



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

2 JUNE 2025

Mumbai air traffic control surges by 25%



Dhairya Gajara
MUMBAI

Mumbai Air Traffic Control (ATC) managed a 25% overnight surge in airspace traffic and a 60% increase in oceanic traffic, according to the International Air Transport Association (IATA), which commended Mumbai ATC for effectively handling the spike during heightened tensions between India and Pakistan.

IATA inaugurated its 81st Annual General Meeting and the World Air Transport Summit at Bharat Mandapam in New Delhi on Sunday.

During the release of the report, IATA's country director for India, Nepal and Bhutan, Amitabh Khosla commended the Airports Authority of India's (AAI) effective management of the air traffic during the recent surge in volume over Arabian Sea oceanic airspace and Mumbai flight information region (FIR), a designated area of airspace where ATC provides information and alerting services.

The IATA also commended Mumbai International Airport Ltd (MIAL), the operator of Mumbai's Chhatrapati Shivaji Maharaj International Airport, for being a pioneer in setting up a coordination committee to address the airlines' concerns about the slot

FAIR SHOW

IATA appreciates Mumbai ATC for effectively handling the spike during heightened tensions between India and Pakistan

IATA compliments MIAL for being a pioneer in setting up a coordination committee to address the airlines' concerns about the slot cuts

cuts. It also appreciated its decision to extend the deadline to halt freighter airline operations at CSMIA's Terminal-1.

The Free Press Journal had reported on May 15 that MIAL reversed its earlier decision of slot cuts in the winter season and shutting down freighter operations, after being criticised for the decisions.

"We commend AAI as India's air navigation services provider, for its effective management of the overnight surge in air traffic, specially in Mumbai FIR. We also commend MIAL for setting up the first such coordination committee respecting the airlines' histories as well as extending the cargo deadlines beyond August," said Khosla.



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DAINIK BHASKAR

JAIPUR

2 JUNE 2025

दिल्ली का मौसम खराब, 4 इंटरनेशनल, 3 डोमेस्टिक फ्लाइट जयपुर डायवर्ट

जयपुर। एयरपोर्ट पर रविवार शाम 7 फ्लाइट्स डायवर्ट होकर जयपुर पहुंची। दरअसल दिल्ली एयरपोर्ट पर खराब मौसम के कारण फ्लाइट्स का संचालन गड़बड़ा गया। लैंडिंग नहीं होने की वजह से 4 इंटरनेशनल और 3 डोमेस्टिक फ्लाइट्स को जयपुर डायवर्ट किया गया। इंडिगो की दुबई से दिल्ली जा रही फ्लाइट 6ई-1462, एयर इंडिया की सैन फ्रांसिस्को-दिल्ली फ्लाइट एआई-174, स्पाइसजेट की दुबई-दिल्ली फ्लाइट एसजी-006, इंडिगो की रांची-दिल्ली फ्लाइट 6ई-2219 और गोवा-दिल्ली फ्लाइट 6ई-6264, कोरियन एयर की सियोल-दिल्ली फ्लाइट केएएल-497 और इंडिगो की हैदराबाद-दिल्ली फ्लाइट 6ई-5287 डायवर्ट होकर जयपुर पहुंची।



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THE FINANCIAL EXPRESS

DELHI

3 JUNE 2025

India to have 50 more airports in 5 yrs: Naidu

HIGHLIGHTING THE GROWTH of the Indian aviation sector, Union minister K Rammoan Naidu on Monday said the country aims to have 50 more airports in the next 5 years. Currently, there are 162 airports in India and the number has more than doubled compared to 74 airports in 2014. Naidu also asked global players to collaborate with India for sustainable aviation fuel production.

—PTI



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FREE PRESS JOURNAL

MUMBAI

2 JUNE 2025

Man held with exotic wildlife at airport



Somendra Sharma

MUMBAI

The Mumbai Airport Customs on Sunday arrested a man who had arrived from Bangkok for allegedly trying to smuggle exotic animals, which are officially designated as endangered. The Customs seized spider-tailed

horned vipers, Asian leaf turtles and Indonesian pit vipers. The agency sources said that such animals are sold at huge prices.

The accused, an Indian, was caught on the basis of specific information, said the officials, adding that exhibited signs of nervousness. Further examination of the baggage revealed that he was carrying animals, said the officials. The wildlife recovered include three spider-tailed horned vipers, five Asian leaf turtles and 44 Indonesian pit vipers, which are not on the endangered list. The process to send these animals to their country of origin is underway.

Flightmare! Storms Wreaking Havoc On Airport Schedules

Cascading Effect Felt Through The Day; Historically, June-July Worst Months

Priyangi Agarwal
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New Delhi: Last month, over 75 flights were diverted when thunderstorms with speeds of 50-60 kmph hit Delhi airport. While thunderstorms pass in a few minutes, they cause a cascading effect, leading to flight delays throughout the day.

Around IGI airport, 45 thunderstorms normally occur in a year, and of these, 29

strike from May to Aug. Thunderstorms are often accompanied by lightning, wind gusts, squalls and hail, impacting flights during different stages of operations, including take-off, cruising and landing. When a thunderstorm hits an airport, wind direction changes frequently. A flight cannot take off or land if the wind direction is not uniform.

In May 2018, about 70 Delhi-bound flights were diverted—

the highest impact of thunderstorms in summer in the past few years. However, in the last month, six major thunderstorms happened in the city impacting flight operations.

On May 2, an intense thunderstorm, accompanied by a squall of 74 kmph, diverted three Delhi-bound flights to other cities. Over 500 flights were delayed due to a ripple effect on the network of airlines.

When another such thun-

derstorm occurred around IGI airport on May 17, with winds touching 74 kmph, no flight was diverted, but six flights performed a "go-around" due to wind pressure

while over 300 flights were delayed. In aviation terminology, a "go-around" describes a safety procedure where pilots abandon their landing attempt and the aircraft ascends back to a safe altitude to either attempt another landing or di-

vert to another airport.

Significant impact was seen on May 25 when a thunderstorm diverted 49 flights to other cities.

"Of all the weather-related hazards, thunderstorms have the highest impact on aviation across the world. During a thunderstorm, an aircraft experiences turbulence as air currents are unstable, leading to updrafts and downdrafts," said R K Jena, senior scientist, IMD.

Updraft is a strong column of rising air that can suddenly lift the aircraft while downdraft is a rapid column of sinking air, which often happens after the updraft weakens, causing an aircraft to lose altitude.

A study 'Characteristics of Thunderstorms and Squalls over IGI Airport', which analysed data from 1995 to 2005, found the maximum thunderstorms in June followed by July, and maximum squalls in May followed by June.

"More than 80% of thunderstorms in each season are of duration less than three hours, with the remaining mostly 3-6 hours. For pre-monsoon months, the most favourable timing of thunderstorms and squalls is 1200-1500 UTC, while for monsoon, it starts earlier," said the study.

Another study 'Bad Weather and Aircraft Accidents - Global Vis-à-vis Indian Scenario', found 21% of aircraft accidents in India during 1992-2000 were weather-related. Across the globe, it was 26-32%.

The study revealed the highest number of these accidents was due to wind-related factors, like gusts, updrafts, downdrafts and low visibility, each responsible for 16% of total weather-related accidents. About 12% of weather-related accidents were due to cumulonimbus and thunderstorms. In the US, 48% was due to bad wind conditions, as found for India, followed by 20.5% due to low visibility and ceiling.

TURBULENCE IN AIR AND ON GROUND

Thunderstorms are a major disruptor for airports around the world. When one strikes, it doesn't just bring rain—it also shakes up everything from wind patterns to flight schedules.

Why Thunderstorms Disrupt Flights

► Wind direction becomes unstable during a storm, making takeoff and landing unsafe.

► Thunderstorms often come with lightning, turbu-

lence and gusty winds, all of which heighten aviation risk.

► Aircraft cannot operate safely without uniform wind direction and clear visibility.



Recent Impact On Delhi Aviation

May 2

Heavy rain and high winds caused chaos

Rainfall | 77 mm at Safdarjung, 45.6 mm at Palam

Wind speeds reached 80 kmph at Safdarjung and 74 kmph at Palam

Result | 3 flight diversions, over 500 delays

May 17

Very light rain with strong gusts

Rainfall | 1 mm at Safdarjung, 1.2 mm at Palam

Wind | 74 kmph at Palam, 46 kmph at Safdarjung

Result | No diversions, over 300 delays

May 21

Short, intense rain with powerful winds

Rainfall | 12 mm at Safdarjung, 2.1 mm at Palam

Wind | 79 kmph at Safdarjung, 74 kmph at Palam

Result | 12 diversions, over 50 delays

May 25

Heavy rain and violent gusts

Rainfall | 81.2 mm at Safdarjung, 68.1 mm at Palam

Wind | 82 kmph at Safdarjung, 72 kmph at Palam

Result | 49 flight diversions, over 400 delays

May 31

Strong winds, no rain

Wind | 40 kmph at Safdarjung, 56 kmph at Palam

Result | 1 diversion, over 300 delays

June 1

Rain and extreme winds

Rainfall | 15.8 mm at Safdarjung, 7.4 mm at Palam

Wind | 80 kmph at Safdarjung, 96 kmph at Palam

Result | 14 flight diversions, over 150 delays

Weather events (mean number of days for the period 1991 to 2020—Palam)

Month	Thunder	Squall
Jan	1.2	0
Feb	2.3	0
March	2.8	0.9
April	3.0	1.6
May	7.1	4.0
June	6.5	3.5
July	8.1	1.6
Aug	7.4	0.5
Sept	4.4	0.5
Oct	1.0	0.2
Nov	0.5	0
Dec	0.4	0
Annual	44.7	12.9



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THE ASIAN AGE

DELHI

2 JUNE 2025

Air India, Indigo plan to add aircraft

New Delhi, June 1: Air India sees huge upside in passenger as well as cargo segments and is always open for partnerships, its chief executive officer Campbell Wilson said as the full service airline works to upgrade its aircraft, improve service quality and expand networks.

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

The loss-making Air India 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.

Air India just learns to adapt and move on when there are external factors such as supply chain and airspace issues, he added.

Another airliner, IndiGo announced placing a firm order for another 30 wide-body A350 planes with Airbus, taking total number of such aircraft to 60. In April 2024, 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

OPEN SKIES

- **AIR INDIA** Group, which is expanding its fleet as well as network, had a domestic market share of 27.2% in April.
- **INDIGO** announced placing a firm order for another 30 wide-body A350 planes with Airbus, taking total number of such aircraft to 60.



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.

Meanwhile, Indian aviation market is emerging stronger with growth in connectivity, networks and airport infrastructure, and the country also has the potential for producing sustainable aviation fuel, global airlines' grouping IATA said.

However, it also said that there is a high cost environment in India and also high uncertainty for tax planning. — PTI

तेजी से बढ़ रहा भारत का विमानन क्षेत्र निवेश के बेहतरीन अवसर : पीएम मोदी

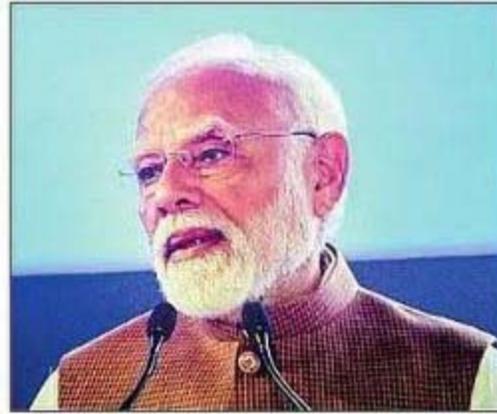
कहा-भारत न केवल विशाल बाजार बल्कि नीति, नेतृत्व, नवोन्मेष और समावेशी विकास का भी प्रतीक

अमर उजाला ब्यूरो

नई दिल्ली। प्रधानमंत्री नरेंद्र मोदी ने कहा कि भारत का विमानन क्षेत्र तेजी से बढ़ रहा है। भारत के विमानन क्षेत्र में वैश्विक कंपनियों के लिए निवेश करने का यह बेहतरीन अवसर है।

पीएम मोदी ने अंतरराष्ट्रीय हवाई परिवहन संघ (आईएटीए) की 81वाँ वार्षिक आम बैठक को संबोधित किया। उन्होंने कहा कि देश का लक्ष्य 2030 तक मरम्मत और रखरखाव (एमआरओ) खंड का आकार बढ़ाकर चार अरब डॉलर करने का है। देश में भरोसेमंद नीतियों का जिक्र करते हुए उन्होंने कहा कि वैश्विक विमानन परिवेश में भारत न केवल एक विशाल बाजार है बल्कि नीति, नेतृत्व, नवोन्मेष और समावेशी विकास का प्रतीक भी है। देश को वैश्विक विनिर्माण केंद्र बनाने के लिए सभी प्रयास किए जा रहे हैं। उन्होंने कहा कि भारत नागरिक विमानन क्षेत्र में बड़े निवेश के लिए तैयार है।

दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार... पीएम ने कहा कि हम चाहते हैं कि दुनिया भारत को न केवल एक विमानन बाजार के रूप में देखे बल्कि एक मूल्य शृंखला के प्रमुख देश के रूप में भी देखे। हमारी दिशा और गति सही है। इसलिए, हमें भरोसा है कि हम तेजी से आगे बढ़ते रहेंगे। उन्होंने कहा कि भारत विश्वस्तरीय एयरपोर्ट में निवेश कर रहा है और इनकी संख्या 74 से बढ़कर 162 हो गई है। आज, भारत दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार है।



आईएटीए की बैठक को संबोधित करते पीएम मोदी।

उड़ान योजना के तहत 1.5 करोड़ से अधिक यात्रियों ने की सस्ती यात्रा

पीएम मोदी ने कहा कि केंद्र सरकार की उड़ान योजना की सफलता भारतीय नागरिक विमानन क्षेत्र में एक स्वर्णिम अध्याय है। इस योजना के तहत 1.5 करोड़ से अधिक यात्रियों ने सस्ती हवाई यात्रा का लाभ उठाया।

तीन क्षमताओं पर विमानन क्षेत्र को ले जाएंगे नई ऊंचाइयों पर

पीएम ने कहा कि मैं देश में तीन मजबूत स्तंभों का जिक्र कर रहा हूँ जो इसके आधार हैं। पहला, भारत में बाजार है। यह बाजार सिर्फ घरेलू, भारत में बाजार है। यह बाजार सिर्फ उपभोक्ताओं का समूह नहीं है, बल्कि भारत के आकांक्षी समाज का प्रतिबिंब भी है। दूसरा, हमारे पास प्रौद्योगिकी और नवाचार के लिए जनसांख्यिकी और प्रतिभा है। हमारे युवा नए युग के नवोन्मेषक हैं जो कृत्रिम बुद्धिमत्ता, रोबोटिक्स और स्वच्छ ऊर्जा जैसे क्षेत्रों में सफलता ला रहे हैं। तीसरा, हमारे पास उद्योग के लिए खुली और सहायक पारिस्थितिकी तंत्र नीति है। इन तीन क्षमताओं के आधार पर हमें भारत के विमानन क्षेत्र को नई ऊंचाइयों पर ले जाना है।

पीएम ने कहा कि विमानन के अलावा यह शिखर सम्मेलन वैश्विक सहयोग, जलवायु प्रतिबद्धताओं और समान विकास के साझा एजेंडे को आगे बढ़ाने का भी एक क्षमताओं का समूह है।

सम्मेलन नई दिशा तैयार करेगा

जरिया है। यहाँ आप जो चर्चा कर रहे हैं, वह वैश्विक विमानन के लिए एक नई दिशा तैयार करेगा। मुझे विश्वास है कि हम इस क्षेत्र की अनंत संभावनाओं का दोहन करने और उनका और भी बेहतर तरीके से उपयोग करने में सक्षम होंगे। उन्होंने कहा कि हम सैकड़ों किलोमीटर की दूरी, एक अंतरमहाद्वीपीय यात्रा कुछ ही घंटों में तय करते हैं लेकिन 21वीं सदी की दुनिया के सपने, हमारी अनंत कल्पनाएं रुकी नहीं हैं। आज नवाचार और प्रौद्योगिकी अपग्रेडेशन की गति पहले से बहुत तेज है।

एयरलाइनों ने दो हजार से अधिक विमानों के लिए ऑर्डर

पीएम ने कहा कि भारतीय एयरलाइनों ने 2,000 से अधिक विमानों के ऑर्डर दिए हैं। यह एक परिवर्तनकारी यात्रा की शुरुआत है। भारत का विमानन क्षेत्र अब एक महत्वपूर्ण मोड़ पर है जो नई ऊंचाइयों पर पहुँचने के लिए तैयार है। यह यात्रा न केवल भौगोलिक सीमाओं को पार करेगी बल्कि स्थिरता की दिशा में प्रगति और हरित गतिशीलता को बढ़ावा देगी और सभी के लिए समान पहुँच सुनिश्चित करेगी।

सभी संभावनाओं के लिए भारत तैयार

पीएम ने कहा कि हम ऐसे मोड़ पर खड़े हैं जहाँ हमारी यात्रा योजना सिर्फ जमीन के शहरों तक सीमित नहीं है। आज इंमान अंतरिक्ष उड़ानों और अंतरग्रहीय यात्राओं का व्यवसायीकरण करने और उन्हें नागरिक उड़्डयन के लिए खोलने का सपना देख रहा है। यह सच है कि इसमें अभी कुछ समय है लेकिन यह बताता है कि आगे वाले समय में उड़्डयन क्षेत्र परिवर्तन और नवाचार का कितना बड़ा केंद्र बनने जा रहा है। भारत इन सभी संभावनाओं के लिए तैयार है।

आईएटीए के महानिदेशक ने विनिर्माण क्षेत्र की विफलता और किराये को लेकर जताई चिंता, कहा...

उड़ान की लागत एक दशक में 40 फीसदी घटी हर साल पांच अरब से अधिक करेंगे हवाई यात्रा

अमर उजाला ब्यूरो/एजेंसी

नई दिल्ली। अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) के महानिदेशक विली वॉल्श का कहना है कि लगातार बढ़ते खर्च और टैक्स संबंधी चुनौतियों में बढ़ती हुई उड़ान की वास्तविक लागत एक दशक पहले की तुलना में 40 फीसदी कम हो गई है। वहीं, दुनियाभर में हवाई यात्रियों की संख्या सातहना पांच अरब के पार पहुंचने की उम्मीद है।

वॉल्श ने 42 साल बाद भारत में हो रही आईएटीए की सालाना आम बैठक (एजीएम) में सोमवार को कहा, हवाई यातायात की मांग बढ़ने के बाद भी किराये को लेकर चिंता बनी हुई है। आपूर्ति शृंखला से जुड़ी समस्याओं के कारण विमान उद्योग की वृद्धि दर धीमी हो गई है। विमानों के मामले में विनिर्माण क्षेत्र बुरी तरह विफल हो रहा है। 17,000 विमानों का बैकलॉग है। इसका मतलब है कि ऑर्डर देने और डिलीवरी के बीच 14 साल का अंतर है।

आईएटीए महानिदेशक ने कहा, 2025 के लिए निर्धारित डिलीवरी की संख्या एक साल पहले किए गए वादे से 26 फीसदी कम है। 1,100

17,000 भारत में आईएटीए की 42 साल बाद एजीएम
विमानों का है बैकलॉग
यानी ऑर्डर देने और डिलीवरी के बीच 14 साल का है अंतर

दुर्घटना जांच की आधे से भी कम रिपोर्ट प्रकाशित

यात्रियों की सुरक्षा पर वॉल्श ने कहा, बीते छह वर्षों में हुई दुर्घटना जांच में आधे से भी कम की अंतिम रिपोर्ट प्रकाशित की गई है।

यात्री सुरक्षा दुर्घटना रिपोर्ट में जानकारी के अभाव के कारण सुरक्षा अवसरों को नुकसान पहुंचता है।

■ 2024 में दुनियाभर में 4.06 करोड़ उड़ानों में सात घातक दुर्घटनाएं हुईं। उड़ान भरने वाले 4.8 अरब यात्रियों में से 244 की मौत हो गई।

■ पिछले 12 महीनों में संवर्ध वाले क्षेत्रों में दो नागरिक विमान गिराए गए। सैन्य अभियानों में नागरिक विमानों वाले कई हवाईअड्डों पर बमबारी की गई और नेविगेशन सिस्टम में हस्तक्षेप की घटनाओं में तेजी से वृद्धि हुई।

से अधिक विमान 10 साल से पड़े हुए हैं, जो पूरे बेड़े का 3.8 फीसदी हैं और कोरोना महामारी की तुलना में करीब तीन गुना हैं। बेड़े में विमानों को

बदलने की दर तीन फीसदी है, जो सामान्य से पांच-छह फीसदी कम है। इससे राजस्व पर असर पड़ता है, क्योंकि कुछ मांगें पूरी नहीं हो पाती हैं।

भारत सबसे तेजी से बढ़ता बाजार

आईएटीए महानिदेशक ने कहा, भारत दुनिया में सबसे तेजी से बढ़ने वाले नागर विमान बाजारों में से एक है। भारतीय कंपनियां जैसे-जैसे नए बाजारों तक पहुंच बनाने के लिए विस्तार कर रही हैं, हमें भारत में पहुंच के लिए भी वही दृष्टिकोण चाहिए।

■ आईएटीए के मुताबिक, 3.69 लाख लोगों से अधिक को रोजगार देने वाला भारतीय विमान उद्योग 5.6 अरब डॉलर राजस्व उत्पन्न करता है।

■ अप्रत्यक्ष रोजगार व पर्यटन को शामिल कर लें, तो उद्योग 77 लाख नौकरियों के साथ 53.6 अरब डॉलर का राजस्व पैदा करता है, जो जीडीपी का 1.5 फीसदी है।

भारत में अपार संभावनाएं : एंब्रेयर सीईओ

ब्राजील की विमान निर्मात एंब्रेयर के सीईओ फ्रांसिस्को गोम्स नेटो ने कहा, भारत में कमर्शियल एवं बिजनेस विमान के साथ सैन्य विमान और इंबीटीओएल सेगमेंट में काफी अवसर हैं। इसलिए, वह तेजी से बढ़ते भारतीय बाजार में अपनी स्थिति मजबूत करना चाहती है। कंपनी अपने ई-2 विमान को बेचने के लिए इंडिगो और एअर इंडिया से बातचीत कर रही है।

खरख और पट्टे की लागत भी बढ़ती रहती है। आईएटीए वैश्विक स्तर पर 350 से अधिक विमान कंपनियों का प्रतिनिधित्व करता है।

उड़ान अधिकारों पर भारत का दृष्टिकोण निष्पक्ष : इंडिगो सीईओ

इंडिगो के प्रमुख पीटर एल्बर्स ने कहा, द्विपक्षीय उड़ान अधिकारों पर सरकार का रुख निष्पक्ष और संतुलित है। किसी पक्ष के बार-बार दावा करने से वह बात सही नहीं हो जाती। पीटर ने यह बयान

विभिन्न विदेशी विमानन कंपनियों की ओर से भारत में अधिक उड़ानें संचालित करने का अधिकार मांगने की पृष्ठभूमि में दिया।

बनेंगे 50 नए हवाईअड्डे

नागर विमानन मंत्री के राममोहन नायडू ने कहा, देश का लक्ष्य अगले पांच साल में 50 अतिरिक्त हवाईअड्डों का विकास करना है। देश में अभी 162 हवाईअड्डे हैं, जो 2014 में मौजूद 74 एयरपोर्ट की तुलना में दोगुने से भी अधिक हैं।



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2025

Air India, Air Mauritius expand codeshare deal



New Delhi: Air India and Air Mauritius announced expanding their codeshare tie-up, providing better connectivity for India with South Africa, Reunion and Madagascar via Mauritius. »



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2025

Don't just Make in India, Design in India too: Modi

GROWTH STRATEGY. India is accelerating efforts to become a global aviation, manufacturing hub; aims to set up a \$4-b MRO hub by 2030

Our Bureau
New Delhi

Prime Minister Narendra Modi on Monday invited investments into the country's aviation sector, which he said is poised to reach unprecedented heights.

Addressing the International Air Transport Association's 81st Annual General Meeting and World Air Transport Summit, Modi said, "The new Indian Aircraft Act aligns aviation laws with global best practices, ensuring a streamlined regulatory framework, ease of compliance and a simplified tax structure, which presents a significant investment opportunity for major international aviation companies."

He highlighted that growth in the aviation sector translates to new flights, new jobs and new possibilities, noting that the industry is expanding opportunities for pilots, crew members, engin-

ers and ground staff.

Besides, he pointed to the emergence of maintenance, repair and overhaul (MRO) as a "sunrise sector", stating that India is accelerating efforts to become a global hub for aircraft maintenance. He said that in 2014, India had 96 MRO facilities, which had now increased to 154.

Moreover, 100 per cent FDI under the automatic route, GST reduction and tax rationalisation measures had given a fresh momentum to India's MRO sector.

Modi further outlined India's goal to establish a \$4-billion MRO hub by 2030, reinforcing the nation's aviation growth strategy.

Further, he stressed that India should not be viewed merely as an aviation market but as a value-chain leader.

He said that from "design to delivery", India is becoming an integral part of the global aviation supply chain, and asserted that the its direction and pace are on the right track, expressing con-



Prime Minister Narendra Modi with Union Minister of Civil Aviation Kinjarapu Rammoan Naidu (extreme left) and MoS Murlidhar Mohol (extreme right) during the International Air Transport Association's 81st Annual General Meeting.

confidence in the nation's continued rapid progress.

'DESIGN IN INDIA'

In addition, Modi urged aviation companies to not only embrace 'Make in India,' but also 'Design in India.'

Underlining that consistent reforms had been a key

driver of India's rapidly expanding aviation sector, he stressed India's commitment to becoming a global manufacturing hub, with strategic initiatives supporting this vision.

He mentioned that "Mission Manufacturing" was announced in this year's

Budget, reinforcing India's focus on industrial growth.

Expressing his confidence in India's growing significance in the global aviation ecosystem, he said, "Today, India is emerging as a global leader in space-aviation convergence."

He also pointed out In-

dia's remarkable transformation in civil aviation over the past years. "India has become the third-largest domestic aviation market in the world," he said.

Emphasising the success of the regional connectivity UDAN scheme, he called it a golden chapter in Indian civil aviation history.

Modi stated that under this initiative, over 15 million passengers had benefited from affordable air travel, enabling many citizens to fly for the first time.

He also remarked that India's airlines continued to achieve double-digit growth, with 240 million passengers flying annually — surpassing the total population of most countries worldwide.

He projected that by 2030, this number is expected to reach 500 million passengers. Modi noted that 3.5 million tonnes (mt) of cargo are transported by air annually in India, and this volume is set to increase to 10 mt by the end of this decade.

भारत बनेगा एमआरओ का अड्डा

आईएटीए सम्मेलन में प्रधानमंत्री ने कहा कि 2030 तक भारत होगा वैश्विक एमआरओ केंद्र

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इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की 81वीं वार्षिक आम बैठक को संबोधित करते हुए प्रधानमंत्री नरेंद्र मोदी ने कहा कि भारत की योजना 2030 तक खुद को 4 अरब डॉलर मूल्य के वैश्विक रखरखाव, मरम्मत और ओवरहॉल (एमआरओ) केंद्र के रूप में स्थापित करने की है। देश में एमआरओ केंद्र की संख्या 96 से बढ़कर 154 होने, इस क्षेत्र में 100 फीसदी प्रत्यक्ष विदेशी निवेश और जीएसटी में कटौती के साथ ही नियामकीय सुधारों से इसे बढ़ावा मिलेगा।

विमान उद्योग के सूत्रों के अनुसार वर्तमान में भारतीय विमानन कंपनियां अधिकांश एमआरओ कारोबार विदेश से आउटसोर्स कराती हैं क्योंकि देश में नैसल, इंजन, सहायक विद्युत इकाइयों (एपीयू) और लैंडिंग गियर पर काम करने वाली इकाइयां कम हैं।

चार दशक बाद भारत में आयोजित आईएटीए कार्यक्रम में विमानन क्षेत्र के वैश्विक दिग्गजों का स्वागत करते हुए मोदी ने देश में तेजी से बढ़ते विमानन क्षेत्र पर प्रकाश डाला। उन्होंने कहा, 'हमारी विमान कंपनियों की वृद्धि दर दो अंक में है। भारत में हर साल 24 करोड़ यात्री घरेलू और अंतरराष्ट्रीय यात्रा करते हैं। वर्ष 2030 तक यह संख्या बढ़कर सालाना 50 करोड़ यात्री होने की उम्मीद



वैश्विक विमानन परिवेश में भारत न केवल एक विशाल बाजार है बल्कि नीति, नेतृत्व, नवाचार और समावेशी विकास का प्रतीक भी है। देश को वैश्विक विनिर्माण केंद्र बनाने के लिए सभी प्रयास किए जा रहे हैं। भारत नागर विमानन क्षेत्र में बड़े निवेश के लिए तैयार है।

नरेंद्र मोदी, प्रधानमंत्री

है।' उन्होंने भारत के बढ़ते बुनियादी ढांचे का उल्लेख करते हुए कहा, 'देश में 2014 तक 74 हवाईअड्डे परिचालन में थे जिनकी संख्या अब बढ़कर 162 हो गई है। ...यह तो बस शुरुआत है। भारत के विमानन क्षेत्र को बहुत आगे बढ़ना है। ये सिर्फ आंकड़े नहीं हैं बल्कि भारत के भविष्य की संभावनाओं का संकेत हैं।'

मोदी ने क्षेत्रीय संपर्क योजना 'उड़ान' की प्रशंसा करते हुए इसे भारतीय नागरिक विमानन इतिहास का स्वर्णिम अध्याय बताया, जिससे 1.5 करोड़ से अधिक यात्रियों को किफायती हवाई यात्रा का लाभ मिला है।

उड़ान (उडे देश का आम नागरिक) योजना 2016 में शुरू हुई थी जिसका

उद्देश्य क्षेत्रीय हवाई संपर्क बढ़ाकर लोगों के लिए हवाई यात्रा को किफायती बनाना है।

प्रधानमंत्री ने प्रतिनिधियों से तकनीकी नवाचार अपनाने का आग्रह किया। उन्होंने कहा, 'मैं सभी प्रतिनिधियों से अनुरोध करूंगा कि वे डिजी यात्रा ऐप को समझने की कोशिश करें, जिसे हवाई अड्डे में प्रवेश से लेकर अंतिम बिंदु तक कागज रहित यात्रा सुनिश्चित करने के लिए विकसित किया गया है। इसका उपयोग अन्य देशों में भी किया जा सकता है। यह एक स्मार्ट और सुरक्षित मॉडल है जो ग्लोबल साउथ के लिए उपयोगी हो सकता है।' उन्होंने एमआरओ को एक उभरता क्षेत्र बताया और कहा कि भारत विमान रखरखाव के लिए वैश्विक अड्डा बनने के प्रयासों में तेजी ला रहा है।

मोदी ने कहा कि 2014 में भारत में 96 एमआरओ केंद्र थे जिनकी संख्या बढ़कर 154 हो गई है और इस क्षेत्र में स्वतः मार्ग के जरिये 100 फीसदी प्रत्यक्ष विदेशी निवेश की भी अनुमति है। वस्तु एवं सेवा कर में कटौती आदि उपायों से एमआरओ क्षेत्र में तेजी आई है। उन्होंने 2030 तक 4 अरब डॉलर का एमआरओ केंद्र स्थापित करने के भारत के लक्ष्य को रेखांकित किया।

मोदी ने विनिर्माण और डिजाइन में नवाचार की आवश्यकता पर बल दिया और उद्योग से मेक इन इंडिया के साथ-साथ डिजाइन इंडिया की भी आवश्यकता पर ध्यान केंद्रित करने का आग्रह किया।

ज्यादा शोर मचाने से आप सही नहीं हो जाते : पीटर एल्बर्स

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नई दिल्ली, 2 जून

एम्बिरेट्स के अध्यक्ष टिम क्लार्क ने एक दिन पहले कहा था द्विपक्षीय अधिकारों को न बढ़ाकर विदेशी विमानन कंपनियों के लिए हवाई पहुंच को रोकना 'खुद को नुकसान पहुंचाने' के समान है। इंडिगो के मुख्य कार्याधिकारी पीटर एल्बर्स ने इस पर पलटवार करते हुए इस बात पर जोर दिया कि द्विपक्षीय हवाई सेवा समझौते पारस्परिक रूप से लाभ के लिए होते हैं तथा 'ज्यादा शोर मचाने' से कोई ज्यादा सही नहीं हो जाता।

एल्बर्स ने सोमवार को इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की वार्षिक आम बैठक में एक संवाददाता सम्मेलन के दौरान कहा, 'सबसे पहली बात, इसे द्विपक्षीय समझौता कहा जाता है, ठीक ? इसका मतलब है कि दोनों पक्षों को किसी बात पर सहमत होना होगा। अगर कोई एक पक्ष ज्यादा शोर मचाता है, तो इसका मतलब यह नहीं है कि आप अधिक सही साबित हो जाते हैं। उन्होंने कहा, 'ऐसा नहीं है कि अगर एक पक्ष कहे 'अब हम इसे करते हैं,' यह इस तरह से



इंडिगो के मुख्य कार्याधिकारी पीटर एल्बर्स

काम नहीं करता है।' यह एक दिन पहले क्लार्क की कड़े शब्दों वाली टिप्पणियों का सीधा जवाब था।

किसी विशिष्ट देश या क्षेत्र का नाम लिए बिना एल्बर्स ने कहा कि ऐतिहासिक रूप से ऐसे कई अंतरराष्ट्रीय बाजार रहे हैं, जहां विदेशी विमानन कंपनियों ने भारत में

उड़ान भरने के लिए अपने अधिकारों का पूरा उपयोग किया है, जबकि भारतीय विमानन कंपनियों ने ऐसा नहीं किया है।

उन्होंने कहा, 'भारत में बड़ी संख्या में उड़ानें थीं और भारतीय परिचालकों द्वारा कोई परिचालन नहीं किया गया। इसलिए सरकार द्वारा यह कहना कि 'पहले टैफिक

अधिकारों के मौजूदा पूल का इस्तेमाल कर लें और फिर नए पर विचार करें' मुझे लगता है कि यह पूरी तरह से निष्पक्ष और संतुलित दृष्टिकोण है।'

उनकी टिप्पणी खाड़ी की एम्बिरेट्स और कतर एयरवेज जैसी विमानन कंपनियों द्वारा भारत से और भारत के लिए उड़ान अधिकारों में वृद्धि के लिए की जा रही मांगों के बीच आई है। यूएई भारत से साल 2014 के द्विपक्षीय समझौते को संशोधित करने का आग्रह कर रहा है, जिसमें प्रत्येक पक्ष के लिए प्रति सप्ताह 66,504 सीटों की सीमा तय है। एम्बिरेट्स पहले ही अपना आवंटन पूरा कर चुकी है तथा और ज्यादा उड़ानें शामिल करने की अनुमति नहीं मिलने पर बार-बार निराशा जताई है।

अलबत्ता भारत इन अधिकारों का विस्तार करने के मामले में अनिच्छुक रहा है, क्योंकि दुबई और दोहा जैसे केंद्र मुख्य रूप से भारतीय टैफिक को उत्तरी अमेरिका और यूरोप की ओर ले जाते हैं। साथ ही साथ भारतीय विमानन कंपनियां लगातार वाइड-बॉडी वाले विमान शामिल कर रही हैं और उन लंबी दूरी के गंतव्यों के लिए अपने स्वयं की नॉन-स्टॉप उड़ानों का संचालन बढ़ा रही हैं।



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ANNUAL GENERAL MEETING OF IATA

Debate around bilateral rights 'silly': Etihad CEO

DEEPAK PATEL
New Delhi, 2 June

The ongoing debate on whether bilateral rights between India and Gulf nations should be increased only when there is substantial point-to-point traffic is "silly" as demand is so high that it can accommodate everyone, Etihad Aviation Group chief executive officer (CEO) Antonioaldo Neves told *Business Standard*. He added that each airline's cost and pricing model served a different customer segment.

His comments come a day after Air India CEO and MD Campbell Wilson said that bilateral flying rights should be increased only if there is substantial point-to-point demand.

At the core of the debate are concerns from Indian airlines that Gulf carriers carry limited point-to-point traffic

between India and West Asia, instead using their hubs in Dubai and Abu Dhabi to predominantly take passengers to Europe and North America.

"The discussion is just silly because in the end, we don't price like that. We price according to demand," Neves said. He added that Indian carriers — like IndiGo — have some of the lowest unit costs in the world, and are able to offer cheaper fares to Abu Dhabi, while Etihad targets a different set of passengers. Neves said talks between India and Abu Dhabi for additional rights have not yet begun but should start soon. "It is the right time to start the discussions," he said.

He mentioned that the demand for seats on Etihad's India flights are "very high" but the aircraft supply in itself "remains constrained" due to supply



Etihad Aviation Group CEO Antonioaldo Neves emphasised the need to increase bilateral rights in a staggered manner

chain issues. The load factors on Etihad's India flights remain above 90 per cent throughout the year.

"So, what we need is a staggered approach. We need to increase the bilateral rights between the two countries in a staggered manner," he added.

The bilateral air services agreement between India and Abu Dhabi currently allows for 50,000 weekly seats for airlines from each side. Both Indian and Abu Dhabi-based carriers have fully utilised their allocated flying rights.

Speaking against allegations that Gulf carriers enjoy an unfair edge, Neves said, "I believe in trade agreements and traffic right agreements that are balanced so that both sides have the same tools to compete. And they explore the opportunity in a balanced way."

He said Indian airlines are well-positioned to compete. "Indian carriers' unit cost is better than ours. So, this story that Indian carriers don't have an ability to

compete is not of today. It's an old story," he added.

Neves said Etihad could have used the same argument to block expansion. "Etihad could say it doesn't want any increase in bilateral rights because IndiGo has a much lower unit cost due to low labour costs. But I am not saying that. I am saying that both — Abu Dhabi and India — are pro-market places that encourage competition," he added.

He also questioned claims of protectionism. "I think there's a lot of discussion about this protectionism, but I don't think it matches the action. Because if the action was protectionism, why did IndiGo just announce a partnership with Air France-KLM? Why is IndiGo not flying all over Europe before they do a partnership with Air France-KLM?"



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DELHI

3 JUNE 2025

Making more noise does not make you right: IndiGo CEO

Statement comes after Emirates prez criticised curbs on foreign airlines' air access

DEEPAK PATEL
New Delhi, 2 June

A day after Emirates President Tim Clark criticised restriction on air access for foreign airlines, IndiGo Chief Executive Officer (CEO) Pieter Elbers pushed back, stressing that bilateral air service agreements were meant to be mutually beneficial and making "more noise" did not make one more right.

"First of all, it's called a bilateral agreement, right? That means two sides have to agree on something. If one side makes more and more noise, it doesn't mean you are more right," Elbers said during a press conference at the annual general meeting at the International Air Transport Association (IATA) on Monday.

"It's not that if one side says, 'now we do it' — that's not how it



IT'S NOT THAT IF ONE SIDE SAYS 'NOW WE DO IT' — THAT'S NOT HOW IT WORKS

Pieter Elbers
CEO, IndiGo

works," he added.

Without naming any specific country or region, Elbers noted that there have historically been several international markets where foreign airlines fully utilised their entitlements to fly into India, while Indian carriers did not. "There were a massive number of flights into India and no operations by Indian operators. So, for a government to say, 'first let's use the existing pool of traffic rights and then look at new ones,' I think that's a completely fair and balanced approach."

His comments come amid ongoing demands from Gulf carriers like Emirates and Qatar Airways for increased flying rights to and from India. The UAE has

been urging India to revise the 2014 bilateral agreement, which caps seat entitlements at 66,504 per week for each side.

India, however, has been reluctant to expand these rights, as West Asian hubs like Dubai and Doha primarily channel Indian traffic onward to North America and Europe.

Elbers pointed out that India has revised bilateral agreements with several countries in recent times. "I think the government of India has stepped forward and made a couple of new air service agreements with different countries in different parts of the world," he said, on the perception that India has been inflexible.

IATA Director General Willie Walsh on Monday said that this challenge on flying rights is not unique to India. He acknowledged the country's rapid growth in domestic aviation and noted that India's fleet of widebody aircraft — previously less than 50 — is finally expanding. "As we see the expansion of Indian carriers into new markets, there will have to be a corresponding change to the approach for access."

Will set up unit if orders total at least 200: Embraer exec

DEEPAK PATEL
New Delhi, 2 June

Brazilian aircraft maker Embraer said it could ramp up component sourcing from India and is ready to set up a final assembly line in the country if it secures orders totalling at least 200 planes, head of Asia-Pacific Raul Villaron (*pronounced*) told *Business Standard* on Monday.

"India presents a vast opportunity for regional jets in the 80 to 150-seater segment. If we are able to close orders for about 200 aircraft, it would make strong business sense for us to localise more aggressively, including establishing a final assembly line and expanding our supplier base here," said Villaron, who is also the company's senior vice-president for Asia-Pacific.

The company estimates that India will require at least 500 aircraft in this segment over the next two decades, driven by growing connectivity needs into Tier-II and Tier-III cities.

Unlike turboprops, Embraer's jets offer longer range and faster travel times, making them well-suited for India's evolving network, Villaron said.

He was speaking at the newspaper on the sidelines of the annual general meeting of the International Air Transport Association.

Currently, Embraer has plane manufacturing facilities in Brazil and the US.

Embraer already has a presence in India with nearly 50 aircraft of 11 different types operating across commercial, defence and business aviation sectors.

Its Indian subsidiary, based in New Delhi's Aero City, is actively exploring opportunities across defence, commercial aviation, business aviation, services and support, and the emerging urban air mobility spaces.

The company is in the process of expanding its local team to strengthen capabilities across corporate functions, procure-



ment, supply chain and engineering.

"We are building capacity to support India's dynamic aerospace and defence ecosystem," Embraer said in a statement.

In February 2023, Embraer Defense & Security signed a memorandum of understanding (MoU) with Mahindra Defence Systems to jointly explore the Indian Air Force's Medium Transport Aircraft (MTA) programme, offering the C-390 Millennium aircraft as a contender.

Turboprop aircraft manufacturer ATR had on Sunday told *Business Standard* that it was willing to establish a manufacturing facility in India, should there be a compelling business case.

"Nothing is off the table if it makes sense from an industrial and business perspective," Jean-Pierre Clercin, head of commercial for ATR in Asia-Pacific, had told *Business Standard* in an interview.

"We are a joint venture between Airbus and Leonardo. Both our shareholders already have a significant footprint in India's supply chain. And, there's a lot we can build on from that," he had added.

Currently, ATR manufactures aircraft in France and Italy. In March, Airbus — ATR's co-owner — announced plans to increase sourcing from India to \$2 billion annually by 2030, up from \$1.4 billion.

A-I may help India become int'l transit hub

SURAJEET DAS GUPTA
New Delhi, 2 June

Consider this: despite a traffic of over 130 million passengers flying international-to-international (I2I) routes per annum over India, only one-sixth of the long-haul traffic (26 million) emanates from the country.

That is why Delhi, the country's largest airport, has a mere 1 per cent share of this 130 million market of passengers who transit from the capital — a minuscule compared to a 10 per cent share held by Dubai and another 7.5 per cent held by Doha.

That's not all. Out of the 26 million passengers who fly long haul to and from India, a majority of them (as much as 20 million per annum) is on connecting traffic (the rest flies direct). And 85 per cent of those looking for connecting flights (or 17 million passengers) connect through non-Indian hubs using foreign carriers.

But there is good news. Tata-owned Air India is quietly implementing a strategy to grab a larger share by tweaking its international network to enable more I2I connections as it expands capacity, brings in more new wide-bodied aircraft, upgrades its prod-

Eyeing the long haul Addressable I2I market over India (region-wise)

	Passengers (in mn)	
	FY24	FY25*
EU to SEA and Saarc	29	38
Australia/New Zealand to EU	6	7
North America to South East Asia	8	14
West Asia to Saarc	24	38
Others	53	110
Total	130	200

SEA: south east Asia; EU: European Union
* Projected. Source: Industry & airlines estimates

uct offering and goes to more routes.

To put into perspective, foreign carriers control over 78 per cent of the international long-haul flights from and to India. Air India is at 21 per cent and the remaining portion is with others. But according to projections, the I2I traffic over India is expected to hit 200 million by 2035, providing an even larger market pie for domestic carriers to grab. And India with its strategic location and developing aviation ecosystem can

transform its world-class airports.

The initial results, say industry watchers, is already showing. Air India traffic from the UK and the European Union (EU) has grown fourfold since December 2023. Those who closely follow its route planning say this has partly happened as the airline is now capable of offering passengers in the UK and Europe convenient connections to South-east Asia and Australia through its primary hub in Delhi. To do so, it has optimised connection times between flights, both ways, to 2.5-3 hours compared to over 12 hours earlier.

"Air India will continue to play an active role in the government's vision of developing India as a major transit hubs. Nearly 130 million I2I traffic currently flies over India, and we see an opportunity to drive some of that traffic through Delhi, Mumbai, and Bengaluru hubs. We have optimised our network and schedules to build bank structures at these hubs. This has enabled seamless two-way connections to around 95 per cent of the long-haul international market from India," an Air India spokesperson said.

Air India has also realigned its short-haul network to enable convenient East-West travel through India as a hub.

द्विपक्षीय अधिकारों पर अब हो बात: एतिहाद

दीपक पटेल
नई दिल्ली, 2 जून

भारत और खाड़ी देशों के बीच द्विपक्षीय विमानन अधिकारों के बढ़ाए जाने पर जारी चर्चा के बीच एतिहाद एविएशन ग्रुप के मुख्य कार्य अधिकारी एंटोनोआल्डो नेव्स ने बिज़नेस स्टैंडर्ड से खास बातचीत में कहा कि द्विपक्षीय अधिकारों में तब ही वृद्धि होनी चाहिए जब पॉइंट-टु-पॉइंट ट्रैफिक पर्याप्त हो। उन्होंने कहा कि आज जिस तरह का ट्रांसफर ट्रैफिक दिखता है, वह बेतुका है, क्योंकि हर विमानन कंपनी की लागत और मूल्य निर्धारण का मॉडल अलग-अलग उपभोक्ता वर्गों पर केंद्रित होता है।

उनका यह बयान ऐसे समय में आया है जब एक दिन पहले एयर इंडिया के मुख्य कार्य अधिकारी और प्रबंध निदेशक कैंपबेल विल्सन ने बिज़नेस स्टैंडर्ड से कहा था कि दोनों देशों के बीच द्विपक्षीय विमानन अधिकार तब ही बढ़ने चाहिए जब पर्याप्त पॉइंट-टु-पॉइंट मांग हो।

बहस का मूल कारण है कि भारतीय विमानन कंपनियों को इस बात की चिंता है कि अमीरात और एतिहाद जैसी खाड़ी विमानन कंपनियां भारत और पश्चिम एशिया के बीच सीमित पॉइंट-टु-पॉइंट ट्रैफिक ले जाती हैं। इसके बजाय वे दुबई और अबू धाबी में अपने केंद्र का उपयोग मुख्य तौर पर यात्रियों को यूरोप और उत्तरी अमेरिका ले जाने के लिए करती हैं।

भारत और अबू धाबी के बीच द्विपक्षीय विमानन अधिकारों में क्रमिक वृद्धि की दरकार: नेव्स

भारतीय विमानन कंपनियां खास तौर पर एयर इंडिया का तर्क है कि इससे यूरोप और उत्तरी अमेरिका के लिए लंबी दूरी की सीधी उड़ानों को लाभप्रद तौर पर परिचालन की उनकी क्षमता कमजोर होती है। उन्होंने सरकार से आग्रह किया है कि खाड़ी देशों के साथ द्विपक्षीय विमानन अधिकारों का विस्तार तब ही किया जाना चाहिए, जब इसके लिए पर्याप्त मांग हो।

नेव्स ने बिज़नेस स्टैंडर्ड से कहा, 'पॉइंट-टु-पॉइंट के मुकाबले ट्रांसफर को

लेकर बहस सिर्फ बेतुका विमर्श है क्योंकि अंततः हम उस तरह से कीमत तय नहीं करते हैं। हम मांग के अनुरूप कीमतें तय करते हैं।' उन्होंने कहा कि इंडिगो जैसी भारतीय विमानन कंपनियों की दुनिया में सबसे कम यूनिट लागत है और वे अबू धाबी के लिए सस्ते किराये की पेशकश करने में भी सक्षम हैं, जबकि एतिहाद का लक्षित यात्री समूह अलग है। उन्होंने कहा, 'दोनों विमानन कंपनियां अपने-अपने ग्राहक वर्ग को सेवा प्रदान करती हैं।'

नेव्स ने कहा कि भारत और अबू धाबी के बीच अतिरिक्त अधिकारों के लिए बातचीत अभी शुरू नहीं हुई है, लेकिन जल्द ही शुरू होनी चाहिए। उन्होंने कहा, 'चर्चा शुरू करने का यह सही समय है।'

200 विमानों का ऑर्डर मिलने पर विनिर्माण संयंत्र लगाएगी एम्ब्रेयर

ब्राजील की विमान बनाने वाली कंपनी एम्ब्रेयर ने कहा है कि अगर उसे करीब 200 विमानों का ऑर्डर मिल जाता है तो वह भारत में कलपुर्जों की आपूर्ति बढ़ा सकती है और अंततः अपना विनिर्माण संयंत्र भी स्थापित कर सकती है। बिजनेस स्टैंडर्ड के साथ आज हुई बातचीत में कंपनी के एशिया-प्रशांत प्रमुख राउल विलरन ने यह बातें कहीं हैं।

एम्ब्रेयर कमर्शल एविएशन में एशिया-प्रशांत के वरिष्ठ उपाध्यक्ष का भी पद संभाल रहे विलरन ने कहा, 'भारत में 80 से 150 वाले विमान क्षेत्र में बड़ा अवसर मौजूद है। अगर हमें करीब 200 विमानों का ऑर्डर मिल जाता है तो हमारे पास अधिक आक्रामक तरीके से स्थानीयकरण करने की मजबूत कारोबारी समझ हो जाएगी, जिसमें अंततः विनिर्माण स्थापित करना और यहां से अपने आपूर्तिकर्ता आधार को बढ़ाना शामिल है।'



कंपनी का अनुमान है कि महानगरों के इतर बड़े और मझोले शहरों में बढ़ती कनेक्टिविटी जरूरतों के कारण आवश्यकताओं के कारण भारत को अगले 20 वर्षों में इस श्रेणी में कम से कम 500 विमानों की आवश्यकता होगी। विलरन ने कहा कि टर्बोप्रॉप के विपरीत एम्ब्रेयर के विमान कम समय में लंबी दूरी की यात्रा प्रदान करते हैं। इसलिए ही वह भारत के उभरते नेटवर्क के लिए उपयुक्त हैं।

इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन की सालाना आम बैठक के इतर विलरन ने

बिजनेस स्टैंडर्ड के साथ बातचीत की। फिलहाल, एम्ब्रेयर का विमान विनिर्माण संयंत्र ब्राजील और अमेरिका में है।

भारत में एम्ब्रेयर की मौजूदगी पहले से है और उसके पास वाणिज्यिक, रक्षा और व्यावसायिक विमानन क्षेत्रों में 11 प्रकार के करीब 50 विमान हैं। नई दिल्ली के एरोसिटी में इसकी भारतीय सहायक कंपनी सक्रिय रूप से रक्षा, वाणिज्यिक विमानन, व्यावसायिक विमानन, सेवाओं और सहायता तथा उभरते शहरी हवाई गतिशीलता क्षेत्र में अवसर तलाश रही है। कंपनी ने कहा कि वह कॉर्पोरेट कार्यों, खरीद, आपूर्ति श्रृंखला और इंजीनियरिंग में क्षमताओं को मजबूत करने के लिए अपनी स्थानीय टीम का विस्तार करने की प्रक्रिया में है। एम्ब्रेयर ने एक बयान में कहा, 'हम भारत के गतिशील एरोस्पेस और रक्षा परिवेश का समर्थन करने के लिए क्षमता का निर्माण कर रहे हैं।' *बीएस*



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

3 JUNE 2025

इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन की 81वीं बैठक भारत को 2030 तक ग्लोबल एविएशन रिपेयरिंग हब बनाने का लक्ष्य: मोदी

बिजनेस संवाददाता | नई दिल्ली

प्रधानमंत्री नरेंद्र मोदी ने सोमवार को कहा कि देश का लक्ष्य 2030 तक ग्लोबल एमआरओ (मैटेनेंस, रिपेयर और ओवरहॉल) हब बनना है। तब तक इस सेक्टर का आकार करीब 35 हजार करोड़ रुपए तक पहुंचाने का है। इसके लिए देश



में एमआरओ फैसिलिटीज 96 से बढ़ाकर 154 करने, 100% प्रत्यक्ष विदेशी निवेश (एफडीआई) आमंत्रित करने के अलावा जीएसटी में कटौती और नियामक सुधारों जैसे समर्थन प्रदान किए जाएंगे। ऐसे में भारत का तेजी से बढ़ता एविएशन क्षेत्र दुनियाभर की प्रमुख कंपनियों के लिए एक बेहतरीन निवेश का अवसर मुहैया कराता है। वे नई दिल्ली में इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की 81वीं वार्षिक बैठक को संबोधित कर रहे थे।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

2 JUNE 2025

इंडिगो की फ्लाइट फिर टर्बुलेंस में फंसी, दिल्ली में सुरक्षित लैंडिंग

नई दिल्ली | इंडिगो की एक और फ्लाइट को टर्बुलेंस का सामना करना पड़ा है। रायपुर से आ रही फ्लाइट रविवार शाम 5:05 बजे दिल्ली एयरपोर्ट पर उतरने ही वाली थी कि धूल भरी आंधी (डस्टस्टॉर्म) आ गई। इससे रनवे पर विजिबिलिटी काफी कम हो गई। तब पायलट को विमान लैंड कराने के बजाय फिर ऊंचाई पर ले जाना पड़ा। ऐसे में मौसम साफ होने तक फ्लाइट को हवा में ही रखना होगा। फ्लाइट 6ई 6313 को शाम 5:43 बजे सुरक्षित उतारा गया।

भारत का बढ़ता विमानन क्षेत्र वैश्विक कंपनियों के लिए बेहतरीन अवसर : पीएम

नई दिल्ली, प्रेटर: प्रधानमंत्री नरेन्द्र मोदी ने सोमवार को कहा कि भारत का तेजी से बढ़ता विमानन क्षेत्र अग्रणी वैश्विक कंपनियों के लिए एक बेहतरीन निवेश अवसर है। इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आइएटीए) की वार्षिक आम बैठक को संबोधित करते हुए मोदी ने कहा कि देश का लक्ष्य 2030 तक रखरखाव, मरम्मत और ओवरहाल (एमआरओ) क्षेत्र का आकार बढ़ाकर चार अरब डालर करना है।

पीएम ने कहा कि देश को वैश्विक मैन्यूफैक्चरिंग केंद्र बनाने के लिए सभी प्रयास किए जा रहे हैं। उन्होंने कहा कि भारत नागरिक विमानन क्षेत्र में बड़े निवेश के लिए तैयार है। मोदी ने कहा, "हम चाहते हैं कि दुनिया भारत को न केवल विमानन बाजार के रूप में देखे, बल्कि मूल्य



नई दिल्ली में सोमवार को आयोजित आइएटीए बैठक को संबोधित करते प्रधानमंत्री नरेन्द्र मोदी • प्रेटर

- सरकार का लक्ष्य 2030 तक एमआरओ का आकार बढ़ाकर चार अरब डालर करना
- उड़ान योजना की सफलता भारतीय नागरिक विमानन क्षेत्र में एक स्वर्णिम अध्याय

श्रृंखला के लिहाज से अग्रणी के तौर पर भी पहचाने। हमारी दिशा और गति सही है और इसलिए हमें विश्वास है कि हम तेजी से आगे बढ़ते रहेंगे।" उन्होंने आगे कहा कि भारत विश्वस्तरीय हवाई अड्डों में निवेश कर रहा है और पिछले 11 सालों के दौरान एयरपोर्टों की संख्या 74 से बढ़कर 162 हो गई है। आज, भारत दुनिया का तीसरा सबसे बड़ा

घरेलू विमानन बाजार है। प्रधानमंत्री ने कहा कि उड़ान योजना की सफलता भारतीय नागरिक विमानन क्षेत्र में एक स्वर्णिम अध्याय है। वहीं इस मौके पर नागरिक उड्डयन मंत्री राममोहन नायडू ने कहा कि सरकार की क्षेत्रीय हवाई संपर्क योजना (उड़ान) हवाई यात्रा को लोकतांत्रिक बनाया और कुल 619 मार्गों पर हवाई जहाज उड़ रहे हैं।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

3 JUNE 2025

Aviation Hub-Bub, Now, Bridge the Gulf

Capacity-add gives W Asian rivals run for money

India has embarked on a much overdue expansion of international air carriage capacity, and is justified in not expanding bilateral agreements with countries in West Asia. Aviation hubs in the region rely on international travel from India. They have benefited from the lack of long-range wide-bodied aircraft operated by Indian airlines. This situation is changing, with Air India and IndiGo placing orders for around 1,000 jetliners with Boeing and Airbus. But deliveries will be spread out, and adequate capacity on international routes will take time to build. It is to be expected that West Asian carriers will seek expanded bilateral agreements and that Indian airlines will oppose the demand. Allowing more inventory would work in favour of Gulf carriers that enjoy a significant fuel price advantage.

The Gulf carriers argue, as some voices have in the ongoing IATA AGM in Delhi, that it may not be in the interest of Indian travellers if their capacities are stranded while Indian airlines build their fleets. They have a point in that supply constraints could affect market growth. The fare dynamics, however, do not call for government intervention. Indian airlines have soaked up most of the aircraft available on lease while they wait for deliveries. They need to match Gulf carriers on price, volume and service quality. Gaining market share on the West Asia route is vital to India's ambition of having its own aviation hub. It's pitting the rising number of Indian passengers — expected to drive international air travel growth in the coming decade — against West Asia's, which serves as an obvious transit point among Asia, Europe and Africa.



Capacity addition across India's aviation value chain has been remarkably rapid in recent years. While most of it is directed at increasing domestic air travel, market dynamics also require a strong international presence as well. The country is correcting its chronic overdependence on foreign airlines to ferry Indian passengers and needn't heed the resultant heartburn.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

3 JUNE 2025

Now, Catch the Connecting Flights



Campbell Wilson

India is home to a growing, confident young population, and a vibrant start-up ecosystem driving consumption and innovation at scale. There's an air about India. So, it's no surprise that Indian aviation, with millions of aspirational air passengers and more than 1,350 commercial aircraft in the order pipeline, has the world's attention.

According to IATA, more than 4.4 bn passengers travelled by air in 2023, along with \$8 tn worth of global trade — 33% of total by value. Nearly 60% of global tourists arrive by plane, making an economic contribution of \$27.1 bn, and supporting 5 mn people in India. And each flight — of which there are more than 35 mn each year — requires dozens of crews, engineers, caterers, ground-handlers and other trained staff to make it happen.

UN's International Civil Aviation Organisation (ICAO) declared that

investment in air connectivity has a multiplier effect of 3.1 to GDP, and each aviation job creates 6.1 others. According to Air Transport Action Group's (ATAG) '2024 Aviation: Benefits Beyond Borders', the sector supports 86.5 mn global jobs and contributes \$4.1 tn, 3.9% of the global economy. In India, according to IATA, overall contribution of aviation is 7.7 mn jobs and \$53.6 bn to GDP.

The 2022 privatisation of Air India, along with IndiGo, the emergence of two sizeable, well-capitalised and professionally-run local airlines set the direction for Indian aviation. Their combined aircraft order book, valued at well over \$150 bn, leaves no doubt as to ambition and commitment. As does massive investment, both public and private, in India's aviation infrastructure, including doubling of operational airports from 74 to 159 in just the last decade, and the imminent opening of second airports in Delhi and Mumbai.

It is, nevertheless, remarkable that, even as India surpasses 350 mn annual air travellers and becomes the world's third-largest domestic air travel market, most of its opportunity lies ahead. With a country of 1.4 bn people and 6.5% annual GDP growth, yet an intensity



Take off and run

of air travel 1/5th that of China, potential demand is enormous.

India has long punched well below its weight, operating a fraction of the long-haul fleet of even some city-states. As this situation is addressed, and more non-stop flights are added between India and the world's major cities, global air travel flows will be reshaped.

There is opportunity to better serve, and draw back to Indian carriers, the 35-mn-strong Indian diaspora. And, then, there's opportunity for India to connect the world. 130 mn international travellers fly over India each year, with many connecting through an airport nearby. The right combination of network, customer experience and value for money, coupled with increasing business and tourism allure, can shift the centre of aviation gravity and steer more economic

benefit toward Indian soil.

But success is not inevitable. Realising India's opportunity will require sustained and aligned effort. Investment by airlines and airports must continue on aircraft, product, people and customers, as well as on supporting infrastructure, such as training and maintenance.

Critical aviation enablers — such as air navigation system providers, immigration and customs services — all need to plan for the growth ahead and build capacity and efficiency to accommodate what will be a step-change in volume. National and state policy affecting ease, clarity and cost of doing business must draw from the world's best practice, as must application of regulation and deployment of technology. Coordination of all the pieces must be effective, consistent and aligned to a decades-long roadmap.

It won't be easy. But examples of what happens when the key cards are played right are nearby and there for all to see. Equally, one need not look too far, in either distance or time, to see the opposite. Aviation can be an even larger engine and catalyst of India's national development.

The writer is CEO-MD, Air India



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THE ECONOMIC TIMES

DELHI

3 JUNE 2025

INDIGO CEO COUNTERS EMIRATES PRESIDENT

'Policy on Int'l Flying Rights Fair & Balanced'

Our Bureau

New Delhi: The Indian government has a fair and balanced approach on international flying rights said Pieter Elbers, CEO of IndiGo on Monday.

Elbers' comments come a day after Emirates president Tim Clark said that restricting access for foreign airlines by restricting flying rights was akin to "shooting yourself in the foot." Elbers jibed at Clark saying making "more noise" doesn't make one more right.

"First of all, it's called a bilateral agreement, right? That means two sides must agree on something. If one side makes more and more noise, it doesn't mean you're more and more right," Elbers said in reply to a question from **ET** during a press conference at the annual general meeting at IATA on Monday. "It's not that if one side says, 'now we do it' — that's not how it works," he added.

Clark of Emirates has been vocal about India's policy as Dubai, the carrier's home state, has been

Airline Profits may Rise Despite Headwinds: IATA

New Delhi: Despite uncertainties created by geopolitical strife and tariff wars, airlines are expected to see a slight increase in profits to \$36 billion in 2025 against \$32.4 billion last year due to lower fuel prices, the International Air Transport Association (IATA) said at its annual general meeting in Delhi on Monday. — **Our Bureau**

unable to untangle the issue after India froze any extension of flying rights to middle-east countries in order to encourage its carriers to fly wide body aircraft and provide direct connectivity to North America and Europe. Dubai said it was protectionism.



Prime Minister Narendra Modi being greeted by (from right) IndiGo CEO Pieter Elbers, IndiGo MD Rahul Bhatia and IATA DG Willie Walsh at the industry body's annual general meeting in New Delhi on Monday. India should be perceived as not just a large aviation market but also as a value chain leader, Modi said ■ **REPORT, P4**

IndiGo CEO backs India's flying rights stance, counters Emirates

SWARAJ BAGGONKAR
New Delhi, June 2

IN WHAT CAN be viewed as a strong defence of the the government's stand on bilateral flying rights and a pointed rebuttal to Emirates president Tim Clark's demand a day ago for expanded seat allocations to Gulf carriers, IndiGo CEO Pieter Elbers on Monday supported the current approach of preserving balance in international air traffic rights.

Speaking at the International Air Transport Association's (IATA) annual general meeting, Elbers emphasised that bilateral agreements are mutual and must serve the interests of both countries involved, not just one.

PIETER ELBERS, CEO, INDIGO

If one side makes more and more noise, it does not mean that side is more and more right

"If one side makes more and more noise, it does not mean that side is more and more right," Elbers said, responding to growing pressure from Gulf carriers. "Bilateral means two sides have to agree on something for the benefit of both."

His remarks come a day after the

Emirates president renewed calls for increasing seat entitlements between India and the Gulf, citing rapidly rising demand. "We have been stuck with 65,000 seats (per week) in each direction for just over 11 years. For every seat we sell, there are probably 10 who want it," Clark said on Sunday.

The seat entitlements between India and the UAE have remained unchanged since 2015. Under the current bilateral agreement, both Indian and UAE carriers are allowed to operate 65,000 seats per week in each direction. These quotas are already fully utilised.

Continued on Page 7

IndiGo CEO backs India's stance on flying rights

GULF CARRIERS SUCH as Emirates, Qatar Airways, and Etihad have been pressing for an increase to expand their footprint in the high-demand India market.

However, Elbers argued that historical context must be kept in mind. "Historically, there were a massive number of flights into India using the flying rights, but Indian operators were not using theirs, and this should be taken into consideration," he said. "For the government to first utilise the existing pool of traffic rights before moving to a new pool is a fair and balanced approach," he said.

The issue is particularly relevant given the rapid expansion of Gulf hubs like Dubai and Abu Dhabi, which have evolved into major trans-



it points for global travel to Europe, Africa, and North America. Indian carriers, meanwhile, are still in the process of scaling up their wide-body fleets and long-haul operations.

With Indian airlines constrained by the limited availability of wide-body aircraft, currently estimated between 65 and 75, the pressure is mounting to defend market share

from heavily resourced Gulf carriers. In comparison, Emirates, Qatar Airways, and Etihad collectively operate over 500 widebody aircraft.

Willie Walsh, director general of IATA, underlined the imbalance. "About 2-3 years ago there were less than 50 widebody aircraft in India for a country with a population of 1.4 billion, which is astounding," Walsh

said. "As we see the expansion of Indian carriers and their access to new global markets, we will also see a corresponding change in the country's approach to bilateral agreements," he added.

The Tata Group-owned Air India, has traditionally opposed expanding flying rights for Gulf airlines, except in cases of genuine point-to-point demand, arguing that further liberalisation would erode Indian carriers' competitiveness by strengthening foreign hubs at India's expense.

Elbers' support for the government position underscores a growing consensus among Indian carriers that international expansion must be done on their own terms, ensuring domestic players are not outpaced in their own backyard.

IATA AGM 2025

Not just a market, India should become value chain leader: PM

SWARAJ BAGGONKAR
New Delhi, June 2

INDIA SHOULD BE perceived as not just a large aviation market but also as a value chain leader, Prime Minister Narendra Modi said in his address at the annual general meeting of the International Air Transport Association (IATA) in New Delhi on Monday.

India's civil aviation market is the fastest growing in the world, and it is already the third largest, behind the US and China. Home-grown brands like IndiGo, Air India and Akasa Air have placed orders for more than 2,000 planes to tap the future growth in the sector.

To keep up with the allied sector of aircraft service, Modi said, "In 2014, there were 96 MROs (maintenance repair and overhaul) in India, which has increased to 154 today. Our target is to make India a \$4 billion MRO hub."

"We want the world to look at India not just as an aviation market but also a value chain leader. From design to delivery, India is becoming an integral part of the global supply chain," Modi

FAST-PACED GROWTH ■ Govt aims to have

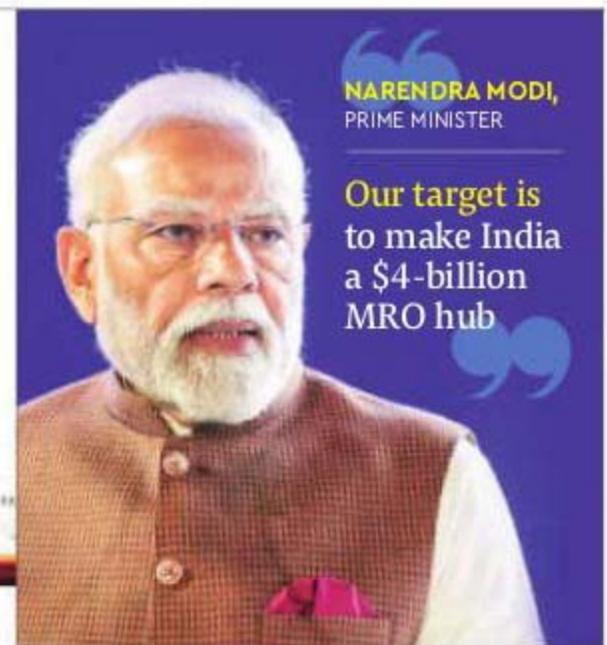


■ IndiGo, Air India and Akasa Air have placed orders for more than **2,000 planes** to tap the future growth

350 operational airports by the 100th year of independence

■ Around 240 million passengers undertake air travel every year

■ India's civil aviation market is the fastest growing in the world and it is already the third largest



further added.

He also highlighted the launch of the UDAN (Ude Desh ka Aam Nagrik) scheme, which was launched during the first term of the Modi government in 2016. The scheme aimed to help airlines operate flights to the unconnected and underconnected airports.

"The success of our UDAN scheme is a golden chapter in

India's civil aviation space. More than 15 million customers have benefited from cheaper travel. Many people took to the skies for the first time ever," Modi added.

"Our airlines are clocking double-digit growth. Around 240 million passengers undertake air travel every year; this is more than the total population of many countries. By 2030, this is

estimated to rise to 500 million. Today, 3.5 million metric tonne cargo are transported by air. By the end of this decade, this will increase to 10 million," Modi added.

The government aims to have 350 operational airports by the 100th year of independence, which will be more than double compared to the 157 at present.



Delivery delays cause missed opportunities: IndiGo CEO

SWARAJ BAGGONKAR
New Delhi, June 2

SUPPLY CHAIN SHORTAGES continue to cripple aircraft deliveries, impacting growth and business projections, especially in high-growth markets like India, a senior official at the IATA AGM said on Monday.

Aircraft makers like Boeing and Airbus are sitting on world-wide pending orders of more than 17,000 commercial jets, including around 1,500 from just three Indian carriers — IndiGo, Air India and Akasa Air. According to IATA, the waiting period for new aircraft deliveries is currently estimated at 14 years.

Pieter Elbers, CEO, IndiGo and chair, IATA Board of Governors 2024-2025, said, "Post Covid-19, we thought there will be a solution in 6-12 months, but it is 25 months now, and there is no end of sight, which I



IndiGo CEO Pieter Elbers

would say is a missed opportunity in terms of addressing the market demand. This is, especially, true in high-growth markets like India."

Air India CEO Campbell Wilson had previously warned that the aircraft shortage is hampering airline growth to persist for 4-5 years

more, with pain points being engines for narrow-body jets, business and first-class seats and some elements of aircraft fuselages.

The delays have already forced Air India to squeeze out the best resources from the available fleet, involving refurbishment of jets that are 15-17 years old and desperately needing interior upgrades, especially the entertainment system and seats.

The Tata Group-run Air India, which has a fleet of 300, is expecting FY26 to be a flat year as far as the operating fleet is concerned. It has blamed delays in aircraft deliveries for the constraints in capacity addition.

Supply chain disruption has been impacting not just the manufacturing of new aircraft but also the service needs of existing planes, rendering many to remain non-operational.

'India set to be ATR's largest mkt'

SWARAJ BAGGONKAR
New Delhi, June 2

INDIA IS EXPECTED to surpass Indonesia to become the largest operator of ATR aircraft in the world over the next few years, as the country prepares to double the number of airports, said Jean-Pierre Clercin, head of commercial for Asia Pacific, ATR.

Speaking to *FE* on the sidelines of the IATA AGM, Clercin said, "There are ongoing discussions that we are having with different players. From the market perspective, over the next 5-10 years, we can put up to 300 aircraft in India."

IndiGo, the country's largest air-



Jean-Pierre Clercin, head of commercial for Asia Pacific, ATR

line, operates 48 ATRs while Alliance Air flies 22 of them and Fly 91 operates the remaining 2. At 70, India is the second largest market for ATR in the world with Indonesia being the

largest with 100 ATR aircraft.

India aims to have 350 airports by 2047, up from about 157 at present, as part of the Viksit Bharat vision.

"It is a boom time for us. We have 1,450 planes flying all across the world and from that perspective (India's) 70 is a very strong number. It is the second largest market in the world after Indonesia and it will be the biggest before 2030," Clercin added.

Clercin further said that ATR could explore the possibility of having a manufacturing presence in India if there is a clear path about demand. The company has an assembly factory in Toulouse, France.





Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

3 JUNE 2025

AI expands codeshare pact with Air Mauritius

AIR INDIA AND Air Mauritius on Monday announced expanding their codeshare partnership that will provide enhanced connectivity for India with South Africa, Reunion and Madagascar through Mauritius. As part of the agreement, Air India and Air Mauritius will place their designator codes on a total of 17 routes between India, Mauritius, Reunion, South Africa and Madagascar. —PTI

Embraer plans aircraft deal with IndiGo, AI

EMBRAER SEES A lot of opportunities in India in the commercial and business jets as well as military aircraft and eVTOL segments, its CEO Francisco Gomes Neto has said as the Brazilian seeks to strengthen its footprint in the fast growing Indian market. The company is in talks with IndiGo and Air India to explore the possibility of selling its E-2 aircraft, which can have up to 146 seats. —PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

2 JUNE 2025

IndiGo places firm order for another 30 A350 planes

IndiGo on Sunday announced placing a firm order for another 30 wide-body A350 planes with Airbus, taking the total number of such aircraft to 60. 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, to be delivered in the coming years.



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FREE PRESS JOURNAL

MUMBAI

2 JUNE 2025

Emirates moots for more open access in India

Agencies

NEW DELHI

Emirates 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. He also said the supply chain issues are a "bugbear".



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

2 JUNE 2025

Airfares in India down 38% in 14 years: IATA

Dhairya Gajara

DELHI

The average airfares paid by Indian travellers for domestic and international travels have become 21 per cent and 38 per cent cheaper respectively than its 2011 levels, revealed the 'Aviation In India' report by the International Air Transport Association (IATA). The report also revealed that domestic airfares in India are giving a tough competition to the train fares.

IATA inaugurated its 81st annual general meeting (AGM) in New Delhi's Bharat Mandapam on Sunday. The event, which has been hosted in India after 42 years, saw the release of the 'Aviation in India' report themed on 'sustaining and growing a dynamic air transport market'. The report highlighted that aviation sector provides

7.7 mn jobs and contributes \$53.6 bn to the country's GDP, amounting to 1.5 per cent of the total GDP.

The report highlighted that since 2011, the real average airfare, which is the airfare after adjusting inflation, paid by Indian travellers for domestic and international flights, has decreased substantially. Compared to 2011, domestic and international airfares are around 79 per cent and 62 per cent of their 2011 levels, which amount to a decrease of 21 per cent and 38 per cent respectively. It stated that while the pandemic temporarily disrupted the downward trend, particularly for international travel, real airfares are declining again.

Over the past decade, the combined market share of the top 10 airlines has increased from 60.7 per cent in 2014 to 90.9 per cent in 2024.

तुर्किये को भारत ने दिया एक और बड़ा झटका अब मेंटेनेंस के लिए नहीं जाएंगे प्लेन एअर इंडिया ने खत्म किया कॉन्ट्रैक्ट

एजेसी » नई दिल्ली

एअर इंडिया ने अपने बोइंग 777 विमानों का मेंटेनेंस करने वाली कंपनी टर्किश टेक्निक के साथ कॉन्ट्रैक्ट खत्म कर दिया है। ये फैसला तुर्किये के पाकिस्तान को सपोर्ट करने के बाद लिया गया है। कंपनी के सीईओ और एमडी कैपबेल विल्सन ने कहा, अगर मौजूदा हालात में बिजनेस जारी रखने में दिक्कत है, तो हम विकल्प तलाशेंगे। हम जनता की भावनाओं का सम्मान करना चाहते हैं। सीईओ ने बताया कि कुछ विमान पहले से तुर्की में मेंटेनेंस के लिए भेजे जा चुके हैं। बाकी विमानों की सर्विसिंग के लिए अब भारत सरकार की कंपनी एआईईएलएल, अबुधाबी और सिंगापुर जैसे विकल्प देखे जा रहे हैं। दरअसल ऑपरेशन सिंदूर के बाद पाकिस्तान ने भारत पर हमला किया था, जिसमें टर्किश ड्रोन उपयोग किए गए थे। तभी से सरकार टर्किश कंपनियों के खिलाफ सख्त रुख अपना रही है।



इंडिगो भी खत्म करेगी एवीमेंट

इससे पहले डायरेक्टर जनरल ऑफ सिविल एविएशन यानी डीजीसीए ने कहा कि इंडिगो की टर्किश एयरलाइंस के साथ लीज इयूरेशन को आखिरी बार सिर्फ तीन महीने के लिए बढ़ाया जा रहा है। इसके बाद इसे बढ़ाया नहीं जाएगा। साथ ही डीजीसीए ने इंडिगो से टर्किश एयरलाइंस के साथ लीज एवीमेंट खत्म करने को भी कहा है। सरकार से इंडिगो की टर्किश एयरलाइंस के साथ विमान लीजिंग डील पर रोक लगाने की अपील भी की गई थी।

15 मई को तुर्किये की कंपनी सेलेबी की सुरक्षा मंजूरी रद्द की थी

वहीं 15 मई को एविएशन सिक्योरिटी रेगुलेटर (बीसीएएस) ने 'राष्ट्रीय सुरक्षा के हित में' तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड की सुरक्षा मंजूरी रद्द कर दी थी। यह कदम तुर्की द्वारा पाकिस्तान का समर्थन करने और पड़ोसी देश में आतंकवादी शिविरों पर भारत के हमलों की निंदा करने के कुछ दिनों बाद उठाया गया था।

सभी सरकारी नियमों का पालन करेगी कंपनी

इससे पहले इंडिगो के सीईओ पीटर एल्बर्स ने कहा था कि कंपनी वेत लीजिंग से जुड़े सभी सरकारी नियमों का पालन करेगी, क्योंकि एयरलाइन तुर्की एयरलाइंस के वेत-लीज्ड विमानों का ऑपरेशन कर रही है। वेत लीजिंग व्यवस्था के तहत विमान देने वाली एयरलाइन ही चालक दल, रखरखाव और बीमा जैसी जिम्मेदारियों को संभालती है। एल्बर्स ने मरोसा दिलाया कि इंडिगो पैसेंजर्स की सुविधा को प्राथमिकता देते हुए वैकल्पिक व्यवस्था करेंगे।

प्रधानमंत्री ने आईएटीए बैठक और डब्ल्यूएटीएस के सत्र को संबोधित किया भारत में दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार : मोदी

नई दिल्ली, एजेंसी। प्रधानमंत्री नरेंद्र मोदी ने कहा कि देश में विमानन क्षेत्र नई ऊंचाइयों पर पहुँचने के लिए तैयार है। क्योंकि भारत दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार बन गया है।

मोदी सोमवार को भारत मंडपम में आयोजित अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) की बैठक और विश्व वायु परिवहन शिखर सम्मेलन (डब्ल्यूएटीएस) सत्र में बोल रहे थे। इस दौरान उन्होंने वैश्विक कंपनियों को विमानन क्षेत्र में निवेश के लिए आमंत्रित किया। मोदी ने कहा कि व्यवस्थित नियामकीय ढांचे, अनुपालन में सुगमता और सरल कर विमानन क्षेत्र में वैश्विक कंपनियों के लिए बेहतर निवेश अवसर देता है।

154 हो गई एमआरओ सुविधाएं
: इस दौरान प्रधानमंत्री ने उभरते क्षेत्र रखरखाव और मरम्मत (एमआरओ) का जिक्र किया। उन्होंने कहा, 2014 में भारत में 96 एमआरओ सुविधाएं थीं, जो अब बढ़कर 154 हो गई हैं। वहीं 100 प्रतिशत प्रत्यक्ष विदेशी निवेश (एफडीआई), जो एमआरओ में कमी और कर को युक्तिसंगत बनाने के उपायों ने एमआरओ क्षेत्र को नई गति दी है। मोदी



नई दिल्ली के हैदराबाद हाउस में सोमवार को बैठक से पहले प्रधानमंत्री नरेंद्र मोदी और पराग्वे के राष्ट्रपति सीटियागो पेना पालासिओस। • सतमान अली

ने कहा कि देश का लक्ष्य 2030 तक एमआरओ क्षेत्र का आकार बढ़ाकर चार अरब डॉलर करने का है।

आज का भारत आत्मविश्वास से भरा : प्रधानमंत्री ने पिछले चार दशक में देश में हुए परिवर्तनकारी बदलावों का जिक्र करते हुए कहा कि आज का भारत पहले से कहीं अधिक आत्मविश्वास से भरा हुआ है। उन्होंने कहा, वैश्विक विमानन परिवेश में भारत न केवल एक विशाल बाजार है,

बल्कि नीति, नेतृत्व, नवोन्मेष और समावेशी विकास का प्रतीक भी है।

42 साल पहले हुई बैठक : भारत में पिछली आईएटीए की सालाना आम बैठक 42 साल पहले 1983 में आयोजित की गई थी।

वहीं, भारतीय विमानन क्षेत्र के विकास को लेकर केंद्रीय मंत्री के राममोहन नायडू ने सोमवार को कहा कि देश का लक्ष्य अगले पांच वर्षों में 50 और हवाई अड्डे बनाना है।

‘आतंक के खिलाफ लड़ाई में भारत और पराग्वे एक साथ’

नई दिल्ली, वि.सं.। प्रधानमंत्री नरेंद्र मोदी ने कहा कि आतंकवाद के खिलाफ लड़ाई में भारत और पराग्वे कंधे से कंधा मिलाकर खड़े हैं। मोदी ने यह बात भारत यात्रा पर आए पराग्वे के राष्ट्रपति सीटियागो पेना के साथ यहां सोमवार को हैदराबाद हाउस में आयोजित द्विपक्षीय वार्ता के दौरान कही। प्रधानमंत्री ने कहा कि दोनों देशों के बीच साइबर अपराध, संगठित अपराधों और नशीले पदार्थों की तस्करी जैसी चुनौतियों से लड़ने के लिए सहयोग की अपार संभावनाएं हैं।

‘उड़ान की वास्तविक लागत 40 प्रतिशत कम हो गई’

नई दिल्ली, एजेंसी। अंतरराष्ट्रीय वायु परिवहन संघ के महानिदेशक विली वॉल्श ने कहा कि लागत और कर चुनौतियों में वृद्धि के बावजूद उड़ान की वास्तविक लागत एक दशक पहले की तुलना में 40 प्रतिशत कम हो गई है। एक अनुमान में कहा कि विमानन कंपनियां इस साल 979 अरब डॉलर के राजस्व पर 36 अरब डॉलर का लाभ कमाएंगी।



Corporate Communications Directorate

HINDUSTAN

DELHI

3 JUNE 2025

चार हजार फीट की ऊंचाई पर अटकी सांसें



रांची, वरीय संवाददाता। पटना से रांची आ रहा इंडिगो का विमान सोमवार को जब पक्षी से टकराया तो यात्रियों की सांसें अटक गईं। रांची एयरपोर्ट के निदेशक आरआर मौर्य ने बताया कि रांची के पास विमान से पक्षी उस समय टकराया, जब विमान करीब चार हजार फीट की ऊंचाई पर था।

पायलट को आपात स्थिति में विमान उतारना पड़ा। सभी यात्री सुरक्षित हैं, लेकिन हादसे के बाद विमान को नुकसान पहुंचा है। इंजीनियर क्षति का आकलन कर रहे हैं। यह विमान लखनऊ से पटना, रांची होते हुए कोलकाता तक जाता है। विमान जब बिरसा मुंडा हवाई अड्डे के करीब पहुंचा तो एक पक्षी उससे टकरा गया। अचानक तेज आवाज हुई तो यात्रियों



रांची एयरपोर्ट पर सोमवार को क्षतिग्रस्त इंडिगो विमान की जांच करते अधिकारी। ● घेड़ से सुरक्षित उतारने के बाद जांच की गई तो बर्ड हिट के कारण विमान का अगला हिस्सा क्षतिग्रस्त पाया गया।



Corporate Communications Directorate

THE HINDU

DELHI

3 JUNE 2025

Huge opportunity for investment in aviation sector: PM

The Hindu Bureau
NEW DELHI

Prime Minister Narendra Modi on Monday said India's fast-growing aviation sector offers a significant investment opportunity with the country becoming an integral part of the supply chain.

Addressing the Annual General Meeting (AGM) of the International Air Transport Association (IATA) in New Delhi, Mr. Modi said the Bharatiya Vayuyan Adhiniyam, 2024, which replaces the Aircraft Act of 1934, aligns aviation laws with global best practices, "ensuring a streamlined regulatory framework, ease of compliance, and a simplified tax structure which presents a significant investment opportunity for major international aviation companies".

Mr. Modi said India should be viewed not merely as an aviation market but as a value-chain leader, as it was becoming an integral part of the global aviation supply chain from design to delivery.

The Prime Minister urged aviation companies to not only embrace "Make

India should be viewed not merely as an aviation market but as a value-chain leader, he says at IATA annual meet

in India" but also "Design in India".

Establishing MRO hub

Mr. Modi outlined India's goal to establish a \$4 billion Maintenance, Repair, and Operations (MRO) hub by 2030, noting that in 2014, India had 96 MRO facilities, which have increased to 154.

He said 100% Foreign Direct Investment (FDI) under the automatic route, GST reduction, and tax rationalisation measures have given a momentum to India's MRO sector.

The country sees 24 crore passengers flying per year and it is expected to reach 50 crore passengers annually by 2030, he further said. The Prime Minister also said India supports Open Skies agreements, global connectivity and advocated for a more connected and accessible aviation network.

Corporate Communications Directorate

THE HINDU

DELHI

3 JUNE 2025

IndiGo CEO defends bilateral aviation policy

Jagriti Chandra
NEW DELHI

Sparring with Emirates President Tim Clark, who yet again criticised India's restrictive policy for foreign carriers, IndiGo CEO Pieter Elbers on Monday said, "if one side makes more and more noise, it doesn't mean that you are more and more right."

IndiGo's CEO called the Centre's approach "completely fair and balanced," adding that historically foreign carriers had deployed large capacities into India, while Indian airlines lagged behind. He was



Pieter Elbers. REUTERS

speaking at the IATA AGM during a press conference.

On Sunday, Mr. Clark had stated that India's ambitions to develop hub airports to attract connecting passengers were not "compatible" with its restrictive policies for foreign airlines.

'Aerospace should be kept outside trade wars'

Jagriti Chandra
NEW DELHI

Air traveller numbers globally will not grow to the previously projected figure of 5.22 billion and may stop at 4.99 billion as trade tensions have dented consumer confidence, the International Air Transport Association (IATA) said on Monday. Its chief, Willie Walsh, also warned that if aerospace was not kept outside trade wars, the slow supply of aircraft since the COVID-19 pandemic could worsen.

Passenger numbers are projected to reach a record

high of 4.99 billion in 2025. Though this is a growth of 4% compared with 2024, it is below the earlier projection of 5.22 billion, according to IATA's revised outlook for the financial year presented during its AGM.

Challenges with slow aircraft deliveries impacting airlines worldwide continue to persist.

"Aircraft manufacturing sector is falling badly. And everyone in this room feels that frustration," Mr. Walsh said. He rued that the number of aircraft deliveries scheduled for 2025 is 26% less than what was promised a year ago. "

India is more confident than ever before: Modi

Modi says India shouldn't be just an aviation market, but a value-chain leader

Neha LM Tripathi

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NEW DELHI: A lot has changed in India over the last four decades and the country is more confident than ever before, said Prime Minister Narendra Modi, on Monday, inviting global companies to invest in the nation's aviation sector and stating the nation was ready for 21st century innovations such as interplanetary travel.

In his address to the International Air Transport Association's (IATA) 81st Annual General Meeting (AGM) in New Delhi, held after 42 years, Modi said India is the world's third-largest domestic aviation market. He said India should not be viewed just as an aviation market, but as a value-chain leader and added that from design to delivery, India was becoming an integral part of the global aviation supply chain.

"In the last few years, India has seen an unprecedented



Prime Minister Narendra Modi said India's airlines have continued to register double-digit growth.

ANI

transformation in the field of civil aviation. Today, India is the world's third-largest domestic aviation market. The success of the UDAN scheme is a golden chapter in Indian civil aviation. Under this scheme, more than 15 million travellers have availed affordable air travel," Modi said, referring to the Ude Desh ka Aam Naagrik scheme to set up regional airports. "A lot has changed in India in these four decades. Today's India is more confident than ever before. In the global aviation ecosystem, we aren't just a huge market but also a symbol of pol-

icy leadership, innovation and inclusive development," he said.

The event was attended by Union aviation minister K. J. Somaiya, minister of state for civil aviation Murlidhar Mohol and others from the IATA board and host airline, IndiGo. The last IATA AGM in India was held in 1983. It brings together more than 1,600 participants, including top global aviation industry leaders, government officials and international media representatives.

Highlighting that travel is no longer confined to cities on Earth, with increasing ambi-

tions to commercialise space flights and interplanetary journeys, Modi acknowledged that while such developments will take time, they highlight aviation's future as a centre of transformation and innovation.

"Today humans are dreaming of commercialising space flights and interplanetary travels, opening it for civil aviation. It is true that there is still time for this. But, this shows how big a transformation and innovations the aviation sector is going to become in the coming times. India is ready for all these possibilities," he said.

He outlined three foundational pillars driving India's aviation sector—a vast market, not merely a collection of consumers but a reflection of India's aspirational society; a strong demographic and talent pool—where young innovators are pioneering breakthroughs in artificial intelligence, robotics, and clean energy; and an open and supportive policy ecosystem, enabling industrial growth.

India's airlines continue to achieve double-digit growth, with 240 million passengers flying annually, surpassing the total population of most countries worldwide, he noted.



Corporate Communications Directorate

THE HINDU

CHENNAI

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.

IndiGo CEO defends India's stand on bilateral air traffic rights

SUKALP SHARMA
NEW DELHI, JUNE 2

INDIGO CEO Pieter Elbers on Monday defended India's apparent policy of not expanding bilateral air services agreements with countries that house global hub airports and account for a significant chunk of international medium- and long-haul passenger traffic to and from India. He also said that just because some countries are making noise about their grouse with India's stand doesn't mean that they are right.

Elbers' comments come a day after Dubai-based airline Emirates's President Tim Clark again pitched for open access to the Indian market, reportedly saying that restrictive bilateral flying rights did not make sense for India if it has aspirations to become a global aviation player. The India-Dubai bilateral air services agreement has not been revised in over a decade. "It's called the bilateral agreement, right? That means two sides have to agree on something, and if one side makes more and more noise, it doesn't mean that you're more and more right. It's a bilateral agreement, and that means that the two sides have to agree on what's the benefit for both sides," Elbers said. According to Elbers, viewing India's approach as protectionist would not be correct as historically, foreign carriers were utilising their flying rights to India while Indian airlines were not able to do so at the same level, which in effect led to imbalances

'Off-the-chart unacceptable': IATA on aircraft delivery delays, supply chain woes



IndiGo CEO Pieter Elbers (left) with IATA Director General Willie Walsh at the IATA AGM in New Delhi on Monday. X@IATA

SUKALP SHARMA
NEW DELHI, JUNE 2

GLOBAL AIRLINE industry body International Air Transport Association (IATA) has expressed frustration at persisting supply chain issues that have contributed to aircraft delivery delays and mounting aircraft delivery backlog, saying that manufacturers are letting the carriers down and the situation is driving up their costs. According to IATA's estimates, the aircraft delivery backlog exceeds 17,000 — sharply up from the 10,000-11,000 pre-pandemic — with an implied wait time of 14 years.

IATA, which has around 350 member airlines, also warned that

tariff wars could further aggravate supply chain constraints and production limitations should countries walk away from a decades-old multilateral agreement that exempted aircraft from trade tariffs. While so far there have been no indications of aircraft prices going up due to tariffs, IATA Director General Willie Walsh said that airlines will "strongly resist" any attempt by manufacturers to increase prices.

In 2025, 1,692 aircraft are expected to be delivered to airlines. While this would mark the highest level since 2018, it is almost 26 per cent lower than the estimates from a year ago. According to IATA, further downward revisions are likely.

FULL REPORT ON
www.indianexpress.com

भारत को वैश्विक विनिर्माण केन्द्र बनाने की तैयारी : मोदी

जनसत्ता ब्यूरो
नई दिल्ली, 2 जून।

प्रधानमंत्री नरेंद्र मोदी ने कहा कि भारत का तेजी से बढ़ता विमानन क्षेत्र अग्रणी वैश्विक कंपनियों के लिए बेहतर निवेश अवसर प्रदान करता है। मोदी ने भारत को वैश्विक विनिर्माण केंद्र बनाने की तैयारी के लिए सोमवार को वैश्विक विमानन कंपनियों से भारत में निवेश का आह्वान किया।

ये अंतरराष्ट्रीय हवाई परिवहन संघ (आइएटीए) की 81वें वार्षिक आम बैठक को संबोधित कर रहे थे। मोदी ने कहा कि देश का लक्ष्य 2030 तक मरम्मत और रखरखाव (एमआरओ) खंड का आकार बढ़ाकर चार अरब डॉलर करने का है। उन्होंने कहा कि वैश्विक विमानन परिवेश में भारत न केवल एक विशाल बाजार है बल्कि नीति, नेतृत्व, नवोन्मेष और समावेशी विकास का प्रतीक भी है। मोदी ने कहा कि देश को वैश्विक विनिर्माण केंद्र बनाने के लिए सभी प्रयास किए जा रहे हैं। हम चाहते हैं कि दुनिया भरत को न केवल एक विमानन बाजार के



रूप में देखे, बल्कि एक मूल्य शृंखला के प्रमुख देश के रूप में भी देखे। उन्होंने कहा कि हमारी दिशा सही है, हमारी गति सही है, इसलिए हमें भरोसा है कि हम तेजी से आगे बढ़ते रहेंगे। उन्होंने कहा कि भारत विश्व स्तरीय हवाई अड्डों में निवेश कर रहा है और हवाई अड्डों की संख्या 74 से बढ़कर 162 हो गई है। आज, भारत दुनिया का तीसरा सबसे बड़ा धरोखु विमानन बाजार है। उन्होंने कहा कि 'उड़ान' योजना की सफलता भारतीय नगर विमानन क्षेत्र में एक स्वर्णिम अध्याय है। मोदी ने कहा कि मेरा आग्रह है कि 'मेक इन इंडिया' के साथ सभी एविएशन कंपनियां डिजाइन

योजना के तहत 15 करोड़ से ज्यादा यात्रियों को सस्ती हवाई यात्रा की सुविधा मिली है और कई नागरिक पहली बार हवाई साफर कर पाए हैं। उन्होंने कहा कि हमारी हवाई सेवाएं लगातार बढ़ रही हैं। 2014 में 74 हवाई अड्डे थे, जो आज बढ़कर 162 हो गए हैं।

इन इंडिया भी करें। आज भारत में 15 फीसद से अधिक पावर्ट महिलाएं हैं। ये दुनिया की औसत से तीन गुणा ज्यादा है। उन्होंने कहा कि भारत ड्रोन के जरिए महिलाओं के स्वयं सहायता समूहों को सशक्त कर रहे हैं, इससे खेती में, डिलीवरी में, सर्विसेज में महिलाओं की भागीदारी बढ़ेगी। उन्होंने कहा कि इस सम्मेलन में हम जो चर्चा कर रहे हैं उससे वैश्विक विमानन क्षेत्र को एक नई दिशा मिलेगी। भारत के पास बाजार है। तकनीक व खोज (टेक्नोलॉजी और इनोवेशन) के लिए हमारे पास स्थान (डेमोग्राफी) और हुनर (टैलेंट) है। हमारे युवा नए दौर के निवेशक हैं।



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LOKSATYA

DELHI

3 JUNE 2025

एअर इंडिया का तुर्किए कंपनी संग कॉन्ट्रैक्ट खत्म

नई दिल्ली, एजेसी। इससे पहले 15 मई को एविएशन सिक्योरिटी रेगुलेटर BCAS ने तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड की सुरक्षा मंजूरी रद्द कर दी थी। इससे पहले 15 मई को एविएशन सिक्योरिटी रेगुलेटर BCAS ने तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड की सुरक्षा मंजूरी रद्द कर दी थी। एअर इंडिया ने अपने बोइंग 777 विमानों का मेंटेनेंस करने वाली कंपनी टर्किश टेक्निक के साथ कॉन्ट्रैक्ट खत्म कर दिया है। ये फैसला तुर्किये के पाकिस्तान को सपोर्ट करने के बाद लिया गया है।

कंपनी के CEO और MD कैपवेल विल्सन ने NDTV से कहा, अगर मौजूदा हालात में बिजनेस जारी रखने में दिक्कत है, तो हम विकल्प तलाशेंगे। हम जनता की भावनाओं का सम्मान करना चाहते हैं।

Aviation trends: B'luru soars, IndiGo surges

BY HOWINDIALIVES.COM

A spate of good news is flying out from the Indian aviation sector. IndiGo, the leader in the sector, just turned in its best-ever fourth quarter. A new airport in Mumbai is about to begin operations. Several mid-level airports are stringing together above-industry growth in traffic. The international segment has crossed a key historical level that augurs well for future growth. With fuel prices also tumbling, airlines are in decent shape going into the lean season.

On 28 May, IndiGo said it would kick off flights from the Navi Mumbai airport, with 18 daily domestic departures, or 36 aircraft movements. It estimated increasing this to 79 daily departures by November. For Mumbai, the capacity relief is overdue. The existing airport has been operating at capacity for some years now. Even if airlines wanted to add more flights, the airport didn't have slots. Meanwhile, Bengaluru has crept up on Mumbai in the second slot in domestic flights, even overtaking it this March and April. How much of this is due to Bengaluru's own brisk growth and how much due to Mumbai's capacity constraints will become clear once the Navi Mumbai airport stabilises.

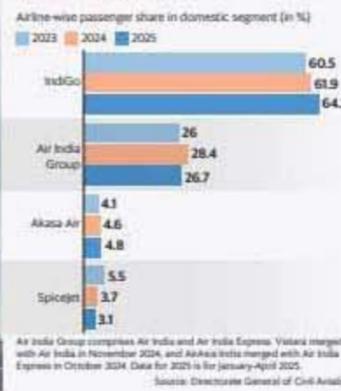
Meanwhile, Indian aviation is now a two-horse race between IndiGo and the Air India Group. The consolidation was led by the Tata-owned Air India Group, with two sets of mergers in late 2024. Latest data shows Air India Group has lost domestic share to IndiGo in 2025. One reason could be Air India opting to refurbish some of its fleet. A lot of this refurbishment is expected to be completed in stages in 2025—while IndiGo expands.



Bengaluru topped Mumbai in domestic flights for the second straight month in April



Air India ceded its domestic passenger share to IndiGo in 2025



International: Tier-II Pick-up

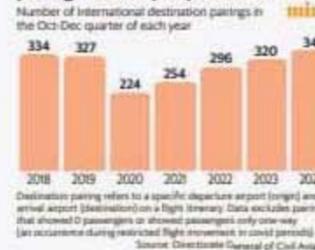
FOR THE period January-March 2025, IndiGo posted its best-ever Q4, returning a net profit of ₹3,067 crore. In addition to domestic, IndiGo has been expanding steadily in international segment. It increased its international passenger share from 18.2% in the December 2023 quarter to 19.4% in the December 2024 quarter, the latest for which such data is available.

At the airport level, movements of international flights increased 9.4% in 2024-25. Delhi and Mumbai grew 7-8%. Of the 16 airports that saw international traffic in 2024-25, 16 grew above 20% in flight movements. These 16 airports account for only 14% of all international movements, and embody the widening of the international pie—from the main metros to tier-II cities. Nine of them recorded at least 1,000 international aircraft movements in 2024-25, and Bengaluru is the only main metro airport among them.

Several tier-II airports are seeing 20%-plus growth in international traffic



Active international destination pairings crossed pre-pandemic levels



Pairings: Pandemic Recovery

SUCH POCKETS of strong growth underpin the recovery of the international segment. According to data from the Indian regulator, there were 346 destination pairings (for example, Delhi-Dubai) in the international segment in Q3 of FY25, the latest available for this data. In the last quarter of the calendar year, this is the first time since the pandemic that the number of destination pairings has crossed the pre-pandemic high registered in the December 2018 quarter.

Take Bengaluru, the largest of the set of 16 airports in 2024-25 with more than 1,000 international flight movements and above 20% year-on-year growth. It went from 21 active international pairings in the December 2023 quarter to 25 in the December 2024 quarter, with the additions being Denpasar, Langkawi, Phuket and Port Louis. Similarly, Lucknow went from 8 to 11, and Jaipur from four to five.

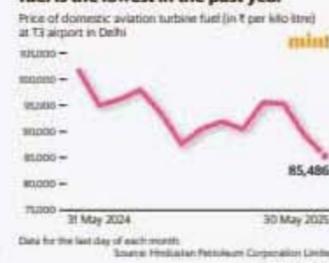
Fuel: Bottom Line Benefit

SIMILAR GROWTH is also seen in the domestic segment—9.1% in passenger growth in 2024-25. All three leading Indian airlines—IndiGo, Air India Group and Akasa—are acquiring new aircraft and have a healthy order pipeline. Besides a steady operating environment, the current outlook on oil prices is also favourable. In the past year, Brent crude price per barrel has dropped about 23%. In the same period, domestic aviation turbine fuel price at Delhi's Terminal 3 has dropped about 16%.

Fuel is the biggest cost head for airlines, and a drop in prices boosts their bottom lines. In the March 2025 quarter, IndiGo's fuel cost as a share of revenues was 30.5%. By comparison, in the September 2024 quarter, which is a lean season and when ATF prices were higher, it was 39%. As the lean season approaches, they will hope for fuel prices to stay low.

howindialives.com is a database & search engine for public data

The current domestic price of aviation fuel is the lowest in the past year





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MINT

DELHI

3 JUNE 2025

Pak airspace ban adding to costs: Air India CEO

The continuing ban for Indian airlines in using Pakistani airspace is adding flying hours for non-stop flights and will weigh down Air India Ltd's path to profitability, its top executive said in an interview. "The impact is significant but we have been able to sustain non-stop operations" to most destinations in North America and Europe, Air India chief executive officer Campbell Wilson said in a *Bloomberg* TV interview Monday.



BLOOMBERG
"The impact is significant but we have been able to sustain non-stop operations" to most destinations in North America and Europe, Air India chief executive officer Campbell Wilson said in a *Bloomberg* TV interview Monday. BLOOMBERG



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3 JUNE 2025



Embraer has set up a fully owned Indian arm with its corporate office in New Delhi. BLOOMBERG

Embraer targets India, in airline talks

Embraer sees a lot of opportunities in India in the commercial and business jets as well as military aircraft and eVTOL segments, its CEO Francisco Gomes Neto has said as the Brazilian seeks to strengthen its foot print in the fast growing Indian market.

Besides, the company is in talks with IndiGo and Air India to explore the possibility of selling its E-2 aircraft, which can have up to 146 seats. To tap the opportunities, Embraer has set up a fully-owned Indian subsidiary with its corporate office in the national capital. In an exclusive interview to *PTI* in the national capital, Neto said the company will put in place a procurement team to explore opportunities in the Indian supply chain and look at the possibility of procuring components and services from India. The company is hiring people in India for government relations, communications, procurement and engineering, sales and marketing teams. Currently, there are nearly 50 Embraer aircraft and 11 aircraft types operating in India across commercial and business aviation, and defence segments. PTI



Corporate Communications Directorate

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DELHI

3 JUNE 2025

Modi invites investments in aviation



Prime Minister Narendra Modi addresses a session at WATS in New Delhi on Monday.

Prim Minister Narendra Modi on Monday invited global companies to invest in the country's fast-growing aviation sector, citing a streamlined regulatory framework, ease of compliance, and a simplified tax structure.

The Prime Minister also pointed to the

emergence of maintenance, repair, and overhaul (MRO) as a sunrise sector, highlighting that India is accelerating efforts to become a global hub for aircraft maintenance. He was addressing the International Air Transport Association's (IATA's) 81st Annual General Meeting (AGM) and the plenary session of the World Air Transport Summit (WATS).

He noted that in 2014, India had 96 MRO facilities, which has now increased to 154, while 100% FDI under the automatic route, GST reduction, and tax rationalization measures have given fresh momentum to the MRO sector. Modi further outlined India's goal to establish a \$4 billion MRO hub by 2030, reinforcing the nation's aviation growth strategy.

"The new Indian Aircraft Act aligns aviation laws with global best practices, ensuring a streamlined regulatory framework, ease of compliance, and a simplified tax structure..." Modi said.

PTI



Corporate Communications Directorate

MILLENNIUM POST

DELHI

3 JUNE 2025

ALL PASSENGERS SAFE

Bird hit forces emergency landing of IndiGo flight

MPOST BUREAU

RANCHI: An IndiGo flight from Patna to Ranchi made an emergency landing at Birsa Munda Airport on Monday afternoon after a bird hit damaged the aircraft mid-air, officials said.

Airport Director R R Maurya confirmed that the incident occurred around 1:14 pm when the aircraft was flying at an altitude of 3,000 to 4,000 feet, approximately 10 to 12 nautical miles from the airport. "The aircraft was hit by a vulture, which left a dent. All 175 passengers and crew members are safe," he said.

The Airbus A320 was scheduled



Damaged nose of the IndiGo aircraft P11

to proceed to Kolkata after arriving in Ranchi. However, it has been grounded for inspection.

Continued on P4

IndiGo flight

"Engineers are currently assessing the extent of the damage," Maurya added.

An IndiGo spokesperson stated, "The pilot conducted an emergency landing in Ranchi following a bird strike. The safety of passengers is our top priority."

Aviation sources said the pilot acted in accordance with standard safety procedures after the bird strike. No delays or cancellations were reported at the airport following the incident.

The Directorate General of Civil Aviation (DGCA) has been informed, and an investigation is likely to follow.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

3 JUNE 2025

INDIA SETS GOAL TO ESTABLISH A \$4 BILLION MRO HUB BY 2030

PM invites global companies to invest in India's fast-growing aviation sector

MPOST BUREAU

NEW DELHI: Prime Minister Narendra Modi on Monday invited global companies to invest in the country's fast-growing aviation sector, citing a streamlined regulatory framework, ease of compliance, and a simplified tax structure.

The Prime Minister also pointed to the emergence of maintenance, repair, and overhaul (MRO) as a sunrise sector, highlighting that India is accelerating efforts to become a global hub for aircraft maintenance.

He was addressing the International Air Transport Association's (IATA) 81st Annual General Meeting (AGM) and the plenary session of the World Air Transport Summit (WATS). He noted that in 2014, India had 96 MRO facilities, which has now increased to 154, while 100 per cent FDI under the automatic route, GST



PM Narendra Modi addresses a gathering during International Air Transport Association's 81st AGM in New Delhi

PTI

reduction, and tax rationalisation measures have given fresh momentum to the MRO sector.

PM Modi further outlined India's goal to establish a USD 4 billion MRO hub by 2030, reinforcing the nation's aviation growth strategy.

"The new Indian Aircraft Act aligns aviation laws with global best practices, ensuring a

streamlined regulatory framework, ease of compliance, and a simplified tax structure, presenting a significant investment opportunity for major international aviation companies," PM Modi said.

The last IATA AGM in India was held 42 years ago in 1983. It brings together more than 1,600 participants,

Highlights

- » The PM also pointed to the emergence of maintenance, repair, and overhaul (MRO) as a sunrise sector
- » PM Modi outlined India's goal to establish a \$4 bn MRO hub by 2030
- » The last IATA AGM in India was held in 1983
- » It brings together more than 1,600 participants

including top global aviation industry leaders, government officials and international media representatives.

The Prime Minister highlighted the transformative changes the country has undergone in the last four decades, stating that today's India is more confident than ever.

He also underscored India's

role in the global aviation ecosystem, not only as a vast market but also as a symbol of policy leadership, innovation, and inclusive development.

"Today, India is emerging as a global leader in space-aviation convergence," he said, adding that the civil aviation sector has witnessed historic advancements over the past decade, which are well recognised.

He outlined three foundational pillars driving India's aviation sector -- a vast market, not merely a collection of consumers but a reflection of India's aspirational society; a strong demographic and talent pool -- where young innovators are pioneering breakthroughs in artificial intelligence, robotics, and clean energy; and an open and supportive policy ecosystem, enabling industrial growth.

"India has become the third-largest domestic aviation market in the world," he said.



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MILLENNIUM POST

KOLKATA

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. PTI



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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. P11



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

2 JUNE 2025

IndiGo places order for 30 more wide-body 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. At a briefing in the national capital, 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.

With ambitions to have more than 600 planes as well as become a global carrier by 2030, IndiGo is not only betting on more wide-body operations but is also expanding its partnerships to provide enhanced connectivity to Europe and North American destinations. On the sidelines of the IATA World Air Trans-

port Summit (WATS) in the national capital, IndiGo inked a Memorandum of Understanding (MoU) with Airbus to double its wide-body order from 30 to 60 firm Airbus A350-900 aircraft.

"This is yet another step in defining the airline's long-term plans of international expansion," the airline said. IndiGo is also set to operate flights to 10 new overseas cities with leased Boeing 787 planes in the current fiscal year ending March 2026. Currently, the airline has more than 430 planes in its fleet and operates around 2,300 daily flights.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

3 JUNE 2025

Sky high: Aviation sector backed by govt & robust expansion by airlines

S LALITHA @ New Delhi

INDIA'S aviation sector is in sharp ascent, driven by robust government support and aggressive expansion by airlines such as IndiGo and Air India, said Willie Walsh, Director General of the International Air Transport Association (IATA).

Speaking at the IATA Annual General Meeting on Monday, Walsh praised India's proactive approach: "The aviation sector has been accorded much priority in India with investments by the government and airlines like Indigo and Air India," he noted, contrasting it with the cap of 32 million passengers at Dublin Airport. "Such artificial caps like in Dublin should not be enforced."

IndiGo CEO Pieter Elbers highlighted India's integrated growth model, with second airports planned for Delhi and Mumbai. "Every rupee invested in aviation gives a return of ₹3, every dollar gives three dollars



in return. A single job created in aviation creates six jobs in other areas," he said. Elbers added that India, now the world's fourth-largest economy, is set to surpass Germany by 2027. "Aviation is an integral part of economic growth," he said and urged for aster development of MRO (Maintenance, Repair and Overhaul) infrastructure.

On geopolitical tensions and closed airspace, Walsh said the sector remains adaptable. "When airspace is closed, airlines will quickly adapt and find alternative routes."

He raised concern over blocked airline funds in some countries. "The profit margins are just 3.7%, and no airlines can afford to have funds trapped in the hands of the government," he warned.

Walsh cast doubt on the 2050 net-zero carbon goal. "Fuel companies are passing on the burden to airline companies... but are not adhering to the mandate," he said.

IATA economist Marie Thomsen said that the sector earned \$36 billion in 2024—just 3.7% margin—largely from passengers. Fuel remains the biggest cost, at 26%. "Each Middle East passenger brought in \$27.2, versus just \$1.3 in Africa," she said, citing uneven growth.

India's infrastructure development too was highlighted. "Nine airports and three metro lines are being built each year," said G20 Sherpa Amitabh Kant. With 150 airports today, India aims for 400. "By 2040, India will have 30% of the skilled manpower in the world."



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

3 JUNE 2025

IndiGo flight suffers bird hit, lands in Ranchi

MUKESH RANJAN @ Ranchi

A major accident was averted as an IndiGo Aircraft on its way to Kolkata via Ranchi from Patna had an emergency landing at Ranchi Airport after being hit by a bird on Monday afternoon. The passengers were unhurt.

According to reports, IndiGo's Airbus A320 craft was en route from Patna to Ranchi's Birsa Munda Airport with 175 passengers when it collided with a vulture, which was flying at around 4,000 feet, just before landing.

"An IndiGo flight suffered a bird hit near Ranchi. It was approximately 10 to 12 nautical miles away from here, at about 3,000 to 4,000 feet altitude, when the incident occurred. The IndiGo flight was coming from Patna to Ranchi, and the pilot had to make an emergency landing here," Birsa Munda Airport, Ranchi, Director R R Maurya said.

At that time, the plane reportedly was 10-12 nautical miles away, at an altitude of 3,000-4,000 feet. The aircraft suffered a dent in the front.

The aircraft remained airborne for approximately 40 minutes after the hit, before the pilot made the emergency landing. The pilot kept the plane in safe flight till the landing. Sources say the pilot followed all protocols after the bird hit. Engineers are assessing the extent of the damage.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

3 JUNE 2025

IndiGo CEO defends bilateral air traffic rights of India after criticism

ENS ECONOMIC BUREAU @ New Delhi

INDIGO CEO Pieter Elbers said on Monday that India's bilateral air service agreements are designed for mutual benefit, adding that "making more noise doesn't make one more right." His remarks came a day after Emirates President Tim Clark criticized India's policy for restricting foreign airlines' access by refusing to expand bilateral rights. He called this more akin to "shooting yourself in the foot".

"It is a bilateral agreement that means the two sides have to agree on what is the benefit for both sides. If one side makes a lot of noise, it doesn't mean the other side say ya we do it," said Elbers on Monday at the sidelines of the annual general meeting of the International Air Transport Association (IATA).

The tussle between Indian and foreign carriers, especially Gulf-based airlines, comes in the backdrop of aggressive global expansion plans of IndiGo and Tata Group's Air India. Experts believe that Indian carriers'



It is a bilateral agreement that means the two sides have to agree on what is the benefit for both sides. If one side makes a lot of noise, it doesn't mean the other side say ya we do it

Pieter Elbers, CEO, IndiGo

aggressive global approach will impact foreign airlines' strong position here which they have enjoyed for decades.

Elbers said that historically, a lot of countries have flying rights to India and are using these flying rights, whereas Indian operators were not using these flying rights.

"So for a government to say

that first let's use the existing pool of traffic rights and when the existing pool of traffic rights is exhausted, go to the new traffic rights, I think it is a completely fair and balanced approach," he stated.

IATA Director General Willie Walsh said as Indian carriers expand to access new markets, one has to see a corresponding change to the approach for access because Indian carriers will want access to markets across the world.

On Sunday, Gulf carrier Emirates' President Tim Clark pitched for open access to the Indian market, saying that the restrictive practices on bilateral flying rights do 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 had said.

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.

Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

3 JUNE 2025

भारत के एविएशन सेक्टर में निवेश का मौका: मोदी

■ पीटीआई, नई दिल्ली : प्रधानमंत्री नरेंद्र मोदी ने सोमवार को कहा कि भारत का तेजी से बढ़ता हुआ एविएशन सेक्टर दुनिया की बड़ी कंपनियों के लिए बेहतरीन निवेश का मौका है। यहां इंटरनेशनल एयर ट्रांसपोर्ट असोसिएशन (IATA) की सालाना आम बैठक (AGM) को संबोधित करते हुए पीएम मोदी ने कहा कि

पीएम मोदी ने कहा कि भारत में निवेश के लिए खुला, मददगार माहौल है।

देश का लक्ष्य 2030 तक ग्रेटर्स, रिपियर और ओवरहॉल (MRO) सेक्टर का आकार 4 बिलियन डॉलर तक बढ़ाना है। मोदी ने जोर देकर कहा कि भारत में निवेश के लिए खुला और मददगार माहौल है। देश को ग्लोबल मैनुफैक्चरिंग हब बनाने की पूरी कोशिश की जा रही है। उन्होंने बताया कि भारत सिविल एविएशन सेक्टर में बड़े निवेश के लिए तैयार है।

मोदी ने कहा, हम चाहते हैं कि दुनिया भरत को सिर्फ एविएशन मार्केट के तौर पर ही न देखे, बल्कि वैल्यू चेन लीडर के तौर



IATA की सालाना आम बैठक को पीएम मोदी ने संबोधित किया।

पर भी देखे। हमारी दिशा सही है, हमारी रफ्तार सही है। इसलिए, हमें पूरा भरोसा है कि हम तेजी से आगे बढ़ते रहेंगे। उन्होंने आगे कहा कि भारत विश्वस्तरीय एयरपोर्ट्स में निवेश कर रहा है और एयरपोर्ट्स की संख्या 74 से बढ़कर 162 हो गई है। आज, भारत दुनिया का तीसरा सबसे बड़ा धरेलू एविएशन मार्केट है। प्रधानमंत्री ने कहा कि उड़ान योजना की सफलता भारतीय सिविल एविएशन में एक सुनहरा अध्याय है।



Corporate Communications Directorate

THE PIONEER

DELHI

3 JUNE 2025

IndiGo flight suffers bird hit en-route Ranchi

Around 175 passengers had a close shave after an IndiGo flight suffered a bird hit and made an emergency landing at Ranchi's Birsa Munda Airport on Monday. While all the passengers and crew members are safe, the aircraft suffered damage, according to officials. The incident occurred at 1.14 pm. "An IndiGo flight suffered a bird hit near Ranchi. It was approximately 10 to 12 nautical miles away from here, at about 3,000 to 4,000 feet altitude, when the incident occurred, and the pilot had to make an emergency landing here," RR Maurya, Director of Birsa Munda Airport in Ranchi said. The aircraft, which was coming to Ranchi, was scheduled to go to Kolkata, according to another official. IndiGo officials, however, did not make any comment.



Corporate Communications Directorate

THE PIONEER

DELHI

3 JUNE 2025

PM Modi invites global aviation companies to invest in India

PRESS TRUST OF INDIA ■ New Delhi

Prime Minister Narendra Modi on Monday invited global companies to invest in the country's fast-growing aviation sector, citing a streamlined regulatory framework, ease of compliance, and a simplified tax structure.

The Prime Minister also pointed to the emergence of maintenance, repair, and overhaul (MRO) as a sunrise sector, highlighting that India is accelerating efforts to become a global hub for aircraft maintenance.

He was addressing the International Air Transport Association's (IATA) 81st Annual General Meeting (AGM) and the plenary session of the World Air Transport Summit (WATS).

He noted that in 2014, India had 96 MRO facilities, which has now increased to 154, while 100 per cent FDI under the automatic route, GST reduction, and tax rationalisation measures have given fresh momentum to the MRO sector.

Modi further outlined India's goal to establish a \$4 billion MRO hub by 2030, reinforcing the nation's aviation growth strategy.

"The new Indian Aircraft Act aligns aviation laws with global best practices, ensuring a streamlined regulatory framework, ease of compliance, and a simplified tax structure, presenting a significant investment opportunity for major international aviation companies," Modi said.

The last IATA AGM in India was held 42 years ago in 1983. It brings together more than 1,600 participants.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

3 JUNE 2025

इंडिगो के विमान से 4 हजार फीट पर टकराया गिद्ध

रांची (भाषा)। इंडिगो की एक उड़ान के करीब 175 यात्री सोमवार को तब बाल-बाल बच गए जब विमान को पक्षी से टकराने के बाद आपात स्थिति में यहां बिरसा मुंडा हवाईअड्डे पर उतारा गया। एक अधिकारी ने बताया, सभी यात्री और चालक दल के सदस्य सुरक्षित हैं, जबकि विमान एयरबस 320 को नुकसान पहुंचा है।

बिरसा मुंडा हवाईअड्डे के निदेशक आर आर मौर्य ने बताया, रांची के पास इंडिगो की एक उड़ान से पक्षी

टकरा गयी। जब यह घटना हुई, तब विमान यहां से करीब 10 से 12 नौटिकल मील दूर, करीब 3,000 से 4,000 फुट की ऊंचाई पर था। इंडिगो का यह विमान पटना से रांची आ रहा था और पायलट को उसे यहां आपातस्थिति में विमान उतारना पड़ा। उन्होंने कहा कि सभी यात्री सुरक्षित हैं लेकिन गिद्ध से टक्कर लगने के बाद विमान को नुकसान पहुंचा। इंजीनियर नुकसान का आकलन कर रहे हैं।

■ रांची एयरपोर्ट पर करानी पड़ी आपात लैंडिंग

विमानन कंपनियों की भरेगी झोली

■ इस साल 36 अरब डालर के मुनाफे का अनुमान ■ बीते साल हुआ था 32 अरब डालर का मुनाफा

नई दिल्ली (भाषा)।

विमानन कंपनियों का मुनाफा इस साल 36 अरब डॉलर तक पहुंचने की उम्मीद है, जो पिछले साल के 32.4 अरब डॉलर से थोड़ा अधिक होगा। राष्ट्रीय राजधानी में अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) की वार्षिक आम बैठक (एजीएम) में उसके महानिदेशक विली वॉल्श ने कहा कि हवाई क्षेत्र को व्यापार युद्धों से दूर रखा जाना चाहिए। वार्षिक आम बैठक 42 वर्ष बाद भारत में हो रही है।

आपूर्ति श्रृंखला संबंधी मुद्दों पर चिंता जाहिर करते हुए वॉल्श ने कहा कि 17,000 विमान का 'बैकलॉग' है। वही

10 वर्ष से 1,100 विमान रखे हुए है, जबकि वेड़े में विमानों को बदलने की दर

■ 42 साल बाद भारत में आयोजित हुई आईएटीए की वार्षिक आम बैठक

तीन प्रतिशत है। आईएटीए के अनुसार, 2025 में वैश्विक स्तर पर विमानन कंपनियों को 36 अरब अमेरिकी डॉलर का लाभ होने की उम्मीद है, जो 2024 के 32.4 अरब डॉलर से

है। हालांकि दिसंबर 2024 में अनुमानित 36.6 अरब डॉलर की तुलना में यह थोड़ा कम है।

वॉल्श ने कहा कि 36 अरब अमेरिकी डॉलर का लाभ महत्वपूर्ण है। हालांकि, यह प्रति यात्री प्रति खंड केवल 7.20 अमेरिकी डॉलर के बराबर है। विश्व वायु परिवहन शिखर सम्मेलन और वार्षिक आम बैठक में लगभग 1,700 प्रतिभागियों के हिस्से लेने की उम्मीद है। अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) की अगली वार्षिक आम बैठक

(एजीएम) 2026 में ब्राजील में होगी। यह बैठक हर साल अलग देश में होती है।



एयर इंडिया का एयर मॉरीशस से कोडशेयर साझेदारी का विस्तार



नई दिल्ली (भाषा)। एयर इंडिया और एयर मॉरीशस ने अपनी 'कोडशेयर' साझेदारी का विस्तार करने की सोमवार को घोषणा की। प्रेस विज्ञापित के अनुसार, मजबूत द्विपक्षीय कोडशेयर समझौते के तहत एयर इंडिया और एयर मॉरीशस भारत, मॉरीशस, रीयूनियन, दक्षिण अफ्रीका और मेडागास्कर के बीच 17 मार्गों पर अपने कोड साझा करेंगे।

उड़ान की वास्तविक लागत एक दशक पहले की तुलना में 40 प्रतिशत कम

नई दिल्ली (भाषा)। अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) के महानिदेशक विली वॉल्श ने सोमवार को कहा कि लागत और कर चुनौतियों में वृद्धि के बावजूद उड़ान की वास्तविक लागत एक दशक पहले की तुलना में 40 प्रतिशत कम हो गई है।

आईएटीए की यहां वार्षिक आम बैठक में वॉल्श ने साथ ही कहा कि आपूर्ति श्रृंखला

संबंधी समस्याओं के परिणामस्वरूप विमानन उद्योग की वृद्धि दर धीमी हो गई है।

अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) की वार्षिक आम बैठक (एजीएम) 42 वर्ष बाद भारत में हो रही है। आईएटीए वैश्विक स्तर पर 350 से अधिक वाहकों का प्रतिनिधित्व करता है। इसने सोमवार को एक अनुमान में कहा कि विमानन

कंपनियां इस साल 979 अरब अमेरिकी डॉलर के राजस्व पर 36 अरब डॉलर का लाभ कमाएंगी। इस वर्ष अपेक्षित लाभ का शुद्ध मुनाफा 3.7 प्रतिशत या प्रति यात्री शुद्ध लाभ 7.20 अमेरिकी डॉलर होगा।

वॉल्श ने कहा, "हमारी लाभप्रदता उस विशाल मूल्य के अनुरूप नहीं है जो हम एक मूल्य श्रृंखला के केंद्र में सृजित करते हैं।"



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

3 JUNE 2025

द्विपक्षीय उड़ान अधिकारों पर भारत का दृष्टिकोण निष्पक्ष एवं संतुलित : इंडिगो नई दिल्ली (भाषा)।

विमानन कंपनी इंडिगो के प्रमुख पीटर एल्बर्स ने सोमवार को कहा कि द्विपक्षीय उड़ान अधिकारों पर सरकार का रुख "निष्पक्ष एवं संतुलित" है। उन्होंने कहा कि किसी पक्ष के बार-बार कोई दावा करने से वह बात सही नहीं हो जाती।

पीटर एल्बर्स ने विभिन्न विदेशी विमानन कंपनियों द्वारा भारत में अधिक उड़ानें संचालित करने का अधिकार मांगने की पृष्ठभूमि में यह बयान दिया। कुछ भारतीय विमानन कंपनियों ने इसको लेकर चिंता जाहिर की है जो अपने अंतरराष्ट्रीय नेटवर्क का विस्तार करने पर विचार कर रही है। भारत दुनिया के सबसे तेजी से बढ़ते नागर विमानन बाजारों में से एक है और इंडिगो तथा एयर इंडिया बढ़ती मांग को पूरा करने के लिए अपने अंतरराष्ट्रीय नेटवर्क का विस्तार कर रही है। साथ ही विदेशी शहरों के लिए अधिक सीधी सेवाएं संचालित कर रही है।

अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) की यहां वार्षिक आम बैठक के अवसर पर एल्बर्स ने कहा कि द्विपक्षीय समझौते का मतलब है कि दोनों पक्षों को किसी बात पर सहमत होना होगा और यदि एक पक्ष बार-बार कोई दावा करता है तो इसका मतलब यह नहीं है कि उसकी बात सही मान ली जाए। उन्होंने कहा, "यह एक द्विपक्षीय समझौता है, जिसका अर्थ है कि दोनों पक्षों को इस बात पर सहमत होना होगा कि दोनों पक्षों के लिए क्या हितकारी होगा।"



Corporate Communications Directorate

THE STATESMAN

DELHI

3 JUNE 2025

PM invites global firms to invest in India's fast-growing aviation sector

STATESMAN NEWS SERVICE

NEW DELHI, 2 JUNE

Prime Minister Narendra Modi on Monday invited world's leading aviation companies to invest in India, saying "India has emerged as the world's third-largest domestic aviation market, driven by rapid growth in passenger numbers and transformational policy interventions like the UDAN scheme."

Addressing the International Air Transport Association's 81st Annual General Meeting, the prime minister said following India's emergence as the world's third-largest domestic aviation market, fueled by initiatives like the UDAN scheme, the government aims to expand to over 350 airports by 2047. Asserting that "today, India is emerging as a leading



force in the Global Space-Aviation convergence and is the world's third-largest domestic aviation market", the Prime Minister said, "The success of the UDAN scheme is a golden chapter in Indian civil aviation. For the world's leading aviation companies, India presents an excellent opportunity for investment."

The World Air Transport Summit held its 81st Annual General Meeting on Monday with the focus on key issues facing the aviation industry,

including the Economics of the Airline industry, Air Connectivity, Energy Security, Sustainable Aviation Fuel Production, Financing Decarbonization, and Innovations, among others. Asserting that "today's India is filled with self-confidence and is a symbol of inclusive development", the prime minister underlined: "The speed of innovation and technological upgradation is unprecedented." Emphasizing that this summit and dialogue serve as a platform not only for aviation but also for advancing global cooperation, climate commitments, and equitable growth, Prime Minister Modi highlighted that discussions at the summit had provided a new direction to global aviation, unlocking its infinite possibilities and optimizing its potential.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

2 JUNE 2025

Jet fuel price cut 3%

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 ₹24-per-19-kg cylinder cut in the rate of commercial LPG used in hotels and restaurants.

The price of aviation turbine fuel (ATF) was reduced by ₹2,414.25 per kilolitre, or 2.82 per cent, to ₹83,072.55 per kl in the national capital, home to one of the busiest airports in the country.

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

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

Oil firms also reduced the price of commercial LPG by ₹24 per 19 kg cylinder. Commercial LPG now costs ₹1,723.50 in the national capital and ₹1,647.50 in Mumbai.

CNG price

For the first time in two years, the government has reduced the price of natural gas used for producing CNG for vehicles and cooking gas, reflecting a decline in benchmark rates.

The price of natural gas from legacy fields allocated to state-owned ONGC without auction has been reduced from \$6.75 to \$6.41 per million British thermal units (mmBtu). PFI



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THE TELEGRAPH

KOLKATA

2 JUNE 2025

IndiGo order

■ **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. #11



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THE TIMES OF INDIA

DELHI

3 JUNE 2025



Bird-hit IndiGo flight makes emergency Ranchi landing

Ranchi: A Ranchi-bound Indigo flight from Patna carrying 175 passengers made an emergency landing at Birsa Munda Airport in Ranchi on Monday after a bird reportedly hit the aircraft. The nose of the Airbus A320 suffered damage, but all passengers and crew on board the flight, 6E6902, were unharmed, reports **Dhrubajyoti Malakar.**

Ranchi airport director R R Mourya said, "The aircraft was approximately 10-12 nautical miles away from Ranchi and was flying at an altitude of 3,000-4,000ft when it was hit by a big bird, which looked like a vulture, following which it had to make an emergency landing. The flight landed safely at 1.14 pm, and the passengers are safe." Mourya said the aircraft suffered a dent after the bird hit, and technical experts were assessing the damage.

The flight was scheduled to depart for Kolkata from Ranchi, but was terminated as the aircraft was grounded due to the damage.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

2 JUNE 2025

AI, IndiGo won't hit Emirates' business, says airline chief

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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. Stressing the need for increased bilateral rights, Clark said, "Fifteen years ago, Dubai's population was about 2.5 million. Today, it's over 8 million. Dubai is one of the fastest-growing cities in the world, and about 40% of its population is of Indian origin. If you look at how the Indian community has been traveling to and from Dubai over the past 10 or 11 years, you can clearly see the scale of what's being missed by not expanding seat allocations to Emirates or others."

Clark expressed hope that this situation would change once India recognizes "the significance and critical role of air transport as a wealth multiplier for its own economy."



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

2 JUNE 2025

IndiGo doubles wide-body aircraft order

Saurabh Sinha
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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.