

पहलगाम हमले की चोट से नहीं उबर पाया यात्रा-पर्यटन उद्योग

पहलगाम हमले की चोट से ...

पृष्ठ 1 का शेष

फेडरेशन ऑफ एसोसिएशन इन इंडियन टूरिज्म ऐंड हॉस्पिटैलिटी के महासचिव राजीव मेहरा ने कहा, 'हमें सरकार से और भी उम्मीदें हैं। सबसे पहले सरकार को सुरक्षा इंतजाम और पुख्ता करना चाहिए और राज्य और विदेश में कारोबार के अवसर भी सुनिश्चित किए जाने चाहिए। चाक-चौबंद सुरक्षा के बीच बंद पर्यटन स्थल खोलने के साथ पूरे आतिथ्य क्षेत्र (होटल, टूर ऑपरेटर और स्थानीय गाइड) को प्रोत्साहन की आवश्यकता है।'

इस साल की शुरुआत में एक कार्यक्रम में जम्मू-कश्मीर के मुख्यमंत्री उमर अब्दुल्ला ने कहा था कि राज्य सरकार ने विकास के लिए नौ नए पर्यटन स्थलों की पहचान की है और उनके लिए 5,500 करोड़ रुपये रकम के इंतजाम में जुट गई है।

(शेष पृष्ठ 2)

के बिक्री विभाग के जितन नागर ने कहा, 'हमारे यहां कुल जितनी बुकिंग हुई थी उसका लगभग 60 प्रतिशत हेलीकॉप्टर यात्रा के लिए थी। मगर प्रतिबंध की घोषणा के बाद ये बुकिंग रद्द हो गई।'

पहलगाम हमले के बाद कंपनी को इस साल किराये में 6-7 प्रतिशत की कमी भी करनी पड़ी।

जम्मू क्षेत्र में एक अन्य होटल कारोबारी कहा, 'मेरे होटल में इस साल सबसे अधिक कारोबार वाले समय में भी कमरे भरने की दर 6-8 प्रतिशत तक ही रही। यह साल कारोबार के लिहाज से नागवार गुजर रहा है। उम्मीद तो यही है कि अगले साल हालात बेहतर हो जाएंगे। उन्होंने कहा कि सुरक्षा के बेहतर इंतजाम और वित्तीय समर्थन की अदद जरूरत महसूस हो रही है।'

फेडरेशन ऑफ एसोसिएशन इन इंडियन टूरिज्म ऐंड हॉस्पिटैलिटी के महासचिव राजीव मेहरा ने कहा, 'पहलगाम की घटना ने कश्मीर में पर्यटन क्षेत्र को बहुत बुरी तरह प्रभावित किया था। शुरू में हर कोई सदमे में था लेकिन सरकार की पहल के बाद हालात बेहतर हुए हैं। हमें उम्मीद है कि आने वाले महीनों में हालात सामान्य हो जाएंगे।'

पर्यटन अर्थव्यवस्था पर असर

- श्रीनगर, जम्मू और लेह हवाई अड्डों पर यात्रियों की आवाजाही में कमी
- श्रीनगर हवाई अड्डे पर अप्रैल-अगस्त के दौरान यात्री संख्या में 33.1 प्रतिशत की कमी आई
- जम्मू हवाई अड्डे पर अगस्त में सालाना यात्रियों की आवाजाही 14.4 प्रतिशत घटी
- भू-राजनीतिक तनाव, प्रतिकूल मौसम से यात्रा करने से डर रहे लोग



इस क्षेत्र में यात्रा परिचालकों (टूर ऑपरेटर) के लिए यह एक निराशाजनक मौसम रहा है। इस क्षेत्र के एक होटल परिचालक ने कहा, 'पहलगाम आतंकी हमले और उसके बाद भारत और पाकिस्तान में हुई सैन्य झड़प स्थानीय पर्यटन अर्थव्यवस्था के लिए एक बड़ा झटका था। रही-सही कसर भारी बारिश के कारण आई बाढ़ ने पूरी कर दी। इस क्षेत्र में अप्रैल में होटलों में कमरे खाली रहने लगे हैं।'

कुल मिलाकर, इस साल अप्रैल-अगस्त की अवधि में श्रीनगर हवाई अड्डे पर सालाना यात्री की संख्या में 33.1 प्रतिशत की गिरावट दर्ज हुई जबकि पिछले साल इसी अवधि में यह संख्या 10.2 प्रतिशत बढ़ी थी।

जम्मू हवाई अड्डे का हाल भी ऐसा ही है। इस साल मई में जम्मू हवाई अड्डे से 68,654 यात्रियों ने सफर किया, जिसमें सालाना 51.6 प्रतिशत की कमी आई है। टूर ऑपरेटरों को कारोबार में सुधार की उम्मीद जगी थी मगर अब तक उन्हें मायूसी ही हाथ लगी है। अगस्त में जम्मू हवाई अड्डे पर 1,07,260 यात्रियों की आवाजाही हुई, जो सालाना आधार पर 14.4 प्रतिशत कम है।

इंडियन एसोसिएशन ऑफ टूर

ऑपरेटर्स के अध्यक्ष रवि गोसाईं ने कहा, 'जम्मू-कश्मीर में हाल की दुखद घटनाओं और मौजूदा भू-राजनीतिक तनाव ने यात्रियों के आत्मविश्वास को हिला दिया है। होटल व्यवसायियों और कारीगरों और परिवहन कारोबार से जुड़े लोगों सभी को तगड़ा नुकसान हुआ है।' उन्होंने कहा, 'पर्यटन क्षेत्र स्थानीय अर्थव्यवस्था की रीढ़ है। मगर हालात खराब रहने से हजारों परिवारों के गुजर-बसर पर सीधी चोट पड़ती है।'

लेह हवाई अड्डे पर भी यात्रियों की आवाजाही कम हुई है। इस हवाई अड्डे पर मई में 79,572 यात्रियों की आवाजाही हुई जो सालाना आधार पर 37.2 प्रतिशत कम है। अगस्त तक स्थिति सामान्य नहीं हुई थी क्योंकि तब तक 1,01,420 यात्रियों की ही आवाजाही हो पाई जो सालाना आधार पर 20 प्रतिशत कम है।

पूरे क्षेत्र में हवाई यात्रा में गिरावट की वजह केवल भू-राजनीतिक और मौसमी से जुड़ी चिंताओं तक ही सीमित

नहीं हैं। आध्यात्मिक पर्यटन (जिसमें वार्षिक अमरनाथ यात्रा और वैष्णो देवी मंदिर जैसे अन्य शामिल हैं) भी इस क्षेत्र की अर्थव्यवस्था का महत्वपूर्ण हिस्सा है। मगर हेलीकॉप्टर सेवाओं पर प्रतिबंध लगने से आध्यात्मिक पर्यटन से जुड़े कारोबार भी प्रभावित हुए हैं।

अमरनाथ श्राइन बोर्ड ने इस साल जुलाई में गुफा मंदिर के लिए हेलीकॉप्टर सेवाएं बंद कर दी थीं।

अमरनाथ यात्रा का आयोजन करने वाले एक टूर ऑपरेटर वंडर वर्ल्ड यात्रा

अक्षरा श्रीवास्तव और दीपक पटेल नई दिल्ली, 5 अक्टूबर

जम्मू-कश्मीर में हवाई यातायात एवं पर्यटन पहलगाम आतंकवादी हमले की चोट से अब तक नहीं उबर पाए हैं। भारतीय विमानपत्तन प्राधिकरण (एएआई) के आंकड़ों के अनुसार श्रीनगर, जम्मू और लेह हवाई अड्डों पर यात्रियों की आवाजाही अब भी पिछले साल के स्तर से काफी नीचे है। ये आंकड़े 2024 की समान अवधि में देखी गई निरंतर बढ़ोतरी से एकदम उलट हैं।

जम्मू-कश्मीर और लद्दाख के केंद्र शासित प्रदेशों में तीन प्रमुख नागरिक हवाई अड्डे जम्मू, श्रीनगर और लेह हैं। बिजनेस स्टैंडर्ड ने एएआई के आंकड़ों का विश्लेषण किया है जिसके अनुसार श्रीनगर हवाई अड्डे पर मासिक यात्री संख्या अब भी पिछले साल के स्तर पर नहीं लौट पाई है। इस साल मई में हवाई अड्डे पर 1,61,214 यात्रियों की आवाजाही हुई, जो सालाना 67.1 प्रतिशत की कमी है। अगस्त में इस हवाई अड्डे से 2,57,867 यात्रियों की आवाजाही हुई जो पिछले साल समान अवधि की तुलना में 17.9 प्रतिशत कम है।

Tourism in J&K, Ladakh struggling to recover

AKSHARA SRIVASTAVA
& DEEPAK PATEL
New Delhi, 5 October

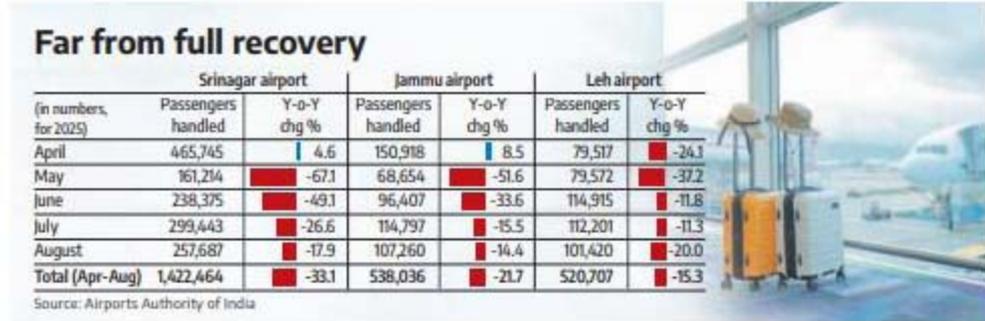
Air travel and tourism in Jammu & Kashmir and Ladakh are yet to recover after the Pahalgam terror attack in April, with the Airports Authority of India (AAI) data showing that passenger traffic at Srinagar, Jammu, and Leh airports remains well below last year's levels, marking a sharp reversal from the steady growth seen in the same period last year.

The Union Territories of Jammu & Kashmir and Ladakh have three major civilian airports — Jammu, Srinagar, and Leh.

According to the AAI data, reviewed by *Business Standard*, the monthly passenger numbers at Srinagar airport are yet to claw back to last year's levels.

In May this year, the airport handled 161,214 passengers, a steep 67.1 per cent year-on-year (Y-o-Y) drop. In August, it was 257,867, 17.9 per cent lower than in the same month last year. For travel operators in the region, this has been a washout season.

"The Pahalgam terror attacks and the conflict that followed were a big blow to local tourism. And just when things were starting to go back to normal, the floods, caused by heavy rain, spoiled all chances of a bounce-back this season,"



said a hotel operator who has been battling dwindling occupancy rates since April.

During April-August this year, Srinagar airport recorded a 33.1 per cent decline in passenger numbers Y-o-Y, in contrast to 10.2 per cent growth in the same period last year.

The story is similar for Jammu airport. In May this year, it handled 68,654 passengers, down 51.6 per cent Y-o-Y. Tour operators had expected a recovery but that has not happened yet. In August, Jammu airport handled 107,260 passengers, 14.4 per cent lower Y-o-Y.

"The incidents in Jammu & Kashmir and geopolitical tensions have shaken the confidence of travellers and caused losses for stakeholders — from hoteliers and houseboat owners

to guides, artisans, and transporters," said Ravi Gosain, president of the Indian Association of Tour Operators. "Tourism is the backbone of the region's economy, and such setbacks affect families," he added.

Leh airport also witnessed a decline. It handled 79,572 passengers in May, down 37.2 per cent Y-o-Y. By August, the situation had not normalised, with 101,420 passengers handled, 20 per cent lower Y-o-Y.

The reasons for the drop are not limited to just geopolitical and environmental concerns. Spiritual tourism, encompassing the annual Amarnath Yatra and others like the Vaishno Devi temple, accounts for a significant part of the region's economy.

That, too, was affected this year after helicopter service was

banned in the area. The Amarnath Shrine Board in July this year stopped helicopter service to the cave temple, led to a near washout. "Almost 60 per cent of our bookings were for the helicopter journey, and all of them were cancelled after the declaration came," said Jatin Nagar from the sales department at Wonder World Yatra, a tour operator, which organises Amarnath journeys.

The operator had to reduce prices by 6-7 per cent this year after the Pahalgam attacks.

"Occupancy levels at my hotel have been limited to 6-8 per cent this year during the peak season. It has been a very difficult year and I can only hope that things are better next year," said another hotel chain owner in the Jammu region, adding

that the industry needed the support of enhanced security measures and financial relief.

Rajiv Mehra, general secretary, Federation of Associations in Indian Tourism and Hospitality, said: "The Pahalgam incident has hurt the tourism sector in Kashmir very badly. Initially everybody was shocked but given the initiative of different stakeholders — the governments (the Centre and that of the Union Territory) — things have improved and we are expecting near normalcy in the coming months."

Speaking at an event earlier this year, Chief Minister Omar Abdullah had said the government had identified nine new tourist destinations for development and was eyeing a funding of ₹5,500 crore.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

5 OCTOBER 2025

Navi Mumbai Int'l Airport to be inaugurated on Oct 8

MUMBAI, Oct 4: Prime Minister Narendra Modi will inaugurate the first phase of the Navi Mumbai International Airport, built at a cost of Rs 19,647 crore, on October 8, a senior Maharashtra government official said on Saturday.

The official also said the commercial flight operations from the greenfield facility will commence in December.

The airport, the second in the Mumbai Metropolitan Region after the existing Chhatrapati Shivaji Maharaj International Airport in Mumbai, secured its aerodrome licence from the aviation safety regulator DGCA on September 30.

The project is being developed in multiple phases by Navi Mumbai International Airport, in which Adani Group has a 74 per cent stake, and the remaining 26 per cent with the Maharashtra government's land development authority CIDCO. The global body IATA has assigned the 'NMI' code to the airport.

"Second airport of Maha Mumbai – Navi Mumbai International Airport – is going to be inaugurated by Prime Minister Narendra Modi on October 8," CIDCO Vice Chairman and MD Vijay Singhal said.

He said the Prime Minister will land at the Navi Mumbai International Airport at around 2.40 pm and will remain at the facility for almost two hours. – PTI



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AMAR UJALA

DELHI

6 OCTOBER 2025

नोएडा एयरपोर्ट के पास रिहायशी सेक्टर बढ़ेगा

ग्रेटर नोएडा। नोएडा एयरपोर्ट शुरू होने की तारीख करीब आते ही यमुना प्राधिकरण ने आवासीय और औद्योगिक सेक्टरों में भी विकास कार्य तेज करा दिया है। एयरपोर्ट के पास स्थित सेक्टर-24ए में करीब 18 करोड़ रुपये की लागत से जरूरी इंफ्रास्ट्रक्चर विकसित किए जाएंगे। अधिकारियों का कहना है कि इसी तरह अन्य सेक्टरों में भी विकास कार्य कराए जाएंगे। ब्यूरो



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AMAR UJALA

DELHI

6 OCTOBER 2025

अब हवाई सेवाओं में मुंबई-दिल्ली भी देंगे लंदन और पेरिस को टक्कर दोनों शहरों के नजदीक इसी महीने आधुनिक सुविधाओं से लैस हवाईअड्डों का होगा उद्घाटन, मजबूत होगा वैश्विक संपर्क

अमर उजाला ब्यूरो

नई दिल्ली। देश के व्यस्ततम शहरों में शुमार दिल्ली और मुंबई को इसी महीने में नए हवाईअड्डों की सौगात मिलने वाली है। विशालतम और आधुनिक सुविधाओं से लैस नवी मुंबई एयरपोर्ट का उद्घाटन 8 अक्टूबर और नोएडा हवाईअड्डे का उद्घाटन 30 अक्टूबर को होगा। इससे यह दोनों प्रमुख शहर न्यूयॉर्क, लंदन, टोक्यो और पेरिस के बराबर खड़े हो जाएंगे।

नवी मुंबई हवाईअड्डे और दिल्ली से सटे नोएडा हवाईअड्डा यात्रियों के आने-जाने के तरीके को बदलने के लिए तैयार हैं। ज्यादा उड़ानें, बेहतर समय और विस्तारित प्रत्यक्ष अंतरराष्ट्रीय कनेक्शन की तैयारी इन दोनों एयरपोर्ट्स की है। यह कदम अंततः भारत के विमानन बुनियादी ढांचे को बदल देगा, जहां एक ही शहर को कई हवाईअड्डे सेवा प्रदान करते हैं।



नोएडा हवाईअड्डा



नवी मुंबई हवाईअड्डा

देश का पहला शहर गोवा, जहां दो एयरपोर्ट

गोवा ने जनवरी, 2023 में डाबोलिम के साथ मोपा हवाईअड्डा खोलकर दिल्ली और मुंबई को पीछे छोड़ दिया है। भारत का यह पहला ऐसा शहर है, जहां दो एयरपोर्ट हैं। यात्रियों के लिए इन नए केंद्रों का मतलब है ज्यादा विकल्प और सीधे संपर्क। न केवल दिल्ली और मुंबई के बीच बल्कि एक व्यापक वैश्विक नेटवर्क तक।

प. एशिया और यूरोप के बराबर होगा परिचालन

ईंडिगो, एअर इंडिया और अकासा जैसी एयरलाइनों के लिए दोनों हवाईअड्डे रणनीतिक क्षमता विस्तार के प्रमुख केंद्र बनेंगे। इनका परिचालन स्तर प. एशिया और यूरोप के प्रतिद्वंद्वी केंद्रों के बराबर होगा। इससे वैश्विक संपर्क केंद्र मजबूत होगा।

मुंबई और गोवा में सबसे अधिक समस्या

मुंबई और गोवा के मौजूदा हवाईअड्डे पहले से ही क्षमता की कमी का सामना कर रहे हैं। दिल्ली के लिए हालांकि इंदिरा गांधी तीन टर्मिनल और चार रनवे संचालित करता है। फिर भी यह अभी तक पूरी क्षमता का संचालन नहीं कर पाता है। एनआईए के आने से दिल्ली के भारत के सबसे बड़े हवाई केंद्र के रूप में विकास में तेजी आ सकती है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

6 OCTOBER 2025

Upcoming Navi Mumbai airport will generate 2 lakh direct and indirect jobs, say officials

Rohit Vaid
Mumbai/New Delhi

The upcoming mega airport at Navi Mumbai is set to boost connectivity while generating significant and meaningful employment across the aviation, logistics, hospitality, retail and related sectors, senior officials from the Union Ministry of Civil Aviation (MoCA) told *businessline*.

A senior MoCA official estimated that Navi Mumbai International Airport (NMIA) will generate over 2,00,000 direct and indirect jobs. The mega infrastructure project will be inaugurated by Prime Minister Narendra Modi on October 8.

"NMIA will be a growth multiplier for India's economy," said the senior MoCA official. "With its integrated



GOING PLACES. The commissioning of NMIA will place Mumbai among the ranks of global metropolitan cities

infrastructure and the growing commercial ecosystem around the airport, NMIA will also spur long-term career opportunities in real estate, IT parks and trade-driven industries."

Besides, the commissioning of NMIA will place Mumbai among the ranks of global metropolitan cities such as London, New York and

Tokyo that operate on a twin-airport model.

PASSENGER CAPACITY Notably, NMIA will complement Chhatrapati Shivaji Maharaj International Airport (CSMIA), starting with a capacity of 20 million passengers per annum (MPPA) and scaling up to 90 MPPA.

Together, the dual-airport

system will raise the overall passenger capacity of the Mumbai Metropolitan Region (MMR) to over 155 MPPA.

According to the official, the dual-airport system will position Mumbai as "the primary gateway for Indian travellers to the world, while also connecting global destinations to India's tier-2 and tier-3 cities. This seamless two-way connectivity will strengthen trade, tourism and people-to-people exchanges", he said.

Apart from passenger facilities, the airport will feature a fully automated cargo terminal with AI monitoring.

"This cargo terminal, with its advanced features leveraging cutting-edge technology, will reduce turnaround times and increase the cargo capacity of the MMR," said another senior official.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

6 OCTOBER 2025

आईजीआई हवाई अड्डे पर फर्जी सीमा शुल्क टिकटों की जांच के आदेश: हाईकोर्ट

नई दिल्ली | हाईकोर्ट ने दिल्ली पुलिस की आर्थिक अपराध शाखा (ईओडब्ल्यू) को इंदिरा गांधी अंतर्राष्ट्रीय (आईजीआई) हवाई अड्डे पर जाली सीमा शुल्क टिकटों के आरोपों की जांच करने का निर्देश दिया है। यह आदेश सीमा शुल्क विभाग द्वारा

यह दावा किए जाने के बाद आया है कि एक हवाई यात्री द्वारा प्रस्तुत दो अभ्यावेदनों में नकली टिकट लगे थे। न्यायमूर्ति प्रतिभा एम. सिंह और न्यायमूर्ति शैल जैन की खंडपीठ ने एक भारतीय परिवार द्वारा दायर याचिका पर सुनवाई करते हुए यह आदेश जारी

किया, जिनके सोने के आभूषण दुबई में एक शादी से लौटते समय जब्त कर लिए गए थे। परिवार ने दलील दी कि उन्होंने विभाग को दो अभ्यावेदन दिए थे। पहला 21 मार्च 2023 व दूसरा 19 जुलाई 2023 को दिया गया था।

नोएडा इंटरनेशनल एयरपोर्ट का रनवे : उड़ान का नया आकाश, दिल्ली को देगा टक्कर

■ देवेन्द्र सिंह

ग्रेटर नोएडा, 5 अक्टूबर (देशबन्धु)। उत्तर प्रदेश के जेवर में उभर रहा नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) भारत के विमानन क्षेत्र में तहलका मचाने को तैयार है। अक्टूबर से शुरू होने वाले पहले चरण में इसका 3.9 किलोमीटर लंबा, अत्याधुनिक रनवे हावी रहेगा। यह रनवे न केवल दिल्ली के इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट की भीड़ को राहत देगा, बल्कि अपनी बेजोड़ तकनीक और विशाल क्षमता से दुनिया के सबसे बड़े विमानों को आसानी से संभालेगा।

रनवे का जादू : कोड एफ डिजाइन और कैट-3 का कमाल

नोएडा का रनवे (दिशा 10/28) 3,900 मीटर लंबा और 60 मीटर चौड़ा है, जो अंतरराष्ट्रीय नागर विमानन संगठन (आईसीएओ) के कोड एफ मानकों का सितारा है। यह डिजाइन इसे दुनिया के सबसे बड़े जंबो जेट्स के लिए तैयार करता है। रनवे में कैटेगरी-

3 (कैट-3) इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) की चमक है, जो कोहरे और कम दृश्यता में भी विमानों को सटीक लैंडिंग का रास्ता दिखाएगा।

तीन रैपिड एग्जिट टैक्सिवे (आरईटी) इस रनवे को और तेज बनाते हैं, जो विमानों को रनवे से फुर्ती से बाहर निकालकर अगली उड़ान के लिए रास्ता बनाते हैं। 150 मीटर चौड़ी रनवे स्ट्रिप और 240 मीटर का सेफ्टी एरिया इसे हर खतरे से सुरक्षित रखता है।

कितनी वारिश हो रनवे के लिए चिंता नहीं

इसका ड्रेनेज सिस्टम 50 साल के सबसे भयंकर तूफान को भी हंसते-हंसते झेल लेगा। मॉड्यूलर डिजाइन भविष्य में छह रनवे तक विस्तार का वादा करता है, जो नोएडा को भारत का सबसे बड़ा और शानदार हवाईअड्डा बनाएगा।

दिल्ली के आईजीआई से टक्कर : नोएडा की तकनीकी बाजीगरी

दिल्ली का आईजीआई एयरपोर्ट



भले ही एनसीआर का बादशाह रहा हो, लेकिन नोएडा का रनवे इसे कड़ी चुनौती देने वाला है। आईजीआई के रनवे 3,810 और 3,505 मीटर लंबे हैं, जबकि नोएडा का 3,900 मीटर का रनवे लंबाई और ताकत में बाजी मारता है। कोड एफ डिजाइन और 60 मीटर चौड़ाई में दोनों बराबर हैं, लेकिन नोएडा का ग्रीनफील्ड डिजाइन इसे पर्यावरण-अनुकूल (नेट-जीरो एमिशन) और भविष्य के लिए तैयार बनाता है।

कैट-3 आईएलएस दोनों में है, लेकिन नोएडा का समवर्ती स्वतंत्र ऑपरेशन (एसआईओपी) और आईटी एकीकरण इसे अलग बनाता है। आईजीआई चार रनवे की ओर

बढ़ रहा है, लेकिन नोएडा छह रनवे के साथ प्रति घंटा 90 से ज्यादा उड़ानों को संभालने की ताकत रखेगा। जहाँ आईजीआई 109 मिलियन यात्रियों के दबाव में है, नोएडा 70 मिलियन यात्रियों को संभालकर उसका बोझ हल्का करेगा। यह नहीं, इसका स्मार्ट डिजाइन इसे एशिया के टॉप हवाईअड्डों में शुमार करने का दम रखता है।

आसमान के सितारे : कौन-कौन से विमान उतरेंगे?

नोएडा का रनवे हर तरह के विमान का स्वागत करने को तैयार है छोटे क्षेत्रीय जेट्स (कोड ए/बी), मध्यम आकार के बोइंग 737 और

एयरबस ए320 (कोड सी, 87 प्रतिशत ट्रैफिक), से लेकर विशाल बोइंग 777, एयरबस ए350 (कोड ई), और यहाँ तक कि महाकाय एयरबस ए380 और बोइंग 747-8 (कोड एफ) भी इस रनवे पर शान से उतर सकेंगे।

पहले चरण में 25 कोड सी और 4 कोड ई/एफ स्टैंड्स के साथ अप्रॉन तैयार है, जो अंतरराष्ट्रीय और कार्गो उड़ानों को रफ्तार देगा। कार्गो के लिए खास कोड एफ स्टैंड्स इसे व्यापार का नया हब बनाएंगे। यह रनवे न केवल यात्री उड़ानों, बल्कि भारी कार्गो विमानों के लिए भी गेम-चेंजर साबित होगा।

नोएडा का सपना : भारत को नई उड़ान

नोएडा इंटरनेशनल एयरपोर्ट का रनवे सिर्फ कंक्रीट और स्टील का ढांचा नहीं, बल्कि भारत के विमानन भविष्य का प्रतीक है। यह दिल्ली-एनसीआर को भीड़ से राहत देगा, उत्तर प्रदेश को आर्थिक उड़ान देगा और एशिया में भारत का नाम रोशन करेगा। अक्टूबर से, यह रनवे नई कहानियाँ लिखने को तैयार है।

DESHBANDHU

DELHI

6 OCTOBER 2025

एयरपोर्ट में स्थाई नौकरी की मांग को लेकर युवाओं ने एक बार फिर की बैठक

जेवर, 5 अक्टूबर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के प्रथम चरण के भूमि अधिग्रहण व विस्थापन से प्रभावित करीब तीन सौ युवाओं को लगभग छह वर्ष बाद भी रोजगार उपलब्ध नहीं हुआ है। जिसकी वजह से युवा बेरोजगार घूमने को मजबूर हैं। युवाओं ने रविवार को आर एंड आर कॉलोनी के गांव दयानतपुर खेड़ा में बैठक का आयोजन किया। सूचना पर स्थानीय विधायक के करीबी व अन्य भाजपा कार्यकर्ताओं ने युवाओं की मांग को जायज बताते हुए समर्थन किया तथा हर संभव मदद का भरोसा दिया।

बैठक में पहुंचे युवाओं ने बताया कि एयरपोर्ट के निर्माण के लिए उनके स्वजनों ने प्रथम चरण में सहमति देकर एयरपोर्ट निर्माण में महत्वपूर्ण भूमिका निभाई थी। भूमि अधिग्रहण के दौरान उन्हें एयरपोर्ट में रोजगार या एकमुश्त साढ़े पांच लाख रुपए चुनने का विकल्प दिया गया था। करीब चार सौ प्रभावित परिवारों द्वारा रोजगार का विकल्प चुना गया। जिनमें बाद में एक सौ के करीब प्रभावितों ने भी एकमुश्त धनराशि प्राप्त कर ली। अब करीब तीन सौ प्रभावित परिवार एयरपोर्ट में स्थाई रोजगार की मांग करते हुए करीब दो माह से जनप्रतिनिधियों व अधिकारियों से नौकरी की मांग कर रहे हैं। स्थानीय विधायक की व्यस्तता के चलते उनके करीबी अधिवक्ता मौज्जम खान तथा भाजपा के जिलामंत्री योगेंद्र छौंकर ने बैठक में भाग लिया। जिनके समक्ष बेरोजगार युवाओं ने



■ भाजपा कार्यकर्ताओं ने भी युवाओं की मांग का किया समर्थन

अपनी मांग रखी। युवाओं ने मुख्यमंत्री योगी आदित्यनाथ से मुलाकात कराने की मांग की। जिलामंत्री योगेंद्र छौंकर ने युवाओं की मांग का समर्थन किया।

विधायक के करीबी अधिवक्ता मौज्जम खान ने युवाओं को बताया कि विधायक धीरेंद्र सिंह ने अपने स्तर से यमुना विकास प्राधिकरण के सीईओ व मुख्यमंत्री को युवाओं की मांग से अवगत करा दिया। रोजगार का विकल्प चुनने वाले युवाओं का हक उन्हें जरूर दिलाया जाएगा। इस मौके पर चांद सेफ़ी, हंसराज सिंह, चन्द्रपाल सिंह, राकेश छौंकर, विनीत छौंकर, अजय कुमार, सिराजुद्दीन, भोलाराम शर्मा, अरुण कुमार, कमलकांत, हरेंद्र, नीरज, सौरभ, रवि, अचल, देवेन्द्र शर्मा, राहुल, उमा शंकर, कोमल, राकेश व गौरव आदि मौजूद रहे।



Corporate Communications Directorate

DESHBANDHU

DELHI

6 OCTOBER 2025

भारत का एविएशन सेक्टर नई उड़ान को तैयार

नई दिल्ली, 5 अक्टूबर (एजेंसियां)। भारत के एविएशन सेक्टर के लिए अक्टूबर 2025 काफी अहम होने वाला है। इस महीने के दौरान देश के दो सबसे बड़े शहरों दिल्ली और मुंबई को नए अंतरराष्ट्रीय एयरपोर्ट मिलने जा रहे हैं। नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआईए) का उद्घाटन 8 अक्टूबर को हो सकता है। वहीं, नोएडा इंटरनेशनल



देश को मिलेगे दो नए अंतरराष्ट्रीय एयरपोर्ट

एयरपोर्ट (एआईए) का उद्घाटन दीपावली के बाद 30 अक्टूबर को होने की उम्मीद है। इन दो एयरपोर्ट के शुरू होने से दिल्ली में मौजूदा इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट और मुंबई के छत्रपति शिवाजी महाराज अंतरराष्ट्रीय एयरपोर्ट पर यात्रियों के भीड़ को कम करने और हवाई यातायात को और सुविधाजनक बनाने में मदद मिलेगी। इसके साथ ही दिल्ली और मुंबई, न्यूयॉर्क, लंदन, टोक्यो और पेरिस जैसे चुनिंदा शहरों की लिस्ट में शामिल हो जाएंगे। जहां एक शहर के यात्रियों की सेवा के लिए एक से ज्यादा एयरपोर्ट मौजूद हैं। एनएमआईए और एनआईए की शुरुआत भारत के एविएशन सेक्टर में एक बड़े बदलाव का प्रतीक है। यात्रियों के लिए नए एयरपोर्ट का मतलब केवल दिल्ली और मुंबई से यात्रा नहीं, बल्कि एक व्यापक वैश्विक नेटवर्क में अधिक यात्रा विकल्प और सुगम कनेक्टिविटी है।



Wheels Up! Navi Mumbai Airport Set for Dec Takeoff

Airport will handle 12 planes an hour at first; expected to relieve Mumbai's capacity issue

Arindam Majumder

New Delhi: For years, airline executives have been complaining about the congestion at Mumbai Airport which forces aircraft to hover around for landing slots.

Last year, India's largest airline IndiGo blamed congestion at major airports as one of the major reasons for increase in cost due to higher fuel burn.

A long overdue alternative is finally on the horizon. India's financial capital will get its second airport as the Adani group plans to start operations at the Navi Mumbai Airport by December. People aware of the development said in its first month, the airport will be operating for 12 hours, handling around 12 aircraft movements per hour.

It plans to gradually increase this number to 30 aircraft in next



three months, which is expected to help airlines face capacity crunch better at Mumbai.

"It will be a great boost to the entire infrastructure of Mumbai Metropolitan Region. The current airport has hit its limit of handling 55 million passengers per annum which is even short of the current demand of 75 million. That demand will be met by the new airport," Arun Bansal, chief executive officer at Adani Airports, had earlier told ET.

In Phase 1, the airport will be ready to handle 20 million passengers per annum with a single ter-

minal and runway. But demand is so high that the airport expects that the capacity will be exhausted by FY 27. It will trigger the next phase of expansion which will expand capacity to 50 million per annum with a new terminal and runway.

Airlines are equally enthusiastic. For a new airline like Akasa Air, which has struggled to get slots at capacity-strained Mumbai Airport, it will open up the opportunity to launch more flights from the city. The airline plans to operate around 100 weekly domestic departures initially, scaling up to 300 domestic and over 50+ international departure gradually. Chief commercial officer Praveen Iyer said that Iyer said that together with the Noida Airport, these two will be a catalyst for growth.

"Two of the most critical markets have been slot constrained for quite some time now. So considering that there are new spaces opening up at Delhi and Mumbai we will see much more increase in growth," Iyer said.

Government officials said that the airport, with a cargo terminal, will also give a boost to cargo capacity from the country.

NEW GATEWAY RISES | CIDCO MD and vice-chairman Vijay Singhal announces for the coming milestones; NMIA's multi-modal connectivity will make it first such airport in the world

First flight in Dec; NMIA set to surpass Heathrow by completion date in 2035

Full completion 2035

Full capacity **90 million** passengers per annum (MPPA)

Set to be **1st Multi-modal airport in the world**

Terminal 1 (Ready)
Capacity **20 MPPA**

2nd Terminal (2029)
30 MPPA

3rd and 4th Terminals (2032, 2035) **20 MPPA each**

Total capacity 3.2 million metric ton (MMT) cargo

Phase 1 will have a capacity to handle **0.8 MMT**

Total area 1,160 hectares



Total cost ₹1 lakh cr

Phase 1 cost ₹19,647 cr

NMIA will use sustainable fuel for which storage facility has been made

47 MW Solar power generation capacity making it a green airport with 100% EV buses

Curated digital and physical art installations showcasing Maharashtra and India's cultural heritage

Future-ready technologies ensuring seamless digital retail, duty-free shopping, baggage handling, and lounge check-in



Phase 1
29 Contact aircraft stands

13 Remote commercial stands

7 Cargo stands

38 General aviation stands supported by 15 GA hangars

Parking for 1,500 cars, 20 buses, and 20 trucks

In later phases, a fully developed General Aviation Terminal with nearly 100 GA stands will be constructed to meet VIP and private aviation needs

Last stage
348 Aircraft capacity

138 Contact stands

108 Remote stands

93 General aviation aircraft and 10 cargos

Raina Assainar

NAVI MUMBAI

The first flight from Navi Mumbai International Airport (NMIA) will take off in December, confirmed City and Industrial Development Corporation (CIDCO) MD and vice-chairman Vijay Singhal on Saturday, while addressing the media about the inauguration of the airport on October 8 by Prime Minister Narendra Modi. With the inauguration, the Mumbai Metropolitan Region will become the only Indian city with two airports.

After the formal inauguration, there would be a security sweep by the Central Industrial Security Force (CISF) to ensure smooth functioning in December. Of the four terminals planned for the airport, the first is ready. Singhal said the PM will land at 2.40pm and would stay for two hours, during which he would go around the airport structure and address the public.

Singhal said the NMIA will be an aviation hub with double the capacity of that of the Chhatrapati Shivaji Maharaj International Airport (CSMIA). Together, both airports will handle 150 MPPA (million passengers per annum). With 3700 m (3.7km) length of the two runways each at NMIA, it will be connected by dual parallel taxiways and rapid exit taxiways, making it possible for any kind of aircraft to land. He added that the southern runway will be operational in the first phase.

Comparing the NMIA's capacity and features to Heathrow Airport in London, Singhal said, "The NMIA is going to be better. Heathrow

has a capacity of 85 MPPA and five terminals, while NMIA will have a capacity of 90 MPPA with four terminals. All the four terminals would be connected to each other with Automated People Mover (APM; driverless train) running underground."

Speaking about the connectivity, Singhal said NMIA will connect through road, metro, rail and also water, making it the first multimodal airport in the world.

Besides Atal Setu and Amra Marg, there will be eastern connectivity as well. "Major projects like the Atal Setu, Ulwe Coastal Road, and the proposed Thane-NMIA Elevated Corridor will ensure signal-free road connectivity. Metro Line 8, along with extensions of Navi Mumbai Metro, will connect the airport directly to Mumbai and CSMIA by 2031. Suburban rail access will be available via Targhar and Khandeshwar stations. Additionally, the proposed Mumbai-Hyderabad High-Speed Rail Corridor will pass through the eastern periphery of the airport, with a planned underground station to provide rapid access to regions across India, further strengthening regional connectivity, Singhal emphasised. Targhar creek is planned to be developed for a water taxi which will connect to the Radio club jetty at Gateway. "Facilities will be made for check-in at the jetty and metro as well," he said.

An app is being designed via Adani group for end-to-end baggage tracking for swift baggage handling. There would also be AI-based queue management and parking, using which people can pre-book parking space.



Corporate Communications Directorate

HINDUSTAN

DELHI

6 OCTOBER 2025

हिंडन एयरफोर्स स्टेशन की ओर आठ अक्टूबर को भारी वाहन नहीं जा सकेंगे

ट्रैफिक अपडेट

ट्रांस हिंडन, वरिष्ठ संवाददाता। भारतीय वायुसेना के स्थापना दिवस समारोह से पहले सोमवार को फुल ड्रेस रिहर्सल के चलते तीन दिन तक हिंडन एयरपोर्ट से कई उड़ानें रद्द रहेंगी। आठ अक्टूबर को हिंडन एयरफोर्स स्टेशन की ओर कोई भी भारी व्यावसायिक वाहन नहीं जाएगा। ट्रैफिक पुलिस ने डायवर्जन प्लान जारी कर दिया है।

हिंडन एयरफोर्स स्टेशन पर तीन साल बाद स्थापना दिवस मनाया जा रहा है। मुख्य समारोह से पहले वायुसेना सोमवार को फुल ड्रेस रिहर्सल करेगी। आठ अक्टूबर को मुख्य परेड होगी। एयर चीफ मार्शल अमर प्रीत सिंह परेड की सलामी लेंगे। वहीं, चीफ ऑफ डिफेंस स्टाफ जनरल अनिल चौहान, थलसेना प्रमुख उपेंद्र द्विवेदी और नौसेना प्रमुख दिनेश कुमार त्रिपाठी समेत कई वीआईपी भी मौजूद रहेंगे।

चर्चा है कि रक्षा मंत्री राजनाथ सिंह भी आयोजन में शिरकत कर सकते हैं। इस वजह से छह से आठ अक्टूबर तक सुबह साढ़े आठ बजे से साढ़े 11 बजे तक एयर स्पेस हिंडन सिविल टर्मिनल के लिए बंद रहेगा। पांच शहरों की उड़ान

ये मार्ग प्रतिबंधित रहेंगे

एएलटी चौराहा से रोटरी गोल चक्कर की ओर भारी वाहन नहीं जा पाएंगे। हिंडन रिवर मेट्रो स्टेशन से रोटरी गोल चक्कर की ओर, रोटरी गोल चक्कर से नागद्वार की ओर भी भारी वाहन प्रतिबंधित रहेंगे। करहेड़ा कट जीटी रोड से हिंडन एयरफोर्स गोल चक्कर की ओर, मोहननगर से गोल चक्कर की ओर और करन गेट गोल चक्कर से गोल चक्कर की ओर भी आवाजाही नहीं होगी।

यह उड़ानें रद्द रहेंगी

- एयर इंडिया एक्सप्रेस : 6 अक्टूबर - बेंगलुरु, चेन्नई, भुवनेश्वर, वाराणसी की आने और जाने वाली उड़ान
- 7-8 अक्टूबर : बेंगलुरु, चेन्नई, भुवनेश्वर, वाराणसी, पटना की आने और जाने वाली उड़ान
- इंडिगो : 6, 7 और 8 अक्टूबर : हिंडन से पटना, हिंडन से वाराणसी, हिंडन से बेंगलुरु को जाने वाली उड़ान

रद्द की गई हैं। एयरफोर्स स्टेशन गोल चक्कर की ओर भारी व्यावसायिक वाहनों की आवाजाही प्रतिबंधित रहेगी।

उपलब्धि एयरपोर्ट के पहले चरण में एक टर्मिनल और एक रनवे पूरी तरह तैयार

जेवर एयरपोर्ट पर पहली विमान लैंडिंग, उद्घाटन की तैयारी तेज

ग्रेटर नोएडा, लोकसत्या

ग्रेटर नोएडा के जेवर में बन रहे नोएडा इंटरनेशनल एयरपोर्ट पर रविवार को एक ऐतिहासिक क्षण देखने को मिला, जब पहली बार एक परीक्षण विमान ने सफलतापूर्वक लैंडिंग की। विमान के उतरते ही वाटर कैनन सलामी देकर उसका भव्य स्वागत किया गया, जिससे पूरे क्षेत्र में उत्साह का माहौल बन गया। यह लैंडिंग एयरपोर्ट की तकनीकी तैयारियों और सुरक्षा मानकों की पुष्टि के लिए की गई थी।

अधिकारियों ने इसे पूरी तरह सफल बताया और कहा कि यह एयरपोर्ट के संचालन की दिशा में



एक महत्वपूर्ण कदम है। केंद्रीय नागरिक उड्डयन मंत्री किंजुरप्पू राम मोहन नायडू ने हाल ही में घोषणा की थी कि नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन 30 अक्टूबर 2025 को किया जाएगा। उद्घाटन के 45 दिनों के भीतर देश के 10 प्रमुख शहरों के लिए नियमित उड़ानों की शुरुआत की जाएगी। इनमें दिल्ली, मुंबई, बेंगलुरु, चेन्नई, कोलकाता, हैदराबाद, अहमदाबाद, जयपुर, लखनऊ और पटना शामिल

दे मी जानें

- नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन 30 अक्टूबर को होगा
- 45 दिनों के भीतर देश के 10 प्रमुख शहरों के लिए नियमित उड़ानें मिलेंगी
- दिल्ली, मुंबई, बेंगलुरु, चेन्नई, कोलकाता, हैदराबाद, अहमदाबाद तक सीधी उड़ान

हो सकते हैं। एयरपोर्ट के पहले चरण में एक टर्मिनल और एक रनवे पूरी तरह तैयार कर लिया गया है, जबकि अन्य निर्माण कार्य तेजी से चल रहे



हैं। जेवर एयरपोर्ट को देश के सबसे बड़े और आधुनिक हवाई अड्डों में से एक बनाने की योजना है, जो दिल्ली-एनसीआर के यात्रियों को

अंतरराष्ट्रीय स्तर की सुविधाएं प्रदान करेगा। इसके साथ ही यह एयरपोर्ट क्षेत्रीय विकास, रोजगार और निवेश के नए अवसर भी लेकर आएगा।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

6 OCTOBER 2025

Noida Authority disburses Rs 4,372 cr for airport proj

Phases 2 and 3 of airport expansion progress smoothly

DIPIKA KIROLA

NOIDA: With the inauguration of Noida International Airport slated for the end of October, the Noida Authority has confirmed releasing Rs 4,372 crores as its share for the project.

The airport is expected to be inaugurated by Prime Minister Narendra Modi on October 30, 2025. Officials said preparations are in full swing to meet the deadline for the first phase of this ambitious infrastructure venture.

Holding a 37.5 per cent stake in the joint venture company overseeing the airport's construction, the Noida Authority has been actively disbursing funds to ensure timely completion.

According to official figures, the Authority has contributed ₹4,372.25 crore by March 31, 2025. This financial support spans multiple fiscal years, including ₹330 crore in 2017-18, ₹739.50 crore in 2018-19, with substantial allocations continuing through 2024-25. For the current fiscal



KEY POINTS

- » Noida Authority holds a 37.5% stake in the joint venture managing the airport's construction
- » The Authority has been actively disbursing funds to ensure timely project completion
- » By March 31, 2025, the Noida Authority had contributed Rs 4,372.25 crore

year alone, ₹1,315.68 crore has been sanctioned, of which ₹450 crore has already been released for land acquisition and development works.

The airport's expansion is progressing rapidly into Phases 2 and 3, involving the acquisition of over 1,888 hectares of land across 14 villages. Total compensation is estimated at ₹8,691.19 crore, of which ₹3,259.20 crore is the Noida Authority's responsibility under the joint agreement. Farmers of all 14 villages have given 100 per cent consent, signalling smooth progress.

Construction of the second runway is set to commence soon. Global aviation component manufacturers are being invited to establish operations on 750 acres dedicated to the aviation sector. Two additional runways and infrastructure for aircraft engine manufacturing are planned on 2,053 hectares in Phase 3.

The airport will feature crossing and service runways, with 27 aircraft stands already constructed, including two for cargo. With India's aircraft fleet expected to grow from 700 to over 1,800 by 2025, Noida International Airport is set to become a major hub for aviation in the country.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

5 OCTOBER 2025

AT IMPHAL AIRPORT

CISF prevents attempt to smuggle drugs; 21 kg of cannabis recovered

NARESH BISWANI

IMPHAL: In a significant anti-narcotics operation, Central Industrial Security Force (CISF) staff deployed at Imphal Airport prevented two travellers from smuggling approximately 21.36 kilograms of cannabis (ganja) into Delhi on Monday afternoon.

The incident, the CISF officials said, took place on September 29, 2025, at around 3:17 pm when Lady Sub-Inspectors (Executive) Ch. Bidiyabai Devi and Madhu, who



were deployed on duty at the Departure Gate and Random X-BIS point, respectively, sent two passengers on Air India Express flight IX-1143 for a random check of their luggage.

During examination, the bags were found to have suspected cannabis hidden inside.

Both commuters, 20 and 21 years old and natives of Imphal West, Manipur, were caught in possession of 10 kilograms and 11.30 kilograms of cannabis, respectively.

The combined contraband seized is worth more than Rs 20 lakh in the black market.

The seizure was conducted in the presence of CISF Intelligence Wing officials, airport police, and Airport Authority of India officials.

PM Modi to inaugurate first phase of Navi Mumbai International Airport

PIONEER NEWS SERVICE

■ New Delhi

Prime Minister Narendra Modi will inaugurate the first phase of the Navi Mumbai International Airport, built at a cost of ₹19,647 crore, on October 8, a senior Maharashtra government official said on Saturday.

The official also said the commercial flight operations from the greenfield facility will commence in December.

The airport, the second in the Mumbai Metropolitan Region after the existing Chhatrapati Shivaji Maharaj International Airport in Mumbai, secured its aerodrome licence from the aviation safety regulator DGCA on September 30.

The project is being developed in multiple phases by Navi Mumbai International Airport, in which Adani Group has a 74 per cent stake, and

the remaining 26 per cent with the Maharashtra government's land development authority CIDCO.

"Second airport of Maha Mumbai — Navi Mumbai International Airport — is going to be inaugurated by Prime Minister Narendra Modi on October 8," CIDCO Vice Chairman and Managing Director Vijay Singhal told PTI after a media briefing.

Singhal said the Prime Minister will land at the Navi Mumbai International Airport at around 2.40 pm and will remain at the facility for almost two hours.

"The Prime Minister will first visit the terminal building, and then take a round of the terminal building, and then he will be addressing the audience," Singhal added.

The global body IATA has assigned the 'NMI' code to the Navi Mumbai International Airport.



Domestic carriers Air India Group, IndiGo and Akasa have already announced shifting a part of their flight operations to the new facility.

Spread across an area of 1,160 hectares, Navi Mumbai International Airport, upon completion of all phases, will have four terminals with a

capacity of 90 million passengers per annum and a cargo capacity of 3.25 million metric tonne, making it one of the largest aviation hubs in Asia.

"To begin with, we have completed terminal one, having a capacity of 20 million passengers per annum, 0.8 million metric

 Almost ₹19,647 crore have been spent on phase one, and once all the four terminals are completed, we would have an approximate expenditure of ₹1-lakh crore

— VIJAY SINGHAL, CIDCO VICE CHAIRMAN AND MANAGING DIRECTOR

tonne of cargo capacity and one runway," Singhal stated.

The existing Mumbai International Airport has a capacity of around 55 million passengers per annum, and the new facility will handle 90 million passengers per annum, he added.

"So, once this airport is fully completed, then these two airports together will cater to the almost 150 million passengers per annum, making the two airports a big aviation hub globally," Singhal said.

"Almost ₹19,647 crore have been spent on phase one, and once all the four terminals are completed, we

would have an approximate expenditure of ₹1-lakh crore," Singhal said.

Navi Mumbai International Airport will be the first aerodrome in the country to be connected by expressways, highways, metros, suburban rails, and even water taxi, he pointed out.

This is also a green airport as it has the storage facility for sustainable aviation fuel, the official said.

Besides being one of the most efficient airports, it would also have an Automated Passenger People's Mover facility, which will internally connect all four terminals, he said.

Why Noida airport will give Delhi-NCR double ballast

Saurabh.Sinha@timesofindia.com

Delhi's rapid spread southward (Gurgaon) and eastward (Noida) over the last two decades—both neighbouring cities becoming magnets for corporate investment and consequently jobs and real estate—means India's capital region is now home to an estimated population of 3.5 crore. That makes it the second-largest urban agglomeration in the world after Tokyo. United Nations projections show Delhi-NCR will displace Tokyo at the top in another four years.

It could happen sooner. This Dec, commercial airliners will begin taking off and landing from Jewar, the brand new international airport developed as a public-private partnership between the state of UP and Swiss giant Zurich AG. The airport

can effectively mirror it (to add the portion to handle 1.8 crore (18 million) passengers a year). We've specifically planned for the growth trajectory," Schnellmann recently told TOI. "We'll start operations with domestic flights. Subsequently, we will have international flights too. But we expect a vast majority of our flights to be domestic."

While the future holds immense potential for NIA, what will it mean for passengers, airlines and the overall economy when it starts operations this summer? "Building a greenfield airport allows us to deploy the latest technology that's available. NIA will have touchless DigiYatra all the way from terminal entry to security and boarding for domestic passengers," Schnellmann said.

NIA is also expected to decongest IGI and improve passenger experience at the big brother airport, which incidentally wanted to make peak-

hour flights and business class flying more expensive. The security check-in experience at NIA, however, will not be any different. Yes, you will still need to take your electronic devices out and keep them in a

tray. Govt is yet to notify specifications for body scanners—that allow passengers to skip pat-down frisking—and 3D CTX ray scanners, which can scan personal electronic devices and liquids in cabin bags. So, the security setup at NIA will have the tech currently used at other Indian airports. NIA has provisions to install CTX and body scanners whenever they are allowed. The airport has, however, been designed in a way that the baggage screening lanes, according to Schnellmann, will be "very long, allowing enough space for passengers approaching the lane to pick a tray and to unpack their luggage."

The airport will have two lounges. "We've been engaging with airlines and all other partners to try and make passenger experience as smooth and hassle-free as possible. The tagline that we're working with is, 'Indian warmth and hospitality, coupled with Swiss efficiency'. We will make our passengers feel welcome by creating an experience that draws on the rich architectural heritage of the region—a haveli-style courtyard in the security hold area. We'll deploy a lot of tech that isn't so visible but will drive passenger experience in the background," he added.

NIA will be different in another way—it will have a VIP terminal. "The VIP terminal is situated in the western precinct of the airport campus near the west airside gate. It will feature a ceremonial lounge along with security and immigration facilities to process departures and arrivals," said an NIA official.



GETTING READY: Noida Int'l Airport has, in its first phase, an 87-acre cargo hub. There are also plans to build a 40-acre aircraft repair, maintenance and overhaul facility

to base aircraft in NCR at night because of the space crunch at IGI. NIA made 25 parking bays, according to its original plan, but has decided to add nine more.

UP has handed over land to Zurich

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UP gov't plans to expand NIA's area almost fourfold from the current 1,334 hectares (Phase II) to over 5,000 hectares in the coming decades. For perspective, the current spread of IGI—which is India's busiest airport—is 2,023 hectares. Its four runways and three terminals are expected to reach a peak capacity of 140 million passengers per year in about a decade.

NIA also sees growth in the logistics business in NCR and has, in its first phase, an 87-acre cargo hub that is being developed by AISATS. There are plans to build an aircraft repair, maintenance and overhaul (MRO) facility over 40 acres as well.

"Overall growth of the Indian economy, of air traffic in the country and aircraft orders of airlines here shows Delhi needs a second airport like many large cities around the world. Our T1 will have a capacity of handling 3 crore (30 million) passengers per year. We're now constructing less than half of that. It's been designed in such a way that we



is likely to supercharge growth in the east in the coming years, like Indra Gandhi International airport did to the south. And whatever the initial hiccups Noida International Airport (NIA) may face over airline routes and road connectivity—since Jewar is a good 60km from Noida city—there is no shortage of ambition to make it successful. UP sees Jewar as a crown jewel, and the Modi gov't has mega plans to see NIA grow into one of the world's biggest aviation hubs.

"Airlines are very excited to operate from Jewar airport. There is huge potential in that area. So, I can see that at least 10 cities will be connected (to begin with) as seen in discussions that are happening with the airlines," Union aviation minister Ram Mohan Naidu said in Sept.

In its tariff order, Airports Economic Regulatory Authority said, NIA will "complement IGI airport to meet avia-

How new kid on block will be top dog in Mumbai

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In most parts of the world, the commissioning of a city's second airport means more flight options and better connectivity. But when the first airline flight lifts off from Navi Mumbai International Airport (NMIA) sometime in Dec after a ceremonial inauguration on Oct 8, it will signal a change of status for Mumbai. India's financial capital will no longer share the dubious distinction — with Bangladesh capital Dhaka — of being the only two cities in the world's top 10 most populated urban agglomerations to be served by a single airport, operating out of a single runway.

All the other behemoths in that category — Tokyo, Osaka, Shanghai, Beijing, Delhi, Cairo, Mexico City and Sao Paulo — either have airports with parallel runways or are served by secondary airports.

it the shortest ever saturation timeline for an airport.

Terminal 2 of Navi Mumbai airport is expected to be commissioned in 2029, with a capacity to handle 30 million passengers a year. So, it's expected that the two airports — the old and new — would be neck and neck around 2030, each handling 50-60 million passengers a year.

But the bigger change will happen in the 2030s. Mumbai airport will remain constrained, but Navi Mumbai airport will continue to grow. Navi Mumbai's Terminal 3, expected to come up in 2032, will have a capacity of 20 million passengers per year and Terminal 4, which will come up in 2036, will have a capacity of another 20 million, which means a total of 90 million passengers a year.

It's safe to assume that it things go according to plan, Navi Mumbai will become MMR's main airport and Mumbai airport,

only one runway can be kept operational at any point of time at Mumbai airport.

All flights bound for Mumbai — domestic/international airline flights, charter flights, cargo flights and VVIP flights — land on this single runway, mostly Main Runway 27. Irrespective of their airport of origin, all planes coming in to land at this runway fly in from the east, overflying the Ghatkopar-Vikhroli area, for touch-down and take-off, while planes lift off and fly west, cutting through the Juhu beach into the Arabian sea.

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READY: Navi Mumbai International Airport's Terminal 1 is set to be saturated within a year of its opening, making it the shortest ever saturation timeline for an airport

While Delhi-NCR, too, will have a secondary airport this year, the trajectory of these two new airports would be markedly different. Delhi's Indira Gandhi International Airport will remain the main airport for the Delhi-NCR region, with Noida-Jewar airport playing the role of the smaller, secondary airport. It will eventually overtake Delhi airport, though not anytime soon.

But that is not the case with Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA). Mumbai airport is so congested that it has no room for growth; it's expected that the new Navi Mumbai airport will overtake it within a decade, handling way more passengers.

FLYING AHEAD AFTER SLOW START

Navi Mumbai will start off slow, with one runway and a terminal building that can handle 20 million passengers a year. Currently, Mumbai airport handles 55 million passengers per year, operating just on a single runway.

Mumbai is clearly the main airport of MMR (Mumbai Metropolitan Region). But the rising demand for air travel out of Mumbai has not been met with a corresponding increase in supply of airline seats. The airport has not grown since 2018, and it still handles roughly the same number of flights. The Navi Mumbai airport is expected to take up the slack caused by the older airport's stifled growth.

According to a top official of Adani Airport Holdings Ltd, the parent company of Navi Mumbai and Mumbai airports, the new airport's Terminal 1 is set to be saturated within a year of its opening, making

with an about 60 million passenger handling capacity, will be relegated to 'secondary airport' status.

By 2035-2040, India's top three busiest airports would be Delhi-IGI (which is set to increase its capacity to 100 million passengers per year), Navi Mumbai airport, and Noida-Jewar, which is expected to handle 70 million passengers a year. If we travel further into the future, Noida-Jewar — with its six runways and 225 million passenger handling capacity — will be India's top gun. Bengaluru airport, with its parallel runway, will surpass Mumbai-CSMIA.

NEED FOR SECONDARY AIRPORTS

Most of the big cities of the world are served by multiple airports. New York has John F Kennedy as its main airport, with Newark Liberty and LaGuardia functioning as secondary ones. London's Heathrow is its busiest airport, even as Gatwick, Stansted and Luton serve as secondary airports. Paris has Charles de Gaulle as its main airport, while Orly and Beauvais-Tille are its secondary airports.

But for over eight decades now, the Mumbai airport — with passenger terminals at Sahar, Vile Parle and Santacruz — has been the only air travel gateway to the 24 million people of Mumbai and its pre-urban area that make up MMR.

In the world of airports and runways, the top rank is held by parallel runways, as these allow simultaneous operations. Mumbai airport, too, has two runways, but they don't run parallel; they intersect each other in such a way that both runways cannot be used simultaneously at full capacity. Thus,

NAVI MUMBAI INT'L AIRPORT Panvel, Navi Mumbai Maharashtra		NOIDA INT'L AIRPORT Jewar, Gautam Budh Nagar Uttar Pradesh	
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20 MPPA	PHASE 1 CAPACITY	12 MPPA	
90 MPPA	FINAL CAPACITY	70 MPPA	
One runway, one terminal	PHASE 1 INFRASTRUCTURE	One runway, one terminal	
Two parallel runways, four terminals	FINAL INFRASTRUCTURE	Two runways, two terminals (UP working on expansion)	
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traffic controller. "The declared capacity of Mumbai runway 27 is 46-44 flights per hour. But there have been times when the Mumbai air traffic control has handled about 54 flights in 60 minutes on runway 27," he added.

Flight movements are not evenly spaced out, with most flights bunched during the morning and evening peak hours, when the Mumbai runway works beyond its capacity. Currently, Mumbai airport handles an average of 950 flights per day. The 24 hours are packed, especially the peak hours. On Nov 11, 2023, the airport handled 1,032 flights in 24 hours, a record.

None of this will change when Navi Mumbai airport starts functioning. Mumbai airport will not be decongested, airlines will not move flights to the new airport. The Navi Mumbai airport will only accommodate the growth that Mumbai airport couldn't handle. Mumbai airport was India's busiest airport till 2008. Hemmed in by slums, it could not afford a second parallel runway, and Delhi overtook it to take top slot.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

5 OCTOBER 2025

Two new airports that will change how Indians fly

- Navi Mumbai will become Mumbai's largest airport by 2030s, and Noida could be the country's largest eventually
- Both airports will allow Delhi and Mumbai to become mega transit hubs, on the lines of Dubai and Heathrow
- Will allow airlines, which have placed massive orders for aircraft, to follow through on their expansion plans

Saurabh.Sinha@timesofindia.com

New York, JFK, Newark or LaGuardia? London Heathrow, Gatwick or Stansted? Tokyo Haneda or Narita? Paris CDG or Orly?

Come winter 2025, add to this list — IGI or NIA? CSMIA or NMIA?

The biggest cities are connected to the rest of the world through multiple airports. India's big two, Delhi and Mumbai, have been exceptions even as air traffic within the country has soared and intrepid Indians have become top globetrotters.

This aviation anomaly is now getting the correction it needs — first with the launch on Oct 8 of Navi Mumbai International Airport and, on Oct 30, of Noida International Airport, giving Mumbai-MMR and Delhi-NCR, as the aggregate areas of the western and northern megapolises are called, two new, modern international aerohubs.

(But guess who beat Delhi and Mumbai to it? In Jan 2023, it was actually Goa that became the first Indian city to get multiple airports when Mopa opened and began operating in parallel

with the existing Dabolim airport.)

For flyers to and from Delhi and Mumbai, the launch of NIA and NMIA will translate into more flights not just between the two cities but with other metropolises and increasingly flying direct on international routes. And for airlines, IndiGo and Tata Group's Air India and the emerging Akasa, the two new airports will be key to the massive expansion plans they have.

According to industry insiders, by the end of this decade, the combination of Indira Gandhi International Airport and Noida and Chhatrapati Shivaji Maharaj International Airport and NMIA, will see Delhi and Mumbai emerge as mega aviation hubs. And they will create the operating space for airline companies to take the next big leap and become desi super-connectors, carving for themselves a pie in international transits that airlines from West Asia and Europe now dominate.

A common practice at big hubs abroad, AI & IndiGo, which have hundreds of aircraft on order, are eyeing dedicated terminals and many more parking bays for seamless passenger transfers in both Delhi and Mumbai.

Jeet Adani, director (airports) of Adani Group which operates both the Mumbai airports, recently told TOI: "Once NMIA T2 is ready (by 2030), I can give it to an Indian airline and its partner.... What I ultimately see happening is an alliance split. One airport (CSMIA or NMIA) will be the base for One World and the other for Star Alliance. Collectively our aviation ecosystem has to get the traffic currently transiting between India and the rest of the world through nearby hubs in

the Gulf, Southeast Asia and even Europe (for the North America market)."

The JV companies developing second airports — GMR in Goa, Adani and Flughafen Zurich in Noida — know their footholds will supplement or even surpass those of the existing airports in these places. In the case of Mumbai and Goa, the old airports are capacity constrained. But that's not so for Delhi, with IGI — which operates with three terminals and four runways — yet to reach saturation. NIA's addition is, therefore, likely to supercharge Delhi's growth as India's largest aviation hub.

"Take the case of Goa. Pre-Covid, when

it had only Dabolim airport, Goa's maximum annual air traffic (domestic and international combined) was 84.6 lakh between April 2018 and March 2019, per Airports Authority of India. Mopa opened on Jan 5, 2023. In the one year from April 2023 to March 2024, Goa has seen 1.1 crore flyers between the two airports combined. For Delhi and Mumbai, this will happen too, and on a much larger scale. Delhi, in fact, will effectively have three airports, with the small Hindon terminal in Ghaziabad — used by Air India Express and IndiGo, besides Udan carriers like Star Air — also planning capacity additions.

An airline official said both NIA and NMIA have, to their advantage, massive catchment areas. "NIA and NMIA will quickly need to add terminals and runways. We will be able to operate more flights at more convenient times. These new airports mean more capacity, and coupled with big aircraft orders of AI group, IndiGo, Akasa and others, bilaterals with other countries is also likely to be upped. For instance, Dubai bi-

lateral are fully utilised by both sides and UAE is the biggest international destination for Indians," the official said.

NIA CEO Christoph Schnellmann recently told TOI: "We believe in the future of aviation in India and will provide much-needed additional airport infrastructure for Delhi-NCR and UP. Two airports in Delhi-NCR will bring enhanced connectivity and more options for travellers and businesses. NIA will play an important role in fostering trade, commerce and tourism, by adding aviation capacity to the region."

However, in the initial days, teething troubles are likely for the new airports, especially NIA, which is located in Jewar, nearly 80km from Noida city. "The main issue is connectivity. If it takes 2-3 hours to reach the new airports and the cost of doing so is very high, then people will have to rethink where to fly in and out of," former AAI chairman V.P. Agrawal said. The central and state govts have ambitious multi-modal connectivity plans for NIA, NMIA and IGI with trains, metro and buses but those are still some years away from becoming a reality.



WHAT CHANGED IN 15 YRS

March 2008: Hyderabad gets new airport. Existing Begumpet Airport closed for commercial flights

May 2008: Bengaluru new airport opened; HAL Airport closed for commercial flights

2007-08

381
4.4cr
2.7cr

Planes with Indian carriers
Domestic passengers
International passengers

2024

800
16.1cr
7.2cr

Jan 2023: Goa gets its second airport at Mopa. Existing Dabolim continues to handle commercial flights

Oct 8: Mumbai MMR to get its second airport. Existing CSMIA will remain open

Oct 30: Delhi-NCR to get its second commercial airport. Existing IGI to remain open

Chennai agent held at RGIA for trafficking Indians to Cambodia

Mahesh.Buddi
@timesofindia.com

Hyderabad: Immigration officials at Rajiv Gandhi International Airport (RGIA) foiled an attempt to traffic three Indians to Cambodia's cyber-crime hub Golden Triangle, arresting a Chennai-based recruiter behind the operation.

According to the Bureau of Immigration (BOI), passengers identified as Ashokan Rajarajan from Chennai, Sarguna Ananthan Muthuraman from Tirunelveli, and Veerasamy Deepak from Trichy were intercepted while boarding a Thai AirAsia flight to Bangkok on Sept 29, en route to Cambodia.

During questioning, the trio said they were promised data-entry jobs with free food and accommodation by an agent, Jayapal Surender alias Dodo (35) of Chennai. Aware of recent cases of Indians being forced into cyber fraud



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PREVENTION HELPLINES**

- National Cybercrime Reporting Portal: **1930**
- Website: **www.cybercrime.gov.in**
- TG Cyber Security Bureau: **8712672222**



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others around you

rackets in Southeast Asia, immigration officials counselled the men, who opted to cancel their travel and lodged written complaints against the recruiter.

Surender, who was accompanying them, was detained and handed over to RGIA police. A case was registered under Section 318(4) (cheating and dishonestly inducing delivery of property) of the BNS.

"Evidence shows Surender was working as a facilitator for cyber syndicates along the Cambodia-Laos-Myanmar border," said RGI outpost inspector S Kanakaiah. "He lured job seekers with false promises and delivered them to online fraud networks. He has been arrested." Authorities urged job seekers to verify employment offers and report suspicious recruiters.

How new kid on block will be top dog in Mumbai

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Why Noida airport will give Delhi-NCR double ballast

Saurabh Sinha@timesofindia.com

Delhi's rapid spread southward (Gurgaon) and eastward (Noida) over the last two decades — both neighbouring cities becoming magnets for corporate investment and consequently jobs and real estate — means India's capital region is now home to an estimated population of 3.5 crore. That makes it the second-largest urban agglomeration in the world after Tokyo. United Nations projections show Delhi-NCR will displace Tokyo at the top in another four years.

It could happen sooner. This Dec, commercial airliners will begin taking off and landing from Jewar, the brand new international airport developed as a public-private partnership between the state of UP and Swiss giant Zurich AG. The airport

can effectively mirror it (to add the portion to handle 1.8 crore (18 million) passengers a year). We've specifically planned for the growth trajectory," Schnellmann recently told TOI. "We'll start operations with domestic flights. Subsequently, we will have international flights too. But we expect a vast majority of our flights to be domestic."

While the future holds immense potential for NIA, what will it mean for passengers, airlines and the overall economy when it starts operations this summer? "Building a greenfield airport allows us to deploy the latest technology that's available. NIA will have touchless DigYatra all the way from terminal entry to security and boarding for domestic passengers," Schnellmann said.

NIA CEO Christoph Schnellmann sees T1 getting expanded to handle 3 CPA "by the end of this decade". In fact, work on Phase II of NIA has started with the airport building and more parking bays, given the demand for peak-hour slots from airlines who want

to base aircraft in NCR at night because of the space crunch at IGI. NIA made 25 parking bays, according to its original plan, but has decided to add nine more.

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"Overall growth of the Indian economy, of air traffic in the country and aircraft orders of airlines here shows Delhi needs a second airport like many large cities around the world. Our T1 will have a capacity of handling 3 crore (30 million) passengers per year. We're now constructing less than half of that. It's been designed in such a way that we

We'll deploy a lot of tech that isn't so visible but will drive passenger experience in the background," he added.

NIA will be different in another way — it will have a VIP terminal. "The VIP terminal is situated in the western precinct of the airport campus near the west airside gate. It will feature a ceremonial lounge along with security and immigration facilities to process departures and arrivals," said an NIA official.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

5 OCTOBER 2025

Commercial flights at Navi Mum airport from Dec

George Mendonca

Navi Mumbai: Airlines flights will begin at the Navi Mumbai International Airport (NMIA) airport in Dec, about two months after its formal inauguration on Oct 8. Cidco vice-chairman and managing director Vijay Singhal announced at a press conference on Sat that the NMIA will be inaugurated by PM Modi on Oct 8 after he arrives at 2.40 pm.

PM Modi will be at the airport for two hours; he will inspect the airport premises and take stock of terminals and other areas. Singhal also stated that domestic and international flights will take off from NMIA in Dec because, after inauguration, the airport will be handed over to CISF for carrying out the procedure to put in place security measures, which will take around 45 days.

Singhal claimed the capacity of NMIA to cater to passengers is



Terminal 1 of the Navi Mumbai International Airport ahead of its inauguration on Oct 8. Terminal 2 will be ready by 2029, said Cidco ▶ **Another pic on P 6**

almost double that of Chhatrapati Shivaji Maharaj International Airport. On the world map, Maha-Mumbai will be an aviation hub as the total combined capacity of CSMIA-Mumbai and Navi Mum-

bai airport will be about 150 million passengers per annum.

Singhal said, "NMIA is spread over 1,160 hectares and has four terminals. In the first phase, one terminal's work is completed. The

airport has a capacity to cater to 20 million passengers per annum and cargo handling capacity of 0.8 million metric ton per annum. Out of the two runways, one is completed and has a length of 3,700 m for enabling landing and takeoff of large passenger aircraft like the A380. The second terminal's capacity will be 30 million passengers per annum and it will be 20 million passengers per annum each for terminal 3 and 4. The airport's final capacity will be 90 million passengers per annum and 3.25 mn metric tons of cargo."

On the key highlights of NMIA, Singhal said it has an APM (Automated People Movers) facility for connectivity between all four terminals by underground passage. For example, if a passenger by mistake enters the airport from terminal-1 for check-in, due to APM facility, the passenger can also reach terminal 4 for check-in and vice-versa. In comparison, at

CSMIA, passengers have to take the shuttle or cab to travel between two terminals. Also, there is a storage facility for sustainable aviation fuel to make the operations environment-friendly, apart from 47 mega watt solar energy generation for providing 70% to 80% power supply to the airport premises with the aim of achieving zero net carbon emissions. NMIA is a greenfield airport as 100% EV buses will transport passengers from terminal to the aircraft.

Singhal added, "Regarding road connectivity, after Atal Setu, work on the elevated Ulwe coastal road has started, and it is expected to get over in six months. Till then, the Amra Marg half cloverleaf interchange route will help passengers connect to the airport. After the elevated coastal road opens, people can travel along Atal Setu to connect to the elevated coastal road and from there within six minutes reach the airport."

PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

6 OCTOBER 2025

एअर इंडिया की बर्मिंघम उड़ान में एयर टरबाइन खुला, यात्री सुरक्षित अहमदाबाद जैसा बड़ा हादसा बचा, दिल्ली की उड़ान रद्द

मुंबई। एअर इंडिया के एक बोइंग ड्रीमलाइनर 787 विमान का रैम एयर टरबाइन (आरएटी) शनिवार को बर्मिंघम में उतरने से ठीक पहले खुल गया। यह इमर्जेंसी टरबाइन तब सक्रिय होता है, जब दोनों इंजन काम करना बंद कर दें या फिर इलेक्ट्रिकल या हाइड्रोलिक सिस्टम में कोई खामी आ जाए। हालांकि, अमृतसर से ब्रिटेन पहुंची इस उड़ान को सुरक्षित उतार लिया गया, पर इस घटना ने अहमदाबाद में जून में हुए हादसे की भयावह यादें ताजा करा दीं, जिसमें एअर इंडिया का बोइंग 787 विमान गिरने से 260 लोग मारे गए थे।

टाटा समूह की एअर इंडिया ने एक बयान में कहा, चार अक्टूबर को अमृतसर-बर्मिंघम उड़ान संख्या एआई117 के क्रू सदस्यों को लैंडिंग के दौरान आरएटी सक्रिय होने का पता चला। हालांकि सभी विद्युत व हाइड्रोलिक सिस्टम सामान्य थे। इस घटना के बाद बर्मिंघम-दिल्ली उड़ान रद्द कर दी



सभी बोइंग 787 की विद्युत प्रणाली की जांच हो... फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने बर्मिंघम की घटना के मद्देनजर देश में सभी बोइंग 787 विमानों की विद्युत प्रणाली की गहन जांच की मांग की है। एफआईपी अध्यक्ष जीएस रंधावा ने विमानन सुरक्षा नियामक डीजीसीए को लिखे पत्र में बस पावर कंट्रोल यूनिट में खराबी से आरएटी सक्रिय होने की आशंका जताई है।

गई। कंपनी ने विमान में सवार यात्रियों की जानकारी नहीं दी। बता दें कि आरएटी को आपातकालीन स्थिति में विमान की सुरक्षा के लिए अंतिम जीवनरेखा माना जाता है। ब्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

6 OCTOBER 2025

दिवाली का असर...मलयेशिया-सिंगापुर से महंगी लखनऊ, पटना की उड़ान त्योहारी मौके को भुनाने में जुटीं विमानन कंपनियां, 30 हजार तक पहुंचा किराया

अजीत सिंह

नई दिल्ली। दिवाली के करीब आते ही विमानन कंपनियों ने ग्राहकों की जेब काटनी शुरू कर दी है। आलम यह है कि उत्तर भारत के प्रमुख शहरों में दिल्ली और मुंबई से यात्रा करने के लिए 30,000 रुपये तक किराया लिया जा रहा है। जबकि धार्जिल, मलेशिया, सिंगापुर और हांगकांग के लिए महज 17,000 रुपये में ही आप जा सकते हैं। विमानन कंपनियों की इस लूट से ग्राहकों को जबरदस्त परेशानी झेलनी पड़ रही है।

विभिन्न ट्रेवल वेबसाइटों से चेक करने पर पता चला कि 18 अक्टूबर को दिल्ली से लखनऊ का किराया 13,618 से 18,738 रुपये है। जबकि 9 अक्टूबर को यही किराया 4,200 रुपये है। पटना के लिए 18 अक्टूबर को 15,248 से 26,072

त्योहार पर घर पहुंचने के लिए नहीं मिल रहे साधन

त्योहारों या व्यस्त समय में विमानन कंपनियां फायदा उठाती हैं। छोटे रूट पर भी ये कंपनियां तीन से चार गुना तक किराया बढ़ा देती हैं। दिवाली के समय आलम यह है कि दिल्ली से लखनऊ, प्रयागराज या वाराणसी के लिए वंदे भारत जैसी प्रीमियम ट्रेनों में भी टिकट नहीं है। अच्छी खासी वेंटिंग चल रही है। वसों का किराया इस समय 4 से 5 हजार रुपये पहुंच गया है। ऐसे में त्योहार में अपने गांव जाने वाले यात्रियों को इस समय यातायात का कोई भी साधन उपलब्ध नहीं है।

रुपये किराया है, जो 9 अक्टूबर को 4,900 रुपये है। मुंबई से लखनऊ का 18 अक्टूबर का किराया 17,401 से 29,466 रुपये है जो 9 अक्टूबर को 7,202 रुपये है। बंगलूरु से लखनऊ का किराया इसी दौरान 16,429 से 23,656 रुपये है।

आम दिनों में यह किराया 7,288 रुपये होता है। इसी तरह मुंबई से अहमदाबाद का किराया 18 अक्टूबर को 5,078 रुपये से

13,936 रुपये तक हो जाता है। सामान्य दिनों में यह 2,500 से 3,500 रुपये तक होता है। मुंबई से भोपाल के लिए 18 तारीख को 14,500 रुपये से 18,048 रुपये चुकाने होंगे, जो सामान्य दिनों में 6,099 रुपये होता है। मुंबई से जयपुर के लिए दिवाली के समय आपको 18,352 से 26,038 रुपये देने होंगे, जो सामान्य दिनों में 6 से 7 हजार रुपये होता है।



आसमान छू रहा विमानन किराया (रुपये में)

राहर	18 अक्टूबर	9 अक्टूबर
दिल्ली-वाराणसी	8,788-20,038	3,700
दिल्ली- प्रयागराज	19,654	4,950
दिल्ली-कानपुर	12,358	3,958
मुंबई-वाराणसी	15,276-29,604	5,300
मुंबई-प्रयागराज	20,403	5,700
मुंबई-कानपुर	20,404	7,109

अंतरराष्ट्रीय किराया

दिल्ली-बैंकॉक	8,750 रुपये	धार्जिल मलेशिया सिंगापुर और हांगकांग सिर्फ 17,000 रुपये में ही जा सकते हैं।
दिल्ली-दुबई	11,308 रुपये	
दिल्ली-मलयेशिया	13,315 रुपये	
दिल्ली-सिंगापुर	17,799 रुपये	
दिल्ली-हांगकांग	16,282 रुपये	



Corporate Communications Directorate

BUSINESS LINE

DELHI

6 OCTOBER 2025

DGCA advises airlines to deploy adequate capacity to arrest high airfares

Rohit Vaid
New Delhi

India's civil aviation regulator has advised airlines to augment capacity for the festive season by deploying

additional flights to meet high demand.

The development assumes significance as airfares tend to rise in the festive season due to heavy demand.

Accordingly, the Directorate General of Civil Aviation (DGCA) "proactively took up the issue or matter with airlines and asked them to augment flight capacities for the festive season by deploying additional flights to meet high demand," the Ministry of Civil Aviation said in a statement. In response to the DGCA's intervention, airlines informed that they

are adding additional flights. On its part, IndiGo is said to deploy approximately 730 additional flights across 42 sectors. Similarly, the Air India Group (Air India and Air India Express) will deploy additional capacity.

The Air India Group will deploy 486 additional flights across 20 sectors. Budget carrier SpiceJet will deploy 546 additional flights across 38 sectors. "DGCA will maintain rigorous oversight of airline fares and flight capacities to protect passengers' interests during the festive season," the statement said.

Air India flight lands safely in Birmingham after deploying emergency turbine

Rohit Vaid
New Delhi

An Air India flight from Amritsar to Birmingham landed safely after the crew detected the deployment of the aircraft's Ram Air Turbine (RAT) during final approach.

The incident occurred on Saturday (October 4, 2025), when flight AI117 from Amritsar to Birmingham detected RAT deployment during its final approach.

On technical basis, RAT is an emergency power source

that deploys automatically during serious system failures. The system is designed to provide essential hydraulic and electrical power when an aircraft experiences a significant loss of onboard power.

Accordingly, the system is rarely used and typically activates only when both engines fail or there is a major systems failure, making its deployment an unusual and serious event. In addition, the Directorate General of Civil Aviation is expected to review the incident closely.

businessline.

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Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

5 OCTOBER 2025

Aviation sector continues to soar

India's domestic aviation sector continued to expand in 2025, though passenger traffic in August showed a slight dip compared to July. According to the Directorate General of Civil Aviation

(DGCA) report, airlines carried 1107.26 lakh passengers between January and August 2025, up 4.99% year-on-year from 1054.66 lakh in the same period last year. However, August

traffic decreased by 1.40% month-over-month. "Passengers carried by domestic airlines during January-August 2025 were 1107.26 lakhs as against 1054.66 lakhs during the

corresponding period of the previous year, thereby registering an annual growth of 4.99% and a monthly growth of -1.40%," the DGCA said in its monthly traffic report for August. **ANI**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

6 OCTOBER 2025

डीजीसीए हवाई किराये पर रख रहा कड़ी नजर

विमानन नियामक नागरिक उड्डयन महानिदेशालय (डीजीसीए) त्योहारों के मौसम में हवाई किरायों और उड़ान क्षमता पर कड़ी नजर रख रहा है ताकि यह सुनिश्चित किया जा सके कि हवाई टिकटों की कीमतों में कोई भारी बढ़ोतरी न हो। त्योहारी सीजन और बढ़ती मांग के दौरान घरेलू हवाई किराये में वृद्धि होती है। हालांकि हवाई किराये को नियंत्रण मुक्त कर दिया गया है लेकिन डीजीसीए को हवाई टिकट की कीमतों पर नजर रखने तथा कीमतों में वृद्धि होने पर उचित कदम उठाने का अधिकार है। नागरिक उड्डयन मंत्रालय ने रविवार को कहा कि डीजीसीए ने त्योहारी सीजन में होने वाली भीड़ से पहले हवाई किराये की समीक्षा की है और विमानन कंपनियों से अधिक मांग को पूरा करने के लिए उड़ान क्षमता बढ़ाने को कहा है।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

6 OCTOBER 2025

DGCA steps in to keep festival fares in check

DEEPAK PATEL
New Delhi, 5 October

The Directorate General of Civil Aviation (DGCA) has asked airlines to add flights across key routes to prevent a spike in airfares during the festival season.

In a statement issued on Sunday evening, the Ministry of Civil Aviation said: "DGCA is mandated by the ministry to keep a watch on airfares, especially during the festival season, and take appropriate measures in case of a surge in prices."

Following discussions with airlines, the regulator said carriers have committed to deploying extra capacity to meet higher travel demand. IndiGo will operate around 730 additional flights across 42 sectors.

Air India and Air India Express together will deploy about 486 additional flights across 20 sectors and SpiceJet will add nearly 546 flights

across 38 sectors.

"The DGCA proactively took up the matter with airlines and asked them to augment flight capacities for the festival season by deploying additional flights to meet the high demand," the ministry added.

The October-December period typically witnesses heavy travel due to festivals such as Diwali, Dussehra, and Christmas, leading to fare spikes on popular routes.

The ministry said the regulator would "maintain rigorous oversight of airline fares and flight capacities to protect passenger interests during the festival season."

According to aviation analytics firm Cirium, Indian carriers are scheduled to operate 22,945 domestic flights per week in October, which is 2.1 per cent lower year-on-year.

RAT deployed in A-I's Dreamliner to UK, regulator orders probe

Aviation watchdog DGCA will carry out a detailed probe into the incident of Ram Air Turbine (RAT)

getting deployed in an Air India Boeing 787-8 Dreamliner aircraft few minutes before landing at the Birmingham airport on Saturday, according to an official.

In an aircraft, RAT gets deployed automatically in the eventuality of a dual engine

failure or total electronic or hydraulic failure. RAT uses wind speed to generate emergency power.

The senior DGCA official told *PTI* that

RAT got deployed during landing of the plane at 400 feet but the pilot did not report any related abnormality.

The maintenance actions for uncommanded RAT deployment recommended by Boeing have been carried out and no discrepancy were observed, the official said and added that the aircraft is being released for service.

The official also said the DGCA will carry out a detailed investigation into the incident. Meanwhile, The Federation of Indian Pilots (FIP) on Sunday urged aviation safety regulator DGCA to thoroughly check and investigate the electrical system of all Boeing 787 aircraft in the country.





Corporate Communications Directorate

DAINIK BHASKAR

DELHI

6 OCTOBER 2025

एअर इंडिया फ्लाइट का बर्मिंघम में खुला RAT, इमरजेंसी लैंडिंग

भास्कर न्यूज़ | बर्मिंघम/मुंबई

एअर इंडिया का बोइंग 787-8 ड्रीमलाइनर शनिवार को हादसे से बच गया। अमृतसर से बर्मिंघम के लिए उड़े विमान एआई 117 में लैंडिंग से पहले 400 फीट ऊपर आरएटी खुल गया। इसके बाद इमरजेंसी लैंडिंग कराई गई। आरएटी (रैम एयर टर्बाइन) दोनों इंजन फेल होने, इलेक्ट्रॉनिक या हाइड्रोलिक फेल्योर होने पर खुलता है। रैट हवा की रफ्तार का उपयोग कर इमरजेंसी पावर पैदा करता है और विमान को हवा में बनाए रखता है।

- शेष पेज 10 पर

एअर इंडिया फ्लाइट का बर्मिंघम...

एअर इंडिया ने बताया, पायलट ने आरएटी खुलने के बावजूद सभी इलेक्ट्रिकल और हाइड्रोलिक पैरामीटर सामान्य पाए थे। मालूम हो, इसी श्रेणी का विमान 12 जून को लंदन जाते वक्त अहमदाबाद में क्रैश हो गया था। संभावित कारण इंजन या हाइड्रोलिक/इलेक्ट्रिकल फेल्योर बताए गए थे। घटना के बाद एअर इंडिया ने विमान की जांच के लिए बर्मिंघम से दिल्ली आने वाली उड़ान रद्द कर दी। डीजीसीए ने घटना की विस्तृत जांच करेगा। इस घटना से सुरक्षा संबंधी चिंताएं भी उत्पन्न हो गई हैं। फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने डीजीसीए के डीजी, नागरिक उड्डयन सचिव और एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो को भेजे ईमेल में आग्रह किया है कि बोइंग 787 विमानों में कई दुर्घटनाएं हुई हैं। इसलिए देश में सभी बोइंग 787 विमानों की इलेक्ट्रिकल सिस्टम की गहन जांच की जाए। मालूम हो, वर्तमान में एअर इंडिया के पास 33 बोइंग 787 विमान हैं, जिन्हें ड्रीमलाइनर भी कहा जाता है। इंडिगो भी लीज पर लिए गए इन विमानों का संचालन करती है।

अहमदाबाद जैसा हादसा होते-होते बचा, बर्मिंघम में सकुशल उतरा एअर इंडिया का ड्रीमलाइनर

मुंबई श्रेष्ठ : अहमदाबाद जैसा एक और विमान हादसा होते-होते बचा। अमृतसर से बर्मिंघम जा रहे एअर इंडिया के बोइंग 787 ड्रीमलाइनर का रैम एयर टर्बाइन (आरएटी) शनिवार को हवाई अड्डे पर उतरने के दौरान अप्रत्याशित रूप से सक्रिय हो गया। हालांकि, विमान सुरक्षित नीचे उतार लिया गया। आरएटी दोनों इंजन के काम करना बंद करने या पूर्ण इलेक्ट्रॉनिक-हाइड्रोलिक विफलता की स्थिति में स्वतः सक्रिय होता है। यह आपातकालीन ऊर्जा उत्पन्न करने के लिए हवा को गति का उपयोग करता है। एअर इंडिया का कहना है कि विमान के विद्युत व हाइड्रोलिक पैरामीटर सामान्य पाए गए। इसका अर्थ है कि दोनों इंजन बंद होने से आरएटी सक्रिय हो गया होगा।

टाटा समूह के स्वामित्व वाली विमानन कंपनी ने कहा, उसने बर्मिंघम-दिल्ली उड़ान रद्द कर दी है, क्योंकि विमान को



एअर इंडिया ड्रीमलाइनर की फाइनल फोटो। इंटरनेट मीडिया

जांच के लिए रोक लिया गया है। यात्रियों के लिए वैकल्पिक व्यवस्था की जा रही है। कंपनी ने विमान यात्रियों को संख्या सहित विशिष्ट विवरण साझा नहीं किए।

जात हो, इस वर्ष 12 जून को एअर इंडिया का बोइंग 787-8 विमान लंदन जा रहा था। अहमदाबाद से उड़ान भरने के तुरंत बाद यह दुर्घटनाग्रस्त हो गया और एक मेडिकल कॉलेज हास्पिटल पर जा गिरा, जिससे विमान में सवार 241 लोगों सहित 260 लोग मारे गए। इस हादसे के संभावित कारणों में इंजन या हाइड्रोलिक/

अमृतसर से बर्मिंघम पहुंचे विमान के दोनों इंजन हो गए थे बंद, वापसी की उड़ान रद्द

इंजन बंद होने के बाद आरएटी प्रणाली सक्रिय होने से विमान को सुरक्षित उतारा गया

किसी तरह की तकनीकी समस्या होने पर स्वतः सक्रिय होती है यह प्रणाली

इलेक्ट्रिकल विफलता या साफ्टवेयर की खराबों को भी शामिल किया जा रहा है। भारत का विमान दुर्घटना जांच ब्यूरो (एएआइबी) इसकी जांच कर रहा है। एएआइबी ने जुलाई में अपनी प्रारंभिक रिपोर्ट में कहा था कि विमान का ईंधन नियंत्रण स्विच, उड़ान भरने के कुछ सेकंड बाद ही बंद हो गया था।

त्योहारी सीजन में 1762 अतिरिक्त उड़ानों की तैयारी

जागरण ब्यूरो, नई दिल्ली

त्योहारी सीजन की शुरुआत हो चुकी है और प्रमुख घरेलू हवाई मार्गों पर सामान्य किराये में वृद्धि का रुख है। ऐसे में केंद्रीय नागरिक उड्डयन मंत्रालय की तरफ से सभी घरेलू एयरलाइनों को निर्देश दिया गया है कि वह त्योहारी सीजन में अधिक मांग को देखते हुए ज्यादा उड़ानों की व्यवस्था करें। एयरलाइनों ने इसका संज्ञान भी लिया है। उन्होंने मंत्रालय को बताया है कि इस त्योहारी सीजन में प्रमुख चयनित हवाई मार्गों पर वे कम से कम 1762 नई उड़ान सेवाओं की शुरुआत करने जा रही हैं।

सबसे ज्यादा इंडिगो की तरफ से 42 सेक्टरों पर कुल 730 उड़ान संचालित करने की सूचना दी गई है। दूसरे स्थान पर स्पाइस जेट है जिसने 38 सेक्टरों पर 546 उड़ान संचालन की बात कही है। तीसरे स्थान पर एअर इंडिया और इसकी सब्सिडियरी एअर इंडिया एक्सप्रेस है जिसने 20 सेक्टरों में कुल 486 नई उड़ानों की घोषणा की है। इन उड़ानों को कब से कब तक संचालित किया जाएगा, अभी इसकी घोषणा नहीं की गई है।

तीन प्रमुख एयरलाइनों की घोषणा, किराये पर नियंत्रण रखने का है सरकार का दवाव

42 सेक्टरों पर 730 उड़ानों को संचालित करेगी इंडिगो

38 सेक्टरों पर 546 उड़ानों के संचालन की बात कही है विमानन कंपनी स्पाइस जेट ने

20 सेक्टरों में 486 नई उड़ानों की घोषणा की है एअर इंडिया ने



डीजीसीए पूरी स्थिति पर नजर रखेगा और हवाई यात्रियों के हितों की सुरक्षा करेगा

मंत्रालय ने कहा है कि नागरिक उड्डयन महानिदेशालय (डीजीसीए) पूरी स्थिति पर नजर रखेगा और हवाई यात्रियों के हितों की सुरक्षा को तत्पर रहेगा। यह देखेगा कि त्योहारी सीजन में ग्राहकों को अनप-शनाप किराया नहीं देना पड़े। वैसे यह पहला मौका नहीं है जब त्योहारी सीजन में हवाई किरायों में वृद्धि रोकने के लिए मंत्रालय के स्तर पर मुस्तैदी दिखाई गई है। पहले भी ऐसा होता रहा है, लेकिन कई बार इसका खास असर नहीं होता।

एयरलाइनों का कहना है कि हवाई किराया मांग और आपूर्ति के बीच

समीकरण पर निर्भर करता है। जब मांग काफी ज्यादा हो जाती है और उपलब्ध सीटों की संख्या कम होती है तो किराया भी कई बार बहुत बढ़ जाता है। त्योहारी सीजन में अक्सर यह देखा गया है कि किराये सामान्य दिनों के मुकाबले पाँच-छह गुना तक बढ़ जाते हैं। विमानन कंपनियों का तर्क होता है कि यात्री यह किराया देने को तैयार रहते हैं। सन्देह रहे कि भारत में हवाई यात्रा करने वालों की संख्या वर्ष 2024 में 6.12 प्रतिशत की रफ्तार से बढ़ी थी। अगस्त, 2025 में कुल 1.29 करोड़ लोगों ने विमान यात्राएं की हैं।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

6 OCTOBER 2025

डीजीसीए करेगा मामले की जांच

मुंबई, 6 अक्टूबर: बर्मिंघम हवाई अड्डे पर एअर इंडिया के विमान की आरएटी प्रणाली सक्रिय होने की नगरिक उद्घटन महानिदेशालय (डीजीसीए) जांच करेगा। डीजीसीए के एक बरिष्ठ अधिकारी ने बताया कि विमान उतरने के दौरान के 400 फीट की ऊंचाई पर आरएटी सक्रिय हो गया था, लेकिन पायलट ने इससे संबंधित किसी भी असामान्यता की सूचना नहीं दी। इस बीच, भारतीय पायलट महासंघ ने रविवार को विमानन सुरक्षा नियामक डीजीसीए से देश के सभी बोईंग 787 विमानों की विद्युत प्रणाली की गहन जांच करने का अनुरोध किया है। पायलट महासंघ ने डीजीसीए को पत्र लिखकर कहा कि बर्मिंघम की घटना तब हुई, जब आरएटी विमान उतरते समय अपने आप सक्रिय हो गया।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

6 OCTOBER 2025

DGCA Monitors Airfares to Curb Festive Price Surges

New Delhi: Aviation watchdog DGCA is keeping a "rigorous oversight" on airfares and flight capacities for the festive season to ensure that there are no steep hikes in air ticket prices.

During festive seasons and increased demand, there have been instances of surge in domestic airfares, especially in high traffic routes. While airfares are deregulated, the Directorate General of Civil Aviation (DGCA) has the mandate to keep a watch on air ticket prices and also to take appropriate measures in case of a surge in prices. The civil aviation ministry on Sunday said DGCA has reviewed airfare trends ahead of the festive season rush and has proactively asked airlines to augment flight capacities to meet the high demand.

IndiGo, Air India, Air India Express and SpiceJet will be operating additional flights. —PTI



Pilots Ask Regulator to Check Electricals of all Boeing 787s

Mumbai: The Federation of Indian Pilots (FIP) on Sunday urged aviation safety regulator DGCA to thoroughly check and investigate the electrical systems of all Boeing 787 aircraft in the country.

The pilots' body wrote to the DGCA (Directorate General of Civil Aviation) a day after a Boeing 787, operated by Air India on the Amritsar-Birmingham route, experienced an emergency power system deployment when it was about to land in the UK city. In the letter, FIP President G.S. Randhawa noted that the Aircraft Health Monitoring system detected a fault in the Bus Power Control Unit, which may have triggered the automatic power deployment.

Engine or hydraulic/electrical failure or software malfunction are being cited as among the several probable causes of the Air India Boeing 787 plane crash in June this year. —PTI



● What does the DGCA report say?

THE DIRECTORATE GENERAL of Civil Aviation (DGCA) last week released its first-ever rankings of Flying Training Organisations (FTOs). The report revealed that not a single one of the 35 FTOs evaluated received an A+ or A rating, meaning none achieved a score of 70% or higher across key parameters such as safety standards, performance, compliance, student support, and operational adherence to regulations.

Moreover, 22 of these FTOs were rated 'C', indicating scores below 50% which raise concerns about their quality, safety, and overall readiness to train the country's future pilots.

The 12 FTOs that scored between 50% and less than 70% emerged as the top performers, earning a 'B' ranking. The growing demand for pilots, coupled with the poor quality of training institutes and increasing course costs, means that inadequately trained licence holders may be putting the lives of air passengers at risk. In July, the aviation watchdog had introduced a ranking system for FTOs as part of efforts to improve the quality and safety of pilot training activities in the country. The decision came after various incidents involving planes of FTOs and apparent lapses.

● DGCA's action against underperformers

NEARLY TWO-THIRDS OF FTOs ranked 'C' will receive formal notices from the DGCA, directing them to undertake self-assessments and enhance their performance ahead of the next biannual rankings, scheduled for release on April 1, 2026. However, in case they are unable to improve their rankings in the

next round, there are no penalties envisaged in the system. But since the aviation regulator also does auditing and licensing of FTOs, it can take action if any FTO fails to meet those parameters.

The next round could also see a higher number of FTOs included, as the

DGCA plans to expand the survey to its full capacity of 40 institutes. This year, five FTOs were not ranked — four of them because they had not completed the mandatory 18 months of operation as of August 31, 2025, and one because its approval was no longer valid on that date.



DGCA'S FTO RANKINGS

All that's wrong with pilot training schools

None of the 35 flying training organisations evaluated by the aviation watchdog last week received an A+ or A rating.

Training infrastructure & safety standards are the weakest links, raising doubts about the quality of these training schools & the pilots they are producing, writes *Nitin Kumar*

12,200

PILOTS IN INDIA AS OF MARCH 2025 & 40 FTOs REGISTERED WITH DGCA

THE DGCA'S DECISION TO INTRODUCE RANKINGS FOLLOWED A RISE IN ACCIDENTS AND SERIOUS INCIDENTS AT FLYING SCHOOLS IN RECENT YEARS

800-1000

STUDENTS GRADUATE FROM THESE FTOs ANNUALLY

● How FTOs can improve their scores

THE TWO MOST critical areas, training infrastructure and safety standards, make up 60% of the total score, underscoring where most FTOs are falling short.

Operational aspects, weighted at 40%, include key factors such as student-to-aircraft and student-to-instructor ratios, fleet size, and the availability of simulators and ground schools. Safety standards (20%) assess the number of accidents and incidents in the past year. Another 20% is allocated to training performance, tracking the average time

to complete 175 flying hours, aircraft utilisation rates, and trainee completion ratios. Student support and regulatory compliance each carry 10% weightage. These cover grievance resolution, financial aid, placement support, transparency in fees, DGCA safety observations, and breath-analyser violations.

To climb the rankings, FTOs must focus on strengthening their operational capacity, enforcing safety protocols, and delivering student-centric, compliant training programmes.

● The need for these rankings

THE DGCA'S DECISION to introduce rankings follows a rise in accidents and serious incidents at flying schools in recent years, primarily linked to inadequate aircraft maintenance and poor adherence to safety regulations. Currently, 800 to 1,000 students graduate from these FTOs annually and get commercial pilot licences — a number poised to grow significantly in the coming years, driven by surging air traffic. Domestic air passenger traffic has already doubled in the past decade, rising from 110 million to 220 million, and is projected to reach 400 million by 2029. According to civil aviation minister K. Rammohan Naidu, India will require 4,000 additional aircraft over the next 20 years and is planning to build 200 new airports to meet future demand. The introduction of these rankings will subject FTOs to increased DGCA oversight and public scrutiny, creating a strong incentive for them to raise their standards.

● Training fees touch the sky

AS OF MARCH 2025, India has around 12,200 licensed pilots. This number is expected to nearly triple to 33,700 over the next decade, as per the ministry of civil aviation. Training 20,000 new pilots with the current inadequate infrastructure could pose a serious risk. The situation is especially concerning given that FTOs charge exorbitant course fees. Take the Indira Gandhi Rashtriya Uran Akademi (IGRUA), run by the civil aviation ministry. IGRUA received a 'Category C' rating and was ranked 25th by the DGCA. It charges an upfront fee of around ₹45 lakh for a commercial pilot licence (CPL), which includes 200 hours of flying. This amount does not include the mandatory type rating — a certification needed to fly specific aircraft — which adds another ₹15–20 lakh. Those who pursue airline-sponsored training programmes (not rated by the DGCA) may have to pay even more, up to ₹1 crore in some cases.





Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

6 OCTOBER 2025

Air India 787 RAT deploys, lands safely

INA MAJOR incident involving an Air India plane, Ram Air Turbine, which is usually used in case of engine failures, got deployed without any command from a Boeing 787-8 Dreamliner aircraft a few minutes before landing at the Birmingham airport on Saturday, according to officials.

Aviation watchdog DGCA is probing the incident involving aircraft VT-ANO operating the flight AI 17 from Amritsar to Birmingham on October 4.

The plane landed safely, the officials said on Sunday.

Generally, RAT gets deployed automatically in the eventuality of a dual engine failure or electrical/electronic or hydraulic failure, among others.

It uses wind speed to generate emergency power.

The incident has also raised safety concerns, with the Federation of Indian Pilots (FIP) urging DGCA to carry out thorough checks and investigate the electrical system of all Boeing 787 aircraft in the country.

The deployment of RAT also assumes significance against the backdrop of the crash of an

Air India Dreamliner that killed 260 people on June 12.

After the fatal accident also, concerns were raised in some quarters about the safety of Dreamliners and some reports had suggested that RAT was deployed prior to the crash, which happened soon after take-off. In a statement on Sunday, an Air India spokesperson said the operating crew of flight AI 17 from Amritsar to Birmingham on October 4 detected deployment of RAT of the aircraft during its final approach. —PTI



Corporate Communications Directorate

HARI BHUMI

DELHI

6 OCTOBER 2025

दिवाली से पहले फ्लाइट से यात्रा करने वालों को खुशखबरी डीजीसीए ने किराए को लेकर एयरलाइंस को दी कड़ी चेतावनी

एजेसी ►► नई दिल्ली

दिवाली से पहले हवाई यात्रियों की भारी मांग को देखते हुए नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एयरलाइंस को चेतावनी दी है कि वे टिकटों के दाम बेतहाशा न बढ़ाएं। नियामक संस्था ने सभी घरेलू एयरलाइंस को फ्लाइट क्षमता बढ़ाने और किराए को सामान्य रखने के निर्देश दिए हैं, ताकि यात्रियों को त्योहारी सीजन में ज्यादा कीमत न चुकानी पड़े। जारी



बयान में कहा कि उसने एयरलाइंस से सक्रिय रूप से बातचीत की है ताकि यात्रियों को अत्यधिक टिकट दरों का बोझ न उठाना पड़े। यह कदम देशभर के प्रमुख हवाई मार्गों पर किराओं के रुझानों की समीक्षा के बाद उठाया गया है। डीजीसीए के निर्देश के ►► शेष पेज 5 पर

डीजीसीए ने किराए....

बाद प्रमुख एयरलाइंस ने अक्टूबर और नवंबर के लिए सैकड़ों अतिरिक्त उड़ानों की घोषणा की है। देश की सबसे बड़ी एयरलाइन इंडिगो ने बताया कि वह 42 रूट्स पर करीब 730 अतिरिक्त उड़ानें चलाएगी। वहीं, एयर इंडिया और एअर इंडिया एक्सप्रेस मिलकर 20 रूट्स पर 486 अतिरिक्त उड़ानें जोड़ेंगी। स्पाइसजेट ने भी 38 सेक्टरों में 546 नई उड़ानें शुरू करने की योजना बनाई है। डीजीसीए के प्रवक्ता ने कहा कि यह संस्था त्योहारी सीजन में किराए और उड़ानों पर सख्त निगरानी रखेगी ताकि यात्रियों के हित सुरक्षित रहें।

बीते वर्षों में बढ़ा था किराया : बीते कुछ वर्षों में त्योहारों और छुट्टियों के समय हवाई किराए में अचानक उछाल पर यात्रियों ने कई बार शिकायत की है। अधिकारियों का कहना है कि भारत की ओपन स्काई पॉलिसी के तहत एयरलाइंस अपने दाम खुद तय कर सकती है, लेकिन अगर किराए असामान्य रूप से बढ़ते हैं तो सरकार दखल देने का अधिकार रखती है।

Corporate Communications Directorate

HARI BHUMI

DELHI

6 OCTOBER 2025

एयर इंडिया के विमान में लैंडिंग से पहले तकनीकी गड़बड़ी जमीन से 400 फीट ऊपर था विमान अचानक खुला रैट और मचा 'हड़कंप'

एजेसी ► नई दिल्ली

शनिवार को एयर इंडिया के एक बोइंग ड्रीमलाइनर विमान में लैंडिंग से पहले तकनीकी गड़बड़ी आई। विमान की रैम एयर टरबाइन (आरएटी) अपने आप सक्रिय हो गई जबकि विमान बर्मिंघम हवाई अड्डे से 400 फीट ऊपर था। विमान ने सुरक्षित लैंडिंग की और सभी यात्री सुरक्षित रहे। जांच में पाया गया कि सभी इलेक्ट्रिकल और हाइड्रॉलिक सिस्टम सामान्य थे। यह



घटना उस वक्त हुई जब विमान बर्मिंघम हवाई अड्डे से सिर्फ 400 फीट ऊपर था। सौभाग्य से विमान ने सुरक्षित लैंडिंग की और सभी यात्री सुरक्षित रहे। एयर इंडिया की फ्लाइट एआई 117 ने अमृतसर से 4 अक्टूबर को दोपहर 12.52 बजे बर्मिंघम के ► शोष पेज 5 पर

जमीन से 400

लिए उड़ान भरी थी, उसने शाम 7.07 बजे लैंड किया। एयर इंडिया की फ्लाइट अमृतसर से बर्मिंघम जा रही थी।

कैसे खुल गई रैट : लैंडिंग के कुछ सेकंड पहले ही पायलट ने देखा कि विमान की रैट अपने आप ही खुल गई। यह उपकरण तभी खुलता है जब विमान को बिजली या हाइड्रॉलिक सिस्टम में पूरी तरह फेल्योर महसूस होता है। यानी विमान के संसर ने शायद गलत संकेत भेजा था। इसे सिस्टम एनोमली कहा जा रहा है। एयर इंडिया ने कहा कि विमान को जांच के लिए ग्राउंड कर दिया गया है। इसकी वजह से वापसी की फ्लाइट को रद्द कर दिया गया। यात्रियों के लिए वैकल्पिक इंतजाम किए जा रहे हैं। सीनियर पायलटों ने बताया कि रैट तभी खुलती है जब विमान को तीन में से कोई एक बड़ी खराबी महसूस होती है। जैसे की दोनों इंजन फेल हो जाएं, पूरा हाइड्रॉलिक सिस्टम बंद हो जाए या फिर पूरी तरह बिजली सप्लाय फेल हो जाए।



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HINDUSTAN

DELHI

6 OCTOBER 2025

एयर इंडिया के विमान की बर्मिंघम में आपात लैंडिंग

मुंबई, एजेंसी। एयर इंडिया का विमान बड़े हादसे का शिकार होने से बच गया। चार अक्टूबर को अमृतसर से ब्रिटेन के बर्मिंघम जा रहे विमान का रैम एयर टर्बाइन (आरएटी) 400 फीट की ऊंचाई पर सक्रिय हो गया। कंपनी ने कहा, विमान की सुरक्षित लैंडिंग हुई है।

एयर इंडिया के अनुसार, एआई 117 ने अमृतसर से बर्मिंघम के लिए उड़ान भरी थी। विमान लैंडिंग की तैयारी कर रहा था तभी उसका आरएटी सक्रिय हो गया। जब विमान के दोनों इंजन, इलेक्ट्रॉनिक तंत्र या हाईड्रोलिक प्रणाली पूरी फेल हो जाती है तब आरएटी सक्रिय होता है। लेकिन जांच में इलेक्ट्रिकल और हाईड्रोलिक तंत्र सामान्य मिला। डीजीसीए इस मामले की विस्तृत जांच करेगा। > जांच करें डीजीसीए P07

बोइंग के विमानों की जांच करे डीजीसीए : एफआईपी

पेज-1 से आगे >

मुंबई, एजेंसी। एयर इंडिया विमानों में तकनीकी खराबी को लेकर पायलट चिंतित हैं। ब्रिटेन जा रहे विमान में गड़बड़ी के बाद फेडरेशन ऑफ इंडियन पायलट एसोसिएशन (एफआईपी) ने डीजीसीए को पत्र लिखकर बोइंग 787 विमानों की पूरी बिजली प्रणाली की जांच करने की मांग की है।

एफआईपी के अध्यक्ष जीएस रंधावा ने कहा कि विमान के एयरक्राफ्ट हेल्थ मॉनिटरिंग ने बस पावर कंट्रोल यूनिट की गड़बड़ी को पकड़ लिया, जिसके बाद

यह है आरएटी

आरएटी वह तकनीक है जो विमान के दोनों इंजन, इलेक्ट्रॉनिक तंत्र या हाईड्रोलिक प्रणाली के पूरी तरह फेल हो जाने पर सक्रिय होती है। ये हवा की गति से ऊर्जा बनाता है जिससे आपात स्थिति में विमान की सुरक्षित लैंडिंग हो सके। इसी तकनीक के जरिए विमान सुरक्षित लैंडिंग हुई है।

रैम एयर टर्बाइन सक्रिय हुआ। एफआईपी ने कहा कि बोइंग 787 विमानों की पूरी तकनीकी जांच कराई जाए।

Air India flight lands safely in U.K. after RAT deployment

Press Trust of India

MUMBAI

The operating crew of Air India's Amritsar-Birmingham flight reported that the Boeing 787's ram air turbine (RAT) unexpectedly deployed during the final approach on Saturday, but the aircraft landed safely, the airline said on Sunday.

RAT deploys automatically in the eventuality of a dual engine failure or total electronic or hydraulic failure. It uses wind speed to generate emergency power.

Sources said that during the landing, at 400 ft, the RAT unlock message came, and it got deployed. They also said that the pilot did not report any abnormality and the aircraft landed safely.

Air India has cancelled its Birmingham-Delhi flight as the aircraft has been grounded for inspection.

Probe ordered

The Directorate General of Civil Aviation (DGCA) on Sunday instituted a detailed investigation into the incident.

The Federation of Indian Pilots (FIP) called on the DGCA to inspect electrical systems of all Boeing



The Federation of Indian Pilots called on the DGCA to inspect electrical systems of all Boeing 787 aircraft in India.

787 aircraft in India.

In its letter to the DGCA, FIP president G.S. Randhawa noted that the aircraft health monitoring system detected a fault in the bus power control unit, which may have caused the RAT to deploy automatically [on the Birmingham flight].

Citing the June crash of an Air India flight, which killed 260 people, the FIP said engine or hydraulic/electrical failures or software malfunctions are among the potential causes being examined. "It is pertinent to note that the incident in Birmingham is another pointer towards the Air India crash of B-787 aircraft. In the interest of air safety, FIP insists that the DGCA must thoroughly check the electrical system of B-787 aircraft in the country," the letter stated.

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THE HINDUSTAN TIMES

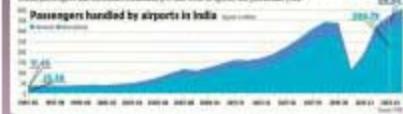
DELHI

6 OCTOBER 2025

Non-metro cities take off in India's aviation boom
By Sneha Krishnakumar

That India's post-pandemic growth story has been an unbridled one is a well-accepted and widely shared fact. However, the remarkable economic revival that comes with the presence of just a handful of planes, in fact, there are enough signs that show an emerging parity, equivalent to what happened across India's geography. Having lost most of its post-pandemic boom in the grinding state of economic decline in India's previous years, it had made the common belief that it is no longer seen as the luxury of a few. The numbers speak the language.

1 Air travel has boomed in India in the last two decades
The Union Ministry of Civil Aviation (MCA) states that the number of domestic and international passengers handled by airports in India has grown by 100% in the last two decades. From 2004-05 to 2024-25, the number of domestic and international passengers has increased from 10.5 million to 22 million. The number of international passengers has also increased from 1.5 million to 2.5 million. The number of passengers handled by airports in India has grown by 100% in the last two decades. The number of passengers handled by airports in India has grown by 100% in the last two decades. The number of passengers handled by airports in India has grown by 100% in the last two decades.



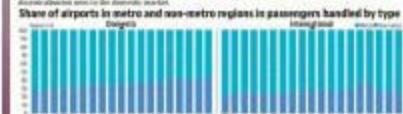
2 Airports in metro regions still dominate, but their share has decreased
As India's aviation boom continues, the distribution of traffic across airports has shifted. Metro airports in the top tier cities (Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad) continue to handle the bulk of passengers, but their dominance is waning. IT and IT-enabled services, the kind of job that has made metro cities the primary hubs of India's economic growth, are also driving the growth of non-metro airports. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25.



3 Smaller cities are now driving India's aviation boom
IT and IT-enabled services, the kind of job that has made metro cities the primary hubs of India's economic growth, are also driving the growth of non-metro airports. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25.



4 Gap between metro, non-metro airports narrows more in domestic than international passengers
The narrowing of the historical economic divide in non-metro regions, in 2004-05, 75% of all domestic passengers in India passed through the airports in metro cities, while non-metro airports handled just 25%. By 2024-25, the metro share had dropped to 58%, with non-metro airports handling 42% of all domestic passengers. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25. The number of passengers handled by airports in non-metro regions has increased from 1.5 million in 2004-05 to 10.5 million in 2024-25.



Emergency system deploys in UK-bound AI flight, lands safely

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: In a serious mid-air scare, an Air India Boeing 787 operating from Amritsar to Birmingham reported unexpected deployment of its Ram Air Turbine (RAT) during landing on Saturday, prompting the pilots' union to flag the need for detailed checks of the aircraft's electrical system.

The aircraft landed safely, the airline said on Sunday.

The RAT, a small propeller-like device, is designed to automatically deploy only in extreme emergencies such as a dual engine failure or total power loss. Its unexpected deployment is rare and usually signals a technical fault.

"The operating crew of flight AI117 from Amritsar to Birmingham on 4 October 2025 detected deployment of the Ram Air Turbine (RAT) of the aircraft during its final approach. All electrical and hydraulic parameters were found normal, and the aircraft performed a safe landing at Birmingham," Air India said in a statement.

While the incident took place during landing at 400ft when a message of unlocking RAT was received, a senior DGCA official said, the pilot did not report of any related abnormality.

Another official said, "All rec-

Another mid-air scare

What happened The Ram Air Turbine (RAT) of an Air India plane operating from Amritsar to Birmingham was deployed mid-flight during landing

Why it's important

This is the second such incident involving the Boeing 787 Dreamliner since the June 12 crash of AI 171, which killed 260 people after the plane crashed soon after take-off from Ahmedabad.

The pilots federation has called for checks of all B787 planes



ommended maintenance actions have been carried out and found satisfactory. Boeing has confirmed the aircraft to be structurally and functionally acceptable for continued operation if all the steps are satisfactory."

The DGCA will be investigating the incident, officials confirmed.

"The matter requires detailed investigation. An officer from directorate of air safety (NR) has been assigned this investigation," a DGCA official said.

"Boeing recommended maintenance actions for uncommanded RAT deployment have been carried out and no discrepancy has been observed. Aircraft is being released for ser-

vice. Boeing however, has issued FLEET TEAM DIGEST (internal communication) containing brief of previous cases."

The Boeing 787 Dreamliner has been grounded for inspection, leading to the cancellation of its Birmingham-Delhi return flight. "Alternative arrangements are being made to accommodate the passengers," the airline added.

This is the second such incident involving the same aircraft model since the June 12 crash of Air India's Dreamliner, AI 171, which killed 260 people after the plane crashed soon after take-off from Ahmedabad. The Aircraft Accident Investigation Bureau (AAIB) is probing that crash, with early findings pointing to sudden

engine shutdowns seconds after take-off.

The latest incident has once again raised questions about the reliability of the Boeing 787 fleet. US aircraft maker Boeing has not commented publicly on the earlier crash, one of the worst in India in three decades.

After the latest incident, the Federation of Indian Pilots (FIP) has written to the country's aviation regulator, the Directorate General of Civil Aviation (DGCA), to conduct detailed checks of the electrical system of the B787 aircraft in India.

It also sent the same letter to the civil aviation ministry, including the aviation secretary Samir Kumar Sinha.

In the letter on Sunday, the union that consists of over 5,500 pilots across the country, stated, "It is pertinent to note that the incident in another pointer towards the AI crash of B-787 aircraft... in the interest of Air Safety FIP insists that DGCA must thoroughly check and investigate the electrical system of B-787 a/c in the country."

It said that, after the Ahmedabad crash, the FIP has been insisting on thorough check of the electrical system of B-787 aircraft.

"Subsequent to the crash, DGCA checked only the fuel control switches of B-787 in AI. Today

an incident occurred on a B-787 aircraft, VT-ANO... In today's incident the Aircraft Health Monitoring (AHM) has picked up a fault of the Bus Power Control Unit (BPCU) which may have caused the auto deployment of RAT. All electrical and hydraulic parameters were found normal, and the aircraft performed a safe landing at Birmingham."

It further stated, "...There have been numerous incidents on B-787 aircraft. We have strongly taken up with MOCA (ministry of civil aviation) and AAIB (Aircraft Accident Investigation Bureau) to thoroughly check the electrical system of all B-787 aircraft in the country."

"The incident involving Air India Flight AI117 today raises immediate and serious concerns about Air India's Boeing 787 fleet, its maintenance, operation, and deployment. The RAT on the 787 deploys automatically through computer input only if the systems detect a major failure in engine power, hydraulics, or thrust assurance," Mark D Martin of Martin Consulting, an aviation safety firm, said.

"At this stage, the 787 fleet should be grounded until the exact reason behind the RAT's deployment in both the AI171 Ahmedabad crash and the Birmingham incident is established."



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

6 OCTOBER 2025

 Hindustan Times

Airlines add 1.7k flights ahead of festive season

HT Correspondent

letters@hindustantimes.com

NEW DELHI: With the festive season around the corner, airlines are gearing up to operate more than 1,700 additional flights across key routes to address the travel rush. The move comes after the Directorate General of Civil Aviation (DGCA) stepped in to ensure sufficient capacity and prevent a sharp rise in airfares ahead of Diwali.

The aviation regulator reviewed recent airfare trends and held discussions with airlines to address the expected spike in passenger demand during October and November, the DGCA said in a statement released on Sunday. "Accordingly, the DGCA proactively took up the issue/matter with airlines and asked them to augment flight capacities for the festive season by deploying additional flights to meet high demand," it said.

Responding to the regulator's call, airlines announced signifi-

cant additions to their schedules. IndiGo, India's largest carrier, will operate around 730 extra flights across 42 sectors. Air India and Air India Express will together add nearly 486 additional flights across 20 sectors, while SpiceJet will deploy about 546 extra flights across 38 routes, the DGCA said.

These additions are aimed at easing congestion and improving availability, especially on popular routes such as Delhi to Mumbai, Delhi to Bengaluru, and Mumbai to Chennai, as people head back home to their families to bring in the festive season.

DGCA said they will maintain "rigorous oversight" of both fares and seat availability to protect passengers' interests. Airfares often witness a steep surge during Diwali and year-end holidays, with passengers booking last-minute tickets facing the highest hikes. Ahead of Durga Puja, flights to Kolkata also reportedly witnessed a surge in ticket prices.



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DELHI

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 Hindustan Times

{ EMERGENCY POWER UNIT }

Pilots raise concerns as RAT on Air India's 787 activates 'unexpectedly'

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: In a serious mid-air scare, an Air India Boeing 787 operating from Amritsar to Birmingham reported unexpected deployment of its Ram Air Turbine (RAT) during landing on Saturday, prompting the pilots' union to flag the need for detailed checks of the aircraft's electrical system. The aircraft landed safely, the airline said on Sunday.

The RAT, a small propeller-like device, is designed to automatically deploy only in extreme emergencies such as a dual engine failure or total power

THE R.A.T. IS DESIGNED TO DEPLOY IN CRITICAL EMERGENCIES SUCH AS A DUAL ENGINE FAILURE

loss. Its unexpected deployment is rare and usually signals a technical fault.

"The operating crew of flight AI17... detected deployment of the RAT of the aircraft during its final approach. All parameters were found normal, and the aircraft performed a safe landing..." Air India said in a statement. →P11



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

5 OCTOBER 2025

Purnea-Delhi flights to start from Oct 26

Aditya Nath Jha

htpatna@hindustantimes.com

PURNEA: IndiGo Airlines has announced to launch daily direct flights between the newly built Purnea Airport and Delhi from October 26 — the second day of the four-day Chhath festival, which offers prayers to both the setting and rising Sun God.

The demand for a direct flight to the national capital has been growing since the opening of the airport on September 15, when Prime Minister Narendra Modi inaugurated it.

According to Purnea Airport Director DK Gupta, the flight from Delhi will take off at 10:45 a.m. and land at Purnea Airport at 12:50 p.m., while the return flight will depart at 1:50 p.m. and reach Delhi by 3:55 p.m. daily. The starting fare from Purnea to Delhi is ₹6,300 and from Delhi to Purnea around ₹5,000. He said a direct flight to Hyderabad will also start in the coming days.

Expressing his happiness over the launch of the direct flight between Purnea and Delhi, Group Captain (Retd) Vishwajeet Kumar said, "Our joy knows no bounds, and for us it is the end of a 14-year exile (Vanvas), as we first conceived the dream of a flight from Purnea in 2011." He expressed satisfaction over both the timings and the fare. "The fare is afford-

able, and we hope it will suit a lot of people waiting for it in Purnea and the Kosi divisions, besides Bhagalpur, for a long time." Kumar, along with other civil society members, has been campaigning for the Purnea Airport for 14 years.

It may be recalled that Kumar had introduced a 10-seater Spirit Airways service linking Purnea to Kolkata and Patna in 2012. However, the services were discontinued a year later due to the lack of proper civil airport infrastructure. "But it worked wonders as it succeeded in igniting the public imagination of the people in Purnea and the Kosi divisions," he added.

Purnea Airport is expected to end the stigma attached to Purnea and the Kosi divisions, which comprise seven districts with 37 Assembly segments and seven Parliamentary constituencies. Since its inauguration on September 15, the airport has been offering daily flights to Kolkata by IndiGo and Star Air, and flights to Ahmedabad four times a week — which will become daily from October 15.

According to reports, airlines have recorded over 90% seat occupancy on all flights since the airport's inauguration, indicating strong passenger demand. In 2023, the campaign for the civil airport had gained momentum through the social platform.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

6 OCTOBER 2025

A-1 Boeing 787 emergency system deploys on its own, DGCA to probe

SUKALP SHARMA
NEW DELHI, OCTOBER 5

AN AIR India Boeing 787-8 aircraft's last-resort power system unexpectedly deployed on its own just before the plane landed safely at Birmingham airport on Saturday, even though all electrical and hydraulic parameters were found normal, prompting a probe by India's aviation regulator.

The ram air turbine (RAT) system was one of the points of focus in the investigation of the Air India Boeing 787-8 crash in Ahmedabad which killed 260 people.

A pilot association, the Federation of Indian Pilots (FIP), has now urged the Directorate General of Civil Aviation (DGCA) to inspect the electrical systems of all Boeing 787s operating in India, arguing that the RAT de-

EXPLAINED

E What is a RAT?

THE ram air turbine (RAT) is a wind turbine stowed in a compartment in the underside of the fuselage of the plane, just behind the wing. It deploys to generate power only when primary and secondary sources fail. In case of power failure, RAT helps power systems such as controls, navigation and other critical equipment.

ployment points to electrical system issues.

The RAT is a small wind-powered turbine. In modern aircraft, it deploys automatically

during grave emergencies involving total electrical failure or a debilitating hydraulic failure. Pilots can also deploy it manually. An accidental automatic RAT deployment without an emergency situation is extremely unusual.

In Saturday's incident, RAT deployed when the aircraft originating from Amritsar was at an altitude of just 400 feet over Birmingham, said sources with knowledge of the matter. The pilot, however, did not report any related abnormality.

Maintenance actions for uncommanded RAT deployment, as advised by Boeing, have been carried out and no discrepancy was found, sources said. The aircraft is being released for operations, but the DGCA will conduct a detailed investigation, sources said.

An Air India spokesperson said, "The operating crew of flight AI117 from Amritsar to

Birmingham on 04 October 2025 detected deployment of the Ram Air Turbine (RAT) of the aircraft during its final approach. All electrical and hydraulic parameters were found normal, and the aircraft performed a safe landing at Birmingham."

In the June 12 crash, the doomed aircraft's RAT was deployed moments after liftoff, as the engine fuel control switches transitioned from 'RUN' to 'CUT-OFF'. This shut down both plane engines, according to the preliminary probe report. A detailed technical investigation into the crash is underway and the final investigation report is expected in a few months. Pilot association FIP said an electrical fault could have led to the deployment of RAT on Saturday's flight, AI-117. It suggested that an electrical fault or failure could also have contributed to the Ahmedabad disaster.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

6 OCTOBER 2025

Pilots' body asks DGCA to thoroughly check electrical system of all Boeing 787 planes

MUMBAI: The Federation of Indian Pilots (FIP) on Sunday urged aviation safety regulator DGCA to thoroughly check and investigate the electrical system of all Boeing 787 aircraft in the country.

The pilots' body wrote a letter to DGCA (Directorate General of Civil Aviation) a day after a Boeing 787 plane operated by Air India from Amritsar to Birmingham saw deployment of emergency turbine power when it was about to land in the UK city.

According to Air India, the operating crew of its Amritsar-Birmingham flight reported that the Boeing 787's Ram Air Turbine (RAT) unexpect-

edly deployed during the final approach on October 4, but the aircraft landed safely.

In the Air India aircraft incident, the Aircraft Health Monitoring (AHM) picked up a fault of Bus Power Control Unit (BPCU), which may have caused the auto deployment of RAT, FIP President G S Randhawa said in the letter to DGCA.

"The (Birmingham flight) incident occurred when the Ram Air Turbine (RAT) deployed automatically at 500 ft on approach into Birmingham... the Aircraft Health Monitoring (AHM) has picked up a fault of the Bus Power Control Unit (BPCU) which may have caused the auto deployment of RAT,"

the pilots' body, which claims to represent over 5000 cockpit crew members, said in the letter. BPCU manages an aircraft's electrical power system.

RAT deploys automatically in the eventuality of a dual engine failure or total electronic or hydraulic failure. It uses wind speed to generate emergency power. Engine or hydraulic/ electrical failure or software malfunction are being cited as among the several probable causes of the Air India Boeing 787 plane crash in June this year.

"There have been numerous incidents on B-787 aircraft. We have strongly taken up with the Civil Aviation Ministry and Aircraft Accident Investigation

Bureau (AAIB) to thoroughly check the electrical system of all B-787 aircraft in the country.

"After the Air India -171 crash, the FIP has been constantly insisting on thorough check up of the electrical system of B-787 aircraft in the country. Subsequent to the crash, DGCA checked only the fuel control switches of B-787 in Air India (fleet)," FIP said in the letter.

On June 12, Air India's Boeing 787 aircraft operating flight AI 171 en route to London Gatwick crashed into a medical hostel complex soon after take-off from Ahmedabad, killing 260 people, including 241 persons who were onboard the plane.



Corporate Communications Directorate

MILLENNIUM POST

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6 OCTOBER 2025

AIRLINES TO OPERATE ADDITIONAL FLIGHTS

DGCA keeps 'rigorous oversight' on airfares for festive season

NEW DELHI: Aviation watchdog DGCA is keeping a "rigorous oversight" on airfares and flight capacities for the festive season to ensure that there are no steep hikes in air ticket prices.

During festive seasons and increased demand, there have been instances of surge in domestic airfares, especially in high traffic routes.

While airfares are deregulated, the Directorate General of Civil Aviation (DGCA) has the mandate to keep a watch on air ticket prices and also to take appropriate measures in case of a surge in prices.



The civil aviation ministry on Sunday said DGCA has reviewed airfare trends ahead of the festive season rush and has proactively asked airlines to augment flight capacities to meet the high demand.

"DGCA will maintain rigorous oversight of airline fares and flight capacities to protect passengers' interests during the

festive season," the ministry said in a release.

According to the release, IndiGo, Air India, Air India Express and SpiceJet will be operating additional flights.

While IndiGo will operate around 730 additional services across 42 sectors, Air India and Air India Express will have about 486 additional flights on 20 sectors.

SpiceJet will operate around 546 additional flights across 38 sectors. However, details about how long these additional flights will be operated and from when they will commence were not disclosed in the release. **PH**



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

6 OCTOBER 2025

• DGCA to maintain rigorous aviation oversight during festival rush • Emergency device activated, probe sought

Airlines told to avoid fare hikes, deploy more flights

S LALITHA @ New Delhi

THE Directorate General of Civil Aviation (DGCA) has directed airlines to not effect any fare surge due to the massive festive season travel rush. The move was in step with a mandate issued by the Ministry of Civil Aviation to the aviation regulator to keep track of airfares in light of the festive rush.

During festive seasons and increased demand, there have been instances of surge in domestic airfares, especially in high traffic routes.

DGCA has also ordered flight operators to deploy additional flights to meet the huge demand expected. Four airlines will deploy an additional 1750 flights across routes to cater to the rush.

An official release from the ministry said that multiple airlines have assured that they would augment their flight capacity following a review



meeting held by the regulator with them.

"The DGCA will maintain rigorous oversight of airline fares and flight capacities to protect passengers' interests during the festive season," the release added.

Indigo will operate 730 additional flights across 42 sectors; Air India & Air India Express will deploy approximately 486 additional flights across 20 sectors and SpiceJet will operate 546 additional flights

across 38 sectors. An Air India source shared some of the routes the airline planned to operate, which are flights to Kolkata from Delhi, and Mumbai Hyderabad, to Patna from Delhi, Mumbai and Bengaluru, and to Bengaluru from Delhi and Kolkata.

"We would be operating multiple flights per week in each of these routes and they would be in operation till early November," the Air India source said.

After mid-air scare, AI Dreamliner lands in UK

S LALITHA @ New Delhi

AN Air India Boeing Dreamliner flight from Amritsar to Birmingham suffered a major scare as its emergency device, Ram Air Turbine (RAT), got auto activated mid-air minutes before landing. Air India has cancelled the return leg of the flight which reached Amritsar via Delhi. Aviation regulator, the Directorate General of Civil Aviation (DGCA), is probing the incident.

The flight has now been cleared for operations by the DGCA, an Air India source said. The flight will depart from Birmingham soon after it gets clearance from other authorities.

The RAT gets auto deployed whenever there is an electrical or hydraulic power failure or if both the engines of an aircraft fail. In the deadly Ahmedabad plane crash on June 12, the RAT got deployed before the crash.

The Boeing 787-788 aircraft took off from Amritsar's

Shree Guru Ram Das Jee International Airport on Saturday at 12.58 pm, and the RAT got activated at 500 feet, just before landing.

In a statement, an Air India spokesperson said, "The operating crew of flight AI117 from Amritsar to Birmingham on October 4 detected deployment of the Ram Air Turbine (RAT) of the aircraft during its final approach. All electrical and hydraulic parameters

were found normal, and the aircraft performed a safe landing at Birmingham. The aircraft has been grounded for further checks and consequently, AI114 from Birmingham to Delhi has been cancelled and alternative arrangements are being made to accommodate the guests".

The Federation of Indian Pilots has urged the Ministry of Civil Aviation and the DGCA to conduct a thorough probe of the electrical system of all air-conditioning units of all Boeing series flights.





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

6 OCTOBER 2025

बर्मिगम फ्लाइट में आई अहमदाबाद जैसी इमरजेसी

पीटीआई, मुंबई : अमृतसर से बर्मिगम जा रही एयर इंडिया की फ्लाइट AI117 के बोइंग 787 विमान में शनिवार को लैंडिंग से ठीक पहले



रैम एयर टर्बाइन (RAT) अपने आप खुल गया। अच्छी बात यह रही कि कोई हादसा नहीं

हुआ। विमान के सभी इलेक्ट्रिकल और हाइड्रोलिक सिस्टम सामान्य पाए गए और विमान ने बर्मिगम में इमरजेसी लैंडिंग की। इसी साल 12 जून को एयर इंडिया की जो उड़ान अहमदाबाद में क्रेश हुई थी, उसमें भी ऐसी ही स्थिति बनी थी।

एअर इंडिया के विमान की आपात लैंडिंग, अहमदाबाद की तरह हवा में सक्रिय हो गई रैम एअर टर्बाइन



मुम्बई, 5 अक्टूबर (एजेंसी): एअर इंडिया की अमृतसर-बर्मिंघम उड़ान के संचालक दल ने बताया कि शनिवार को हवाई अड्डे पर उतरने के दौरान बोइंग 787 का 'रैम एयर टर्बाइन' (आरएटी) अप्रत्याशित रूप से सक्रिय हो गया, हालांकि विमान सुरक्षित रूप से नीचे उतर गया। विमानन कंपनी ने रविवार को यह जानकारी दी। आरएटी दोनों इंजन के काम करना बंद करने या पूर्ण इलेक्ट्रॉनिक या हाइड्रॉलिक विफलता की स्थिति में अपने आप

'बोइंग 787 विमानों की विद्युत प्रणाली की हो जांच'

पायलटों के संगठन 'द फेडरेशन ऑफ इंडियन पायलट्स' (एफआईपी) ने रविवार को विमानन सुरक्षा नियामक से देश में सभी बोइंग 787 विमानों की विद्युत प्रणाली की गहन जांच करने का आग्रह किया। संगठन ने नागरिक उड्डयन महानिदेशालय (डीजीसीए) को एक पत्र लिखा है, जिसके एक दिन पहले ही एअर इंडिया द्वारा अमृतसर से बर्मिंघम के लिए संचालित बोइंग 787 विमान में उस समय आपातकालीन 'टर्बाइन पावर' की सक्रियता देखी गई थी, जब वह ब्रिटेन के शहर में उतरने वाला था।

सक्रिय हो जाता है। यह आपातकालीन ऊर्जा उत्पन्न करने के लिए हवा की गति का उपयोग करता है। टाटा समूह के स्वामित्व वाली एअर इंडिया ने विमान में सवार लोगों की संख्या सहित विशिष्ट विवरण साझा नहीं किए। एअर इंडिया ने एक बयान में कहा कि यात्रियों के लिए वैकल्पिक व्यवस्था

की जा रही है। गौरतलब है कि इसी मॉडल के विमान में इस साल जून में अहमदाबाद विमान हादसे के दौरान भी आरएटी अपने आप सक्रिय हो गया था। उस घटना की प्रारंभिक जांच में पाया गया था कि ईंधन आपूर्ति बाधित होने से इंजन बंद हुए, जिससे आपातकालीन तंत्र सक्रिय हो गया।



Corporate Communications Directorate

PIONEER

DELHI

6 OCTOBER 2025

टाटा बनाएगा एयरबस का एच125 हेलिकॉप्टर



एयरबस और टाटा मिलकर कर्नाटक के वेमागल में एम125 हेलिकॉप्टर का पहला निजी असेंबली प्लांट लगाएंगे। 2027 में पहला मेड इन इंडिया एच125 तैयार होगा। सिविल और सैन्य एच125एम संस्करण बनेंगे, हिमालय के लिए उपयोगी। दक्षिण एशिया में निर्यात भी। आत्मनिर्भर भारत को मजबूती, नौकरियां बढ़ेंगी। एयरबस हेलिकॉप्टर्स और टाटा एडवांस्ड सिस्टम्स ने मिलकर भारत का पहला निजी हेलिकॉप्टर असेंबली प्लांट लगाने का ऐलान किया है। यह प्लांट कर्नाटक के वेमागल में बनेगा। यहां मेड इन इंडिया एच125 हेलिकॉप्टर बनेंगे। पहला हेलिकॉप्टर 2027 की शुरुआत में तैयार हो जाएगा। यह न सिर्फ भारत के लिए बल्कि दक्षिण एशिया के देशों के लिए निर्यात भी होगा। यह कदम भारत की हवाई यात्रा और रक्षा को मजबूत बनाएगा।

एच125 दुनिया का सबसे ज्यादा बिकने वाला सिंगल-इंजन हेलिकॉप्टर है। यह एयरबस की इक्वुरइल फैमिली का हिस्सा है, जिसने दुनिया भर में 4 करोड़ घंटे से ज्यादा उड़ान भरी है। यह हेलिकॉप्टर ऊंचाई और गर्मी वाले इलाकों में आसानी से काम करता है। इसे कई कामों के लिए बदला जा सकता है, जैसे आग बुझाना, कानून व्यवस्था, बचाव, एयर एम्बुलेंस, पैसेंजर ट्रांसपोर्ट और हवाई सर्वे।

यह हेलिकॉप्टर माउंट एवरेस्ट पर उतर चुका है, जो दिखाता है कि यह ऊंचे पहाड़ों पर कितना कुशल है। भारत के हिमालयी इलाकों के लिए यह परफेक्ट है, जहां सैनिकों को लाइट मल्टी-रोल हेलिकॉप्टर की जरूरत है। सिविल और पैरा-पब्लिक क्षेत्रों में भी यह नई संभावनाएं खोलेगा, जैसे इमरजेंसी मेडिकल फ्लाइट्स, आपदा राहत, पर्वतन और कानून प्रवर्तन।

इस प्लांट से सिविल के साथ-साथ सैन्य संस्करण एच125एम भी बनेगा। इसमें भारतीय कंपोनेंट्स और

टेक्नोलॉजी का ज्यादा इस्तेमाल होगा। यह चीता और चेतक हेलिकॉप्टर्स का बेहतरीन उत्तराधिकारी होगा, जो हिंदुस्तान एयरोनॉटिक्स लिमिटेड के साथ एयरबस की 60 साल पुरानी साझेदारी से बने थे। ये हेलिकॉप्टर भारतीय सेना ने गर्व से इस्तेमाल किए हैं। एच125एम से आत्मनिर्भर भारत योजना को बल मिलेगा। यह रक्षा क्षेत्र में हेलिकॉप्टर बनाने की क्षमता बढ़ाएगा और मौजूदा सिस्टम को मजबूत करेगा।

टीएसएल के सोईओ और मैनेजिंग डायरेक्टर सुकर्ण सिंह ने कहा कि टाटा एडवांस्ड सिस्टम्स को भारत की पहली निजी कंपनी बनने पर गर्व है जो हेलिकॉप्टर बनाएगी। यह सिविल और रक्षा दोनों जरूरतों को पूरा करेगा। यह एयरबस के साथ हमारी दूसरी एमएल है, जो भारत के लिए हमारी साझेदारी को मजबूत करती है। टाटा एयरोस्पेस सेक्टर में मजबूत है और फिक्स्ड-विंग एयरक्राफ्ट के साथ-साथ हेलिकॉप्टर भी बना सकता है।



Corporate Communications Directorate

THE PIONEER

DELHI

6 OCTOBER 2025

FESTIVE SEASON: DGCA REVIEWS AIRFARE TRENDS

Directorate General of Civil Aviation (DGCA) is mandated by Ministry of Civil Aviation (MoCA) to keep a watch on airfares, especially during the festive season and take appropriate measures in case of a surge in prices. Accordingly, the DGCA proactively took up the issue with airlines and asked them to augment flight capacities for the festive season by deploying additional flights to meet high demand. In response, airlines informed that they are adding additional flights to cater to the capacity and demands. While IndiGo said they shall deploy 730 additional flights across 42 sectors, Air India & Air India Express: announced deployment of 486 additional flights across 20 sectors. Similarly SpiceJet also informed DGCA 546 additional flights across 38 sectors to be added. The Directorate General of Civil Aviation will maintain rigorous oversight of airline fares and flight capacities to protect passengers' interests during the festive season, said a government Press release.



Corporate Communications Directorate

THE PIONEER

DELHI

6 OCTOBER 2025

Mid-air scare: AI flight to UK lands safely

PIONEER NEWS SERVICE
n New Delhi

An Air India (AI) flight from Amritsar to Birmingham had a mid-air scare on Saturday when its emergency turbine deployed moments before landing. The aircraft, carrying hundreds of passengers, landed safely but was grounded for checks soon after.

The incident involved flight AI117, which was approaching Birmingham Airport when the aircraft's Ram Air Turbine (RAT), an emergency backup system, deployed automatically. The turbine is designed to provide power if an aircraft loses its main electrical or hydraulic supply during flight.

Air India confirmed that all passengers and crew members were safe. "On October 4, Air India flight AI117 from Amritsar to Birmingham experienced deployment of its Ram Air Turbine during final approach. The aircraft landed safely," the airline said in a statement. The statement added that all systems were later checked and found to be in normal condition. However, as a precaution, the aircraft has been grounded for a detailed inspection.

Mid air scare: AI flight to UK lands safely

The return flight, AI114 from Birmingham to Delhi, was cancelled. Air India said alternative travel arrangements were being made for affected passengers. Officials described the incident as a "technical occurrence" rather than a major emergency, but the deployment of the RAT automatically triggers an inspection protocol. Engineers are now examining the cause of the deployment, which may have been triggered by a faulty sensor or a temporary loss of power.

The Ram Air Turbine, or RAT, is a small propeller fitted beneath an aircraft. It spins using the air flowing past the aircraft and generates power for vital systems if normal power sources fail. The device acts as a last line of defence in emergencies and ensures pilots can still control the aircraft safely. Aviation experts said such incidents are rare but not unprecedented. "The RAT is a safety backup. Its deployment means the system did its job. The landing was safe, which shows the aircraft's emergency protocols worked as designed," said a senior aviation engineer.

Saturday's incident comes just months after a separate Air India accident in June, when a London-bound flight from Ahmedabad crashed shortly after take-off, killing 260 people. That crash had raised questions about maintenance and safety checks within the airline.

While the Birmingham incident caused no injuries, it has once again brought focus to Air India's operational safety amid its ongoing fleet expansion and system upgrades. The Directorate General of Civil Aviation (DGCA) is expected to review the report once Air India submits its technical findings.

For passengers, it was a tense few minutes in

the air. But as the plane touched down safely, relief quickly replaced fear, a reminder that in aviation, even backup systems can sometimes steal the spotlight.



Corporate Communications Directorate

PUNJAB KESARI

DELHI

6 OCTOBER 2025

विमान की बर्मिंघम में इमरजेंसी लैंडिंग

मुंबई, (पंजाब केसरी): एअर इंडिया की अमृतसर-बर्मिंघम उड़ान के संचालक दल ने बताया कि शनिवार को हवाई अड्डे पर उतरने के दौरान बोईंग 787 का आरएटी अप्रत्याशित रूप से सक्रिय हो गया, हालांकि विमान सुरक्षित रूप से नीचे उतर गया। विमानन कंपनी ने रविवार को यह जानकारी दी। आरएटी दोनों इंजन के काम करना बंद करने या पूर्ण इलेक्ट्रॉनिक या हाइड्रोलिक



विफलता की स्थिति में अपने आप सक्रिय हो जाता है। यह आपातकालीन ऊर्जा उत्पन्न करने के लिए हवा की गति का उपयोग

करता है। एअर इंडिया ने कहा कि उसने अपनी बर्मिंघम-दिल्ली उड़ान रद्द कर दी है क्योंकि विमान को निरीक्षण के लिए रोक दिया गया है। एअर इंडिया ने एक बयान में कहा कि उड़ान के दौरान संचालक दल को विमान के उतरने के दौरान आरएटी के सक्रिय होने का पता चला। सभी विद्युत और हाइड्रोलिक पैरामीटर सामान्य पाए गए और विमान बर्मिंघम में सुरक्षित रूप से उतरा।



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RAJASTHAN PATRIKA

JAIPUR

4 OCTOBER 2025

डीजीसीए रिपोर्ट: इंडिगो का बाजार हिस्सा फिसला अगस्त में घरेलू हवाई यात्री घटे, 1.29 करोड़ लोगों ने किया सफर

पत्रिका न्यूज नेटवर्क
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नई दिल्ली. नागरिक उड्डयन महानिदेशालय (डीजीसीए) की शुक्रवार को जारी रिपोर्ट के मुताबिक, अगस्त 2025 में घरेलू एयर ट्रैफिक में गिरावट दर्ज की गई है। ताजा आंकड़ों के मुताबिक, घरेलू एयरलाइनों ने अगस्त 2025 में 1.29 करोड़ यात्रियों को सफर कराया, जो पिछले वर्ष की इसी अवधि के 1.31 करोड़ यात्रियों से थोड़ा कम है। हालांकि, जुलाई के 1.26 करोड़ के मुकाबले अगस्त में यात्री संख्या थोड़ी बढ़ी। रिपोर्ट के अनुसार जनवरी-अगस्त 2025 के बीच वार्षिक आधार पर 4.99% की बढ़त दर्ज की गई। इंडिगो का घरेलू बाजार हिस्सा अगस्त में घटकर 64.2% रह गया, जो जुलाई में 65.2% था। वहीं, एयर इंडिया और एयर इंडिया एक्सप्रेस मिलाकर बने एयर इंडिया ग्रुप की हिस्सेदारी 27.3% पर पहुंच गई, जो जुलाई में 26.2% थी।

ऑन-टाइम परफॉर्मेंस में इंडिगो आगे: समय पर उड़ान भरने के मामले में इंडिगो 90.6% के

शिकायतें व मुआवजा

1,407 यात्री शिकायतें दर्ज हुईं, जो प्रति 10 000 यात्रियों पर 1.09 शिकायत के बराबर हैं।

74,381 यात्री प्रभावित हुए उड़ानों में देरी से और एयरलाइंस ने 1.18 करोड़ रुपए मुआवजे में दिए।

36,362 यात्रियों पर कैंसिलेशन का असर पड़ा, इसके लिए 64.51 लाख रुपए खर्च हुए।

705 यात्रियों को बोर्डिंग से रोका गया, जिनके लिए 24.52 लाख रुपए का भुगतान किया गया।

साथ शीर्ष पर रही। इसके बाद अकासा एयर (87%), एयर इंडिया ग्रुप (84.5%), स्पाइसजेट (68.2%) और अलायंस एयर (55.2%) रही। यह परफॉर्मेंस बंगलुरु, दिल्ली, हैदराबाद, मुंबई, चेन्नई और कोलकाता जैसे छह मेट्रो एयरपोर्ट्स पर मापी गई।



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THE TIMES OF INDIA

DELHI

6 OCTOBER 2025

Airlines told to control fares for festive travel

New Delhi: To prevent airfares from soaring yet again this festive season, Directorate General of Civil Aviation (DGCA) has asked airlines to “augment flight capacities by deploying additional flights to meet high demand”.

Following this, the aviation ministry stated that IndiGo has informed the regulator that it will deploy approximately 730 additional flights across 42 sectors; Air India and AI Express will have an extra 486 flights across 20 sectors, while SpiceJet will have 546 additional flights across 38 sectors.

“DGCA will maintain rigorous oversight of airline fares & flight capacities to protect passengers’ interests during the festive season. DGCA is mandated by Union aviation ministry to keep a watch on airfares, especially during the festive season and take appropriate measures in case of a surge in prices. Accordingly, the DGCA proactively took up the issue with airlines,” the ministry stated. TNN



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

6 OCTOBER 2025

Emergency system gets deployed on AI flight to UK

Saurabh Sinha
@timesofindia.com

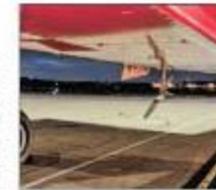
New Delhi: The Ram Air Turbine (RAT) system of an Air India Dreamliner (AI 117) deployed automatically on its final approach to Birmingham — seconds before landing at 400ft — on Saturday. The aircraft touched down safely and was grounded for checks. Boeing-recommended maintenance actions for this uncommanded RAT deployment were carried out, and no discrepancy was observed, said a senior official.

While the Boeing 787 was released for service by Sunday evening (IST), DGCA stated the matter required "detailed investigation" and was assigned to a senior air safety official. Till late Sunday, Air India was evaluating whether to operate the about 12-year-old VT-ANO back to India as a scheduled or ferry flight (without passengers).

AI 117 had taken off from Amritsar at 12.52pm on Oct 4. "During landing at 400ft, RAT unlock message came, and the system got deployed. Pilots did not report any related abnormality. The aircraft landed safely at Birmingham at 7.07pm (all local timings)," a senior official said, adding, "Boeing has issued a 'fleet team digest' containing a brief of previous such cases."

RAT — a last-resort emergency power system — had been deployed seconds after the ill-fated AI Boeing 787 Dreamliner lifted off from Ahmedabad on June 12. Hence, the uncommanded RAT deployment on yet another AI B787-8 Dreamliner created a flutter Saturday.

Senior pilots said RAT deploys when the aircraft senses one of three issues — dual engine failure, hydraulic failure or complete electrical failure. "RAT deployment, a rare occurrence, in this case seems to be a system anomaly and prima facie nothing serious. It may not be correct to draw similarities between the Oct 4 RAT deployment on an AI Boeing 787 and the June 12 Ahmedabad RAT deployment on the ill-fated AI 117," a senior pilot said.



Deployment of RAT, a last-resort emergency power system, is a rare occurrence, a senior pilot said

"The operating crew of flight AI 117... detected deployment of the RAT of the aircraft during its final approach. All electrical and hydraulic parameters were found normal, and the aircraft performed a safe landing at Birmingham. The aircraft has been grounded for further checks and consequently, AI 114 from Birmingham to Delhi has been cancelled and alternative arrangements are being made to accommodate guests," AI said in a statement.

According to aviation website Skybrary: "RAT is a small turbine that is installed in an aircraft and used as an alternate or emergency hydraulic or electrical power source. (It) generates power from the airstream based on the speed of the aircraft and is connected to an electrical generator or to a hydraulic pump." It adds, "In general, modern aircraft only utilise RAT in emergency... In these cases, the RAT will power vital systems such as flight controls or flight-critical instrumentation, navigation and communication equipment."