



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2026

Air cargo volumes rise, defying W. Asia turmoil; Chennai leads

BUCKING THE TREND. Driven by strong export demand and e-comm surge, international volumes soared 40%

T E Raja Simhan
Chennai

The volume of air freight handled by Indian airports remained resilient in April despite the West Asia crisis. The air cargo handled by air route registered growth in month-on-month and year-on-year (y-o-y) basis in April 2026.

According to Airports Authority of India (AAI) data, total freight handled at Indian airports was up from 3.15 lakh tonnes in April 2025 to 3.48 lakh tonnes in April 2026, a 10 per cent growth y-o-y. This was driven by a 40 per cent jump in international cargo volumes during the period.

CRISIS BUFFER

Similarly, the cargo handled in April was also marginally higher than the 3.43 lakh

Resilient supply chain

(in tonnes)

Total air freight handled

	April 2026	April 2025	March 2026
International	2,20,702	1,56,808	2,08,134
Domestic	1,26,855	1,17,277	1,35,175
Total	3,47,557	3,15,115	3,43,309

Source: AAI

tonnes recorded in March 2026, the month when the war began. The growth comes at a time when airlines were forced to reroute flights to avoid conflict zones, resulting in longer flight times, higher fuel consumption, and increased operating costs. However, air cargo has remained relatively insulated from the impact of the crisis compared with maritime logistics.

Jagannarayan Padmanabhan, Senior Director & Global Head-Consulting, Crisil Intelligence, said part of the growth in interna-

tional air cargo is likely attributable to the rerouting of trade flows away from disrupted maritime corridors.

Sectors such as pharmaceuticals, electronics, engineering goods, perishables, automotive components and e-commerce, where delivery reliability is critical, appear to have relied on air freight.

Air transport is typically 5-7 times more expensive than sea freight.

Therefore, once maritime routes normalise, some of this cargo is expected to shift back to ocean transport, leading to a moderation in air

cargo growth rates, Padmanabhan said.

CK Govil, CMD of Delhi-based Activair Airfreight India, attributed the increase in air cargo volumes to a combination of strong export demand, expanding cross-border e-commerce and improved airline connectivity.

Some exporters and importers advanced shipments amid geopolitical uncertainties, while others shifted high-value and time-sensitive cargo to air transport to avoid disruptions and delays in maritime trade, he said.

CHENNAI LEADS

Chennai emerged as the fastest-growing airport during the January-April 2026 period, with volumes increasing from 32,896 tonnes in January to 38,295 tonnes in April, registering a growth of 16.4 per cent, the highest

among the top five airports.

Bengaluru recorded 8.5 per cent growth in the period, Hyderabad 8.4 per cent, Mumbai 8.3 per cent and Delhi 6.9 per cent.

Although Chennai remained the fourth-largest cargo airport in April behind Delhi, Mumbai and Bengaluru, its growth rate reflected the increasing importance of Tamil Nadu's manufacturing ecosystem.

J Krishnan of Chennai-based S Natesa Iyer Logistics said supply-chain disruptions and changing sourcing patterns have prompted a modal shift in India's export landscape. The production-linked incentive schemes, particularly in electronics and telecom manufacturing, have resulted in tighter production cycles and increased use of air freight for both inbound components and outbound finished products.

Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

2 JUNE 2026

Tourism stakeholders alarmed

Mukeet Akmal
Srinagar, June 1

The decision to suspend passenger flight operations at Srinagar International Airport for two days every week between July and September due to runway resurfacing has triggered concern among Kashmir's tourism and travel stakeholders, who fear the move could severely impact the Valley's peak tourism season and disrupt connectivity.

The Airports Authority of India (AAI) has confirmed that Srinagar airport will remain closed every Monday and Tuesday from July 1 till the end of September for

runway repair works, a move that industry players say could lead to booking cancellations, travel inconvenience, and economic losses.

Director, Airports Authority of India (AAI) Srinagar, Javed Anjum, said the airport authorities had received official communication regarding the closure schedule.

The development comes amid signs of recovery in Kashmir's tourism sector following a difficult period, with stakeholders saying tourist arrivals had started improving in recent weeks.

President of the Jammu and Kashmir Hoteliers Club, Mush-

» See **Tourism...** on Pg-08

Tourism stakeholders...

taq Ahmad Chaya, said the timing of the decision could negatively affect tourism, particularly when the sector was witnessing renewed activity.

"Tourism was picking up and this directive will derail the momentum. We urge the government and authorities to find alternative ways to carry out the work," Chaya said.

He said shutting down the Valley's only civilian airport for two days every week would significantly disrupt travel plans for visitors and residents alike.

"The closure of the lone civilian airport, which remains the main connectivity link for people and tourists travelling to Kashmir by air, is going to hit hard. Instead of a full-scale closure for two days, they should explore a time-window arrangement to operate flights while carrying out repairs," he said.

President of the Travel Agents Society of Kashmir (TASK), Muhammad Ibrahim Siah, termed the decision unfortunate and said tourism stakeholders were not consulted before finalising the schedule.

"It is unfortunate that such a decision has been taken without consultation with stakeholders. Tourism will be badly hit because if the airport remains shut for two days out of seven, bookings will get cancelled and there will be a rush of passengers on the remaining days," Siah said.

He said Srinagar airport already faces capacity constraints and may struggle to accommodate increased passenger traffic on operational days.

"Our airport infrastructure is not suitable to handle excessive rush on limited days. This decision will create inconvenience for travellers and may discourage visitors," he said.

Travel agent Farah Rashid also expressed apprehension over the impact on tour planning and visitor confidence, saying travel businesses are already receiving queries from concerned customers.

"We are worried because many tourists plan short trips to Kashmir and fixed-day closures can disrupt itineraries. There are chances of cancellations or postponements, particularly among family and group travellers who prefer flexibility in flight schedules," she said.

Farah said travel operators may also face logistical difficulties in rescheduling bookings.

"Travel agents will have to rearrange flights, hotels and local transport according to the airport schedule. This could increase costs and inconvenience both operators and tourists," she said.

Notably, an earlier communication issued by the Indian Air Force in February to the Airports Authority of India and airlines operating to Srinagar had proposed closure of airport operations on Saturdays and Sundays from August 1 to October 15 for resurfacing work.

However, airport officials said the schedule has now been revised.

"Instead of weekends, the airport will remain closed every Monday and Tuesday for three months beginning July 1," an airport official said, adding that the decision regarding airport operations for October onwards would be taken later.

Tourism stakeholders have urged authorities to reconsider the schedule or adopt phased repair works to minimise disruption during one of Kashmir's crucial travel seasons, warning that prolonged interruptions in air connectivity could adversely affect tourist inflow, hotel occupancy, and allied businesses dependent on the sector.



Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

2 JUNE 2026

2 DAYS GROUNDED

Srinagar Airport to shut twice a week for 3 months

Flight operations cancellations due to runway repairs: Airport Director

Saqib Malik
Srinagar, Jun 1

At a time when the runway repairs at Srinagar International Airport has led to a fiasco involving the luggage of Hajj pilgrims arriving from the annual pilgrimage, the airport is set to witness twice-a-week closure from July to September end this year.

As per Director Airports Authority of India (AAI) Srinagar, Javed Anjum, beginning July till September end, the airport will remain closed each Monday and Tuesday.

"We have received the communication that due to runway repairs, the passenger flight operations will get affected on every Monday and Tuesday in July, August and September," Anjum said.



Srinagar Airport to **shut 2 days** weekly (Monday, Tuesday) from July to September

Shutdown due to **ongoing runway** repair work

Earlier plan of **weekend closure** was changed to weekdays

Prior phase already had restricted **flight hours (Apr-Jul)**

Tourism stakeholders say timing will hurt **peak tourist season** recovery

Warn of booking **cancellations, travel disruption, economic loss**

Hotellers say shutdown will damage **tourism momentum, connectivity**

Travel agents fear **itineraries disrupted, fewer flexible bookings**

Notably, a letter, a copy of which is with Greater Kashmir, issued by Indian Air Force in February to the Airports Authority of India (AAI) and all the airlines operating services to Srinagar had said that due to resurfacing work, airport will remain closed on each Saturday and Sunday from August 1 to October 15.

However, the airport officials have confirmed that the days of scheduled closure decided previously have changed now.

"Instead of weekends, the airport will remain closed on each Monday and Tuesday for three months beginning July 1," the official said.

The decision regarding the functioning of airport for October onwards will be taken at a later stage, the official said.

Earlier, flight operations at Srinagar International Airport were restricted between April and July for carrying out runway works.

» See **Srinagar...** on Pg-08

Srinagar Airport to...

The NOTAM (Notice to Airmen) issued by the Indian Air Force had stated that runway works commencing in the first week of April will temporarily restrict operational hours for scheduled flights until 5 pm from April 6, to July 31, the AAI Srinagar posted on its officials X handle.

Prior to reducing the number of hours for flight operations, 60 flight movements (arrivals and departures) used to operate daily between 8 am and 10 pm at Srinagar airport.

However, after the timing of flight operations was restricted and allowed only between 8 am to 5 pm, the number of flights remained the same and at times increased.

At present almost 35 to 40 flight arrivals are witnessed at Srinagar Airport daily.

"While the watch hours will be reduced, flight movements are expected to increase in line with the DGCA-approved Summer Schedule. Airlines will plan and operate flights accordingly within the revised timings," the AAI had said.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

3 JUNE 2026

IGI's 3rd runway may remain shut until Sept

Neha LM Tripathi

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NEW DELHI: Delhi airport's third runway, which has been shut since mid-February, may reopen only in September, several weeks after originally planned, as authorities work to shore up the tarmac's aircraft-handling capacity by 10%, said officials aware of the matter.

The runway was shut for long-overdue strengthening and upgrades. It was due to reopen in early July, but this date has been pushed back as authorities put in place key systems to add at least eight flights an hour, parallel with the earlier work, to curb the possibility of another shutdown in the short term, said four officials aware of the developments.

One of the officials, asking not to be named, said: "Considering safety and operational benefits, the proposal has already been agreed upon by all the stakeholders (AAI, DIAL, the DGCA and airline operators). The implementation plan along with the safety assessment report has been submitted to the regulator- DGCA (Directorate General of Civil Aviation) for approval."

ADDITIONAL UPGRADES TO BOOST CAPACITY BY 10%, OR 8 AIRCRAFT PER HOUR, AND AVOID ANOTHER CLOSURE

The extended closure will allow Delhi International Airport Limited (DIAL) and Airports Authority of India (AAI) to simultaneously undertake civil work, reduce the runway's displaced threshold — a section of the runway that aircraft are not allowed to land on — and replace a key navigation system. Officials estimate these changes could increase the capacity of the country's largest airport by about eight aircraft movements per hour.

Officials said an extension of the Notice to Air Missions (NOTAM) declaring the runway unavailability is expected to be issued later this month.

A second official, one of the four cited above, said authorities decided to use the ongoing period of lower traffic to complete all the

planned work at one go. "The date initially agreed was early July. However, some additional work needs to be completed. Since the number of flights being operated is lower because of schedule reductions announced by Indian carriers following the West Asia crisis, it has been decided to extend the closure rather than undertake another runway shutdown later," the official said.

The Delhi airport, which can handle 84 air traffic movements (ATMs) an hour and nearly 1,500 ATMs a day, has been witnessing around a 5% reduction in flights, largely in domestic operations, since March.

"Carrying out the threshold modification and ILS replacement simultaneously would avoid another lengthy runway closure in the future, since undertaking the works separately would have required fresh disruptions and relocation of the navigation equipment. Hence, DIAL and AAI also decided the works be done simultaneously," the official said.

Officials said this will improve safety margins for arriving aircraft, as the landing distance will be increased.

Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

2 JUNE 2026

Darbhanga-Delhi flight shifted to Patna hrs before departure

Bishnu K Jha

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DARBHANGA: Passengers booked on a SpiceJet flight from Darbhanga to Delhi on Monday were informed just hours before departure that the service had been shifted to Patna due to "operational reasons", forcing many to scramble for alternative travel arrangements.

According to a message sent by the airline, the scheduled Darbhanga-Delhi flight was revised and replaced by flight SG 9496 operating from Patna's Terminal 1 to Delhi's Terminal 1D on June 1. The rescheduled flight was scheduled to depart Patna at 7:25 pm and arrive in Delhi at 9:15 pm.

The change came despite passengers having already completed web check-in for the Darbhanga flight. Mobile boarding passes issued by the airline showed flight SG 496 departing Darbhanga at 4 pm and arriving in Delhi at 6:10 pm, with boarding scheduled from 3:30 pm.

In its message, SpiceJet apologised for the inconvenience and cited "operational reasons" for the change, but did not elaborate on why the flight was relocated from Darbhanga to Patna at such short notice.

The move effectively required passengers to travel nearly 140

km to Patna, raising concerns over additional expenses, missed connections and logistical difficulties. "We were informed by SMS at 12.17 pm on the day of travel that SpiceJet flight SG496 had been shifted from Darbhanga to Patna, even though boarding passes had already been issued for departure from Darbhanga. The airline should explain the last-minute change and compensate affected passengers," said Neelam Yadav, an advocate and one of the affected travellers.

Passengers said the abrupt decision disrupted their schedules and left them rushing to arrange transportation to Patna. The airline advised travellers to check flight status updates on its website or contact customer care for assistance. A SpiceJet official posted at Darbhanga airport said Delhi-bound passengers were directed to board the flight from Patna after delays pushed the schedule beyond Darbhanga airport's operational hours. The airport currently does not handle commercial flight operations beyond 5 pm. Airport director Dilip Kumar was unavailable for comment.

Darbhanga airport is already equipped with a CAT-I Instrument Landing System (ILS), while CAT-II runway lighting infrastructure has also been

installed. However, the upgraded facilities are yet to be commissioned, according to sources familiar with the matter.

The Indian Air Force (IAF) had conveyed its readiness to support extended flight operations at Darbhanga airport in December last year and had asked the Airports Authority of India (AAI) to deploy the required operational staff if flight movements were to be increased beyond the existing watch hours of 9 am to 5 pm.

The civil enclave at Darbhanga Air Force Station was inaugurated on November 8, 2020, under the Regional Connectivity Scheme (RCS)-UDAN and has since emerged as one of the country's most successful regional airports. The latest disruption comes days after a SpiceJet flight from Delhi to Darbhanga, scheduled to depart at 1:25 pm on Saturday, was cancelled following a prolonged delay, triggering protests by stranded passengers.

Travellers alleged that the airline failed to provide timely updates and kept them waiting for hours without clarity on the flight's status or alternative arrangements. A day earlier, passengers on an IndiGo flight from Kolkata to Darbhanga also faced inconvenience after the aircraft returned to Kolkata.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

3 JUNE 2026

Tourist season airport closure ring alarm bells in J&K

Srinagar: The Airports Authority of India plans to suspend operations at Srinagar airport for 16 days in Oct for runway maintenance and other repairs, raising alarm among tour operators who fear the shutdown would deal a blow to an industry still reeling from last year's Pahalgam attack during peak Durga Puja holiday season when droves of Bengali tourists visit Jammu & Kashmir, reports **Naseer Ganai**.

An AAI official said IAF, which operates the airfield, proposed a phased maintenance schedule between July 1 and Sept 30, when services would be stopped every Monday and Tuesday, culminating in the full closure from Oct 1-16. The official said an advisory was issued on the directions of civil aviation ministry.

The Kashmir valley traditionally witnesses a massive influx of tourists from West Bengal during Oct.

Travel operators and industry stakeholders fear the closure would lead to widespread cancellations and heavy financial losses for an economy still recuperating from the impact of Pahalgam. Stakeholders expressed concern over the timing and appealed to govt and AAI to revisit the schedule.

(With inputs from PTI)



Corporate Communications Directorate

THE ASIAN AGE

DELHI

3 JUNE 2026

Twice-weekly Srinagar airport closure jolts tourism industry

YUSUF JAMEEL
SRINAGAR, JUNE 2

The decision to shut down Srinagar International Airport twice a week between July and September has triggered sharp criticism and deep concern among tourism stakeholders in the Kashmir Valley. Many argue that the move will severely affect visitor inflow at a time when the region's tourism sector is still struggling to recover from the impact of last year's terror attack in Pahalgam, which had already dealt a heavy blow to local businesses.

Rauf Trambo, who heads a prominent high-altitude adventure travel company and serves as the J&K chapter president of the adventure tour operators association of India (ATOAI), voiced strong apprehension. He said that a large number of domestic and international travellers have already booked their trips, and itineraries have been issued accordingly. The sudden

▶ MANY ARGUE that the move will severely affect visitor inflow at a time when the region's tourism sector is still struggling to recover from the impact of last year's terror attack in Pahalgam

announcement, he warned, risks disrupting schedules, forcing cancellations, and reducing tourist footfall during a crucial period. Mr Trambo stressed that authorities should have communicated the closure plan much earlier to allow the industry to prepare and mitigate losses.

The concerns come amid ongoing runway resurfacing works that have already caused significant disruptions, including delays in flight schedules and complications in handling the baggage of returning Haj pilgrims. Airport officials have now confirmed that passenger flight operations will remain suspended every Monday and Tuesday throughout July, August,

and September due to the extensive repair and resurfacing activities. This revised schedule marks a departure from the earlier plan communicated by the Indian Air Force (IAF), which had proposed weekend closures—Saturdays and Sundays—from August 1 to October 15.

According to the runway impact assessment, the resurfacing project began on April 6, and involves major reconstruction of the runway surface. During the current phase, the declared distance of Runway 31 has been reduced by 1,165 metres, significantly affecting aircraft operations. The updated runway parameters now list a take-off run available (TORA) and landing distance available (LDA) of 2,218 metres, with TODA at 2,526 metres and ASDA at 2,298 metres. Documents reveal that fixed-wing aircraft operations have been restricted to the 8 am to 5 pm window since April, while resurfacing work continues overnight until 8 am.



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2026

Plan to close Srinagar airport in Oct worries tourism industry

Press Trust of India
Srinagar

The Srinagar International Airport will suspend all flight operations for 15 days from October 1 for runway maintenance, raising alarm bells within the tourism industry that fears the shutdown will deal a massive blow to the sector as it directly clashes with the peak Durga Puja holiday season.

According to airport officials, a phased maintenance schedule will begin ahead of the total shutdown and start-

ing from next month, air services will be closed for two days every week, culminating in the full 15-day closure from October 1.

The runway repairs, essential for operational safety, have led to flight restrictions since April 6 after the Indian Air Force issued a Notice to Airmen (Notam) restricting flights between 8 am and 5 pm.

Earlier, around 25-30 flights used to operate every day but as of now only 18 flights land at the airport.

The Kashmir Valley traditionally witnesses a massive

The Kashmir Valley traditionally witnesses a massive influx of tourists from West Bengal during October

influx of tourists from West Bengal during October.

This period is fondly called "Golden Kashmir", as during the autumn season leaves of Chinar trees turn golden yellow.

Travel operators and industry leaders fear that the airport's closure will lead to widespread cancellations and heavy financial losses for an economy that is still recuperating from the impact of last year's Pahalgam terror attack, which resulted in an extended shutdown of tourism.

MAJOR CONCERNS

Industry leaders have expressed deep concern over the timing of the repairs and have appealed to the government and the Airports Authority of India to revisit the

scheduled closure.

Asif Burza, a prominent hotelier, said that while the upgradation of the airport was very important, the airport should not be fully closed.

"The repair works and upgrades are very important for the future. It is a matter of convenience for travellers, but at the same time, efforts should be made to lessen the inconvenience to the people," Burza, who has properties across the famous tourist destination in the Valley, he said.

Kashmir Chamber of

Commerce and Industry President Javed Ahmad Tenga said that while the upgrades are necessary, the government should actively explore alternatives to minimise the impact on the industry.

He suggested that if the suspension is inevitable, the authorities must increase the frequency of trains on the Jammu and Kashmir railway line and introduce new services from Delhi.

The Travel Agents Association of Kashmir said that tourist cancellations were already taking place.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

2 JUNE 2026

Bengaluru airport wins award for safety mgmt

BENGALURU, DHNS: Kempegowda International Airport (KIA) has received the Diamond Award, the highest recognition at the Airports Council International (ACI) Asia-Pacific & Middle East Safety Recognition Awards 2026, for its efforts in safety management and innovation-led solutions.

The award recognises airports that demonstrate strong safety practices and innovation in airport operations. According to the Bangalore International Airport Limited (BIAL), the airport operator, the recognition was based on initiatives aimed at improving runway safety and strengthening safety management systems.

Among the measures highlighted were the airport's 'Runway Safety Team', a runway safety maturity matrix developed in-house, programmes to improve pilot awareness, measures to address identified runway hotspots, and enhanced management of foreign object debris on airside areas.

बिना अनुमति एयरपोर्ट पर नहीं खींच सकेंगे फोटो

गौतम कुमर विश्वा • जागरण

नई दिल्ली: एयरपोर्ट पर फोटोग्राफी और वीडियोग्राफी को लेकर विमानन नियामक संस्था डीजीसीए ने 'एयरक्राफ्ट रूल्स, 1937' के नियम 13' के तहत मिले अधिकारों का इस्तेमाल करते हुए एक महत्वपूर्ण आदेश जारी किया है। नए आदेश के मुताबिक, अब एयरपोर्ट के सबसे संवेदनशील हिस्सों, सिक्वोरिटी होल्ड एरिया और टर्मिनल (जहां विमान खड़े होते हैं) पर किसी भी तरह की फोटोग्राफी के लिए एयरपोर्ट ऑपरेटर की लिखित और पूर्व अनुमति अनिवार्य होगी। इस आदेश के बाद अब यात्रियों द्वारा सुरक्षा जांच क्षेत्र यानि सिक्वोरिटी होल्ड एरिया में मोबाइल निकालकर फोटो खींचने या विमान के पास खड़े होकर सेल्फी और रील बनाने पर कानूनी रूप से शिकंजा कस गया है। डीजीसीए ने साफ किया है कि नियम तोड़ने वालों और बिना अनुमति कैमरा चमकाने वालों पर विमानन कानूनों के तहत सख्त कार्रवाई की जाएगी।

यात्रियों की तरह फोटोग्राफर की होगी सुरक्षा जांच, आईडी कार्ड



आइजीआईए एयरपोर्ट • जागरण आर्काइव

जरूरी: आदेश में स्पष्ट किया गया है कि फोटोग्राफी करने वाले किसी भी व्यक्ति (चाहे वह क्लब मैन हो या कोई अन्य पेशेवर) को अपने साथ वैध पहचान पत्र रखना होगा। इसके अलावा, ब्यूरो आफ सिविल एविएशन सिक्वोरिटी द्वारा जारी एंट्री परमिट होना भी जरूरी है। एयरसाइड में जहां विमान रनवे पर होते हैं, में प्रवेश करते समय फोटोग्राफी करने वाले हर व्यक्ति को उसी तरह की कड़ी सुरक्षा जांचसे गुजरना होगा, जिससे एक आम हवाई यात्री गुजरता है। इसमें किसी को कोई छूट नहीं मिलेगी।

- फोटोग्राफी के लिए डीजीसीए ने तय की शर्तें
- सिक्वोरिटी होल्ड एरिया पर फोटोग्राफी के लिए अनुमति अनिवार्य

विदेशी क्लब पर पाबंदी, तीन साल तक सुरक्षित रखना होगा रिकार्ड: एयरपोर्ट पर होने वाली किसी भी फोटोग्राफी में किसी विदेशी क्लब को शामिल नहीं किया जा सकेगा। अगर किसी विशेष परिस्थिति में कोई विदेशी नागरिक फोटोग्राफी कर रहा है, तो संबंधित सुरक्षा एजेंसियों से उसकी 'सिक्वोरिटी क्लियरेंस' होना अनिवार्य है। एयरपोर्ट ऑपरेटर को एयरपोर्ट पर की गई हर फोटोग्राफी का पूरा रिकार्ड तीन साल तक सुरक्षित रखना होगा। डीजीसीए जब भी चाहे, निरीक्षण के लिए इस रिकार्ड को मांग सकता है।

इन पांच शर्तों को पूरा करने पर ही मिलेगी अनुमति

- फोटोग्राफी से प्रत्यक्ष या अप्रत्यक्ष रूप से विमान या विमान के संचालन की सुरक्षा को कोई खतरा न हो
- यात्रियों की आवाजहूँ, कार्गो (सामान) के मूवमेंट या सुरक्षित विमान संचालन के लिए बनाई गई किसी भी सुविधा में कोई बाधा न आए
- सुरक्षा या विमान संचालन की जिम्मेदारी संभाल रहे किसी भी कर्मचारी या अधिकारी का ध्यान न भटकें और न ही उनके काम में कोई रुकावट आए
- एयरपोर्ट परिसर के भीतर फोटोग्राफी या शूटिंग की वजह से किसी भी तरह की भीड़ इकट्ठा न हो
- शूटिंग या फोटोग्राफी के नाम पर एयरपोर्ट परिसर के अंदर किसी भी तरह का अस्थायी या स्थायी ढांचा खड़ा करने की अनुमति नहीं होगी

Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

3 JUNE 2026

डीजीसीए का आदेश

सिक्वोरिटी होल्ड एरिया और टर्मैक पर फोटोग्राफी के लिए एयरपोर्ट आपरेटर की अनुमति अनिवार्य, एयरपोर्ट आपरेटर को एयरपोर्ट पर की गई हर फोटोग्राफी का पूरा रिकार्ड तीन साल तक सुरक्षित रखना होगा

बिना अनुमति नहीं चमकेगा कैमरा, फोटोग्राफी के लिए तय की गई शर्तें

गौतम कुमार मिश्रा • जागरण

नई दिल्ली : एयरपोर्ट पर फोटोग्राफी और वीडियोग्राफी को लेकर विमानन नियामक संस्था डीजीसीए ने 'एयरक्राफ्ट रूल्स, 1937 के नियम 13' के तहत मिले अधिकारों का इस्तेमाल करते हुए एक महत्वपूर्ण आदेश जारी किया है।

नए आदेश के मुताबिक, अब एयरपोर्ट के सबसे संवेदनशील हिस्सों, सिक्वोरिटी होल्ड एरिया और टर्मैक (जहाँ विमान खड़े होते हैं) पर किसी भी तरह की फोटोग्राफी के लिए एयरपोर्ट आपरेटर की लिखित और पूर्व अनुमति अनिवार्य होगी। इस आदेश के बाद अब यात्रियों द्वारा सुरक्षा जांच क्षेत्र यानि सिक्वोरिटी होल्ड एरिया में मोबाइल निकालकर फोटो खींचने या विमान के पास खड़े होकर सेल्फी और शील बनाने पर कानूनी रूप से शिकंजा कस गया है।

डीजीसीए ने साफ किया है कि नियम



आइजीआईएयरपोर्ट। फाइल

तोड़ने वालों और बिना अनुमति कैमरा चमकाने वालों पर विमानन कानूनों के तहत सख्त कार्रवाई की जाएगी।

यात्रियों की तरह फोटोग्राफर की होगी सुरक्षा जांच, आईडी कार्ड जरूरी : आदेश में स्पष्ट किया गया है कि फोटोग्राफी करने वाले किसी भी व्यक्ति (चाहे वह क्रू मेंबर हो या कोई अन्य पेशेवर) को अपने साथ वैध पहचान पत्र रखना होगा। इसके

अलावा, ब्यूरो आफ सिविल एविएशन सिक्वोरिटी द्वारा जारी एंट्री परमिट होना भी जरूरी है। एयरसाइड में जहाँ विमान रनवे पर होते हैं, में प्रवेश करते समय फोटोग्राफी करने वाले हर व्यक्ति को उसी तरह की कड़ी सुरक्षा जांचसे गुजरना होगा, जिससे एक आम हवाई यात्री गुजरता है। इसमें किसी को कोई छूट नहीं मिलेगी।

विदेशी क्रू पर पावंदी, तीन साल तक सुरक्षित रखना होगा रिकार्ड : एयरपोर्ट पर होने वाली किसी भी फोटोग्राफी में किसी विदेशी क्रू को शामिल नहीं किया जा सकेगा। अगर किसी विशेष परिस्थिति में कोई विदेशी नागरिक फोटोग्राफी कर रहा है, तो संबंधित सुरक्षा एजेंसियों से उसको 'सिक्वोरिटी क्लीयरेंस' होना अनिवार्य है। एयरपोर्ट आपरेटर को एयरपोर्ट पर की गई हर फोटोग्राफी का पूरा रिकार्ड तीन साल तक सुरक्षित रखना होगा। डीजीसीए जब भी चाहे, निरीक्षण के लिए इस रिकार्ड को मांग सकता है।

इन पांच शर्तों को पूरा करने पर ही मिलेगी अनुमति

- फोटोग्राफी से प्रत्यक्ष या अप्रत्यक्ष रूप से विमान या विमान के संचालन को खतरा न हो
- यात्रियों की आवाजाही, कार्गो (सामान) के मूवमेंट या सुरक्षित विमान संचालन के लिए बनाई गई किसी भी सुविधा में कोई बाधा न आए
- सुरक्षा या विमान संचालन की जिम्मेदारी संभल रहे किसी भी कर्मचारी या अधिकारी का ध्यान न भटके और न ही उनके काम में कोई रुकावट आए
- एयरपोर्ट परिसर के भीतर फोटोग्राफी या शूटिंग की वजह से किसी भी तरह की भीड़ इकट्ठा न हो
- शूटिंग या फोटोग्राफी के नाम पर एयरपोर्ट परिसर के अंदर किसी भी तरह का अस्थायी या स्थायी ढांचा खड़ा करने की अनुमति नहीं होगी



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

3 JUNE 2026

DELHI AIRPORT'S THIRD RUNWAY SET TO REMAIN SHUT TILL SEPT

Neha LM Tripathi

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NEW DELHI: Delhi airport's third runway, which has been shut since mid-February, may reopen only in September, several weeks after originally planned, as authorities work to increase the tarmac's aircraft-handling capacity by 10%, said officials aware of the matter.

The runway was shut for long-overdue strengthening and upgrades. It was due to reopen in early July, but this date has been pushed back as authorities put in place key systems to add at least eight flights an hour, parallel with the earlier work, to curb the possibility of another shutdown in the short term, they said.

→P5



Corporate Communications Directorate

MINT

DELHI

3 JUNE 2026

Analysts back GMR despite West Asia hit

Dipti Sharma
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MUMBAI

After a period marked by geopolitical tensions, airspace disruptions and volatile fuel prices, GMR Airports is pinning its hopes on recovery in passenger traffic from H2FY27.

While recent disruptions have weighed on travel demand, the full impact of the West Asia war is yet to reflect in earnings and stock price. Despite that, analysts are hopeful of the airport operator's medium-term prospects, citing tariff tailwinds, airport additions and improving cash flows.

This year, the private airport operator was seen as a relatively defensive bet within the aviation ecosystem because of its steady annuity-like revenue streams.

However, the broader market correction has not spared the stock. Shares of GMR Airports have declined about 8% in 2026, reflecting growing investor caution over near-term traffic trends even as the firm's long-term growth outlook is intact. The stock is currently trading 1.2% higher at ₹98.2 apiece on NSE. *Bloomberg* data showed five brokerages have a 'buy' recommendation on GMR's stock, and only one has a 'hold' rating.

In Q4 FY26, GMR swung to a profit after tax of ₹400 crore from a loss of ₹253 crore in the year-ago quarter due to strong operational performance. Total income rose sharply to ₹4,043 crore in the quarter, compared with ₹2,977 crore a



The hit to the non-aero business, a key source of optimism around GMR, has weighed on near-term sentiment.

year ago. Ebitda grew 43% on year, with margin expanding to 36.7% versus 35.2% on-year, led by operating leverage and improved revenue mix, analysts said.

Priyanka Biswas, industrials & logistics research analyst at JM Financial Institutional Securities, believes the impact of the West Asia war has not been fully priced into the stock yet.

With a reduction in the number of flights, international passenger traffic declined, leading to a drop in non-aero revenues, which are largely driven by international travellers. "Aero and non-aero business revenue is more or less balanced," Biswas noted.

The hit to the non-aero business—a key source of optimism around GMR—has weighed on near-term senti-

ment.

That said, GMR's standalone business has performed strongly, emerging as a silver lining amid broader uncertainty, he pointed out.

JM Financial Institutional Securities has trimmed its estimates by 2-3%, factoring in lower-than-expected spend

per passenger and potential traffic headwinds from the geopolitical crisis. The brokerage, on Thursday, maintained its 'buy' call on the stock with a target price of ₹115.

In a post-Q4 earnings conference call with analysts on Thursday, GMR said geopolitical conflicts have sharply increased jet fuel prices, which now account for 55-60% of its airline partners' operating costs. Combined with airspace closures, this has led airlines to rationalise capacity, including

the temporary suspension of some international routes in the summer.

"Consequent fuel surcharges have driven up airfares, causing a temporary slowdown in immediate passenger traffic," said Saurabh Chawla, executive director, finance & strategy, GMR Airports.

Work on the new airport construction is steadily progressing. "At Bhogapuram, 98.7% of physical progress has been achieved as of March 26, and we aim to operationalize the Bhogapuram Airport in quarter two of the current year, much ahead of our original target date of December 26."

With Bhogapuram airport operations in FY27, the addition of Nagpur airport, a likely tariff hike at Hyderabad airport, and continued monetisation of commercial real estate, GMR Airports is well-positioned for the next phase of Ebitda growth and cash flow generation, said Ankita Shah, vice president at Elara Capital.

She added that lower capital expenditure intensity and improving leverage are likely to support gradual deleveraging in the medium term. "Valuation appears supported by improving earnings visibility, upcoming additions of airports and gradual deleveraging." Some market participants also believe air traffic could remain under pressure amid elevated aviation fuel prices and continued disruption in international travel linked to the West Asia war.

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

In Q4 FY26, GMR swung to a profit after tax of ₹400 crore from a loss of ₹253 crore in the year-ago quarter



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

3 JUNE 2026

Srinagar airport likely to suspend flights twice a wk for 3 mnths, 15 days in Oct

FAYAZ WANI @ Srinagar

TOURISM stakeholders in Kashmir are facing fresh anxiety and apprehend significant booking cancellations as Srinagar Airport is likely to suspend flight operations every Monday and Tuesday from July to the end of September, followed by a 15-day complete closure from October 1 for planned runway maintenance works.

According to an advisory issued by Srinagar Airport, the runway will remain unavailable every Monday and Tuesday from July 1 to September 30, 2026, as part of a scheduled maintenance programme being undertaken by the Air Force. The advisory further states that airport watch hours during this period are proposed to be restricted from 8 am to 5 pm.

Authorities have also proposed complete closure of runway operations from October 1 to October 16 for repair work. Airport officials said the plan is currently in the planning stage and that detailed schedules will be communicated through official channels once formal approval is granted.

The announcement on suspension of flight operations has come at a time when Kashmir is witnessing a strong revival in tourism activity.



Srinagar Airport is witnessing heavy passenger traffic, reflecting the growing influx of visitors to the Valley. On June 1, the airport handled 72 flights, including 36 arrivals and 36 departures. A total of 12,406 passengers travelled in 72 flights, comprising 6,348 arrivals and 6,022 departures.

Tourism stakeholders apprehend that the proposed suspension of flights for two days every week over three months, followed by a continuous 15-day closure, would adversely affect tourist arrivals and the tourism industry.

Sajad Ahmad Kralyari, Secretary General of the Travel Agents Association of Kashmir (TAAK), said the tourism sector has made a strong recovery, tourist footfall has increased substantially, and there is 100% occupancy in Gulmarg and Srinagar.



Corporate Communications Directorate

THE TRIBUNE

DELHI

3 JUNE 2026

Srinagar airport to be shut for fortnight from Oct 1 for repairs

SRINAGAR, JUNE 2

The Srinagar International Airport is set to suspend all flight operations for 15 days from October 1 as part of a major runway maintenance programme, officials said on Tuesday.

According to airport authorities, the maintenance work will be carried out in phases. As part of the planned repairs being undertaken by the Indian Air Force, the runway is proposed to remain unavailable every Monday and Tuesday between July 1 and September 30. A complete closure of runway operations has been proposed from October 1 to October 15.

The airport authorities, however, clarified that the plan is currently in the planning phase and that detailed updates will be issued through official channels once the schedule receives formal approval. Passengers have been advised to remain in touch with Srinagar Airport and their respective airlines for authentic and timely information. The shutdown has triggered concern among stakeholders in the tourism industry, who fear the move could adversely affect the sector during a crucial tourism period. — OC



Corporate Communications Directorate

THE ASIAN AGE

DELHI

3 JUNE 2026

Germany removes transit visa hurdle in relief for Indians

AGE CORRESPONDENT
NEW DELHI, JUNE 2

Germany on Tuesday announced that Indian nationals will no longer require a transit visa from Wednesday onwards while travelling to another country with a layover at a German airport. Late on Tuesday evening, India welcomed the German decision.

Every year, a large number of Indians, including students, professionals and tourists, travel through German airports on their way to other destinations.

"Indian nationals will no longer need a transit visa when travelling to another country with a layover at a German airport. The lifting of the so-called airport transit visa requirement for Indian citizens was announced in the Federal Law Gazette on June 2, and takes effect on June 3," the German embassy said in a statement.

The German embassy stated that the decision "implements a result" of

Chancellor Friedrich Merz's visit to India in January this year and underlines German commitment to deepening bilateral ties.

"We welcome the operationalisation by Germany of the announcement waiving requirement of transit visa for Indian nationals transiting through Germany, exclusively by air, with effect from June 3," the ministry of external affairs said.

It added, "The announcement was made after discussions between Prime Minister Narendra Modi and Chancellor Friedrich Merz during the latter's visit to India in January 2026.

"This new arrangement would further enhance people-to-people ties between India and Germany."

In April, the ministry of external affairs (MEA) had said that the visa-free transit for Indian nationals transiting through the European territory of France has been operationalised by the French government.



Corporate Communications Directorate

AMAR UJALA

DELHI

3 JUNE 2026

इंडिगो 31 अगस्त से बंद करेगी मैनचेस्टर की उड़ान सेवाएं

नई दिल्ली। विमानन कंपनी इंडिगो ने 31 अगस्त से मैनचेस्टर के लिए अपनी उड़ान सेवाएं अस्थायी रूप से बंद करने का फैसला किया है। कंपनी ने कहा कि अंतरराष्ट्रीय हवाई मार्गों पर जारी प्रतिबंधों के कारण उड़ानों का समय बढ़ गया है और परिचालन लागत में भी काफी वृद्धि हुई है। एजेंसी



Corporate Communications Directorate

AMAR UJALA

DELHI

3 JUNE 2026

जर्मनी ने भारतीय यात्रियों को दी बड़ी राहत, अब एयरपोर्ट ट्रांजिट वीजा की जरूरत नहीं

नई दिल्ली। जर्मनी ने भारतीय यात्रियों को बड़ी राहत देते हुए बताया कि अब किसी तीसरे देश की यात्रा के दौरान जर्मनी के एयरपोर्ट पर उतरने के लिए भारतीय यात्रियों को एयरपोर्ट ट्रांजिट वीजा की आवश्यकता नहीं होगी। यह नया नियम 3 जून यानी बुधवार से लागू होगा।

जर्मनी के दूतावास ने मंगलवार को एक बयान जारी करते हुए कहा कि भारतीय नागरिकों के लिए एयरपोर्ट ट्रांजिट वीजा की अनिवार्यता समाप्त करने का निर्णय 2 जून को जर्मनी के संघीय कानून राजपत्र में प्रकाशित किया गया और यह 3 जून से प्रभावी हो जाएगा। हर साल बड़ी संख्या में भारतीय छात्र, पेशेवर और पर्यटक जर्मनी के हवाईअड्डों का उपयोग अन्य देशों की यात्रा के दौरान ट्रांजिट के रूप में करते हैं। दूतावास ने कहा, यह कदम जर्मन सरकार की भारत के साथ संबंधों को और मजबूत बनाने, लोगों की आवाजाही को सुगम बनाने व आर्थिक सहयोग बढ़ाने की प्रतिबद्धता को दर्शाता है। ब्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2026

Maharashtra acquires Air India's Mumbai building

Mumbai: The Maharashtra government has completed the acquisition of the iconic 22-floor Air India building in Mumbai. The transfer agreement was signed between AI Assets Holding Ltd and the State's PWD Department on Tuesday in the presence of Chief Minister Devendra Fadnis. The State government had in 2023 decided to acquire the building for ₹1,600 crore to consolidate its offices in south Mumbai. OUR BUREAU

Corporate Communications Directorate

BUSINESS LINE

DELHI

3 JUNE 2026

Despite tough Q4, FLY91 targets fleet expansion to 12 aircraft by FY27-end

FLYING HIGH. Healthy fuel-to-revenue ratio achieved by the airline's all-ATR fleet keeps mood optimistic

Rohit Vaid
New Delhi

Regional airline FLY91 plans to expand its fleet to 10-12 aircraft by the end of FY27 from the six currently, said Manoj Chacko, Managing Director and Chief Executive Officer of the airline.

The development assumes significance as the venture remains the only start-up airline in recent years to have not only survived but also expanded in the country's highly challenging and competitive aviation environment.

Speaking to *businessline*, Chacko said the additional aircraft induction till FY27-end will allow it to deploy capacity across the airline's two operating bases in Goa and Hyderabad as it expands its regional network.

The airline's immediate expansion plans, he said, are

centred around strengthening connectivity from its existing bases, with a long-term plan of pursuing a multi-base national network strategy.

Apart from operating regional routes from Goa and Hyderabad to tier-1 and tier-2 cities, the airline plans to add flights to Mumbai, contingent upon slot availability. FLY91 also plans to add other destinations, including Tirupati, Mangaluru, Bogapuram and Indore, from its Goa and Hyderabad bases by the end of the current financial year.

At present, the airline operates a fleet of six ATR 72-600 aircraft.

SIMPLER OPS

The turboprop seats up to 72 passengers and is known for its fuel efficiency and operational flexibility, making it suitable for regional operations.



WIDENING NETWORK. At present, the airline operates a fleet of six ATR 72-600 aircraft with bases in Goa and Hyderabad

According to Chacko, operating an exclusively ATR fleet has enabled the airline to maintain a simpler operation while achieving a healthy fuel-to-revenue ratio.

"The industry continues to grapple with elevated fuel costs. However, our ATR operations allow us to maintain a fuel-to-revenue ratio of 20-22 per cent, compared with 38-40 per cent for operators using jet aircraft," he said.

Besides, the airline's di-

gital presence and marketing strategy have helped ensure a steady flow of passengers, thereby enhancing route viability.

GOVERNMENT SUPPORT

The airline is looking forward to the modified UDAN scheme, while maintaining that it operates largely as an independent carrier with minimal support through viability gap funding (VGF) under the regional connectivity programme.

The airline has been attempting to secure a slot at Mumbai airport for its Sindhudurg service but has faced challenges in obtaining one.

Chacko said major airports such as Delhi and Mumbai should contribute towards promoting regional aviation by making relevant slots available to smaller carriers that provide air connectivity to smaller cities and towns.

HIGHER EXPENSES

In terms of financial health, he said the airline was profitable in the third quarter of FY26. However, profitability declined in the fourth quarter following the induction of additional capacity, which resulted in higher operating expenses.

"The induction of capacity in Q4 dragged profitability lower due to higher expenses," Chacko said.

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

2 JUNE 2026

High fares, fewer flights push B'lureans away from domestic air travel

Tourists opt for short int'l vacations, road-based trips.

ASRA MAVAD
BENGALURU, DHNS

Rising ticket prices and a declining number of operational flights are pushing Bengalureans away from domestic travel, said travel agents and industry insiders.

Data from the Directorate General of Civil Aviation (DGCA) for April showed a 4.2% drop in domestic passenger traffic, in comparison to the previous month.

In April, cumulatively, airlines carried about 1.38 crore

flyers, a 4.2% dip from March's traffic of 1.44 crore passengers.

The numbers also guided a dip when compared to data from April 2025, when travel had been impacted by the terror attack in Pahalgam, and the airlines had recorded 1.43 crore passengers.

Overall, the first half of 2026 has seen leaner domestic movement compared to previous years, shared industry experts, highlighting that the numbers are unlikely to pick up as the travel industry enters its lean months from June.



Data from the Directorate General of Civil Aviation (DGCA) for April showed a 4.2% drop in domestic passenger traffic, in comparison to the previous month.

"One of the main reasons is that airlines have cut down on routes. Many have reduced operational routes by 20%, which has greatly impacted domestic travel. Lesser flights, higher fares are pushing people away from domestic air travel," said Rajiv Mehrotra, executive director, Holiday Concierge.

Tourists are now opting for short international vacations.

"With destination management companies (DMC) diverting their attention from the Gulf countries to South and Southeast Asian countries, travel to countries like Thailand, Vietnam, Nepal and Sri Lanka has become cheaper.

There are cheaper packages available. So, people can travel to these countries in almost the same amount they'd spend on a trip to Kashmir," said Shanthan Krishnamurthy, proprietor, Sanman Travels.

The volatile nature of the aviation industry over the past few months has also made travellers wary, with many opting for road-based travel options when available.

As per DGCA data, during April, 1.1% of flights were delayed for more than two hours. Overall, over 1.35 lakh passengers were impacted by flight delays, 77,065 passengers faced flight cancellations, and 641 were denied boarding.

Bangalore International Airport Limited didn't respond to DH's queries about Kempegowda International Airport's monthly domestic traffic data for 2026.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

2 JUNE 2026

Air India Express launches direct flights from B'luru to Phuket

BENGALURU, DHNS: Air India Express on Monday commenced direct flights between Bengaluru and Phuket, expanding air connectivity between Karnataka and Thailand.

The inaugural service departed from Bengaluru on June 1. The airline will be operating four weekly flights on the route. The new service complements the carrier's existing daily Bengaluru-Bangkok flights, which were introduced last year.

The flights to Phuket will operate on Mondays, Fridays, Saturdays and Sundays.

The airline stated that the addition of the Phuket service is part of its broader strategy to strengthen connectivity from major Indian cities to destinations across Southeast Asia and the Middle East.

Air India Express currently operates nearly 500 weekly flights from Bengaluru, connecting the city to 31 domestic and eight international destinations.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

2 JUNE 2026



Air India Express' new Phuket flight

BENGALURU, DHNS:

Air India Express has commenced direct flight between Bengaluru and Phuket. The inaugural flight departed from Bengaluru on Monday, marking the launch of the new service and providing travellers with convenient access to the Thai island paradise, renowned for its beaches, nightlife, markets, and heritage, the airline said in a statement.

The launch expands Air India Express' footprint in Thailand, complementing the Bengaluru-Bangkok service introduced in October last year.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

3 JUNE 2026

इंडिगो 31 अगस्त से बंद करेगी मैनचेस्टर के लिए उड़ानें

नई दिल्ली, प्रेस: इंडिगो ने बढ़ती परिचालन लागत और हवाई क्षेत्र प्रतिबंधों के कारण 31 अगस्त से मैनचेस्टर के लिए अपनी उड़ानें बंद करने की मंगलवार को घोषणा की। इस निर्णय के बाद, एयरलाइन कंपनी

लीज पर लिए गए एक बोइंग 787-9 ड्रीमलाइनर विमान को नार्स अटलांटिक एयरवेज को वापस कर देगी। इस समय इंडिगो दिल्ली और मुंबई से मैनचेस्टर (ब्रिटेन) के लिए उड़ानें संचालित करती है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

3 JUNE 2026

जर्मनी के एयरपोर्ट पर आज से भारतीयों को ट्रांजिट वीजा की जरूरत नहीं

नई दिल्ली, प्रेस : जर्मनी के हवाईअड्डे पर भारतीयों को अब ट्रांजिट वीजा की आवश्यकता नहीं होगी। जर्मनी ने भारतीय यात्रियों के लिए एयरपोर्ट ट्रांजिट वीजा की आवश्यकता को समाप्त कर दिया है। जर्मनी के दूतावास ने मंगलवार को यह घोषणा करते हुए कहा कि यह निर्णय तीन जून बुधवार से प्रभावी होगा। हर साल, छात्रों, पेशेवरों और पर्यटकों सहित बड़ी संख्या में भारतीय जर्मन हवाईअड्डों के रास्ते अन्य देशों में जाते हैं। जर्मन दूतावास ने कहा, जर्मनी के हवाईअड्डे पर ठहराव के साथ किसी अन्य देश की यात्रा करने वाले भारतीय नागरिकों को अब ट्रांजिट वीजा की आवश्यकता नहीं होगी। जर्मनी ने इस ब्राबत मंगलवार को राजपत्र आदेश जारी

► जर्मन हवाईअड्डों के रास्ते अन्य देशों में जाने वाले भारतीयों को मिलेगी राहत

किया। यह निर्णय जर्मन-भारतीय संबंधों की मजबूती, लोगों की आवाजाही को सुगम बनाने और आर्थिक संबंधों को और मजबूत करने के लिए जर्मनी की सरकार की प्रतिबद्धता को रेखांकित करता है। जर्मन चांसलर फ्रेडरिक मेर्ज की इसी साल जनवरी में हुई भारत यात्रा के दौरान इसे लेकर वार्ता हुई थी। यह फैसला उसी का परिणाम है। ट्रांजिट वीजा विशेष और अस्थायी परमिट होता है, जो किसी यात्री को अपने अंतिम गंतव्य तक पहुंचने के रास्ते में किसी तीसरे देश से होकर गुजरने या वहां कुछ घंटे/दिन रुकने की अनुमति देता है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

3 JUNE 2026

IndiGo to Stop Flights to Manchester



NEW DELHI IndiGo, on Tuesday, said it will temporarily discontinue flight

operations to and from Manchester, United Kingdom, with effect from August 31, 2026, amid rising operational and cost pressures. Currently, the carrier operates flights to Manchester from Delhi and Mumbai. The services to Manchester started in July last year. The airline said continuing international airspace constraints have led to significantly longer flight durations, contributing to a challenging operating environment. IndiGo will also return one widebody plane as it curtails flights.

The airline had leased six Boeing 787 planes from Norse Atlantic Airways in 2025 to launch flights European cities.

—Our Bureau



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

3 JUNE 2026

Maharashtra govt acquires Air India building in Mumbai



THE MAHARASH-
TRA GOVERNME-
NT on Tuesday
formally acquired

the Air India building near the
state secretariat in south
Mumbai, an official release
said. The transfer agreement
was completed in the
presence of Chief Minister
Devendra Fadnavis. Details
regarding the financial terms
were not disclosed in the
official release.



Corporate Communications Directorate

HINDUSTAN

DELHI

3 JUNE 2026

इंडिगो की मैनचेस्टर के लिए 31 अगस्त से उड़ानें बंद

नई दिल्ली, वि.सं/एजेंसी। भारत की विमानन कंपनी इंडिगो ने परिचालन लागत में वृद्धि और अंतरराष्ट्रीय हवाई क्षेत्र के प्रतिबंधों के कारण आगामी 31 अगस्त से मैनचेस्टर के लिए अपनी उड़ानों को बंद करने की घोषणा

की है। इस निर्णय के बाद कंपनी नॉर्स अटलांटिक एयरवेज से पट्टे (लीज) पर लिए गए एक बोइंग 787-7 ड्रीमलाइनर विमान को भी वापस कर देगी। वर्तमान में कंपनी देश की राजधानी दिल्ली और मुंबई से मैनचेस्टर (ब्रिटेन) के लिए उड़ानों का

संचालन करती है। इंडिगो ने अपने बयान में बताया कि हवाई क्षेत्र के प्रतिबंधों के कारण उड़ानों की अवधि काफी बढ़ गई है, जिससे लागत का संकट खड़ा हो गया है। इसी कारण यह अस्थायी रोक लगाई जा रही है।

अकासा एयर की उड़ानें प्रभावित नहीं: पश्चिमी एशिया संकट के बीच जहां एयर इंडिया और इंडिगो की तरफ से घरेलू उड़ानों की संख्याओं में कटौती की गई है, वहीं अकासा एयर ने कहा है कि उसकी तरफ से अभी ऐसा कुछ नहीं किया गया है।

India vulnerable to chronic aircraft noise thanks to regulatory gaps

Researchers have said the health effects of noise depend on how loud it is as well as on how often it occurs, how long it continues for, whether people have enough time to recover before the next exposure — especially as they sleep at night — and cumulative long-term exposure

Rohan Singh
Kushagra Rajendra
Argha Kamal Guha

Every few minutes, aircraft descend over densely populated neighbourhoods near India's major airports. For the people here, the noise has been almost constant for years, often even continuing through the night. India's aviation and environmental regulations require airports to map the aircraft noise exposure using decibel contours — maps showing how the air pressure varies around the airport. Official assessments have also identified high-noise zones extending into residential areas.

But even as India's airports monitor sound with increasing technical precision, they have paid far less attention to what years of repeated exposure may be doing to people. Research on the long-term biological effects of chronic aircraft noise in India is also limited. Some emerging research has pointed to inflammation, stress-related changes, and even cognitive effects. The fact remains, however, that the gap between regulatory noise monitoring and understanding biological risk is widening.

Aircraft noise, biological stress

The limited research available, often confined to high-intensity occupational settings such as aviation personnel, nevertheless suggests aircraft noise may have effects far beyond hearing loss alone.

One 2025 study led by Manish Shukla, a scientist at the Defence Institute of Physiology and Allied Sciences, a laboratory under the Defence Research and Development Organisation in New Delhi, checked 621 Air Force personnel who were chronically exposed to aircraft noise. The researchers found elevated levels of systemic inflammation and oxidative stress and lower heart-rate variability.

These personnel also showed subclinical cochlear and neural damage. While their standard hearing tests were normal, they had inner-ear and auditory nerve dysfunction.

Together, the findings suggested aircraft noise may be a chronic biological stressor affecting both auditory and cardiovascular systems. Dr. Shukla noted that even lower urban noise levels, when experienced over long periods, could potentially trigger similar stress-related pathways in the body.

He added that current aircraft noise assessment frameworks may underestimate broader public health risks because they remain largely centered on hearing damage and decibel thresholds. He noted that emerging evidence increasingly links chronic noise exposure to stress-related inflammation and cardiovascular effects, even at lower



The standard metrics designed for steady industrial noise don't capture the intermittent, burst-like nature of the noise from aircraft. PASCAL MEIER/UNSPLASH

exposure levels.

The current approaches to monitoring also fall short of addressing cumulative biological stress, Dr. Shukla said.

Unequal risk

The gap between monitoring noise and understanding risk requires technical but also social solutions because of how the options of the people at risk are constrained. Not all people living near airports can afford to move elsewhere or fully proof their homes from the vibrations and noise.

Rajeev Kariya, who has lived near Delhi airport flight paths for decades now, said aircraft noise has become more intense over the years as flights have become larger and more frequent and airports have extended runway operations. He said the continuous noise regularly disrupts sleep and irritates him throughout the day. He installed expensive double-glazed windows but they did little to keep the noise out. His neighbourhood, he said, is suffused with it.

Researchers have said the health effects of noise depend on how loud it is as well as on how often it occurs, how long it continues for, whether people have enough time to recover before the next exposure — especially as they sleep at night — and cumulative long-term exposure.

Both World Health Organization and International Civil Aviation Organization guidelines have acknowledged these factors.

The standard acoustic metrics are designed for steady industrial noise. They do not capture the intermittent, burst-like

nature of the noise from aircraft flying overhead. That is, each takeoff produces sudden sound peaks and that can trigger disproportionate psychological responses.

Markandeya Tiwari, a former faculty member of the Department of Civil Engineering at IIT-Banaras Hindu University, said relying only on averaged indicators, such as L_{eq} and L_{DN} , is insufficient to understand aircraft noise exposure. He added that additional metrics such as L_{10} , L_{50} , and L_{90} are required to capture fluctuations, peak exposure periods, and intermittent noise.

L_{eq} is the average acoustic energy. L_{DN} is a variant of L_{eq} over 24 hours plus 10 dB added to all nighttime noise. L_{10} , L_{50} , and L_{90} are the sound levels exceeded for 10%, 50%, and 90% of the time.

Activist Anil Sood, who has been involved in legal disputes over airport noise for nearly 17 years, has disputed whether averaged indicators can capture repeated noise peaks, night-time disturbances, and long-term exposure linked to health risks. Using RTI applications and court proceedings, Mr. Sood has questioned official monitoring methodologies and airport-noise assessments.

According to him, while the Central Pollution Control Board (CPCB) is formally responsible for monitoring aviation noise, most of the compliance is handled by airport operators and the Directorate General of Civil Aviation (DGCA).

Former CPCB regional director D.K. Soni said the current regulations do not adequately address the long-term public-health implications of chronic

noise. Cumulative exposure assessment, he said, remains a low regulatory priority.

CSIR-National Environment Engineering Research Institute senior technical officer Satish K. Lokhande said India's aircraft noise monitoring needs substantial improvements.

"Currently, monitoring is largely limited to regulatory compliance rather than long-term health-based assessments," he said, recommending real-time noise monitoring networks around residential and hospital zones with public dashboards.

Beyond decibels

According to Dr. Tiwari, acoustic monitoring that is mindful of fluctuations in sound levels could help identify when peak exposure occurs. That then could allow doctors and hospitals, urban planners, and architects to develop more targeted ways to mitigate noise and health-based standards for affected populations.

Taken together, the challenge now is not that data is unavailable — it exists — but that health-based evidence of harm is linked in a very limited way to aviation regulations. Until that changes, India may continue to measure aircraft noise with great precision even as it knows less and less about the noise's long-term impact.

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THE GIST

Even as India's airports monitor sound with increasing technical precision, they have paid far less attention to what years of repeated exposure may be doing to people

Research on the long-term biological effects of chronic aircraft noise in India is also limited

Some emerging research has pointed to inflammation, stress-related changes, and even cognitive effects

The fact remains, however, that the gap between regulatory noise monitoring and understanding biological risk is widening

IndiGo's owned-aircraft shift helps mitigate its forex risks

Move will help cushion the carrier against rupee depreciation, which inflates lease payments

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MUMBAI

Over a fifth of IndiGo's fleet is now either owned or held under finance leases, up from about 10% at the end of September 2024 when the airline first outlined plans to increase ownership, according to *Mint's* calculations based on the airline's investor presentations. Analysts say the move will help cushion the carrier against rupee depreciation, which inflates lease payments that are typically denominated in US dollars.

This suggests that India's largest airline has already achieved around half of its 2030 target, where it aims to increase the share of owned and finance-leased aircraft to 30-40%, as outlined earlier by former CEO Pieter Elbers in post-earnings interaction on 4 November 2025. The finance leases also help IndiGo own the aircraft.

IndiGo, which went public in November 2015, had been considering increasing fleet ownership for years but made substantial headway only starting in September 2024.

According to IndiGo's investor presentations, the airline had three owned aircraft and 37 aircraft under finance leases as of September 2024, together accounting for roughly 10% of its 410-strong fleet. By March 2026, the number of owned aircraft had increased to 36 and those under finance leases to 53, taking their combined share to about 20% of IndiGo's 441-aircraft fleet.

An email sent to IndiGo did not elicit a response.

While 36 owned aircraft matches the entire fleet scale of younger players like Akasa, for a carrier like IndiGo, whose operational fleet exceeds 440 aircraft,

Own wings

Over a fifth of IndiGo's fleet is currently either owned or held under finance leases up from about 10% at the end of September 2024.

Details of IndiGo's fleet (in numbers)

	Owned	Finance lease	Total fleet	Owned and leased as % of total
Q2 FY25	3	37	410	9.8
Q3 FY25	6	47	437	12.1
Q4 FY25	8	54	434	14.3
Q1 FY26	8	61	416	16.6
Q2 FY26	14	62	417	18.2
Q3 FY26	28	58	440	19.5
Q4 FY26	36	53	441	20.2

Source: Investor presentation, exchange filings

this represents only about 8% of total capacity," said Karan Khanna, lead analyst for hotels, real estate, aviation and small & mid-caps at Ambit Capital.

That number will continue to rise as IndiGo transitions from a strictly asset-

are heavily dollar-denominated, an unhedged airline faces constantly escalating rupee expenses for lease rentals every time the domestic currency dips," Ambit's Khanna said.

In November 2025, IndiGo

City subsidiary, InterGlobe Aviation Financial Services IFSC Pvt. Ltd. The unit will use these funds to buy aircraft, engines, and spares, boosting fleet ownership.

Buying planes outright is also supported by initiatives like their GIFT City captive leasing unit where companies can secure lower-cost financing. Also, in the longer term, owning is better than leasing, Khanna said.

This also marks a shift from IndiGo's long-standing sale-and-leaseback model, the backbone of its financial success and market dominance for nearly two decades. Under this approach, the airline would place large aircraft orders at competitive prices, sell the planes to lessors upon delivery, and lease them back, booking gains that were reinvested into fleet expansion.

Between 1 June 2025 and 31 March 2026, the rupee depreciated by 13.64%. By owning more aircraft, or for now 8% of its total fleet, IndiGo is now trying another way to hedge against currency swings.

This complements its stepped-up financial hedging strategy, with the airline increasing its currency hedge target from \$1 billion to \$3 billion, including \$2 billion of exposure covered over a two-five year term.

"Instead of depending heavily on foreign lessors, IndiGo is bringing part of the leasing in-house and borrowing in dollars at better rates," said Jainam Shah, aviation analyst at Equirus Securities.

As of April, IndiGo has a market share of 65%, up from 63.3% in March, while its peer Air India Group saw its market share decline to 24.7% in April from 26.2% in March, according to the Directorate General of Civil Aviation.

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

TARGET BOUND

INDIGO has already achieved about half of its 2030 target of 30-40% owned and finance-leased craft

THE airline had mulled raising fleet ownership for years but made headway only from Sep 2024

IN November 2025, IndiGo said it will invest \$820 mn in its GIFT City unit to buy aviation assets

IN April, it approved up to \$450 million to prepay finance lease obligations to its GIFT City subsidiary

light, sale-and-leaseback model, Khanna said.

"The shift toward owning aircraft acts as an effective operational and financial buffer against rupee depreciation. Because standard operating leases

announced an \$820 million investment in its GIFT City unit to acquire aviation assets.

Last month, it approved up to \$450 million (\$4,340 crore) to prepay finance lease obligations to its GIFT



Corporate Communications Directorate

THE PIONEER

DELHI

3 JUNE 2026

Maharashtra Govt acquires iconic Air India building in Mumbai



PIONEER NEWS SERVICE

■ Mumbai

The Maharashtra government on Tuesday formally acquired the iconic Air India building, a defining feature of the south Mumbai skyline known for its prime sea-facing location, for ₹1,601 crore.

The transfer of agreements between Air India Assets Holding Company and the state Public Works Department (PWD) was completed in the presence of Chief Minister Devendra Fadnavis in the Cabinet Hall at 'Mantralaya' or state secretariat following a cabinet meeting, an official release said. Deputy Chief Minister Sunetra Pawar, Tourism Minister Shambhuraj Desai, Public Works Minister Shivendrasinhraje Bhosale, Chief Secretary Rajesh Agrawal, Additional Chief Secretary (PWD) Milind Mhaikar, Mumbai City Collector Anchal Goyal and officials of Air India including its commercial officer attended the event.

Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

2 JUNE 2026

गोवा का किराया 18 हजार, मुंबई-कोलकाता समेत बड़े शहरों का किराया 10 हजार के पार

उड़ानें घटीं तो बढ़ गए दाम, हवाई यात्रा में अब महंगाई ने भरी उड़ान



पत्रिका
एक्सक्लूसिव

छुट्टियों में हवाई किराए ने यात्रियों को दिया झटका, बजट बिगड़ा



पत्रिका न्यूज नेटवर्क
patrika.com

जयपुर. ईरान-अमरीकी तनाव के बीच अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमतों में तेजी का असर अब हवाई यात्रा पर भी दिखने लगा है। एविएशन टर्बाइन फ्यूल (एटीएफ) महंगा होने और



एयरलाइंस की ओर से उड़ानों में कटौती किए जाने के कारण किरायों में लगातार बढ़ोतरी हो रही है। इसका सबसे बड़ा असर छुट्टियों में यात्रा करने वाले यात्रियों पर पड़ रहा है। स्थिति यह है कि जयपुर से गोवा की सीधी उड़ान का किराया 18 हजार रुपए तक पहुंच गया है। वहीं मुंबई, हैदराबाद, कोलकाता और बेंगलुरु जैसे प्रमुख शहरों के लिए भी कई उड़ानों का किराया 10 हजार

रुपए तक जा चुका है। एयरलाइन कंपनियों और ट्रेवल कारोबार से जुड़े प्रतिनिधियों का कहना है कि फिलहाल राहत की कोई उम्मीद नहीं है। एयरलाइंस ने अगस्त तक कई रूटों पर उड़ानें रखी हैं। ऐसे में सीटों की उपलब्धता कम है, जिसका सीधा असर किराए पर पड़ रहा है। हालांकि कुछ रूटों पर हल्की राहत भी देखने को मिल रही है।

इसलिए बढ़ रहा किराया

महंगे ईंधन और सीमित उड़ानें प्रमुख कारण हैं। एक जून से देशभर में करीब 250 उड़ानों में कटौती की गई है। स्कूलों की छुट्टियों और

पर्यटन सीजन के कारण यात्रियों की मांग भी बढ़ गई है। मांग-आपूर्ति के बीच बढ़ते अंतर ने किरायों को नई ऊंचाइयों पर पहुंचा दिया है।

अचानक सफर करने वालों पर सबसे ज्यादा मार

सबसे ज्यादा परेशानी उन यात्रियों को हो रही है जिन्हें अचानक यात्रा करनी पड़ रही है। अंतिम समय में टिकट बुक कराने पर यात्रियों को सामान्य किराए से दो से तीन गुना तक अधिक भुगतान करना पड़ रहा है। परिवार सहित यात्रा करने वालों का बजट भी प्रभावित हो रहा है।

समर शेड्यूल फीका, यात्रीभार पर असर

आमतौर पर एयरलाइंस के लिए समर शेड्यूल कमाई वाला माना जाता है। इस बार समर शेड्यूल अपेक्षित प्रदर्शन नहीं कर पा रहा है। ट्रेवल कारोबार से जुड़े विशेषज्ञों का कहना है कि लगातार बढ़ते किरायों का असर अब यात्रीभार पर भी दिखने लगा है।

5 जून तक प्रमुख रूटों पर सीधी उड़ानों का किराया

(प्रति यात्री, एकतरफा बिना किसी अतिरिक्त शुल्क या टैक्स के)

जयपुर से वर्तमान किराया-सामान्य किराया

- गोवा 14,664 से 18,337 रुपए-6,894 से 7,581 रुपए
- मुंबई 8,034 से 13,460 रुपए-4,456 से 6,500 रुपए
- कोलकाता 8,847 से 9,788 रुपए-6,728 से 7,026 रुपए
- हैदराबाद 9,582 से 10,422 रुपए-6,159 से 6,572 रुपए
- बेंगलुरु 8,393 से 15,848 रुपए-6,233 से 7,117 रुपए

Mumbai's iconic Air India building is formally Maha govt's

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Mumbai: Three years after the cabinet approved the plan, Maharashtra govt took over the Air India building at Nariman Point on Tuesday. CM Devendra Fadnavis presided over the deed of surrender between the public works department of the state and Air India Assets Holding Ltd, which owns the building.

"It will not only save rent but also bring offices together," Fadnavis told **TOI**.

In 2023, the state cabinet had cleared the plan to buy the Air India building to expand Mantralaya and house state govt offices there.

The cabinet had taken the decision to waive all unearned income, or transfer fee, and other penalties of Air India so state govt could take possession of the building at the earliest.

State govt paid Rs 1,601 crore for the building. With the acquisition, 46,470 square metres of space will be available for govt offices over 23 storeys. Officials said govt would save around Rs 200 crore in annual rent if all the offices housed in private buildings are moved there.

Officials said it would take more than six months to make the building usable.



State govt paid Rs 1,601 crore for the building at Nariman Point

The lifts aren't working. The central air conditioning system isn't functional either.

The building opened on June 1, 1970. Designed by Manhattan-based architect John Burgee, it was among the first centrally air-conditioned skyscrapers in India. It featured six state-of-the-art elevators with piped music and was the first building in India to install an escalator, which transported customers from the street to the main booking office.

Topped initially by an illuminated metal centaur (Air India's trademark logo chosen by JRD Tata), the building stood as a centerpiece of Marine Drive skyline. It housed the Air India art collection. The building was a target during the serial blasts in 1993, when a bomb exploded in the basement.



Corporate Communications Directorate

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IndiGo to halt Manchester flight from Aug 31

New Delhi: IndiGo on Tuesday said it will temporarily discontinue its wide-body flight operations to and from Manchester from Aug 31, citing longer flight routes due to airspace restrictions amid the Iran conflict, rising aviation turbine fuel (ATF) costs, and forex volatility.

The budget airline will return one of the six Boeing 787-9 Dreamliner aircraft it had taken on damp lease (hired along with operating crew) from Norse Atlantic Airways in early 2025.

IndiGo's Abhijit Dasgupta said: "We inducted these aircraft to fast-track our connectivity to high-potential long-haul destinations and witnessed a very encouraging response. It is unfortunate that longer flying times and rising costs compelled us to take the decision..." TNN