

LACK OF AMENITIES | Surat International Airport lacks basic facilities such as lounges, liquor shops, ATMs, or a prayer room

Surat Airport's aviation dream hits turbulence

Melvyn Thomas

SURAT

India's ambitious stride towards becoming a global aviation superpower, championed by the highest echelons of government, is being alarmingly undercut by a stark reality on the ground: the baffling neglect of Surat International Airport.

Despite a proud inauguration by Prime Minister Narendra Modi himself just over a year ago, following a Rs150 crore terminal expansion, this "international" gateway shockingly remains devoid of fundamental passenger amenities like lounges, liquor shops, ATMs, and even a prayer room.

This glaring disconnect between the Centre's soaring vision and the Airports Authority of India's (AAI) stagnant execution has drawn the sharp critique of aviation expert Rajesh Modi, who has penned a scathing letter to Union Civil Aviation Minister Kinjarapu Ram Mohan Naidu, exposing a bureaucratic inertia that threatens to betray the Prime Minister's own investment and aspirations.

Minister Naidu's recent pronouncements at the IATA



AGM, emphasizing India's trajectory to become a global aviation hub with "independent and self-sufficient" networks, resonated with a nation eager for progress. Yet, as Modi's letter brutally highlights, Surat's operational shortcomings are a stark antithesis to this inspiring rhetoric. "Your recent statement at the IATA AGM... is both visionary and commendable," Modi writes, before delivering the hard truth: "However, it is extremely unfortunate that Surat Airport... still lacks basic facilities."

The core of the problem, according to Modi, lies firmly within the AAI's commercial department at Surat. Despite tenders for these crucial passenger facilities having been issued as far back as February

2023, the on-ground execution has been abysmal. "This bureaucratic delay," Modi asserts, "earlier cited seems to have now devolved into a sheer lack of will and urgency." He points fingers directly at the "lacklustre approach" of key AAI officials, including the Member HR, ED HR, and Chairman Office, whose inaction "damages the image and utility of a terminal inaugurated by the Prime Minister himself."

The implications of this neglect are far-reaching. Surat, a thriving commercial hub, now operates international flights to Dubai, Sharjah, and Bangkok with nearly daily frequencies. Yet, international passengers are subjected to a substandard experience, an embarrassment that "dimin-

ishes not only the city's but also the nation's image on the global aviation map."

Modi's letter directly challenges the Minister to demand accountability: "Why is the commercial team at Surat Airport not aligned with your Ministry's vision and the Prime Minister's mission...? Why have basic airport passenger facilities not been made operational even after 2 years of tender publication? Who is accountable for the continued red-tape and bureaucratic inertia...?"

The appeal to Minister Naidu is urgent and direct: intervene personally to "direct the relevant AAI officials to expedite the tendering and execution process for all commercial services," ensure "full-scale functionality of the terminal building," and "consider administrative accountability for the current delay." The threat of escalation to the Prime Minister's Office is not veiled. "If urgent steps are not taken," Modi warns, "we will be left with no option but to escalate this matter... since the situation amounts to a betrayal of the PM's own vision and investment in Surat's aviation infrastructure."



Corporate Communications Directorate

AMAR UJALA

DELHI

4 JUNE 2025

अहमदाबाद व श्रीनगर के लिए हिंडन एयरपोर्ट से जल्द शुरू होगी फ्लाइट दोनों शहरों के लिए 76 सीटर प्लेन भरेगा उड़ान

अमर उजाला व्यूरो

गाजियाबाद। हिंडन एयरपोर्ट से जल्द ही अहमदाबाद और श्रीनगर के लिए भी उड़ान शुरू होने वाली है। स्टार एयरलाइंस कंपनी इन दोनों शहरों की रूट पर उड़ान भरने की तैयारी में है। अधिकारियों का कहना है कि डीजीसीए से अनुमति मिलने के बाद इस की जो भी औपचारिकताएं हैं उन्हें पूरा किया जाएगा। दोनों शहरों के लिए 76 सीटर फ्लाइट उड़ान भरेंगी।

अभी तक स्टार एयर की तरफ से हिंडन से नांदेड़, आदमपुर और किशनगढ़ के लिए ही उड़ानें हैं। दो और शहर इसमें जुड़ जाने से उड़ानों की संख्या पांच हो जाएगी। एयरपोर्ट प्रबंधन का कहना है कि स्टार एयरलाइंस की ओर से उन्हें लिखित में



कुछ भी नहीं मिला है बस मौखिक बात है। एयरलाइंस कंपनी की बिजनेस टीम इस पर काम कर रही है, कब तक यह धरातल पर उतरेगा अभी स्पष्ट नहीं है।

श्रीनगर से शुरू होने वाली इस उड़ान को वाया जम्मू चलाया जाएगा। इससे श्रीनगर के साथ ही जम्मू के यात्रियों को भी सुविधा मिल सकेगी और उड़ान वाली कंपनी को आवश्यक यात्री भी मिल जाएंगे। बता दें कि एयर

वर्तमान में इन शहरों के लिए हैं फ्लाइट : किशनगढ़, नांदेड़, आदमपुर, वाराणसी, चेन्नई, मुंबई, बंगलूरु, कोलकाता, गोवा, जयपुर पटना शामिल है।

इंडिया एक्सप्रेस की ओर से 22 मार्च को जम्मू के लिए जो फ्लाइट शुरू हुई थी, यात्रियों के न मिलने से फिलहाल बंद है। अब स्टार एयरलाइंस श्रीनगर के उड़ान की तैयारी कर रहा है। इससे लोगों को लाभ मिलेगा। इसके साथ ही यहां से मुरादाबाद, अयोध्या, प्रयागराज एवं लखनऊ के लिए भी उड़ानें प्रस्तावित हैं, लेकिन अभी एयरलाइंस कंपनियों ने अपनी स्पष्ट स्वीकृति एयरपोर्ट प्रबंधन को नहीं दी है।



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DAINIK JAGRAN

KANPUR

3 JUNE 2025



कानपुर हवाई अड्डा • जागरण आर्कडिव

एयरपोर्ट से माल परिवहन की सुविधा शुरू

जागरण संवाददाता, कानपुर: चकेरी हवाई अड्डे से सोमवार को माल परिवहन की सुविधा शुरू हो गई। पहले दिन चार पार्सल पैकेट भेजे गए। अब लोगों को यह सुविधा मिलती रहेगी।

शहर की ज्वैलरी, कपड़े, कुल्फी, सब्जियों और चर्म उत्पादों की मांग देशभर में रहती है। लोग अपने रिश्तेदारों, परिचितों को यह सामान पार्सल से भेजते हैं। अभी तक हवाई माल परिवहन की सुविधा लखनऊ हवाई अड्डे से मिल रही थी। अब यह सुविधा हवाई अड्डे से मिलने लगी है। हवाई अड्डा निदेशक संजय कुमार ने बताया कि हवाई माल परिवहन की सुविधा सोमवार से शुरू हो गई है। हैदराबाद, मुंबई, बंगलुरु और दिल्ली की उड़ानों से माल के पार्सल भेजे जाने लगे हैं।



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THE FINANCIAL EXPRESS

DELHI

4 JUNE 2025

Adani evaluating bids for airport ground services after Celebi exit

MIHIR MISHRA
June 3

THE ADANI GROUP is considering bidding for ground handling services at two airports, as it looks to diversify into a new line of business after India shut out Turkish operator Celebi.

Adani Airport Holdings is "evaluating" bids for the airports in Mumbai and Ahmedabad, chief executive officer Arun Bansal said on the sidelines of an aviation industry event in New Delhi. A closely held unit of the flagship Adani Enterprises, it operates eight Indian airports including these two and an upcoming facility in Navi Mumbai.

The foray aligns with the ports-to-power conglomerate's strategy of branching into allied sectors that dovetail with its existing businesses. It also fills a gap left by Celebi's sudden exit last month after India's civil aviation security agency revoked its security clearance on grounds related to national security.

Celebi operated at nine airports in India, including gateway facilities in New Delhi and Mumbai. Its operations were halted after Turkey voiced support for Islamabad during the recent India-Pakistan conflict.

Celebi's India subsidiaries have since moved courts challenging the government's decision to revoke the security clearance.

Adani, if it wins the bids for Mumbai and Ahmedabad, will be the third ground handler at these facilities. Indian regulations require that every major airport with annual passenger traffic of at least a million should have three ground handlers.

The country's aviation industry is seen booming in the coming years, with continuing investments from major airlines and infrastructure buildout by the government. India, which has over 140 operational airports, plans to more than double it to 350 by 2047. — BLOOMBERG

Travellers can sail to Navi Mum airport from Radio Club jetty in 40 minutes

Saurabha Kulshreshtha

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MUMBAI: In a step towards enhancing connectivity to the upcoming Navi Mumbai International Airport, the City and Industrial Development Corporation (CIDCO) and the Maharashtra ports department on Monday discussed plans to launch a water taxi service from South Mumbai.

The service, which will operate from the soon-to-be-developed jetty at Radio Club in Colaba, is expected to ferry passengers to the airport in approximately 40 minutes. Electric water taxis will be used for the route, offering a faster and more sustainable travel option.

Currently, travellers driving from South Mumbai to the airport site via the Mumbai Trans Harbour Link (MTHL) can expect a journey of about 60 to 75 minutes, depending on traffic conditions. The water taxi could therefore save up to 30 plus minutes of travel time, along with reducing road congestion and fuel consumption.

The proposal follows chief minister Devendra Fadnavis's

directive during a review meeting on April 24, where he emphasised the need for multi-modal transport connectivity to the Navi Mumbai airport. He directed that the new airport should be linked by road, rail, metro, and water transport to ensure seamless access.

At Monday's meeting, CIDCO's managing director Vijay Singhal presented the proposal to Ports Minister Nitesh Rane. The Maharashtra Maritime Board (MMB), which falls under the ports department, will facilitate the construction of a jetty adjacent to the airport to enable direct water access.

Rane directed officials to prepare a formal proposal for the construction of the jetty and terminal, and to initiate the approval process with the airport authorities.

"The water taxi service will not only enhance connectivity between Mumbai and Navi Mumbai but also save travel time and fuel," Rane said, adding that the service would be integrated with the state's larger plan to promote water transport across the Mumbai Metropolitan Region.

Fast, green, efficient: Why the water taxi matters

• **QUICK COMMUTE:**

40-minute journey from South Mumbai to Navi Mumbai airport

• **FASTER THAN ROAD:**

To save more than 30 minutes compared to travel via MTHL

• **ECO-FRIENDLY TRAVEL:** Electric taxis cut emissions and pollution

• **DECONGESTS**

ROADS: Reduces pressure on road and rail infrastructure

• **FUEL SAVER:** Lowers dependency on private vehicles

• **SCENIC ROUTE:** Offers a pleasant, stress-free travel experience via Mumbai's harbour





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MINT

DELHI

4 JUNE 2025

Adani eyes ops at two city airports

Adani Airport Holdings is "evaluating" bids for the airports in Mumbai and Ahmedabad, chief executive Arun Bansal said on the sidelines of an aviation industry event in New Delhi. A closely held unit of the flagship Adani Enterprises, it operates eight airports including these two and an upcoming facility in Navi Mumbai.

The foray aligns with the ports-to-power conglomerate's strategy of branching into allied sectors that dovetail with its existing businesses. It also fills a gap left by Celebi's sudden exit last month after India's civil aviation security agency revoked its security clearance on grounds related to national security.

Celebi operated at nine airports in India, including gateway facilities in capital New Delhi and the commercial hub of Mumbai. Its operations were halted after Turkey voiced support for Pakistan during its recent armed conflict with India.

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THE TIMES OF INDIA

AHMEDABAD

3 JUNE 2025

FOOTFALL AT SVPI TOUCHES 43,000 AS FANS DESCEND; HOTELS AT 85% OCCUPANCY

Sky is the limit: IPL fever keeps Ahmedabad airport buzzing

TIMES NEWS NETWORK

Ahmedabad: The city is in the grip of cricket frenzy, and nowhere is it more evident than at the Sardar Vallabhbhai Patel International (SVPI) airport. Over the past three days, the city's airport turned into a buzzing gateway for thousands of cricket fans flocking in for the final leg of the Indian Premier League (IPL) matches.

On May 31, ahead of the high-octane eliminator match between Punjab Kings and Mumbai Indians, SVPI airport clocked a footfall of at least 43,000 passengers, with 305 scheduled air traffic movements (ATMs), over and above 20 non-scheduled charter flights. This is higher than the average daily passenger movement of 37,000 passeng-

Three selling IPL final tickets booked

City police on Sunday filed two separate complaints after catching three persons selling tickets for the IPL 2025 final match at inflated prices near Narendra Modi Stadium and Commerce Six Roads. Chandkheda cops received a tip-off about a man and a woman, standing outside Gate 1 of the stadium, selling tickets for the June 3 match. Police cordoned off the area and detained them. They were found with eight tickets, each originally priced at Rs 2,500. In the second case, police received information about a man selling tickets near Commerce Six Roads. Cops and witnesses reached the spot near metro pillar number CP/184 and found a man matching the informer's description. He was detained and identified as a native of Rajasthan, currently living in Ahmedabad. A search found 11 tickets with him, originally priced at Rs 1,500 and Rs 2,000. He admitted to selling tickets for Rs 5,000 and Rs 6,000 each. All three individuals were booked for selling tickets illegally under the Gujarat Police Act. **TNN**

ers in a day, including domestic and international travellers at SVPIA.

The excitement continued on Sunday, when the airport clocked a footfall of at least

41,300 passengers with some 300 scheduled ATMs. Over and above these, 30 non-scheduled charters also flew in and out of the city. The buzz intensified on Monday, in the

run-up to the grand finale, with some 40,000 travellers and 250+ flights handled at SVPIA till 6 pm.

With the vacation and holiday season also in full swing, the passenger footfall at the city airport has been soaring. As the IPL final draws in — scheduled for Tuesday at the Narendra Modi Stadium — Ahmedabad has transformed into a cricketing paradise.

Hotels in the city are also doing brisk business, with occupancy levels shooting above 85% across both five-star and business and budget hotels. Even local eateries and restaurants are witnessing good business. With fans of Royal Challengers Bengaluru and Punjab Kings landing in Ahmedabad, the city is set to see yet another cricketing celebration.

PM invites global cos to invest in aviation sector



Dignitaries during the International Air Transport Association's 81st annual general meeting, attended by Prime Minister Narendra Modi, in New Delhi on Monday. — PTI

NEW DELHI, June 2: 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 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," he said.

The last IATA AGM in India was held 42 years ago in 1983. It brings together more than 1,600 participants, including top global aviation industry leaders, government officials and international media representatives.

Modi 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.

He emphasised the success of the UDAN scheme and termed it a golden chapter in Indian civil aviation history. Modi said that under this initiative, over 15 million passengers have benefitted from affordable air travel, enabling many citizens to fly for the first time.

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.

Modi said the projection is that by 2030, this number is expected to reach 500 million passengers.

He also noted that 3.5 million metric tonnes of cargo are transported by air annually in India, and this volume is set to increase to 10 million metric tonnes by the end of this decade. — PTI



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THE ASSAM TRIBUNE

GUWAHATI

3 JUNE 2025

Last Air India flight departs from Silchar

Country's leading airline's over five-decade-long association with Silchar has reportedly been suspended at least for now



STAFF CORRESPONDENT

SILCHAR, June 2: The solitary flight from Silchar to Kolkata operated by Air India departed from the Kumbhirgram airport for the last

time today as the airline company had already announced its suspension of flights to Kolkata from Silchar.

Sources at the Silchar airport located in Kumbhirgram, under Udharbond constituen-

cy, informed that the Air India flight AI 753 reached Silchar from Kolkata with 117 passengers at 7.05 am while 52 passengers on board experienced the last flight, AI 754, by the airlines which depart-

ed for Kolkata at 7.55 am. Sources informed that with this, Air India's association for over five decades with Silchar has reportedly been suspended at least for now.

However, despite several

attempts, neither any official of Air India or the Airports Authority of India (AAI) at Silchar airport were available for a response on reasons behind the withdrawal of flight services from here.

On the other hand, Silchar MP Parimal Suklabaidya, while talking to *The Assam Tribune* on Monday, informed that airline operator Indigo Airlines is likely to introduce a morning flight to Guwahati soon.

"The suspension of Air India flight to Kolkata is indeed a matter of concern. We had brought the matter before Union Minister of State for Consumer Affairs, Food and Public Distribution Nimuben Jayantibhai Bambhaniya during her recent visit to the Barak Valley. The Minister

had spoken to the authorities concerned and assured us that she would look into the matter soon. However, we are also happy to know that Indigo Airlines is likely to start additional flight operations from Silchar to Guwahati, most likely in the morning hours which, if and when materialises, shall bring a positive development for the region," the MP was quoted as saying.

It may be recalled that Chief Minister Himanta Biswa Sarma met Civil Aviation Minister Kinjarapu Rammohan Naidu in New Delhi on May 26 and discussed issues like expansion of air connectivity in Jorhat, Dibrugarh and Silchar airports to more Indian cities, among others.



Corporate Communications Directorate

AMAR UJALA

DELHI

4 JUNE 2025

चीन से आगे निकल सकता है भारतीय विमानन बाजार, पर कर प्रणाली बहुत जटिल : आईएटीए

नई दिल्ली। अंतरराष्ट्रीय वायु परिवहन संघ (आईएटीए) के महानिदेशक विली वॉल्श ने कहा, भारत उन नागरिक विमानन बाजारों में से एक है, जहाँ विकास के अवसर हैं। इसकी वृद्धि दर चीन से आगे निकलने की उम्मीद है। हालांकि, भारत में कर प्रणाली बहुत जटिल है। यह कई वर्षों से हमारे उद्योग की विशेषता रही है। इसलिए, यह कोई नया मुद्दा नहीं है।

वॉल्श ने कहा, भारत को अपनी क्षमता का पूर्ण दोहन करने और इस दृष्टिकोण को वास्तविकता में बदलने के लिए कराधान के मुद्दे



आईएटीए महानिदेशक विली वॉल्श

पर ध्यान देना होगा। इसका मतलब यह नहीं है कि कराधान समाप्त करना होगा। लेकिन, इस बारे में स्पष्ट समझ होनी चाहिए कि कराधान नियम किस प्रकार लागू होते हैं। विमानन कंपनियों को कभी-कभी मौजूदा नियम की एक

नई व्याख्या मिलती है, जो पहले से पूरी तरह अलग होती है। आईएटीए के महानिदेशक ने कहा, ऐसी स्थिति में करों के लिए दावा किया जाता है, जिसका भुगतान नहीं किया गया है। यह कई वर्षों तक मुकदमेबाजी और चर्चाओं का कारण बनता है, जो आखिरकार हल हो जाता है। कई मामलों में यह विमानन कंपनी के पक्ष में जाता है। उन्होंने आगे कहा, विमानन कंपनियाँ किफायती कीमत पर कुशल हवाईअड्डा संचालन चाहती हैं। हम चाहते हैं कि हवाईअड्डों के मामले में दीर्घकालिक निवेश करें, जो उद्योग के लिए सस्ता हो। एजेसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

4 JUNE 2025

IndiGo's global vision mirrors India's growth: CEO

AIMING HIGH. Airline expands its frontiers with 10 new international destinations, fleet with another order for 30 aircraft

Rohit Vaid
New Delhi

Airline major IndiGo has embarked on a journey to contribute to India's growth story by developing a resilient global network to meet the needs of the fastest-growing large economy in the world, according to the airline's Chief Executive Officer, Pieter Elbers.

Speaking exclusively to *businessline*, Elbers said IndiGo's growth plans reflect India's own economic trajectory.

According to him, the country is expected to become the third-largest economy in the world by 2027, and aviation will play a crucial role in driving this development.

"When I was approached by the founder and promoter of the company (Rahul Bhatia) in 2022, he asked me, 'Are you in for the opportunity to develop a market that is probably the last frontier of global aviation development?'" Elbers recalled, adding that India was long regarded as a difficult place to operate and a challenging market.

"Now, the world comes and sees how India is chan-

ging in terms of airlines," he added.

He pointed out that Indian consumers have gone through different stages of transportation development — from trains to planes, from choosing the "cheapest fare" to opting for "stretch fare," and from travelling domestically to flying internationally.

"Our airlines should be a reflection of all the ambition that India embodies — growing with it, being an integral part of its progress, and to some extent, acting as both an accelerator and a beneficiary of that growth," he said.

INDIA-PAK TENSION

Apart from building a robust airline, Elbers recently navigated IndiGo through a "tough time" due to the closure of Pakistan's airspace and ongoing border hostilities.

These geopolitical developments led to the cancellation of around 170 flights.

As a result, the airline, Elbers noted, had to readjust its plans in response to the evolving situation.

The airline has since successfully resumed domestic operations to 11 airports that were suspended due to hostilities with Pakistan.



"We cancelled, pretty much overnight, pretty much overnight, our operations to 11 stations, cancelling a total of 170 flights... People had a tough time, a difficult time. They were right in the centre of where everything was happening," he said.

"But then, when the flights started operating again, people were back on duty, back at their jobs."

Moreover, the closure of Pakistan's airspace had raised doubts about IndiGo's ability to proceed with its international expansion plans.

GLOBAL ROUTES

However, these concerns

were put to rest with the announcement of flight schedules to European cities such as Manchester and Amsterdam.

IndiGo has also announced plans to launch flights to 10 new international destinations, including London, Athens and Copenhagen.

businessline was the first to report that the airline remains undeterred by recent geopolitical developments and will proceed with its European expansion plans.

Elbers emphasised that IndiGo's goal is to build a self-reliant, direct flight network for India, catering to



Our airlines should be a reflection of all the ambition that India embodies — growing with it, being an integral part of its progress, and to some extent, acting as both an accelerator and a beneficiary of that growth

PIETER ELBERS

Chief Executive Officer, IndiGo

the growing demand for international air travel.

"We have started the strategy towards 'new heights and across new frontiers,'" he said.

"Our ambition really is that by 2030, when India is firmly the third-largest economy in the world... our airline should be a reflection of all the ambition India embodies."

EXPANDING FLEET

The airline is also expanding its fleet, with the introduction of Airbus A350 and Boeing 787 aircraft expected to play a key role in supporting its long-haul operations.

IndiGo has increased its order of widebody Airbus A350 aircraft and entered into partnerships with Air France-KLM, Delta Air Lines and Virgin Atlantic as part of its international expansion plan.

The airline had ordered 30 Airbus A350 aircraft last year, with deliveries scheduled to begin in 2027. IndiGo has now confirmed an additional order for 30 aircraft, further reinforcing its international growth ambitions.

In addition, the tie-up with Delta and its European partners will offer IndiGo passengers connections to over 30 destinations across Europe and the US.

While the partnership is expected to help IndiGo improve occupancy on its Amsterdam and Manchester flights, it will also enable Delta and its European partner airlines to better compete with Air India and Emirates, which currently hold the highest market share on India-US and India-Europe routes.

"All in all, we are taking these steps (tie-ups). Whatever we have been doing since 2022 is laying the foundation and building towards what we aim to become by 2030," he added.



Corporate Communications Directorate

BUSINESS LINE

DELHI

4 JUNE 2025

India is more important than any other market, says KLM CEO Marjan Rintel

Aneesh Phadnis
New Delhi

India is more important for KLM than any other market and the airline is expanding to capitalise on growing demand for trade and travel, CEO Marjan Rintel said on Monday.

"We are here for the past 70 years. Indian market is huge and growing. We are opening a new route from Amsterdam to Hyderabad in September. Our code-share partnership with IndiGo will help us grow the market further," Rintel said.

KLM is part of the Air France-KLM group and operates to Bengaluru, Delhi and Mumbai. Along with its partner Delta Airlines, it offers connections to multiple destinations in the US and competes with other



INDIA-BOUND. KLM, part of the Air France-KLM group, flies to Bengaluru, Delhi and Mumbai, while Air France increased its frequencies to Delhi in the preceding winter season. REUTERS

European and West Asian airlines.

The expanded partnership with IndiGo will give the Indian airline more access to European and US destinations and help KLM grow its market share in India.

The Amsterdam-based airline also has a long-stand-

ing partnership with Tata Consultancy Services which is building cloud, data and digital solutions for the airline.

GROWTH DRIVERS

Rintel's confidence in India is based on several factors — a rise in outbound travel, immigration from India and the

requirement for labour in Europe, all of which contribute to air travel demand.

Besides, India's strength in information technology and development of global capability centres are other positive factors. "Indian market is more important than any other and that's why we are expanding here," Rintel said.

Air France increased its frequencies to Delhi from seven to 10 per week in the preceding winter season and intends to expand its capacity too.

While KLM has seen demand cooling off on US-India routes in the economy cabins in recent weeks due to uncertainty caused by visa and tariff announcements, business and premium traffic is doing well. "On India to US routes, demand is holding very well," she said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

4 JUNE 2025

India's aviation will grow faster than China's: IATA DG Willie Walsh

Our Bureau
New Delhi

India's domestic aviation market will grow at a faster pace than China with fleet expansion and the development of new airports, International Air Transport Association's Director General Willie Walsh said on Tuesday.

"If you look at the domestic markets from 2020 to 2024, both India and China have grown at the same pace — CAGR of 11.2 per cent — but going forward, I think the rate of growth in India will be higher than that of China."

"China will still grow very strongly, but I believe number one growth economy from an aviation point of view will be India," Walsh said at the conclusion of IATA's annual general meet-



Willie Walsh, Director General, International Air Transport Association (IATA)

ing event in Delhi.

While India, which is the third-largest domestic air traffic market (US is number one), is a long way behind China, it will see a lot of growth with the expansion of fleet and network by airlines like IndiGo and construction of new airports, Walsh said.

He added that simple and clear tax regime in India will also help the country to address its growth potential.

"Issues related to taxation need to be addressed for India to fully exploit its potential and translate its vision into reality," he remarked.

EFFICIENT AIRPORTS

IATA Director General also called for a greater dialogue between airlines and airports on development of efficient and affordable airports.

"Many airports around the world and I am not just picking on India here don't fully understand the needs of airlines. What we get is development which is not appropriate for the airlines, which have to operate at airports that are more expensive than what airlines believe they should be," he remarked.

आपूर्ति श्रृंखला में स्थिरता के संकेत दिखे : एयरबस

दीपक पटेल

नई दिल्ली, 3 जून

विमान विनिर्माण आपूर्ति श्रृंखला में स्थिरता के पहले संकेत दिखने लगे हैं और एयरबस को अब विश्वास है कि वह साल 2027 तक हर महीने 75 ए320 विमानों का उत्पादन शुरू कर लेगी। विमान विनिर्माता कंपनी एयरबस के मुख्य वाणिज्यिक अधिकारी (सीसीओ) बेनोइ डी सेंट-एक्सुपेरी ने मंगलवार को बिजनेस स्टैंडर्ड के साथ खास बातचीत में ये बातें कहीं। एयरबस फिलहाल हर महीने 60 ए320 विमान बनाती है।

उल्लेखनीय है कि कोविड 19 महामारी ने वैश्विक विमान विनिर्माण आपूर्ति श्रृंखला को काफी प्रभावित किया है, जिससे एयरबस और बोइंग के उत्पादन में भारी गिरावट दर्ज की गई है। इसका असर पूरे विमानन क्षेत्र में जारी है।

एयर इंडिया के मुख्य कार्य अधिकारी और प्रबंध निदेशक कैपबेल विल्सन ने मार्च में इन मसलों पर निराशा जताई थी और कहा था कि दो प्रमुख विमान विनिर्माताओं के सामने चली आ रही आपूर्ति श्रृंखला चुनौतियों के कारण अगले चार से पांच वर्षों तक विमानों की आपूर्ति सुस्त रहने के आसार हैं। उन्होंने कहा था, 'विमानन कंपनियां अपने नेटवर्क विस्तार की योजनाओं को अनुकूल बनाने के अलावा ज्यादा कुछ नहीं कर सकतीं।'

फिलहाल, भारत की दो सबसे बड़ी विमानन कंपनियां एयर इंडिया और इंडिगो



ऑर्डर बैकलॉग के लिहाज से एयरबस की शीर्ष तीन ग्राहकों में शामिल है। यूरोपीय विमान विनिर्माता आने वाले वर्षों में इंडिगो को 916 विमान और एयर इंडिया को 344 विमान देने वाली है, जिसमें ए350 जैसे चौड़े आकार वाले मॉडल और ए320 वाले संकीर्ण आकार वाले हवाई जहाज शामिल हैं।

एयर इंडिया के मुख्य कार्य अधिकारी द्वारा विमानों की डिलीवरी में हो रही देरी पर की गई टिप्पणी और एयरबस द्वारा हासिल की जाने वाली डिलीवरी दर के बारे में जब पूछा गया तो उन्होंने कहा, 'हमारे पास साल 2027 तक हर महीने 75 ए320 के विमान बनाने की योजना है और हम उस योजना पर कायम हैं। हम यहीं हासिल करना चाहते हैं। हम वहां जाना चाहते हैं क्योंकि हमारे पास ऑर्डर हैं। यह सिर्फ आकांक्षा नहीं है।

ऐसा इसलिए है क्योंकि जब हमारे सेटअप की स्थिरता की बात आती है तो हमें इसकी जरूरत होती है।'

इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) की सालाना आम बैठक के इतर एयरबस के मुख्य वाणिज्यिक अधिकारी ने कहा, 'हां, विमानों की डिलीवरी के लिहाज से उद्योग जगत काफी हद तक देरी कर रहा है। यह कोई रहस्य नहीं है। यह कोई नई बात भी नहीं है। इसके अलावा यह कोई ऐसी बात भी नहीं है जिसके बारे में हम पिछले कुछ दिनों या हफ्तों से सुन रहे हों।' उन्होंने कहा कि मुझे यह कहते हुए खुशी हो रही है कि स्थिरता के शुरुआती संकेत दिखने लगे हैं, लेकिन आप इस पर कभी भी संतुष्ट नहीं हो सकते, क्योंकि आजकल स्थितियां बहुत तेजी से बदल सकती हैं।

विदेशी विमानन फर्मों की कर संबंधी चुनौतियों को हल करे भारत : वॉश

दीपक पटेल
नई दिल्ली, 3 जून

इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) महानिदेशक विली वॉश ने आज कहा कि अगर भारत को अपनी विमानन क्षेत्र की क्षमता को पूरी तरह भुनाना है तो उसे विदेशी विमानन कंपनियों के समक्ष आने वाली हालिया कर संबंधी चुनौतियों का समाधान करना होगा। उन्होंने कहा कि इसके अलावा भारत को यह भी स्पष्ट करना चाहिए कि उसका कर कानून कैसे लागू होता है।

पिछले साल अगस्त में वस्तु एवं सेवा कर आसूचना महानिदेशालय (डीजीजीआई) ने एमिरेट्स, ब्रिटिश एयरवेज, लुफ्थान्सा, सिंगापुर एयरलाइंस और कतर एयरवेज सहित 10 विदेशी विमानन कंपनियों को कारण बताओ नोटिस जारी किया था। इसमें करीब 10,000 करोड़ रुपये का वस्तु एवं सेवा कर नहीं चुकाने की बात कही गई थी।

डीजीजीआई का दावा था कि इन विमानन कंपनियों के विदेशी मुख्यालयों को विमान के रखरखाव, चालक दल के वेतन और किराये जैसी सेवाएं रिवर्स चार्ज प्रणाली के तहत उनकी भारतीय इकाइयों

कर कानून पर नजर

■ आईएटीए के महानिदेशक ने कहा कि भारत को स्पष्ट करना चाहिए कि उसका कर कानून कैसे लागू होता है

■ डीजीजीआई ने पिछले साल अगस्त में 10 विदेशी विमानन कंपनियों को कारण बताओ नोटिस जारी कर करीब 10,000 करोड़ रुपये का वस्तु एवं सेवा कर नहीं चुकाने का दावा किया गया था

को कर योग्य आपूर्ति का गठन करती है। जांच अगस्त 2023 में शुरू की गई थी और इन विमानन कंपनियों की भारतीय इकाई के अधिकारियों को दिसंबर और जनवरी में इन लेनदेन और उनके कर उपचार को समझाने के लिए बुलाया गया था। दिल्ली में आईएटीए की सालाना आम बैठक के दौरान आयोजित संवाददाता सम्मेलन में वॉल्श ने कहा, 'जब भी हम भारत के बारे में बात करते हैं तो कराधान हमेशा एजेंडे में शामिल रहने वाला मुद्दा होता है और खासकर उन कंपनियों के लिए जो यहां काम करती हैं।' उन्होंने कहा कि यह अच्छा

है या बुरा है यह पता नहीं है मगर भारत की कर प्रणाली काफी जटिल है। चूंकि यह लंबे अरसे से जारी है इसलिए यह हमारे उद्योग के लिए एक तरह से 'विशेषता' बन गई है और हमारे लिए यह कोई नया मुद्दा नहीं है।

उन्होंने इस बात पर जोर दिया कि समस्या कराधान के अस्तित्व को लेकर नहीं है, बल्कि इसकी व्याख्या और क्रियान्वयन के तरीके के बारे में अनिश्चितता की है। उन्होंने कहा, 'देश को पूरी क्षमता का उपयोग करने और इस दृष्टिकोण को वास्तविकता में बदलने के लिए कराधान के मुद्दों का समाधान करना चाहिए। इसका मतलब यह नहीं है कि आपको कराधान को खत्म करना होगा, लेकिन मुझे लगता है कि आपको इस बारे में स्पष्ट समझ होनी चाहिए कि कराधान नियम कैसे लागू होते हैं।'

वॉल्श ने कहा, 'विमानन कंपनियों को कभी-कभी मौजूदा नियम की एक नई व्याख्या मिलती है जो पहले की व्याख्या से पूरी तरह अलग होती है। ऐसी स्थिति में करों के लिए दावा किया जाता है जो भुगतान नहीं किया गया है और यह लंबे समय तक कानूनी विवाद और चर्चाओं की ओर ले जाता है जो अंततः हल हो जाती है। कई मामलों में यह एयरलाइन के पक्ष में जाता है।'



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

4 JUNE 2025

India must clarify tax rules for aviation liftoff: IATA DG

DEEPAK PATEL
New Delhi, 3 June

India must address the recent tax-related challenges faced by foreign airlines and provide greater clarity on how its tax laws are applied if it wants to unlock the full potential of its aviation sector, International Air Transport Association (IATA) Director General William Matthew Walsh said on Tuesday.

In August last year, the Directorate General of Goods and Services Tax Intelligence (DGGI) issued show-cause notices to 10 foreign airlines, including Emirates, British Airways, Lufthansa, Singapore Airlines, and Qatar Airways, alleging unpaid goods and services tax amounting to around ₹10,000 crore.

The DGGI argued that services provided by the overseas headquarters of these carriers — such as aircraft maintenance, crew salaries, and rentals — constitute taxable supplies to their Indian branches under the reverse charge mechanism. The investigation began in August 2023, with executives from the Indian arms of these airlines summoned in

December and January to explain the nature of these transactions and their tax treatment.

"Taxation is always one of the items on the agenda when we talk about India, and especially for those of us who have operated here," Walsh said on Tuesday at a press briefing during the IATA annual general meeting in Delhi.

"For good or for bad, India has a very complex tax system. It's been a feature of the aviation industry here for many years, so this isn't a new issue," he observed.

He stressed that the problem is not necessarily the existence of taxation, but the unpredictability around how it is interpreted and enforced. "For India to fully exploit the potential and to translate the vision into a reality, I think the issue of taxation does have to be addressed. Now, that's not to say that you have to eliminate taxation altogether, but there must be a clearer understanding of how the rules apply," he said.

Walsh pointed out that what frustrates airlines is the lack of consistency in how long-standing tax rules are interpreted. "What a lot of

airlines believe happens is that you get a new interpretation of an existing rule that's completely different from how it was understood before," he said.

"That leads to a claim for taxes that allegedly haven't been paid, triggering years of litigation and discussions. These cases often get resolved in favour of the airline, but not before they've endured significant costs and uncertainty in the meantime," he said. Drawing from IATA's past engagements with Indian authorities, he said, "I know from discussions we've had that nobody wants these drawn-out disputes. But going forward, if India is to genuinely exploit the massive opportunity that I believe exists here, greater certainty around tax raising will be important."

Meanwhile, Walsh also flagged concerns over high airport charges in India, noting that this remains a perennial point of friction between airlines and airport operators. "We'll always have issues about airport charges. It's the difference between airlines and airports. Many people think we are in the same industry. We're not. We happen to be in an aligned industry," he said.

Explaining the core of this disconnect, he said, "The airline industry and the airport industry probably have common ground on 80 per cent of issues, and then 20 per cent — the way I describe it — is violent disagreement, which typically relates to financing and financial issues."





Corporate Communications Directorate

BUSINESS STANDARD

DELHI

4 JUNE 2025

Supply chain showing 1st signs of stability: Airbus CCO

DEEPAK PATEL
New Delhi, 3 June

The aircraft manufacturing supply chain is beginning to show the first signs of stability, and Airbus is confident of ramping up production of its A320 family aircraft to around 75 per month by 2027, up from the current rate in the 60s, Chief Commercial Officer (CCO) Benoît de Saint-Exupéry told *Business Standard* in an interview on Tuesday.

The Covid-19 pandemic had severely disrupted global aircraft manufacturing supply chains, causing major production slowdowns at both Airbus and Boeing. The impact continues to ripple across the [aviation](#) sector. Air India CEO and MD Campbell Wilson had in March flagged these persistent issues, noting that aircraft supply is likely to remain constrained for the next four to five years due to ongoing supply chain challenges faced by the two major aircraft manufacturers. "There's not

much airlines can do beyond optimising their network expansion plans," he had said. Currently, Air India and IndiGo — India's two largest carriers — are among Airbus' top three customers by order backlog.

When asked about Air India CEO's statement on the delays in aircraft deliveries, and the optimum delivery rate that Airbus wants to achieve, he replied: "We have a plan that goes to producing 75 A320 family aircraft by 2027, and we stick to that plan. That's where we want to go. We want to go there because we have the orders. It's not just aspirational. It's because we need to when it comes to the stability of our setup."

"Yes, the industry is late (in aircraft deliveries) by and large. It's not a secret. It's not new. It is not something that we started hearing during the last few days or weeks," the Airbus CCO told the newspaper on the sidelines of annual general meeting of International Air Transport Association (IATA). "I'm



Airbus is confident of ramping up production of its A320 family aircraft to around 75 per month by 2027 Chief Commercial Officer Benoît de Saint-Exupéry said

happy to say that the first signs of stability are showing up, but you never quite can rest on that, because situations can change quite quickly nowadays. But I think we're starting to see the first sign of stability in the supply chain, by and

large, and that's encouraging when it comes to sticking to our plan and getting to the level of 75 A320 family planes per month," the CCO added.

The company's current A320 family aircraft production rate is somewhere in the 60s, which is similar to the rate it was at before the Covid-induced supply chain disruption, he said. When asked if Airbus has developed any plans to establish a commercial aircraft manufacturing facility, also called commercial final assembly line (FAL), in India, he replied: "We think we have much more value to add to the Indian ecosystem than a FAL for aircraft. And by the way, we do assembly lines on other products, but on the aircraft side, we're looking at expanding our footprint (via sourcing services and components) from industry here in India, and we think that has much more value. So it doesn't really change our position on establishing commercial aircraft FAL, because we think the real value is somewhere else."

टर्किश कंपनी सेलेबी के बाहर होने से मिला मौका एविएशन: अब ग्राउंड हैंडलिंग बिजनेस में उतरा अदाणी ग्रुप

बिजनेस संवाददाता | मुंबई

अदाणी ग्रुप अब एयरपोर्ट ग्राउंड हैंडलिंग बिजनेस में उतरने की तैयारी कर रहा है। अदाणी एयरपोर्ट होल्डिंग्स लिमिटेड (एएचएल) के सीईओ अरुण बंसल ने बताया कि ग्रुप एक अलग कंपनी बनाएगा, जो विभिन्न



गौतम अदाणी

एयरपोर्ट्स के कॉन्ट्रैक्ट्स के लिए बोली लगाएगी। गौतम अदाणी के नेतृत्व वाला ग्रुप यह कदम तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज के बाहर होने के बाद उठाया गया है। सेलेबी का सुरक्षा क्लियरेंस हाल

अदाणी की एयर इंडिया, बर्ड ग्रुप से प्रतिस्पर्धा

एयरपोर्ट ग्राउंड हैंडलिंग सेगमेंट में अदाणी को एयर इंडिया एस्पटीएस, बर्ड ग्रुप, इंडोथाई और सरकारी एआई एयरपोर्ट सर्विसेज लिमिटेड से प्रतिस्पर्धा करनी पड़ेगी। बंसल ने बताया कि वे मुंबई एयरपोर्ट के टेंडर में हिस्सा लेंगे। उनके पास अभी 8 एयरपोर्ट्स हैं।

ही में ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी ने रद्द कर दिया है। ग्राउंड हैंडलिंग में यात्री हैंडलिंग, चेक-इन, बैगेज हैंडलिंग, कार्गो मैनेजमेंट, एयरक्राफ्ट सर्विसिंग-मेंटेनेंस, रैंप सर्विसेज और कैटरिंग जैसी सर्विस शामिल होती हैं।



Corporate Communications Directorate

DESHBANDHU

DELHI

4 JUNE 2025

तुर्की की कंपनी सेलेबी का मध्यस्थता आवेदन भारत में खारिज

नई दिल्ली, 3 जून (एजेंसियां)। तुर्की की ग्राउंड हैंडलिंग कंपनी सेलेबी का भारत में मध्यस्थता आवेदन खारिज हो गया है। यह जानकारी तुर्की की प्रवर्तक कंपनी की ओर से एक्सचेंज फाइलिंग में दी गई। सेलेबी ने अहमदाबाद इंटरनेशनल एयरपोर्ट द्वारा कंपनी से करार रद्द किए जाने के बाद मध्यस्थता आवेदन अहमदाबाद की वाणिज्यिक अदालत में दायर किया था। जब भी दो कंपनियों के बीच कोई विवाद हो जाता है, तो उसे सुलझाने के लिए मध्यस्थता आवेदन को वाणिज्यिक अदालत में एक पक्ष के द्वारा दायर किया जाता



■ 27 मई को दायर मध्यस्थता आवेदन को 02 जून को खारिज कर दिया गया

है। सेलेबी ग्राउंड हैंडलिंग इंडिया प्राइवेट लिमिटेड में 61 प्रतिशत हिस्सेदारी रखने वाली सेलेबी एयरपोर्ट होल्डिंग ने कहा, 'अहमदाबाद वाणिज्यिक अदालत में अदाणी अहमदाबाद इंटरनेशनल एयरपोर्ट लिमिटेड के विरुद्ध 27 मई को दायर मध्यस्थता आवेदन को 02 जून को खारिज कर दिया गया था।' कंपनी ने कहा कि इस मुद्दे के खिलाफ अब वह सुप्रीम कोर्ट में अपील दायर करेगी। पहलगाम आतंकवादी हमलों और 26 पर्यटकों की हत्या का बदला लेने के लिए भारत द्वारा शुरू किए गए ऑपरेशन सिंदूर के बाद तुर्की द्वारा पाकिस्तान को दिए गए समर्थन के मद्देनजर भारत सरकार ने भारतीय हवाई अड्डों पर तुर्की की ग्राउंड-हैंडलिंग कंपनी सेलेबी एयरपोर्ट सर्विसेज की सुरक्षा मंजूरी रद्द कर दी है।

Take off from India: PM to aviation cos

Invites companies to tap India's aviation market

DC CORRESPONDENT
NEW DELHI, JUNE 2

Prime Minister Narendra Modi on Monday invited global aviation companies to explore investment opportunities in India, emphasising that the nation offers exceptional prospects due to transformative growth over recent decades.

Addressing the 81st Annual General Meeting (AGM) of the International Air Transport Association (IATA) and the World Air Transport Summit (WATS), Modi highlighted India's big role in the global aviation industry, describing the country not just as a vast market but as a leader in policy, innovation, and inclusive growth.

"India is emerging as a global leader in space-aviation convergence," said Modi, noting the civil aviation sector's rapid advancements over the past decade.

He emphasised that innovation and technological progress are making distant destinations increasingly accessible, with the aviation industry poised to become a centre for transformation and future innovations, including space travel and interplanetary journeys.

Modi outlined three key pillars bolstering India's aviation sector: a vast consumer market reflecting



Prime Minister Narendra Modi and Paraguay President Santiago Pena Palacios ahead of their meeting at the Hyderabad House, in New Delhi on Monday —PTI

Modi seeks greater trade with Paraguay

SRIDHAR KUMARASWAMI | DC
NEW DELHI, JUNE 2

Prime Minister Narendra Modi on Monday held talks with Paraguay President Santiago Pena over "new opportunities for economic cooperation".

an aspirational society, demographic with a talented pool of innovators excelling in artificial intelligence, robotics, and clean energy, and an open,

Pointing out that India already has a "preferential trade agreement" with the South American trade bloc, Modi said both sides "can work together to further expand it". He also said both nations stand united in the fight against terrorism.

supportive policy environment designed to accelerate industrial growth.

■ Pg 9: India becomes third largest aviation market

INDIA BECOMES THIRD LARGEST AVIATION MARKET

FROM PAGE 1

Modi highlighted India's ascent as the world's third-largest domestic aviation market, underscoring initiatives like the Digi Yatra app as leading examples of digital innovation in aviation. He emphasised that sectoral growth is generating new flights, employment opportunities, and expansive possibilities for pilots, crew, engineers, and ground staff. Maintenance, Repair, and Overhaul (MRO) services were particularly mentioned as an emerging sector, with India aiming to become a global hub for aircraft maintenance.

Reaffirming India's commitment to Open Skies and global connectivity, Modi voiced support for the principles of the Chicago Convention, advocating increased accessibility and interconnectedness within global aviation.

Union ministers Kinjarapu Ram Mohan Naidu, Murlidhar Mohol, IATA Board of Governors chairman Pieter Elbers, IATA director general Willie Walsh, and IndiGo managing director Rahul Bhatia attended the event.

BUSY SKIES

B'luru to Delhi and Mumbai among India's busiest air routes

SHEMIN JOY
NEW DELHI, DHNS

Flight traffic from Bengaluru to the nation's capital Delhi as well as to the financial capital Mumbai were among the busiest in the country in 2024, accounting for 4.7% of the total services, according to a report by the International Air Transport Association (IATA).

While both the routes were ranked second and third, the Mumbai-Delhi route topped the list, accounting for 3.4% or around 39,000 flights of all domestic flights in 2024, which would

have translated to an average of over 100 flights a day in both directions.

The Bengaluru-Delhi sector saw around 27,000 flights or 2.4% of domestic traffic followed by the Bengaluru-Mumbai route, which saw around 25,000 flights or 2.2%, the report 'Aviation in India: Sustaining – and Growing – a Dynamic Air Transport Market', said.

The other routes in the top 10 list are: Delhi-Hyderabad (1.7%), Pune-Delhi (1.5%), Delhi-Kolkata (1.4%), Ahmedabad-Delhi (1.3%), Delhi-Srinagar (1.3%) and Hyderabad-Mumbai (1.3%).

PM: India base for aviation investment

Highlighting India's growth in the aviation sector and its open and supportive policy ecosystem, PM Narendra Modi on Monday said the country provides a "significant" investment opportunity for aviation companies. **Page 5B**

"In terms of connectivity, the Indian market has now fully recovered from the 2020 disruption, with

the international and domestic air transport connectivity surpassing pre-Covid levels by 13.2% and 19.6% in 2024," the report said.

Internationally, the two busiest routes are from Mumbai (2.7%) and Delhi (2.2%) to Dubai, which accounted for a combined 4.9% of all flights from India. These routes are followed by Delhi-Kathmandu (1.6%), Delhi-Bangkok (1.4%) and Mumbai-Abu Dhabi (1.4%).

"Collectively, the top 10 routes account for almost 15.5% of total international flights," it said.

► **Air traffic, Page 5**

Air traffic from B'luru to Delhi and Mumbai among India's densest

Air traffic, from Page 1

The other top routes were: Delhi-London (1.3%), Chennai-Colombo (1.3%), Kochi-Abu Dhabi (1.3%), Chennai-Singapore (1.2%) and Kochi-Dubai (1.1%).

The report said the recovery from the Covid-19 pandemic in India highlights the resilience of air transport in this rapidly growing and dynamic market. "Unsurprisingly, domestic traffic recovered more quickly initially, but the



international market segment has since closed the gap and subsequently moved ahead, following the reopening of global borders," it said.

As of December 2024, it said the international sector is almost 20% above its 2019 level, while the domestic sector is more than 8% higher and such a positive recovery reaffirms the strong demand within India for both domestic and international air travel and provides a firm foundation for the period ahead.

Approximately 174 million passengers traveled from and within India by air in 2024, accounting for around 4.2% of the global total.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

4 JUNE 2025

Airlines Stick to Net Zero Target

New Delhi Global airlines wrapped up a two-day summit on Tuesday sticking to a target of net zero emissions by 2050, but voicing fresh worries about the availability of greener fuels and new planes.

The International Air Transport Association said hitting the target would cost carriers \$4.7 trillion, or \$174 billion a year—at least some of which is likely to be passed on as higher fares.

Despite earlier signs that some airlines were growing more sceptical about the chances of reaching the target, IATA avoided re-opening a sensitive debate on net zero as bosses pointed to a narrow window for the industry to meet its goals. —Reuters



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

4 JUNE 2025

Adani Group Wants Another Slice of Aviation Pie

TO ENTER GROUND HANDLING Co to form new firm to bid for airport contracts after Turkish player Celebi exits India

Arindam Majumder

New Delhi: The Adani Group is readying to enter the business of airport ground handling, Arun Bansal, CEO of the group's airport arm said, even as Turkish firm Celebi exits the business following the withdrawal of its security clearance.

Adani Airport Holdings (AAHL), led by Bansal, would float a separate company to bid for contracts at various airports. Many of those will be up for bidding after the exit of Celebi Airport Services.

"We will participate in the tender of Mumbai airport. There is opportunity at the eight airports currently owned by us but we will also look to provide services to other airports," Bansal told ET on Tuesday on the sidelines of the Annual General Meeting of the International Air Transport Association in New Delhi.

Turkish firm Celebi's security clearance was revoked by the Bu-

Spreading its Wings

Adani owns **8** airports, including Mumbai and Navi Mumbai



Anurag Srivastava, ex-Bird Group ground handling head, has been hired as CEO

Adani will compete with AI SATS, Bird Group, IndoThai, and AI Airport Services

Group will bid for Mumbai and other airports



₹10,000 cr to be invested by Adani Group in airports in FY26



reau of Civil Aviation Security (BCAS) after Turkey's support to Pakistan during the recent geopolitical conflict.

Ground handling includes services like passenger handling and check-in, baggage handling, cargo handling and management, aircraft servicing and maintenance, ramp services, and catering.

The Adani Group, which owns

eight airports, including the Mumbai and upcoming Navi Mumbai facilities, has hired Anurag Srivastava, who earlier headed ground handling business for Bird group, as CEO.

Adani will face competition from Air India SATS—a joint venture of Air India and Singapore's SATS, Bird group, IndoThai and the government-owned AI Airport Services.

Celebi Aviation Holding, the pa-

rent of Celebi Airport Services, operated ground handling services at nine airports in India including Delhi, Mumbai, Bengaluru, Cochin, Hyderabad and Goa.

Following the cancellation of security licences of Celebi, India's top metro airports including Delhi, Bengaluru and Adani-owned Mumbai airport terminated contracts with the company and tem-

porarily replaced them with other operators.

India's ground handling policy mandates that every major airport with annual passenger traffic of at least a million must have three ground handlers while non-major airports must have two.

The Adani Group is looking to get into all the allied businesses in the airport sector where it is trying to consolidate its position.

People in the know said the group has chalked out a plan where it will try to grow the business in two ways—one by acquiring more air-

ports and the second by moving into various segments of airport services like maintenance, repair and operations (MRO) and ground handling, duty free stores.

The group will invest over ₹10,000 crore in FY26 and plans to demerge its airports division within the next 3-5 years and do a public listing.

Last year it acquired India's oldest MRO, AirWorks.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

3 JUNE 2025

RANCHI

Bird hits IndiGo flight

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, an official said. All the passengers and crew members are safe while the aircraft Airbus 320 suffered damage, he said.



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HINDUSTAN TIMES

MUMBAI

3 JUNE 2025

Flight suffers bird hit



Around 175 passengers had a close shave after an IndiGo flight suffered a bird hit and made an emergency landing at the Birsa Munda Airport in Ranchi district of Jharkhand on Monday. 'The IndiGo flight was coming from Patna to Ranchi,' said Ranchi airport director RR Maurya.

PTI

ETIHAD AVIATION GROUP GROUP CEO ANTONOALDO NEVES

‘All India-Abu Dhabi traffic rights exhausted, time to explore expansion of bilaterals’

SUKALP SHARMA
NEW DELHI, JUNE 3

THE EMIRATE of Abu Dhabi could be the next Gulf territory to approach India seeking an expansion of the bilateral air services agreement as existing traffic rights have been exhausted by Abu Dhabi-based Etihad as well as India's airlines.

According to Antonoaldo Neves, the group chief executive officer of Etihad Aviation Group, it is time for aviation authorities of India and Abu Dhabi to initiate discussions on expanding the traffic rights, also called bilaterals in aviation parlance.

While almost all major Indian airlines fly to Abu Dhabi and share the 50,000 seats per week per direction of the traffic rights among themselves, Etihad is the only carrier from the emirate and accounts for all the 50,000 seats in Abu Dhabi's quota.

Till one-and-a-half years ago, both Etihad and Indian airlines had room available to add seats on India-Abu Dhabi routes. In fact, Indian carriers were together utilising just about 30 per cent of the seat quota at the time, while Etihad was using around 50 per cent, Neves said. But within the last one year, both sides have fully exhausted their respective traffic rights. Currently, there is no discussion between India and Abu Dhabi on

EXPLAINED **E** What are bilaterals?

AIR SERVICES agreements, also known as bilaterals, are pacts between two countries that govern air traffic between them. Among other things, they may stipulate seat capacity that airlines from each country can deploy on flights between the two countries.

expansion of bilaterals.

“We have about 170 flights per week. About one-and-a-half years ago, we were using only half of the bilaterals, but now we're using all the traffic rights, and India too. IndiGo added a lot (of flights), and Akasa (Air) added some. IndiGo now is actually flying from 13 cities into Abu Dhabi...I think now we have all the conditions for starting a discussion again about traffic rights, because it's going to be good for the Indian carriers as well as us,” Neves said.

The exhaustion of India-Abu Dhabi traffic rights comes at a time when another UAE carrier Emirates has been urging India to increase seats under the India-Dubai bilateral air services agreement beyond the limit of around 66,000 seats per week

per direction, but the Indian government appears to be unwilling to lend an ear. Unlike air services agreements with most countries, India's bilaterals with the UAE are emirate-specific.

The Indian government and major carriers like Air India and IndiGo have ambitions to have more direct international connectivity from India and to turn the country into an international aviation hub. A significant number of passengers flying to far-off destinations from India take connecting flights through major global hubs outside the country, Dubai and Doha for instance. India wants its carriers to ramp up wide-body operations, instead of facilitating foreign airlines, particularly Gulf-based carriers with deep pockets, in ferrying passengers—transfer traffic from India—to Europe and beyond via their large hubs. Put simply, increasing seats under bilateral pacts does not sit well with India's grand aviation ambitions.

Neves, however, said that the concern that large Gulf carriers like Etihad are taking away a lot of transfer traffic from India was unfounded, and that airlines price seats on the basis of demand and their network. He said that the demand is significant enough to accommodate transfer traffic as well as point-to-point traffic.

FULL REPORT ON
www.indianexpress.com





Corporate Communications Directorate

LOKSATYA

DELHI

4 JUNE 2025

विमानन वृद्धि के लिए भरोसेमंद कर व्यवस्था

नई दिल्ली, लोकसत्य

वैश्विक विमानन कंपनियों के समूह आईएटीए ने मंगलवार को कहा कि भारत की कर प्रणाली जटिल है और देश के तेजी से विकसित हो रहे नागरिक विमानन क्षेत्र की पूरी क्षमता के दोहन के लिए इसे अधिक पारदर्शी और भरोसेमंद बनाए जाने की आवश्यकता है।

आईएटीए के महानिदेशक विली वॉल्श ने कहा कि भारत उन नागरिक विमानन बाजारों में से एक है, जहां वृद्धि के काफी अवसर हैं और इसकी वृद्धि दर चीन से आगे निकलने की उम्मीद है। हाल के दिनों में विदेशी विमानन कंपनियों को मिले कर नोटिस के संदर्भ में, वॉल्श ने कहा कि भारत में कर प्रणाली काफी जटिल है और यह हमारे उद्योग के लिए एक तरह से विशेषता बन गयी है। यानी यह कोई नया मुद्दा नहीं है।

वॉल्श ने कहा कि देश को पूरी क्षमता का उपयोग करने और इस दृष्टिकोण को वास्तविकता में बदलने के लिए कराधान के मुद्दों का समाधान करना चाहिए। उन्होंने दिल्ली में संवाददाताओं से बातचीत में एक सवाल के जवाब में कहा कि इसका मतलब यह नहीं है कि आपको कराधान को खत्म करना होगा, लेकिन मुझे लगता है कि आपको इस बारे में स्पष्ट समझ होनी चाहिए कि कराधान नियम कैसे लागू होते हैं। इस मुद्दे पर विस्तार से बताते हुए उन्होंने कहा कि विमानन कंपनियों को कभी-कभी मौजूदा नियम की एक नई व्याख्या मिलती है जो पहले की व्याख्या से पूरी तरह अलग होती है। ऐसी स्थिति में करों के लिए दावा किया जाता है जो भुगतान नहीं किया गया है और यह लंबे समय तक कानूनी विवाद और चर्चाओं की ओर ले जाता है जो अंततः हल हो जाती है।

Corporate Communications Directorate

THE MORNING STANDARD

DELHI

4 JUNE 2025

Airspace can't be used as retaliatory tool, civilian flights not to be targetted

S LALITHA @ New Delhi

AIRSPACE must never be weaponised in conflicts, and civilian aircraft should never become casualties—deliberate or accidental—of military operations, said Nick Careen, Senior Vice President of Operations & Security at the International Air Transport Association (IATA).

Speaking at the IATA Annual General Meeting on Tuesday, Careen said that governments worldwide are working together to enhance coordination and establish clear global protocols to protect civil aviation in conflict zones.

"Governments must step up, enhance intelligence-sharing, and establish clearer global protocols to prevent such tragedies and safeguard civilian aviation," Careen said.

Citing rising threats to flight safety, Careen said, "There needs to be a better balance between connectivity and geopolitical issues that always puts national security and international law in the forefront. Instead, we see airspace used as a retaliatory tool."

The fallout from global con-

Better co-ordination

When asked on the hail storm incident on May 21 in which an IndiGo Delhi-Srinagar flight was involved, Nick Careen, Senior VP at the International Air Transport Association, said, "The learning from it would involve better co-ordination. I am sure that's something that would be under consideration."



licts is already hitting the aviation sector hard. In 2023, two civilian aircraft were shot down in Kazakhstan and Sudan, claiming 38 lives. The on-going Russia-Ukraine war continues to disrupt European airspace, with up to 2,000 flights being rerouted or cancelled on an average summer day due to closed Ukrainian airspace and sanctions on Russia. That's

about 6% of total daily network traffic, Careen noted. Another 1,500 flights are rerouted daily to avoid restricted airspace, causing logistical chaos and increased fuel consumption.

Conflict zones in West East, especially around Israel, have added to the crisis. In October 2024, multiple flights had to take emergency actions after encountering Iranian missiles aimed at Israel. "The presence of missiles in active flight corridors raised serious safety issues," Careen said.

These diversions not only impact safety but also have steep financial and environmental consequences, often making routes economically unviable for airlines.

However, the industry's troubles aren't limited to geopolitical conflicts. A severe shortage of aircraft and engines is crippling operations globally. As many as 1,100 aircraft under 10 years old—3.8% of the global fleet—are currently grounded due to engine issues, a sharp rise from just 1.3% before 2019. Most of these groundings are linked to PW1000G engine problems, Careen revealed.



Corporate Communications Directorate

THE PIONEER

DELHI

4 JUNE 2025

'Need greater tax certainty to grow India's aviation sector'

PRESS TRUST OF INDIA ■ New Delhi

Global airlines' grouping IATA on Tuesday said India has a complex taxation system and "greater certainty" on taxes will be important to exploit the potential of the country's fast growing civil aviation market.

India is among the civil aviation markets that has incredible growth opportunities and its growth rate is expected to surpass that of China, IATA Director General Willie Walsh said.

Against the backdrop of some foreign airlines receiving tax notices in India in recent times, Walsh said "India has a very complex tax system and it has been a feature of our industry for many years. So, it is not a new issue".

For the country to fully exploit the potential and to translate the vision into a reality, Walsh said the issue of taxation does have to be addressed.

"That's not to say that you have to

eliminate the taxation, but I think you do need to have a clearer understanding as to how the taxation rules apply," Walsh said at a briefing in the national capital in response to a query. Elaborating on the issue, he said that airlines sometimes get a new interpretation of an existing rule that's completely different to the way it was interpreted previously.

Such a situation then leads to a claim for taxes that haven't been paid and it leads to years of litigation and discussions which eventually get resolved. In many cases it gets resolved in favour of the airline, Walsh noted. Going forward, he said, "if India is to genuinely exploit the massive opportunity that exists here, greater certainty around the taxation would be important".

The International Air Transport Association (IATA) represents over 350 airlines, including Air India, IndiGo and SpiceJet, that account for more than 80 per cent of the global air traffic.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

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.

विमानन क्षेत्र की वृद्धि के लिए कर व्यवस्था को भरोसेमंद बनाने की जरूरत

नई दिल्ली (भाषा)।

वैश्विक विमानन कंपनियों के समूह आईएटीए ने मंगलवार को कहा कि भारत को कर प्रणाली जटिल है तथा देश में तेजी से बढ़ रहे नागर विमानन बाजार की क्षमता के उपयोग के लिए इसे और भरोसेमंद बनाने की जरूरत है। आईएटीए के महानिदेशक विली वॉल्श ने कहा कि भारत उन नागर विमानन बाजारों में से एक है, जहां वृद्धि के काफी अवसर हैं और इसकी वृद्धि दर चीन से आगे निकलने की उम्मीद है।

हाल के दिनों में विदेशी विमानन कंपनियों को मिले कर नोटिस के संदर्भ में, वॉल्श ने कहा, 'भारत में कर प्रणाली काफी जटिल है और यह हमारे उद्योग के लिए एक तरह से 'विशेषता' बन गई है। यानी यह कोई नया मुद्दा नहीं है।' वॉल्श ने कहा कि देश को पूरी क्षमता का उपयोग करने और इस दृष्टिकोण को वास्तविकता में बदलने के लिए कराधान के मुद्दों का समाधान करना चाहिए। उन्होंने दिल्ली में संवाददाताओं से बातचीत में एक सवाल के जवाब में कहा,

'इसका मतलब यह नहीं है कि आपको कराधान को खत्म करना होगा, लेकिन मुझे लगता है कि आपको इस बारे में स्पष्ट समझ होनी चाहिए कि कराधान नियम कैसे लागू होते हैं।' इस मुद्दे पर विस्तार से बताते हुए, उन्होंने कहा कि विमानन कंपनियों को कभी-



कभी मौजूदा नियम की एक नई व्याख्या मिलती है जो पहले की व्याख्या से पूरी तरह अलग होती है।

ऐसी स्थिति में कर्ों के लिए दावा किया जाता है जो भुगतान नहीं किया गया है और यह

लंबे समय तक कानूनी विवाद और चर्चाओं की ओर ले जाता है जो अंततः हल हो जाती है। कई मामलों में यह एयरलाइन के पक्ष में जाता है। उन्होंने कहा, 'यदि भारत को वास्तव में यहां मौजूद विशाल अवसर का उपयोग करना है, तो कराधान के बारे में अधिक निश्चितता महत्वपूर्ण होगी।' अंतरराष्ट्रीय हवाई परिवहन संघ (आईएटीए) एयर इंडिया, इंडिगो और स्याइसजेट सहित 350 से अधिक विमानन कंपनियों का प्रतिनिधित्व करता है।

समूह दुनिया के विभिन्न हिस्सों में हवाई अड्डे के शुल्क अधिक होने के बारे में भी मुखर रहा है। वॉल्श ने इस मुद्दे पर आईएटीए के दृष्टिकोण को स्पष्ट करते हुए कहा कि विमानन कंपनियाँ किफायती कीमत पर कुशल हवाई अड्डा संचालन चाहती हैं। 'हम चाहते हैं कि हवाई अड्डे विवेकपूर्ण तरीके से दीर्घकालिक निवेश करें जिसे उद्योग वहन कर सके।' वॉल्श के

अनुसार, एयरलाइन कंपनियों और हवाई अड्डों के बीच अधिक संवाद की आवश्यकता है। आईएटीए ने अपनी वार्षिक आम बैठक (एजीएम) एक से तीन जून तक राष्ट्रीय राजधानी में आयोजित की गई।



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SWATANTRA BHARAT

LUCKNOW

3 JUNE 2025

हवाई यातायात की मांग बढ़ी लेकिन किराया चिंताजनक

स्वतंत्र भारत ब्यूरो, नई दिल्ली।
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 में
आई 40 प्रतिशत की कमी**

उड़ान की वास्तविक लागत एक दशक
पहले की तुलना में 40 प्रतिशत कम
हो गई है। आईएटीए की यहाँ 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 कंपनियाँ 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 जो वैश्विक सकल घरेलू उत्पाद
(जीडीपी) के 3.9 प्रतिशत का
समर्थन करती है तथा 8.65 करोड़
लोगों को रोजगार प्रदान करती है।'



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THE STATESMAN

KOLKATA

3 JUNE 2025

Invest in India, the third-largest aviation market: PM to world's top aviation cos

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.



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THE TIMES OF INDIA

DELHI

4 JUNE 2025

Have to deliver maximum planes to IndiGo, AI: Airbus

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New Delhi: For Airbus, IndiGo and Air India are now among the top three airline customers globally with the maximum backlog of aircraft yet to be delivered, according to the aerospace major's EVP (sales, commercial aircraft) **Benoit de Saint-Exupery**. It has to deliver 916 and 344 aircraft, majority of which are narrow body, to IndiGo and AI, respectively, said an official. Malaysia-based AirAsia Group, which once used to run a JV airline in India with the Tatas, is at the second spot at 393 planes.

In Delhi for the IATA AGM, Benoit had some good news for airlines that are getting increasingly frustrated with delivery delays (including from Boeing too). "We are seeing the first signs of



stability in supply chain. We (are) now back to the pre-Covid level of producing 60 A320 family of single aisle planes every month and hope to increase this number to 75 by 2027. We have the orders and are ramping up production and every commercial (Airbus) aircraft that's flying going forward will be made partly made in India," Benoit said.

Asked if the order book for 1,750 planes from IndiGo and AI makes a case for India to get a final assembly line (FAL), Benoit said: "We will have final assembly lines on the other products (one for H125 helicopters for its civil range and other for C295 military aircraft). On commercial aircraft side, we are looking at expanding our footprint

with industry here in India. Sourcing from India has much value than an FAL for commercial aircraft and we are constantly increasing the same from here. Airbus sourcing from India was \$500 million in 2020. We crossed the \$1-billion mark in 2023 and last year we were at \$1.4 billion. We will reach \$2 billion before the end of the decade."

Remi Maillard, president of Airbus India and MD of south Asia region, said: "India is not only a market for us. It has become a strategic resource and industrial base for Airbus."

About delays in aircraft deliveries due to supply chain issues, Benoit said: "Now we are seeing the first signs of stability in the supply chain. But you, you never quite rest because, as we all know, the situation can change quite quickly nowadays."



भारतीय विमानपत्तन प्राधिकरण
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THE TIMES OF INDIA

AHMEDABAD

3 JUNE 2025

IndiGo's Ranchi-bound flight suffers bird hit, makes emergency landing

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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.

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.

FLYING HIGH: INDIAN AVIATION TAKES OFF 3RD-LARGEST MARKET WITH ROOM TO GROW

In 2024, India emerged as the third-largest air transport market in the world, with about 174 million passengers, contributing 4.2% to global passenger traffic. While still behind the US (18.1%) and China (16.7%), India's aviation sector is experiencing rapid expansion and is poised for transformative growth over the next two decades



PROJECTED GROWTH

- **Annual passenger growth rate** | 5.6% through 2044
- **Passenger journeys in 2044** | Estimated to reach 599 million, up by 425 million from 2024
- **Trips per 1,000 inhabitants** | Rising from 148 (2024) to 258 (2044)

Historical momentum:

2011-2019 growth rate | 10.3% CAGR in Origin-Destination (O-D) air passenger journeys

Air routes (2015-2024) | Increased from 990 to 1,930, a 94% growth

TOP DOMESTIC ROUTES

Route	% of domestic
Mumbai-Delhi	39,000+ flights (3.4)
Bengaluru-Delhi	27,000 (2.4)
Bengaluru-Mumbai	25,000 (2.2)

Top international routes:

Route (combined)	Top 10 international routes
Delhi/Mumbai-Dubai	15.5% of total international flights
4.9% of international traffic	

MARKET DYNAMICS

Low-cost carriers (LCCs): 2024 market share: 71% (up from 51% in 2014)

Airfare trends

Domestic: 21%
International: 38%
Real terms: cheaper than in 2011

Trend: Despite Covid-related spikes, fares are declining again

