भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 3 AUGUST 2026

Air freight rises 16% in June, Delhi tops with 1 lakh tonnes for third straight month

T E Raja Simhan
Chennai

Airports handled a record 3.64 lakh tonnes of freight during June 2026, registering a 16 per cent year-on-year increase over 3.15 lt in the same month last year, driven by robust growth in international cargo, according to Airports Authority of India data.

International freight remained the principal growth driver, accounting for 2.31 lt in June, or nearly 64 per cent of the country's total air cargo throughput.

International cargo expanded 19 per cent year-on-year, significantly outpacing the domestic freight growth, reflecting sustained strength in India's export-import trade.

Airports handled 1.32 lt (1.21 lt) of domestic freight during the month, up 9 per cent, according to the data.

DELHI DOMINATES

Delhi continued to dominate India's air cargo landscape.

It was the third consecutive month that the national capital's airport handled more than one lakh tonnes of cargo. Mumbai retained the second position; followed by Bengaluru, Chennai and Kolkata, says the data.

Top five airports by total freight handling (in tonnes)

Airport	June 2025	June 2026	Growth (%)
Delhi	89,535	1,02,411	14
Mumbai	74,329	82,575	11
Bengaluru	43,598	51,536	18
Chennai	34,793	39,325	13
Kolkata	12,607	14,700	17

Source: Airports Authority of India

Mumbai retained the second position; followed by Bengaluru, Chennai and Kolkata, says the data.

Bengaluru further widened its lead over Chennai, with the gap in monthly freight volumes increasing to more than 12,200 tonnes. Bengaluru's growth was driven by stronger performance in both international and domestic cargo, cementing the city's position as the leading air cargo hub in southern India.

J Krishnan of S Natesa Iyer Logistics LLP, noted that the temporary easing of tensions in West Asia and continued avoidance of the Suez route by merchant shipping saw this increase in demand for air cargo.

Depleted inventories opening of the perishable markets in the West and increased frequencies have all contributed to this surge.

On Bengaluru's increasing dominance in south, Krishnan observed that it has followed a robust policy to sustain and improve both the infrastructure and processes keeping the customer interest paramount.

The results of its leadership is a natural consequence.

Q1 GROWTH

During the first quarter of FY27 (April-June), India's airports handled 10.80 lt of freight, an increase of 12 per cent over 9.61 lt in the corresponding period of the previous fiscal. This is despite the West Asia crisis that started around March.

International cargo continued to outperform domestic freight during the quarter. International cargo volumes increased 14 per cent to 6.78 lt, while domestic cargo grew 9 per cent to 3.97 lt, according to the data. As cargo volumes continue to grow, the focus must now shift towards expanding terminal capacity, improving landside connectivity, simplifying regulatory procedures, and attracting more freighter operations, CK Govil, CMD of the Delhi-based Activair Airfreight India Pvt Ltd, said.

These measures will enable Delhi to consolidate its leadership and support India's ambition of becoming a global logistics and manufacturing hub, he added.

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DAINIK BHASKAR DELHI 4 AUGUST 2026

देश की एयरपोर्ट क्षमता बढ़कर 58 करोड़ हुई

नई दिल्ली| देश के हवाई अड्डों की सालाना यात्री क्षमता बढ़कर 58 करोड़ से अधिक हो गई है। नागरिक विमानन राज्य मंत्री मुरलीधर मोहोल ने राज्यसभा में बताया कि 2025-26 में 42 करोड़ यात्रियों ने हवाई यात्रा की। वर्तमान में देश में 166 हवाई अड्डे हैं। सरकार ने 25 ग्रीनफील्ड हवाई अड्डों की सैद्धांतिक मंजूरी दी है, जिनमें से 14 चालू हो चुके हैं।

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THE MORNING STANDARD   DELHI   4 AUGUST 2026

DTC buses to boost Noida airport connectivity

6 weeks since commercial operations' launch, 2,700 passengers use Jewar facility daily; 50L in first year the target

S LALITHA @ New Delhi

TO boost footfall at the Noida International Airport (NIA) in Jewar, a comprehensive ground transportation network has been put in place to ensure seamless connectivity for passengers. A key proposal under consideration is the operation of Delhi Transport Corporation (DTC) buses from different parts of Delhi to the airport, a move expected to significantly improve accessibility.

It has been a little over six weeks since commercial operations began at NIA. At the launch of the first flight on June 15, airport authorities had expressed confidence that the airport would handle 50 lakh passengers in its first year. However, passenger traffic has remained below expectations, averaging around 2,700 passengers a day, it is learnt. The Airports Authority of India is yet to release the official traffic data.

TRAVEL EASE

Taxi network: 24x7 taxi services, including electric airport taxis

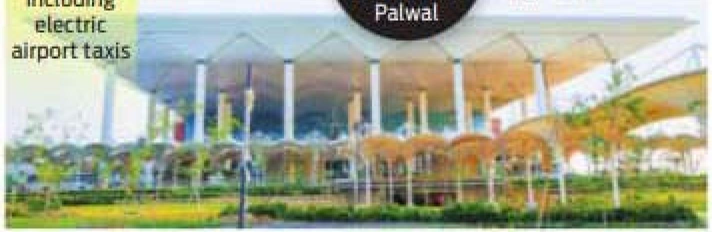
APP CABS: UBER, OLA, RAPIDO AND MAKEMYTRIP AVAILABLE

UP bus links: UPSRTC connects airport with major UP cities

Haryana routes: buses operate from Faridabad & Palwal

Electric buses: Atal Seva AC buses link Noida City Centre

DTC proposal: Delhi buses planned, pending government approval



An airport source told this newspaper that during July, the first full month of operations, the airport recorded an average of 17 departures and 17 arrivals daily. Flights currently connect Noida with Mumbai, Bengaluru, Hyderabad, Lucknow, Bhopal, Jaipur, Amritsar, Jammu, Srinagar, Uttarakhand, Jodhpur, Dharamshala, Kishangarh and Bareilly.

"NIA is enhancing passenger convenience through a comprehensive and integrated ground transportation network, ensuring seamless connectivity across the NCR and neighbouring states," the source said.

Government-run bus services have also been integrated with the airport. An official said the Uttar Pradesh State Road Transport Corporation currently operates direct services connecting NIA with Noida, Greater Noida, Ghaziabad, Agra, Mathura, Vrindavan, Meerut, Aligarh, Bulandshahr, Farrukhabad, Firozabad, Garhmukteshwar, Hathras, Khurja, Moradabad and Shikohabad.

Haryana Roadways operates services connecting the airport with Faridabad and Palwal. "There are also plans to introduce direct connectivity with Gurugram, Kurukshetra, Chandigarh, Hisar, Narnaul, Panipat and Ambala in the coming weeks, depending on passenger demand," the official said.

Passengers can also travel between NIA and the UPSRTC Sector 35 (Morna) Bus Depot in western Uttar Pradesh and the Noida City Centre bus stand through the dedicated Atal Seva AC electric bus service. In addition, passengers can book premium intercity bus services directly from the airport through its partnership with redBus, he added.

A senior DTC official said, "NIA had approached us with a request to operate bus services from Delhi to Jewar airport. However, there are some legal hurdles at present. Under an agreement signed in 2022 between the governments of Delhi, Haryana, Rajasthan and Uttar Pradesh, buses can operate only from Jewar to Delhi and not in the reverse direction."

"We need to submit a supplementary proposal to the Uttar Pradesh government for approval. We are ready to operate the services once we receive the nod. We have conveyed our willingness to the Delhi transport department, which is in talks with the Uttar Pradesh transport department," he said.

"DTC was considering operating at least 70 to 80 trips a day from different parts of Delhi, including Kashmere Gate ISBT, Anand Vihar ISBT and New Delhi railway station, to Jewar airport," he added.

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NAVODAYA TIMES DELHI 4 AUGUST 2026

भविष्य की चुनौतियों पर केंद्रित होगा एयरपोर्ट का मास्टर प्लान

- मास्टर प्लान (2026-2036) से बदलेगी एयरपोर्ट की सूरत
- बनेगा टी 4, चलेगी एयर ट्रेन व बढ़ाई जाएगी यात्री क्षमता

यात्रियों की क्षमता बढ़ाकर की जाएगी 14 करोड़

प्लान के तहत एयरपोर्ट पर प्रतिवर्ष यात्रियों की क्षमता को 10 .5 करोड़ से बढ़ाकर 14 करोड़ करना है। टी 3 के विस्तार की योजना पर भी फोकस किया गया है। टी 3 के पियर सी को इंटरनेशनल उड़ानों के लिए बदला जाएगा। इससे टी 3 पर इंटरनेशनल यात्री क्षमता दो करोड़ से बढ़कर 3 करोड़ सालाना हो जाएगी। वहीं, एयरपोर्ट की क्षमता को 2029-30 तक 10 .5 करोड़ से बढ़ाकर 12 .5 करोड़ किया जाएगा। जेवर का प्रभाव देखने के लिए टी2 कम से कम 2030 तक चालू रहेगा। इसके बाद टी 2 को ढहाकर नया टर्मिनल 4 बनेगा और कुल क्षमता 14 करोड़ पहुंच जाएगी। खास बात यह है कि मास्टर प्लान में उन सभी परियोजनाओं को प्राथमिकता दी जा रही है जो पिछले प्लान में अधूरी या लंबित रह गई थीं।

नई दिल्ली, 3 अगस्त (प्रदीप कुमार सिंह/ नवोदय टाइम्स): इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट का मास्टर प्लान 2026-2036 अंतिम चरण में है। आने वाले एक दो महीने में नए मास्टर प्लान की घोषणा संभव है। भविष्य की चुनौतियों को ध्यान में रखकर तैयार किए गए मास्टर प्लान का मुख्य लक्ष्य यात्री क्षमता में बढ़ोत्तरी, नया टर्मिनल टी 4 बनाना तथा एयर ट्रेन चलाना शामिल है। इसके अलावा यात्री एक बार चेक इन करने के बाद बिना रिचेकिंग किए ही टर्मिनल बदल पाएंगे।

देश के सबसे बड़े एयरपोर्ट में शुमार आईजीआई एयरपोर्ट का संचालन करने वाली दिल्ली इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (डायल इस नए मास्टर प्लान को अंतिम रूप देने के अंतिम चरण में है। एक अधिकारी के अनुसार नियमों के तहत हर 10 वर्ष में मास्टर प्लान की समीक्षा अनिवार्य होती है। इसी नियम का पालन करते हुए डायल एक से दो महीने में अपने नए मास्टर प्लान की आधिकारिक घोषणा कर देगी।

बैगेज ड्रॉप ट्रायल शुरू, बिना री-चेकिंग पहुंचेंगे टर्मिनल

बीसीएएस की मंजूरी से अंतरराष्ट्रीय से घरेलू यात्रियों के लिए एयरसाइड बैगेज ड्राप का ट्रायल शुरू हो चुका है, जिससे यात्रियों को खुद बैग टी1 /टी2 /टी3 ले जाने का झंझट खत्म होगा। आने वाले समय में यात्रियों के एयरसाइड ट्रांसफर के लिए भी मंजूरी की प्रक्रिया चल रही है। सुरक्षा जांच पूरी कर चुके यात्रियों को बिना दोबारा सिक्योरिटी चेकिंग के एयरसाइड से ही दूसरे टर्मिनल भेजा जाएगा।

एयर इंडिया व इंडिगो बढ़ा रहे हैं विमानों की संख्या

एयर इंडिया और इंडिगो द्वारा हाल ही में सैकड़ों नए विमानों के आर्डर दिए गए हैं। दोनों एयरलाइंस ने अपने-अपने ग्रुप के लिए समर्पित टर्मिनल मांग की है। मास्टर प्लान में एयरलाइन की जरूरतों को भी ध्यान में रखा जा रहा है। इसके अलावा टी1, टी2 और टी3 के बीच 9 किमी लंबी दूरी तय करने के लिए एयर ट्रेन चलाए जाने की योजना को भी इस प्लान में हरी झंडी दी गई है।

जेवर एयरपोर्ट से निपटने की योजना

ग्लोबल ट्रांसफर हब पर फोकस कर यूरोप, अमेरिका और ईस्ट-एशिया की लंबी दूरी वाली उड़ानों का प्राइमरी हब दिल्ली को ही बनाए रखना। कनेक्टिंग टाइम में कटौती कर एयर ट्रेन, एयरसाइड से पैसेंजर ट्रांसफर और बैगेज ड्राप सिस्टम से पैसेंजर ट्रांजिट टाइम आधा करना।

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BUSINESS STANDARD DELHI 4 AUGUST 2026

इंडिगो: कम लागत की उड़ान संग प्रीमियम की तरफ कदम

दीपक पटेल
नई दिल्ली, 3 अगस्त

इंडिगो अपने तीसरे दशक में प्रवेश कर रही है। ऐसे में विमानन कंपनी का कहना है कि बिजनेस-क्लास और लंबी दूरी की उड़ानों में विस्तार के बावजूद वह लागत पर उस अनुशासन को बरकरार रखेगी जिसने उसे देश की सबसे बड़ी विमानन कंपनी बनाया है। उसने नए हवाईअड्डों पर एयरपोर्ट शुल्क तय करने के तरीके पर भी फिर से विचार करने की मांग की है। उसका कहना है कि मौजूदा प्रारूप से विमानन कंपनियों की आर्थिक स्थिति पर दबाव पड़ रहा है।

इंडिगो के मुख्य रणनीतिक अधिकारी आलोक सिंह ने बिज़नेस स्टैंडर्ड को बताया, 'मुझे लगता है कि अगला सही कदम प्रीमियम बनना होगा। इसलिए बदलाव इसी को लेकर है। हम पूरी तरह से कम लागत और तेजी से काम करने वाले कारोबारी प्रारूप से हटकर ज्यादा प्रीमियम पेशकश की ओर बढ़ रहे हैं। हम चाहते हैं कि यह हिस्सा सुरक्षित रहे (रिंग फेंस) और उसी तरह काम करता रहे जैसे अब तक करता आया है, उसी लागत अनुशासन के साथ, परिचालनगत दक्षता के साथ, जो हमने बनाए रखी है और इसके साथ ही हम बाकी चीजों को भी इसके साथ जोड़ते जाएंगे।'

रिंग फेंस तरीके का मतलब है कि इंडिगो का इरादा अपने मुख्य कम लागत वाले घरेलू कारोबार को सुरक्षित करना है, साथ ही वह लंबी दूरी के अंतरराष्ट्रीय मार्गों के लिए प्रीमियम केबिन और वाइड-बॉडी विमान भी शामिल करेगी। सिंह ने कहा कि विमानन कंपनी का नैरो-बॉडी वाला घरेलू परिचालन हमारे कारोबार की रीढ़ बना रहेगा, साथ ही वह नई श्रेणियों में विस्तार भी करती रहेगी।

इसी सोच से इंडिगो की प्रीमियम सेवा को आकार मिलेगा। सिंह ने 'स्ट्रेच' को 'इंडिगो की बिज़नेस क्लास का संस्करण' बताया। उन्होंने कहा कि हो सकता है कि इसमें पारंपरिक बिजनेस क्लास जैसी सभी सुख-सुविधाएं न हों, लेकिन यह वही है जो बाजार चाहता है और इसकी कीमत भी उचित ही रखी गई है। उन्होंने कहा कि विमानन कंपनी अपनी प्रीमियम सेवा के लिए भी सुव्यवस्थित लागत के उन्हीं सिद्धांतों को अपनाना चाहती है, जिनका इस्तेमाल वह अपनी इकॉनमी सेवाओं के लिए करती है।

'इंडिगो स्ट्रेच' एक ऐसी खास बिज़नेस-क्लास सेवा है, जिसमें 2 गुणा 2 का सीटिंग लेआउट, 38 इंच की पिच और चुनिंदा रूट पर प्राथमिकता वाली सुविधाएं मिलती हैं।

विली वॉल्श ने संभाला इंडिगो के सीईओ का कार्यभार

मुख्य कार्य अधिकारी (सीईओ) पीटर एल्बर्स के पद छोड़ने के करीब पांच महीने बाद विली वॉल्श ने इंडिगो के नए मुख्य कार्य अधिकारी के तौर पर कार्यभार संभाल लिया है। इंडिगो ने आज यह ऐलान किया। एल्बर्स ने विमानन कंपनी में परिचालन संबंधी जबरदस्त अस्त-व्यस्तता के बाद पद छोड़ दिया था।

विमानन कंपनी ने मार्च में एल्बर्स के इस्तीफे के बाद वॉल्श की नियुक्ति का ऐलान किया था। इस बीच प्रबंध निदेशक राहुल भाटिया अंतरिम मुख्य कार्य अधिकारी के रूप में कार्य कर रहे थे। वॉल्श ने इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) के महानिदेशक के रूप में अपना कार्यकाल पूरा करने के बाद अब औपचारिक रूप से पदभार ग्रहण कर लिया है।

इंडिगो ने कहा कि वॉल्श विमानन कंपनी के समूचे प्रबंधन और रणनीतिक दिशानिर्देश का नेतृत्व करेंगे। वह विमानन कंपनी का वैश्विक विकास तेज करने, परिचालन संबंधी प्रदर्शन मजबूत करने, उसके नेटवर्क का विस्तार करने, उसकी वाणिज्यिक रणनीति को तेज करने तथा ग्राहक अनुभव बेहतर बनाने पर ध्यान केंद्रित करेंगे। वॉल्श का स्वागत करते हुए इंडिगो के प्रबंध निदेशक राहुल भाटिया ने कहा कि विमानन कंपनी अपने तीसरे दशक में प्रवेश कर रही है और विकास के अगले चरण के लिए तैयार है। भाटिया ने कहा, 'अब जबकि इंडिगो अपने तीसरे दशक में प्रवेश कर रही है और विकास के अगले चरण के लिए तैयार है, तो ऐसे में मुझे विली का विमानन कंपनी के मुख्य कार्य अधिकारी के रूप में आधिकारिक तौर पर स्वागत करते हुए खुशी हो रही है।' उन्होंने कहा कि वैश्विक विमानन में वॉल्श का अनुभव और परिचालन विशेषज्ञता इंडिगो की अंतरराष्ट्रीय विस्तार रणनीति को तेज करने तथा वैश्विक विमानन मंच पर अपनी स्थिति को और मजबूत करने में महत्त्वपूर्ण होगी।' *बीएस*

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Cost discipline remains core as IndiGo goes premium

DEEPAK PATEL
New Delhi, 3 August

As IndiGo enters its third decade, the airline says it will retain the cost discipline that made it India's largest carrier even as it expands into business-class and long-haul operations. It also called for a rethink of how airport charges are structured at new airports, saying the current model puts pressure on airlines' economics.

"I think the next logical step... would be to premiumise. So, this is what the pivot is about. We are moving from a pure, low-cost, quick-turn business to a more premiumised offering... This we want, we will ring fence, we will make sure that this part of the business continues to operate the way it has operated, with the cost discipline, with the operational efficiency that we've had. And build the rest of it, overlay the other pieces on top of this core," Aloke Singh, chief strategy officer at IndiGo, told *Business Standard*. The "ring fence" approach means IndiGo intends to protect its core low-cost domestic business while adding premium cabins and wide-body aircraft for long-haul international routes. Singh said the airline's domestic narrow-body operations would continue to be the backbone of the business even as it expands into new segments.

That philosophy also shapes IndiGo's premium products. Singh described Stretch as "the IndiGo version of a business class", saying it "may not have all the bells and whistles that you have for a traditional business class", but is "what the market wants" and is "priced appropriately". He said the airline intends to apply the same cost-efficiency principles to its premium products as it has to its economy operations.

IndiGo Stretch is a tailored business-class service featuring a 2x2 seating layout, 38-inch pitch, and priority perks on select routes.

"WE ARE MOVING FROM A PURE, LOW-COST, QUICK-TURN BUSINESS TO A MORE PREMIUMISED OFFERING"

Aloke Singh
Chief strategy officer, IndiGo

The strategy marks a new phase for an airline that has expanded rapidly since commencing operations on August 4, 2006. From operating six Airbus A320 aircraft and serving 13 destinations in its first year, IndiGo today has a fleet of more than 440 aircraft, operates nearly 2,200 daily departures, connects over 140 destinations, and carried more than 123 million passengers in financial year 2025-26 (FY26). Since inception, the airline has flown over 880 million passengers.

The strategy is closely linked to the airline's long-term ambition of becoming a global player.

"The first 20 years have been... a journey of establishing a stable foundation and then growing to becoming one of the largest airlines in the world. But now we have to convert this airline into a global player, which means driving connectivity between India and the rest of the world, and really bringing home the value of India's geographic position," said Abhijit Dasgupta, senior vice-president (planning and revenue management) at IndiGo.

While IndiGo has already outlined its international expansion plans, executives said the broader objective is to position India as a stronger international connecting hub while continuing to expand the airline's overseas network.

As the airline pursues those ambitions, Dasgupta identified airport economics as a key issue facing the industry.

Dasgupta said new airports such as Navi Mumbai and Jewar are strategically important because they unlock fresh catchment areas and future growth opportunities. However, he argued that the way airport charges are currently structured creates difficulties for airlines.

Airport operators typically recover a significant part of their investment through higher charges during the initial years of operation. Airlines, however, cannot simply pass those costs on to passengers because travellers compare fares between airports serving the same metropolitan region.

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Willie Walsh takes charge as IndiGo CEO

Nearly five months after former Chief Executive Officer Pieter Elbers stepped down following a major operational disruption at the airline, IndiGo on Monday announced that Willie Walsh has assumed charge as its new CEO.

The airline had announced Walsh's appointment in March after Elbers resigned, with Managing Director Rahul Bhatia serving as interim CEO.

Walsh formally assumed office after completing his tenure as Director General of the International Air Transport Association (IATA).

IndiGo said Walsh will lead the airline's overall management and strategic direction, with a focus on accelerating its global growth, strengthening operational performance, expanding its network.

Welcoming Walsh, IndiGo Managing Director Rahul Bhatia said the airline is entering its third decade and is poised for the next phase of growth. "As IndiGo enters its third decade and stands poised for the next phase of its growth, I am delighted to officially welcome Willie as the airline's Chief Executive Officer," Bhatia said.

DEEPAK PATEL

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Govt raises windfall tax on exports of petrol, diesel, ATF

The government has increased special additional excise duty (SAED) on exports of petrol, diesel and aviation turbine fuel (ATF), effective from August, according to a gazette notification. The export duty on petrol has been increased to ₹3.5 per litre from ₹2.5 per litre. The windfall tax on diesel exports has been raised to ₹25.5 per litre from ₹15.5 per litre, while the levy on ATF exports has also been increased to ₹22 per litre from ₹14.5 per litre. The government introduced windfall tax on exports of certain petroleum products from March 27 to ensure domestic availability by disincentivising exports amid the ongoing West Asia crisis. The rates are being revised on a fortnightly basis.

BS REPORTER

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भारतीय एयरलाइंस का जून में अंतरराष्ट्रीय ट्रैफिक रहा मजबूत : रिपोर्ट

नई दिल्ली, 3 अगस्त (एजेंसियां)। भारतीय एयरलाइंस के लिए अंतरराष्ट्रीय ट्रैफिक मासिक आधार पर जून में बढ़ा है। साथ ही, घरेलू पैसेंजर लोड फैक्टर भी मजबूत रहा है। यह जानकारी सोमवार को जारी एक रिपोर्ट में दी गई।

फाइनेंशियल सर्विसेज फर्म इक्विरस ने कहा कि सीजन के दौरान अधिक ट्रैफिक के बाद घरेलू ट्रैफिक में थोड़ी कमी आई, लेकिन पैसेंजर लोड फैक्टर अच्छे बने रहे, जो सेक्टर में मजबूत मांग और क्षमता के सही इस्तेमाल को दिखाते हैं। रिपोर्ट के मुताबिक, डॉलर के मुकाबले रुपया कमजोर होकर लगभग 95.4 पर आ गया, जिससे एयरक्राफ्ट लीजिंग, मेंटेनेंस और डॉलर में होने वाले अन्य ऑपरेटिंग खर्च बढ़ गए।

इस दौरान घरेलू एविएशन की मांग मजबूत बनी रही। जून 2026 में घरेलू

पैसेंजर ट्रैफिक लगभग 13.5 मिलियन रहा, जो साल-दर-साल 1 प्रतिशत और महीने-दर-महीने 12 प्रतिशत कम है। यह गर्मियों में यात्रा के पीक सीजन के बाद आई मौसमी कमी को दिखाता है।

रेवेन्यू पैसेंजर किलोमीटर सालाना आधार पर लगभग 13.3 बिलियन पर स्थिर रहे, जबकि एयरलाइंस द्वारा क्षमता कम करने के कारण अवेलेबल सीट किलोमीटर में सालाना आधार पर 2 प्रतिशत की कमी आई। पैसेंजर लोड फैक्टर 85.7 प्रतिशत पर अच्छा बना रहा।

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इंडिगो के नए सीईओ विली वॉल्श ने पदभार संभाला

नई दिल्ली। इंडिगो के नए सीईओ विली वॉल्श ने एयरलाइन का कार्यभार संभाल लिया है और वह अब एयरलाइन के विकास के अगले चरण को रफ्तार देंगे। यह जानकारी कंपनी की ओर से सोमवार को दी गई। इससे पहले वॉल्श इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) के डायरेक्टर जनरल थे। इंडिगो की ओर से वॉल्श को सीईओ बनाने का ऐलान मार्च में किया गया था। एयरलाइन ने कहा कि वॉल्श के पास ग्लोबल एविएशन इंडस्ट्री में चार दशकों से अधिक का अनुभव है और वे बोर्ड और मैनेजमेंट टीम के साथ मिलकर एयरलाइन की ऑपरेशनल खूबियों को और बेहतर बनाने और इसके लंबे समय के रणनीतिक लक्ष्यों को आगे बढ़ाने के लिए काम करेंगे। वॉल्श का स्वागत करते हुए, इंडिगो के मैनेजिंग डायरेक्टर राहुल भाटिया ने कहा कि एयरलाइन अपने तीसरे दशक में प्रवेश कर रही है और विकास के अगले चरण के लिए अच्छी स्थिति में है।

DECCAN HERALD BANGALORE 3 AUGUST 2026

IndiGo's next flight plan: Global push, diaspora traffic through India

NEW DELHI, PTI: As IndiGo marks 20 years of operations, its co-founder calls a "longer leap of flying" as it charts an ambitious international expansion to connect the global Indian diaspora to their homeland, recapture international traffic now flowing through Gulf hubs and, over the longer term, carry passengers between foreign countries via India.

The country's largest airline, which has a domestic market share of more than 66%, is set to induct Airbus A321 XLR aircraft before taking delivery of wide-body A350s from 2028.

The airline will connect more overseas destinations with the A321 XLR and later with the A350, said IndiGo Co-founder and Managing Director Rahul Bhatia.

However, Bhatia, said the airline was still far from being a global carrier as it approaches its 20th anniversary of operations on August 4.

IndiGo has expanded its overseas network in recent years and is operating leased Boeing 787 aircraft from Norse Atlantic Airways, although some international services have been curtailed due to the West Asia conflict and airspace restrictions.

Citing a challenging operating environment because of ongoing geopolitical tensions, the airline last week said it would discontinue wide-body operations from October 25 and conclude its damp lease agreement for the Boeing 787 aircraft from October 31.

Bhatia said IndiGo's long-haul strategy would primarily focus on serving Indian travellers and the global Indian diaspora.

He said Gulf carriers had captured much of the international traffic from India over the past decade by funnelling passengers through their hubs, resulting in Indian economic value flowing overseas.

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IndiGo Bets on Small Biz Class, Dense Economy Seating for Long-haul Flights

Airline to rely on local network, multiple hubs for strategy, say execs

Arindam Majumder

New Delhi: No-frills airline IndiGo will bet on a small business class on its long-haul flights to Europe, and a high-density economy layout in an effort to sell more seats than rival Air India and protect its lean cost structure. Air India now holds the advantage of being the only Indian carrier on long-haul routes. The airline will have limited business class and premium economy seats on its Airbus A350 planes. The economy cabin will have over 300 seats—making it one of the densest economy configurations on this aircraft type. Seat pitch in economy will remain standard at 31 inches.

The airline will also offer hot food and in-flight entertainment.

"As the flight length goes beyond the eight-hour range, the product will have to change according to the needs of the market," Aloke Singh, chief strategy officer at IndiGo, said. "But the underlying principle will remain the same: efficiency, cost discipline, scale, connectivity." IndiGo now operates the narrow-body A321 in dual-cabin configuration between India's metros and short-haul international routes.

The airline has ordered 60 Airbus A350-900 widebody jets for long-haul routes and deliveries are expected from 2028. Flying more seats will allow IndiGo to achieve a lower per seat cost, allowing it to compete aggressively with Air India. "We have been able to build a network to create multiple pathways and options for people to travel from one point to another at different times of the day," said Abhijit Dasgupta, the airline's senior VP for planning and revenue management.

IndiGo also plans to use multiple hubs for its long-haul operations. "Each of them has its own geographic strengths and local catchment markets," said Dasgupta.

"Over a reasonable period of time, all major airports where we have built depth will see long-haul capacity."

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ATR Predicts Demand for 10 Aircraft Per Year in 2 Decades

Forum Gandhi

Mumbai: Turboprop maker ATR has forecast demand for up to 10 aircraft a year in India in the coming two decades but said the company's ability to meet this robust requirement would hinge on raising production amid supply chain constraints.

"We have a market forecast that would show there is a conservative demand of about 10 aircraft per year delivering to India consistently in the next 20 years," said Alexis Vidal, senior vice president, commercial at ATR. He said the Indian market could absorb more planes if the manufacturer is able to increase production.

The forecast comes as the JV of Airbus and Italy's Leonardo works through a global order backlog of about 170 aircraft.

ATR can produce 40 aircraft annually, half of pre-pandemic levels, as supply chain disruptions continue to affect production. The company is selling 50-60 aircraft annually and aims to enhance deliveries to about 60 planes a year by 2030.

Vidal said supply constraints, rather than demand, remain the main factor limiting production.

Asia-Pacific accounts for about 40% of ATR's deliveries and global order backlog, making it the manufacturer's largest market. India currently has around 70 ATR aircraft in service, and Vidal said the fleet has the potential to double or triple in the coming years as regional air connectivity expands.

ATR said its forecast is based on the size of India's domestic travel market. According to Vidal, India records more than 4 billion intercity trips every year, but only about 3% are made by air, compared with 8-9% in more mature aviation markets.

He said the government's plan to add around 100 airports by 2030 would improve access to air travel by bringing more people within closer reach of an airport, driving demand for regional aviation.

Vidal said a larger ATR fleet would require additional capabilities in pilot training, maintenance and component manufacturing in India. He said ATR wants to work with Indian partners to develop those capabilities as the market expands but didn't announce any investment plan or timeline.

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352 Flight Defects Reported till June, Akasa Tops List

New Delhi: The government on Monday said that 352 significant technical defects were reported in domestic and international flight operations this year till June.

Out of the total, 334 significant defects were related to domestic flight operations and the remaining pertained to international services, according to data provided by the civil aviation ministry to the Rajya Sabha.

The data was provided by minister of state for civil aviation Murlidhar Mohol in a written reply. As many as 334 defects were related to domestic services and 18 pertained to international flights. The minister did not disclose specific details about defects.

Among the 352 "significant defects" during the given period, 152 pertained to flight operations of Akasa Air, 53 related to Air India Express and 47 pertained to IndiGo flights, the data showed.

In the case of Air India and SpiceJet, the number of such defects was 46 and 9, respectively. Star Air reported 29 significant defects, Fly91 recorded 9 such defects and India One Air reported 5 such defects. Blue Dart reported 2 defects. —PTI

Centre hikes export duties on fuel

SAURAV ANAND
New Delhi, August 3

THE CENTRE HAS raised the windfall tax on diesel exports by ₹10 per litre to ₹25.5 and on aviation turbine fuel (ATF) exports by ₹7.5 to ₹22 per litre from August 3, seeking to discourage overseas shipments and safeguard domestic fuel availability.

The special additional excise duty on diesel was ₹15.5 per litre during the previous fortnight, while the levy on ATF exports was ₹14.5 per litre.

The export duty on petrol has also been raised by ₹1 to ₹3.5 per litre from ₹2.5 imposed on July 16, according to a finance ministry notification. The revised rates will apply for the fortnight started August 3.

REVISED RATES

- Windfall tax on diesel exports raised by **₹10 to ₹25.5/litre**
- Export duty on aviation turbine fuel increased by **₹7.5 to ₹22/litre**
- Export duty on petrol has been raised by **₹1 to ₹3.5 per litre**

- The hike comes amid escalating tensions in West Asia and concerns over global crude and petroleum product supplies

The hike comes amid escalating tensions in West Asia and concerns over global crude and petroleum product supplies. Higher export duties are aimed at reducing the incentive for refiners to divert petrol, diesel and ATF to overseas markets.

The finance ministry clarified that the latest revision would not affect fuels sold within the country. "There is no change in the existing duty rates on petrol and diesel cleared for domestic consumption," it said.

The Centre first imposed export duties on diesel and ATF on March 27 after the West Asia war intensified and has since reviewed the rates every fortnight.

Petrol exports were brought under the windfall-tax framework from May 16.

Former IATA chief Walsh takes over as IndiGo CEO

NITIN KUMAR
New Delhi, August 3

FORMER INTERNATIONAL AIR Transport Association (IATA) Director General and British Airways chief Willie Walsh on Monday assumed charge as the Chief Executive Officer of IndiGo, taking over the leadership of India's largest airline as it prepares for its next phase of global expansion.

The leadership transition comes a day before IndiGo completes 20 years of operations in India. Having established itself as the country's dominant carrier with a fleet of more than 430 aircraft and nearly 2,200 daily flights, the airline is now looking to accelerate its international growth, a market where Walsh brings decades of experience.

In a statement on Monday, IndiGo said Walsh has assumed charge as CEO to lead the airline's "next era of growth and global ambition."

His appointment was announced on March 31, less than three weeks after the sudden exit of former CEO Pieter Elbers, which came against the backdrop of widespread operational disruptions at the airline in December last year.

As CEO, Walsh will be responsible for the airline's overall management and strategic direction, with a focus on accelerating its global growth trajectory, driving operational excellence, strengthening network and commercial strategy, and further enhancing customer experience, the airline said.

"IndiGo has built a remarkable legacy over the last two decades, establishing itself amongst the largest airlines in the world in a short span of time. With India becoming one of the world's fastest-growing aviation markets, the opportunities ahead for IndiGo are immense. There could not be a more exciting and opportune time for me to join IndiGo than now," Walsh said. IndiGo Managing Director Rahul Bhatia said Walsh's extensive global experience and strategic expertise would be crucial as the airline enters its third decade and pursues its international ambitions.

WILLIE WALSH,
CEO, INDIGO

There could not be a more opportune time for me to join IndiGo than now

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वॉल्श ने इंडिगो के सीईओ का पदभार संभाला

नई दिल्ली। वैश्विक विमानन उद्योग के दिग्गज विली वॉल्श ने देश की सबसे बड़ी एयरलाइन कंपनी इंडिगो के सीईओ का पद सोमवार को संभाल लिया। आयरलैंड के नागरिक वॉल्श ने हाल ही मे वैश्विक विमानन संगठन अंतरराष्ट्रीय हवाई परिवहन संघ (आईएटीए) के महानिदेशक का कार्यकाल पूरा किया है। इंडिगो ने 31 मार्च को उन्हे अपना सीईओ नियुक्त करने की घोषणा की थी।

THE HINDUSTAN TIMES DELHI 4 AUGUST 2026

352 major flight defects reported in H1 2026

Neha LM Tripathi
letters@hindustantimes.com

NEW DELHI: Over 350 significant technical defects were reported in domestic and international flight operations between January and June this year, the government said in a written reply in Rajya Sabha on Monday.

Responding to a question by Rajya Sabha MP John Brittas, Union minister of state for civil aviation Murlidhar Mohol said that 352 significant defects were recorded during the period, of which 334 were in domestic flights.

As per the government data, Akasa Air reported the highest number of defects at 152, followed by Air India Express with 53, IndiGo with 47 and Air India with 46 of what the ministry said were significant technical defects. Low cost airline SpiceJet accounted for nine such defects during the six-month period.

The data also showed that regional airlines like Star Air, Fly91 and India One Air reported 29, nine and five significant defects, respectively. Cargo airline Blue Dart reported two defects.

Meanwhile, 487 defects were found in 2023, including 436 on domestic flights and 51 on international flights, 692 in 2024 with 649 on domestic flights, according to the data. The highest number of defects was recorded in 2025 when 889 defects were reported, including 778 on domestic flights and 111 on international flights.

The total number of these significant defects, however, stood at 2,420 from 2023 till June 2026. The minister also stated that the country's aviation regulator, the Directorate General of Civil Aviation (DGCA) issued 382 show cause notices to airlines for safety violations during the period from January 2024 to June 2026, Mohol said. The enforcement action includes financial penalty, suspension of approval/ authorisation and warning, it stated.

The minister also stated that the DGCA took 51 enforcement actions against the Indian airlines for violating safety standards during the period from 2023 to 2025.

It also said that DGCA conducted special audits at major airports after June 19 last year. To be sure, India witnessed the deadliest crash in three decades on June 12, when an Air India flight 171 crashed seconds after take off killing 241 out of 242 people on board.

MINT DELHI 4 AUGUST 2026

Willie Walsh takes over as IndiGo CEO

Willie Walsh, a pilot and an aviation industry leader, on Monday, took charge as the chief executive of India's largest airline IndiGo.

An Irish national, Walsh is now at the helm of IndiGo after completing his tenure as the director general of the International Air Transport Association (Iata) on 31 July.

The appointment of Walsh was announced by IndiGo on 31 March, which is less than three weeks after the sudden exit of Pieter Elbers against the backdrop of massive operational disruptions at the airline in December 2025.

He has taken over the reins at a pivotal moment for IndiGo, which commands more than 66% of the country's domestic market and is pursuing ambitious international expansion, with wide-body A350-900 aircraft expected to join its fleet from early 2028. IndiGo already has more than 900 planes on order. PTI

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE MORNING STANDARD DELHI 4 AUGUST 2026

Willie Walsh takes charge as IndiGo CEO after Elbers' departure

ARSHAD KHAN @ New Delhi

WILLIE WALSH has assumed charge as IndiGo's new chief executive officer. The carrier announced his appointment in March 2026, following the sudden departure of Pieter Elbers.

The airline's promoter and managing director, Rahul Bhatia, had taken interim charge of the company's management. Walsh (popularly known as Willie) was the Director General of IATA (International Air Transport Association) before joining IndiGo.

His new journey starts days after India's largest airline announced it will discontinue wide-body operations effective 25 October 2026 due to the challenging operating environment triggered by the ongoing geopolitical tension. The development comes as airlines in India continue to bleed losses due to higher jet fuel prices, airspace closures, and adverse foreign exchange movements.

"His extensive global experience in the aviation industry, combined with his operational and strategic expertise, will be instrumental as IndiGo accelerates its international expansion strategy," said Bhatia. After cornering two-third of the domestic market, IndiGo has set its eye to become a major player in the international market.

"I am confident that under his leadership, IndiGo will further strengthen its standing on the global aviation stage and increasingly contribute to continued development of the Indian aviation sector," added Bhatia.

Commenting on taking charge, Willie Walsh, Chief Executive Officer, IndiGo, said, " With India becoming one of the world's fastest-growing aviation markets, the opportunities ahead for IndiGo are immense. There could not be a more exciting and opportune time for me to join IndiGo than now."

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THE PIONEER DELHI 4 AUGUST 2026

Willie Walsh assumes charge as IndiGo CEO

PIONEER NEWS SERVICE ■ New Delhi

Willie Walsh, a pilot and an aviation industry leader, on Monday took charge as the CEO of the country's largest airline IndiGo.

An Irish national, Walsh is now at the helm of IndiGo after completing his tenure as the Director General of the International Air Transport Association (IATA) on July 31. The appointment of Walsh was announced by IndiGo on March 31, less than three weeks after the sudden exit of Pieter Elbers against the backdrop of massive operational disruptions at the airline in December last year.

In a release on Monday, IndiGo said Walsh has assumed charge as the CEO to lead the airline's next era of growth and global ambition.

As CEO, IndiGo said Walsh would lead the airline's overall management and strategic direction, with a focus on accelerating its global growth trajectory, driving operational excellence, strengthening network and commercial strategy, and further enhancing customer experience.

"IndiGo has built a remarkable legacy over the last two decades, establishing itself amongst the largest airlines in the world in a short span of time.

"With India becoming one of the world's fastest-growing aviation markets, the opportunities ahead for IndiGo are immense. There could not be a more exciting and opportune time for me to join IndiGo than now," Walsh said.

IndiGo Managing Director Rahul Bhatia said Walsh's extensive global experience in the aviation industry, combined with his operational and strategic expertise, will be instrumental as IndiGo accelerates its international expansion strategy.

Walsh has also served as the CEO of Aer Lingus, British Airways and International Airlines Group. As the head of IATA, Walsh was known for his frank and direct style of expressing his views.

He has taken over the reins at a pivotal moment for IndiGo, which commands more than 66 per cent of India's domestic market and is pursuing ambitious international expansion, with wide-body A350-900 aircraft expected to join its fleet from early 2028. IndiGo already has more than 900 planes on order.

During an interview with PTI last week, Bhatia praised Walsh and said he is "very deep operationally" and will bring significant value to the airline's operations.

"For Willie, this journey at IndiGo is not a stepping stone to something into the future," Bhatia, also IndiGo's co-founder, told PTI in an interview.

"I think he really is motivated to make a difference. And I can see that when I talk to him," Bhatia had said.

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THE STATESMAN DELHI 4 AUGUST 2026

The Statesman
PEOPLE'S PARLIAMENT. ALWAYS IN SESSION

Sustainable Aviation Fuel

The decisive gap is not technical. It is the absence of a production incentive and offtake framework. India's SAF blending targets remain indicative, and unlike every competing jurisdiction India offers producers no per-litre credit, no contract-for-difference and no guaranteed offtake. It is here that policy can move fastest and matters most

Aviation is the hardest sector in the economy to decarbonise, and Sustainable Aviation Fuel (SAF) is the only lever that can deliver that reduction using aircraft, airports and pipelines that already exist. The global industry expects SAF to deliver roughly 65 per cent of aviation's path to net-zero by 2050. Every major aviation market ~ the European Union, the United Kingdom, the United States, Japan and Singapore ~ has now converted that expectation into binding mandates and incentives that create a guaranteed, price-inelastic demand for SAF for the next quarter-century.

India has committed to indicative SAF blending of 1 (2027), 2 (2028) and 5 per cent (2030) initially on international flights, in step with ICAO's CORSIA Phase II which becomes mandatory in 2027. This translates into a domestic requirement rising from about 62 kt in 2027 to ~380 kt by 2030 ~ a market for which India today has no commercial alcohol-to-jet supplier. The question is not whether India will consume SAF; it is whether India will make it or import it. India is uniquely positioned to make it. Having achieved E20 ethanol blending five years ahead of target, the country has built roughly 18 billion litres of ethanol capacity, a large share of which will become surplus as the ground-transport blending programme matures. That surplus is a strategic asset with a shelf-life. The internationally-certified Alcohol-to-Jet (ATJ) pathway ~ approved under ASTM D7566 Annex A5 at up to a 50 per cent blend ~ converts exactly this ethanol into jet fuel. Its single enabling step is the conversion of ethanol into ethylene, and this is precisely the capability that this article identifies as India's gap. It is a gap India can close today.

The world's airlines burn close to 350 million tonnes of jet fuel a year, and demand is growing fastest in the markets India serves. Electrification and hydrogen will, at best, address short-haul flying decades from now; for the wide-body, long-haul fleet there is no alternative to a liquid, high-energy-density fuel. SAF is that fuel. It is a genuine drop-in ~ chemically equivalent to conventional jet fuel, usable in today's engines and today's airport infrastructure with no modification ~ and it cuts lifecycle CO_2 by up to 80 per cent. Of the 11 SAF production pathways certified to date, the industry has concluded that the binding constraint on reaching net-zero is not feedstock but the speed of technology roll-out. That is a race, and it rewards nations that move early.

India has pledged net-zero by 2070, and its international carriers fall under ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). CORSIA's mandatory phase begins in 2027, and from that point the carbon intensity of fuel used on international routes carries a direct financial cost. SAF is the most practical instrument India's airlines have to lower that intensity. The policy window and the compliance deadline now coincide ~ which is why this article treats SAF as a matter of the immediate present, not the distant future.

SAF has crossed from demonstration to industry. Global production is doubling year-on-year ~ from roughly one million tonnes in 2024 to about two million tonnes in 2025. Yet it still represents well under 1 per cent of jet fuel, a gap that defines the commercial opportunity. Independent market assessments place SAF demand at 10-17 million tonnes by 2030, and the market's value is projected to grow from under US$2 billion in 2024 to well above US$25 billion within a decade, at compound growth rates rarely seen in energy figures.

India consumed about 8.85 million tonnes of jet fuel in 2024, growing over 9 per cent a year ~ among the fastest-growing aviation fuel markets on earth. Applying the indicative blending path to this expanding base yields a domestic SAF requirement of roughly 62 kt in 2027, 130 kt in 2028 and about 380 kt by 2030.

Today India's announced SAF supply is thin and narrowly based ~ a used-cooking-oil (HEFA) unit at Panipat and refinery co-processing at Mumbai ~ pathways that are constrained by the limited availability of waste oils. There is no commercial alcohol-to-jet capacity, even though ethanol is the one SAF feedstock India has built in genuine surplus. This is the central strategic mismatch to correct: India has the feedstock the rest of the world is short of, and has not yet built the bridge from that feedstock to the wing.

Among the certified SAF pathways, Alcohol-to-Jet (ATJ) is the natural fit for India because its feedstock is ethanol. In April 2024, ASTM International added ethanol as an approved feedstock under D7566 Annex A5, and ATJ synthetic paraffinic kerosene is now certified for blends of up to 50 per cent with conventional jet ~ the highest blend ceiling of the alcohol routes.

The chemistry of ATJ is decisive for policy because it reveals where the real capability gap lies. Ethanol does not become jet fuel directly. It must first be dehydrated into ethylene; the ethylene is then oligomerized into longer hydrocarbon chains and hydrogenated into jet-range molecules. In other words, ethanol reaches the wing only by passing through ethylene. Whoever controls the ethanol-to-ethylene step controls the ATJ value chain.

The second is hydrogen. ATJ consumes hydrogen to upgrade ethylene-derived olefins into jet-range molecules; using grey hydrogen erodes the lifecycle-carbon benefit that makes SAF CORSIA-eligible, while green hydrogen remains costly and supply-constrained ~ indeed, across power-to-liquid routes electrolysis alone accounts for 55-80 per cent of capital cost. India's National Green Hydrogen Mission is the natural enabler, provided ATJ hubs are co-located with green-H_2 supply.

The third is fuel certification and testing capacity. The ATJ pathway is globally certified (ASTM D7566 Annex A5, up to 50 per cent blend), but India's domestic qualification ecosystem is nascent. CSIR-Indian Institute of Petroleum has developed an indigenous SAF catalyst and operates only a ~ 50 kg/day pilot testing facility, and has partnered with Airbus to build capability; the very first Indian certifications arrived only in December 2025 (IOC Panipat) and 2026 (BPCL Mumbai, ISCC-CORSIA). A scaled national fuel-qualification and CORSIA/ISCC certification capability is still to be built.

DR. J P GUPTA

The writer is Chair, Environment & Climate Change Committee, PHDCCI and former Chairman, EAC - Ministry of Environment, Forest & Climate Change. He can be reached at jeewanprakashgupta@indrax.co.in

The fourth ~ and decisive ~ gap is not technical. It is the absence of a production incentive and offtake framework. India's SAF blending targets remain indicative, and unlike every competing jurisdiction India offers producers no per-litre credit, no contract-for-difference and no guaranteed offtake. It is here that policy can move fastest and matters most. India's ethanol success has created a high-quality problem. The country now has roughly 18.1 billion litres of ethanol capacity across some 370-plus plants ~ about 8.2 bn from sugarcane, 8.6 bn from grains and the balance from dual-feed units ~ and it achieved 20 per cent blending (E20) in early 2025, a full five years ahead of schedule. Installed capacity is now sufficient for well beyond E20; a meaningful share of it risks running idle once ground-transport blending saturates.

The integrated biorefinery that takes corn (maize) all the way to SAF through the intermediate ethanol and ethylene, i.e. Corn → Ethanol → Ethylene → ATJ-SAF, captures every co-product along the way (DDGS animal feed, corn oil, and biogenic CO_2 for food-grade or e-fuel use). Maize is already India's fastest-rising ethanol feedstock, having gone from near-zero to the single largest source in five years, and unlike sugarcane it is far less water-intensive. A maize-anchored SAF programme aligns aviation decarbonization with rural incomes and crop diversification.

India is the world's fastest-growing large aviation market. The airport network has more than doubled from 74 in 2014 to 163 operational airports today (about 35 handling international traffic). Passenger throughput reached ~ 412 million in FY25 and is heading to ~ 435 million in FY26 ~ roughly ~ 340 million domestic and ~ 82 million international ~ with IATA projecting India to become the world's third-largest air-passenger market by 2030 ~ around 550 million travellers. Air cargo handled 3.7 million tonnes in FY25 and the national target is 10 million tonnes by 2030. A fleet of 800-plus aircraft with more than 1,500 on firm order will fly all of it. This is the demand engine ~ and every seat and every parcel need fuel.

All that growth lands on the fuel gauge. India burned about 8.85 million tonnes of ATF in 2024, and demand is projected to reach roughly 12-15 million tonnes by 2030 ~ a ~ 60 per cent rise in six years - on its way toward ~ 31 million tonnes by 2040. Jet fuel is typically the single largest cost for Indian carriers, around 40 per cent of operating expenses (spiking to 55-60 per cent during the 2026 price shock), inflated further by among the world's heaviest ATF taxation ~ Delhi retail ATF sat at about Rs 110 per litre (Rs 1.10 lakh/KL) in mid-2026.

Burning a tonne of jet fuel releases about 3.16 tonnes of CO_2. So India's aviation emissions run at roughly 28 million tonnes of CO_2 today, rising to about 44 Mt by 2030 and ~95 Mt by 2040 ~ a five-fold jump on 2021. New aircraft efficiency cannot outrun traffic growth: Air India's own emissions are projected to roughly double within a decade. From 2027, ICAO's CORSIA makes the carbon on international routes a payable cost - so this curve is not just an environmental liability, it is a financial one.

The global 'SAF costs 3-4× jet fuel' headline is misleading for India, because Indians do not buy jet fuel at the untaxed refinery gate. Converted to rupees, mature SAF costs roughly Rs 103–158 per litre (ATJ Rs 110-145; India's low-cost PBtL route Rs 115-127), while e-SAF remains an outlier at Rs 344-365. Set that against Delhi's taxed retail ATF of about Rs 110/litre, and the 'premium' Indian buyers actually experience is far smaller than the global multiple suggests. India is also structurally cheap to produce in.

India's home market is large and fast-growing giving any producer a captive anchor demand. But the larger prize is abroad. The world is heading into a structural SAF deficit: global 2030 demand is estimated at ~ 12.8 Mt (central) and 8-31 Mt across policy scenarios, far ahead of announced capacity. Europe alone will need about 9.6 Mt for its 6 per cent mandate in 2030 against only ~3.6-5.2 Mt of realistically announced supply ~ an import gap of roughly 5 million tonnes.

Japan (10 per cent by 2030) will likewise rely on imports and on 'easily refined bio-intermediaries like ethanol', and even the United States' output is largely locked in by the domestic-use design of its 45Z credit ~ the 'stranded molecules' problem ~ leaving Europe's gap open to other exporters. India, long on ethanol and ready on ETE, is positioned to be that exporter.

THE TIMES OF INDIA DELHI 4 AUGUST 2026

Ex-British Airways CEO takes charge at IndiGo

New Delhi: Former British Airways CEO Willie Walsh Monday assumed charge as the CEO of IndiGo, a day before the airline turns 20. With over four decades of global aviation leadership experience, Walsh will work closely with the board and the management team to build on IndiGo's operational foundations while advancing its strategic ambitions. TNN

THE TRIBUNE DELHI 4 AUGUST 2026

Air India adds Toronto flights

Air India has announced seasonal Mumbai-Toronto flights from October 25, increasing India-Canada capacity by 4,400 monthly seats and premium Toronto capacity by 71%.

THE TRIBUNE DELHI 4 AUGUST 2026

Centre hikes windfall tax on petrol, diesel, aviation fuel exports

NEW DELHI, AUGUST 3

The Centre has increased windfall taxes on petrol, diesel and aviation fuel exports as world oil prices remain volatile due to the West Asia crisis, according to the government notification issued on Monday.

The government has raised the windfall tax on petrol exports to Rs 3.5 per litre, diesel exports to Rs 25.5 per litre and turbine fuel to Rs 22 per litre. — TNS

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THE TRIBUNE DELHI 4 AUGUST 2026

Walsh takes charge as IndiGo's CEO

RAHUL GAHLAWAT
TRIBUNE NEWS SERVICE

NEW DELHI, AUGUST 3
Former Director General of International Air Transport Association (IATA) Willie Walsh on Monday took charge as the Chief Executive Officer (CRO) of IndiGo, the country's largest airlines.

Having served as the CEO of the British Airways (2005–2011) and the CEO of the International Airlines Group (2011–2020), Walsh will lead the airline's next era of growth and fulfill its global ambitions. Having over four decades of global aviation leadership experience, he will work closely with the Board and the management team to build on IndiGo's operational foundations while advancing its strategic ambitions.