



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

4 DECEMBER 2024

भास्कर खास • एयरपोर्ट अथॉरिटी ऑफ इंडिया ने जारी की एयरपोर्ट्स की रैंकिंग गोवा, लखनऊ, गुवाहाटी से आगे निकला जयपुर, देश के टॉप-10 ट्यस्त एयरपोर्ट की सूची में शामिल

एविएशन रिपोर्टर, जयपुर

एक बार फिर देश के टॉप-10 एयरपोर्ट्स में शामिल हो गया है। एयरपोर्ट अथॉरिटी ऑफ इंडिया द्वारा जारी की गई रैंकिंग में जयपुर एयरपोर्ट सबसे व्यस्ततम एयरपोर्ट्स की सूची में दसवें स्थान पर रहा है। दरअसल एयरपोर्ट अथॉरिटी की द्वारा जारी की गई रैंकिंग में जयपुर एयरपोर्ट ने गोवा, लखनऊ और गुवाहाटी जैसे एयरपोर्ट्स को पीछे छोड़ दसवीं रैंक हासिल की है। जबकि दिल्ली, मुंबई, बंगलुरु, हैदराबाद, चेन्नई, कोलकाता, अहमदाबाद, कोच्चि व पुणे एयरपोर्ट सूची में जयपुर से आगे है। ऐसे में आने वाले टूरिस्ट सीजन में बढ़ते यात्रीभार को देखते हुए जयपुर एयरपोर्ट की रैंकिंग में और अधिक सुधार आने की संभावना है।

रोज 68 फ्लाइट, सबसे अधिक 10 मुंबई के लिए संचालित



जयपुर एयरपोर्ट पर विंटर शेड्यूल लागू हो गया। मुंबई के लिए 10 और दिल्ली, बंगलुरु और कोलकाता के लिए रोज 6-6 फ्लाइट्स हैं। अहमदाबाद-हैदराबाद के लिए रोज 5-5 फ्लाइट हैं। पुणे, चंडीगढ़, इंदौर के लिए रोज 3-3 फ्लाइट संचालित होती है। चेन्नई, लखनऊ, उदयपुर, देहरादून के लिए रोज 2-2 फ्लाइट, गोवा, सूरत, गुवाहाटी, जोधपुर, बीकानेर, भोपाल, बेलगाम, कुल्लू के लिए 1-1 फ्लाइट संचालित की जा रही है। जयपुर से 21 शहरों के लिए 61 घरेलू और 6 विदेशी शहरों के लिए रोजाना 7 फ्लाइट संचालित हो रही है।

एक सप्ताह में 84 इंटरनेशनल फ्लाइट का होगा संचालन

जयपुर इंटरनेशनल एयरपोर्ट से एयर एशिया बरहद, एतिहाद एयरवेज, थाई एयर एशिया, एयर अरबिया, एयर इंडिया एक्सप्रेस, स्पाइस जेट और सलाम एयर जैसी एयरलाइंस कंपनियां जो अब तक 66 साप्ताहिक मूवमेंट (33 अराइवल और

33 डिपार्चर) संचालित कर रही थीं। वह विंटर शेड्यूल के लिए अनुमोदित स्लॉट के अनुसार 84 साप्ताहिक मूवमेंट (42 अराइवल और 42 डिपार्चर) संचालित करने की योजना तैयारी पर काम कर रही है।



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RAJASTHAN PATRIKA

JAIPUR

4 DECEMBER 2024

एयरपोर्ट अथॉरिटी ऑफ इंडिया की रैंकिंग

जयपुर एयरपोर्ट बना देश का दसवां व्यस्ततम एयरपोर्ट

जयपुर@पत्रिका. जयपुर
इंटरनेशनल एयरपोर्ट पर यात्रीभार में लगातार वृद्धि के कारण अब यह देश के व्यस्ततम एयरपोर्ट्स की सूची में दसवें स्थान पर पहुंच गया है। एयरपोर्ट अथॉरिटी ऑफ इंडिया द्वारा जारी की गई ताजा रैंकिंग में जयपुर एयरपोर्ट ने 10वां रैंक हासिल की है, और इसने अपने समकक्ष लखनऊ, गोवा और गुवाहाटी जैसे एयरपोर्ट्स को पीछे छोड़ दिया है। पिछले रैंकिंग में जयपुर एयरपोर्ट 11वें स्थान पर था, यानी इस बार एक पायदान की छलांग के साथ यह सूची में ऊपर बढ़ा है। हालांकि, इस बार भी दिल्ली, मुंबई, बेंगलूरु, हैदराबाद, चेन्नई, कोलकाता, अहमदाबाद, कोच्चि और पुणे जैसे बड़े एयरपोर्ट्स जयपुर एयरपोर्ट से ऊपर हैं।



प्रतिदिन 19 हजार यात्री आते

जयपुर एयरपोर्ट की इस रैंकिंग में वृद्धि का मुख्य कारण यहां लगातार बढ़ता हुआ यात्रीभार है। वर्तमान में, एयरपोर्ट पर रोजाना करीब 19 हजार यात्री आते हैं। आगामी पर्यटन सीजन और शादियों के चलते इसमें और वृद्धि होने की संभावना जताई जा रही है।



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FREE PRESS JOURNAL

MUMBAI

4 DECEMBER 2024

Pune Airport 9th in India in Oct traffic

Staff Reporter

PUNE

Days after improving its rank in the global Airport Service Quality (ASQ) rankings, Pune International Airport (PIA) has secured the ninth position among all airports in India for passenger traffic in October.

It should be noted that the airport is among the top ten busiest airports in the country despite being categorised as a customs airport, which acts as a link between domestic and international travel.

In contrast to customs airports, international airports are specifically built to handle flights between different countries, featuring advanced customs, immigration procedures, and extensive passenger services. Domestic airports mainly serve regional and inter-city travel.

Recently, Pune International Airport showed a slight improvement in the global ASQ rankings, moving up from 76th position in Q2 (April-June) to 74th in Q3 (July-September). Pune Airport had slipped from 71st to 76th in the ASQ rankings in Q2.

Out of the 31 parameters assessed in the survey, Pune Airport showed improvement in most categories, including ease of access.

Cyclone impact: villagers say it is unwise to go ahead with Parandur airport project

After the cyclone left many parts of city inundated, villagers of Ekanapuram have reiterated why it could be disastrous to build an airport over a site that comprises 26.54% of waterbodies

Sunitha Sekar
CHENNAI

Cyclone Fengal was yet another opportunity to examine the viability of establishing an airport at Parandur in the light of the opposition from the villagers and from environmental groups. During the recent cyclone, many areas were inundated in Parandur.

The project has been gradually picking up pace and while the authorities have been carrying out studies for receiving environmental clearance on the one hand, farmers and villagers continue to fiercely oppose it on the other. The villagers' protest began as soon as the second airport project for Chennai city was announced and it has been going on for more than 800 days now.

After the cyclone left many parts of Chennai inundated, villagers of Ekanapuram have yet again reiterated why it could be



Opposition continues: The villagers' protest began as soon as the second airport project for Chennai city was announced and it has been going on for more than 800 days now. B. VELANKANNI RAJ

disastrous to build an airport in this area, 26.54% of which consists of waterbodies.

Subramaniam, a farmer and resident of Ekanapuram said, so far this monsoon, the villages in and around Parandur have not witnessed a great quantum of rainfall. "Despite this, the fields bore the brunt and some of our crops

were destroyed. This is the impact in spite of the area having so many water bodies. One can imagine the plight of the neighbouring villages and Chennai city in future when all of these are taken over by concrete structures for the second airport," he added.

It is to be noted that three lakes – Vayaleri, Kallier and Kadapperi – had

not even reached half their capacity, N. Narayanan another farmer in Ekanapuram said. "A stream in our village passes through Parandur and goes all the way to the Kosasthalaiyar. And the plan is to build runways in such an area with many waterbodies. As such, we hear that recent studies have indicated that some parts of Chennai may submerge in future. Such projects by the government certainly don't help in anyway," he added.

G. Janardhanan, another farmer and resident of the village said, in Kancheepuram district, the villages identified for the second airport have large tracts of agricultural fields. "For developmental activities, any government which is in place, takes over agricultural land. We wonder if the government even thinks of food shortage that could come up in future. Is this where they really want to build an airport," he asked.



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THE TIMES OF INDIA

DELHI

5 DECEMBER 2024

Fairfax India to buy 10% more in BIAL

TIMES NEWS NETWORK

Bengaluru: Canadian billionaire Prem Watsa's Fairfax India is acquiring an additional 10% stake in Bangalore International Airport from Siemens Project Ventures.

The transaction, valued at \$255 million, will increase Fairfax's ownership to 74% in the airport venture. Following the transaction, Fairfax India's wholly-owned subsidiary will own 30.4%, and the remaining 43.6% will be held by its subsidiary Anchorage Infrastructure Investments Holdings.

"This additional investment in BIAL is a testament to our belief in the continued growth opportunities presented by BIAL and a phenomenal track record demonstrated by Hari Marar and his management team in capitalising on those opportunities," Watsa said.

The transaction is expected to close in the first quarter of next year. The agreed purchase price will be disbursed in three separate payments, with the first payment scheduled upon deal completion in the first quarter of next year. The subsequent payments

are scheduled for Aug 2025 and July 2026, respectively.

The transaction is subject to approval by Fairfax India's shareholders at a special meeting of shareholders expected to be held in Jan next year. The stakes held by Airports Authority of India and Karnataka State Industrial and Infrastructure Development Corporation in BIAL continue to be maintained at 13% each. Last year, Fairfax acquired a 7% stake for \$175 million, increasing its stake to 64%.

BIAL, a private company based in Bengaluru, under a

concession agreement with govt until 2068, has the exclusive rights to carry out the development, design, financing, construction, commissioning, maintenance, operation, and management of the Kempegowda International Airport Bengaluru through a public-private partnership. BIAL clocked \$305 million in revenue last year.

In June 2019, Fairfax India floated Anchorage Infrastructure Investments Holdings — its flagship investment vehicle for airports and other infrastructure investments in the country.



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THE ASIAN AGE

DELHI

4 DECEMBER 2024

ICRA: FY25 DOMESTIC AIR TRAFFIC LIKELY TO HIT 164-170 MN

New Delhi, Dec. 3: Domestic air traffic is projected to rise 7-10 per cent to 164-170 million in the current fiscal year, while the aviation industry's loss is pegged at ₹2,000-3,000 crore during the same period, according to rating agency Icra.

In the first half of 2024-25, Icra said domestic air passenger traffic stood at 79.3 million, marking a 5.3 per cent annual growth that was partly impacted by the severe heat wave and other weather-related disruptions.

The international passenger traffic growth for Indian carriers increased and stood at 16.2 per cent in the first half of the current financial year.

On Tuesday, the rating agency said domestic air traffic is expected to jump 7-10 per cent on an annual basis to 164-170 million in FY2025. Icra maintained a 'stable' outlook on the Indian aviation industry, amidst continued growth in domestic and international air passenger traffic. Kinjal Shah, co-group head at Icra, said the industry is expected to report a loss of ₹20-30 billion in FY2025. — PTI



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THE ASSAM TRIBUNE

GUWAHATI

4 DECEMBER 2024

South Africa for direct air connectivity to boost tourism

MUMBAI, Dec 3: South Africa is in talks with the Indian government as well as three airlines to introduce direct flights to India to boost tourism, South Africa Tourism Minister Patricia de Lille said on Tuesday.

Currently, India and South Africa are connected by layover flights by Emirates, Kenya Airways, Air Mauritius, Ethiopian Airlines, Etihad Airways, Air Seychelles, RwandAir and Qatar Airways.

"We are here to promote South Africa as a tourist destination for Indian travellers and resolve any issues and boost tourism. There is an issue on direct flights between South Africa and India. I will be engaging with three Indian airlines - Air India, IndiGo and Spice (SpiceJet) - to persuade them on the benefits of direct flights between both the countries," Lille told PTI over a telephonic conversation.

The minister is on a week-long visit to New Delhi and Mumbai till December 6, to strengthen bilateral ties.

South Africa Tourism will illustrate the benefits that these airlines can derive not only from tourists point of view but also from trade and business perspective with these direct flights, she said.

Talking about visas, she said, the South African government has resolved the issue of lengthy process with electronic visa facilities for Indian travellers.

"With e-visa, it's much easier for an Indian traveller now to come to South Africa," she added.

"In 2019, we welcomed 95,000 Indian travellers and in 2023, that is down to 79,000. This year from January-September, 59,000 Indians have already visited South Africa and we hope to be close to the pre-Covid level this year," she added.

Asked about the focus segment for South Africa, she said: "We're going to go the full spectrum. We're also focusing on young people. And we want to design packages for young people. We're also focusing on MICE (meetings, incentives, conferences and events). It's all the sectors that we are focusing on, including leisure, adventure tourism and sports tourism." - PTI

Amid supply chain woes, airlines brace for rising costs and market share losses

WINGS CLIPPED. Original equipment manufacturers have been unable to keep pace with the demand

Aneesh Phadnis
Mumbai

Airlines are investing in new planes and products but lingering supply chain issues are hampering plans to meet sustainability goals and provide better service.

While passenger traffic saw strong recovery after Covid-19, original equipment manufacturers (OEMs) have been unable to keep pace with demand.

"A year ago, no new spares were available as factories were shut during the pandemic. Airlines, and maintenance repair and overhaul units (MROs), had to largely rely on used parts. Now, the situation has improved but the wait time is still 3 to 6 months," said Rajeev Gupta, CEO of Indamer Group, which provides MRO services.

"Cost of spares has increased by 30 per cent and freight rates have doubled. We are calculating our requirements and placing or-



IN A FIX. The cost of spare parts has increased by 30 per cent, and freight rates have doubled MAHINSHA S

ders six months in advance," he added. Such delays are costly.

A case in point is Air India's \$400-million project to refurbish its 40 legacy Boeing 777 and 787 aircraft: The project announced in December 2022 will only start next year and is set to run till mid-2027 as Safran (the OEM for Boeing 777 aircraft seats) is unable to provide seats on time due to supply chain issues. Safran declined to comment.

"The supply chain issue is the biggest challenge the industry is facing," Subhas Menon, Director General,

Association of Asia Pacific Airlines (AAPA), said at the trade body's annual meeting in Brunei last month. This has forced carriers to extend leases of older planes, or as in case of Malaysia Airlines, cut flights by around 20 per cent.

SERVICE TIME DOUBLES

"Engine servicing used to take around 55 days pre-pandemic, but now it needs 100 or more," Malaysia Airlines CEO Izham Ismail told the AAPA gathering.

Gulf Air CEO Jeffrey Goh believes advanced analytics and AI could help alleviate engine issues.

Speaking at an industry event last month, Goh said shop visits for Gulf Air's Boeing 787 engines are lasting more than 200 days.

"When the engines are eventually returned, 30 per cent are sent back to the MRO providers as they do not pass required tests," Goh said in a report in Aviation Week Network.

In India, government-owned Alliance Air, and IndiGo, are facing challenges due to issues related to Pratt & Whitney engines. Alliance Air has six and IndiGo has over 60 aircraft grounded for several months.

It is not engine issues alone that are hurting ATR operators like Alliance Air. There is a short supply of parts such as aircraft landing gear and propellers.

"Aircraft, engine and cabin OEMs seem to be prioritising new aircraft production over repairs and retrofits. It could take another two years for supply chain challenges to ease. For airlines this means an increase in their

costs and market share losses," said aviation consultant Vishok Mansingh.

An Alliance Air spokesperson said timely availability of required spares is a challenge and has delayed maintenance activities.

"However, these issues are temporary and will be resolved quickly as Alliance Air is in talk with the vendor for resolution," he said.

Airlines are required to carry out checks of components and engines after certain stipulated hours or flights. Indian carriers virtually import all spares, required for maintenance amid calls for local production and stocking.

"Aircraft manufacturers and OEMs must evaluate the high quality and cost efficient manufacturing capabilities in India to build a robust network of supply chains impacted due to various reasons," said Manoj Chacko, Managing Director and CEO of FLY91.

FEARING 'CASCADING' IMPACT

Akasa Air seeks DGCA exemption from fog mandate

DEEPAK PATEL

New Delhi, 4 December

Akasa Air has asked the Directorate General of Civil Aviation (DGCA) to exempt it from deploying CAT-III trained pilots on flights to and from two major fog-affected airports, Kolkata and Bengaluru, for specific periods, since there is a shortage of such pilots in its roster, sources told *Business Standard*.

The airline has informed the regulator that without this exemption, its entire flight operations could face a "cascading" impact. Pilots trained on CAT-III instrument landing systems can land in low-visibility conditions at airports equipped with these systems. The three subcategories—CAT-III A, B, and C—permit landings with minimum runway visibility of 175m, 50m, and zero visibility, respectively.

Akasa Air did not respond to queries on this issue.

On November 13, the DGCA instructed all airlines to comply with the fog mandate, requiring only "CAT III-ready" pilots and aircraft for flights to and from fog-affected airports, which include Delhi, Lucknow, Kolkata and Bengaluru, between 9 pm and 10 am. This year, the regulator's directive has been implemented a bit earlier than usual due to the early onset of fog and smog in northern India.

On November 29, Akasa Air wrote to the DGCA seeking exemption from this mandate for flights operating to and from Bengaluru and Kolkata airports between 9 pm and 4 am.

While the airline did not explicitly mention it in the letter, sources men-

tioned that this request is due to a shortage of CAT III-trained pilots. The airline currently has about 105 such pilots, whereas approximately 165 are required.

In its November 29 letter, Akasa Air warned that without the requested exemption, its operations at Bengaluru and Kolkata airports would face "significant disruptions," severely affecting overall network, causing inconvenience to passengers.

"The cascading effect of these disruptions will extend beyond just the immediate delays at Bengaluru and Kolkata. Aircraft that are unable to land as per schedule will cause ripple delays across the network, impacting subsequent departures, crew schedules, airport slot performance, and ultimately causing a cascading effect on passengers," it mentioned.

The airline sought this exemption citing weather data, which showed that the runway visual range (visibility) at Bengaluru airport never dropped below 550 meters between 9 pm and 4 am from December 10, 2023, to February 10, 2024. For Kolkata airport, it noted that the visibility dropped below 550 meters only once during the same time period.

Sources mentioned that the airline, which started flight operations in August 2022, plans to achieve CAT-related approvals or pilot training in phases.

They talked about the airline's strategy, which has made plans keeping in mind the topography of southern and northern states is different, and that Bengaluru will be impacted differently compared to Delhi.

The fog mandate requires only 'CAT III-ready' pilots and aircraft for flights to and from fog-affected airports



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

4 DECEMBER 2024

वाराणसी फ्लाइट रद्द, यात्री होते रहे परेशान

जयपुर। स्पाइसजेट की वाराणसी फ्लाइट एसजी-2958/60 नवंबर के मध्य से शुरू हुई थी, जो जयपुर-वाराणसी-जयपुर के बीच रोज संचालित होती है। ये फ्लाइट आए दिन रद्द रहती है। मंगलवार को भी फ्लाइट रद्द रही, ऐसे में यात्रियों को परेशानी हुई। सूत्रों की मानें तो फ्लाइट में पर्याप्त यात्रीभार नहीं मिलने की वजह से इसे रद्द कर दिया जाता है। उधर, जयपुर से दुबई फ्लाइट एसजी-57 करीब 2 घंटे व एयर इंडिया एक्सप्रेस की पुणे की फ्लाइट आईएक्स-2712 दोपहर 12:50 की बजाय 1:40 बजे रवाना हुई।



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DECCAN HERALD

BANGALORE

4 DECEMBER 2024

Air India Express launches direct flight from Bengaluru to Port Blair

BENGALURU, DHNS: Air India Express has launched its daily direct flight between Bengaluru and Sri Vijaya Puram (Port Blair), effective from December 1.

The inaugural flight took off from the Kempegowda International Airport (KIA) in Bengaluru at 10.50 am.

Air India Express covers 51 destinations, including the recent addition of Bangkok, along with Dimapur and Patna. From Bengaluru, the airline operates 374 weekly flights, connecting directly to 25 domestic destinations and two international destinations.



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DAINIK JAGRAN

KANPUR

4 DECEMBER 2024

विमानन कानून का स्थान लेने के लिए राज्यसभा में नया बिल

नई दिल्ली, प्रेटर: राज्यसभा में मंगलवार को भारतीय वायुयान विधेयक, 2024 पर चर्चा हुई। इसमें विमानन क्षेत्र में निवेश आकर्षित करने के लिए कारोबार को आसान बनाने के लिए 90 वर्ष पुराने विमान कानून को प्रतिस्थापित करने और अनावश्यक बिंदुओं को हटाने का प्रविधान है। भारतीय वायुयान विधेयक, 2024 को लोकसभा ने अगस्त में पिछले सत्र में पारित किया था।

विमानन मंत्री के. राममोहन नायडू ने विधेयक पेश करते हुए कहा कि इसे अंतरराष्ट्रीय नागरिक विमानन संगठन के सुझाव पर मूल कानून में संशोधन के लिए लाया गया है। उन्होंने बताया कि पूर्व के अधिनियम में सिर्फ मॅटीनेंस शब्द का उल्लेख था और कोई परिभाषा नहीं थी। अब डिजायन और मैनुफैक्चरिंग शब्द भी जोड़े जा रहे हैं, साथ ही तीनों शब्दों को परिभाषित भी किया जा रहा है।



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DAINIK JAGRAN

KANPUR

4 DECEMBER 2024

ट्रेडमार्क विवाद हल के लिए इंडिगो से चर्चा : महिंद्रा

नई दिल्ली, प्रेटर: वाहन निर्माता कंपनी महिंद्रा एंड महिंद्रा ने मंगलवार को कहा कि वह विमानन कंपनी इंडिगो के साथ '6ई' ट्रेडमार्क विवाद का सौहार्दपूर्ण समाधान निकालने के लिए महिंद्रा के साथ चर्चा कर रही है। हालांकि, इंडिगो ने महिंद्रा के इस दावे को नकारते हुए कहा है कि एयरलाइन पिछले 18 वर्षों से अपने डिजाइनर कोड के तौर पर 6ई का

इस्तेमाल करती आई है। इसका किसी भी रूप में उल्लंघन उसकी प्रतिष्ठा एवं सद्भावना को चोट पहुंचाता है।

महिंद्रा ने हाल ही में दो इलेक्ट्रिक वाहन- बीई 6ई और एक्सईवी 9ई पेश किए हैं। इनमें से एक माडल के नाम में '6ई' का इस्तेमाल होने के बाद से ट्रेडमार्क उल्लंघन के आरोप लगने लगे हैं। इंडिगो एयरलाइन के

डिजाइनर कोड में '6ई' का इस्तेमाल होता आ रहा है और उसके पास इसका ट्रेडमार्क मौजूद है। महिंद्रा का कहना है कि उसका ट्रेडमार्क 'बीई 6ई' इंडिगो के '6ई' से अलग है। इससे ग्राहकों के मन में किसी भी तरह के भ्रम की स्थिति नहीं रहती है।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

4 DECEMBER 2024

17 करोड़ हो सकती है घरेलू हवाई यात्रियों की संख्या

नई दिल्ली: रेटिंग एजेंसी इक्रा ने कहा है कि चालू वित्त वर्ष 2024-25 में घरेलू हवाई यात्रियों की संख्या 7-10 प्रतिशत बढ़कर 16.4-17 करोड़ तक पहुंच सकती है। इस दौरान विमानन उद्योग का कुल घाटा भी 2-3 हजार करोड़ रुपये पर आ सकता है। चालू वित्त वर्ष की पहली छमाही में घरेलू हवाई यात्रियों की संख्या 5.3 प्रतिशत बढ़कर 7.93 करोड़ हो गई है। (प्रैट)



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

4 DECEMBER 2024

Domestic air traffic to rise to 164-170 million in FY25

PTI

NEW DELHI

Domestic air traffic is projected to rise 7-10 per cent to 164-170 million in the current fiscal year, while the aviation industry's loss is pegged at Rs 2,000-3,000 crore during the same period, according to rating agency Iera.

In the first half of 2024-25, Iera said domestic air passenger traffic stood at 79.3 million, marking a 5.3 per cent annual growth that was partly impacted by the severe heat wave and other weather-related disruptions.



The international passenger traffic growth for Indian carriers increased and stood at 16.2 per cent in the first half of the current financial year.

On Tuesday, the rating agency said domestic air traffic is expected to jump 7-10 per cent on an annual basis to 164-170 million in FY2025.

Iera maintained a 'stable' outlook on the Indian aviation industry.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

4 DECEMBER 2024

Airfares soar 300%: NGO seeks probe, normalcy

Dhairya Gajara

MUMBAI

Voluntary consumer rights body, Mumbai Grahak Panchayat, has complained about the steep air fare hike by domestic airlines during the festival season, and written to the chief commissioner of Central Consumer Protection Authority under the Ministry of Consumer Affairs. Highlighting 300% fare hike, it has demanded an investigation and alleged that all the airlines are taking undue advantage of rush during the season.

Through the letter, the non-profit organisation mentioned flights by several airlines – Indigo, Air India, Akasa Air



and SpiceJet – between Mumbai, Delhi and Lucknow, which changed the fare range of Rs6,000- Rs13,000 in September-October to Rs12,100-Rs27,800 in the first week of December.

The NGO alleged that air

fares of budget airlines like Indigo are much higher compared to Air India for the same sector on the same date-time. It claimed that the air fares tripled on some sectors between Lucknow and Mumbai, and called it an

“intolerable hike”.

The letter by NGO’s chairman Shirish Deshpande reads, “Such unilateral, steep and unjustified hikes amount to adoption of unfair trade practices by all these airlines and causes consumer exploitation

Date	From	To	Airline	Current Fare	Normal Fare
Dec 6	Bombay	Delhi	SG 152	₹27,800	₹11,000
Dec 6	Delhi	Bombay	SG 169		
Dec 5	Bombay	Delhi	AI2970	₹22,250	₹13,000
Dec 5	Delhi	Bombay	AI2433		
Dec 5	Bombay	Delhi	6E 6052	₹22,250	₹11,000
Dec 5	Delhi	Bombay	6E 354		
Dec 6	Bombay	Delhi	6E 333	₹13,300	₹6,000
Dec 6	Bombay	Delhi	AI2428	₹12,100	₹6,500
Dec 7	Lucknow	Bombay	6E 5241	₹24,500	₹8,000
Dec 6	Lucknow	Bombay	QP 1525	₹22,900	₹8,000

on a massive scale. The Consumer Protection Act empowers the Central Consumer Protection Authority to intervene in such matters.”

The letter also mentions that there has been capacity

shortage due to closure of Jet Airways and Go Air in the last couple of years, and increase in demand at the same time. The NGO had expected the Union ministry to monitor airfares with a view to prevent consumer exploitation during the festive season.

However, it said it had to reach out to the central authority as the Director General of Civil Aviation (DGCA) has no authority to regulate and control airfares.

As per the letter, pending investigation, all the airlines should be directed to charge, with immediate effect, the normal air fares that prevailed in September or October, said Deshpande.



Corporate Communications Directorate

HINDUSTAN

DELHI

5 DECEMBER 2024

इंडिगो ने खराब सेवा वाले दावे को नकारा

नई दिल्ली, एजेंसी। इंडिगो ने उड़ानों के समय पर परिचालन में पीछे रहने का दावा करने वाले सर्वेक्षण को नकार दिया है। कंपनी ने बुधवार को कहा कि एयरलाइन ने समय की पाबंदी के मामले में लगातार उच्च अंक हासिल किए हैं। यह सर्वे वैश्विक कंपनी एयरहेल्प ने किया था, जिसमें इंडिगो को समय की पाबंदी जैसे मानकों पर सबसे खराब प्रदर्शन करने वाली एयरलाइंस बताया गया है।

Protect yourself from flight delays & cancellations

Shipra Singh

shipra.singh@livemint.com

NEW DELHI: If you plan to fly to or within north India in the next month or two, you should be prepared for fog-related delays and cancellations. After all, flight disruptions due to adverse weather affected about four lakh passengers last December.

According to the aviation ministry's passenger charter, fliers are entitled to refreshments, free hotel stays and even monetary compensation, depending on the length of the delay. However, adverse weather is among the factors for which airlines aren't required to provide free accommodation or monetary compensation if a flight is delayed for over 24 hours.

This means you may have to book a hotel and an alternative flight with your own cost. To prevent this, consider buying travel



While most travel policies cover delays and missed connections, few cover flight delays or cancellations due to extreme weather. HT

insurance if you plan to fly in December end or in January.

What does travel insurance cover?

Travel insurance pays a fixed, predetermined amount if your flight is delayed. The amount of cover and the stipulated length of the delay differ across policies.

Delayed flights: This is paid when a flight is delayed after the passenger has checked in. It does not apply when the airline

informs passengers about the delay at least six hours before departure.

Vivek Chaturvedi, CMO and head of direct sales, Go Digit General Insurance, said a common carrier delay cover pays out if the flight is delayed beyond the duration specified in the policy.

He added that passengers should check how the insurer calculates delay times when buying such a policy.

The payout under this cover can vary from ₹2,000 to ₹10,000, depending on whether the flight is domestic or international.

Missed connections: A fixed benefit is also paid in case you miss your connecting flight because the initial flight was delayed. "The insurer will pay for reasonable extra accommodation and travel costs..." said Chaturvedi. The payout is much higher for missed connecting flights, but the conditions are also more stringent.

Default plans don't cover cancellation

It's common to see fog-delayed flights being cancelled eventually. While most travel policies cover delays and missed connections, few cover flight delays or cancellations due to extreme weather.

When booking flights through online travel agencies, it is common to find the option to buy a basic travel insurance that cov-

ers lost baggage, delays, missed connections and trip cancellations by the passenger on account of emergencies. However, such policies don't cover weather-related cancellations by airlines, so passengers should buy this 'cancellation by operator' cover separately.

Note that airlines are liable to pay monetary compensation for cancelled or missed connecting flights only when it is their fault. The airline must inform passengers of a cancellation up to 24 hours before departure and give them the choice of an alternative flight or a full refund. If it doesn't, the passenger is entitled to compensation. This also applies when the passenger misses a connecting flight because of the airline's fault. The compensation is ₹5,000 for flights with a block time of up to one hour, ₹7,500 for between one and two hours, and ₹10,000 for more than two hours.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

4 DECEMBER 2024

IndiGo sues M&M over the use of '6E' for its EV

**Krishna Yadav &
Alisha Sachdev**

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NEW DELHI: InterGlobe Aviation Ltd, which runs India's largest airline IndiGo, has filed a trademark infringement case against Mahindra Electric Automobile Ltd in the Delhi High Court over the use of '6E' in the automaker's upcoming electric car model BE 6e, slated for deliveries in late February next year.

IndiGo claims that '6E,' a key element of its branding and call sign, is protected under trademark laws and has sought an

injunction against Mahindra from using the designation.

Mahindra & Mahindra, the parent of Mahindra Electric Automobile, said that the styling of the two monikers—IndiGo's standalone '6E', and Mahindra's BE 6e—differs fundamentally, adding that it is in discussions with InterGlobe Aviation to resolve the dispute amicably.

The case was initially listed before Justice Amit Bansal, but the judge recused himself from the hearing on Tuesday. The matter is now scheduled to be heard on 9 December by a new bench.



IndiGo claims that '6E,' a key element of its branding and call sign, is protected under trademark laws.

HT

It may be noted here that Mahindra's SUV brand name sports a "6E" in small-case.

The airline's call sign "6E" is said to be central to its branding, representing a suite of passenger-focused services such as 6E Prime, which offers benefits like priority check-in and seat selection, and 6E Flex, allowing for flexible rescheduling and cancellations. Additionally, other 6E-branded add-ons are said to enhance the customer experience by offering customizable options, including lounge access and extra baggage allowances.

"Mahindra revealed its electric origin SUVs the BE 6e and XEV 9e on 26 November. Mahindra has applied for trade

mark registration under class 12 (vehicles) for 'BE 6e', a part of its electric origin SUV portfolio. We, hence, don't see a conflict as Mahindra's mark is 'BE 6e', not the standalone '6E'. It differs fundamentally from IndiGo's '6E', which represents an airline, eliminating any risk of confusion. The distinct styling further emphasizes their uniqueness," a Mahindra spokesperson said.

Mahindra's BE 6e is gaining in popularity as a futuristically designed sports e-SUV. The brand name "BE" is pronounced "Be", and with "6e" is a play on "Be Sexy".



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

5 DECEMBER 2024

IndiGo ranked among worst airlines globally by AirHelp; airline refutes survey

SUKALP SHARMA
NEW DELHI, DECEMBER 4

INDIA'S LARGEST airline IndiGo has been listed among the world's worst airlines by European air passenger claims processing and facilitating agency AirHelp, which has ranked the airline at the 103rd spot out of a total of 109 airlines in the rankings. Reacting to the AirHelp rankings, IndiGo has refuted the survey and even questioned its credibility.

AirHelp releases an annual ranking of international airlines and airports. The rankings for airlines are based on three criteria — on-time performance, customer opinion, and processing of compensation claims. According to AirHelp, the three criteria contribute to the airline's score in equal measure, or 33.33 per cent each. In its 2024 report, AirHelp gave IndiGo a score of 4.80, placing it at the 103rd spot among 109 air-



File

lines in the list. The only other Indian airline on the list is Air India, which has been ranked 61 with a score of 6.15. Brussels Airlines has been ranked at the pole position, followed by Qatar Airways, and United Airlines with scores of 8.12, 8.11, and 8.04, respectively.

"India's aviation regulator DGCA (Directorate General of Civil Aviation), publishes data on airline punctuality and customer complaints monthly. IndiGo has consistently scored high on punctuality and has the lowest customer complaint ratio for an airline of its size and scale of operations. The

data published in the survey by AirHelp, an EU claim processing agency, does not report the sample size from India, and neither takes into account the methodology or compensation guidelines used by the global aviation industry — casting a doubt on its credibility," IndiGo said in a statement. "As India's most preferred airline, IndiGo refutes the findings of this survey and reiterates its promise of on-time, affordable, courteous and hassle-free travel experience for its customers," the airline added.

FULL REPORT ON
www.indianexpress.com



Corporate Communications Directorate

LOKSATYA

DELHI

5 DECEMBER 2024

क्रिसमस और नए साल में हवाई किराए में तेजी नहीं भारतीय विमानन कंपनियां दिसंबर में हर सप्ताह 22,645 उड़ानों का संचालन करेंगी

नई दिल्ली, एजेंसी।

इस साल क्रिसमस और नए साल के दौरान यात्रा के लिए हवाई किराये में खास बढ़ोतरी नहीं हुई है। विमान ईंधन की कीमतों में नरमी, विभिन्न उड़ानों की मांग में तेजी की उम्मीद के कारण फिलहाल किराये नियंत्रण में दिख रहे हैं। यात्रा वेबसाइट इग्जिगो के आंकड़ों के अनुसार 24 दिसंबर से 1 जनवरी के बीच यात्रा के लिए दिल्ली-गोवा मार्ग पर औसत हवाई किराया 9,301 रुपये रहा है, जो पिछले साल की समान अवधि के मुकाबले महज 2 फीसदी अधिक है।

यह किराया 30 दिन पहले बुक



किए गए टिकटों के हैं। दिल्ली-कोलकाता मार्ग भारत के सबसे व्यस्त मार्गों में शामिल है जहां हर सप्ताह 160 से अधिक उड़ानों का संचालन होता है। इग्जिगो के अनुसार 24 दिसंबर से 1 जनवरी के बीच इस मार्ग पर औसत हवाई

किराये में एक साल पहले की समान अवधि के मुकाबले 29.7 फीसदी की कमी दर्ज की गई है। ये किराये प्रस्थान से 30 दिन पहले बुक किए गए टिकटों के हैं। विमानन कंपनियों के अधिकारियों ने कहा कि हालिया सप्ताहों के दौरान लोड फैक्टर में

लगातार मजबूती बनी हुई। उन्होंने कहा कि आगामी सप्ताहों में भी लोड फैक्टर में मजबूती बरकरार रहने के आसार हैं। एक अधिकारी ने कहा कि विमानों के जमीन पर खड़े होने एवं अन्य कारणों से कुछ क्षमता प्रभावित हुई है, लेकिन हवाई किराये में काफी हद तक स्थिरता बनी हुई है। आने वाले दिनों में क्रिसमस सप्ताह के लिए मांग बढ़ने की उम्मीद है। विमानन विश्लेषण फर्म सिरियम के अनुसार, भारतीय विमानन कंपनियां दिसंबर में हर सप्ताह 22,645 उड़ानों का संचालन करने वाली हैं जो पिछले साल की समान अवधि के मुकाबले करीब 8 फीसदी अधिक है।

India's aviation leader pilots turbulent skies

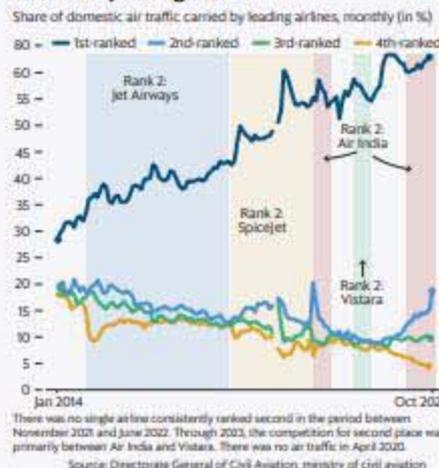
BY MANJUL PAUL

On 17 November, India's domestic air traffic surpassed half a million passengers in a single day for the first time, a milestone for the aviation sector. As air travel soars, one player has continued to increase its dominance even as rivals explore consolidation strategies. In October, the last full month with available data, India's top airline, IndiGo, expanded its outsized market share for the fourth straight month, to nearly match its all-time high of 63.4% set last year. The aviation sector, which has witnessed the collapse of carriers like Kingfisher, Jet Airways, and GoFirst, has found a rare pillar of stability in IndiGo. Its low-cost business model has enabled it to navigate turbulence with remarkable consistency and growth.

From a modest fleet of six aircraft in 2006, IndiGo has steadily risen to dominate India's skies, holding the top position for over a decade. It surpassed 50% of the domestic market in 2020 and crossed 60% last year, cementing its leadership, shows data. Even the merger of Vistara and Air India in November is unlikely to challenge IndiGo's supremacy, as the combined entity would control no more than 29% of the domestic passenger market, based on October figures. Among the top airlines in the five largest markets, according to data analytics firm OAG, —US, China, India, Brazil, and Indonesia—only Indonesia's Lion Air Group rivals IndiGo's dominance, with a 64.6% share in 2023. In contrast, market leaders in US and China command just 12-17% of their respective markets.



IndiGo has continued to extend its lead in air passenger traffic



IndiGo's dominance is an unusual case among large aviation markets



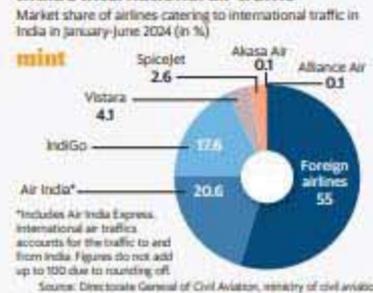
International Reign

WITH A fleet of over 400 aircraft, IndiGo is among the world's top 10 airlines by fleet size. The carrier dominates domestic air travel and has a substantial share of international traffic.

While foreign airlines collectively handle 55% of international air traffic involving India, no single carrier dominates the segment. Even Emirates, the leader among foreign airlines, has just 7.9% of international traffic in the first half of 2024, while other foreign carriers individually held market shares below 4%.

Homegrown airlines' share of international air travel ranged from 2-20% in the first half of 2024. IndiGo led the domestic pack with a 17.6% share of international traffic during this period. However, when Air India and its subsidiary Air India Express are considered together, their combined share of 20.6% makes the group the largest overall carrier for international air traffic during January-June 2024.

IndiGo also controls a large share of India's international air traffic



IndiGo's relatively low PLF shows room to improve efficiency



Full Flight Potential

WHILE INDIGO reigns supreme in domestic air travel and has made significant strides in international markets, a deeper analysis of key performance metrics reveals a more nuanced picture of the airline's operational efficiency.

Passenger load factor (PLF) is a crucial metric of efficiency that measures how much of an airline's seating is utilized. Between January and October, IndiGo's average PLF was 85.5%, which was higher than Air India's 83.8%, but both lagged other carriers. The erstwhile Vistara led with 91.2%, followed by SpiceJet at 89% and Akasa Air at 88.4%. These figures suggest that despite IndiGo's market dominance, the airline has room for improvement in maximizing seat occupancy and operational efficiency.

A higher PLF can generally translate to higher profit margins for airlines as fixed costs are spread across more passengers.

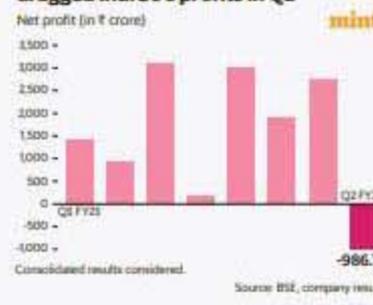
Financial Turbulence

INDIGO FACED a significant setback in the September quarter of FY25, ending seven quarters of consolidated profit. The airline reported a net loss of ₹986.7 crore, down from the ₹189 crore profit last year and the ₹2,728 crore profit in the June quarter. The losses were due to high fuel costs and aircraft groundings.

"While the cost structure problem will get resolved soon with the reduction in AoG (aircraft on ground), early signs of pricing pressure are visible as passenger revenue per available seat kilometre is likely to witness a correction in Q3," said a Prabhudas Lilladher report. Analysts said that the airline's market leadership will prevent a major drop in earnings due to pricing pressure.

IndiGo dominates the market but faces headwinds in rising costs and profitability. As IndiGo navigates these skies, it will look at refining its plan to ensure sustained growth and profitability.
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Fuel costs and grounding expenses dragged IndiGo's profits in Q2





Corporate Communications Directorate

MINT

DELHI

5 DECEMBER 2024

Policy for wet-leasing aircraft weighed

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NEW DELHI

Indian airlines will soon be able to expand and launch new routes through wet-leased aircraft with the government likely to announce relaxed norms soon, two officials confirmed. Current rules do not allow airlines to launch new routes on wet-leased aircraft, which is when airlines are facing delays in inducting new aircraft due to supply chain issues across the globe.

This relaxation could benefit airlines like IndiGo and SpiceJet, which can use wet-leased aircraft to launch new routes too. While IndiGo has wet-leased dual-aisle aircraft for international operations, SpiceJet keeps inducting such aircraft for its operations.

"The government is streamlining the policy for wet-leasing aircraft that will allow airlines to use these aircraft for new routes too. While a couple of airlines are into wet-leasing aircraft, occasionally all airlines will have a need for it," an official close to the development said, requesting anonymity. A wet lease refers to a deal



Current rules do not allow airlines to launch new routes on wet-leased aircraft.

MINT

between two airlines where one airline provides an aircraft, crew, maintenance, insurance and other services to the other for a certain period of time.

The move is set to help airlines that have plans to expand on new routes but are not able to due to supply chain issues leading to unavailability of new aircraft. Air India and Akasa, which are currently expanding on the back of Boeing 737 MAX aircraft, are set to see deliveries decline due to labour and safety issues being faced by the American aircraft maker.

India's domestic aviation market has been an outlier post

the covid-19 pandemic and has been recording growth with the one-day domestic passenger number hitting a record of over 505,000 during the month of November. The highest one-day passenger number was at 420,000 before the pandemic.

Post the pandemic, the aviation industry also witnessed an airline grounding in Go First and a sharp reduction in flight capacity by SpiceJet. Despite that, passenger numbers have maintained an upward trajectory,

and allowing wet-leased planes will help aid growth.

The official said the new rules are designed to help airlines in ease of doing business while simultaneously helping the aviation network grow.

"The reality of the challenges in India cannot be addressed overnight. On the other hand, with different parts of the country constantly developing, the number of possible routes is steadily increasing. People want to fly more, so the focus is on facilitating the growth of Indian aviation," he added.

Industry watchers want the Indian agency to have the authority to regulate these aircraft. "The government may be doing it to help a certain airline and this may help the whole

industry. But the government will have to ensure that Indian agencies have full control over the regulation of these aircraft too. It is imperative that the DGCA (Directorate General of Civil Aviation) has control over these aircraft," said Mark Martin of aviation consultancy Martin Consultancy.

The move is set to help airlines with plans to expand on new routes but which are unable to due to supply chain issues



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

4 DECEMBER 2024

‘Domestic air traffic to rise to 164-170 million in current fiscal’

NEW DELHI: Domestic air traffic is projected to rise 7-10 per cent to 164-170 million in the current fiscal year, while the aviation industry's loss is pegged at Rs 2,000-3,000 crore during the same period, according to rating agency Icra.

In the first half of 2024-25, Icra said domestic air passenger traffic stood at 79.3 million, marking a 5.3 per cent annual growth that was partly impacted by the severe heat wave and other weather-related disruptions.

The international passenger traffic growth for Indian carri-

ers increased and stood at 16.2 per cent in the first half of the current financial year.

On Tuesday, the rating agency said domestic air traffic is expected to jump 7-10 per cent on an annual basis to 164-170 million in FY2025.

Icra maintained a 'stable' outlook on the Indian aviation industry, amidst continued growth in domestic and international air passenger traffic.

Kinjal Shah, Senior Vice President & Co-Group Head at Icra, said the industry is expected to report a net loss of Rs 20-30 billion in FY2025 and FY2026 each, significantly

lower than the losses witnessed in the past supported by improved pricing power of the airlines.

"The spread between revenue per available seat kilometre and cost per available seat kilometre saw some moderation in H1 FY2025 over FY2024 due to higher fuel prices and overall increased costs amid grounding of aircraft, while yields moderated marginally as airlines strove to maintain adequate passenger load factors.

"Nonetheless, the same is expected to pick up in H2 FY2025, amid healthy passenger traffic," Shah said. P11



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

4 DECEMBER 2024

BHARATIYA VAYUYAN VIDHEYAK, 2024

Civil Aviation Minister Naidu moves Bill in Rajya Sabha to replace 90-yr old Aircraft Act

OUR CORRESPONDENT

NEW DELHI: The Rajya Sabha on Tuesday took up a Bill which seeks to remove redundancies and replace the 90-year-old Aircraft Act to boost ease of doing business to attract investments in the aviation sector.

The Bharatiya Vayuyan Vidheyak, 2024, was passed in the Lok Sabha in the last session of Parliament in August this year.

Moving the Bill for consideration and passage, Union

Civil Aviation Minister Kinjarapu Rammohan Naidu said that the Bill was taken up after a suggestion by The International Civil Aviation Organization (ICAO) to amend the principal act. He mentioned that the aviation sector has the potential to drive the economy and should be expanded.

He informed the House that the number of airports has increased from 74 in 2014 to 157 in the country and the fleet size has also doubled from 400 (air-



Union Civil Aviation Minister Kinjarapu Rammohan Naidu

craft) in 2014 to 813.

"In the earlier Act, only the world maintenance was men-

tioned. There was no definition. Now we adding design and manufacturing also. We are also defining all these three terms (in the new law). We have brought the appeal system," he stated.

The minister explained that most of the times, we amend rules of the Act with backing of the principal act and that is why we are amending the principal act. "We are giving strong legal backing to the rules under the Act," he stressed. He also stated that today everybody wants to

have an airport in their district.

"We want to cater to those dreams. We want to build those airports. We feel that if we cannot do it today, it will be a challenge tomorrow. The land is going to be scarce," he added.

"We have organised everything in the Bill which provides different section for powers of bodies like DGCA. So there is clear demarcation and indication on which each body has to do as recommended by ICAO," he stated.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

5 DECEMBER 2024

IndiGo ranked among world's worst airlines; co dismisses AirHelp survey

ENS ECONOMIC BUREAU
@ New Delhi

INDIGO, country's largest airline, has been ranked among the world's worst airlines in a recent survey conducted by AirHelp, a firm specialising in processing compensation claims for flight disruptions and lost luggage. The survey placed IndiGo at the 103rd spot out of 109 airlines analysed. However, the airline has strongly rejected the findings, questioning the survey's methodology and credibility.

IndiGo stated that the data published in the AirHelp survey does not report the sample size from India, and neither takes into account the methodology or compensation guidelines used by the global aviation industry – casting doubt on its credibility.

"As India's most preferred airline, IndiGo refutes the findings of this survey and reiterates its promise of on-time, affordable, courteous and



Tata Group-run Air India ranked at 61st spot

AirHelp ranked Tata Group-run Air India at 61st spot. In latest report, AirHelp gave IndiGo score of 4.80 while Air India scored 6.15. Brussels Airlines, Qatar Airways and United Airlines occupy top three spots in list with scores of 8.12, 8.11, and 8.04, respectively.

hassle-free travel experience for its customers," it said.

It added that India's aviation regulator DGCA publishes data on airline punctuality and customer complaints monthly and IndiGo has consistently scored high on punctuality and has the lowest customer complaint

ratio for an airline of its size and scale of operations.

AirHelp ranked Tata Group-run Air India at the 61st spot. In the latest report, AirHelp gave IndiGo a score of 4.80 while Air India scored 6.15. Brussels Airlines, Qatar Airways and United Airlines occupy the top three spots in the list with scores of 8.12, 8.11, and 8.04, respectively. The annual report by AirHelp covered data from January to October and analyzed factors such as global customer claims, on-time performance, and feedback from travellers across 54 countries. It also took note of food quality, seating comfort, and crew service to rank the airlines.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

5 DECEMBER 2024

IndiGo ने उड़ानों पर सर्वे को नकारा

■ पीटीआई, नई दिल्ली : IndiGo ने बुधवार को एक सर्वेक्षण को खारिज किया जिसमें दावा किया गया था कि कुछ पैमानों (जैसे समय पर उड़ान भरना) के आधार पर इंडिगो सबसे खराब एयरलाइंस में से एक है। यह सर्वेक्षण यूरोपीय संघ की क्लेम प्रोसेसिंग एजेंसी 'AirHelp' द्वारा किया गया था।



Corporate Communications Directorate

THE PIONEER

LUCKNOW

4 DECEMBER 2024

Domestic air traffic to rise to 164-170 million in FY25: Icra

PTI ■ NEW DELHI

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On Tuesday, the rating agency said domestic air traffic is expected to jump 7-10 per cent on an annual basis to 164-170 million in FY2025.

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supported by improved pricing power of the airlines.

"The spread between revenue per available seat kilometre and cost per available seat kilometre saw some moderation in H1 FY2025 over FY2024 due to higher fuel prices and overall increased costs amid grounding of aircraft, while yields moderated marginally as airlines strove to maintain adequate passenger load factors.

"Nonetheless, the same is expected to pick up in H2 FY2025, amid healthy passenger traffic," Shah said.

Airlines' cost structure is typically driven by two key components - Aviation Turbine Fuel (ATF) prices and the INR-USD movement.

On a year-on-year basis, Icra said average ATF prices eased by 6.8 per cent to Rs 96,192/KL in the first eight months of FY2025, though exceeding the levels seen during pre-Covid period (first eight months of FY2020) of Rs 65,261/KL. Fuel costs account for around 30 to 40 per cent of an airline's costs, while about 35-50 per cent of the operating expenses, including aircraft lease payments, fuel expenses and a significant portion of aircraft and engine maintenance expenses are denominated in dollar terms.



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RAJASTHAN PATRIKA

JAIPUR

4 DECEMBER 2024

2025 तक हवाई यात्रियों की संख्या 42 करोड़ तक पहुंचने का अनुमान

नई दिल्ली. देश में चालू वित्त वर्ष 2024-25 में हवाई यात्रियों की संख्या 40.7 से 41.8 करोड़ के रिकॉर्ड स्तर तक पहुंचने का अनुमान है। रेटिंग एजेंसी इफ्रा के अनुसार वित्त वर्ष 2023-24 में यह आंकड़ा 37.64 करोड़ था। यह कोविड-19 वैश्विक महामारी से पहले की तुलना में 10 फीसदी अधिक है। वित्त वर्ष 2024-25 में समग्र यातायात में सालाना आधार पर करीब 8-11% की बढ़ोतरी की उम्मीद है। अवकाश



और व्यावसायिक यात्रा दोनों में मजबूत वृद्धि के साथ घरेलू क्षेत्र में नए गंतव्यों तक पहुंच में सुधार और अंतरराष्ट्रीय यात्रा में निरंतर वृद्धि इसकी मुख्य वजह रहेगी।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

4 DECEMBER 2024

IndiGo sues Mahindra Electric for using '6E': After InterGlobe Aviation, which operates IndiGo airline, filed a trademark infringement lawsuit against Mahindra Electric for using '6E' in its new car, the automaker said on Tuesday they do not see a conflict and are engaged in discussions with the budget airline to find an amicable solution.