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FREE PRESS JOURNAL MUMBAI 4 MARCH 2025

BUREAUCRATIC CHAOS | **Inefficiency, admin failures takes toll**

Surat Airport costs AAI crores in losses

FPJ NEWS SERVICE
SURAT

Surat Airport has become a glaring example of how bureaucratic inefficiency and administrative failures can wreak havoc on public infrastructure. Due to gross mismanagement and endless red tape, the Airport Authority of India (AAI) has suffered a massive financial loss — all because the master concessionaires for food, beverage, and retail have not been allowed to start their operations. This blatant administrative failure is draining the exchequer and causing irreparable damage to Surat's aviation potential.

In February 2023, AAI awarded contracts to master concessionaires, requiring them to furnish a hefty Rs 4 crore in bank guarantees. However, instead of facilitating smooth operations, Surat Airport was caught in a bureaucratic tug-of-war. The flawed terminal building design led the Bureau of Civil Aviation Security (BCAS) to repeatedly reject the floor plan, resulting in over a year of deadlock. After prolonged delays, the plan was finally

approved — but at a staggering cost to passengers and airport revenues.

Unbelievable Decision: The Only Sit-Down Restaurant Demolished!

In a shocking and illogical move, authorities completely removed the airport's only dine-in restaurant, stripping passengers of a basic necessity — proper dining space. Instead, food will now be sold only through kiosk-style stalls, forcing travellers to eat on their laps while sitting in waiting areas with no tables. This makes Surat the only international airport in India with such a disgraceful and inconvenient arrangement!

AAI Losing Crores While Calling Surat Airport a "Loss-Making Facility"

Under the contract, F&B concessionaires must pay Rs 33 per domestic and Rs 66 per international passenger, while retail operators must pay Rs 16 and Rs 32, respectively. But since AAI has failed to allocate designated spaces, these businesses remain non-operational, leading to massive revenue losses.

For FY 2024-25, Surat Airport is expected to handle approximately 16 lakh domestic and 1 lakh international passengers. With the non-operational stalls, this results in a staggering Rs 8 crore loss this year — on top of the Rs 4 crore already lost in 2023-24. Ironically, while AAI claims Surat Airport is financially unviable, it is actively squandering potential revenue! This situation raises serious questions about the competence of those managing the airport. If higher authorities do not intervene immediately, Surat Airport will continue to suffer from avoidable financial losses and passenger inconvenience.

Despite repeated attempts, Surat Airport Director Anand Narayan Sharma was not available for comments.

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HINDUSTAN TIMES MUMBAI 4 MARCH 2025

Director General of Civil Aviation and Chairman, Airport Authority of India (AAI) reviews readiness of Navi Mumbai International Airport

Important milestones reached for commencement of commercial operations The Director General Civil Aviation (DGCA) Shri Faiz Ahmed Kidwai IAS, visited Navi Mumbai International Airpot (NMIA) site on Tuesday, 25th February 2025 to review the readiness of the airport. Prior to this, Instrument Approach procedure by trial landing of IAF transport aircraft on 11th October 2024 and commercial aircraft by Indigo on 29th December 2024 were successfully conducted at NMIA. On the occasion were present, Shri Vipin Kumar, (IAS), Chairman, Airport Authority of India (AAI), Shri Prakash Nikam, Regional Director of the Bureau of Civil Aviation Security (BCAS), Shri Vijay Singhal, IAS, Vice Chairman & Managing Director, CIDCO, Shri Shantanu Goel, IAS, Joint Managing Director, CIDCO and Smt Geetha Pillai, Chief General Manager (Transport & Airport) along with the officials of Navi Mumbai International Airport (NMIAL). The DGCA held a crucial meeting with the concerned officials to assess the airport's readiness. The meeting was the culmination of a full day inspection of the airport by AAI and DGCA team on 24th February, 2025. The DGCA, India's primary aviation safety regulatory body, conducted the comprehensive assessment and observed the preparedness of the NMIAL followed by site visit.

Reader Initiative Programme

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HINDUSTAN TIMES PATNA 4 MARCH 2025

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THE ASIAN AGE | DELHI | 4 MARCH 2025

DIAL GETS AI-BASED SYSTEM FOR SAFE AIRSIDE OPERATIONS

FC CORRESPONDENT
HYDERABAD, MARCH 3

GMR Airports Limited-led Delhi International Airport Limited (DIAL) launched a new system called 'Unified Total Airside Management (UTAM) to make airside operations safer, efficient, and smoother.

Developed in-house by DIAL, with the help of service provider WAISL, UTAM integrates real-time data from multiple sources across the airport, enabling operators to monitor aircraft movements, ground service equipment, and vehicle activity with precision.

UTAM brings together airlines, ground handlers, and airport authorities onto a single collaborative platform, ensuring streamlined operations on the tarmac.

Leveraging AI/ML, internet of things, and radar systems, UTAM allows airport teams to monitor and optimise operations in real time. The system constantly collects data, helping identify issues or delays.

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AIRPORTS AUTHORITY OF INDIA
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BUSINESS LINE DELHI 5 MARCH 2025

House panel to inspect IGI airport amid allegations of 'high user fee'

Rohit Vaid
New Delhi

A parliamentary committee will inspect the IGI Airport run by GMR Group-led Delhi International Airport Ltd (DIAL) amid allegations that private airport operators are charging exorbitantly high user development fee (UDF) from passengers, sources told *businessline*.

DIAL manages and operates the national capital's IGI Airport under a public-private partnership (PPP).

The Parliament's Public Accounts Committee, led by senior Congress MP KC Venugopal, will inspect the airport on Thursday. The committee is investigating claims that high UDF leads to cost escalation for airlines, which is borne by passengers as high airfares.

RESPONSE SOUGHT

In January, PAC sought a response from the Ministry of Civil Aviation on how UDF is calculated and awarded.

The committee's visit is expected to bring transparency and accountability to the pricing mechanisms of private airport operators.

Industry estimates show DIAL's average landing, parking, and UDF charge per domestic passenger is about ₹145, while Mumbai airport charges ₹375, Bengaluru charges ₹478, Chennai ₹535, and Kolkata ₹637. The inspection assumes significance as the Airports Economic Regulatory Authority (AERA) is considering a proposal by DIAL for a new tariff plan. The tariff cycle is five years, starting from April 1, 2024 to March 31, 2029.

GMR-led Delhi International Airport Ltd has proposed a variable tariff structure with fee based on travel class, time of departure or arrival

DIAL has proposed higher aeronautical and non-aeronautical charges through a variable fee structure to recover expenses borne to build additional infrastructure.

The variable tariff structure proposes variable fee based on travel class and time of departure or arrival.

As per the proposal, the average aeronautical charges along with the UDF at the airport will rise to ₹370 from the current ₹145 per domestic economy class passenger.

The proposal calls for a higher UDF charge for international business class travellers compared to economy class passengers.

For domestic flights, different rates will apply depending on whether passengers travel during peak or non-peak hours.

The peak flying hours have been designated as 5:00 am-8:55 am and 5:00 pm-8:55 pm.

The airport operator has also proposed increases to landing and parking charges for aircraft using the airport facility.

Recently, the Chief Executive of DIAL, Videh Kumar Jaipuriar, said the proposed tariff will barely impact economy class domestic airfares.

"We expect the new tariff card to have a 1-1.5 per cent impact on domestic economy class airfares. The economy class international airfares will be impacted even less by 0.5 per cent," he had said.

"The proposed tariff card based on a variable tariff structure is in line with international practices. The proposed charges will enable us to create infrastructure that will support the sector's international traffic growth."

The operator highlighted its financial struggles, revealing that it has been incurring significant losses.

Estimated losses for the current financial year are expected to exceed ₹1,500 crore. The company has invested heavily in the Phase 3A expansion project, with capital expenditures totalling over ₹12,500 crore, largely financed through borrowings.

As of December 2024, DIAL's outstanding debt stood at over ₹15,000 crore, with a significant bond repayment of $522 million due in October 2026.

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AIRPORTS AUTHORITY OF INDIA
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BUSINESS LINE DELHI 5 MARCH 2025

Amravati airport to begin operations soon

Mumbai: The Maharashtra Airport Development Company has said operations at Amravati airport will commence shortly. On Tuesday, MADC announced calibration of precision approach path indicator — a navigation aid that guides pilots during landing. Alliance Air will link Amravati to Mumbai with an ATR-72 aircraft under the regional connectivity scheme. OUR BUREAU

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DESHBANDHU DELHI 5 MARCH 2025

जेवर एयरपोर्ट से विदेशों में पहुंचेंगे उत्तर प्रदेश के आम और अमरूद

■ देवेंद्र सिंह

ग्रेटर नोएडा, 4 मार्च (देशबन्धु)। उत्तर प्रदेश के मुख्य फल आम और अमरूद नोएडा इंटरनेशनल जेवर एयरपोर्ट से सीधे विदेशों में निर्यात किया जाएगा। इसके लिए नोएडा एयरपोर्ट पर फल प्रसंस्करण केंद्र बनाया जाएगा। विश्व बैंक, भारत बॉयोटेक और यमुना इंटरनेशनल एयरपोर्ट मिलकर प्रसंस्करण केंद्र स्थापित करेंगे। इसका संचालन किस आधार पर किया जाए और फाइनेंसियल मॉडल बनाने के लिए तीनों संस्थाओं को मिलाकर एक कमेटी का गठन किया गया है। साथ ही एयरपोर्ट के पास सेक्टर-22 ई में फूड पार्क बनाए जाने की योजना है। खासतौर इसका फायदा पश्चिमी उत्तर प्रदेश के किसानों को मिलेगा। विदेशों में आम, अमरूद और आलू निर्यात होने से इसकी पैदावार करने वाले किसानों को दोगुना फायदा होगा।

उत्तर प्रदेश के मुख्य सचिव मनोज कुमार सिंह ने सोमवार को नोएडा इंटरनेशनल एयरपोर्ट का दौरा किया था। इस दौरान जेवर एयरपोर्ट को कृषि आधारित एक्सपोर्ट हब स्थापित को लेकर बैठक की थी। जिसमें इन्नोवा फूड पार्क, वर्ल्ड बैंक, कोरोना की वैक्सीन बनाने वाली कंपनी भारत बॉयोटेक, एआई सैट्स, यमुना इंटरनेशनल एयरपोर्ट लि. और नोएडा इंटरनेशनल एयरपोर्ट के प्रतिनिधि मौजूद थे। बैठक में नोएडा एयरपोर्ट पर फल प्रसंस्करण केंद्र बनाने का फैसला लिया गया। नोएडा एयरपोर्ट पर 85 एकड़ में कार्गो का

- एयरपोर्ट के पास विश्व बैंक, भारत बॉयोटेक और यापल मिलकर विकसित करेंगे फूड पार्क
- एयर कार्गो से जापान, अमेरिका और दक्षिणी एशिया में निर्यात होंगे आम, अमरूद
- पश्चिमी उप्र के आम, अमरूद उत्पादक किसानों को आमदनी होगी दुगुनी

निर्माण किया जा रहा है। 85 एकड़ में दस हजार वर्गमीटर के दस भूखंड वेयर हाउस के लिए आरक्षित किया गया है। वेयर हाउस के भूखंड पर फ्रूट प्रोसेसिंग केंद्र स्थापित करने का फैसला लिया गया। विश्व बैंक, भारत बॉयोटेक एयरपोर्ट कन्सेशनायर यमुना इंटरनेशनल एयरपोर्ट लिमिटेड मिलकर प्रोसेसिंग केंद्र स्थापित करेंगे। केंद्र संचालन के लिए मोड ऑफ आपरेशन और फाइनेंसियल मॉडल निर्धारित करने के लिए मुख्य सचिव मनोज कुमार ने विश्व बैंक, यापल और भारत बॉयोटेक को मिलकर समन्वय स्थापित करने के लिए एक कमेटी का गठन किया है। कमेटी एक माह के अंदर इस पर फैसला लेगी।

गामा रेडिएशन के लिए यमुना प्राधिकरण जमीन देने को तैयार

फलों का निर्यात करने के लिए कई प्रक्रिया से गुजरना होता है, इसमें सॉर्टिंग और ग्रेडिंग पर गुणवत्ता के आधार पर फल अलग करना। धुलाई और कीटाणुशोधन, गंदगी और बैक्टीरिया हटाने के लिए साफ करने के लिए गामा रेडिएशन की जरूरत होती है। गामा रेडिएशन एयरपोर्ट के दायरे में नहीं होना चाहिए। इसके लिए यमुना एक्सप्रेस वे प्राधिकरण के मुख्य कार्यपालक अधिकारी डॉक्टर अरूणवीर सिंह ने एक्सपोर्ट हब के लिए गामा रेडिएशन हेतु भूमि उपलब्ध कराने का प्रस्ताव दिया। एयरपोर्ट के पास सेक्टर-22 ई में 50 एकड़ जमीन ग्रीन बेस्ट के लिए आरक्षित है।

विश्व बैंक फूड पार्क के लिए 350 करोड़ दे रहा अनुदान

विश्व बैंक देश के विभिन्न प्रदेशों को फूड पार्क स्थापित करने के लिए 350 करोड़ रूपए का अनुदान दे रहा है। जिसमें उत्तर प्रदेश को भी फूड पार्क के लिए 350 करोड़ विश्व बैंक दे रहा है। विश्व बैंक के साथ भारत बॉयोटेक उत्तर प्रदेश में फूड पार्क स्थापित कर रहा है। यमुना प्राधिकरण के 24 ए में पतंजलि फूड पार्क का निर्माण चल रहा है। पहले विश्व बैंक और भारत बायोटेक पतांजलि के साथ मिलकर फल प्रसंस्करण केंद्र स्थापित करना चाहता था। लेकिन पतंजलि फूड पार्क में साझेदारी के दौर पर शामिल होना चाहता था। इसलिए पतंजलि के साथ सहमति नहीं बन पाई। अब विश्व बैंक और भारत बॉयोटेक यमुना इंटरनेशनल एयरपोर्ट लिमिटेड के साथ मिलकर फल प्रसंस्करण केंद्र स्थापित कर रहे हैं। नोएडा एयरपोर्ट को कृषि एक्सपोर्ट हब बना रहे हैं।

क्या है गामा रेडिएशन

गामा रेडिएश उच्च-ऊर्जा विद्युतचुंबकीय विकिरण का एक प्रकार है, जो परमाणु क्षय या अन्य परमाणु और उप-परमाणु प्रक्रियाओं के दौरान उत्पन्न होता है। यह विद्युतचुंबकीय स्पेक्ट्र में सबसे ऊंची ऊर्जा और सबसे छोटी तरंगदैर्ध्य वाली किरणें होती हैं। इसका प्रयोग चिकित्सा क्षेत्र कैंसर के इलाज के लिए रेडियोथेरेपी, औद्योगिक क्षेत्र के धातुओं में दरारें या दोष खोजने के लिए। अंतरिक्ष अनुसंधान: ब्रह्मांडीय घटनाओं का अध्ययन करने के लिए। खाद्य संरक्षण में भोजन को कीटाणुरहित करने के लिए।

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DECCAN CHRONICLE HYDERABAD 4 MARCH 2025

Hyderabad airport remains a key hub for high-value pharmaceutical exports, accounting for 72% of total exports. — *FILE PHOTO*

RGIA sees cargo growth in CY '24

DC CORRESPONDENT
HYDERABAD, MARCH 3

Hyderabad's Rajiv Gandhi International Airport (RGIA) has handled 1,80,914 metric tonnes (MT) of cargo in 2024, which is a record 22 per cent higher than in 2023. This surge was largely driven by a 36 per cent rise in international cargo to 1,08,520 MT and a five per cent increase in domestic cargo to 72,395 MT.

The Hyderabad airport continues to be a major hub in dealing with high-value pharmaceutical exports, which accounted for 72 per cent of total exports. Additionally, the airport saw a strong rise in shipments of electronics and engineering goods over the past year.

The airport's cargo network connects to over 20 international destinations, facilitating exports to key global markets. The United States and Europe remain the top destinations, accounting for 51 per cent of exports from Hyderabad.

To meet growing demand, the RGIA is expanding its cargo handling facilities. Cargo Terminal 1 is being upgraded with a new domestic cargo terminal, a dedicated international courier or express terminal, and a specialised export perishables terminal for handling fresh goods. Additionally, Cargo Terminal 2 is under construction, with Phase 1 set to become operational this year. An extra 20,000 square feet of warehouse space is also being developed at RGIA Cargo Village. Speaking to *Deccan Chronicle*, Pradeep Panicker, the CEO of GMR Hyderabad International Airport Ltd, said, "We are happy with the strong growth in cargo operations at the Hyderabad airport. The increase in int'l cargo and our recognition for fast cargo clearance highlight our commitment to efficiency and customer satisfaction. We will continue to expand our infrastructure and improve processes to make Hyderabad a top global cargo hub."

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THE DAILY GUARDIAN DELHI 4 MARCH 2025

Delhi airport launches new system to improve airside operations

TDG NETWORK
NEW DELHI

In efforts to streamline airside operations, Delhi airport operator DIAL has launched the UTAM system that will help reduce delays, improve turnaround time and also track the speed of all airside vehicles to check for any violations, among other elements. Leveraging Artificial Intelligence (AI), Machine Learning (ML), Internet of Things (IoT), and radar systems, the Unified Total Airside Management (UTAM) will collect data, help identify issues or delays and trigger alerts to prevent problems before they happen, according to a release.

The Delhi International Airport Ltd (DIAL) has established a centralised control room to monitor and manage all activities, and the UTAM will track all airside vehicles such as baggage carts, fuel trucks and maintenance vehicles, in real-time.

Generally, airside operations refer to those activities related to an aircraft, including take-off, landing, parking and refuelling. Multiple stakeholders, including ground handling service providers are involved.

In the release on Tuesday, DIAL said the UTAM will provide a real-time view of

aircraft movements within a 10, 40, and 70-mile radius as well as track and monitor aircraft that are hovering in the airspace.

Apart from utilisation of parking stands and use of baggage trolleys, the new system will track runway occupancy, taxiing time and taxiway allocation, which will help improve collaborative decision making and the efficiency of the airport operations control centre.

Among other aspects, the system will keep a tab on the speed of all airside vehicles and also ensure that Ground Support Equipment (GSE) stays on its designated path. In case, there are any violations, alerts will be issued, the release said.

"UTAM will not only enhance operational efficiency but also ensure a safer environment for passengers and airport staff.

By applying AI and ML, we can predict and prevent delays, optimise turnarounds, and ensure smoother coordination between stakeholders like airlines, ground handlers, and security teams," DIAL CEO Videh Kumar Jaipuriar said.

DIAL has completed the pilot project of the UTAM with Akasa Airlines and said other airlines will be onboarded in a phased manner over the next two to three months.

The Indira Gandhi International Airport (IGIA), operated by DIAL, is the country's busiest airport and handles around 1,300 flight movements daily.

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FREE PRESS JOURNAL MUMBAI 4 MARCH 2025

AHMEDABAD

Gold worth ₹73.09L seized at Ahm airport

Customs officials at Sardar Vallabhbhai Patel International Airport foiled two gold smuggling attempts on Saturday, seizing smuggled gold worth ₹73.09 lakh from two passengers. In the first case, a passenger arriving on Air Arabia flight 3L-111 from Abu Dhabi was intercepted around 5:30 am. During an X-ray scan of his luggage, customs officials found three boxes of skin cream that appeared suspicious. Upon further inspection, they discovered 37 gold pieces weighing approximately 700 grams hidden inside the cream. During questioning, the passenger admitted that the gold had been transported from Kuwait to Abu Dhabi and then to Ahmedabad on the instructions of a friend, who had asked him to deliver it to a contact in Dungarpur, Rajasthan. Since the gold's value exceeded ₹50 lakh, customs officials arrested the passenger on charges of gold smuggling, seized the gold, and launched a detailed investigation. In the second case, 135.80 grams of smuggled gold was recovered from a passenger on Emirates Airways flight EK-540 from Dubai to Ahmedabad. The market value of the gold is estimated at ₹11.87 lakh. Acting on a tip-off, customs officials detained the passenger at the airport. During investigation, it was revealed that he had filled a capsule with gold and concealed it in his rectum. The passenger is reportedly a resident of Mumbai.

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FREE PRESS JOURNAL MUMBAI 4 MARCH 2025

'Airport body choking 50 trees by concreting bases'

Civic activists have accused Mumbai International Airport Ltd (MIAL) of choking 50 trees by concretising their bases. They have written to the chief minister and the environment department, seeking immediate corrective steps and action against the airport officials and contractors concerned.

MIAL has concreted the bases of 50 trees located at the Sahar Village Road, leading to the Sahar police station and Sahar cargo complex, alleged the Watchdog Foundation. Asserting that such concreting weakens trees, it underlined that the act violates the Supreme Court directives, Indian Road Congress norms and the Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975.

Foundation trustee Godfrey Pimenta said, "As per the guidelines, a minimum of one metre radius around the base of a tree must be left open for water absorption and root aeration." He sought an immediate survey of all trees in the area.

The Free Press Journal contacted MIAL, but got no response.

—Dhairya Gajara

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

HINDUSTAN DELHI 5 MARCH 2025

एयरपोर्ट के कार्गो हब में जूस की इकाई लगेगी

ग्रेटर नोएडा, वरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के पास कार्गो हब में फल आधारित फूड प्रोसेसिंग यूनिट लगेगी। इसका उद्देश्य पैकेट बंद फलों के जूस के निर्यात को बढ़ावा देना है। इससे जेवर और आसपास के जिलों के किसानों को अमरूद और आम के उत्पाद के लिए एक नया बाजार मिल सकेगा।

शासन ने यूनिट का वित्तीय मॉडल तैयार करने के लिए नायल, विश्व बैंक, इनोवा एग्री पार्क (भारत बायोटेक की सहयक कंपनी) के अधिकारियों की समिति बनाई है। प्राधिकरण के अधिकारी ने बताया कि नोएडा एयरपोर्ट के परिसर में कार्गो हब के लिए 87 एकड़ जमीन प्रस्तावित है। इसमें 80 एकड़ में कार्गो हब बन रहा है। शेष जमीन में फूड प्रोसेसिंग यूनिट लगाने की योजना है। एयर इंडिया और सिंगापुर हवाई अड्डा टर्मिनल सेवा (एआईएसएटीएस) द्वारा कोल्ड चेन सिस्टम के तहत यह परियोजना विकसित होगी। विश्व बैंक इस सुविधा की स्थापना के लिए 350 करोड़ की सहायता प्रदान करेगा।

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NAVODAYA TIMES DELHI 5 MARCH 2025

एयर इंडिया एक्सप्रेस ने शुरू किया संचालन

हिंडन से 40 शहरों के लिए शुरू होंगी उड़ानें

गाजियाबाद, 4 मार्च (केपी त्रिपाठी): हिंडन हवाई अड्डे से अब देश के 40 शहरों के लिए सीधी उड़ान शुरू होगी। हिंडन हवाई अड्डे से उड़ान के संचालन का जिम्मा एयर इंडिया एक्सप्रेस को दिया गया है। एयर इंडिया एक्सप्रेस गाजियाबाद के हिंडन हवाई अड्डे से सीधे उड़ान संचालन शुरू करेगी।

देश के करीब 40 शहरों से हिंडन एयरपोर्ट सीधी उड़ान सेवा संचालित करेगा। इससे सिर्फ गाजियाबाद ही नहीं बल्कि एनसीआर और पश्चिम यूपी के जिलों के लोगों को भी सुविधा मिलेगी। एयर इंडिया एक्सप्रेस बेंगलुरु, चेन्नई, गोवा, जम्मू और कोलकाता के लिए सीधी उड़ानें संचालित कर रहा है। एयर इंडिया एक्सप्रेस ने गाजियाबाद में हिंडन हवाई अड्डे से संचालन अपने हाथ में ले लिया है।

एयर इंडिया एक्सप्रेस के आधिकारिक बयान के मुताबिक आने वाले दिनों में हिंडन एयरपोर्ट से देश के प्रमुख शहरों में 40 साप्ताहिक उड़ानें संचालित करने की योजना है। हिंडन से पहली उड़ान, लगभग 120 यात्रियों को ले जाने वाली, 1 मार्च को गोवा के लिए रवाना हुई थी। एयरलाइन ने इसके बाद बेंगलुरु के लिए सीधी उड़ान सेवा शुरू की है।

व्यापारिक गतिविधियों को भी लाभ : इन उड़ानों के अलावा, हिंडन हवाई अड्डे से भी अब देश के विभिन्न शहरों में पहुंच और आर्थिक विकास को बढ़ावा दिया जाएगा। हिंडन से शुरू होने वाली इन नई हवाई यात्राओं से यात्रियों और व्यापारिक गतिविधियों को भी लाभ मिल सकेगा। अभी तक देश के किसी भी हिस्से में हवाई यात्रा करने के लिए यात्रियों को इंदिरा गांधी एयरपोर्ट जाना पड़ता था। लेकिन हिंडन से हवाई यात्रा शुरू होने से यात्रियों को सुविधा और सुलभ यातायात विकल्प मिलेगा। इससे पहले, हिंडन हवाई अड्डे से लुधियाना, बठिंडा, अदमपुर, किशनगढ़ और नांदेड़ के लिए सीधी उड़ानें हैं। हिंडन एयरपोर्ट दिल्ली एनसीआर के अलावा गाजियाबाद और पश्चिमी उत्तर प्रदेश के शहरों और उत्तराखंड को भी कवर करेगा।

हिंडन एयरपोर्ट एनसीआर और उत्तर प्रदेश का पहला ऐसा हवाई अड्डा है जहां से पश्चिमी उत्तर प्रदेश और उत्तराखंड के यात्रियों को सुविधा मिलेगी। आईजीआई और अन्य हवाई अड्डों के लिए एक विकल्प के रूप में हिंडन एयरपोर्ट तैयार हुआ है।

गाजियाबाद सांसद अतुल गर्ग ने भी हिंडन एयरपोर्ट से देश के दूसरे शहरों के लिए उड़ान शुरू होने पर एक्स पर लिखा कि एनसीआर, वेस्टर्न यूपी और दक्षिणी उत्तराखंड के लिए कनेक्टिविटी को बढ़ाते हुए, हिंडन हवाई अड्डे गाजियाबाद से @airindiax संचालन शुरू किया है। प्रमुख शहरों के लिए 40 साप्ताहिक उड़ानों के साथ, यह विस्तार आर्थिक अवसर प्रदान करता है।

दो हवाई अड्डों को संचालित करने वाली एयरलाइन

एयर इंडिया एक्सप्रेस एनसीआर में दो हवाई अड्डों को संचालित करने वाली पहली एयरलाइन बन गई है। यह नई सेवा दिल्ली-एनसीआर, पश्चिमी उत्तर प्रदेश और दक्षिणी उत्तराखंड के यात्रियों के लिए एक सुविधाजनक विकल्प प्रदान करेगी। एयर इंडिया एक्सप्रेस ने अपने एक्स हैंडल पर लिखा है "इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे से हमारी सेवाओं के साथ, यह विस्तार दिल्ली एनसीआर क्षेत्र और उससे आगे के हमारे मेहमानों के लिए कनेक्टिविटी और पहुंच को बढ़ाता है।"

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THE TIMES OF INDIA HYDERABAD 4 MARCH 2025

RGIA sees 22% rise in cargo shipment in '24

TIMES NEWS NETWORK

Hyderabad: The Rajiv Gandhi International Airport (RGIA) recorded a 22% growth in cargo transportation, with the airport's cargo complex handling 1,80,914 metric tonnes in 2024. While international cargo shipments showed a 36% increase to 1,08,520 MT, domestic cargo rose 5% to 72,395 MT in 2024.

High-value pharmaceutical shipments accounted for 72% of the total cargo shipped from Hyderabad airport during 2024, with electrical and electronic items, as well as engineering goods movement, also recording good growth. Additionally, the United States and Europe accounted for 51% of the total exports via the airport, the GMR-run airport said.

The cargo was ferried to over 20 international destinations in the US, Europe, Latin America, Africa, the Middle East, South Asia, Australia, and China.

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BUSINESS LINE DELHI 5 MARCH 2025

Brussels airport in talks with Air India, IndiGo to restore India-Belgium link

Aneesh Phadnis
Mumbai

Brussels airport is in talks with Air India and IndiGo for restoration of air connectivity between India and Belgium.

Representatives of Brussels airport are meeting executives of the two airlines in Delhi, pitching for direct flights. The airport was among the places visited by a Belgian economic mission that is in India this week. The mission is led by Princess Astrid and comprises federal ministers and business houses.

Brussels airport handled 23.6 million passengers and over 7,00,000 tonnes of cargo last year. India is the largest unserved Asian market for Belgium, which has air links with China, Japan, Singapore, Thailand and hubs in West Asia. Around 1,50,000 passengers flew between India and Belgium in 2024.

"A new direct flight would result in significant stimulation of traffic between both the countries and further boost business, holiday and visiting friends and relatives traffic from and to Belgium," a Brussels airport spokesperson said.

Jet Airways flew to Brussels before shifting its base to Amsterdam in 2016.

Brussels Airlines restored connectivity with India in 2017 but the airline suspended its Mumbai service in January 2019. Brussels has limited flight connections to North America compared to other larger hubs in Europe but is well connected with Africa.

ROUTE REVIVAL. Brussels Airlines restored the link with India in 2017 but suspended its Mumbai service in January 2019 PTI

In fact, limited onward connections were one of the reasons that prompted Jet Airways to move to Amsterdam in 2016.

The Belgian airport, however, believes Air India could benefit from its ties with Lufthansa (which owns Brussels Airlines) and its Star Alliance membership.

"Air India would complement the strong Star Alliance network at Brussels, already represented from Asia through Singapore Airlines, Thai Airways, All Nippon Airways and Juneyao Airlines. IndiGo would open up our large market with its new product offering and traffic stimulation," the spokesperson said.

Further, new flights will also help cargo, especially the transport of pharmaceutical products from India. "Cargo links are very important to support future passenger flights as well the opportunity to develop full freighter operations. Pharma is the one of the backbones of the Belgian market," the airport said.

LARGEST CARRIER

At present, Air India is the largest carrier on India-Europe routes.

Its network covers London, Birmingham, Amsterdam, Copenhagen, Frankfurt, Paris, Milan, Zurich, Vienna and Tel Aviv. Prior to the coronavirus pandemic, Air India flew to Madrid and Stockholm.

IndiGo, which is wet leasing Boeing 787 planes from Norwegian carrier Norse Atlantic, has plans to expand its European operations this summer. The airline is in talks with airports for slots.

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THE ECONOMIC TIMES DELHI 5 MARCH 2025

BIG WIN FOR INDIGO

IGST on Aircraft Parts Repaired Abroad Unconstitutional: HC

Court sets aside part of 2021 customs notification, in relief to aviation firms

Indu Bhan

New Delhi: In a big relief to aviation companies like InterGlobe Aviation, the parent of India's largest airline IndiGo, the Delhi High Court on Tuesday declared as unconstitutional the levy of Integrated Goods and Services Tax (IGST) on reimported aircraft engines and aircraft parts that were repaired and serviced abroad.

While setting aside a part of the 2021 customs department's exemption notification that imposed IGST and cess on the repair cost of such reimported goods, a division bench comprising justices Yashwant Varma and Ravinder Dudeja said the July 2021 notification that "purports to levy an additional levy over and above the IGST imposed under Section 5(1) (of IGST) by adding the words '...tax and cess' is declared unconstitutional, ultra vires the IGST and is quashed to the aforesaid extent."

It said that an integrated tax on the import of services can only be imposed under Section 5(1) of the IGST and that a supply of service once so classified cannot be recharacterised.

On the Central Board of Indirect Taxes and Customs' clarification issued through the July 2021 circular, the court said the addition of the words "tax" and "cess" over

THE PETITION

The HC ruling was in response to several petitions filed by InterGlobe challenging the CBDT notification and above customs duty which was originally conceived and provisioned in 2017 notification was "clearly ultra vires" and liable to be declared as an intent to levy an "impost" which is without authority of law.

Terming the tax authorities' contention about the existence of two separate and distinguishable taxable events as clearly "untenable," the court said the transaction remained that of supply of services in the shape of repair or refurbishment. It clearly did not constitute a supply of goods, the judges said.

The HC ruling was in response to several petitions filed by InterGlobe Aviation challenging the notification and IGST levy on re-imported aircraft and parts after repairs.

InterGlobe, which had sent aircraft engines and aircraft parts abroad for repairs, said the amount paid by it for the exercise has been taxed as import of services and, therefore, the very same goods being reimported to India cannot be subjected to IGST as import of goods.

The airline company said since the export of these engines and aircraft parts for repair outside India and their subsequent reimport would fall in the category of a supply of service, no further impost as envisaged under Section 3(7) of the CTA would stand attracted. Once a transaction is conferred the character of a supply of service, it would be impermissible for the department to bring those transactions to tax by treating them as an import of goods and articles, the company stated.

However, the customs department argued that Section 3(7) is an independent charging provision levying an additional duty of customs on the same transaction. Levy does not stand effaced consequent to the promulgation of IGST, it argued, adding that InterGlobe does not stand absolved of the liabilities created by the provision.

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THE ECONOMIC TIMES DELHI 5 MARCH 2025

Govt Looks to Relax Immigration, Cargo Screening Norms for a Smooth Flight

Aviation min in talks to eliminate rescreening of passengers, ease transshipment cargo checking

Arindam Majumder

New Delhi: India is looking to ease immigration and cargo screening rules to make its airports as competitive as global flying hubs such as Dubai and Singapore. The move comes at a time when IndiGo and the Air India group are seeking to expand their networks beyond home.

People aware of the discussions said the ministry of civil aviation has started talks with the home ministry to eliminate rescreening for passengers taking a flight to and from international destinations and rescreening of their luggage and to remove the protocol of rescreening of transshipment cargo.

For instance, currently, passengers travelling from Bengaluru to San Francisco with a layover at Delhi must have their immigration check procedures at Delhi. Similarly, for passengers travelling from San Francisco to Bengaluru via Delhi, the travellers must complete their customs and immigration formalities at Delhi airport, and then check in again for the next leg of the journey to Bengaluru.

"This needs a lot of time and hence impacts efficient operations of the airline. Also, the connecting experience for domestic passengers taking international flights is not on a par with foreign airports," said a government official. "Hence, the government is considering the proposal where a passenger will not need to do this at intermediary points but at their first or final destinations."

Similarly, the Centre is looking to relax the current policy of Bureau of Civil Aviation Security (BCAS) under which transshipment cargo must be checked by customs.

VARANI SAHU

The current process increases the dwelling time, making Indian airports uncompetitive.

Transshipment is the process of unloading cargo from one mode of transportation and reloading it onto another during its journey to its final destination. This can include moving cargo from one aircraft to another, or from one mode of transportation to another, such as air, road, or rail.

"For instance, cargo from Bangladesh reaches Delhi via the Indo-Bangla border at Benapole-Petrapole. At the Petrapole border, the cargo has to go through all security checks. But when it arrives at the Delhi Airport, instead of it being directly transferred to the aircraft, it has to again undergo checks and verification of customs, increasing the turnaround time," an airline official said.

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FREE PRESS JOURNAL MUMBAI 4 MARCH 2025

Air India flights to Tokyo from March 31

PTI
NEW DELHI

Air India on Monday announced expanding its codeshare partnership with All Nippon Airways (ANA), and also shifting its operations in Japan to Haneda airport, which is nearer to Tokyo city.

From March 31, the airline will operate its 4x weekly flights from Delhi to Tokyo's Haneda Airport (HND), replacing the existing services to Narita International Airport (NRT).

Haneda airport is located 18 kilometres from downtown Tokyo and cuts travel time to Tokyo station from nearly one hour by road (70 kilometres from Narita) to around 30 minutes, according to a release.

Further, the carrier has expanded its codeshare partnership with ANA. "Subject to due regulatory approvals, beginning 1 April 2025, Air India will place its 'AI' designator code on ANA's flights between Tokyo Haneda and 6 other cities in Japan: Fukuoka, Hiroshima, Nagoya, Okinawa, Osaka, and Sapporo. This will allow Air India guests to travel to any of these destinations on a single ticket, with their baggage checked through the entire journey," the release said.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

HINDUSTAN DELHI 5 MARCH 2025

पड़ताल

होली पर घर जाना जेब पर भारी पड़ रहा है। रेलगाड़ियों में सीटें फुल हैं तो विमान और बसों का किराया बढ़ गया है। मंगलवार को हिन्दुस्तान टीम ने बस, टैक्सी और विमान में किराए की पड़ताल की तो पता चला कि होली के मौके पर विमान में दोगुना और बसों में चार गुना तक ज्यादा भाड़ा देना पड़ रहा है। टैक्सी संचालकों ने भी दाम बढ़ा दिए हैं। हर साल करीब 45 दिन यात्रियों को ऐसी परेशानी उठानी पड़ती है। एक रिपोर्ट...

होली पर हवाई किराया हवाइयां उड़ा रहा, बस-ट्रेन में भी राहत नहीं

नई दिल्ली। होली पर हवाई सफर करना दोगुना महंगा हो गया है। मांग के मुताबिक हवाई सफर की दरों में विमान कंपनियां इजाफा कर रही हैं। दिल्ली दरभंगा, दिल्ली-पटना की फ्लाइट में करीब दोगुना किराया कर दिया गया है। इसी तरह वाराणसी और प्रयागराज जाना भी महंगा हो गया है।

होली के मौके पर दिल्ली से बिहार, यूपी एवं झारखंड जाने के लिए मंगलवार को वेबसाइट पर किराया दोगुना देखने को मिला। दरभंगा, पटना, प्रयागराज, वाराणसी, रांची आदि जाने के लिए यात्रियों को दोगुनी कीमत चुकानी होगी। रेलगाड़ियों में टिकट नहीं मिलने पर मजबूरी में होली पर घर जा रहे यात्रियों को यह कीमत चुकानी होगी। सूत्रों ने बताया कि बीते दिनों महाकुंभ के मौके पर प्रयागराज का विमान किराया चार गुना तक बढ़ गया था।

होली के मद्देनजर बाजारों में भारी भीड़ उमड़ने लगी है। मंगलवार को सदर बाजार में काफी संख्या में लोग खरीदारी करने पहुंचे। पुलिस की ओर से यहां यातायात व्यवस्था बनाने के लिए बैरिकेडिंग भी की गई है। ● सलमान अली

दिल्ली से प्रमुख शहरों का हवाई किराया

विमान सफर	सामान्य किराया	12 मार्च को किराया
दिल्ली-दरभंगा	5 से 6000	9 से 10000
दिल्ली-पटना	5000	9 से 11000
दिल्ली-वाराणसी	4700	7 से 8000
दिल्ली-प्रयागराज	4200	9000
दिल्ली-रांची	5500	9500

(नोट किराया रुपये में)

ऐप आधारित बस में स्लीपर सीट का शुल्क

कहां से कहां तक	04 मार्च	10 मार्च	11 मार्च	12 मार्च	13 मार्च
दिल्ली से प्रयागराज	1099	3679	3479	4366	4367
दिल्ली से गोरखपुर	1781	2999	4365	4999	4999
दिल्ली से पटना	2299	5099	5099	5099	5099
दिल्ली से सिवान	1595	4200	4200	4200	4200

नोट आंकड़े प्रति यात्री किराए के रुपये में।

04 गुना तक बढ़ोतरी देखने को मिल रही है बस किराये में

ऐप आधारित बसों में दाम चार गुना

होली पर घर जाने वाले लोगों को बसों में भी किराए के लिए जेब ज्यादा ढीली करनी पड़ेगी। सामान्य दिनों की अपेक्षा होली पर ऐप आधारित बसों में किराया बढ़कर चार गुना तक हो गया है।

दिल्ली से पूर्वी यूपी, बिहार के लिए चलने वाली बसों में सीट बुकिंग के लिए सबसे ज्यादा मारामारी है। फ्लैक्सी किराया प्रणाली और सीटों की मांग ज्यादा होने की वजह से किराए में सबसे ज्यादा बढ़ोतरी भी इन्हीं रूटों की बसों में हुई है। दिल्ली से गोरखपुर के लिए आम दिनों में स्लीपर सीट का किराया एक हजार से 1400 रुपये के बीच है, वहीं 12 और 13 मार्च के लिए किराया 4999 रुपये तक पहंच गया है।

रेलवे : सीटें फुल, विशेष ट्रेन का सहारा

रेलवे सूत्रों ने बताया कि होली के मौके पर घर जाने की चाहत रखने वाले लोगों के लिए देशभर से परिचालित होने वाली सामान्य रेलगाड़ियों में कोई टिकट नहीं है। दो माह पूर्व ही होली को लेकर सभी रेलगाड़ियों में टिकटें बुक हो चुकी हैं। ऐसे में उन्हें होली पर घर पहुंचाने के लिए विशेष रेलगाड़ियों का परिचालन किया जा रहा है।

रेलवे सूत्रों ने बताया कि अकेले दिल्ली क्षेत्र से दो दर्जन रेलगाड़ियों का परिचालन किया जा रहा है जो लगभग 200 फेरे लगाएंगी। इससे लगभग 4 लाख अतिरिक्त सीटों का बंदोबस्त होगा। वहीं उत्तर रेलवे से लगभग 94 गाड़ियां मार्च महीने में 670 फेरे लगा रही हैं। इससे कुल 12 लाख से ज्यादा सीटों का बंदोबस्त होगा।

200 फेरे लगाएंगी दो दर्जन विशेष ट्रेन

04 लाख अतिरिक्त सीटों का बंदोबस्त होगा

अनारक्षित रेलगाड़ियां भी चलाई जाएंगी : रेलवे अधिकारियों के अनुसार होली के मौके पर अगर रेलवे स्टेशनों पर अनारक्षित यात्रियों की संख्या बढ़ती है तो उसके लिए भी बंदोबस्त किए जाएंगे। ऐसी स्थिति में यात्रियों के जाने की दिशा को ध्यान में रखते हुए तुरंत विशेष गाड़ी की घोषणा कर उसे चलाया जाएगा। इसके लिए पहले से ही अतिरिक्त रेकों का बंदोबस्त किया गया है। आवश्यकता पड़ने पर पहले से परिचालित रेलगाड़ियों में अतिरिक्त कोच भी लगाए जाएंगे।

साल में 45 दिन से ज्यादा फ्लैक्सी किराए की मार

प्रत्येक वर्ष होली, दिवाली, ग्रीष्मकालीन अवकाश, छठ आदि मौकों पर अलग-अलग शहरों से घर जाने वाले लोगों की बड़ी संख्या होती है। ऐसे आयोजनों पर वर्ष में 45 दिन से ज्यादा यात्री फ्लैक्सी किराए की मार झेलते हैं। निजी बसों आदि पर नियंत्रण तंत्र के अभाव में लोगों पर आर्थिक बोझ पड़ता है।

यहां के लिए घोषित हुईं विशेष रेलगाड़ियां

- दरभंगा
- जयनगर
- पटना
- वाराणसी
- कटरा
- गोरखपुर
- लखनऊ
- रक्सौल
- भागलपुर
- मुजफ्फरपुर
- गया
- सहरसा

एनसीआर का हाल

फरीदाबाद : दो से तीन गुना किराया मांग रहे

सामान्य दिनों के मुकाबले होली के आसपास निजी बस, टैक्सी का किराया दो से तीन गुना ज्यादा देना पड़ रहा है। ट्रेन में सीट न मिलने और बसों में भीड़ से बचने के लिए लोग निजी बस और टैक्सी बुक कराते हैं। बढ़ी मांग का लाभ उठाते हुए निजी बस एवं टैक्सी संचालक किराया बढ़ा देते हैं। होली पर कानपुर जाने वाले विवेक ने बताया कि सामान्य दिनों में निजी बस का किराया 650 से 700 रुपये होता है। एडवांस बुकिंग कराने पर भी 1500 रुपये किराया लिया है।

गुरुग्राम : टैक्सी से सफर करना भी महंगा

मिलेनियम सिटी में बिहार के दरभंगा समेत छह जिलों के लिए गुरुग्राम के राजीव चौक और सेक्टर-12ए चौक से बसें चलती हैं। राजीव चौक से रोजाना दो बसें बिहार और यूपी के विभिन्न जिलों के लिए चलती हैं। आम दिनों में इनका किराया 800 रुपये होता है, लेकिन होली पर इसे बढ़ाकर 1500 रुपये तक कर देते हैं। टैक्सी चालक जो आमदिनों में 15 से 20 रुपये प्रति किलोमीटर की दर पर गाड़ियों की बुकिंग करते हैं, होली पर 25 रुपये का रेट तक वसूल करते हैं।

गाजियाबाद: लखनऊ के लिए एक सीट के ₹2000

होली नजदीक आते ही ट्रेन में नो रूम (वेटिंग टिकट भी नहीं) हो चुका है। बस और हवाई जहाज में प्री बुकिंग को लेकर मारामारी है। निजी बस ऑपरेटर कानपुर, लखनऊ, गोरखपुर, जम्मू और देहरादून की सीट बुकिंग पर तीन से चार गुना किराया ले रहे हैं। 12 मार्च के लिए प्राइवेट बस में लखनऊ के लिए दो हजार रुपये में एक सीट मिल रही है, जबकि रोडवेज बस का किराया महज 750 रुपये है। फ्लैक्सीफेयर की मार के चलते हिंडन एयरपोर्ट से गोवा का टिकट तीन गुना महंगा बुक हो रहा है। दो दिन पहले जो टिकट आठ हजार रुपये का था वो 23 हजार रुपये तक पहुंच गया है।

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AIRPORTS AUTHORITY OF INDIA
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THE HINDU DELHI 5 MARCH 2025

Remodelling the UAE-India aviation partnership

Abdulnasser Alshaali

is the Ambassador of the United Arab Emirates (UAE) to the Republic of India

During a recent tour of the Navi Mumbai International Airport in Maharashtra, I was left deeply impressed by the scale of India's aviation ambitions. Navi Mumbai International Airport has the potential to serve as a game-changer in taking India's aviation sector to exciting new heights, providing new avenues for the Indian travelling public to benefit from an increasingly inter-connected world.

As the pace of growth in India's aviation sector – it is already the world's third-largest domestic market in terms of passenger numbers – continues to quicken and the Government of India's initiatives such as the Ude Desh Ka Aam Nagrik (UDAN) airport scheme are rapidly implemented, it is essential that an equally visionary approach to regulation and international partnerships is also considered.

The UAE as a vital travel destination

For decades, the United Arab Emirates (UAE) has proven itself to be a close strategic partner and friend to India. Today, the UAE is India's most significant outbound travel market, with over 4.5 million Indian tourists visiting the UAE in 2023. Every week, Indian carriers fly over 600 times to the UAE, while UAE carriers operate over 500 weekly services to India. On the surface, these numbers appear significant. However, they are far below meeting current, let alone, future consumer demand.

The impact of what is effectively a mismatch between supply and demand has directly contributed to spiralling ticket prices and a lack of choice for the UAE and Indian travelling public alike.

Under current bilateral air service arrangements, the UAE's carriers are limited to operating to a total of only 15 Indian cities, thus having no choice but to ignore the consistent demands of key Indian growth centres, including Surat, Visakhapatnam, Indore, Tiruchirappalli and Patna to operate services. Similarly, Indian carriers are unable to increase their level of frequencies to Dubai, despite unprecedented interest from Indians to visit family and engage in business and leisure activities in this vital global hub.

The benefits of a modernised strategy

With estimates suggesting that for every 1% increase in Indian passport holders, a further 10 million Indians will seek to travel overseas, this situation will only grow more acute. Restrictive bilateral regulations will contribute to further increases in the price of airline tickets, limit the ability of Indian citizens to travel abroad, and potentially inhibit the advancement of broader UAE-India investment, trade, and economic partnerships.

Just as the UAE and India have expanded cooperation through trade agreements such as the Comprehensive Economic Partnership Agreement (CEPA), there is an urgent need for a more progressive and open approach on aviation. A modernised aviation strategy will act as an economic multiplier, drive investment, and ensure that our aviation partnership can become a key pillar of regional and international connectivity and growth.

Beyond revisiting the regulatory frameworks that guide our aviation relationship, the UAE is keen to support, through new investments and partnerships, India's ambition to become a global aviation powerhouse.

Beyond revisiting the regulatory frameworks, the UAE can support India's ambition to become a global aviation powerhouse

Whether this support is in the form of knowledge-sharing and the training of Indian pilots, partnering in India's rapidly emerging aviation maintenance, repair, and overhaul (MRO) industry, promoting India's globally renowned tourism sector, investing in the Indian government's UDAN airport scheme to better connect Tier-2 and Tier-3 Indian cities, or in achieving win-win outcomes for our respective airline carriers, it is imperative that we seek new areas of collaboration in this critically important sector.

Cooperation over competition

Fundamentally, an opportunity exists to establish a combined sky and aviation eco-system that privileges cooperation over competition. Through greater engagement, we can ensure that the respective aviation sectors of both our countries are able to grow and succeed, whilst offering the citizens of the UAE and India the ability to connect, engage, and thrive.

Just as Dubai and Abu Dhabi benefit from their status as global aviation hubs, cities throughout India have the potential to attain similar levels of seamless connectivity. By better connecting and supporting the aviation ambitions of emerging Indian cities, we can together ensure that inclusive and sustainable economic growth are felt not only within India, but also far beyond its borders.

Enhanced cooperation in the aviation sector is just one example of how the UAE-India partnership can evolve to unlock new avenues of mutually beneficial growth and integration. Building upon the significant strides we have achieved over recent years in our bilateral strategic ties, even the sky is not the limit in what we can achieve in our aviation partnership.

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Relief for IndiGo: HC strikes down IGST on aircraft repairs

Krishna Yadav
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NEW DELHI: In a relief for aviation companies, including IndiGo, the Delhi high court on Tuesday struck down the Integrated Goods and Services Tax (IGST) levy on the repair cost of goods re-imported into India after being sent abroad for maintenance.

The court declared as unconstitutional a part of the 2021 customs department exemption notification that required payment of IGST and cess on the repair cost of such goods.

The court's decision came in response to a petition filed by InterGlobe Aviation, the parent company of India's largest airline, IndiGo, in 2023, challenging the notification and the IGST levy on re-imported aircraft and parts following repairs.

The airline argued that it had already paid import duties on overseas repairs as part of import of services and should not be taxed again upon re-import of the repaired aircraft parts.

A division bench of Justices Yashwant Varma and Ravinder Dudeja passed the order, striking down the additional IGST levy imposed under the 2021 notification. "We accordingly allow the writ petitions challenging Notification No. 36, insofar as it seeks to impose an additional levy over and above the IGST already imposed under Section 5(1). This additional levy is declared unconstitutional and ultra vires," the court stated in its ruling.

In an earlier interim order on 25 January 2023, the Delhi high court had asked IndiGo to pay IGST provisionally to the customs department. The court also ruled that if IndiGo succeeded in the case, it would be entitled to a refund of the tax paid.

The detailed written judgment is still awaited.

The court's decision came in response to a petition filed by InterGlobe Aviation, the parent company of IndiGo. MINT

Before the Goods and Services Tax (GST) regime came into effect in 2017, the taxation of goods sent abroad for repairs and re-imported into India was governed by Notification No. 94/96-Customs, dated December 16, 1996. Under this notification, customs duty was levied only on the cost of repairs, insurance, and freight, rather than on the entire value of the goods. This policy aimed to prevent double taxation and promote trade efficiency.

Post-GST implementation: With the introduction of GST on 1 July 2017, the taxation framework was revised. The government issued fresh notification in June 2017 to retain the pre-GST taxation practice, ensuring that IGST and compensation cess were levied only on the repair cost, insurance, and freight, instead of taxing the entire value of the goods.

Despite these notifications, ambiguities persisted regarding the applicability of IGST on re-imported goods.

To clarify the tax treatment, the Central Board of Indirect Taxes and Customs (CBIC) issued a circular on 19 July 2021, reiterating that IGST and compensation cess should be calculated only on the repair cost, insurance, and freight.

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MINT DELHI 5 MARCH 2025

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In a 25 January 2023 interim order, the Delhi HC directed IndiGo to provisionally pay IGST to customs

The airline argued it had already paid import duties on overseas repairs. REUTERS

The detailed written judgment is still awaited.

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PUNJAB KESARI DELHI 5 MARCH 2025

यात्रियों के बैग गायब, संदेह के घेरे में एयरलाइंस के दावे

नई दिल्ली, (पंजाब केसरी) : दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर यात्रियों के सामान के गायब होने की घटनाएं लगातार बढ़ रही हैं। यात्रियों का आरोप है कि उनका लगेज हवाई अड्डे पर पहुंचने के बावजूद नहीं मिलता और एयरलाइंस की ओर से दिए गए आश्वासन खोखले साबित हो रहे हैं। हाल ही में फुकेत से दिल्ली लौटे पंजाब निवासी भूषण भरत ने एक बड़े घोटाले की ओर इशारा किया है, जिसमें एयरपोर्ट अधिकारियों और एयरलाइंस की भूमिका संदिग्ध नजर आ रही है। ताजा मामला फुकेत से लौटे यात्रियों का है, जिनके 54 बैग दिल्ली एयरपोर्ट पर नहीं पहुंचे। पंजाब निवासी भूषण भरत ने इस घोटाले का खुलासा करते हुए बताया कि 25 फरवरी को 25 लोगों का एक समूह फुकेट गया था और 1 मार्च को इंडिगो की फ्लाइट (6ई1082) से दिल्ली लौटा। फ्लाइट में करीब 180 लोग सवार थे, लेकिन जब यात्री दिल्ली के आईजीआई एयरपोर्ट पहुंचे और कन्वेयर बेल्ट पर बैग के लिए गए तो, 54 यात्रियों के बैग मिले ही नहीं। जब एयरलाइन अधिकारियों से सवाल किया गया, तो जवाब मिला "विमान में जगह कम थी, इसलिए बैग फुकेट में ही रह गए।

एयरलाइंस के दावों पर गंभीर सवाल... इस पर वहां मौजूद लोगों ने एयरलाइंस के अधिकारियों से सवाल किया कि अगर 180 यात्रियों को 20-20 किलो सामान ले जाने की अनुमति थी, तो 54 लोगों के बैग क्यों नहीं आए? क्या एयरलाइन कंपनियां जानबूझकर यात्रियों का सामान छोड़ देती हैं और फिर फ्रॉड के तहत उसे गायब कर दिया जाता है। भरत भूषण ने बताया कि एक परिवार के चारों बैग नहीं पहुंचे, जिनमें घर की चाबियां तक थीं। उन्होंने कहा, सबसे चौंकाने वाली बात यह थी कि जब यात्री एयरलाइन से भिड़े, तो अचानक एक बैग लाकर दे दिया गया और कहा गया यह गेट पर रह गया था। अगर बैग फुकेत में छूट गया था, तो वह दिल्ली एयरपोर्ट पर गेट पर कैसे मिला? उन्होंने कहा, यह इस बात का सबूत है कि एयरलाइंस यात्रियों के सामान के साथ जानबूझकर गड़बड़ी कर रही हैं।

पहले भी हो चुके हैं ऐसे मामले... भूषण भरत ने बताया कि 2019 में जब वे ब्रिटिश एयरवेज से कनाडा गए थे, तो लौटते समय उनका बैग लंदन में छूट गया था। एयरलाइन ने कहा था कि तीन-चार दिन में बैग मिल जाएगा। पांच दिन बाद बैग तो आया, लेकिन 23,000 रुपये का सामान गायब था। हर सात हजारी यात्री अपने बैग खोने की शिकायतें करते हैं, लेकिन एयरलाइन कंपनियां सिर्फ औपचारिकता निभाकर यात्रियों को गुमराह करती हैं। उन्होंने कहा कि, हर बैग की ट्रैकिंग हो और यात्रियों को वास्तविक जानकारी दी जाए। एयरलाइन कंपनियों को यात्रियों को हुए नुकसान की भरपाई करनी चाहिए। अगर कोई बैग खोता है, तो उसकी जिम्मेदारी एयरलाइन को लेनी चाहिए। यह मामला सिर्फ कुछ यात्रियों का नहीं, बल्कि हर उस व्यक्ति का है, जो एयरपोर्ट पर अपने सामान की सुरक्षा चाहता है।