रियों पर उपयोगकर्ता शुल्क एवं अन्य मुद्दों पर विस्तृत चर्चा की। पेश हैं मुख्य अंश:

पिछले साल आपने कहा था कि एयर इंडिया समूह 2027 तक अपने बेड़े का 400 विमानों तक विस्तार करेगा। क्या वह सही दिशा में अग्रसर है ?

सामान्य तौर पर वह सही दिशा में अग्रसर है। जब एयर इंडिया का निजीकरण किया गया था तो वह करीब 70 विमानों का संचालन कर रही थी। एयर इंडिया एक्सप्रेस (एयर इंडिया की सस्ती विमानन सेवा) के पास करीब 25 विमान थे। इस प्रकार एयर इंडिया के पास कुल 100 से भी कम विमान थे। मगर आज एयर इंडिया समूह के पास करीब 305 विमान हैं। हमने जो 570 विमानों के लिए ऑर्डर दिए हैं, उनमें से काफी डिलिवरी होना अभी बाकी है। जहां तक 400 विमानों का सवाल है तो वह कमोबेश डिलिवरी की रफ्तार पर निर्भर करता है जो एयरबस और बोइंग के हाथ में है। मगर आंकड़ा उसके आसपास जरूर होगा।

क्या आपूर्ति-श्रृंखला संबंधी समस्याओं से निपटने का तात्कालिक समाधान पट्टे पर विमान लेना है ?

हमने 11 बी777 और 25 ए320 विमान पट्टे पर लिए हैं। अगले सप्ताह हमारे 50वें बी737 व्हाइटटेल विमान की डिलिवरी होगी। हमने 6 व्हाइटटेल ए350 विमान लिए हैं। हमने पट्टे पर विमान की तत्काल उपलब्धता की लगभग पूरी क्षमता का लगभग उपयोग कर लिया है। अगर कोई क्षमता बची होती, तो हम और विमान लेते। उत्पादन में देरी होने के कारण हर विमानन कंपनी क्षमता के लिए संघर्ष कर रही है। पट्टे पर विमान लेना सैद्धांतिक तौर पर एक समाधान जरूर है। मगर व्यावहारिक तौर पर हासिल करने के लिए कुछ भी उपलब्ध नहीं है।

आपने कुछ जगहों पर अधिक द्विपक्षीय अधिकार दिए जाने के खिलाफ बात की है। इस मामले में एयर इंडिया सरकार के रुख को किस प्रकार देखती है ?

भारत ने उत्तरी अमेरिका, ऑस्ट्रेलिया और यूरोप के देशों के साथ कई उदार और कुछ मामलों में खुले आसमान के समझौते किए हैं जो अक्सर की समानता से प्रेरित हैं। यह एक महत्वपूर्ण सिद्धांत है। दोनों तरफ बड़ी आबादी और यातायात प्रवाह है। जहां ऐसा संतुलन नहीं है, वहां अलग रणनीति की जरूरत है।

तो क्या सरकार के लिए द्विपक्षीय अधिकारों को बढ़ाना उचित है ?

बिल्कुल, मैं समझता हूँ कि तमाम साक्ष्यों से यह बात साफ तौर पर स्पष्ट होती है। (शेष पृष्ठ 2 पर)

## ‘पट्टे पर लेने के लिए नहीं बचा कोई विमान’

पृष्ठ 1 का शेष

आपने और इंडिगो ने विमानों के काफी ऑर्डर दिए हैं। क्या एयरबस या बोइंग के लिए यह भारत में असेंबली लाइन स्थापित करने का यह सही समय है ?

हम निश्चित तौर पर भारत में मूल उपकरण विनिर्माताओं की अधिक मौजूदगी का स्वागत करेंगे। आयात की प्रक्रिया, कराधान आदि के कारण लागत बढ़ जाती है।

क्या नैरो-बॉडी विमानों के बेड़े का आधुनिकीकरण इस साल के अंत तक पूरा हो जाएगा ?

हां, कमोबेश पूरा हो जाना चाहिए। अभी हम करीब 68 फीसदी काम पूरा कर चुके हैं। कुछ विमानों को छोड़कर अपग्रेडेशन का काम इस साल के अंत तक पूरा हो जाना चाहिए। मगर हमने बेड़े से बाहर होने वाले 13 नैरो-बॉडी विमानों के जीवन को बढ़ाने का निर्णय लिया है और उनका आधुनिकीकरण अगले साल तक चलेगा।

वाइड-बॉडी विमानों का आधुनिकीकरण 2027 तक पूरा होने वाला है। उसकी क्या स्थिति है ?

फिलहाल हमारे वाइड-बॉडी बेड़े का लगभग 35 फीसदी हिस्सा आधुनिक है। हमारे ए350 विमान, बी777 विमान और कुछ बी777 विमान अपग्रेडेड हैं। बी777 का अपग्रेडेशन चल रहा है और पहला बी787 विमान अपग्रेडेशन के लिए जुलाई में जाएगा। हमें उम्मीद है कि वाइड-बॉडी विमानों का आधुनिकीकरण 2027 में पूरा हो जाएगा।

क्या आपको लगता है कि एयरबस या बोइंग

को अब नए डिजाइन और नए विमान विकसित करने पर ध्यान देना चाहिए अथवा उन्हें पहले आपूर्ति-श्रृंखला की समस्याओं पर ध्यान देना चाहिए ?

निश्चित तौर पर उन्हें यह सुनिश्चित करना चाहिए कि वे जिन विमानों को बेचने के लिए प्रतिबद्ध हैं उनका उत्पादन उसी रफ्तार से हो। मगर उद्योग के तौर पर हमें स्थिरता, दक्षता, सुरक्षा आदि कई कारणों से हमेशा प्रौद्योगिकी में अगले कदम पर ध्यान देना चाहिए।

पाकिस्तान हवाई क्षेत्र बंद होने का परिचालन एवं वित्तीय प्रभाव क्या होगा ?

परिचालन प्रभाव बिल्कुल स्पष्ट है। इससे यूरोप और उत्तरी अमेरिका के लिए उड़ान समय बढ़ जाएगा। जहां तक यूरोप का सवाल है तो उसमें थोड़ा कम लेकिन उत्तरी अमेरिका के मामले में उड़ान समय अधिक हो जाएगा। कुछ मामलों में इसका मतलब यह भी है कि हम बिना रुके उड़ान नहीं भर सकते हैं यानी हमें हमें रास्ते में ईंधन भरने के लिए रुकना पड़ेगा। मगर कुछ मामलों में इसका मतलब यह है कि हम कागों और यात्रियों का पूरा भार नहीं ले जा सकते हैं। इसलिए परिचालन के लिहाज से यह चुनौतीपूर्ण है और जाहिर तौर पर उसका वित्तीय निहितार्थ भी है। मगर हम सबकुछ झेलते हुए आगे बढ़ते रहते हैं।

क्या सरकार को भारतीय विमानन कंपनियों के लिए कुछ राहत पर विचार करना चाहिए ?

इस संबंध में मीडिया के जरिये चर्चा करना मेरे लिए उचित नहीं है। हम सभी मुद्दों पर सरकार के साथ संपर्क में रहे हैं। हम कई तरीके से सरकार का समर्थन करते हैं और सरकार हमारा समर्थन करती है। इसलिए हम सब एक ही टीम में शामिल हैं।

# हवाई विस्तार सीमित रखने से खुद को नुकसान

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विमानन कंपनी एमिरेट्स के अध्यक्ष टिम क्लार्क ने आज कहा कि विदेशी कंपनियों को अधिक द्विपक्षीय अधिकार नहीं देकर उनके लिए हवाई क्षेत्र सीमित रखना खुद को नुकसान पहुंचाने जैसा है। क्लार्क ने कहा कि हवाई परिवहन भारतीय अर्थव्यवस्था के लिए संपदा को कई गुना बढ़ाने का माध्यम है।

क्लार्क का यह बयान भारत और संयुक्त अरब अमीरात (यूएई) के बीच द्विपक्षीय उड़ान अधिकारों पर लंबे समय से चले आ रहे गतिरोध के बीच आया है। वर्ष 2014 में हुए द्विपक्षीय हवाई सेवा समझौते के तहत दोनों देश की विमानन कंपनियां हरेक दिशा में प्रत्येक सप्ताह 66,504 सीटों तक की सेवा का संचालन कर सकती हैं। बताया जाता है कि यूएई अधिक क्षमता के साथ संचालन के लिए लगातार जबाब डालता रहा है। मगर भारतीय पक्ष- एयर इंडिया के कड़े विरोध के कारण- इसके खिलाफ रहा है। उसका कहना है कि विदेशी विमानन कंपनियों को अधिक पहुंच देने से लंबी दूरी के बाजार में उसकी महत्वाकांक्षा को चोट पहुंचेगी।

क्लार्क ने कहा कि दुबई की आबादी में बड़ा हिस्सा भारतीयों का है। इसमें पिछले



एक दशक के दौरान तेजी से इजाफा हुआ है। उन्होंने कहा कि भारतीय मूल के लोग बड़ी तादाद में दुबई आते-जाते रहते हैं इसलिए एमिरेट्स को सीटें नहीं बढ़ाने की अनुमति देना एक तरह से अवसर का लाभ उठाने से वंचित रह जाना है। उन्होंने कहा कि भारत सरकार रणनीतिक कारणों से विदेशी विमानन कंपनियों की क्षमता सीमित रखने की नीति अपना रही है। हालांकि, उन्होंने उम्मीद जताई कि भारत सरकार आर्थिक वृद्धि दर बढ़ाने में विमानन क्षेत्र की भूमिका जरूर समझेगी।

क्लार्क ने कहा, 'पिछले 20-30 वर्षों के दौरान विमानन क्षेत्र दुनिया की कई अर्थव्यवस्थाओं के विकास में महत्वपूर्ण

योगदान देता रहा है। इन बातों पर विचार करते हुए अगर आप हवाई क्षेत्र के विस्तार की अनुमति नहीं देंगे तो यह अपने ही पैर पर कुल्हाड़ी मारने के समान होगा। अब यह भारत सरकार को तय करना है कि वह क्या निर्णय लेती है।' क्लार्क ने इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की सालाना आम बैठक में मुख्य कार्यक्रम से इतर संवाददाता सम्मेलन में ये बातें कहीं।

भारत द्वारा पिछले कई वर्षों से उड़ान अधिकारों का विस्तार नहीं करने पर यूएई की विमानन कंपनी निराशा जताती रही है। मार्च 2023 में एमिरेट्स के अध्यक्ष टिम क्लार्क ने भारत के इस निर्णय को

निराशाजनक बताया था और इस पर अफसोस जताया था कि मजबूत मांग के बावजूद उनकी कंपनी अतिरिक्त उड़ानों का परिचालन नहीं कर सकती।

पश्चिम एशिया की विमानन कंपनियों को अधिक द्विपक्षीय अधिकार देने के मुद्दे पर भारतीय विमानन कंपनियां बंटी हुई है। जून 2024 में एयर इंडिया और स्पाइसजेट के मुख्य कार्याधिकारियों ने विदेशी विमानन कंपनियों को अधिक पहुंच देने का विरोध किया था। उनकी दलील थी कि भारत सरकार को भारतीय हवाई अड्डों को वैश्विक केंद्रों में तब्दील करने पर ध्यान देना चाहिए। दूसरी तरफ आकाश एयर और इंडिगो के मुख्य कार्याधिकारियों ने किसी अंतिम निर्णय पर पहुंचने से पहले व्यापक मूल्यांकन करने का अनुरोध किया था।

एयर इंडिया के सीईओ और एमडी कैपबेल विल्सन ने जून 2024 में यहां तक कह दिया कि विदेशी विमानन कंपनियों को अधिक अधिकार देने से भारतीय कंपनियों को नुकसान पहुंचेगा। उन्होंने कहा था, 'भारतीय विमानन कंपनियों ने हाल में 1,000 से अधिक विमानों का ऑर्डर दिया है। हमें इससे भी अधिक की जरूरत है। अगर विदेशी कंपनियों को अधिक अधिकार दिए गए तो हम इन विमानों को नहीं उड़ा पाएंगे और फिर हम उनको लेंगे भी नहीं। इससे नुकसान ही पहुंचेगा।'

## पाकिस्तान ने एयरलाइन फंड में रोके 8.3 करोड़ डॉलर : आईएटीए

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गंभीर आर्थिक संकट और विदेशी मुद्रा की भारी तंगी से जूझ रहे पाकिस्तान ने विमानन कंपनियों के 8.3 करोड़ डॉलर अब भी रोक रखे हैं। इससे अंतरराष्ट्रीय विमानन कंपनियों को टिकट बिक्री और अन्य कामकाज से होने वाली कमाई वापस अपने देश भेजने में देरी हो रही है।

दिल्ली में अपनी सालाना बैठक से इतर जारी ताजा अपडेट में इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) ने बताया कि अप्रैल के अंत तक दुनिया भर की सरकारों ने कुल 1.3 अरब डॉलर एयरलाइन फंड रोक रखा है। हालांकि यह अक्टूबर 2024 के 1.7 अरब डॉलर से कम है। कुल रोक की गई राशि का 80 प्रतिशत से अधिक सिर्फ 10 देशों के पास है, जिनमें पाकिस्तान भी शामिल है।

लंबे समय से चल रहे आर्थिक संकट के कारण पाकिस्तान के विदेशी मुद्रा भंडार पर लगातार दबाव बना हुआ है और डॉलर की बाहर भेजने पर प्रतिबंध जैसे पूंजी नियंत्रण अर्थव्यवस्था को स्थिर करना है लेकिन ये विदेशी विमानन कंपनियों के सुचारू संचालन और उनकी वैध कमाई को स्वदेश भेजने की क्षमता को प्रभावित कर रहे हैं।

आईएटीए के महानिदेशक विली वॉल्श ने कहा, 'राजस्व की समय पर वापसी विमानन कंपनियों के लिए अपने परिचालन को बनाए रखने के लिए महत्वपूर्ण है।' उन्होंने कहा, 'देरी और इनकार द्विपक्षीय समझौतों का उल्लंघन है और इससे विनिमय दर का जोखिम बढ़ता है। सरकारों

को यह समझना चाहिए कि जब राजस्व स्वदेश भेजने से इनकार किया जाता है या उसमें देरी होती है तो विमानन कंपनियों के लिए कनेक्टिविटी बनाए रखना चुनौती होती है।'

पाकिस्तान और बांग्लादेश दोनों देश अक्टूबर 2024 में धन रोकने वाले शीर्ष पांच देशों में से थे। हालांकि इसमें थोड़ा सुधार हुआ है। पाकिस्तान का बकाया 31.1 करोड़ डॉलर से घटकर 8.3 करोड़ डॉलर रह गया है जबकि बांग्लादेश ने अपनी लगभग आधी बकाया राशि चुका दी है जिससे उसका कुल बकाया 9.2 करोड़ डॉलर रह गया है। फिर भी, आईएटीए ने जोर देकर कहा कि जारी प्रतिबंध अंतरराष्ट्रीय विमानन कंपनियों के लिए वित्तीय और परिचालन संबंधी चुनौतियां खड़ी कर रहे हैं।

आईएटीए ने सभी सरकारों से अंतरराष्ट्रीय समझौतों का पालन करने और यह सुनिश्चित करने की अपील दोहराई है कि विमानन कंपनियों की उनके राजस्व तक पहुंच सुनिश्चित की जाए। एसोसिएशन ने कहा, 'अर्थव्यवस्थाएं और नौकरियां अंतरराष्ट्रीय कनेक्टिविटी पर निर्भर करती हैं।'

मोजाम्बिक अब एयरलाइन फंड को रोकने वाला शीर्ष देश बन गया है। उसके पास 20.5 करोड़ डॉलर फंडे हुए हैं जो अक्टूबर 2024 के 12.7 करोड़ डॉलर से काफी अधिक है। सूची के अन्य देशों में लेबनान (14.2 करोड़ डॉलर), अंगोला (8.4 करोड़ डॉलर), और जिम्बाब्वे (6.8 करोड़ डॉलर) शामिल हैं। अफ्रीका और पश्चिम एशिया क्षेत्र में कुल रोक की गई राशि करीब 1.1 अरब डॉलर है।

## इंडिगो ने एयरबस को 30 और ए350 वाइड बॉडी विमानों का ऑर्डर दिया

इंडिगो ने 30 अतिरिक्त ए350-900 वाइड बॉडी विमानों का ऑर्डर देने के लिए रविवार को यूरोपीय विमान विनिर्माता एयरबस के साथ समझौता ज्ञापन पर हस्ताक्षर किए। कंपनी का इरादा अगले दशक के दौरान अपने लंबी दूरी वाले नेटवर्क का विस्तार करना है। विमानन उद्योग के सूत्रों के अनुसार इस ऑर्डर की कीमत 4 अरब डॉलर से लेकर 5 अरब डॉलर के बीच होने का अनुमान है।

पिछले साल अप्रैल में विमानन कंपनी ने एयरबस को 30 ए350-900 वाइड बॉडी विमानों का ऑर्डर दिया था। अप्रैल 2024 के इस ऑर्डर के साथ पहली बार भारत की इस सबसे बड़ी विमानन कंपनी ने वाइड बॉडी वाले विमानों के लिए ऑर्डर दिया था।

अप्रैल 2024 के ऑर्डर के दौरान इस बात का खुलासा हुआ कि इंडिगो के पास वाइड बॉडी विमानों का ऑर्डर बढ़ाकर 100 विमान करने का विकल्प था।

इंडिगो के मुख्य कार्य अधिकारी पीटर एल्बर्स ने इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की वार्षिक आम बैठक में एयरबस के मुख्य वाणिज्यिक अधिकारी (सीसीओ) बेनोइट डी सेंट-एक्मुपेरी के साथ समझौता ज्ञापन पर हस्ताक्षर करने के बाद कहा, 'इंडिगो के पास 70 और ए350 विमानों का ऑर्डर देने का विकल्प था। हम उस विकल्प का एक हिस्सा इस्तेमाल कर रहे हैं तथा 30 और ए350 विमानों का ऑर्डर दे रहे हैं। इससे वाइड बॉडी का हमारा कुल ऑर्डर 60 विमानों तक पहुंच गया है।' बीएस

## इंडिगो, डेल्टा, एयर फ्रांस-केएलएम, वर्जिन अटलांटिक की साझेदारी

एयरलाइन कंपनियों इंडिगो, डेल्टा एयर लाइन्स, एयर फ्रांस-केएलएम और वर्जिन अटलांटिक ने रविवार को भारत से यूरोप और उत्तरी अमेरिका तक हवाई संपर्क बढ़ाने के लिए साझेदारी की घोषणा की। बयान के अनुसार, अमेरिका, कनाडा, यूरोप और भारत के दर्जनों शहरों को जोड़ते हुए, एयरलाइन कंपनियों का लक्ष्य अंतरराष्ट्रीय यात्रा की बढ़ती मांग को पूरा करना है, साथ ही वैश्विक विमानन में संपर्क और सहयोग के लिए नए मानक स्थापित करना है।

भारत की सबसे बड़ी एयरलाइन इंडिगो अपने अंतरराष्ट्रीय नेटवर्क का विस्तार कर रही है और चालू वित्त वर्ष में 10 विदेशी शहरों के लिए उड़ानें शुरू करने की तैयारी में है। इंडिगो के मुख्य कार्य अधिकारी (सीईओ) पीटर एल्बर्स, डेल्टा एयरलाइन्स के सीईओ एड वास्टियन, एयर फ्रांस-केएलएम के सीईओ बेंजामिन स्मिथ और वर्जिन अटलांटिक के सीईओ शाई वीस ने इस साझेदारी की घोषणा राष्ट्रीय राजधानी में संयुक्त रूप से की। भारत दुनिया के सबसे तेजी से बढ़ते नागर विमानन बाजारों में से एक है। इंडिगो 2022 से एयर फ्रांस-केएलएम और वर्जिन अटलांटिक के साथ साझेदारी में है। भाषा



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

2 JUNE 2025

## Curbing air access like shooting yourself in foot: Emirates prez

### India's cap on UAE flights draws Tim Clark's criticism

DEEPAK PATEL  
New Delhi, 1 June

Restricting air access to foreign carriers by not granting them more bilateral rights is akin to shooting yourself in the foot, as air transport is a wealth multiplier for India's economy, Emirates President Tim Clark (*picture*) said on Sunday. The remark comes amid a long-standing tussle over bilateral flying rights between India and the United Arab Emirates (UAE). Under the 2014 bilateral air service agreement, carriers from each country can operate up to 66,504 seats per week in each direction. Emirates, which already runs 334 weekly flights between Dubai and India, has maxed out its share.

The UAE has repeatedly pushed for more capacity, but the Indian side — due to a strong push from Air India — has resisted, citing concerns that greater foreign access would undercut its own ambitions in the long-haul market.

Clark on Sunday said the Indian diaspora forms a large part of Dubai's population, which has grown rapidly over the past decade. He noted that the scale of travel by Indians to and from Dubai underscores the missed opportunity in not expanding seat entitlements for Emirates.

He added that the Indian government's policy of limiting foreign carrier capacity may stem from its own strategic reasons but hoped it would recognise the critical role of aviation in driving

economic growth.

"After all, it's been a catalyst for so many economies in the past 20-30 years that have grown well. And, if you look at the air access that comes as part of that operating model, it's quite clear that not doing that will only have you shoot yourself in the foot in the end. But, it's up to the Indian government to decide what they want to do on that," he observed.

His remarks were made during a press conference held on the sidelines of the annual general meeting of the International Air Transport Association.

The airline has been expressing frustration for several years over India's continued reluctance

to expand flying rights. In March 2023, Clark described the decision as "very vexing", adding that it was a "pity" the carrier could not operate additional flights despite strong demand.

Indian carriers remain divided on the issue of granting more bilateral rights to West Asian countries. In June 2024, the chief executive officers (CEOs) of Air India and SpiceJet opposed any expansion, arguing that the government should prioritise developing Indian airports into global hubs. On the other hand, the CEOs of Akasa Air and IndiGo called for a holistic evaluation before taking a final decision.

Air India CEO and Managing Director Campbell Wilson went so far as to warn in June 2024 that granting more rights would be akin to pulling the rug out from under Indian carriers.

"Indian carriers have recently ordered more than 1,000 aircraft. We have an appetite for more. We are committing to that on the basis that there would be an economic return to that investment, which, if you add it all, is well over \$100 billion... If the rug is pulled out from under us (by granting more bilateral rights), and if we can't fly those aircraft, we will not take them," he said.

Gulf carriers such as Emirates and Qatar Airways have been urging India to expand bilateral entitlements to allow for more flights.



## IndiGo places order for 30 widebody A350 planes

DEEPAK PATEL  
New Delhi, 1 June

IndiGo on Sunday signed a memorandum of understanding (MoU) with European aircraft manufacturer Airbus to order 30 additional A350-900 widebody aircraft, aiming to expand its long-haul network over the next decade. According to aviation industry sources, the order is estimated to be worth around \$5 billion.

In April last year, the airline had ordered 30 A350-900 widebody planes from Airbus. The April 2024 order was the very first time that India's largest carrier had placed an order for widebody planes.

During the April 2024 order, it was revealed that IndiGo had the option to increase the widebody plane order to 100 planes.

"IndiGo had the option to order 70 more A350 planes. We are exercising a part of that option and ordering 30 more A350 planes. This takes our total widebody order to 60 planes," IndiGo CEO Pieter Elbers said after signing the MoU with Benoît de Saint-Exupéry, chief commercial officer (CCO), Airbus at the annual general meeting of International Air Transport Association (IATA).

"IndiGo has 1,370 planes on order with us. This new order takes the total order book to 1,400... We are delighted to be part of assisting IndiGo to expand its long haul travel around the world using these A350 and A321XLR. We are happy to support IndiGo during the next 2-3 decades of its expansion," Benoit said during the conference.

Airbus will start delivering A350-900 planes to IndiGo between 2027 and earlier part of the next decade. The next batch of 30 A350-900 planes will be delivered from the earlier part of

## Airline expands network with Air France-KLM, Virgin Atlantic

IndiGo, Delta Air Lines, Air France-KLM and Virgin Atlantic on Sunday announced a partnership to enhance air connectivity from India to Europe as well as North America. "Linking dozens of cities in the US, Canada, Europe, and India, the airlines aim to meet rising demand for international travel while setting new standards for connectivity and cooperation in global aviation," a release said.

IndiGo, India's largest airline, is expanding its international network and is set to start flights to 10 overseas cities in the current financial year ending March 2026.

The partnership was jointly announced at a briefing in the national capital by IndiGo Chief Executive Officer (CEO) Pieter Elbers, Delta Air Lines CEO Ed Bastian, Air France-KLM CEO Benjamin Smith, and Virgin Atlantic CEO Shai Weiss.

IndiGo has recently changed its business model. The airline last year ordered widebody planes for the first time. Last year, the airline also started business class on its flights. By the end of this year, the airline will have 45 planes with business class on them. The airline also started a frequent flyer program — something which only full service carriers have — last year.

Elbers had on Friday announced that in 2025-26, the airline will start international flights to 10 new destinations including Manchester, Amsterdam and London using its recently-leased B787 wide body planes and 321XLR, which are expected to join its fleet during the latter part of the financial year. Currently, IndiGo flies to 40 international cities.

IndiGo currently has about 430 planes. Only three of them are widebody planes — two B777 leased from Turkish Airlines and one B787 leased from Norse Atlantic. The two B777 planes will be returned to Turkish Airlines within the next three months. The diplomatic tensions between India and Turkey





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## Pak withholding \$83 mn in airline funds: IATA

DEEPAK PATEL  
New Delhi, June

Struggling with a deep economic crisis and crippling foreign exchange shortages, Pakistan continues to block \$83 million in airline funds, delaying the repatriation of revenues that international carriers earn from ticket sales and other operations.

In its latest update released on the sidelines of its annual general meeting in New Delhi, IATA said governments around the world are collectively withholding \$1.3 billion in airline funds as of April, down from \$1.7 billion in October 2024. Just 10 countries are responsible for over 80 per cent of the total, with Pakistan being among them.

Pakistan's foreign exchange reserves remain under pressure

amid a prolonged economic crisis, and capital controls — such as restrictions on dollar repatriation — have become a key policy tool. These measures, while aimed at stabilising the economy, are affecting the ability of foreign airlines to operate smoothly and repatriate their legitimate earnings.

"Ensuring the timely repatriation of revenues is vital for airlines to cover dollar-denominated expenses and maintain their operations," said IATA director general Willie Walsh.

"Delays and denials violate bilateral agreements and increase exchange rate risks... Governments must realise that it is a challenge for airlines to maintain connectivity when revenue repatriation is denied or delayed," he added.

## Nothing off the table: ATR open to India manufacturing facility

DEEPAK PATEL  
New Delhi, June

Turboprop aircraft maker ATR is open to establishing an aircraft manufacturing facility in India if it makes "business and industrial sense", its head for the Asia Pacific region, Jean-Pierre Clercin, told *Business Standard* on Sunday.

Currently, ATR has manufacturing facilities in France and Italy.

"Nothing is off the table, if it makes sense, from an industrial and business perspective... We are a joint venture between Airbus and Leonardo. Our shareholders are already heavily invested in the country (India) in terms of supply chain. So, we have a lot to learn from that as well," Jean-Pierre

Clercin said, when asked whether the company would consider setting up a plane manufacturing facility in India if it receives a large order from an Indian carrier.

In March, Airbus announced plans to significantly increase its sourcing of components and services from India, targeting \$2 billion annually by 2030. This would mark a substantial rise from the current \$1.4 billion, underscoring the growing importance of the Indian aviation market.

At present, there are 70 ATR aircraft operating in India. IndiGo operates 47, Alliance Air runs 20, and Fly91 uses three. With seating capacities ranging from 70 to 80 and a range of 1,500 kilometres, ATR aircraft are used for regional travel, connecting smaller cities and towns across the country.

IndiGo had ordered 90 ATR aircraft in 2017, all of which have been delivered. When asked whether ATR is in discussions with IndiGo for a fresh order, Clercin said: "We are involved in discussions with many carriers. It is best to direct this question to IndiGo."

"I think they are very busy with their international plans. I think that has been a strong focus for them... In the same line, there is a government expectation to see some other champions emerge," he added.

There are currently about 1,400 ATR aircraft operating worldwide.

Clercin observed that India has the potential to expand its ATR fleet six to seven times over the next decade.



**“OUR SHAREHOLDERS ARE ALREADY HEAVILY INVESTED IN THE COUNTRY (INDIA) IN TERMS OF SUPPLY CHAIN. SO, WE HAVE A LOT TO LEARN FROM THAT AS WELL.”**

Jean-Pierre Clercin,  
Head - Asia Pacific region, ATR

## 'Leased every aircraft available, nothing left'

**Q&A** In a wide-ranging interview, Air India Chief Executive Officer and Managing Director **Campbell Wilson** spoke to Deepak Patel in New Delhi on issues such as supply-chain disruption, leasing of planes, the impact of the Pakistan airspace closure, bilateral rights, user fee on business class passengers, and more. Edited excerpts:

**You had said last year that Air India Group, which has about 300 planes in its fleet, will expand to 400 by 2027. Is that on track?**

■ It is generally on track. When Air India was privatised, the airline was itself operating around 70 aircraft. Air India Express (Air India's low-cost airline subsidiary) had about 25 planes. So, in total, there were less than 100 planes at the time. Today, the Air India Group has about 305 planes. Obviously, from the 570 aircraft that we have ordered (since 2023 from Airbus and Boeing), a lot of deliveries are yet to come. Whether or not we have 400 aircraft, plus or minus a couple, really depends on the pace of those deliveries — that would be in the hands of Airbus and Boeing, not ours. But yes, it will be very much in that ballpark.

**Is leasing planes an interim solution to deal with the supply-chain issues and consequent slow deliveries of new planes?**



■ We leased 11 B777s and 25 A320s. We will take delivery of the 50th B737 whitetail aircraft next week. We took six whitetail A350s. We have pretty much consumed all capacity that was out there for immediate availability. If there was more, we would have taken more. Every airline is struggling for more capacity due to production delays. In theory, it is a solution. In practice, there is nothing to get.

**You have spoken quite strongly**

**against granting more bilateral rights to certain locations (such as West Asian hubs). How does Air India see the government stance on this matter?**

■ India has entered into many liberal, and, in some cases, open-sky agreements with countries in North America, Australasia, and Europe. And they are driven by equality of opportunity. That is a key principle to bear in mind. There are large populations and traffic flows on both sides. Competition is what should drive the agenda. Where such a balance isn't there, there need to be other considerations. .... I think the most important thing to bear in mind is aviation as a catalyst for economic and social development. Every flight brings employment opportunities, not just directly but also indirectly. The connectivity that aviation brings facilitates business across sectors. ... That whole ecosystem needs to be fostered in India for India's benefit.

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### PAGE 2

■ Curbing air access like shooting yourself in the foot: Emirates prez

■ IndiGo places order for 30 widebody A350 planes

▶ FROM PAGE 1

## 'Expect widebody aircraft modernisation to be over in 2027'

**So, does it make sense for the government to increase bilateral rights?**

■ Yes, and I think the evidence shows that is the case.

**You and IndiGo have placed significant aircraft orders. Is the right time for Airbus or Boeing to establish their final assembly line in India?**

■ We would certainly welcome more OEM (original equipment manufacturer) presence in India, whether it is to facilitate the repair of components or even the manufacture of components — more skills that are readily available. The import process, and the taxation process of getting things into and out of India, add some time and cost which we would rather not incur. So, the more operating base of aircraft is in India, the more case there is for people to domicile themselves in India.

**Will modernisation of narrowbody aircraft fleet be completed by the end of this year?**

■ Yes, more or less. We are about 68 per cent complete right now. By the end of this year, minus a couple of planes, the upgrade should be complete. The caveat is that we decided to extend the life of 13 narrowbody aircraft which were supposed to be



Campbell Wilson, CEO, Air India

retired; those planes' modernisation will spill over into next year.

**The modernisation of widebody aircraft is scheduled to be completed by 2027. Is that on track?**

■ About 35 per cent of our wide-body fleet is currently what we will call "modern" — both the A350 aircraft that we took, the B777 planes that we took, and a couple of B777 aircraft we refreshed (upgraded). Through the course of this year, we will continue with the refresh programme for the B777s, and we will commence the full refit of the B787s. That refresh pro-

### A-I to recalibrate ties with Turkish Technic

Air India (A-I) will look to send its wide-body planes, whose heavy maintenance is being done by Turkish Technic, to other MRO entities, as part of recalibrating its plans taking into cognisance recent developments related to Türkiye, according to the airline's CEO Campbell Wilson. Asked about some of Air India's wide-body aircraft being sent to Turkish Technic for maintenance, he said it is a global business and a global supply chain. **en**

gramme — because they are big aircraft and we cannot ground them all at the same time for obvious reasons — will last well into 2027. The pacing is driven not only by the fact that we cannot ground everything at once, but also the supply and certification of seats, particularly first- and business-class seats. Those (seat-supply issues) have proved more challenging to get completed than anyone had expected, including the manufacturers. So, that upgrade programme is a little bit later than we would have liked. The B777 upgrades are underway, and the first B787 will go for refit in July. We expect

the widebody aircraft modernisation to be over sometime in 2027.

**Do you think Airbus or Boeing should start designing a new aircraft altogether or should they continue to focus on supply-chain issues first?**

■ They certainly need to make sure that the aircraft they have committed to sell are being produced at the pace we all want, and they want. But, as an industry, we must always be looking at the next step in technology, for many reasons — sustainability, efficiency, safety. So, we would encourage continued research & development on what the next generation looks like.

**What's the operational and financial impact of the Pakistan airspace closure?**

■ The operational impact is public and obvious. It does cause longer flight times to Europe and North America — relatively minor in the case of Europe, a little longer in the case of North America. In some cases, it means we either cannot fly non-stop to a handful of destinations, which means we need to take a refuelling stop en route. In some cases, it means we cannot take a completely full load of cargo and passengers, so it is operationally annoying

and clearly has a financial implication.

**What's the average increase in the duration of affected flights? How many flights have been impacted?**

■ We are operating non-stop flights to all North American points we previously operated non-stop flights to, except Chicago, Toronto and Washington DC. We have a San Francisco flight that is also doing an intermediate stop on occasion. For the San Francisco flight, the intermediate stop is not always in both directions; it depends on wind conditions and other factors. The rest of the flights are continuing to operate non-stop, albeit with a slightly longer flight time. So, from a customer experience perspective, it is a relatively minor inconvenience.

**Should Centre consider relief for Indian carriers?**

■ We have been having close engagement with the government through this period for all sorts of reasons. It is just a discussion we will continue to have. There are many ways in which we support the government, and the government supports us; we are in the same team.

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2 JUNE 2025

## बिगड़े मौसम में दिल्ली आ रही 14 फ्लाइट की गई डायवर्ट

जागरण संवाददाता, नई दिल्ली: रविवार दिन में मौसम बिगड़ने का असर उड़ानों पर भी पड़ा। दिन में साढ़े चार बजे से शाम सवा छह बजे तक विभिन्न स्थानों से आ रही उड़ानों में 14 को डायवर्ट करना पड़ा। इनमें दो को चंडीगढ़, दो को अमृतसर और सात को जयपुर डायवर्ट किया गया। एक-एक फ्लाइट देहरादून, लखनऊ व अहमदाबाद डायवर्ट की गईं।

प्रस्थान के लिए खड़ी कई उड़ानों में विलंब की स्थिति रही। बार-बार प्रस्थान के समय को आगे बढ़ता देख यात्री बिफरने लगे। कुछे यात्री तो एयरलाइंस वालों से उलझ पड़े। ऐसे में एयरलाइंसकर्मी यात्रियों को यह समझाते रहे कि मौसम के कारण फ्लाइट के प्रस्थान में देरी हो

### इंडिगो फ्लाइट लैंडिंग के दौरान तूफान में फंसी

नईदुनिया प्रतिनिधि, रायपुर: रायपुर से दिल्ली जा रही इंडिगो की फ्लाइट 6ई 6313 दिल्ली में लैंडिंग के दौरान तूफान में फंस गई। दोपहर 2:58 बजे रायपुर से उड़ान भरने वाली इस फ्लाइट को शाम 5:05 बजे दिल्ली में लैंड करना था। विमान में 200 यात्री और सात कू मेबर थे। दिल्ली हवाई अड्डे पर लैंडिंग के समय रेतीली आंधी से विमान में टर्बुलेंस (वायुमंडलीय विकोभ) आ गया, जिससे लैंडिंग में परेशानी हुई।

रही है। मौसम सही होने पर विमान उड़ेंगे, लेकिन बाद में एयर ट्रैफिक कंजेशन विलंब का कारण बन गया।



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## इंडिगो ने दिया 30 नए ए350 विमानों का आर्डर

नई दिल्ली: घरेलू विमानन कंपनी इंडिगो ने रविवार को विमान निर्माता कंपनी एयरबस को 30 नए विमानों के आर्डर की घोषणा की। इंडिगो ने इस बार चौड़ी-बाड़ी वाले ए350 विमानों का आर्डर दिया है। इसके साथ ही कंपनी का ऐसे विमानों का कुल आर्डर 60 हो गया है। इससे पहले पिछले वर्ष अप्रैल में कंपनी ने 30 ए350 विमानों का आर्डर दिया था। (पेट्र)



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## विमानों के रखरखाव का जिम्मा अन्य को दे सकती है एअर इंडिया

नई दिल्ली, प्रेस : एअर इंडिया के सीईओ कैपबेल विल्सन ने कहा है कि हाल में भारत और पाकिस्तान के बीच संघर्ष के दौरान पड़ोसी देश के समर्थन में तुर्किये के खड़े रहने से उपजे घटनाक्रमों को ध्यान में रखते हुए एयरलाइन अब बी777 और बी787 जैसे अपने बड़े विमानों के रखरखाव एवं मरम्मत का जिम्मा तुर्किये की कंपनी 'टर्किश टेक्निक' के बजाय किसी और कंपनी को सौंपने पर विचार करेगी।

गौरतलब है कि तुर्किये द्वारा पाकिस्तान का समर्थन करने तथा वहां आतंकी शिविरों पर भारत के हमलों की निंदा करने की पृष्ठभूमि में नागरिक उड्डयन सुरक्षा ब्यूरो ने 15 मई को "राष्ट्रीय सुरक्षा के हित में" तुर्किये

- एअर इंडिया के बड़े विमानों का रखरखाव फिलहाल टर्किश टेक्निक द्वारा किया जा रहा है
- जेलेबी एयरपोर्ट सर्विसेज इंडिया लिमिटेड की सुरक्षा मंजूरी हो चुकी है रद्द

की कंपनी जेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड की सुरक्षा मंजूरी रद्द कर दी थी। इसको लेकर कर्मियों ने विरोध भी किया था। 'टर्किश टेक्निक' तुर्की एयरलाइंस का रखरखाव और मरम्मत का प्रमुख केंद्र है। थर्ड पार्टी एयरलाइंस को भी सेवाएं दी जाती हैं। 'टर्किश टेक्निक' का मुख्यालय अतातुर्क हवाईअड्डे पर है।

## विमानों के रखरखाव का जिम्मा अब किसी अन्य कंपनी को दे सकती है एअर इंडिया

नई दिल्ली, प्रेस : एअर इंडिया के सीईओ कैपबेल विल्सन ने कहा है कि हाल में भारत और पाकिस्तान के बीच संघर्ष के दौरान पड़ोसी देश के समर्थन में तुर्किये के खड़े रहने से उपजे घटनाक्रमों को ध्यान में रखते हुए एयरलाइन अब बी777 और बी787 जैसे अपने बड़े विमानों के रखरखाव एवं मरम्मत का जिम्मा तुर्किये की कंपनी 'टर्किश टेक्निक' के बजाय किसी और कंपनी को सौंपने पर विचार करेगी।

गौरतलब है कि तुर्किये द्वारा पाकिस्तान का समर्थन करने तथा वहां आतंकी शिविरों पर भारत के हमलों की निंदा करने की पृष्ठभूमि में नागरिक उड्डयन सुरक्षा ब्यूरो ने 15 मई को "राष्ट्रीय सुरक्षा के हित में" तुर्किये की कंपनी जेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड की सुरक्षा मंजूरी रद्द कर दी थी।

'टर्किश टेक्निक' तुर्की एयरलाइंस का रखरखाव और मरम्मत का प्रमुख केंद्र

एअर इंडिया के बड़े विमानों का रखरखाव फिलहाल 'टर्किश टेक्निक' द्वारा किया जा रहा है

तुर्किये की कंपनी जेलेबी एयरपोर्ट सर्विसेज इंडिया लिमिटेड की सुरक्षा मंजूरी हो चुकी है रद्द



प्रतीकात्मक

है। थर्ड पार्टी एयरलाइंस को भी सेवाएं दी जाती हैं। 'टर्किश टेक्निक' का मुख्यालय अतातुर्क हवाईअड्डे पर है। बहरहाल, 30 मई को नागर विमानन महानिदेशालय ने इंडिगो को टर्किश

एयरलाइंस से दो बोइंग 777 विमानों को 31 अगस्त तक पट्टे पर लेने की अवधि में तीन महीने का एकमुश्त अंतिम विस्तार दिया था। लेकिन, एयरलाइन को तीन महीने की अवधि के भीतर पट्टे को समाप्त करने का निर्देश दिया था।

जब एअर इंडिया के कुछ बड़े विमानों को रखरखाव कार्यों के लिए 'टर्किश टेक्निक' को भेजे जाने के बारे में पूछा गया तो एअर इंडिया के सीईओ एवं एमडी ने कहा कि यह एक वैश्विक व्यवसाय और वैश्विक आपूर्ति श्रृंखला है। उन्होंने कहा, जब हमारे आसपास परिस्थितियां बदलती हैं तो हमें समायोजित होने में थोड़ा समय लगता है। लेकिन, हम राष्ट्रीय भावना और शायद राष्ट्रीय इच्छाओं के प्रति स्पष्ट रूप से संवेदनशील हैं। इसलिए, चाहे हम जिस भी देश के बारे में बात कर रहे हों, हम स्पष्ट रूप से इस बात का संज्ञान लेंगे कि लोग हमसे क्या करने की उम्मीद करते हैं।



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

2 JUNE 2025

## IndiGo Orders 30 More Airbus A350 Aircraft for Long-haul Push...

Our Bureau

**New Delhi:** IndiGo has exercised an option to purchase 30 additional Airbus A350-900 aircraft, doubling its initial firm order placed in April 2024, signalling an aggressive push into the long-haul international market.

The A350-900s, powered by Rolls-Royce Trent XWB engines, will enable India's largest airline to operate non-stop flights to destinations in Europe, North America, and beyond, from major Indian metros.

The move will enable IndiGo to challenge Air India's dominance in the international sector.

IndiGo chief executive Pieter Elbers said the fleet expansion will position the carrier as a global aviation player.

The latest order brings IndiGo's total confirmed commitment for the A350-900 to 60 aircraft. It has options for 40 more. The planes are expected to arrive from 2027 onward. Currently operating a fleet of over 350 aircraft, mainly the narrow-body Airbus A320 family jets, IndiGo's foray into wide-body operations represents a significant strategic shift.

It operates only two wide-body aircraft—Boeing 777s leased from Turkish Airlines, flying to Istanbul from Delhi and Mumbai.



**Move signals  
airline's bid  
to expand  
internationally  
and challenge  
AI, which has  
70 widebody  
jets on order**



# Corporate Communications Directorate

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THE ECONOMIC TIMES

DELHI

2 JUNE 2025

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## ■ British Airways Eyes Bigger India Play



**NEW DELHI** British Airways, which has been flying to India for over a century, plans to further expand its routes and increase flight frequency, while also exploring cargo opportunities under the India-UK free trade agreement, chairman and CEO Sean Doyle said. Currently, it operates 56 flights a week from five Indian cities, including three-weekly flights from Mumbai.



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

2 JUNE 2025

**GLOBAL AVIATION LOOKS TO INDIA AS MARKET SOARS**

## Limiting Foreign Airlines' Access Could Harm India: Emirates CEO

UAE requested for enhanced flying rights which govt denied

Our Bureau

**New Delhi:** Emirates president Tim Clark on Sunday criticised India's policy of limiting foreign air access, saying it could harm the country's economy in the long run. He called restricting foreign carriers' flying rights "akin to shooting yourself in the foot," noting that air transport is a key economic driver.

Clark's comments come amid a longstanding dispute over bilateral flying rights between India and the UAE. Under a 2014 agreement, both countries' carriers can operate up to 66,504 seats weekly in each direction. Emirates, which already operates 334 weekly flights between Dubai and India, has reached its capacity under the deal.

The UAE has requested more flying rights, but India, with strong opposition from Air India, has resisted, fearing increased foreign access would harm its own long-haul market ambitions.

Clark's remarks were made at a press conference during the annual general meeting of the International Air Transport Association (IATA). Clark pointed out that the Indian diaspora makes up a large portion of Dubai's population, which has grown significantly in the past decade. He said the scale of travel between India and Dubai highlights the missed opportunity of not expanding seat entitlements for Emirates.

"The Indian government's policy of limiting foreign carrier capacity may be driven by strategic concerns, but it should recognise the vital role aviation plays in economic growth," Clark said. "Air transport has been a catalyst for economies around the world over the past 20 to 30 years. Not expanding air access could ultimately hurt India's economy."





# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

2 JUNE 2025

## IATA: Country's Air Traffic Now World's Third-Largest

**Our Bureau**

**New Delhi:** India's aviation sector has surpassed pre-pandemic levels and now ranks as the third-largest aviation market in the world in terms of passenger traffic, according to the International Air Transport Association (IATA).

However, the global airline body has flagged rising costs and tax-related uncertainty as critical challenges for the industry.

"It (India) is now the third-largest aviation market in the world in terms of passenger traffic, which includes both India's domestic as well as international traffic. It is also the sixth-largest market for air cargo, and overall, a very exciting aviation market like I mentioned, which is on account of the emergence of stronger airlines which are growing its connections both within and outside of India," said Amitabh Khosla, country director-India, IATA, speaking on Sunday at the IATA AGM 2025 in Delhi.

According to IATA's report, as of December 2024, the international

sector is almost 20% above its 2019 level while domestic is more than 8% higher. "Such a positive recovery reaffirms the strong demand within India for both domestic and international air travel and provides a firm foundation for the period ahead."

However, it cautioned that the positive outlook does not come without its challenges—for the airlines, its



industry partners and policymakers alike—to ensure that this growth potential can be met, and the available benefits of aviation accrue fully to

the country and its citizens.

"Airline profitability is not guaranteed, and the wider regulatory environment must support sustainable air transport growth within the country. In particular, conversations regarding infrastructure development, taxation, labour and skills challenges, and ensuring climate change and sustainability considerations are addressed, are all required to secure a positive future for the industry and, in turn, the country."

# Air India on Right Trajectory Despite Headwinds

Airline on course to achieve profitability & transformation while cutting losses and reducing dependence on Tata equity support, says CEO

**Forum Gandhi  
& Arindam Majumder**

**New Delhi:** Three years after its privatisation, Air India remains on course to achieve its twin goals of becoming profitable and transforming into a world-class airline—even as external challenges persist. The carrier has significantly narrowed its losses and reduced its reliance on equity infusions from new owner Tata Sons, CEO Campbell Wilson told ET in an interview. However, he declined to provide a specific timeline for reaching profitability.

"I think the trajectory is very positive," he said.

The merger of four airlines into two, upgrading archaic software systems to modern ones, a strong order book for new aircraft while retrofitting the older ones, and a better trained workforce have all helped reduce the cost of operations and improve efficiency, Wilson said.

According to an internal presentation reviewed by ET, Air India had late last year set a target to become profitable by FY27. But closure of Pakistani airspace for Indian carriers is likely to delay that, experts said. "It will still take a little bit more time to achieve what we want to achieve, but it was a five-year project in the beginning," Wil-

son said, referring to the five-year transformation plan 'Vihaan' announced in September 2022.

He pointed out that the airline has significantly narrowed its losses—to ₹4,444 crore in FY24, from ₹11,387 crore in FY23, the first full year after privatisation. Air India has yet to declare its FY25 numbers.

"While Air India has got new aircraft and improved standards, the low-cost unit Air India Express has gone from 25 to 100 aircraft in a very short period of time and, hence, there is some consolidation that needs to be performed," Wilson said. "So, if you take the two units, both have slightly different trajectories but in totality, (we) are in the right place."

External factors are coming in the way, though.

The closure of Pakistani airspace, which started on April 24, has forced

Air India's flights to North America to take detours and stop in Vienna or Copenhagen to refuel, leading to increased expenses.

"It's not insignificant, but...as long as it covers the cost of operation, we will continue to operate," Wilson said. "We don't know the extent to which the bottom line is going to be affected. We will try to minimise the effect."

To mitigate the impact, the airline has limited the number of seats sold on some long-haul flights to reduce aircraft weight—allowing them to operate non-stop. Only four Air India flights to North America still require a stopover.

Another challenge it faces is a significant delay

in its cabin upgrade programme, due to supply chain problems. Passengers flying to Europe and North America regularly complain about the worn-out cabin and non-functional seat-back screens.

The strategy of operating a low-cost airline along with the full-service product is helping improve the balance sheet, the top executive said. Air India Express will be able to have cost parity with rival IndiGo in domestic sectors while Air India is earning a premium due to better product and service standards, he said.

Earlier, he said, brand reputation did not matter much because product and service weren't as developed. "But, as we attain parity or even leadership on those things, those plus non-stop connections are clearly a competitive advantage," Wilson said.

The airline's passenger revenue has more than doubled with a 49% market share on the top five metro routes. Also, its revenue from cargo has tripled since privatisation.

Transit passengers for the airline has increased four times since acquisition, and is 10% of total traffic as the airline has re-

## Airline in Talks with Airbus, Boeing for Major Narrow-body Jet Order

**New Delhi** Tata Group's Air India is in talks with Airbus and Boeing for a major new aircraft order including some 200 extra single-aisle planes, topping up a mammoth deal in 2023 as the carrier pursues a multi-billion-dollar revamp, sources said.

The order discussions, which two of the sources said could involve hundreds of airplanes in total spread across various sizes, expand on previously reported discussions for a further batch of large wide-body aircraft, they told Reuters.

Boeing is edging forward as the front-runner to sell more of its 777X jets Reuters



vamped its flight schedules from neighbouring and Southeast Asian countries and flights are timed such that passengers connect to destinations in Europe, East Asia and Australia with minimum waiting time.

Competition is heating up as rival IndiGo, which has over 60% share of the domestic market, is readying to launch flights to Europe.

Wilson, though, feels that the service standard and product of Air India

will be attractive to the high-paying customers while IndiGo attracts the price-conscious travellers.

"There's a premium market that is going via somewhere else because the non-stop proposition isn't of sufficient quality. We are catering to a different market segment and just need to be focused on our product quality, loyalty programme, catering, perception and connectivity," he said.



### ON PAK AIRSPACE CLOSURE

We don't know the extent to which the bottom line is going to be affected. We will try to minimise the effect

**CAMPBELL WILSON**  
CEO, Air India



## Air India in talks for major new narrow-body jet order

TIM HEPHER, ADITI SHAH & RAJESH KUMAR SINGH  
New Delhi, June 1

**TATA GROUP'S AIR** India is in talks with Airbus and Boeing for a major new aircraft order including some 200 extra single-aisle planes, topping up a mammoth deal in 2023 as the former state carrier pursues a multi-billion-dollar revamp, industry sources said. The order discussions, which the sources said could involve hundreds of airplanes in total spread across various sizes, expand on previously reported discussions for a further batch of large wide-body aircraft, they added.

In those talks, Boeing is edging forward as the front-runner to sell more of its 777X jets, two of the sources said.

Air India, Boeing and Airbus all declined to comment.

Continued on Page 11

### AIMING REVAMP

■ Air India placed a then-record order for **470** planes from Boeing and Airbus in 2023

■ The potential new narrow-body jet order provisionally involved **200** aircraft

■ India's aviation market is expanding at ~7% a year, Airbus forecasts say

■ Aircraft orders typically take months of closely held talks to negotiate

■ The orders come at a time when plane makers are struggling with supply chain issues



### IndiGo orders 30 more A350 planes

INDIGO ANNOUNCED AN order for 30 more Airbus A350 aircraft, taking its total confirmed wide-body A350 orders to 60. This development comes after it placed its first firm order for 30 A350-900 aircraft in April 2024.

■ PAGE 4

### Emirates pitches for open access

LEADING GULF CARRIER Emirates president Sir Tim Clark on Sunday pitched for open access to the Indian market, saying that the restrictive practices on bilateral flying rights does not make sense.

■ PAGE 4

### Air India in talks...

WORD OF A potential new blockbuster order from the flag carrier emerged as global airline bosses gathered in New Delhi for International Air Transport Association's (IATA) annual general meeting to be addressed by Prime Minister Narendra Modi on Monday.

Air India placed a then-record order for 470 planes from both suppliers in 2023 and another 100 Airbus jets last year.

The back-to-back plane orders come at a time when aircraft manufacturers are scrambling with supply chain issues leading to severe delays in aircraft delivery and a looming jet shortage. Getting new planes is crucial for Air India, which has suffered from years of under-investment under government ownership and is now undertaking an ambitious modernisation plan to recapture market share lost to global rivals. **REUTERS**

IATA AGM & WORLD AIR TRANSPORT SUMMIT 2025

# IndiGo orders 30 more A350 aircraft for long-haul routes

FE BUREAU  
New Delhi, June 1

**INDIGO ON SUNDAY** announced a firm order for 30 more Airbus A350 aircraft, taking its total confirmed wide-body A350 orders to 60.

This development comes a little over a year after the airline placed its first firm order for 30 A350-900 aircraft in April 2024. At the time, it also secured purchase rights for an additional 70 planes. The latest order converts part of those purchase rights into a firm commitment. IndiGo CEO Pieter Elbers said the deliveries for the original 30 aircraft will begin in 2027.

The airline has over 900 aircraft on order. As part of its expansion strategy, IndiGo is increasingly focused on long-haul international operations. The new A350s are expected to support this plan. To support its near-term international expansion, IndiGo began inducting six temporarily leased wide-body Boeing aircraft in March. These aircraft are expected to be delivered by 2026. The airline is planning to operate flights to 10 new international cities this financial year using these leased Boeing 787 planes.

IndiGo's A350-900 aircraft will be powered by Rolls-Royce Trent XWB engines. The aircraft's range and fuel efficiency are expected to support the airline's plans for inter-continental routes and strengthen its partnerships with global carriers.

India remains the world's third-largest aviation market and the government has expressed its intention to develop the country into a global aviation hub, IndiGo said.



(From left) Virgin Atlantic CEO Shai Weiss, Air France-KLM CEO Benjamin Smith, Delta Air Lines CEO Ed Bastian and IndiGo CEO Peter Elbers at the announcement of their partnership, in New Delhi on Sunday

## Emirates chief calls for more open access to Indian market

PRESS TRUST OF INDIA  
New Delhi, June 1

**LEADING GULF CARRIER** Emirates' president Sir Tim Clark on Sunday pitched for more open access to the Indian market, saying that the restrictive practices on bilateral flying rights does not make sense. "We have been stuck with 65,000 seats in each direction for just over 11 years. For every seat we sell, there are probably 10 who want it..." he said at a press briefing in the national capital. The leading Gulf carrier, set to complete 40 years of operations in India this October, currently serves nine Indian cities.

Clark said India can have aspirations to become a global player in the aviation world but to do that, "you have to have open access. It doesn't work one way". He also hoped that the situation would change. Currently, the bilateral flying rights allow Dubai carriers — Emirates and Flydubai — to operate 65,000 seats weekly to India. Similarly, Indian airlines can operate 65,000 seats to Dubai every week. The flying rights on both sides are fully utilised and the last upward revision in the number of seats happened in 2015. According to Clark, it is not compatible with the expansive economic policy to restrict air access.

## Airline industry benefiting from lower oil price, says IATA chief

**THE GLOBAL AVIATION** industry is benefiting from lower oil prices because they're bringing down the cost of kerosene, the head of the International Air Transport Association (IATA) said. The reduction in oil prices is in turn helping drive down ticket prices, said Willie Walsh, IATA director general. "It's

typically our single biggest cost, so it would help to offset any weakening demand if we were to witness a slowdown," Walsh said in an interview with *Bloomberg Television* at IATA's annual general meeting in New Delhi. "It also tends to have an impact on pricing," he added. —BLOOMBERG

## IndiGo ties up with three airlines

IndiGo, Delta Air Lines, Air France-KLM and Virgin Atlantic on Sunday announced a partnership aimed at expanding air connectivity between India, Europe and North America. The announcement was made jointly by

their CEOs. The collaboration is positioned to link dozens of cities across the US, Canada, Europe and India.

It is designed to address the growing demand for international travel from India. It seeks to integrate IndiGo's domestic reach with the global networks of these three airlines.



● CAMPBELL WILSON, CEO AND MD, AIR INDIA

## 'Confident that reality of AI will change'

Back in the Tata fold since early 2022, Air India is halfway through its ambitious transformation programme to turn into a world class airline. Air India CEO and MD Campbell Wilson is confident that despite various headwinds, including supply chain disruption and aircraft delivery delays, the turnaround is well on track and the new Air India should be "consistently visible" by the end of 2027. In an interaction with Sukalp Sharma, Wilson provides a glimpse into the airline's strategy, expansion plans, and the vision to reclaim its once-glorious past. He also talks about the challenges ahead, including the recent airspace closure by Pakistan, and burden of a negative image from Air India's government ownership days. Excerpts:



remains to be completed is the legacy fleet's rehabilitation. We're about two-thirds of the way through the narrow-body aircraft (refit programme). It should be completed by year-end. As for the legacy wide-body aircraft, which everyone desperately wants to see upgraded, the first plane goes in for a full interior refit in July, and will be back in service around September-October. Then two-three (wide-body) aircraft will go for refit each month. By about 2027-end, we should have the new Air India consistently visible. We can already see it on our new Airbus A350s which are getting very good reviews... The focus is to bring the entire fleet up to that standard.

Privatisation has changed Air India notably, but its not-so-positive legacy image still casts a shadow, particularly when it comes to product and service-related issues.

It takes a while for people's perception to change and every national carrier in any country tends to get more than its fair share of both positive and negative commentary. Until we are consistent—and fleet is a big indicator of consistency—this will continue. The ball is now in our court to get these legacy issues resolved... I'm

very confident that the reality of Air India will change, and the perception will start to follow.

**Pakistani airspace closure has hit Air India the hardest. How are you dealing with the situation? What is your value proposition to passengers in this scenario?**

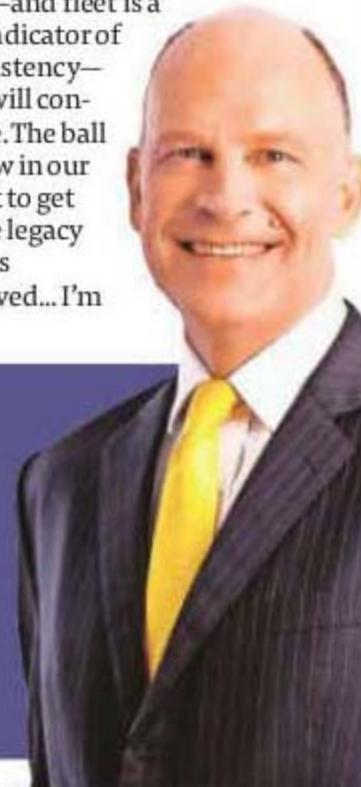
On some routes (North America, Europe, and some West Asian cities), we now have slightly longer flying times—about an hour for Europe and up to three hours for North America. Initially, we took an intermediate refuelling halt on a number of non-stop flights, but we've since been able to re-optimize the flight paths such that we've reinstated most of the non-stop services. Only a few flights continue to have a refuelling stop. So, our non-stop value proposition continues. Also, the longer flight time and even the refuelling stop are still much less than the time you would incur should you transit at another airport.

It does add a little bit of inconvenience to customers as well as us, and it adds a significant amount of cost (estimated at around \$600 million on annualised basis). But that's the nature of our business and we have to adjust and move forward.

**What is the current status of Air India's transformation plan? By when will the new Air India fully emerge?**

The behind-the-scenes heavy lifting is complete—merger of four Tata airlines into two, IT landscape re-platforming, induction of about 9,000 net new staff with contemporary skills and capabilities, significant increase in the operational aircraft fleet, etc. What

IT TAKES A WHILE FOR PEOPLE'S PERCEPTION TO CHANGE AND EVERY NATIONAL CARRIER IN ANY COUNTRY TENDS TO GET MORE THAN ITS FAIR SHARE OF BOTH POSITIVE AND NEGATIVE COMMENTARY





# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

1 JUNE 2025

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## Now, fly directly to Adampur

**Mumbai:** IndiGo on Saturday announced to launch exclusive daily direct flights between Mumbai and Jalandhar's Adampur from July 2, making it the only airline providing service on this route. Adampur in Punjab will become IndiGo's 92nd domestic station and 133rd overall destination. Flight 6E 5931 will depart from Mumbai at 12.55pm and will reach Adampur at 3.15pm. The return flight will leave at 3.50pm and arrive in Mumbai at 6.30pm. The new connection will give industries easier access to Mumbai's ports.



# Corporate Communications Directorate

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HINDUSTAN

DELHI

2 JUNE 2025

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## सऊदी एयरलाइंस 1.25 लाख रुपये का मुआवजा देगी

मुंबई। मुंबई के एक उपभोक्ता आयोग ने एक यात्री का सामान खो जाने को लेकर सऊदी अरब की फ्लाईनास एयरलाइंस को पीड़िता को 1.25 लाख रुपये से अधिक का मुआवजा देने का निर्देश दिया है।

जिला उपभोक्ता विवाद निवारण आयोग, मुंबई ने हाल में दिए आदेश में कहा कि यह दुर्भावनापूर्ण लापरवाही थी और एयरलाइंस ने खोए बैग को खोजने के लिए सभी तार्किक कार्रवाई को जानबूझकर टाला। शिकायतकर्ता को कर्मचारियों ने एक टैग दिया था और आश्वासन दिया था कि वे सभी बैग गंतव्य पर प्राप्त कर लेंगे। हालांकि, उन्हें सिर्फ चार बैग ही मिले।



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HINDUSTAN

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2 JUNE 2025

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## नए विमान सौदे की तैयारी में एयर इंडिया

नई दिल्ली, एजेंसी। टाटा समूह के स्वामित्व वाली एयर इंडिया अमेरिकी विमान निर्माता बोइंग और फ्रांसीसी निर्माता एयरबस के साथ 200 विमानों के नए सौदे पर बातचीत कर रही है।

बताया जा रहा है कि यह सौदा एयर इंडिया को 2023 में की गई 470 विमानों की रिकॉर्ड तोड़ खरीद और 2024 में 100 अतिरिक्त एयरबस विमानों के ऑर्डर के अतिरिक्त है। यह संभावित सौदा एयर इंडिया की व्यापक नवीकरण योजना का हिस्सा है, जिसके तहत कंपनी अपने बेड़े का विस्तार और आधुनिकीकरण कर रही है। नए विमान पतले आकार वाले होंगे।



# Corporate Communications Directorate

THE HINDU

DELHI

2 JUNE 2025



## Jet fuel price slashed by 3%, commercial LPG rate by ₹24

The price of jet fuel, or aviation turbine fuel (ATF), was on Sunday slashed by 3% - the third straight monthly reduction on softening international benchmark prices. The ATF price was reduced by ₹2,414.25 per kilolitre (kl), or 2.82%, to ₹83,072.55 per kl in the national capital, according to state-owned fuel retailers. The fall in international benchmark oil and gas prices also led to a cut of ₹24 per 19-kg commercial LPG cylinder used in hotels and restaurants. Commercial LPG now costs ₹1,723.50 in the national capital and ₹1,647.50 in Mumbai. The ATF price cut follows a 4.4% (₹3,954.38 per kl) reduction on May 1 and a steep 6.15% (₹5,870.54 per kl) reduction effected from April 1.

# Air India looking to replace aircraft maintenance pact with Turkish firm

**Jagriti Chandra**

NEW DELHI

Air India is exploring alternatives to replace Turkiye-based aircraft maintenance provider, Turkish Technic, following boycott calls sparked by Ankara's support for Pakistan during India's recent military conflict with the neighbouring country.

"We are cognisant of the [public] opinion. As we can find alternatives, we will try to direct aircraft there. It's not an overnight or easy solution," Air India CEO Campbell Wilson told *The Hindu* in response to a question on whether the airline would revisit its pact with Turkish Technic.

Since its privatisation, Air India has been sending its Boeing 777 legacy aircraft as well as the aircraft it has leased from Delta Airlines and Etihad Airways to Turkiye for maintenance operations.



Campbell Wilson

The airline is already grappling with a delay in the retrofit of its legacy narrow-body and wide-body aircraft.

### Delay in retrofit

The complete retrofit or re-furnishing of the airline's 13 legacy Boeing 777 aircraft also stands postponed. Instead, these aircraft are set to undergo a limited "heavy refresh" next year, which involves new carpets and seat covers.

"We have got a number

of wide-body aircraft that require maintenance, including the refit. There isn't the capacity in India to do that for wide-body aircraft, and we have had to farm aircraft out to AIESL (Air India Engineering Services Limited, a government-owned provider of MRO or maintenance, repair and overhaul services). Obviously, they can't do all of it. We have sent some [wide-body aircraft] to Abu Dhabi, some to Singapore, and indeed some to Turkiye," Mr. Wilson explained.

Air India has also sought a subsidy of \$600 million from the Indian government for every year Pakistan's airspace remains shut for Indian aircraft, forcing the airline to re-route its flights to Europe and North America, and take a fuel stop in Vienna for flights to Toronto, Washington D.C., and Chicago, resulting in up to three hours of addi-

tional flight duration on some routes.

"At the time, that was our assessment of what the cost would be," Mr. Wilson said in response to a question. The demand was made after the government asked airlines to share their assessment of the impact of the airspace closure.

### Capacity issues

Some of Air India's flights are also grappling with an adverse impact on passenger and cargo capacity.

"In order to operate non-stop with a longer flight route, we can't fill all of the seats or all of the cargo capacity," Mr. Wilson said. As many as 20-30 seats have had to be flown without passengers on some flights. "We are getting better at optimising the flight route and mitigate the impact on our customers, operations and finances," Mr. Wilson said.

{ **INTERVIEW** } CAMPBELL WILSON, AIR INDIA CEO

# ‘Dealing with airspace issue on rolling basis’

**Neha LM Tripathi**

neha.tripathi@htlive.com

**NEW DELHI:** As India eyes a more prominent role in global aviation, Air India is positioning itself at the centre of that ambition. From a modernised fleet and increased international connectivity to a sharp focus on international transit traffic—the airline is rebuilding itself as a competitive global player. The airline’s CEO Campbell Wilson shares his insights in an interview. Edited excerpts:

**With the Pakistan airspace closure resulting in losses for you, how are you dealing with the situation?**

Yes, we are discussing (the issue) with the government, whether they help (us financially) or not is their prerogative. One school of thought is that you say well, we don’t know how long this is going to last, so let’s just make a call for the rest of the year and effect some changes. But then it’s very hard to wind that back if the situation improves. So, you then inconvenience customers with different routings. You’ve planned your crew a certain way. The other approach is to take it more on a rolling basis and say every few weeks we’ll assess the situation and take a call. And so, for the moment, we’re doing the latter. And we’ll plan through to the end of August, and then in a couple of weeks’ time we’ll look and see whether that should continue.

**How do you see Air India’s transformation contributing to India’s goal of becoming a global aviation hub?**

The growth that we have undertaken over the past few years, we’ve gone from less than 100 operating aircraft as Air India-Air Express to more than 300. The investments we’re making in more aircraft, 570 in the order book, and



in supporting ecosystems like flight training schools, etc are contributing. We are adding much more international connectivity and have increased the number of international destinations by 25%, which is just the beginning, given the number of aircraft that we have yet to come. We’ve increased the cargo tonnage by three times, given people opportunities to fly to and from India to cities that previously weren’t available nonstop before. We’re scheduling our flights such that people can connect through India much more conveniently than the past.

**While Airbus 350s are new in your fleet, what is the update on the upgrade of the older fleet?**

More than half of our total fleet — both narrow-body and wide aircraft — are either refurbished or new. So half a million people a week travel on an upgraded fleet. On the narrowbody side for the full service airline, we’re about two-thirds of the way through the upgrade and we’ll complete the rest of it mostly by the end of the calendar year. For the widebody fleet, about 35% of those aircraft are new A350s or aircraft that have modernised interiors. The balance aircraft are going to be upgraded over the course of the next two years. The B777s, too, have already undergone an initial

refresh ahead of a full retrofit, which starts next year. In the B787s, the first aircraft goes into retrofit in July, and the rest of the 27 legacy aircraft will be upgraded over the next couple of years. So by FY2028 we should complete the upgradation and harmonisation of the fleet to modern standards.

**What kind of upgrades in aviation infrastructure do you think India requires, looking at the travel demand?**

The airport operators and the number of airports is obviously increasing. The investment being made in Navi Mumbai, in Jewar, the new terminal in Bengaluru, the future plans that exist for the Indira Gandhi International... I think investment is being made in airports. Where I have a little bit of concern is air navigation. The sheer number of new aircraft that’s going to be entering India’s skies is something that clearly needs to be managed well.

**Connecting people through India (passengers flying from one country to another through India) or I2I will play a big role in making India an aviation hub. How much progress have you made on that front?**

Well, the volume of I2I passengers that we carry has gone up by four times since privatisation. It’s now nearly a double-digit percentage of our international traffic. It’s come from product upgradation and becoming a more credible player and internationalised and also schedule redesign. Previously, for example, our flights coming in from Europe didn’t connect to flights going to Australia. So, why would someone spend 12, 18 hours at the airport? By re-scheduling the flights so there’s only a couple of hours transit time, you become a much more credible proposition.



# Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

2 JUNE 2025

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{ **MY INDIA** } DELHI-RAIPUR FLIGHT

## Turbulence hits jet caught in city storm



**An IndiGo flight from Raipur to Delhi faced turbulence due to a dust storm in the Capital on Sunday evening, prompting the pilot to climb up again when the aircraft was about to touch down at Delhi airport. Flight 6E 6313 landed safely at Delhi airport after several air circuits. The incident comes days after a Srinagar-bound IndiGo flight encountered severe turbulence after takeoff from Delhi's IGI airport. The plane was caught in an extreme hailstorm near Pathankot in Punjab. AGENCIES**

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# Squally weather keeps Delhi on its toes, flight ops affected

Jasjeev Gandhiok

htreporters@hindustantimes.com

**NEW DELHI:** The month has changed, but Delhi's appetite for unpredictable weather continued, as strong and intense thunderstorms—accompanied by widespread light to moderate rainfall—blew through the city on Sunday evening. Trees were uprooted, power supply disrupted and flight operations impacted as squally winds touched a speed of 96km/hr in some instances.

At least 14 flights were diverted and over 350 were delayed due to adverse weather conditions between 4.30pm and 6.10pm on the day, according to airport officials.

The India Meteorological Department (IMD) issued a yellow alert for Monday and Tuesday, forecasting similar weather, with chances of light rain, thunderstorms and winds possibly touching 60km/hr.

"Wind speed touched 96km/hr at Palam at around 4.30pm, followed by 81 km/hr at Pragati Maidan at 5.15pm. At Safdarjung, it touched 80 km/hr, also around 5.15 pm," IMD scientist Krishna Mishra said.

He said the storm was of moderate intensity in southwest and north Delhi, but intensified as it moved towards central and east Delhi. "Rohtak and Jind had not reported speeds of more than 40km/hr and it was 39km/hr at Najafgarh."

On the meteorological factors, Mishra said: "We currently have a western disturbance as a cyclonic circulation over north Pakistan. There is also a cyclonic circulation over Haryana at the lower tropospheric levels. This led to moisture being fed from the Arabian Sea, which created thunderstorm spells."

IMD data showed Safdarjung, Delhi's base station for weather, received 15.8mm of rainfall. The station at Lodhi Road recorded



(Clockwise from above) Children play during rain at Kartavya Path on Sunday evening; a tree was uprooted at Tilak Marg due to gusty winds; waterlogging at Mandi House. SANJEEV VERMA & ARVIND YADAV/HT



12.6mm of rain, Rajghat 17.8mm, Palam 7.4mm, and Pusa 13.5mm.

There was also a sharp drop in temperature, following Sunday's spell. It dropped by around 14°C from 38°C at 3.30pm to 24°C at 5.30pm. Delhi's maximum temperature was 37.9°C, which was recorded before the storm hit the capital around 4.30pm.

May saw Delhi record 10 rainy

days, with at least five major storms. The first on May 2 saw Safdarjung recording 77mm of rain, a dust storm, and winds up to 80km/hr. On May 17, thunderstorm winds touched 74km/hr alongside light rain. The third major storm, on May 15, saw dust-raising winds at 40-50km/hr, slashing visibility to 1200-1500 metres for nearly 12 hours

and spiking particulate matter levels. The fourth major storm hit on May 21, unleashing winds at 79km/hr and a short but intense spell of rain measuring 12mm. The last spell was on May 25, with winds of 82km/hr and heavy rainfall of 81.4mm sweeping through the city.

Mishra said the long-period average (LPA) for thunderstorms

is 5.9 in May and 6 in June, including mild, moderate and severe thunderstorms. "The last time we had similar activity was in May 2018 when we had two to three severe thunderstorms. However, this time around, not only have we seen more storms overall, but the intensity has been higher too."

In May 2022, a similar storm on May 31 saw wind speeds touch 100km/hr in the Capital, which uprooted over 500 trees and left at least two dead.

On Sunday, several trees and branches fell during the storm, following which Delhi Traffic Police issued advisories. A large tree fell on the Outer Ring Road, affecting traffic on the carriageway from IIT towards Munirka.

"Traffic is affected on Outer Ring road in the carriageway from IIT towards Munirka due to uprooting of a tree near DDA Flats, Munirka. Kindly plan your journey accordingly," police said.

Airport officials said the diversions were necessary due to strong wind shear. Flights are unable to land or take off when strong opposing winds are blowing. Similarly, operations are impacted during lightning and thunder. "Due to adverse weather in Delhi, four flights were diverted. This included one to Chandigarh, one to Amritsar and two to Jaipur," said an airport official. This number was later revised to 14.

Over 350 flights were also delayed, as per the flight tracking website FlightRadar24. The average delay time was 65 minutes, it said.

The rainfall, meanwhile, helped Delhi's air quality return to a "moderate" level on the Central Pollution Control Board's (CPCB's) daily bulletin. It was 197 at 4pm on Sunday, up from 241 ("poor") recorded a day earlier. The Centre's Air Quality Early Warning System for Delhi forecasted the AQI to remain "moderate" until June 4.

# How do military standoffs affect aviation?

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

**Murali N. Krishnaswamy**

## The story so far:

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

## What happened after the hostilities?

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

## Is there a history of airspace closure?

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

Airspace closure has mirrored the state of India-Pakistan ties

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

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

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

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

## Is there an estimate of the losses?

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

## What were the airspace changes in 2025?

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

## Will international aviation law hold?

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



# ‘Confident that reality of Air India will change, so will its perception’

BACK IN the Tata fold since early 2022, Air India is halfway through its ambitious transformation programme to turn into a world class airline. Air India CEO and MD **CAMPBELL WILSON** is confident that despite various headwinds, including supply chain disruption and aircraft delivery delays, the turnaround is well on track and the new Air India should be “consistently visible” by the end of 2027. In an interaction with **SUKALP SHARMA**, Wilson provides a glimpse into the airline’s strategy, expansion plans, and the vision to reclaim its once-glorious past. He also talks about the challenges ahead, including the recent airspace closure by Pakistan, and burden of a negative image from Air India’s government ownership days. Edited excerpts:



Photo: Air India

**What is the current status of Air India’s transformation plan? By when will the new Air India fully emerge?**

The behind-the-scenes heavy lifting is complete — merger of four Tata airlines into two, IT landscape re-platforming, induction of about 9,000 net new staff with contemporary skills and capabilities, significant increase in the operational aircraft fleet, etc. What remains to be completed is the legacy fleet’s rehabilitation. We’re about two-thirds of the way through the narrow-body aircraft (refit programme). It should be completed by year-end. As for the legacy wide-body aircraft, which everyone desperately wants to see upgraded, the first plane goes in for a full interior refit in July, and will be back in service around September-October. Then two-three (wide-body) aircraft will go for refit each month. By about 2027-end, we should have the new Air India consistently visible. We can already see it on our new Airbus A350s which are getting very good reviews...The focus is to bring the entire fleet up to that standard.

**Privatisation has changed Air India notably, but its not-so-positive legacy image still casts a shadow, particularly when it comes to product and service-related issues.**

It takes a while for people’s perception to change and every national carrier in any country tends to get more than its fair share of both positive and negative commentary. Until we are consistent—and fleet is a big indicator of consistency—this will continue. The ball is now in our court to get these legacy issues resolved...I’m very confident that the reality of Air India will change, and the perception will start to follow.

**Pakistani airspace closure has hit Air India the hardest. How are you dealing with the situation? What is your value proposition to passengers in this scenario?**

On some routes (North America, Europe, and some West Asian cities), we now have

slightly longer flying times — about an hour for Europe and up to three hours for North America. Initially, we took an intermediate refuelling halt on a number of non-stop flights, but we’ve since been able to re-optimize the flight paths such that we’ve reinstated most of the non-stop services. Only a few flights continue to have a refuelling stop. So, our non-stop value proposition continues. Also, the longer flight time and even the refuelling stop are still much less than the time you would incur should you transit at another airport.

It does add a little bit of inconvenience to customers as well as us, and it adds a significant amount of cost (estimated at around \$600 million on annualised basis). But that’s the nature of our business and we have to adjust and move forward.

**New aircraft are key to Air India’s product transformation and you have massive orders with Boeing and Airbus, but there have been some delays in the deliveries. What is the update on delivery schedules?**

Both Boeing and Airbus have had supply challenges and delivery delays. The sense we get now is that they seem to be getting through them and are more confident. Compared to the delivery stream when we signed the contract (in 2023), there are delays of 6-12 months. At this point, we don’t expect it to worsen. We should receive the aircraft just slightly later than we had hoped. The good news is that having made a huge commitment of buying 570 aircraft, our place in the queue is assured and we are in a reasonably healthy position. We know that we are going to get the aircraft, even if we don’t know exactly when.

We haven’t publicly stated

the duration over which all the aircraft will be delivered, but certainly it will be to the end of the decade. And the more recent addition we made (adding another 100 aircraft to the order) is for the early part of the next decade.

**Is the persistent uncertainty around the trade war and tariffs posing any impediments for Air India?**

It’s an uncertain environment. The short answer is we don’t really have full visibility yet, because it’s a moving target. Some suppliers have indicated to us that they’re watching the tariff situation and considering likely implications. But there’s been no explicit moves thus far.

**The government as well as Air India have a vision to make India a global aviation hub with significant transit passenger traffic. Is it realistically achievable?**

It is already being done. The share of transfer traffic for us has gone up by a factor of four times because of the addition of legs on either side of the connection and by making connections more convenient in terms of time and process. I-to-I (international-to-international transit traffic) now makes up around 10 per cent of Air India’s international traffic. As we improve the product, people are much more likely to consider Air India as a travel option to go somewhere besides India. The opportunity is astonishingly big. The beauty of India is that it (transfer traffic) will always be a nice-to-have, not a must-have. Whereas for other countries that may be much smaller, transfer traffic is really all they have. We have the luxury of a huge to and from market, as well as the opportunity of a huge through market.

**Take us through Air India’s network development strategy over the past three years since the Tata group took over the airline.**

We went from less than 100 operating aircraft to more than 300. We added 17 wide-body aircraft, which was a significant increase of 33-odd percent, as well as rehabilitated a number of aircraft that were grounded for want of spare parts. It has allowed us to add 12 international cities, a number of new routes into North America, Europe, Southeast Asia, Australasia, and the Middle East, and significantly expand international footprint. We’ve also restructured the network such that our international flights connect better in terms of connection times — say, around two hours instead of 12 or 18 hours. We’ve become more relevant to people traveling via India, rather than just to and from India. With the huge number of aircraft (over 500) coming our way, you’ll see a step change in the reach, frequency, convenience, and connectivity in our network over the next few years.

FULL INTERVIEW ON [www.indianexpress.com](http://www.indianexpress.com)





# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

2 JUNE 2025

## IndiGo doubles order size for Airbus A350 aircraft to 60

**SUKALP SHARMA**  
NEW DELHI, JUNE 1

INDIA'S LARGEST airline IndiGo on Sunday announced that it will be placing a firm order for another 30 wide-body Airbus A350-900 aircraft, taking its total order size to 60 of these long-range jets to fuel its international ambitions. In April last year, IndiGo had announced a firm order for 30 A350-900 aircraft, along with purchase options for another 70 planes of the A350 family. On Sunday, the airline and European aerospace major Airbus inked an agreement to convert 30 of those options into firm orders. Purchase options allow airlines to buy additional aircraft in the future at a pre-agreed price point and delivery date, providing flexibility to carriers to adjust their fleet development based on factors like market conditions and demand.

After dominating the Indian skies with a domestic market share of over 60 per cent, IndiGo has been focusing on "internationalisation", which entails a rapid expansion of its international network — including foraying into the long-haul segment—given the robust overseas

### IndiGo, Delta, Air France-KLM, Virgin Atlantic to ink partnership

*New Delhi:* IndiGo, Delta Air Lines, Air France-KLM and Virgin Atlantic on Sunday announced a partnership to enhance air connectivity from India to Europe as well as North America.

"Linking dozens of cities in the US, Canada, Europe and India, the airlines aim to meet rising demand for international

travel while setting new standards for connectivity and cooperation in global aviation," a release said.

The partnership was jointly announced by IndiGo CEO Pieter Elbers, Delta Air Lines CEO Ed Bastian, Air France-KLM CEO Benjamin Smith and Virgin Atlantic CEO Shai Weiss. **PTI**

travel demand from India. Over the past two to three years, IndiGo has expanded its international network by adding destinations in regions including Central Asia and the Caucasus, Southeast Asia, and Africa using its narrow-body fleet.

IndiGo expects the delivery of initially ordered A350 aircraft to start in 2027 and go on for a few years. The next 30 will start coming in after that, taking the deliveries well into the next decade, the airline's CEO Pieter Elbers said.

"IndiGo's Airbus A350-900 aircraft will be powered by Rolls Royce's Trent XWB engine. The

mission capability of this aircraft, coupled with the efficiency of the Trent XWB engine, will offer IndiGo unprecedented optionality and reach as it embarks on the next stage of its wonderful journey of addressing the rapidly evolving needs of the Indian market and our nation," IndiGo said in a release. The airline did not provide the financial details of the order. The list price of an A350-900 is around \$310 million, per industry sources. However, it is worth noting that aircraft manufacturers usually offer significant discounts on large orders.

**FULL REPORT ON**  
[www.indianexpress.com](http://www.indianexpress.com)





# Corporate Communications Directorate

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THE INDIAN EXPRESS

DELHI

2 JUNE 2025

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## Air India to look for alternatives to MRO player Turkish Technic

ENS ECONOMIC BUREAU  
NEW DELHI, JUNE 1

AMID THE backlash against Turkey in India over the former's support to Pakistan, Tata group airline Air India will be looking for alternatives to maintenance, repair, and overhaul (MRO) service provider Turkish Technic, which currently performs heavy maintenance of some of its wide-body aircraft, according to Air India CEO and MD Campbell Wilson.

"We want to respect the public sentiment... We will be adjusting our plans. We will be reconsidering where we send our aircraft for maintenance, and we will try to find alternatives to Turkish Technic. But such a shift will take some time. It can't be overnight," Wilson said. Air India is now expected to gradually start sending aircraft that were going to Turkish Technic for maintenance to other major MRO facilities in various regions like Southeast Asia, West Asia, and the US.

India currently lacks MRO facilities for wide-body aircraft, and is heavily dependent on foreign MROs for services.



# Corporate Communications Directorate

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THE INDIAN EXPRESS

DELHI

2 JUNE 2025

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## India's aviation market emerging stronger: IATA

*New Delhi:* Indian aviation market is emerging stronger with growth in connectivity, networks and airport infrastructure, and India also has the potential for producing sustainable aviation fuel, IATA said on Sunday. However, it added that there is a high cost environment in India and also high uncertainty for tax planning.

Amitabh Khosla, country director India, Nepal & Bhutan at the International Air Transport Association (IATA) on Sunday said the Indian aviation market is witnessing a significant improvement due to emergence of stronger airlines, the growth of connectivity and networks. "We are also seeing significant increase in the airport infrastructure, so it gives a good foundation, a base on which India will build further," he said. **PTI**

## इंडिगो ने 30 नए A350 वाइड-बॉडी एयरक्राफ्ट ऑर्डर किए

नई दिल्ली, लोकसत्य

भारत की सबसे बड़ी एयरलाइन इंडिगो ने 30 नए एयरबस A350 वाइड-बॉडी एयरक्राफ्ट खरीदने के लिए ऑर्डर दिया है। इस डील की कीमत 4 से 5 बिलियन डॉलर ( करीब 40,000 करोड़ ) बताई जा रही है। कंपनी के CEO पीटर एल्बर्स रविवार ( 1 जून ) को इस बात की जानकारी दी है।

इससे पहले अप्रैल 2024 में इंडिगो ने पहली बार 30 A350 विमान का ऑर्डर दिया था। अब कंपनी का कुल वाइड बॉडी प्लेन का ऑर्डर 60 विमानों तक पहुंच गया है।

इंडिगो के CEO पीटर एल्बर्स ने IATA ( इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन ) की सालाना बैठक में बताया, हमने 70 और A350 खरीदने का विकल्प लिया था, जिसमें से 30 का ऑर्डर अब फाइनल किया है। एयरबस के चीफ

- एयरबस से करीब 40,000 करोड़ रुपए में हुई डील 2027 से शुरू होगी डिलीवरी



कॉमर्शियल ऑफिसर ने कहा, इंडिगो के पास अब हमारे साथ कुल 1,400 विमान का ऑर्डर बुक है।

इंडिगो के पास 430 से ज्यादा विमानों का बेड़ा

इंडिगो के पास 430 से ज्यादा विमानों का बेड़ा है। इनमें से कंपनी के पास सिर्फ 3 वाइड बॉडी प्लेन हैं। इनमें भी दो टर्किश कंपनी से लीज पर लिए गए हैं। मार्केट शेयर के लिहाज से इंडिगो देश की सबसे बड़ी एयरलाइन है।



# Corporate Communications Directorate

MINT

DELHI

2 JUNE 2025

## Air India eyes profit with fleet revamp, passenger comfort

Daanish Arund

daanish.arund@livermint.com  
NEW DELHI

**T**ata group-owned Air India has made profitability its prime focus and aims to achieve it in the next few years, as the full-service carrier undergoes a revamp to boost efficiency and passenger convenience.

In an interview with *Mint*, Air India chief executive officer (CEO) Campbell Wilson emphasized that the company's overall financials have improved since Tata acquired it from the government in early 2022, and shareholders now expect to see profits.

"We've been very consistent and have an aspiration to be profitable, clearly, shareholders now expect us to be profitable. We are making good progress, managing costs, revenues, efficiencies, as well as operations and net promoter score (NPS)," said Wilson.

NPS is a gauge for customer loyalty and satisfaction. Overall NPS for Air India has increased by more than 45 points in the past 18 months.

Wilson said that they don't plan to make public the year by which they are targeting to become profitable, but the company is on the right path. "Since the privatisation, we've tripled cargo tonnage, doubled revenue, we've increased revenue from business class passengers, and corporate revenues have also been good. The uplift on this metric is very significant, so our trajectory is on a very good path," Wilson added.

The Air India group is in the middle of its five-year trans-



Air India CEO Campbell Wilson.

formative journey called *Vihaan.AI*, which commenced in September 2022. The group is in its third phase, or 'the climb phase', which commenced in April 2024 and will end in March 2027. "In cricket terms, we're in day four of a test match, since this is a five-year program, we're entering year three. The benefits of the transformation are now visible," he said.

As part of this process, the airline has made significant investments in retrofitting narrow-body and wide-body aircraft to improve efficiency and passenger convenience.

As per the airline, Air India ended FY25 with an on-time performance (OTP)

in the high 70s.

"The improvement in OTP is significantly better and higher than even what Vistara was operating at, similarly we ended the financial year with an NPS, which was also higher than what Vistara had been achieving. The financial trajectory is positive," he said.

For an extended version of this story, go to [livermint.com](https://livermint.com)

**Air India is midway through its five-year Vihaan.AI transformation, launched in September 2022**



# Corporate Communications Directorate

MINT

DELHI

2 JUNE 2025



The airline said it will buy 30 more Airbus 350 jets.

## IndiGo has tied up with Delta, two others in global push

Bloomberg  
feedback@bloomberg.com

InterGlobe Aviation, which operates budget airlines IndiGo, announced a code-sharing pact with Delta Air Lines Inc., Air France-KLM and Virgin Atlantic Airways Ltd as the India market leader doubles down on expanding its global reach.

The memorandum of understanding, which still needs regulatory approvals, will boost connectivity between India, North America and Europe, the airlines said in a statement Sunday. Hours later, IndiGo said it was going to buy 30 more Airbus 350 jets. The tie-up as well as expanded jet order will help IndiGo—Asia's largest no-frills carrier—hire fliers for its newly started long-haul service from and to India. With a local market share of over 60%, it's also an attractive partner for any foreign airline looking to tap air travel boom in the world's third-largest aviation market.

"IndiGo embarked on an ambitious journey to become a global airline by 2030," Chief Executive Officer Pieter Elbers said in the statement.

"We are particularly excited to start our long-haul expansion from this summer and connect with our partners' networks." It has announced non-stop flights to Amsterdam and Manchester from July last month, marking its long-haul debut, besides planning to add more direct flights to Europe and Africa.

IndiGo and local rival Air India, owned by the Tata Group, between them have a massive backlog of jet orders totally close to 1,500, as the pair anticipate a demand surge in India's air travel.

While IndiGo has partnerships with Air France-KLM and Virgin Atlantic, the latest pact brings Delta's transatlantic network in the fold.

"This is the next step of our growth strategy" after the tie up with Riyadh Air last year, Delta Air's CEO Ed Bastian told *Bloomberg News* at an industry event in New Delhi.

Referring to India, Bastian said that this is yet another region of the world where Delta is underrepresented and is keen to return. The American carrier plans to begin non-stop service between New Delhi and Atlanta, according to the statement which didn't give a timeline.



# Corporate Communications Directorate

MINT

DELHI

2 JUNE 2025

## ATF price cut by 3%, LPG rate down ₹24

**T**he price of jet fuel, or ATF, was on Sunday slashed by 3% - the third straight monthly reduction on softening international benchmark prices. The fall in international benchmark oil and gas prices also led to a ₹24 per 19-kg cylinder cut in rate of commercial LPG used in hotels and restaurants. The price of aviation turbine fuel (ATF) was reduced by ₹2,444.25 per kilolitre, or 2.82%, to ₹83,072.55 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 4.4% (₹3,954.38 per kl) reduction on May 1 and a steep 6.15% (₹5,870.54 per kl) reduction effected from April 1.

Together with Sunday's reduction, the price cuts have more than offset the hikes that occurred earlier this year. A reduction in price of ATF will ease the burden on commercial airlines, for whom fuel makes up for almost 40% of the operating cost.



# Corporate Communications Directorate

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MINT

DELHI

2 JUNE 2025

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Sir Tim Clark, president of Emirates Airline, said the supply chain issues are a "bugbear".

## Emirates seeks wider India access

**E**mirates Airline president Sir Tim Clark on Sunday said there is a need for more open access in the Indian market as he continued to pitch for increased bilateral rights to operate more flights to India. The leading Gulf carrier, set to complete 40 years of operations in India this October, currently serves nine Indian cities. At a briefing in the national capital, Clark also said the supply chain issues are a "bugbear". Over the years, the airline has been pitching for enhanced bilateral rights between the two countries, which is currently at 65,000 seats per week, to operate at a higher capacity to meet the rising travel demand. According to Clark, "you have to have open access" in the Indian market.

He also hoped that the situation would change. Currently, the bilateral flying rights allow Dubai carriers - Emirates and Flydubai - to operate 65,000 seats weekly to India. **PTI**



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

2 JUNE 2025

## Govt cuts ATF price cut by 3%, commercial LPG rate by ₹24

### OUR CORRESPONDENT

**NEW DELHI:** The price of jet fuel, or ATF, was on Sunday slashed by 3 per cent - the third straight monthly reduction on softening international benchmark prices.

The fall in international benchmark oil and gas prices also led to a Rs 24 per 19-kg cylinder cut in rate of commercial LPG used in hotels and restaurants.

The price of aviation turbine fuel (ATF) was reduced by Rs 2,414.25 per kilolitre, or 2.82 per cent, to Rs 83,072.55 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 4.4 per cent (Rs 3,954.38 per kl) reduction on May 1 and a steep 6.15 per cent (Rs 5,870.54 per kl) reduction effected from April 1. Together with Sunday's reduction, the price cuts have more than offset the hikes that occurred earlier this year.

A reduction in price of ATF will ease the burden on commercial airlines, for whom fuel makes up for almost 40 per cent of the operating cost.

No immediate comments could be obtained from the airlines on the price reduction.

The ATF price in Mumbai was slashed to Rs 77,602.73 per kl from Rs 79,855.59, while those in Chennai and Kolkata were reduced to Rs 86,103.25 and Rs 86,052.57 per kl, respectively.

Oil firms also reduced



### Key Points

- The price of aviation turbine fuel (ATF) was reduced by Rs 2,414.25 per kilolitre, or 2.82 per cent, to Rs 83,072.55 per kl in the national capital
- The price cut follows a 4.4 per cent (Rs 3,954.38 per kl) reduction on May 1 and a steep 6.15 per cent (Rs 5,870.54 per kl) reduction effected from April 1

the price of commercial LPG by Rs 24 per 19-kg cylinder. Commercial LPG now costs Rs 1,723.50 in the national capital and Rs 1,647.50 in Mumbai.

This reduction follows a Rs 14.50 cut on May 1 and a Rs 41 per cylinder cut in rate effected on April 1.

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

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 Rs 853 per 14.2-kg cylinder. The price of the domestic LPG

was hiked by Rs 50 per cylinder in April.

State-owned Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL), and Hindustan Petroleum Corporation Ltd (HPCL) revise prices of ATF and cooking gas on the first of every month based on the average price of benchmark international fuel and foreign exchange rate.

While international oil prices have softened, domestic rates of petrol and diesel continue to remain frozen. Rates were cut by Rs 2 per litre in mid-March last year, ahead of the general elections. Petrol costs Rs 94.72 a litre in Delhi, while diesel is priced at Rs 87.62.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

2 JUNE 2025

## AI decides to retrofit its 13 A321 ceo planes amid supply chain woes

**NEW DELHI:** Amid supply chain woes, Air India has decided to retrofit its 13 legacy A321 ceo planes that were earlier planned to be taken out of service while the first of the airline's legacy Boeing 787-8 aircraft will go for retrofit in July.

Air India, which is slowly expanding its fleet and networks, has a total of 191 planes, including 64 wide-bodies and 127 narrow-bodies.

Airline's CEO and MD Campbell Wilson told PTI that the first batch of the B 787s will go in for retrofit in July as there has been a little bit of push back because of certification delay of seats.

"By the end of this financial year, hopefully about 68 per cent of the wide-body fleet will be upgraded and the complete fleet will be upgraded sometime in calendar 2027," he said in an



interview.

There are 27 legacy B787-8s with Air India.

The carrier has already started the heavy refresh programme of the legacy B777s and two of them are already back in service. Heavy refresh of an aircraft includes having new carpets, seat covers, cushions and fixing broken seats.

The refresh of these planes is expected to complete by the end of this year.

According to Wilson, the supply chain situation is getting

progressively better.

"I believe 65-68 per cent of the narrow-body fleet has been upgraded. We are eyeing to complete all of them by the end of this year. We decided to extend the life of 13 aircraft (A321 ceos) that previously were to leave the fleet and those will be upgraded in the early part of next year.

"Effectively, the narrow-body fleet (upgradation) will be completed this year," he said.

In the wide-body category, Air India now has 6 A350s, 19 B777-300 ERs, 5 B777-200 LRs, 7 B787-9s and 27 B787-8s. Among the narrow-body fleet are 6 A319s, 94 A320 neos, 4 A320 ceos, 13 A321 ceos and 10 A321 neos. Aircraft deliveries as well as upgradation are getting delayed for many airlines, including Air India, mainly due to global supply chain woes. #



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

2 JUNE 2025

## IndiGo, Delta, Air France-KLM & Virgin Atlantic announce partnership to increase air connectivity

**NEW DELHI:** IndiGo, Delta Air Lines, Air France-KLM and Virgin Atlantic on Sunday announced a partnership to enhance air connectivity from India to Europe as well as North America.

"Linking dozens of cities in the US, Canada, Europe and India, the airlines aim to meet rising demand for international travel while setting new standards for connectivity and cooperation in global aviation," a release said.

IndiGo, India's largest airline, is expanding its international network and is set to start flights to 10 overseas cities in the current fiscal ending March 2026.

The partnership was jointly

### IndiGo is expanding its int'l network & is set to start flights to 10 overseas cities in the current fiscal

announced at a briefing in the national capital by IndiGo CEO Pieter Elbers, Delta Air Lines CEO Ed Bastian, Air France-KLM CEO Benjamin Smith and Virgin Atlantic CEO Shai Weiss.

India is one of the world's fastest growing civil aviation markets.

Meanwhile, under the Memorandum of Understanding (MoU) announced on Sunday, the efforts will be to create a

framework for deeper collaboration between the carriers on a bilateral and multilateral basis.

Besides, the airlines will look at commercial collaboration including network, loyalty, cargo and sales. They will also explore areas of non-commercial cooperation including aircraft maintenance, sustainability, training and ground handling, the release said.

IndiGo CEO Pieter Elbers said it has embarked on an ambitious journey to become a global airline by 2030.

The partnership not only expands our relationship with Air France-KLM and Virgin Atlantic but also marks the beginning of an exciting new chapter with Delta Air Lines.

Air France-KLM CEO Benjamin Smith said the airline is very glad to extend our existing partnership with IndiGo and to do so alongside partners Delta and Virgin Atlantic.

"India is a strategic market for Air France-KLM, where we have a strong and historic presence soon to increase. We look forward to welcoming IndiGo customers on our flights and to play an active role in the country's connectivity," he added.

"In our 25th year of flying to India, we're delighted to build on our Joint Venture with Delta and Air France-KLM, and our successful codeshare with IndiGo, by going further with this partnership," Virgin Atlantic CEO Shai Weiss said. #1

## IndiGo places order for 30 A350-900 aircraft

**NEW DELHI:** IndiGo on Sunday announced it will place a firm order for another 30 wide-body A350-900 planes as the country's largest airline steps up its efforts for long-term international expansion.

In April last year, the airline placed a firm order for 30 A350 aircraft and there was an option to order 70 more such planes.

IndiGo CEO Pieter Elbers said that out of the option for 70 planes, it is now placing a firm order of 30 aircraft. The airline has over 900 planes on order that are to be delivered in the coming years. #1



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

2 JUNE 2025

## Flying high: Aviation industry creates 7.7 mn jobs, contributes 1.5% of GDP

S. LALITHA @NewDelhi

THE Indian Aviation industry, which has emerged as the world's third largest global aviation market, today contributes 53.6 billion US dollars annually which accounts for 1.5% of the country's Gross Domestic Product. It is also responsible for creating 7.7 million jobs across the country both directly and indirectly.

Making a presentation on Sunday on the impact of the industry on the critical role of aviation on the country's economic landscape during the opening day of the annual general meeting of the International Air Transport Association (IATA), Amitabh Khosla, its country Director for India, Nepal and Bhutan said aviation is a significant catalyst for employment, economic activity, international trade and investment and global connectivity.

There is a direct correlation between levels of air connectivity of a country and its levels of competitiveness, its productivity, its levels of investment, tourism and trade flow. In 2023, the industry annually generat-



ed a USD 53.6 billion contribution to India's economy underpinning 7.7 million jobs in the country," Khosla said.

Additionally, tourism supported by aviation adds ₹27.1 billion to the GDP and employs 5 million people, he pointed out. International tourists contribute USD 29.4 billion annually to the economy through purchase of goods and services locally. "Overall the travel and tourism sector accounts for 6.5% of the nation's GDP and 8.9% of total employment in 2023," he specified.

India has recovered remarkably from the Covid, Khosla said. While the domestic market recovered more quickly the

international market has moved ahead now.

As of December 2024, the international sector is almost 20% above its 2019 level while domestic is more than 8%. "Such a positive recovery reaffirms the strong demand for international travel and provides a firm foundation for the period ahead," he said.

Middle East is the largest international passenger market for flyers from India with 13.7 mn departing in 2023, followed by Asia Pacific and Europe, he specified.

Airlines have responded to the growth by significantly increasing the frequency of flights and seat capacity, the Country Director said. "The number of scheduled flights rose by a significant 77.7% & reaching approximately 1.3 million in 2024. The majority of these flights cater to the domestic market which expanded from 6.13,000 flights in 2014 to almost 1.1 million in 2024," he said. The growth was primarily driven by Indigo, which accounted for 53% of departing flights from and within India in 2024.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

2 JUNE 2025

## IndiGo places order for additional 30 Airbus A350

ARSHAD KHAN @NewDelhi

INDIA'S largest carrier - IndiGo - on Sunday announced signing a Memorandum of Understanding (MoU) with Airbus to enlarge its wide-body aircraft order by converting 30 aircraft of its purchase rights for 70 aircraft into a firm order. Last year in April 2024, IndiGo placed a firm order for 30 A350-900 aircraft, with purchase rights for an additional 70 aircraft. The original order's deliveries are expected to start in 2027.

IndiGo's move to induct wide-body aircraft aligns with its ambitious global expansion strategy, including plans to launch long-haul flights. With over 430 aircraft and a dominant 62% share in India's domestic market, the airline aims to transform into a major international player. Currently, the long-haul segment to and from



India is largely controlled by foreign carriers like Emirates and Qatar Airways. Among Indian airlines, only Tata Group's Air India operates such flights — a gap IndiGo now seeks to fill. "This strategic move will enable IndiGo to spread its wings further and expand its long-haul international network, connecting Indian metros to different parts of the world. With this, it will create more travel options for its customers to new international destinations and also enable

more flights to the hubs of its partner airlines," the airline said. In March 2025, IndiGo began preparing for its long-haul operations with the introduction of six temporarily leased wide-body Boeing 787-9 Dreamliner aircraft, deliveries of which will be concluded by 2026. IndiGo's Airbus A350-900 aircraft will be powered by Rolls Royce's Trent XWB engine. In June 2023, IndiGo had placed the largest-ever single aircraft order by any airline for 500 aircraft with Airbus.

### ...to expand global footprint with two foreign airlines

ARSHAD KHAN @NewDelhi

INDIGO on Sunday expanded its partnership with two foreign airlines - Air France-KLM and Virgin Atlantic. It also signed an agreement with American carrier - Delta Air Lines - to expand its long-haul services to North America, Europe and Britain.

"This announcement not only expands our relationship with Air France-KLM and Virgin Atlantic but also marks the beginning of an exciting new chapter as we welcome Delta Airlines as a valued partner. We are particularly excited to start our long-haul expansion

from this Summer and connect with our partners' networks to provide greater access to Europe and North America," said Pieter Elbers, CEO of IndiGo.

IndiGo, which recently announced adding 10 new international destinations in FY26, has long relied on codeshare agreements to expand its global reach. With its newest partnership getting finalized after regulatory approvals, the airline will soon offer flights under its own brand on partner-operated routes from India, including connections via Amsterdam and Manchester to key destinations in Europe and North America.





# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

2 JUNE 2025

## तुर्किये की फर्म से एयर इंडिया भी कर सकता है रिश्ते सीमित

■ पीटीआई, नई दिल्ली

एयर इंडिया ने अपने विमानों के मेंटेनेंस को लेकर टर्किश टेक्निक से जुड़े प्लान पर पुनर्विचार करने की बात कही है। एयरलाइन के सीईओ कैपबेल विल्सन ने कहा कि यह एक वैश्विक कारोबार है, लेकिन हालात बदलने पर योजनाओं को नए सिरे से ढालना जरूरी हो जाता है। उन्होंने कहा कि एयर इंडिया राष्ट्रीय भावना और अपेक्षाओं के प्रति संवेदनशील है। उसी के अनुसार फैसले लिए जाएंगे। यह बयान ऐसे समय आया है जब तुर्किये ने पाकिस्तान का समर्थन



किया था। इसके बाद नागरिक उड्डयन सुरक्षा ब्यूरो ने 15 मई को तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज इंडिया की सुरक्षा मंजूरी रद्द कर दी थी। देश के हर जिले में सिविल डिफेंस यूनिट खोलने की तैयारी >> पेज 7



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

2 JUNE 2025

## ब्रिटिश एयरवेज का भारत में बड़ा विस्तार: नई उड़ानों के साथ कार्गो कारोबार पर भी नजर

नई दिल्ली, 1 जून  
(एजेंसी): ब्रिटिश एयरवेज  
भारत-ब्रिटेन मुक्त व्यापार  
समझौते (एफ.टी.ए.) से  
कार्गो अवसरों का लाभ



उठाने के साथ ही नए मार्गों और अधिक उड़ानों से  
साथ विस्तार करने की योजना बना रही है।

एयरलाइन के चेयरमैन और मुख्य कार्यपालक  
अधिकारी (सी.ई.ओ.) सीन डॉयल ने यह बात कही  
है। ब्रिटिश एयरवेज 100 साल से अधिक से भारत के  
लिए उड़ान भर रही है। इस समय एयरलाइन 5 भारतीय  
शहरों से सप्ताह में 56 उड़ानें संचालित करती है। इसमें  
मुंबई से सप्ताह में 3 उड़ानें और दिल्ली से प्रतिदिन 2  
उड़ानें शामिल हैं। इसके अलावा चेन्नई, बंगलुरु और  
हैदराबाद से भी इसकी दैनिक उड़ानें हैं।

डॉयल ने कहा कि भारत ब्रिटिश एयरवेज के लिए  
'बहुत, बहुत महत्वपूर्ण' बाजार है और भविष्य में मार्गों  
और उड़ान संख्या, दोनों में वृद्धि की उम्मीद है।  
एयरलाइन इस साल अक्टूबर से लगभग 5 साल के  
बाद मुंबई-लंदन हीथ्रो मार्ग की उड़ानों में से एक में  
प्रथम श्रेणी की सीटें फिर से शुरू करने वाली है।



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

2 JUNE 2025

## ब्रिटिश एयरवेज का भारत में बड़ा विस्तार: नई उड़ानों के साथ कार्गो कारोबार पर भी नजर

नई दिल्ली, 1 जून  
(एजेंसी): ब्रिटिश एयरवेज  
भारत-ब्रिटेन मुक्त व्यापार  
समझौते (एफ.टी.ए.) से  
कार्गो अवसरों का लाभ



उठाने के साथ ही नए मार्गों और अधिक उड़ानों से  
साथ विस्तार करने की योजना बना रही है।

एयरलाइन के चेयरमैन और मुख्य कार्यपालक  
अधिकारी (सी.ई.ओ.) सीन डॉयल ने यह बात कही  
है। ब्रिटिश एयरवेज 100 साल से अधिक से भारत के  
लिए उड़ान भर रही है। इस समय एयरलाइन 5 भारतीय  
शहरों से सप्ताह में 56 उड़ानें संचालित करती है। इसमें  
मुंबई से सप्ताह में 3 उड़ानें और दिल्ली से प्रतिदिन 2  
उड़ानें शामिल हैं। इसके अलावा चेन्नई, बेंगलुरु और  
हैदराबाद से भी इसकी दैनिक उड़ानें हैं।

डॉयल ने कहा कि भारत ब्रिटिश एयरवेज के लिए  
'बहुत, बहुत महत्वपूर्ण' बाजार है और भविष्य में मार्गों  
और उड़ान संख्या, दोनों में वृद्धि की उम्मीद है।  
एयरलाइन इस साल अक्टूबर से लगभग 5 साल के  
बाद मुंबई-लंदन हीथ्रो मार्ग की उड़ानों में से एक में  
प्रथम श्रेणी की सीटें फिर से शुरू करने वाली है।

## एयर इंडिया के कारोबार में भारी उछाल की उम्मीद : सीईओ विल्सन

भाषा। नई दिल्ली

एयर इंडिया के प्रमुख कैंपबेल विल्सन ने कहा कि उन्हें यात्री और कार्गो खंड में भारी उछाल की उम्मीद है और एयरलाइन भागीदारी के लिए हमेशा तैयार है। एयर इंडिया अपने विमानों को उन्नत करने, सेवा की गुणवत्ता में सुधार करने और नेटवर्क का विस्तार करने पर काम कर रही है। टटा समूह ने जनवरी 2022 में घाटे में चल रही एयर इंडिया का अधिग्रहण किया था। विल्सन ने कहा कि वह एयरलाइन की प्रगति से बहुत खुश है, हालांकि अभी और काम करना बाकी है। एयर इंडिया के सीईओ और प्रबंध निदेशक ने मीडिया को बताया कि जब आप बदलाव लाने की कोशिश करते हैं, तो ऐसी कई चीजें होती हैं, जिनके लिए हमें खुद को साबित करने के लिए काम करना पड़ता है। लक्ष्य बहुत स्पष्ट है और इसमें जरा भी बदलाव नहीं हुआ है।

विल्सन ने कहा कि एयरलाइन को यात्री और कार्गो व्यवसाय दोनों खंडों में बहुत अधिक संभावनाएं दिखाई दे रही हैं। उन्होंने कहा कि निजीकरण के बाद से कार्गो राजस्व में तीन गुना से अधिक की वृद्धि हुई है। इस दौरान यात्री राजस्व में दोगुने से अधिक की वृद्धि हुई है। उन्होंने कहा, फिर से, बहुत बड़ा लाभ, दुनिया भर



के प्रमुख स्थानों पर नॉन-स्टॉप सेवा, कार्गो पर अधिक ध्यान, बेहतर सिस्टम, अधिक सुसंगत उत्पाद वितरण, इन सभी चीजों का मतलब है कि हम कार्गो स्पेस में बहुत अधिक विश्वसनीय खिलाड़ी हैं।

वर्तमान में, एयर इंडिया के पास 191 विमानों का बेड़ा है, जिसमें 64 वाइड-बॉडी और 127 नैरो बॉडी शामिल हैं। यह पूछे जाने पर कि क्या एयर इंडिया आगामी एयरलाइन रियायत एयर के साथ साझेदारी पर भी विचार कर रही है, उन्होंने कहा कि भारत के बारे में एक माहौल है। हर कोई भारत के साथ साझेदारी चाहता है और इसलिए हम कई लोगों से बात कर रहे हैं। निजीकरण के बाद से हमने 20 से अधिक साझेदारियों का विस्तार किया है या (शेष पृष्ठ 9)

## एयर इंडिया....

उनकी घोषणा की है। हमने सिंगापुर एयरलाइंस, तुफथांसा समूह के साथ कुछ नए कोडशेयर शुरू किए हैं। एयरलाइन की सेवा गुणवत्ता के बारे में यात्रियों की शिकायतों के विभिन्न उदाहरणों की पृष्ठभूमि में, विल्सन ने कहा कि सभी प्रयास यह सुनिश्चित करने जा रहे हैं कि एक सुसंगत उत्पाद हो जो लगातार अपेक्षाओं को पूरा कर रहा हो जो मानवीय रूप से संभव है। हम कभी भी किसी ग्राहक को निराश नहीं

करना चाहते हैं, विल्सन ने कहा कि उन्होंने इस बात पर प्रकाश डाला कि एयर इंडिया समूह सालाना 60 मिलियन से अधिक लोगों को ले जाता है और दुर्भाग्य से, मौसम की घटनाएँ या अन्य घटनाएँ होने वाली हैं, जिसके परिणामस्वरूप सभी को वह अनुभव नहीं मिल सकता है जिसकी उन्हें उम्मीद थी। उन्होंने कहा, विमानन में हमेशा कुछ मुद्दे होते हैं, लेकिन जब इस बात के स्पष्ट प्रमाण हैं कि कोई ऐसा उत्पाद है जिसे लोग वास्तव में प्रभावशाली मान रहे हैं, तो उन्हें चर्चा में हावी नहीं होने देना चाहिए। एयर इंडिया समूह, जो अपने बेड़े के साथ-साथ नेटवर्क का भी विस्तार कर रहा है, को अप्रैल में धरेलू बाजार हिस्सेदारी 27.2 प्रतिशत थी। चाहे वह हवाई क्षेत्र हो या यात्रा में बाधा डालने वाली अन्य चीजें, मुझे लगता है कि यह समाज के लिए नकारात्मक है और हम निश्चित रूप से उड़ान की स्वतंत्रता को वकालत करेंगे, चाहे वह कहीं भी हो। बेशक, हम भू-राजनीति और इस तरह की चीजों को समझते हैं। जब ऐसी चीजें होती हैं जो हवाई क्षेत्र को बाधित करती हैं, तो हम बस समायोजित कर लेते हैं। पहलगायत आतंकी हमले के बाद तनावपूर्ण संबंधों के मद्देनजर पाकिस्तान ने भारतीय जहाजों के लिए अपना हवाई क्षेत्र बंद कर दिया है, इसलिए राष्ट्रीय राजधानी से यूरोप और उत्तरी अमेरिका के लिए एयर

इंडिया की उड़ानें लंबे मार्गों से जा रही हैं और कुछ उड़ानों को रास्ते में रुकना भी पड़ता है। पाकिस्तान के हवाई क्षेत्र को बंद करने के संदर्भ में, विल्सन ने कहा कि एयरलाइन ने अपने उड़ान मार्गों को बदल दिया है। कभी-कभी उड़ानों में अधिक समय लगता है, कभी-कभी हमें ईंधन भरने के लिए रुकना पड़ता है, लेकिन लगभग सभी मामलों में, हम अभी भी उन शहरों में बिना रुके उड़ान भरने में सक्षम हैं, जहां से हमने पहले उड़ान भरी थी और एक आकर्षक प्रस्ताव देना जारी रखते हैं और हम अपने आसपास समायोजन करना जारी रखते हैं। हमने एयर इंडिया और एयर इंडिया एक्सप्रेस के तहत कर्मचारियों के चार समूहों को एक साथ लाया। यह एक आसान प्रक्रिया नहीं है। लोग बहुत अलग पृष्ठभूमि, बहुत अलग कार्य वातावरण से आते हैं, कभी-कभी वे अलग-अलग शहरों में चले जाते हैं, लेकिन लोग वास्तव में बहुत अच्छी तरह से एक साथ मिल रहे हैं और जिस तरह से उन्होंने इस नए संयुक्त संगठन को अपनाया है, उस पर मुझे वास्तव में गर्व है।

## खीर भवानी...

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# Corporate Communications Directorate

THE PIONEER

DELHI

2 JUNE 2025

## Air India sees huge upside in business: CEO Wilson

PRESS TRUST OF INDIA ■ New Delhi

Air India sees huge upside in passenger as well as cargo segments and is always open for partnerships, its chief Campbell Wilson said as the full service airline works to upgrade its aircraft, improve service quality and expand networks.

The loss-making Air India, being piloted by the Tata Group since its take over in January 2022, is undergoing the ambitious five-year transformation plan Vihaan.AI that commenced in 2022, with Wilson saying he is very happy with the trajectory, notwithstanding that there is more work to do. In an interview, the Air India CEO and MD said the airline "just learns to adapt and move on" when there are external factors such as supply chain and airspace issues.

"When you are trying to do a turnaround, there are so many things that require us to act to prove ourselves... The objective is very very clear and hasn't changed in the slightest, the opportunity hasn't changed in the slightest, in fact if anything it has got more clear at the scale of the opportunity," he said.

The airline sees a huge upside on the passenger as well as cargo business sides, Wilson said, adding that since privatisation, the cargo revenues have increased more than three times. The passenger



Air India CEO Campbell Wilson

revenues have more than doubled during the same period. "Again, huge upside, non-stop service into key points around the world, more focus on cargo, better systems, more consistent product delivery, all of these things mean we are a much more credible player in the cargo space. (There is) significant upside opportunity," he noted. Currently, Air India has a fleet of 191 planes, including 64 wide-bodies and 127 narrow bodies.

When asked whether Air India will also be looking at a partnership with upcoming airline Riyadh Air, he said there is an air about India. "Everyone wants a partnership with India and so we are talking to many many people".

"We are always open to partnerships. We have expanded or announced more than 20 partnerships since being privatised. That are codeshare (partnerships) and interline (agreements).

Continued on >> P2

## Air India sees huge upside in business: CEO Wilson

Continued from >> P1 We have embarked on some new codeshares with Singapore Airlines, Lufthansa Group... We will continue to work on more," Wilson said.

Against the backdrop of various instances of passengers complaining about the airline's service quality, Wilson said all efforts are going to make sure that there is a consistent product that is consistently meeting expectations that is humanly possible.

"We never want to disappoint a customer," Wilson said as he highlighted that Air India Group carries more than 60 million people a year and unfortunately, there are going to be weather events or other events that may result in everyone not having the experience that they had hoped for.

"There are always going to be some issues in aviation but let them not dominate the discussion when there is clear evidence that there is a product that people genuinely are thinking is impressive," he said.

Air India Group, which is expanding its fleet as well as network, had a domestic market share of 27.2 per cent in April.

"Whether it is airspace or other things that impede travel, I think it is a negative for society and we certainly would advocate for freedom of flight wherever it may be. Of course, we understand geopolitics and the like. When things happen that constrain airspace, then we just adjust," Wilson said.

Since Pakistan closed its airspace for Indian carriers in the wake of strained ties following the Pahalgam terror attack, Air India flights to Europe and North America from the national capital are tak-

ing longer routes and some of the flights also have a stop enroute.

In reference to the Pakistan airspace closure, Wilson said the airline has changed its flight routes. "Sometimes it (flights) take longer, sometimes we need to make a refuel stop but in almost all cases, we are still able to operate non-stop to the cities that we previously flew and continue to offer a compelling proposition and we just continue to adjust around us".

"Financially, the trajectory is good but I won't get into numbers at this juncture. We brought four groups of employees together under Air India and Air India Express. That is not an easy process. People come from very different backgrounds, very different work environments, sometimes they move to different cities but people are gelling together really really well and I am really proud of the way they have embraced this new combined organisation," he said.

Last year, Vistara was merged with Air India and AIX Connect (formerly AirAsia India) was integrated with Air India Express. There were some concerns among the staff on certain issues.

A New Zealander, Wilson, last November said the airline's transformation journey is a cricket Test match and not a T20, and that it was like lunch on the third day of a Test match.

"I think we are well into the second half of the Test match," Wilson said during the interview as he listed out the achievements last year, including the mergers, setting up of a training academy in Gurugram (Haryana) and rolling out of a new loyalty programme.



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

2 JUNE 2025

## खराब मौसम के कारण दिल्ली हवाई अड्डे पर चार उड़ानों का मार्ग बदला गया



नयी दिल्ली, (पंजाब केसरी) : दिल्ली में रविवार शाम खराब मौसम के कारण हवाई अड्डे पर कुल चार उड़ानों का मार्ग बदला गया और कई उड़ानों में देरी हुई। एक सूत्र ने कहा कि प्रतिकूल मौसम के कारण चंडीगढ़ और अमृतसर जाने वाली एक-एक उड़ान और शाम पांच से साढ़े पांच बजे के बीच जयपुर जाने वाली दो उड़ानों का मार्ग बदला गया। उड़ानों की निगरानी से जुड़ी एक वेबसाइट 'फ्लाइट रडार' के अनुसार, रविवार को हवाई अड्डे पर 350 से अधिक उड़ानों में देरी हुई। इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का सबसे बड़ा हवाई अड्डा है।

## भारत के लिए नई उड़ानें शुरू करेगी ब्रिटिश एयरवेज

नई दिल्ली (भाषा)।

ब्रिटिश एयरवेज भारत-ब्रिटेन मुक्त व्यापार समझौते (एफटीए) से कार्गो अवसरों का लाभ उठाने के साथ ही नये मार्गों और अधिक उड़ानों से साथ विस्तार करने की योजना बना रही है। एयरलाइन के चेयरमैन और मुख्य कार्यपालक अधिकारी (सीईओ) सीन डॉयल ने यह बात कही है।

ब्रिटिश एयरवेज 100 साल से अधिक

से भारत के लिए उड़ान भर रही है। इस समय एयरलाइन पांच भारतीय शहरों से सप्ताह में 56 उड़ानें संचालित करती है। इसमें मुंबई से सप्ताह में तीन उड़ानें और दिल्ली से प्रतिदिन दो उड़ानें शामिल हैं। इसके अलावा चेन्नई, बेंगलुरु और हैदराबाद से भी इसकी दैनिक उड़ानें हैं। डॉयल ने एक साक्षात्कार में कहा कि भारत ब्रिटिश एयरवेज के लिए 'बहुत, बहुत महत्वपूर्ण' बाजार है और भविष्य में मार्गों और उड़ान संख्या, दोनों में वृद्धि की उम्मीद है।

एयरलाइन इस साल अक्टूबर से लगभग पांच साल के बाद मुंबई-लंदन हीथ्रो मार्ग की उड़ानों में से एक में प्रथम श्रेणी की सीटें फिर से शुरू करने वाली है। उन्होंने कहा, 'मुझे लगता है कि हम भारत में विमानन के विकास का हिस्सा बनना चाहते हैं। हम 100 वर्षों से इसका हिस्सा रहे हैं। भारत में ब्रिटिश एयरवेज के लिए लगभग 2,500 लोग काम करते हैं। अमेरिका के

बाहर, हमारा सबसे बड़ा एकल बाजार भारत है।' उन्होंने कहा कि एयरलाइन ने भारत में कोरोना वायरस महामारी से पहले के स्तर की तुलना में लगभग 25 प्रतिशत की क्षमता बढ़ाई है।

वैश्विक एयरलाइंस समूह अंतरराष्ट्रीय हवाई परिवहन संघ (आईएटीए) की वार्षिक आम बैठक में भाग लेने के लिए दिल्ली आए डॉयल ने यह भी कहा कि अगले दशक में भारत में यात्रा की मांग बहुत तेजी से बढ़ेगी।

उन्होंने कहा कि खासकर एक बड़े और उभरते मध्यम वर्ग के साथ विमानन क्षेत्र तेजी से वृद्धि करेगा। उन्होंने कहा, 'मुझे लगता है कि विश्व अति-व्यवसायिक रूप से रोमांचक होने वाला है, और ऐसा कुछ जो आपने पहले कभी नहीं देखा होगा।' डॉयल ने कहा, 'भारत में जो हो रहा है, वह यहाँ एक पीढ़ी में एक बार मिलने वाला विकास अवसर है।'

एयरलाइन भारत और ब्रिटेन के बीच कार्गो अवसरों के बारे में भी उत्साहित है, खासकर दोनों देशों के बीच मुक्त व्यापार समझौते (एफटीए) के महिना भर ऐसा है।

उन्होंने कहा, 'मुझे उम्मीद है कि एफटीए के तहत भारत से अधिक कार्गो निर्यात किया जाएगा। मैं यह भी उम्मीद करूँगा कि भारत से आने वाले कुछ खास निर्यात में वृद्धि होगी।'



### अमीरात एयरलाइन ने भारतीय बाजार में अधिक खुली पहुंच की वकालत की

नई दिल्ली (भाषा)। अमीरात एयरलाइन के अध्यक्ष सर टिम क्लार्क ने रविवार को कहा कि भारतीय बाजार में अधिक खुली पहुंच की जरूरत है। उन्होंने भारत के लिए अधिक उड़ानें संचालित करने को द्विपक्षीय अधिकारों को बढ़ाने पर जोर दिया।

इस अक्टूबर में भारत में परिचालन के 40 वर्ष पूरे करने वाली खाड़ी की प्रमुख एयरलाइन नौ भारतीय शहरों में सेवा देती है। क्लार्क ने राष्ट्रीय राजधानी में एक संवाददाता सम्मेलन के दौरान कहा कि आपूर्ति श्रृंखला के मुद्दे एक समस्या हैं। एयरलाइन पिछले कुछ वर्षों से दोनों देशों के बीच बढ़े हुए द्विपक्षीय अधिकारों की वकालत कर रही है, जो इस समय प्रति सप्ताह 65,000 सीटों पर है। क्लार्क के अनुसार, भारतीय बाजार में 'खुली पहुंच' होनी चाहिए। उन्होंने हालात बदलने की उम्मीद भी जताई। इस समय द्विपक्षीय उड़ान अधिकार दुबई की एयरलाइंस - अमीरात और फ्लाईदुबई - को भारत के लिए साप्ताहिक 65,000 सीटों का संचालन करने की अनुमति देते हैं।

उन्होंने कहा, 'मुझे उम्मीद है कि एफटीए के तहत भारत से अधिक कार्गो निर्यात किया जाएगा। मैं यह भी उम्मीद करूँगा कि भारत से आने वाले कुछ खास निर्यात में वृद्धि होगी।'



# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

2 JUNE 2025

## निजी विमानन बाजार में उतरी ड्यून्स

**मुंबई (भाषा)।** अहमदाबाद स्थित निजी विमानन कंपनी ड्यून्स एयर ने अपनी प्रीमियम चार्टर्ड सेवाओं की शुरुआत के साथ निजी विमानन बाजार में उतरने की घोषणा की है। कंपनी के सह-संस्थापक रितेश ह्यडा ने कहा कि इस खंड के तहत कंपनी कारोबारी दिग्गजों, अति-धनी व्यक्तियों और प्रतिष्ठित यात्रियों को विमान चार्टर सेवाएं उपलब्ध कराएगी। ह्यडा ने कहा, 'एयरलाइन खुद को एक प्रीमियम हवाई परिचालक के रूप में स्थापित कर रही है, जो कुशल, निजी और लचीले उड़ान अनुभव देती है।' गैर-अनुसूचित एयरलाइन इस समय दो विमानों का संचालन करती है। संयुक्त उद्यम के अन्य सह-संस्थापकों में शैशव शाह, केतन गज्जर, नवनीत अग्रवाल, तनुज पुगलिया और हिमांशु शाह शामिल हैं।



# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

2 JUNE 2025

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## IndiGo doubles wide-body aircraft order

**Saurabh.Sinha**  
@timesofindia.com

**New Delhi:** IndiGo doubled its wide body aircraft order by confirming the option for 30 wide body Airbus A350s. Now the airline has 60 A350s on firm order and has an option for 40 more. “We have signed the MoU with Airbus for confirming the option for 30 A350s. Their delivery starts in 2027,” airline CEO Pieter Elbers said at the IATA AGM on Sunday.

“Delivery of initial 30 A350s ordered last year will begin in 2027 and continue till early part of next decade. Delivery of this next batch (of 350) will start after that and continue into the second half of the next decade,” Elbers said.

## Achieved a lot, there's evidence things are on right track: AI CEO

Saurabh Sinha & Sidhartha | TNN

Tata Motors shed its "taxi" image after the acquisition of UK's JLR when it started to churn out world class cars. Vistara's merger into Air India could prove to be a similar moment for Air India as the Maharaja has crossed more than half way of the transition to become a much better airline that was promised when Tatas took over AI and AI Express in Jan 2022. In a free-wheeling interview, AI MD & CEO Campbell Wilson discusses the airline's revamp, the IndiGo wet lease controversy and regulatory challenges. Excerpts:

### Why has revamping of old planes, especially wide bodies, taken longer than anticipated?

We are getting the ordered new planes, including Boeing 737 MAX for AI Express and will get a B787 & Airbus A350 for AI this fiscal. So, they are coming. But they are later than we had originally contracted to receive them for reasons Boeing and Airbus can tell you. Depending on the 6 to 12 months (delay), this is a little bit frustrating for all involved, including the original equipment manufacturer. But it's an industry issue. The other thing that has caused challenge to the original timelines is the certification,

“All of the foundation pieces that are necessary to build the future Air India, are either in place or coming up

“It (wet lease) can be abused in terms of duration. It can be abused in terms of circumventing air traffic rights between countries. It's something that regulator needs to have a view on

“We are reviewing our agreement with Turkish Technic where we send some of our wide bodies for checks

— CAMPBELL WILSON | MD & CEO, AIR INDIA



production and installation of business class seats, in particular on the legacy aircraft. So, the refit programmes, which we had hoped to have largely completed by now on the wide body fleet, are still underway.

### Why does on time performance (OTP), again particularly for long hauls on wide bodies, remain a challenge?

OTP of international flights on wide body fleets is improving significantly. It's not where we want it to be. There are a few reasons for that. The aircraft were terribly neglected, not well maintained and have old components. They hadn't kept paced with the advances in technology. All of that needed to be replaced and upgraded. It is taking time, particularly because of supply chain constraints. But technical despatch reliability of aircraft has gone ma-

terially up. Has it reached the global average? In some cases, yes. But in most cases, no, because there is still more work to do. There were several other issues, which are being taken care of, including AI not recruiting people for 20 years before privatisation. The staff not being exposed to contemporary best practices. People had been promoted because of tenure, not talent. That had needed to be changed. That takes time.

### Are you satisfied with pace of change at AI Group?

We've completed the merger of four airlines. We finished the year with an OTP that was higher than Vistara. The financial trajectory, particularly for the full service carrier, is going very well. New Air India is in service to New York and to London with the A350. Passengers are very pleasantly surprised on what we are delivering on that. We

have a training academy now seeing 2,000 people being trained and upgraded today. All of the foundation pieces that are necessary to build the future Air India, are either in place or coming up. We've achieved a lot and there's clear evidence that things are on the right track.

### Are you having a relook at your tie-up with Turkish Technic, following the country's role during Operation Sindoor?

We are reviewing our agreement with Turkish Technic where we send some of our wide bodies for checks. It takes some time to adjust when the situation changes. But we are aware of the national sentiment and what people expect us to do. We will look to recalibrate where we send our aircraft. We are looking at options to send our planes for maintenance repair and overhaul.

### IndiGo is wet leasing planes to launch long hauls. What do you feel about wet lease policy?

There's a place for wet lease for short-term capacity augmentation. (However) it can be abused in terms of duration. It can be abused in terms of circumventing air traffic rights between countries. Ultimately, it's something that regulator needs to have a view on.



## Corporate Communications Directorate

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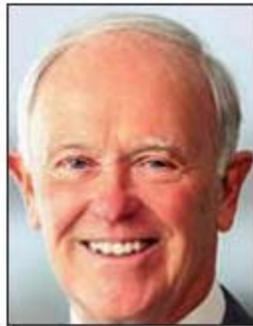
# AI, IndiGo won't hit Emirates' biz: Tim Clark

**Saurabh.Sinha**  
@timesofindia.com

**New Delhi:** Dubai-based Emirates airline's business will not be impacted by Air India's expansion or IndiGo's launch of long-haul flights to Europe as it has already reached the maximum cap on the number of flights allowed to India, Emirates president **Tim Clark** said in Delhi on Sunday.

Clark also stressed the need to increase the bilateral air traffic rights between India and the UAE, which are

currently capped at 65,000 seats per week — allowing Dubai-based carriers to operate 65,000 seats to India, and Indian airlines to operate the same number to Dubai.



He explained that since the current bilateral agreement has already been fully utilised, Emirates cannot begin services to upcoming Indian airports such as Navi Mumbai and Greater Noida.

“We've been stuck with 65,000 seats in each direction (Dubai-India and vice versa) for over 11 years now. For every seat we sell, there are probably

10 takers. So, I don't see our business being impacted by IndiGo or Air India's expansion plans. In fact, their growth may provide a much-needed release valve for the pent-up demand in India that has existed for decades. Frankly, good luck to AI and IndiGo in acquiring aircraft at the pace they require,” Clark said, speaking in Delhi where he is attending IATA annual general meeting along with other global aviation leaders.

India is planning to set up international aviation hubs at major airports like Delhi, Mumbai, and Bengaluru.



# Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

1 JUNE 2025

## Spicejet fliers forced to sit in aircraft for 3 hrs in Delhi

Joy.Sengupta@timesofindia.com

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

The flight was scheduled to depart from Delhi at 3.25pm and reach the city at 5.35pm. It was initially rescheduled to 4.50pm. The boarding started at 4.30pm, but the aircraft was airborne only around 7.30pm. Flyers remained seated in the static aircraft for almost three hours. They touched down in Pune around 9.30pm.

SpiceJet denied that passengers were kept seated in the plane for three hours. "SpiceJet flight SG 477, scheduled to operate from Delhi to Pune on May 30, 2025, was delayed because of a last minute technical issue with the aircraft. Passengers were assisted throughout and were served with refreshments. Passengers were not kept onboard for three hours," a SpiceJet spokesperson told **TOI**.

Puranjay Rana, a passenger of the flight, said the cabin crew kept on saying that the aircraft would fly in 10 minutes.