



Corporate Communications Directorate

THE HINDU

CHENNAI

2 APRIL 2025

Access to free WiFi to be made easier at airport

At present, international passengers arriving at the Chennai airport find it difficult to get access to the free WiFi due to issues related to receiving a one-time password; with passengers flagging this issue on X (formerly Twitter), airport officials have decided to set up kiosks where the OTP will be provided on a slip of paper



No connect: For years now, international passengers have not been able to use the free WiFi. REPRESENTATIONAL IMAGE

Sunitha Sekar
CHENNAI

Following repeated requests from international passengers arriving in the city, the free WiFi services at the Chennai airport will be improved, and access made easier, in a few months.

For years now, it has been a rather frustrating experience for international air passengers as many haven't been able to

use the free WiFi service available at the Chennai airport, primarily due to issues over receiving the one-time password (OTP) on their mobile phones.

Since the government of India mandates Know Your Customer (KYC) as a necessity, OTP needs to be sent to the respective user's mobile number.

Kiosks to be set up
“We understand the concerns and we plan to set

up a few kiosks at the international arrival hall. When a passenger scans his passport and his boarding pass, he will receive the OTP on a paper slip from the kiosk, enabling the passenger to use the free WiFi,” an official said.

Airports Authority of India (AAI) is in talks with telecom operators in this regard. In five months, the kiosks will be set up, the official added.

Vasanthi Kannan, a fre-

quent traveller, said, “This is a welcome move. Both my children live abroad and whenever they come here, they certainly felt the need for WiFi facility on arrival. This is because most international travellers require it to book a cab or inform their family members that they have arrived, or for any other assistance.”

Issue flagged on X
Air passengers have

flagged this issue several times on X (formerly Twitter). For instance, Surya D. Asokan, another passenger, had said in a post on X: “@aachnairport big miss on airport WiFi. Not sure how this could've been overlooked. Lots of international travellers don't have in-service mobile # to receive OTP. Need for an OTP can be replaced by boarding pass/ticket info, if there is a need for this restriction.”



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

2 APRIL 2025

Earthquake deaths: Kolkata airport ATC pays silent tribute to Myanmar counterparts

OUR CORRESPONDENT

KOLKATA: The Netaji Subhas Chandra Bose International (NSCBI) Airport, Kolkata on Tuesday shared that its Air Traffic Controllers (ATCs) observed silence in tribute to their counterparts in Naypyidaw, Myanmar who died while on duty during the recent tremor that struck the country.

An issued statement read that “in solemn remembrance of the Air Traffic Controllers of Naypyidaw ATC Control Tower who lost their lives while on duty during the recent tremor in Myanmar’s new capital, the Air Traffic Controllers of Kolkata Airport, under the aegis of ATC Guild (I) ER, observed a two-minute silence today at the New Technical Building of Netaji Subhas Chandra Bose International (NSCBI) Airport, Kol-



kata.” The tribute was attended by Nivedita Dubey, regional executive director, Pravat Ranjan Beuria, airport director, along with general managers of ATM, CNS, HR, engineering, and other senior officials. The gathering paid homage to the departed souls, acknowledging their dedication and sacrifice.

The tragic incident claimed the lives of four Myanmar Air Traffic Controllers: Lay Aung (assistant general manager), Thaw Htet Ko Ko (assistant manager), Honey Run (ATC Officer Gr-II), Naing Naing Maw (ATC Officer Gr-II).

Expressing solidarity, the regional secretary of ATC Guild

(I) highlighted the deep professional and humanitarian bond shared between Kolkata and Myanmar ATCOs.

“Given the daily exchange of flight information between Kolkata and Myanmar ATCOs for ensuring safe air travel, this loss is deeply felt by the aviation fraternity,” the statement read.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

2 APRIL 2025



In solemn remembrance of the air traffic controllers of Naypyitaw ATC control tower who lost their lives while on duty during the recent earthquake in Myanmar's new capital, the air traffic controllers of Calcutta Airport, under the aegis of ATC Guild (I) Eastern Region, observed a two-minute silence on Tuesday.

The tribute was attended by Nivedita

Dubey, regional executive director, Pravat Ranjan Beuria, airport director, along with other senior officials. The gathering paid homage to the departed souls, acknowledging their dedication and sacrifice.

Metro reported on Tuesday how ATC officials in Calcutta observed one minute silence to pay homage to the tragic deaths of Lay Aung,

assistant general manager; and women personnel Thaw Thaw Htet Ko Ko, assistant manager; Honey Run, ATC officer II; and Naing Naing Maw, ATC officer II.

Expressing solidarity, the regional secretary of ATC Guild (I) highlighted the deep professional and humanitarian bond shared between Calcutta and Myanmar ATCs.



Corporate Communications Directorate

THE TRIBUNE

DELHI

3 APRIL 2025

Hisar, Karnal airports have fallen prey to BJP's negligence: Hooda

TRIBUNE NEWS SERVICE

CHANDIGARH, APRIL 2
Former Chief Minister Bhupinder Singh Hooda today said the airports in Hisar and Karnal have fallen prey to the BJP government's corruption and negligence. The BJP government not only caused delay in the construction of these airports approved during the Congress tenure but it also committed a scam worth crores. He said the extent of the scam in the project can be gauged from the fact that the airport's boundary wall was built without a foundation. Hooda said approval was given to develop the existing airstrips in Hisar and Karnal as domestic airports during the Congress government in August 2013 itself. "Earlier, a joint feasibility study was conducted by the Airports Authority of India (AAI) and the Haryana Government in October 2012, and a feasibility

report was prepared by the AAI. The Haryana Government offered the required land to the AAI for the upgrade of Hisar and Karnal airstrips, as demanded by the AAI," he said.

"After the change of government in the state and the Centre, it is clear from the PIB release of July 2015 that then Civil Aviation Minister Siddheshwar had also accepted the plan of the Congress government. Hisar and Karnal airstrips were identified among the 50 places where small airports were to be developed, but the BJP government has put this project on hold since then," he said.

"It seems instead of completing this project, which has been pending for so many years, the entire focus of the BJP and BJP-JJP governments was on carrying out the scam. The government's intention has been exposed by the corruption of Rs 180 crore in the construction of the boundary wall of Hisar Airport," he added.



Corporate Communications Directorate

AMAR UJALA

DELHI

3 APRIL 2025

मोपा एयरपोर्ट और डोडामार्ग का हो रहा तेजी से विकास

नई दिल्ली (वि)। गोवा में मोपा इंटरनेशनल एयरपोर्ट के आसपास का विकास और डोडामार्ग क्षेत्र में तेजी से विकास हो रहे हैं। इससे उत्तरी गोवा और डोडामार्ग पर्यटन और रियल एस्टेट केंद्र के रूप में तैयार हो रहा है। यहां राजमार्गों और बुनियादी ढांचे में बढ़ा निवेश डेवलपर्स और व्यावसायियों को आकर्षित कर रहा है। डोडामार्ग प्रतिस्पर्धी कीमतों पर प्लॉट डेवलपमेंट, लम्बरी विला और वाणिज्यिक स्थान प्रदान कर रहा है। रियल एस्टेट डेवलपर फर्म एबॉम के ग्लोबल सेल्स हेड आशीष डे ने बताया कि कई हाई प्रोफाइल प्रोजेक्ट पाइपलाइन में हैं। इनमें कैसीनो, मनोरंजन केंद्र, क्रिकेट स्टेडियम, एयरोसिटी आदि शामिल हैं।

FARE DEAL



CLASS ACT

- From April 16, international business-class passengers departing from Delhi airport will pay ₹810 as user development fee (UDF), while economy-class passengers will pay ₹650
- For the first time, arriving international passengers will also pay UDF: ₹275 for economy, ₹345 for business class
- The International Air Transport Association has opposed class-based and peak-hour-based UDF, calling it discriminatory and a violation of global aviation norms
- Delhi airport operator DIAL argues that premium passengers receive added services, justifying higher fees; cites global examples of similar pricing
- The Airports Economic Regulatory Authority has approved the class-based UDF but rejected peak-hour pricing, citing operational challenges

Higher fee at Delhi airport for business-class travellers flying international versus economy has fuelled a debate on what's fair and what's discriminatory

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PUBLIC ANNOUNCEMENT

DEEPAK PATEL
New Delhi, 14 April

Starting April 16, business-class passengers flying international from Delhi airport will have to pay more. In a first such move by an Indian airport, the Airports Economic Regulatory Authority (AERA) has accepted the proposal of Delhi International Airport Ltd (DIAL), the airport's operator, to allow it to charge a higher user development fee (UDF) based on the class one flies.

The decision, announced on March 28, has sparked an intense debate over whether such aeronautical charges are fair. During discussions with AERA, the International Air Transport Association (IATA) had strongly opposed the DIAL's proposal for class-based and peak-hour-based UDF, calling it "unnecessarily complex and discriminatory".

According to AERA, passengers leaving on international flights in economy class will have to pay a UDF of ₹650, while international business class passengers will be charged ₹810. Those arriving at the Delhi airport on an international flight will also have to pay a UDF that wasn't charged earlier: ₹275 for economy class and ₹345 for business class.

However, the regulator denied GMR Group-led DIAL's request to impose a higher UDF on domestic business class passengers compared to domestic economy passengers. AERA

raised was the potential impact on airport slot allocation. IATA cautioned that DIAL's proposed tariff system could compromise transparency, giving DIAL excessive control over slot determination. The Ministry of Civil Aviation's slot allocation guidelines emphasise neutral, transparent, and non-discriminatory practices, which, IATA argued, the new UDF structure would undermine.

While IATA opposed the changes, major Indian airlines such as SpiceJet, IndiGo, and Air India, all IATA members, did not explicitly voice their stance on differential UDFs before AERA.

DIAL's justification
DIAL defended its proposal to AERA on the grounds that charging different fees for peak and non-peak passengers aligns with global norms and encourages optimal airport resource utilisation. The operator stated that airport infrastructure worldwide is designed around peak-hour demand, following ICAO and inter-ministerial group (IMG) standards.

DIAL also pointed out that differential pricing based on demand is a widely accepted international practice. It cited examples such as Singapore Changi Airport, which offers up to 40 per cent discounts on landing charges during off-peak hours. Similarly, Hong Kong Airport has been levying higher charges on business-class passengers since 2016, and

DIAL as it considers peak and off-peak airport usage, which is key to maximising infrastructure efficiency. Additionally, differentiating UDF for economy and business-class passengers aligns pricing with facilities provided at the airport," DIAL told AERA.

The operator of the upcoming Noida Airport, which will compete with Delhi airport when its commercial flight operations begin later this year, also said that it supports DIAL's tariff proposal "in principle".

The Association of Private Airport Operators, too, echoed this sentiment, and urged AERA to approve the plan to safeguard Delhi airport operator's financial viability and credit rating, which is crucial for refinancing its loans.

AERA's final call
While AERA has approved the revised UDFs, setting charges at ₹650 for international economy passengers and ₹810 for international business class passengers, these rates are significantly lower than DIAL's original proposal. The operator had suggested a UDF of ₹810 for international economy passengers in 2025-26 and 2026-27, reducing it to ₹430 in the following two years. For international business class passengers, DIAL had proposed ₹1,620 in 2025-26 and 2026-27, dropping to ₹860 in 2027-28 and 2028-29.

AERA justified the class-based differentiation, citing the additional as well as premium

also outright rejected DIAL's proposal to implement higher, peak-hour UDF on passengers travelling between 5 am and 8:55 am, and 5 pm and 8:55 pm.

In February, DIAL stated that the increase would raise final airfares by no more than 1.5 per cent on average. IATA, however, contended that restructuring charges in this manner violates the non-discrimination policies of the International Civil Aviation Organisation (ICAO) and breaches DIAL's Operation, Maintenance, and Development Agreement (OMDA) with the Airports Authority of India (AAI).

IATA's objections
During discussions with AERA, IATA argued that DIAL's proposal unfairly differentiates charges based on factors such as travel time (peak versus non-peak) and class (economy versus business), disproportionately affecting certain operators and passengers. The association stressed that increasing charges during peak hours would not necessarily shift airline operations to off-peak times since flight schedules are dictated by passenger demand and complex scheduling constraints.

IATA also pointed out that non-aeronautical revenues, such as retail and food sales, are naturally higher during peak hours, which should, in theory, result in lower—not higher—UDF during those periods. Another major concern

Manchester Airport applies peak-hour surcharges, it said.

Rejecting allegations of the practice being discriminatory, the operator maintained that higher charges for peak hours are justified and necessary, including for infrastructure development and debt servicing.

Defending its rationale behind imposing different UDFs on first- and business-class passengers, DIAL argued that premium travellers receive additional facilities such as dedicated lanes for check-in, security, immigration, and boarding. The operator insisted that such a pricing structure does not contradict ICAO regulations, but instead helps ease the financial burden on economy-class travellers, including families and students.

Support flies in
DIAL's proposal has received backing from other private airport operators.

Adani Airport Holdings Ltd, which manages seven airports, called it beneficial for all stakeholders and crucial for financial viability.

Bangalore International Airport Ltd (BIAL), which operates Bengaluru Airport, also supported the tariff proposal. "We fully support the rate card proposed by

In February, DIAL stated that the increase would raise final airfares by no more than 1.5 per cent on average. IATA, however, contended that restructuring charges in this manner violates the non-discrimination policies of the ICAO

services provided to business-class passengers, which are unavailable to economy passengers. The regulator pointed out that such pricing structures are common at international airports.

including Hong Kong, where fees vary based on travel class and distance. However, it rejected the proposal for peak-hour-based UDF, agreeing with IATA that such a model would pose operational challenges. It acknowledged that time-based tariffs are a new concept in India and could be difficult to implement, especially since airport operators themselves allocate airline slots.

Furthermore, AERA opted to retain the current UDF of ₹129 for domestic departing passengers, who account for the majority of air traffic. The regulator determined that further bifurcation into peak and non-peak rates would be impractical due to implementation complexities, including necessary modifications to airport and airline IT systems and invoicing systems. It also expressed uncertainty about airlines' readiness for such changes on short notice.

For now, DIAL has scored a partial victory.

DESHBANDHU

DELHI

3 APRIL 2025

एयरपोर्ट भूमि अधिग्रहण को लेकर हुई जनसुनवाई, मिली 10 आपत्तियां



जेवर, 2 अप्रैल (देशबन्धु)। जेवर में बन रहे एयरपोर्ट के तीसरे चरण में होने वाले भूमि अधिग्रहण के लिए बुधवार को दो गांवों की जनता इंटर कॉलेज में जन सुनवाई हुई। जिसमें ग्रामीणों ने अपनी समस्याओं व मांगों को अधिकारियों के सामने रखा और यहां 10 आपत्तियां मिली। गुरुवार को भी दो गांव की जनसुनवाई होगी।

एयरपोर्ट के विस्तार के लिए भूमि अधिग्रहण की प्रक्रिया चल रही है, जिसके लिए पुनर्वासन, पुनर्व्यवस्थापना के लिए जनसुनवाई की जा रही है।



बुधवार को जेवर बांगर व सादुल्लापुर उर्फ मॉडलपुर गांव की कस्बे के जनता इंटर कॉलेज में जनसुनवाई हुई। जनसुनवाई सुबह 11 बजे से 1 बजे तक चली। जिसमें ग्रामीणों ने अधिकारियों के सामने अपनी मांगों व समस्याओं को रखा। जन सुनवाई एसडीएम अभय कुमार के नेतृत्व में हुई। यहां एसडीएम अभय कुमार व

एयरपोर्ट नोडल अधिकारी दुर्गेश सिंह ने ग्रामीणों की समस्याओं को सुना। वहीं यहां 10 लोगों ने अपनी आपत्ति भी दर्ज कराई। अब गुरुवार को गांव फलैदा बांगर व करौली बांगर की जनसुनवाई होनी है। फलैदा बांगर गांव की जनसुनवाई गांव के ही जूनियर हाई स्कूल में और करौली बांगर की प्राइमरी स्कूल नगला भटोना में सुबह 11 से 1 बजे तक चलेगी और शुक्रवार को गांव तिरधली, मेंहदीपुर बांगर व धनपुरा की होनी है। बता दें कि इन 7 गांवों की 189.7622 हेक्टेयर भूमि ली जानी है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

2 APRIL 2025

BIAL introduces Kannada on website

BENGALURU, DHNS

The Bangalore International Airport Limited (BIAL) has introduced a Kannada language option on its official website, reinforcing its commitment to strengthening cultural connections with customers.

The new feature provides real-time flight information, flight bookings, travel details, and comprehensive FAQs—all in Kannada.

This addition ensures that travellers can navigate airport services with ease and familiarity, the BIAL said in a release.

“By offering this feature, the Bengaluru Airport aims to enhance the overall passenger experience for those who prefer to communicate in their native language, making their travel more conve-

nient and enjoyable,” the release noted.

The new feature also provides navigation through an intuitive interface, allowing passengers to access transport options and explore airport amenities seamlessly.

Localised support will be available for essential travel information, including security procedures, baggage policies, lost and found services, and special assistance, all in Kannada.



Hari Marar

Hari Marar, Managing Director and CEO of BIAL, said: “The Bengaluru Airport is more than just a transit hub; it is a gateway to Karnataka’s rich cultural and linguistic heritage.

“We are pleased to introduce a Kannada version of our website to create a more inclusive and accessible experience.”



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

2 APRIL 2025

Ahmedabad Airport to witness 25% surge in daily flights

FPJ NEWS SERVICE

AHMEDABAD

Ahmedabad's Sardar Vallabhbhai Patel International Airport (SVPI) is set to experience a significant 25% increase in aircraft movements this summer, rising from 256 to 320 daily flights. While no new destinations have been introduced, airlines are ramping up frequencies on high-demand routes to accommodate the growing number of travelers.

IndiGo has enhanced its



flight operations to Hyderabad, while SpiceJet has introduced new flights to Srinagar (five times a week) and Dehradun (daily). Akasa Air is also expanding its network with a new daily service to Bagdogra. These additions aim to cater to the increasing passenger demand, especially

during the peak travel season.

Limited Aircraft Availability Restricts Expansion

Despite the rise in flight frequency, the lack of available aircraft has prevented major expansions in direct connectivity. According to industry sources, IndiGo is phasing out older planes, and Air India has several aircraft grounded for maintenance. However, airlines are optimizing their existing fleets to ensure smooth operations.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

2 APRIL 2025

Airport website now in Kannada



NT Correspondent
BENGALURU

Bangalore International Airport Limited (BIAL) incorporated a Kannada language option to its website.

This added feature in the state language ensures travellers can navigate airport services with ease and familiarity, stated a press release by BIAL on Monday.

Hari Marar, Managing Director and CEO of BIAL, said: "We are pleased to introduce a Kannada version of our website that aims to create a more inclusive and accessible experience, en-

suring our customers access all necessary information in their preferred language."

The new language option will offer real-time flight information in Kannada, enabling seamless updates on departures, arrivals, and delays, said the release.

From prominent multilingual signage across the airport, flight information display system, public announcement systems, signboards on shops and outlets, and social media presence to staff assistance in Kannada, the airport is designed to reflect the culture and ethos of Karnataka, added Marar.

वर्ल्ड क्लास सुविधाओं से सुसज्जित नजर आएगा आईजीआई का टी-2

15 अप्रैल से छह महीने तक टी-2 रहेगा बंद

देश में पहली बार होगा स्वचालित डाकिंग प्रणाली का विकास

टी-1 से शुरू होगा रोजाना 280 घरेलू उड़ानों का संचालन

मिलेगी बोर्डिंग ब्रिज की सुविधा

एक रनवे भी होगा अपग्रेड

टर्मिनल-1 की खासियत

नई दिल्ली, 2 अप्रैल (नवोदय टाइम्स): आने वाले समय में इंदिरा गांधी अंतरराष्ट्रीय (आईजीआई) एयरपोर्ट का टर्मिनल 2 (टी-2) कुछ अलग ही नजर आएगा। टी-2 को भविष्य की जरूरत को ध्यान में रखकर वर्ल्ड क्लास सुविधाओं से सुसज्जित बनाने के लिए इसका अपग्रेडेशन हो रहा है। 15 अप्रैल से इस काम के लिए टी-2 को यात्रियों के लिए बंद कर दिया जाएगा।

एयरपोर्ट अधिकारियों के अनुसार डोमेस्टिक उड़ान में यात्रा करने वाले यात्रियों पर इसका कोई असर नहीं पड़ेगा। बल्कि वह देश के सर्वाधिक हाइटेक व सबसे बड़े डोमेस्टिक टर्मिनल-1 की सुविधाओं का लाभ उठा पाएंगे। 15 अप्रैल से ही

टर्मिनल-1 से प्रतिदिन 280 घरेलू उड़ानों का संचालन (ट्रांसफर) शुरू कर दिया जाएगा। करीब 50 हजार यात्री इसका लाभ उठाएंगे।

दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) के अनुसार सुविधाओं के विकास के लिए टी-2 को छह महीने के लिए बंद किया जाएगा। इस बीच यहां से संचालित होने वाली उड़ानें टर्मिनल-1 से संचालित होंगी। इसके बाद टी-2 पर पैसेंजर बोर्डिंग ब्रिज अपग्रेडेशन, मैकेनिकल एंड इलेक्ट्रिकल इंफ्रामेंट और सिविल एण्ड



इंफ्रास्ट्रक्चर इंफ्रामेंट का काम किया जाएगा। इस काम को पूरा होने में करीब पांच महीने का समय लगेगा। डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार बताते हैं कि चार दशक पुराने टर्मिनल का पुनर्निर्माण समय की आवश्यकता है। यह पुनर्निर्माण मुख्य बुनियादी ढांचे को उन्नत करने, संचालन की दक्षता में सुधार करने और यात्रियों

के आराम को बढ़ाने से सम्बंधित अनुभव को बेहतर बनाने में मददगार साबित होगा।

दिल्ली के तीनों टर्मिनलों में अभी सबसे पुराना टी-2 ही है। अपग्रेडेशन के बाद यहां पर भी अन्य दोनों टर्मिनल की तरह वर्ल्ड क्लास सुविधाएं मिल सकेंगी। इसमें बोर्डिंग ब्रिज की सुविधा भी शामिल है। बोर्डिंग ब्रिज से वायुयान के डाकिंग के लिए देश में पहली बार यहां स्वचालित डाकिंग प्रणाली का विकास किया जाएगा। इससे डाकिंग के दौरान बोर्डिंग ब्रिज व विमान की दूरी व ऊंचाई के बीच समन्वय पूरी तरह स्वचालित होगा। इसके अलावा अत्याधुनिक डिस्टले बोर्ड, स्मार्ट वाशरूम, फोरकोर्ट एरिया में आकर्षक कैनोपी की सुविधा होगी। नए नए साइनेज बोर्ड लगेगे। एयरसाइड में बदलाव होगा। एअन एरिया विकसित होगा। मानसून सीजन को ध्यान में रखते हुए टर्मिनल टू के बहर फोरकोर्ट एरिया में कैनोपी लगाने की भी योजना है।

एक रनवे को भी अपग्रेड किया जाएगा। रनवे को इंस्ट्रुमेंट लैंडिंग सिस्टम से युक्त बनाया जाएगा। इसका मतलब है कि घने कोहरे या कम विजिबिलिटी में भी यहां से उड़ानें सही तरीके से संचालित हो सकेंगी। कुल मिलाकर आने वाले समय में दिल्ली एयरपोर्ट को एक एविएशन हब के रूप में विकसित किया जाएगा। इससे एक खास समय के अंदर फ्लाइट्स की बेहतर कनेक्टिविटी और यात्रियों को टूटित फ्लाइट पकड़ने में आसानी होगी। उड़ानों का संचालन भी अच्छे से हो पाएगा।

- एलैटिनम ग्रेड एलईडी प्रमाणित न्यू टर्मिनल
- मेट्रो कनेक्टिविटी की सुविधा
- बैगेज हैंडलिंग की क्षमता 6000 बैग प्रति घंटा
- 108 सेल्फ चेक इन कियोस्क और 100 चेक इन काउंटर स्थापित
- जांच के लिए 20 ऑटोमेटेड ट्रे रिट्रीवल सिस्टम (एटीआरएस)
- 29 एंटी गेट
- महिलाओं के लिए बेबी कैरर रूम, सेल्फ मॉडिकेशन रूम
- स्मार्ट बाथरूम के साथ ईको फ्रेंडली ग्रीन बिल्डिंग



Corporate Communications Directorate

THE ASIAN AGE

DELHI

2 APRIL 2025

Indian charged in Singapore for ruckus on flight

Singapore, April 1: An Indian national was charged with criminal intimidation on Tuesday for allegedly causing a ruckus on board a Singapore-bound flight from Sydney and threatening to kill a male crew member.

Kolathu James Leo, 42, faces multiple charges, including using criminal force against a flight attendant and being intoxicated on board, which jeopardised order and discipline. Leo also allegedly threatened to kill the male crew member.

According to a police spokesperson, following his aggressive behaviour on board the Singapore-bound Scoot flight on February 27, Leo was "placed under restraints by the cabin crew for the rest of the journey. Upon arrival at Changi Airport, he was arrested by officers from the Airport Police Division.

The incident occurred when Kolathu, allegedly intoxicated, began shouting mid-flight. He is accused of attempting to detach a seat pocket and hitting the seat in front of him. His behaviour reportedly escalated when the

● **KOLATHU IS** accused of attempting to detach a seat pocket and hitting the seat in front of him. His behaviour reportedly escalated when the cabin crew attempted to calm him down.

cabin crew attempted to calm him down.

Kolathu is also accused of grabbing the flight attendant's right wrist.

In a statement on March 31, police said the Indian national became compliant only when he was told that the aircraft would return to Australia if he continued with his disruptive behaviour.

Kolathu is expected to plead guilty on April 22.

If convicted of using criminal force on the crew member, he can be jailed for up to three months and fined up to SGD1,500. As per Singaporean laws, threatening to kill another person carries a maximum jail term of 10 years and a fine, while being intoxicated on board a flight could result in up to a year in jail and a fine of up to SGD 20,000. — PTI



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 APRIL 2025

Emirates rolls out express courier service in 7 countries

Aneesh Phadnis
Mumbai

Emirates is launching an express courier service leveraging its 250 plus aircraft fleet and wide network.

The Dubai-based airline announced on Wednesday the end-to-end delivery service will be rolled out in seven countries in the launch phase. These include UAE, Saudi Arabia, Bahrain, Kuwait, Oman, South Africa and the UK. Emirates is expected to launch the product in India in the next phase.

GROWTH PLANS

The move comes amid the growth of e-commerce, which is expected to account for a third of global air cargo volumes by 2027. While air cargo is categorised in general, perishable, high-value and express segments — the latter commands a higher rate for dedicated space and time bound delivery.

Emirates Courier Express will have a cross border network of partners to manage



ON THE GO. The move comes amid growth of e-commerce which is expected to account for a third of global air cargo volumes by 2027

custom clearance and first and last mile of transportation. “This integration into the airline’s existing infrastructure allows Emirates Courier Express to handle volume fluctuations from seasonal spikes while maintaining cost stability. It also enables Emirates Courier Express to provide bespoke and tailored solutions, whether transporting fashion and mobile phones or the most critical medical equipment,” Emirates said in a press release.

Dennis Lister, Senior Vice President of Product and Innovation, Emirates SkyCargo

said, “The new product launch reflects our ongoing commitment to push the boundaries to introduce innovations which drive real impact and ensure our customers always have access to the fastest, most reliable and cost-effective solutions available.”

ON GROUND SUPPORT

According to an analyst, though technology allows companies to harness app-based delivery providers, replicating FedEx or DHL models will not be easy. Emirates will require strong partners on the ground to compete with them, he said.

Jet fuel demand hits a high in March, crosses multiple milestones in FY25

Rishi Ranjan Kala
New Delhi

A tad short of the 9 million tonnes (mt) mark, India's jet fuel consumption scaled multiple peaks during FY25, with airlines guzzling almost 8 lakh tonnes in the last month of the fiscal year alone — also an all-time high.

According to the latest numbers by the Petroleum Planning and Analysis Cell (PPAC), the country's aviation turbine fuel (ATF) consumption provisionally rose by 3.7 per cent y-o-y and 9.3 per cent m-o-m to hit 799,000 tonnes in March 2025 — the highest so far.

Compared to March 2023, airlines consumed almost 17 per cent higher fuel last month. In fact, monthly ATF consumption hit record highs on four occasions during the last financial year, which ended last month.

Prior to March 2025, jet fuel consumption hit a record in January as the Mahakumbh mela helped maintain the momentum of domestic and international travel with usage hitting 7,80,000 tonnes.

ATF USAGE UP

ATF usage also hit highs during December 2024 at 7,78,000 tonnes and October 2024 (7,57,000 tonnes). ATF consumption in FY25 also soared to an all-time high, growing by almost 9 per cent y-o-y to 8.98 mt. The commodity grew at a compound annual growth rate (CAGR) of around 1.9 per cent between FY19 and FY25.

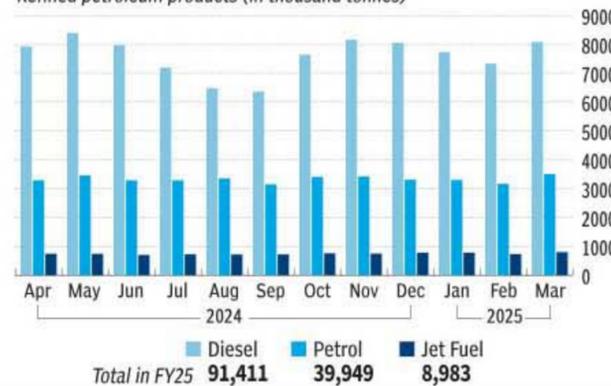
In fact, the PPAC had forecast a revised estimate of jet fuel consumption at 9.061 mt in FY25 with an accuracy of 99.1 per cent.

CareEdge Ratings said it had earlier estimated passenger traffic to reach around 425 million in FY25.



Growing consumption

Refined petroleum products (in thousand tonnes)



Source: PPAC

Yet, owing to delays in aircraft deliveries and adverse weather conditions, passenger growth is expected to be marginally lower by 4 per cent instead and reach about 410 million.

MAHAKUMBH DRIVE

The increased air travel observed during the Mahakumbh festival in Q4 FY25 is likely to partially offset the low passenger growth for the remainder of FY25, it added.

It also anticipates a 9 per cent CAGR in passenger traffic from FY25 to FY27, reaching around 485 million by FY27. International air travel is expected to grow at a faster pace, supported by the introduction of wide-body aircraft from FY26. Domestic passenger traffic is

expected to continue its steady upward trajectory, expanding from a high base.

The PPAC expects India's jet fuel usage to grow almost 11 per cent annually in FY26 — the highest among all refined petroleum products — reflecting on the rising spending power in the world's fastest growing emerging economy.

It has projected the usage to grow at 10.8 per cent to 9.95 mt (first estimate) in the current fiscal year, compared to 8.98 mt consumed in FY25 (provisionally).

In 2026, the OPEC expects India's transportation fuel requirements to remain healthy, supporting jet/kerosene demand to expand by 35,000 b/d on an annual basis.

Gross misuse of wheelchair facility, claims airline industry

Rohit Vaid
New Delhi

Even as the civil aviation regulator DGCA called a meeting with domestic passenger carriers on the issue of wheelchair availability, industry insiders said the service is being “grossly misused by some passengers”.

At present, wheelchair facilities are provided from the ‘kerbside to cabin’ and from the ‘kerbside to stairs or ramp,’ depending upon the usage of the aerobridge to board the aircraft.

“Kerbside to cabin’ wheelchair assistance is capped, and only a limited number of requests can be accepted. The calculation is based on the number of cabin crew onboard the aircraft.”

“This kind of service is generally prevalent on long-haul international flights,” an industry insider told *businessline*.

MAXIMUM MISUSE

“The maximum misuse is witnessed in other service from the ‘kerbside to Stairs or ramp’.”

An airline executive told *businessline* that some passengers, who are physically fit, occupy these reserved services as free airport assistance to avoid getting into long queues.

“This is especially done by people who book their old parents and relatives flying solo, for whom navigating



airports is a challenge because of language issues and lack of knowledge of airport infrastructure,” the executive said.

DELHI-NEWARK FLIGHT

Citing examples of misuse of the facility on long-haul flights, the executive said that on March 20, 2025, 89 wheelchair requests were received for Air India’s Delhi-Newark flight.

This flight had a capacity to ferry 316 passengers.

Besides, the executive pointed out another example of AI127, the Delhi-Chicago flight, operated on February 19, 2025. The flight had received 99 wheelchair requests.

“The number of requests for ‘kerbside to stairs or ramp’ is in thousands per day,” the executive said.

Notably, the large number of requests can be gauged from the fact that IndiGo and Air India offer the maximum number of complimentary wheelchair services per month.

On its part, IndiGo, on average, offers 1,70,000 complimentary wheelchair services per month, while Air India offers 1,00,000.

“High demand can sometimes delay the availability of this facility, resulting in fines for airlines.

“While this represents a monetary loss, it is, more importantly, a loss of reputation,” another industry representative told *businessline*.

Meanwhile, the Directorate General of Civil Aviation (DGCA) will meet with domestic airlines to address concerns regarding wheelchair accessibility for travellers.

businessline was the first to report that the meeting has been called after concerns emerged regarding delays, limited availability, and an insufficient number of wheelchairs.

ELDERLY PASSENGERS

Besides, the issue has become more pronounced amid a rise in the number of elderly passengers and travellers with disabilities.

Sources had told *businessline* that “the regulator is expected to hold an overall discussion with the airlines on strategies to enhance services related to wheelchair availability and assistance at airports.”

Earlier, senior officials from the Civil Aviation Ministry informed *businessline* that airlines must enhance timeliness and availability of wheelchair assistance services.

एविएशन • कंपनियों का फोकस प्रीमियम यात्रियों पर बिजनेस क्लास की बुकिंग 60% बढ़ी, किराया 6 गुना

भास्कर न्यूज़ | नई दिल्ली

भारत में इंटरनेशनल फ्लाइट्स के साथ ही घरेलू उड़ानों में भी बिजनेस क्लास की डिमांड बढ़ रही है। इसे देखते हुए एअर इंडिया और इंडिगो ने इस सेगमेंट पर फोकस बढ़ाया है। दोनों एअरलाइंस दिल्ली से मुंबई, बंगलुरु, चेन्नई, हैदराबाद जैसे प्राइम रूट्स पर बिजनेस और प्रीमियम इकोनॉमी सीटों वाली फ्लाइट्स बढ़ा रही हैं। मेकमाईट्रिप के आंकड़ों के मुताबिक, बीते दिसंबर में घरेलू और इंटरनेशनल रूट्स पर बिजनेस क्लास की कुल बुकिंग 50% बढ़ गई। इंटरनेशनल फ्लाइट्स में बिजनेस क्लास की बुकिंग 80% और घरेलू फ्लाइट्स में 27% बढ़ी। क्लियरट्रिप की बिजनेस क्लास बुकिंग में भी तकरीबन 60% बढ़ोतरी हुई। यही वजह है कि एअर इंडिया और इंडिगो बिजनेस क्लास सर्विस का विस्तार कर रही हैं।

बिजनेस क्लास केबिन में मूड लाइटिंग के साथ 38-40 इंच की एर्गोनॉमिक सीटें होती हैं। 4-7 इंच की डीप रिक्लाइन, एडजस्टेबल आर्मरेस्ट, फुटरेस्ट और बैकरेस्ट होते हैं। बिजनेस क्लास का किराया 20 से 36 हजार रुपए तक है। यह इकोनॉमी क्लास से 5-6 गुना है।

इसी साल 139 और विमानों में बिजनेस क्लास के फीचर्स

इंडिगो इस साल दिसंबर तक 45 विमानों में नए बिजनेस क्लास केबिन लगाएगी। एअर इंडिया ज्यादा आक्रामक है। टाटा ग्रुप की इस एयरलाइन का लक्ष्य जून, 2025 तक ही 94 विमानों में नए बिजनेस क्लास केबिन लगाने का है। इंडिगो ने दिल्ली-मुंबई रूट पर बिजनेस क्लास वाला पहला विमान लॉन्च किया है। इसमें इकोनॉमी सीटें नहीं हैं। कंपनी ने अपने बिजनेस क्लास प्रोग्राम का नाम इंडिगोस्ट्रेच रखा है।

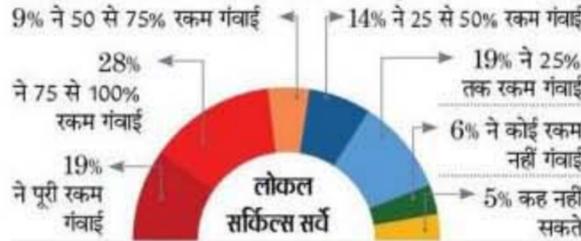
चीन के लिए बने 50 बोइंग की डिलीवरी एअर इंडिया को

एअर इंडिया को सप्लाई-चेन की एक दिलचस्प घटना के चलते 50 विमानों की डिलीवरी मिल गई। चीनी एयरलाइंस ने विमानों के कॉन्क्रिट वॉथस रिकॉर्डर में लिथियम बैटरी की सुरक्षा के बारे में नियामकीय चिंताओं के बाद डिलीवरी टाल दी थी। इन 50 में से अब तक 41 व्हाइट-टेल विमान एअर इंडिया को मिल चुके हैं। इस महीने चार और आने वाले हैं। मई और जून के बीच 5 विमानों की अतिरिक्त डिलीवरी मिलेगी।

लोकल सर्किल्स का सर्वे, 12 माह में 61 फीसदी यात्रियों ने फ्लाइट कैंसिल की परेशानी झेली

लोकल सर्किल्स के ताजा सर्वे में शामिल 61% हवाई यात्रियों ने पिछले 12 महीनों में एयरलाइन की अंदरूनी वजहों से एक या ज्यादा बार फ्लाइट कैंसिल होने की परेशानी झेली। 56% यात्रियों को टिकट कैंसिल करने पर कैंसिलेशन चार्ज के रूप में बुकिंग/टिकट राशि का 50-100% गंवाना पड़ा। दूसरी तरफ एयरलाइन के आंतरिक कारणों से फ्लाइट रद्द होने पर किसी भी यात्री को कोई मुआवजा नहीं मिला।

19% ने टिकट कैंसिल करने पर पूरी रकम गंवाई



• 2024 में जनवरी-सितंबर के बीच फ्लाइट कैंसिल होने से 5.34 लाख यात्रियों का ट्रेवल शेड्यूल प्रभावित हुआ, यह रिकॉर्ड।

• 2022 में 2.2 लाख, 2023 में 3.12 लाख यात्री फ्लाइट कैंसिल होने की वजह से ट्रेवल शेड्यूल बदलने पर मजबूर हुए थे।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

2 APRIL 2025

Air passenger traffic to grow at a CAGR of 9%: Report

AGENCIES
NEW DELHI

Air passenger traffic is expected to grow at a compounded annual growth rate (CAGR) of 9 per cent over FY25-FY27, reaching approximately 485 million by FY27 says a report by CareEdge Ratings.

International air traffic growth is expected to outpace domestic traffic growth during the same period, supported by the addition of wide-body aircraft fleets for the domestic carriers from FY26 onwards.

The report is based on the financial performance of 11 major private airports of India, considering their past and

future passenger traffic and capex for the next five years.

Between FY21 and the first nine months of FY25, India's airport operators, including the Airports Authority of India (AAI), have invested approximately Rs 80,000 crore in capex. Notably, 42 per cent of this investment was allocated to the development of greenfield airports across four locations.

Led by brown field expansions, a capex outlay of Rs 11 lakh crore is expected over FY26 and FY30.

Driven by tariff hikes and additional capacities, aero revenue is expected to grow at 42 per cent CAGR over FY24-FY27.



Air India to get last of 50 Boeing jets made for China peers

MIHIR MISHRA
April 2

AIR INDIA'S WINDFALL of 737 MAX jets amid a broader shortage of new planes is coming to an end. After adding two Boeing aircraft a month on average since September 2023 as the US manufacturer cleared a backlog of the jets it had originally built for Chinese carriers, the pool will run dry by June, people familiar with the matter said, leaving the airline with little visibility around fresh deliveries in the months ahead.

Air India's easy supply was thanks to a supply chain quirk. Boeing was able to divert 737 MAX jets built for Chinese carriers, including Shanghai Airlines, as they deferred taking deliveries following regulatory concerns about the safety of a lithium battery in the planes' cockpit voice recorders.

Having ordered 190 of the aircraft in June 2023, Air India's low-cost arm, Air India Express, has already taken possession of 41 of the 50 so-called white-tail planes — those built for others but still in storage. Another four are due this month and five between May and June.

Considering deliveries of the remaining 140 737 MAX jets wouldn't start before the end of the fiscal ending March 2026, the Tata Group firm risks losing ground to market leader IndiGo, which said this year, it's adding more than one aircraft a week.

Of the 41 white-tail aircraft Air India has received so far, 38 are in operations and 3 are being repainted, the people said.

—BLOOMBERG



Corporate Communications Directorate

THE HINDU

DELHI

3 APRIL 2025

Govt.-owned aircraft repair company staffers on protest

A section of employees at the government-owned and the country's largest aircraft maintenance company, Air India Engineering Services Limited (AIESL), started a symbolic protest on Wednesday by wearing a black ribbon to work over issues of promotion and alleged discrimination against contractual staff. The protest comes amidst an uncertain future for the employees as the government has plans for privatising AIESL, which was among the companies hived off from erstwhile national carrier Air India at the time of its disinvestment. Those on protest are from the All India Aircraft Maintenance Engineering Union (AIAMEU), the union of AIESL employees.



Corporate Communications Directorate

THE HINDU

DELHI

3 APRIL 2025

AI legacy widebody aircraft gets new look

Jagriti Chandra
NEW DELHI

The first of Air India's (AI) 13 legacy Boeing 777 widebodies rolled back from Singapore on Wednesday sporting a revamped passenger cabin – new seat covers, fresh carpeting and a sharp interior lift.

The aircraft returned from Singapore where its interiors underwent 'colour, material and finish (CMF)' rework for 52 days to help passengers experience new feel and look.

This is only an interim enhancement programme for aircraft interiors and includes new upholstery for passenger seats, new carpeting and curtains and a fresh coat of paint on the cabin panels as well as lavatories, said a senior official of the airline.



A more thorough makeover is now delayed until 2026.

AI aims to conclude heavy cabin refresh programme for the 13 B777s used for flying some of the most profitable ultra long-haul routes to the U.S. and Europe by December 2025.

A more thorough makeover for the planes, such as replacement of seats and dysfunctional in-flight entertainment screens are now delayed until 2026 after being originally scheduled to start in 2023.

Corporate Communications Directorate

MINT

DELHI

3 APRIL 2025



Air India's easy supply was thanks to a supply chain quirk.

REUTERS

Air India's 737 Max windfall nears end

Air India Ltd's windfall of 737 Max jets amid a broader shortage of new planes is coming to an end.

After adding two Boeing Co. aircraft a month on average since September 2023 as the US manufacturer cleared a backlog of the jets it had originally built for Chinese carriers, the pool will run dry by June, people familiar with the matter said, leaving the airline with little visibility around fresh deliveries in the months ahead.

Air India's easy supply was thanks to a supply chain quirk. Boeing was able to divert 737 Max jets built for Chinese carriers as they deferred taking deliveries following regulatory concerns.

Having ordered 190 of the aircraft in June 2023, Air India's arm, Air India Express Ltd, has already taken possession of 41 of the 50 so-called white-tail planes—those built for others but still in storage. Another four are due this month and five between May and June.

BLOOMBERG



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

2 APRIL 2025

Rajya Sabha passes Protection of Interests in Aircraft Objects Bill

OUR CORRESPONDENT

NEW DELHI: The Rajya Sabha on Tuesday passed The Protection of Interests in Aircraft Objects Bill, 2025, which seeks to give legal effect to certain international agreements in their application to India with Civil Aviation Minister Kinjarapu Rammohan Naidu asserting that it will partly help in bring down airfares.

Replying to the discussion on the bill, the Minister of Civil Aviation said the legislation will create a lot of security for lessors and lessees and the overall aviation market, as there has been a lot of confusion in this area. It has been a grey area for some time.

"With the bringing of this bill, definitely, it is going to create a lot more clarity. We hope this is going to give a lot of push for the leasing industry, which is the need of the hour. There is an immediate need for this bill to be there in the industry," he said.

The bill seeks to give legal effect to certain international agreements in their application to India, which includes the Convention on International Interests in Mobile Equipment (also known as Cape Town Convention of 2001) and Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment. India had acceded to these in 2008.

The Bill states that before exercising any remedy, the creditor must notify the Direc-



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torate General of Civil Aviation (DGCA) about the occurrence of a default. In cases of a default, it gives creditors certain remedies, including the right to take back possession of the asset within two months or a mutually agreed upon period, whichever is earlier.

Naidu said the 'inconsistencies' in dealing with default by Indian carriers to their lessors in the absence of proper law, as witnessed in the cases of SpiceJet in 2015, the bankruptcy of Jet Airways in 2019 and that of GoAir, led to the decline in the country's score of Cape Town convention compliance index, maintained by the Aviation Working Group (AWG) across the globe, to 50.

It also resulted in higher leasing costs for carriers in India. Thereby, forcing them to reduce fleet sizes, which in turn, pushed up airfares as demand was still high, he noted.

Citing comments by carriers like Air India, Indigo and Akasa Air in favour of the bill, the minister said, "Once by getting this Act into place, you're reducing the leasing cost by 8 to 10 per cent. Now, these are the costs which are going to trickle down to the passengers and the airfares also.

"That is why this becomes very, very important for us."

Asserting that the civil aviation industry needs the Bill, the minister said, "It is going to change the aviation landscape of the country".

The Bill was introduced in the upper house on February 10 this year.

"The whole reason we are bringing this Act is to give the force of law to the Capetown convention and protocol. If you see the majority, other than giving the force of law, it contains the Capetown convention, it contains the aircraft protocol and the declaration that we are signing, abiding ourselves to both the convention and protocol as a signatory to the International Civil Aviation Organisation," the minister said.

The convention and protocol aim to bring uniformity in securing rights for high-value assets like aircraft, helicopters and engines.

He further said the Bill will also give a boost to the aviation leasing industry in India, with the government aiming to reach up to 90 - the globally favoured average score -- in the AWG score, which has slightly improved to 62.



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NAVODAYA TIMES

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'स्पाइसजेट', 'एयर इंडिया एक्सप्रेस' को काठमांडू से उड़ान की मंजूरी मिली

काठमांडू, 2 अप्रैल (एजेंसी): दो भारतीय एयरलाइन को नेपाल से नियमित उड़ानों का संचालन करने की अनुमति दी गई है। नेपाल के नागरिक उड्डयन प्राधिकरण (सीएएन) ने यह जानकारी दी।

प्राधिकरण के प्रवक्ता हंसराज पांडे के अनुसार, 'स्पाइसजेट' और 'एयर इंडिया एक्सप्रेस' को काठमांडू के त्रिभुवन अंतरराष्ट्रीय हवाईअड्डे (टीआईए) से उड़ान संचालन के लिए मंजूरी मिली है। कोविड-19 महामारी से पहले नेपाल के लिए नियमित उड़ान संचालित करने वाली 'स्पाइसजेट' एयरलाइन एक बार फिर अपनी सेवाएं भारत और नेपाल के बीच शुरू करेगी जबकि 'एयर इंडिया एक्सप्रेस' पहली बार नेपाल में अपनी सेवाएं देने जा रही है।

'स्पाइसजेट' प्रतिदिन उड़ानें संचालित करेगी। 'एयर इंडिया एक्सप्रेस' को प्रतिदिन दो उड़ान संचालित करने की अनुमति दी गई है।