

MUMBAI AIRPORT FREIGHTER BAN

Air cargo agents warn of 'severe' trade disruption

DEEPAK PATEL

New Delhi, 6 May

The decision of the Mumbai International Airport Limited (MIAL) to discontinue cargo flight operations from August 16 could "severely" impact the country's export-import (Exim) trade by driving up freight rates and causing delays in delivery, warned the Air Cargo Agents Association of India (ACAAI) in a letter to the Ministry of Civil Aviation (MoCA).

The Adani group-led MIAL operates the Mumbai airport, which is the second-largest in the country after Delhi in terms of international air cargo handling. Located in India's financial capital, the airport manages around 28 per cent of the nation's total international air cargo volume.

In mid-April, the airport operator informed aviation stakeholders that cargo flights will not operate at Mumbai airport from August 16 due to "multiple airside works",

including the construction of a new taxiway for Runway 14/32.

Navi Mumbai airport, the city's second airport being developed by a MIAL subsidiary, is scheduled to commence operations in June.

In its letter to the MoCA dated April 30, 2025, the ACAAI stated: "The number of freighters has already been dismally low at all Indian airports, including at Mumbai airport, and stopping them (from August 16) would make a severe dent in the air cargo trade in Mumbai. Freight rates, already high, would skyrocket further. Finding alternative routes would not only prolong the delivery time but also inflate the cost."

The ACAAI accused MIAL of going "overboard" as it took the decision to discontinue cargo flights "unilaterally" without consulting stakeholders such as airlines or air cargo agents.

The association asked the MoCA to quickly intervene by



HANDLING CAPACITY

Cargo handled at Mumbai airport (in tonnes)

| | FY25 | % chg Y-o-Y |
|---------------|---------|-------------|
| Domestic | 235,143 | 1.5 |
| International | 654,756 | 10.7 |

Source: Airports Authority of India

issuing a directive to MIAL to withdraw its decision, "failing which India's Exim trade would be severely hit and exporters/importers of other countries would avoid business with India, especially Mumbai airport".

"Indian Exim trade will lose to global competition," stated the ACAAI. MIAL's directive to discontinue cargo flights does not mention a date of their "resumption", which has fur-

ther increased the ACAAI's anxiety. *Business Standard* has reviewed a copy of the association's letter.

In response to the newspaper's queries on this matter, MIAL stated the recent "adjustments" to cargo operations at the Mumbai airport have followed a "transparent, consultative and regulator-driven" process and it has not acted "unilaterally".

The construction of a par-

allel taxiway for Runway 14/32 required "temporary" relocation of certain cargo facilities and this was disclosed and discussed during the recent tariff consultation process at Airports Economic Regulatory Authority of India (AERA), the operator mentioned. This upgrade work is also part of the Master Plan submitted to the MoCA, it added.

MIAL also strongly denied any "insinuation" that these changes were intended to divert flights to the upcoming Navi Mumbai airport. The MoCA did not respond to the newspaper's queries regarding this matter.

In 2024-25, the Mumbai airport handled 654,756 tonnes of international cargo, recording a 10.7 per cent growth year-on-year (Y-o-Y), according to the data with Airports Authority of India. The Delhi airport, in comparison, handled 729,784 tonnes of international air cargo, an increase of 12.9 per cent Y-o-Y.



Corporate Communications Directorate

THE HINDU

DELHI

7 MAY 2025

IAF to hold 'pre-planned' exercise in Rajasthan

Dinakar Peri
NEW DELHI

The Indian Air Force is set to conduct a 'pre-planned' two-day exercise on Wednesday and Thursday in Rajasthan and other areas close to the International Border with Pakistan, according to an IAF spokesperson. Incidentally, it coincides with the civil defence drills planned across the country on Wednesday.

A NOTAM (Notice To Airmen) was issued by the Airports Authority of India from 3.30 p.m. on Wednesday to 9.30 p.m. on Thursday. Responding to questions on the issue, the IAF spokesperson said, "The IAF is conducting a pre-planned routine training exercise."

The Union Home Ministry has announced a civil defence blackout drill, to be conducted across 244 civil defence districts across the country, on May 7. The drills are being conducted against the backdrop of tensions with Pakistan after the Pahalgam attack in which 26 people were killed.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

6 MAY 2025

■ Map will ease movement of flyers to critical points

Delhi Airport launches India's first 360° virtual navigation map at T3

AGE CORRESPONDENT
NEW DELHI, MAY 5

Delhi Airport has launched India's first 360° virtual navigation map at Terminal 3, using real images of the terminal to help passengers, especially transfer travellers, identify and relate to the airport environment for seamless navigation.

The newly introduced map aims to ease the movement of domestic and international passen-

gers by guiding them effortlessly to critical points such as transfer desks, boarding gates, and baggage belts.

Accessing the virtual navigation map is simple. Passengers only need to scan a QR code placed at strategic locations throughout the arrival concourse at Terminal 3.

Upon scanning, the map opens instantly on their personal devices, offering an intuitive and interactive guide to help them navi-

gate their way through the airport with clear step-by-step instructions. Delhi Airport is expanding its service to cover all boarding gates at departures and baggage belts at arrivals at Terminals 1 and 3.

This expansion ensures that passengers, especially first-time flyers, elderly people, women travelling with children, families, etc., will have a smart, self-guided way-finding tool at every key point of their journey.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

6 MAY 2025

Sikkim may get new airport: Athawale

GANGTOK, May 5: Union Minister Ramdas Athawale said an airport is likely to be built in Sikkim to boost tourism.

Addressing a press conference, Athawale on Sunday said the Centre was committed to the overall progress of the State.

He said Sikkim was excelling remarkably in the tourism sector under the leadership of Chief Minister Prem Singh Tamang.

Athawale, Minister of State for Social Justice and Empowerment, is on a two-day visit to the State.

He said the whole of the Northeast has made tremendous progress under the leadership of PM Narendra Modi.

The State BJP has been demanding an all-weather international airport in Sikkim to boost tourism.

The State's lone Pakyong airport often faces low visibility issues, leading to the closure of services for months. – PTI



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DAINIK BHASKAR

DELHI

7 MAY 2025

आईजीआई: रनवे 28/10 चालू, अब यात्रियों को मिलेगी राहत

भास्कर न्यूज | नई दिल्ली

उड़ानों में देरी को लेकर हो रही आलोचनाओं के बाद इंदिरा गांधी अंतरराष्ट्रीय (आईजीआई) हवाई अड्डे ने उड़ानों में हो रही देरी को कम करने के लिए मंगलवार सुबह 8:04 बजे रनवे 28/10 को एयर ट्रैफिक कंट्रोल (एटीसी) के हवाले कर दिया। यह रनवे मध्य जून तक संचालन में रहेगा, जैसा कि सभी हितधारकों के साथ स्वीकृत योजना में तय किया गया है।

प्रबंधन के अनुसार कदम मौजूदा असामान्य और बदलती हवा की स्थिति में हवाई संचालन को सुचारू करने और यात्रियों के लिए आगमन व प्रस्थान को बेहतर बनाने की बात कहते हुए अपनी वाहवाही की है।

रनवे का अपग्रेडेशन

यह हवाई अड्डा, देश का सबसे व्यस्त हवाई अड्डा, प्रतिदिन सैकड़ों उड़ानों का संचालन करता है। रनवे 28/10 की दिशा और स्थिति इसे बदलती हवा की दिशा व गति में संचालन के लिए उपयुक्त बनाती है। खासकर पिछले दिनों हवा का रूख इस्टर्न होने जैसे स्थिति में यह रनवे हवाई यातायात प्रबंधन में काफी मददगार होता है, उड़ानों में देरी कम करता है, और अन्य रनवे पर दबाव को कम करके सुरक्षित व समयबद्ध संचालन सुनिश्चित करता है। अपग्रेडेशन के लिए बंद कर दिया गया था, रनवे को अप्रैल माह में रनवे 28/10 को अपग्रेडेशन और रखरखाव के लिए बंद किया गया था।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

6 MAY 2025

Mumbai Airport unveils digital-first Airport Operations Control Centre

TDO NETWORK
MUMBAI

Adani Group-owned Mumbai International Airport has inaugurated a revamped digital Airport Operations Control Centre (AOCC).

Jeet Adani, Director, Adani Airport Holdings Limited (AAHL) unveiled the state-of-the-art facility, which has undergone a transformation over the past nine months,

in the presence of the teams from the stakeholder community, Adani Airport Holdings Limited (AAHL) and from the airport, as per a statement from the airport operator.

The Centre has received significant upgrades to its infrastructure and technology.

The new generation Centre is designed to enhance efficiency by bringing together key airport



stakeholders for improved coordination. Enhanced visuals, real-time data, and

advanced communication systems empower the team from the Chhatrapati Shiv-

aji Maharaj International Airport to proactively manage both routine operations and emergencies with unprecedented efficiency.

Apart from introduction of cutting-edge technology to support with high-definition interface, the Mumbai Airport AOCC takes digital innovation to the next level with the introduction of aviio - Adani Airports' pioneering digital platform for airport stakeholders.

With aviio, the Centre at the Mumbai airport will evolve into a digitally mature mobile-first, data-driven platform, ensuring real-time situational awareness and decision-making capabilities for better planning, utilisation and optimisation--anytime, anywhere.

Speaking on the occasion, Jeet Adani commented, "In today's fast-evolving air travel landscape, maintaining leadership in technol-

ogy and setting new benchmarks in innovation and operational excellence is crucial for airports.

At CSMIA, our commitment to innovation and delivering a seamless passenger experience has been exemplified by the launch of the new gen AOCC powered by aviio."

"This advanced facility enhances collaboration among stakeholders, equipping our teams to manage com-

plex situations effectively, thus pioneering a new era of smart airport operations. Taking this a step further, the introduction of the new gen AOCC on-the-go, powered by aviio, ensures we are no longer confined to physical spaces. With operational control now at our fingertips, we can enable faster decision-making, seamless stakeholder coordination, and greater efficiency in airport management."

आइजीआइ एयरपोर्ट पर बंद रनवे फिर शुरू

जागरण संवाददाता, नई दिल्ली: इंदिरा गांधी अंतरराष्ट्रीय (आइजीआइ) एयरपोर्ट के रनवे 10/28 को मंगलवार सुबह एयर ट्रैफिक कंट्रोल (एटीसी) को सौंप दिया गया। यह रनवे 15 जून तक परिचालन में रहेगा। अप्रैल में उड़ानों में हुए विलंब के मामलों से सबक लेते हुए इस रनवे के अपग्रेडेशन कार्य का काम बीच में ही छोड़कर इसे दोबारा चालू किया गया है। 15 जून के बाद इसे बंद कर फिर से अपग्रेडेशन का काम किया जाएगा, जो 15 सितंबर तक चलेगा।

दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने इंटरनेट मीडिया पर जानकारी साझा करते हुए बताया कि रनवे 10/28 को मंगलवार सुबह 8:04 बजे एटीसी को सौंप दिया गया। यह रनवे मध्य जून तक परिचालन में रहेगा। रनवे से अप्रत्याशित मौसमी हवाओं की स्थिति में उड़ानों के आगमन और प्रस्थान को और सुगम बनाया जा सकेगा।

बता दें कि इस रनवे को आठ अप्रैल को अस्थायी रूप से बंद किया गया था, ताकि इसके इंस्ट्रूमेंट लैंडिंग सिस्टम (आइएलएस) को कैट-3-बी मानकों तक उन्नत किया जा सके। यह उन्नयन विशेष रूप से सर्दियों में कम दृश्यता की स्थिति जैसे घने कोहरे में सुरक्षित लैंडिंग सुनिश्चित करने के लिए महत्वपूर्ण है। हालांकि, अप्रैल में अप्रत्याशित पूर्वी हवाओं और इस रनवे की अनुपलब्धता के कारण उड़ानों में व्यापक व्यवधान हुआ था। पिछले

- आठ अप्रैल से बंद था रनवे 10/28, अपग्रेडेशन हो रहा था
- अपग्रेडेशन कार्य को बीच में रोककर शुरू किया गया रनवे



नई दिल्ली आइजीआइ एयरपोर्ट पर उड़ानों के सामान्य होने के बाद यात्रियों की भीड़ व परेशानी दिखाई नहीं दी ● ध्रुव कुमार

बैकाक से मास्को जा रही उड़ान की इमरजेंसी लैंडिंग

जासं, नई दिल्ली: बैकाक से मास्को जा रही उड़ान की मंगलवार दोपहर को आइजीआइ एयरपोर्ट पर इमरजेंसी लैंडिंग हुई। रूस की एयरलाइन कंपनी एअरोफ्लोट की उड़ान एसयू 273 के कैबिन से पायलट को ईंधन की गंध आने के बाद दिल्ली के एयरपोर्ट पर उड़ान उतारने का फैसला लिया गया। विमान में सवार लगभग 420 यात्री और चालक दल के सभी सदस्य सुरक्षित

हैं। एयरपोर्ट प्रबंधन ने इसकी पुष्टि की है। एयरपोर्ट प्रबंधन के अनुसार, उन्हें बैकाक से मास्को जा रही उड़ान के कैबिन से गंध आने के बाद इमरजेंसी लैंडिंग की जानकारी मिली थी। पायलट के अनुरोध के बाद दोपहर करीब 3:50 बजे एयरपोर्ट पर आपातकाल की स्थिति घोषित की गई और उड़ान को सुरक्षित उतार लिया गया। खराबी ठीक होने के बाद उड़ान को रवाना किया जाएगा।

महीने 20 तारीख के बाद किसी दिन 700 तो किसी दिन 900 उड़ानों का आगमन और प्रस्थान प्रभावित हुआ। इसको देखते हुए डायल ने आइएलएस अपग्रेड कार्य को कुछ

समय के लिए टालकर रनवे को फिर से खोल दिया है। अब चार रनवे के साथ उड़ानों के प्रबंधन में सुधार होगा, प्रतिदिन करीब 1,400 उड़ानों का संचालन सुगम होगा।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

7 MAY 2025

आइजीआइ एयरपोर्ट पर बंद रनवे फिर से शुरू

जागरण संवाददाता, नई दिल्ली

इंदिरा गांधी अंतरराष्ट्रीय (आइजीआइ) एयरपोर्ट के रनवे 10/28 को मंगलवार सुबह एयर ट्रैफिक कंट्रोल (एटीसी) को सौंप दिया गया। यह रनवे 15 जून तक परिचालन में रहेगा। अप्रैल में उड़ानों में हुए विलंब के मामलों से सबक लेते हुए इस रनवे के अपग्रेडेशन कार्य का काम बीच में ही छोड़कर इसे दोबारा चालू किया गया है। 15 जून के बाद इसे बंद कर फिर से अपग्रेडेशन का काम किया जाएगा, जो 15 सितंबर तक चलेगा।

दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने इंटरनेट मीडिया पर जानकारी साझा करते हुए बताया कि रनवे 10/28 को मंगलवार सुबह 8:04 बजे एटीसी को सौंप दिया गया। यह रनवे मध्य जून तक परिचालन में रहेगा। रनवे से अप्रत्याशित मौसमी हवाओं की स्थिति में उड़ानों के आगमन और प्रस्थान को और सुगम बनाया जा सकेगा।

बता दें कि इस रनवे को आठ अप्रैल को अस्थायी रूप से बंद किया गया था, ताकि इसके इंस्ट्रूमेंट लैंडिंग सिस्टम (आइएलएस) को कैट-3-बी मानकों तक उन्नत किया जा सके। यह उन्नयन



नई दिल्ली आइजीआइ एयरपोर्ट पर उड़ानों के सामान्य होने के बाद यात्रियों की भीड़ व परेशानी दिखाई नहीं दी।
ध्रुव कुमार

विशेष रूप से सर्दियों में कम दृश्यता की स्थिति जैसे घने कोहरे में सुरक्षित लैंडिंग सुनिश्चित करने के लिए महत्वपूर्ण है। हालांकि, अप्रैल में अप्रत्याशित पूर्वी हवाओं और रनवे की अनुपलब्धता के कारण उड़ानों में व्यवधान हुआ था। पिछले महीने 20 तारीख के बाद किसी दिन 700 तो किसी दिन 900 उड़ानों का आगमन व प्रस्थान प्रभावित हुआ। इसको देखते हुए डायल ने आइएलएस अपग्रेड कार्य को कुछ समय के लिए टालकर

रनवे को फिर से खोल दिया है।

रनवे के परिचालन से ये होंगे फायदे : यह रनवे बदलती हवाओं, विशेष रूप से पूर्वी हवाओं के दौरान संचालन को स्थिर करेगा। अब चार रनवे (09/27, 11आर/29एल, 11एल/29आर और 10/28) के साथ उड़ानों के प्रबंधन में सुधार होगा, जिससे प्रतिदिन करीब 1,400 उड़ानों का संचालन सुगम होगा। चारों रनवे शुरू होने से आसमान में ट्रैफिक कंजेशन की स्थिति नहीं होगी।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

7 MAY 2025

Land prices near Noida airport double as realtors rush in

RAGHAVENDRA KAMATH
Mumbai, May 6

PRICES OF REAL estate in the surrounding areas of Jewar airport in Noida have nearly doubled in the last three years with property developers picking up land parcels at a fast pace in the emerging realty hotspot. About 390 acres of land near the Noida International Airport, along the Yamuna Expressway, has been snapped up in last 12 months, according to Anarock Property Consultants. The value of these transactions works out to a significant ₹2,340 crore with an acre going for ₹5-6 crore.

Several developers including the Purvanchal Group, Eldeco Group, VVIP group, Greenbay

PLOT THICKENS

■ The value of land transactions near the Noida International airport in last 12 months has been around **₹2,340 crore**

■ Purvanchal group, Eldeco Group, VVIP group, Greenbay Infrastructure have been allotted land parcels



■ Properties in Noida and Greater Noida are slowly going out of reach for many with prices at **₹15,000-20,000 per sq ft**

Infrastructure have bought land on the Yamuna Expressway and some have already launched housing projects.

The Yamuna Expressway is a 165-kilometre, six-lane express-

way in Uttar Pradesh, connecting Greater Noida to Agra. A 750-metre elevated road connects the airport directly to the expressway.

Continued on Page 15

Land prices near Noida airport...

HOWEVER, THE LAND deals transacted thus far account for only 1.5% of the 25,000-plus-acre development pipeline of the Yamuna Expressway Industrial Development Authority (YEIDA). With good infrastructure, availability of land and new airport, developers are seeing good opportunities for real estate development near the airport. The upcoming auctions should throw up more transactions, Mayank Saksena, MD and CEO - land services, Anarock Property Consultants, said.

Industrial and commercial property developers too are looking to launch projects in the area. Foxconn is negotiating a deal for 300 acres for an electronics park along the Yamuna Expressway, according to industry sources.

Sify Infinit and Jackson Group have won two data-centre plots totalling 10 acres. YEIDA itself is buying 13,300-acre agricultural land which it wants to develop and allot to developers for commercial and industrial projects. Manoj Gaur, chairman & MD of the Gaur



Group believes real estate opportunities in the area are good. "Land is available and the infrastructure is good," he said. Gaur Group has developed a 250-acre township near the airport.

Properties in Noida and Greater Noida are slowly going out of reach for many with prices at ₹15,000-20,000 per sq ft while on the Yamuna Expressway it is below ₹10,000 per sq ft, according to Gaur.

Santhosh Kumar, vice chairman at Anarock Property Consultants observed that with the airport being built, industrial units and ancillary facilities are coming up resulting in opportunities for developers. The Jewar airport, with its connectivity to

schools, colleges, hospitals and consequently be more habitable. The authorities are working on the metro rail and the rapid transit system" he said, adding connectivity with Noida, Greater Noida and Delhi is good.

The ATS Group is developing a 100-acre township on Yamuna Expressway near the airport and has also sold plots in the project. "The growing businesses over a period of time will ensure substantial growth in the demand for housing as well as commercial activity in this belt," Anand said.

Meanwhile, the UP government is also planning a massive urban expansion spanning 56,000 hectares (over 138,000 acres) with five new cities or township projects proposed to take shape over the next decade. The five townships are Dadri-Noida-Ghaziabad Investment Region (DNGIR) or New Noida, Heritage City (also called Raya Urban Centre), New Agra, Tapal-Bajna, and IITGN (Integrated Industrial Township Greater Noida).

the Delhi Mumbai Industrial Corridor (DMIC), has already triggered major interest from the hospitality, education as well as the manufacturing industry, said, Udaivir Anand, managing director at ATS Group.

However, while land prices have doubled, prices of apartments have appreciated by just about 15-20% in last two years. This is primarily because because people are not living in large numbers in the area.

"People have to travel to Delhi or Noida for their work and there is little incentive for them to live there. People are investing for future," he said.

Gaur believes that "in time the area will turn into a city with



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

6 MAY 2025

AOCC, airport's nerve centre, undergoes hi-tech revamp

Understanding AOCC

Known as airport's nerve centre, AOCC monitors, manages all operational aspects



Looks after air traffic, ground handling, security, facility management

Coordinates with airlines, government agencies, airport tenants

Ensures smooth and efficient operations

How new AOCC is different

Will respond more quickly to issues, optimise personnel deployment

Streamline coordination across airside, landside

Key upgrades

3 video walls spanning 37 metres

Real-time data transfer, advanced communication systems

Will provide real-time information from multiple sources

Mumbai International Airport Ltd inaugurated a revamped, new-gen Airport Operations Control Centre (AOCC) at Chhatrapati Shivaji Maharaj International Airport (CSMIA) on Monday.



Other highlights

Aerodrome Emergency Control Centre equipped with communication systems for better emergency response

Remote annotation capabilities for real-time updates from remote locations

Will help staff to manage routine affairs, emergencies with unmatched efficiency



Benefits

Real-time situational awareness

Enhanced decision-making

Better utilisation, optimisation of resources

Flying high

AOCC underwent a transformation over 9 months

Unveiled by Jeet Adani, director of Adani Airport Holdings Ltd, which is managing CSMIA



'Aviio', which is Adani Airports' e-platform for stakeholders, also introduced

With aviio, AOCC will evolve into digitally mature mobile-first, data-driven platform



Corporate Communications Directorate

HINDUSTAN

DELHI

7 MAY 2025

एयरपोर्ट पर चौथा रनवे खुलने से राहत

अच्छी खबर | 2 |

नई दिल्ली, प्रमुख संवाददाता। दिल्ली एयरपोर्ट पर करीब एक महीने से विमानों की उड़ान में हो रही देरी के मामलों में जल्द ही कमी देखने को मिलेगी। एयरपोर्ट पर मरम्मत के लिए टर्मिनल-3 के बंद किए गए चौथे रनवे 28/10 को सरकार की अनुमति के बाद मंगलवार सुबह खोल दिया गया है। इस रनवे के खुलने से विमानों की

उड़ान समय से होगी और यात्रियों को परेशानी का सामना नहीं करना पड़ेगा। बीते अप्रैल माह में दिल्ली एयरपोर्ट के रनवे संख्या 28/10 को मरम्मत के लिए बंद किया गया था। उधर, हवा की दिशा बदलने के चलते विमानों के उतरने एवं उड़ान भरने पर असर पड़ रहा था। इस वजह से दिल्ली एयरपोर्ट से प्रतिदिन 100 से 200 विमान देरी से उड़ान भर रहे थे। कई बार विमानों को डायवर्ट भी करना पड़ा क्योंकि उन्हें यहां उतरने में समय लग रहा था। सूत्रों ने बताया कि

आमतौर पर अभी के मौसम में पश्चिमी हवा चलती है जिसमें प्रत्येक एक घंटे में 42 विमान रनवे पर उतरते हैं। लेकिन पूर्वी हवा चलने की वजह से केवल 32 विमान ही एक घंटे में उतर पा रहे हैं। इसके चलते यात्रियों को परेशानी का सामना करना पड़ रहा था।

बीते माह ही एयरपोर्ट ने निर्णय लिया था कि रनवे 28/10 पर चल रहे मरम्मत कार्य को बीच में ही रोका जाएगा। इस रनवे को मई के पहले सप्ताह में खोलने का निर्णय लिया गया था।

{ 2 METRO STNS PART OF THE DRILL }

Metro, buses will not be impacted by drill, say officials

Snehl Sinha

letters@hindustantimes.com

NEW DELHI: Public transport across Delhi is expected to operate normally during Wednesday's city-wide mock security drill, which will take place at more than 50 locations as part of Operation Abhyaas, officials said on Tuesday. Services of the Delhi Metro Rail Corporation (DMRC), Delhi Transport Corporation (DTC), cluster buses, autos, and private cabs will not be disrupted, they added.

Among the 55 designated drill sites are two metro stations—Rohini Sector 18-19 on the Yellow Line and Dwarka Sector 10 on the Blue Line. While the full details of the drill at these stations are still awaited, a DMRC official said metro operations would remain unaffected.

"Delhi Metro services will continue to operate normally as per the schedule. If any specific directions are received and there are any changes, the same will be intimated," an official from DMRC, aware of the drill, said.

The official added that they are accustomed to periodic security drills at metro premises and that these activities typically do not interfere with passenger movement.

"Our premises are often used by various agencies for such exercises. We fully cooperate and ensure operations remain smooth," the official said.

Meanwhile, officials from the Delhi Transport Corporation (DTC) also said that operations will continue as usual.

"DTC buses and their schedules will not be impacted at all, and these will continue along routes. Commuters can take buses as the daily routine," said a DTC official.

'Flyers at IGI will not be impacted'

Similarly, Terminal 3 of the Indira Gandhi International (IGI) Airport is also one of the chosen sites.

However, airport authorities confirmed that the mock exercise will take place outside the arrivals terminal, and passengers will not be involved.

"We may include some shopkeepers in the simulation, but flyers will not be part of the drill," an official, aware of the matter, said.

"At airports, these safety exercises are conducted every couple of months. While disaster management operations are likely to take place on Wednesday, they are not expected to interfere with regular flight services," another official from IGI said.

FLIGHT DELAYS LIKELY TO REDUCE

Closed for repairs for a month, Delhi airport runway reopens

EXPRESS NEWS SERVICE
NEW DELHI, MAY 6

NEARLY A month after Runway 28/10, one of the four runways at the Indira Gandhi International Airport (IGIA) in Delhi, was closed for maintenance, it reopened on Tuesday in a relief to flyers.

Over the last month, flight operations have been disrupted at the IGIA due to the double whammy of the closure of the runway and bad weather. With Runway 28/10 operational now, the flight delays are likely to reduce.

On Tuesday, 271 flights were delayed by an average of 20 minutes, as of 6 pm, according to Flightradar24, a flight tracking website. "Operations at the airport are smooth today," an airport official said. "Whatever delays were there, they happened because of the easterly winds," the source added. The change in wind patterns significantly affects the flight operations, according to officials.

"Due to the shifting wind patterns in the vicinity of the airport,



Runway 28/10 at IGI airport was closed on April 9. *File*

Air Traffic Flow Management (ATFM) measures for flight arrivals have been implemented from 7:30 pm till 10:30 pm IST today. All other airport operations and all runways at Delhi airport continue to function as scheduled. However, certain flight arrivals may experience delays or adjustments," the Delhi airport said in a post on X at 7:03 pm.

The Delhi International Airport Limited (DIAL)-operated IGIA had shut down Runway 28/10 on April 9 for maintenance. As per the initial plan, it was ex-

pected to reopen in July after it had been made capable of handling low-visibility operations from both ends.

However, on its official account, the Delhi airport on Tuesday posted, "As per the approved plan with all stakeholders, Delhi airport handed over RW 28/10 to ATC at 8:04 am today for operation till mid June.

This addition will further aid in streamlining operations and smoother arrivals and departures for passengers in the unseasonal varying wind condi-

tions that are continuing."

Amid the disruption in operations over the last few weeks, Jammu and Kashmir Chief Minister Omar Abdullah, Congress MP Shashi Tharoor, and Shiv Sena MP Milind Deora had joined the chorus on the growing passenger inconvenience. "As per standard procedure, the DGCA (Directorate General of Civil Aviation) will soon conduct a detailed inspection, and regular flight operations are expected to resume soon. As per the approved plan, Runway 28/10 will be closed again from mid-June to mid-Sep' 25, following the peak tourist season, when wind direction is also expected to shift," the Delhi airport said in a post on X Monday. The runway was scheduled for upgrade in April, as easterly winds were expected to blow from May.

This year, however, Delhi witnessed an early onset of the easterly winds. Due to this, the number of flights that the airport could operate reduced from 42 per hour to 32 per hour, as per officials.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 MAY 2025

Delhi airport's runway RW 28/10 resumes operations

OUR CORRESPONDENT

NEW DELHI: Delhi airport's runway RW 28/10, which was shut for maintenance works, resumed operations on Tuesday, a development that is likely to ease air traffic congestion.

Initially, the runway was to remain closed for a longer period to complete the Instrument Landing System (ILS) upgradation on one end, ahead of the fog season. However, the closure of the runway, easterly winds and congestion impacted flight operations. Against this backdrop, the maintenance works have been temporarily stopped and will resume in mid-June.

"As per approved plan with all stakeholders, Delhi airport handed over RW 28/10 to ATC at 8:04 am today for operations till mid June. "This addition will further aid in streamlining operations and smoother arrivals and departures for passengers in the unseasonal varying wind conditions that are continuing. "We prioritise passenger experience and appre-

“We are closely monitoring each and every process that is happening at the airport... we have guided them to ensure better planning ahead

ciate your understanding and support," Delhi International Airport Ltd (DIAL) said in a post on X on Tuesday.

The runway was closed for ILS upgradation on April 8.

The Indira Gandhi International Airport (IGIA), the country's largest and busiest airport, handles around 1,300 flight movements daily. It has four runways -- RW 09/27, RW 11R/29L, RW 11L/29R and RW 10/28 -- and two operational terminals -- T1 and T3. T2 is currently closed for maintenance works.

Generally, a runway is numbered at both ends, indicating the directions for landing and departure of planes. Some-

times, they are interchangeably used like RW 28/10 is also mentioned as RW 10/28.

On Monday, DIAL, which operates the airport, said that as per approved plan, runway RW 28/10 will be closed again from mid-June to mid-September 2025, following the peak tourist season, when wind direction is also expected to shift.

"Rest assured, we are working diligently with airlines and all stakeholders to minimise any inconvenience," it had said.

Against the backdrop of air traffic congestion and flight delays at the Delhi airport, Civil Aviation Minister K Rammo-han Naidu, on April 28, said the ministry was closely monitoring "each and every process" at the airport.

"We are closely monitoring each and every process that is happening at the airport... we have guided them to ensure better planning in the future," the minister had said amid concerns in certain quarters that runway maintenance works could have been planned in a better manner.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

7 MAY 2025

To cut delays, airport opens runway shut for maintenance

EXPRESS NEWS SERVICE @ New Delhi

ENDING a long stretch of flight delays and diversions that had been troubling travellers for weeks, the Delhi Airport reopened its runway 28/10 on Tuesday for operations, which was shut-down last month for maintenance and upgradation works. The Directorate General of Civil Aviation (DGCA) cleared the runway for operations on Monday after a thorough inspection, according to officials.

However, the runway will be closed again from mid-June to mid-September following the peak tourist season, when wind direction is also expected to shift. "As per approved plan with all stakeholders, Delhi airport handed over RW 28/10 to ATC at 8:01 am today for operation till mid June. This addition will further aid in streamlining operations and smoother arrivals and departures for passengers in the unseasonal varying wind conditions that are continuing," Delhi airport said in a post on X.

The move came after regular flight delays and diversions as the airport operated on lesser capacity which was further enhanced due to easterly winds. The Delhi International Air-



Full emergency at airport after fumes detected

A full emergency was declared at the Delhi airport on Tuesday after Russian airline Aeroflot's flight, travelling from Bangkok to Moscow, reported fumes in the cabin and made an emergency landing at the airport. According to airport sources, the full emergency was declared at the airport at around 3.50 pm. The Aeroflot flight SU273 was carrying over 425 people, the sources said, adding that all passengers are safe. The aircraft involved was a Boeing 777-300ER, according to flight tracking website Flightradar24.com. "As per protocols, fire tenders were ready to manage the situation. The aircraft was showered with water to douse any suspected fire," an ATC official said.

port Limited (DIAL)-operated airport was shut down on April 8 for technical upgrades.

The work included upgrading the CAT IIIB Instrument Landing System (ILS) on the 28 end of the runway (towards Vasant Vihar) and, for the first time, installing CAT IIIB capability on the 10 end (towards Dwarka).

The original plan was to reopen it in July after it had been made capable of handling low-visibility operations from both ends. However, unexpected changes in wind direction in recent weeks made things worse as flights had to land from the Dwarka side, where the upgraded system wasn't ready.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

7 MAY 2025

28 दिन बाद रनवे 28/10 हुआ शुरू

■ NBT न्यूज, एयरपोर्ट

आईजीआई एयरपोर्ट का रनवे 28/10 मंगलवार सुबह से फिर उड़ान के लिए शुरू कर दिया गया। अब यहां पर जो फ्लाइट को लेकर कंजेशन बन रहा था, वो खत्म होने की उम्मीद है। इस रनवे को अपग्रेड करने के लिए 8 अप्रैल से 2 महीने के लिए बंद किया गया था। जून में इसे उड़ान के लिए शुरू किया जाना था लेकिन पिछले दिनों आईजीआई एयरपोर्ट पर भारी भीड़, हवा की दिशा में बदलाव को लेकर काफी फजीहत सोशल मीडिया पर हुई।

जानकारी के अनुसार, कोहरे के मौसम से पहले, एक छोर पर ILS ('इंस्ट्रूमेंट लैंडिंग

8 अप्रैल से किया गया था इसे बंद

सिस्टम') को पूरा करने के लिए इस रनवे को बंद रखा जाना था। दिल्ली एयरपोर्ट का संचालन करने वाली कंपनी डायल (दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड) ने मंगलवार को सोशल मीडिया 'एक्स' पर लिखा, "सभी हितधारकों के साथ स्वीकृत योजना के अनुसार,

दिल्ली हवाई अड्डे ने सुबह 8:04 बजे रनवे 28/10 को परिचालन के लिए एटीसी को सौंप दिया है। डायल ने कहा, "यह अतिरिक्त सुविधा परिचालन को सुव्यवस्थित करने और हवाई यात्रियों के लिए बेमौसम बदलती हवा की स्थिति में आसानी से अराइवल और डिपार्च में सहायता करेगी।" IGI पर हर दिन लगभग 1,300 फ्लाइट का संचालन किया जाता है।



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

7 MAY 2025

आईजीआई एयरपोर्ट का बंद पड़ा रनवे शुरू

फ्लाइट डिले व कैंसिल होने की समस्या से मिलेगा छुटकारा

■ बदलती हवा की स्थिति में हवाई संचालन होगा सुचारु

नई दिल्ली, 6 मई (नवोदय टाइम्स): इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट पर बंद पड़े 28/10 को मंगलवार से हवाई संचालन के लिए खोल दिया गया है। इस रनवे के शुरू होने से एयरपोर्ट पर शीते कुछ समय से जारी फ्लाइट डायवर्जन, कैंसिलेशन और डिले होने की समस्या कम हो जाएगी। एयरपोर्ट का संचालन करने वाली दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने रनवे को खोलने का फैसला लिया है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने भी रनवे का निरीक्षण करने के बाद डायल के इस फैसले को हरी झंडी दे दी है।

देश के सबसे व्यस्त आईजीआई एयरपोर्ट पर प्रतिदिन सैकड़ों उड़ानों का संचालन होता है। इस लिहाज से एयर साइड के लगभग बीचों बीच स्थित रनवे 10/28 हमेशा से मुख्य रनवे की भूमिका में रहा है। एयरपोर्ट से जुड़े सोनियर ऑफिसर के अनुसार रनवे 10/28 को अपग्रेडेशन के लिए 8 अप्रैल



2025 को बंद किया गया था। इस के चलते व्यस्त समय में उड़ान में देरी और यातायात प्रबंधन में कठिनाइयां हुईं। विशेष रूप से मौसम में आए बदलाव के बाद बदलती हवा की स्थिति में उड़ानों का शेड्यूल प्रभावित हुआ, जिससे यात्रियों को लंबा इंतजार और उड़ान रद्द होने जैसी समस्याओं का सामना करना पड़ा। इन परेशानियों के कारण प्रबंधन ने निर्धारित समय से पहले ही रनवे को एटीसी को सौंपने का निर्णय लिया गया। डायल के अनुसार मंगलवार सुबह रनवे 28/10 को एयर ट्रैफिक कंट्रोल (एटीसी) के हवाले कर दिया गया है। यह रनवे मध्य जून तक संचालन में रहेगा। यह कदम मौजूदा असामान्य और बदलती हवा की स्थिति में हवाई संचालन को सुचारु करने और यात्रियों के लिए आगमन व

यातायात प्रबंधन में काफी मददगार है रनवे 28/10

रनवे 28/10 की दिशा और स्थिति से बदलती हवा की दिशा व गति में संचालन के लिए उपयुक्त बनाती है। खासकर हवा का रुख इस्टर्न होने जैसे स्थिति में यह रनवे हवाई यातायात प्रबंधन में काफी मददगार होता है, उड़ानों में देरी कम करता है, और अन्य रनवे पर दबाव को कम करके सुरक्षित व समयबद्ध संचालन सुनिश्चित करता है। यह रनवे 28/10 मध्य जून तक संचालित होगा। इसके बाद फिर से इसके अपग्रेडेशन और मरम्मत कार्य शुरू किया जाएगा।

प्रस्थान को बेहतर बनाने के लिए उठाया गया है।



Corporate Communications Directorate

THE PIONEER

DELHI

7 MAY 2025

Delhi T2 resume operations

PIONEER NEWS SERVICE ■ New Delhi

Delhi airport's runway RW 28/10, which was shut for maintenance works, resumed operations on Tuesday, a development that is likely to ease air traffic congestion.

Initially, the runway was to remain closed for a longer period to complete the Instrument Landing System (ILS) upgradation on one end, ahead of the fog season. However, the closure of the runway, easterly winds and congestion impacted flight operations. Against this backdrop, the maintenance works have been temporarily stopped and will resume in mid-June. "As per approved plan with all stakeholders, Delhi airport handed over RW 28/10 to ATC at 8:04 am today for operations till mid June.

"This addition will further aid in streamlining operations and smoother arrivals and departures for passengers in the unseasonal varying wind conditions that are continuing. "We prioritise passenger experience and appreciate your understanding and support," Delhi

International Airport Ltd (DIAL) said in a post on X on Tuesday. The runway was closed for ILS upgradation on April 8.

The Indira Gandhi International Airport (IGIA), the country's largest and busiest airport, handles around 1,300 flight movements daily. It has four runways — RW 09/27, RW 11R/29L, RW 11L/29R and RW 10/28 — and two operational terminals — T1 and T3. T2 is currently closed for maintenance works.

Generally, a runway is numbered at both ends, indicating the directions for landing and departure of planes. Sometimes, they are interchangeably used like RW 28/10 is also mentioned as RW 10/28.

On Monday, DIAL, which operates the airport, said that as per approved plan, runway RW 28/10 will be closed again from mid-June to mid-September 2025, following the peak tourist season, when wind direction is also expected to shift. "Rest assured, we are working diligently with airlines and all stakeholders to minimise any inconvenience," it had said.

Continued on >> P2

Delhi T2...

Continued from >> P1 Against the backdrop of air traffic congestion and flight delays at the Delhi airport, Civil Aviation Minister K Rammohan Naidu, on April 28, said the ministry was closely monitoring "each and every process" at the airport.

"We are closely monitoring each and every process that is happening at the airport... We have guided them to ensure better planning in the future," the minister had said amid concerns in certain quarters that runway maintenance works could have been planned in a better manner.



Corporate Communications Directorate

RAJASTHAN PATRIKA

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6 MAY 2025

जयपुर एयरपोर्ट बेलगाम, मुंबई की फ्लाइट ऐनवक्त पर रद्द



जयपुर @ पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट पर सोमवार को भी फ्लाइट्स का संचालन प्रभावित रहा। जानकारी के अनुसार स्टार एयर एयरलाइन कंपनी की बेलगाम से शाम 5:50 बजे जयपुर आने वाली फ्लाइट रद्द रही। इसी प्रकार एयर इंडिया एक्सप्रेस की शाम 5:58 बजे मुंबई से जयपुर आने वाली फ्लाइट का संचालन भी रद्द रहा। इनके अलावा शाम 7:10 बजे इंडिगो एयरलाइन की अहमदाबाद से जयपुर आने वाली फ्लाइट एक घंटे की देरी से पहुंची। एयर इंडिया एक्सप्रेस की शाम 7:25 बजे आने वाली फ्लाइट रात 8:10 बजे जयपुर पहुंची। इंडिगो एयरलाइन की गोवा, अहमदाबाद से भी फ्लाइट आधा घंटे देरी से पहुंची। इधर, शाम को जयपुर से बेलगाम व जयपुर से मुंबई जाने वाली फ्लाइट भी रद्द रही।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

6 MAY 2025

Punishing schedule for AI pilots, crew

Saurabh Sinha @timesofindia.com

Time flies when you fly. That was the old saying in Air India. But that's not true anymore, at least for its crew members operating the North America long hauls.

Since last month, with a refuelling halt in Europe, the same crew is having to put in four to six hours more.

All four pilots are required to be in the flight deck during take-off and remain there for half an hour after getting airborne. All of them are also supposed to be in the flight deck for an hour and a half before landing. Now, with two take-offs and two landings, all four have to spend four hours in the flight deck, as against only two hours during a non-stop.

"That leaves 5-6 hours of cruise time during which one set first takes rest for two and a half to three hours and then the other set for the same time. This cycle is repeated

on the Europe-North America leg of the flight. We are not machines that can switch on and off at will. Earlier, there was time to unwind and doze off. Now fatigue sets in and it gets very tiring when we reach the destination," said a pilot, a sentiment shared by many others.

The same is true for the cabin crew. After landing in North America, the crew gets a minimum gap of 36 hours after which they can operate back to India where their rest period has been extended from 120 hours to 132 hours.

The general consensus among pilots is that if this is only for a month or so, then they can manage. But if this drags on, Air India will have to go for a crew change.

Meanwhile, AI is trying to altogether bypass Pakistan — for good — on its flights to and from Europe and North America. It is charting out a route that involves flying via Ladakh, China, and Russia for its flights out of north India.

However, this has its share of operational problems. The Tibetan terrain is at a very high altitude. Besides, India has yet to allow China to resume non-stop flights to India, and there's a big question mark on whether China will cooperate.

“We are not machines that can switch on and off at will. Earlier, there was time to unwind and doze off. Now fatigue sets in...”

What Pak Airspace Closure Means For Indian Carriers

It's taking longer to fly west and airlines are burning more fuel, while air traffic controllers in Mumbai are having to cope with a lot more flights coming their way

Manjiv V & Saurabh Sinha | TNN

At 5pm, on April 24, Pakistan shut its airspace to Indian carriers. The same day, India had taken some very strong steps against Pakistan, which it held responsible for the Pahalagam terror attack two days earlier. So, as India suspended the Indus Water Treaty and asked Pakistani citizens to leave the country within 48 hours, Islamabad hit back by closing its airspace to Indian flights.

Result? A three-hour Delhi-Tashkent flight became a 6-hour haul. A breezy two-and-a-half-hour flight from Delhi to Almaty became a five-and-a-half-hour ordeal. Indigo, which operates this route, was in an unenviable position: It was flying twice the distance for the same fare. On April 27, the airline suspended its Almaty flight. The next day, it suspended its Tashkent service.

Air India, too, has taken a big hit. Its Delhi-New York non-stop, which used to take 14 and a half hours, now needs a stopover in Vienna because it is taking a longer route and needs to refuel. Earlier, it used to overfly the Pak airspace and burnt about 1,06,500kg of fuel (these are Boeing 777 aircraft), but now via Vienna, requires 1,25,500kg of fuel. Not only is it now taking longer to reach New York (about 19 hours), carbon emission has gone up too — from 336 metric tonnes to 396.

Routes Have Got Longer

This is not the first time Pak airspace has been shut to Indian carriers. It happened in 1971 (Indo-Pak War), 1999 (Kargil War), 2001-02 (after Parliament attack), and then in 2019 (following Balakot airstrikes).

But it's not just Pak airspace. Commercial airlines stopped using the Afghan airspace after the Taliban takeover in Aug 2021. After this, Air India started using the Hindukush route (Papa 500) for its Europe, UK & North America flights to and from Delhi. This involved flying from Delhi to North Pakistan, then over the Hindukush range, CIS countries, to further west. (This is no longer an option.)

Then, when Russia invaded Ukraine in Feb 2022, many airlines stopped overflying Ukraine. Western airlines

MUMBAI-NEW YORK



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don't overfly Russia too, though Indian, Chinese and Gulf carriers do.

More recently the Israel-Hamas conflict in Oct 2023 affected the airspace over Jordan and Lebanon, with airlines playing safe. Air India, too, avoided this airspace and changed course whenever conflict escalated.

Pressure On Mumbai

Since April 24, over 130 westbound international flights taking off daily from northern and eastern airports — Delhi, Amritsar, Chandigarh, Lucknow, Jaipur, and Kolkata — are being rerouted south, where the Ahmedabad and Mumbai air traffic control assign them altitudes and put them on to routes to overfly the Arabian Sea and reach the Muscat airspace. Once there, they turn north to overfly Iran and complete the detour. In normal times, these flights, after taking off, turned west to cross over to Pakistan and showed up on the radars of Lahore or Karachi air traffic control before they moved into Iran.

"Every time Pakistan shuts down its airspace, Mumbai air traffic control gets a rush of rerouted flights overflying from north and east India," said a retired air traffic controller. This time around,

Mumbai air traffic control has been handling about 130 rerouted flights per day, while Ahmedabad's handling about 80, passing most of them over to Mumbai. These flights bunch up during peak hour, leading to dense traffic at certain times of the day, such as 9.30pm to 11pm and 2am to 3.30am.

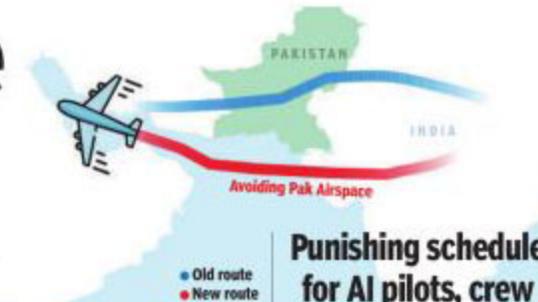
Lima 639 & Lima 301

Yes, you read that right. They are the names of flight routes the ATC gives. Lima 639 is a very recent invention. The 2019 airspace closure was the most challenging one. Overnight, about 500 flights were rerouted south and showed up in the airspace controlled by the Mumbai air traffic control. "All countries stopped using the Pakistan airspace. The current load is comparatively

lighter with only about 130 additional rerouted flights, mostly belonging to Indian carriers," the retired air traffic controller said.

"The load was immediate and immense, too heavy for the existing air routes to handle," he said. "That's how the air route L639 was established — born out of necessity. Of the six routes taken by flights from Mumbai to Muscat airspace, L639 is the most popular. Since the rerouted flights come from the north, they try to catch the first available route to the west without overflying the Pak airspace and that's L639," he said.

L639 starts over Bhopal, links to Ahmedabad, Mundra, then overflies the Arabian Sea to end at a waypoint (a navigational checkpoint at a specific location in space) called "RASKI", near Muscat.



Punishing schedule for AI pilots, crew

FLIGHT INFORMATION REGION



L301 is the next bet for airlines. It runs about 150 nautical miles (278 km) south of L639 and converges at RASKI.

Along these two air routes, traffic has been dense following the Pak airspace closure. Aircraft flying west — from India to US, Europe — are assigned even-numbered altitudes and they cruise at 30,000ft, 32,000ft, 34,000ft, etc. up to about 42,000ft. Aircraft flying from west to east into India are put on odd-numbered flight levels — 29,000ft, 31,000, 33,000ft and so on. And along each flight level or altitude on L639 and L301, aircraft are lined up one behind the other, separated by 20 nautical miles (37km).

Along most other air routes over the sea, a horizontal separation of 50 nautical miles (93km) is maintained between aircraft flying on a given flight level. But in the past few years, the Mumbai air traffic control, in a providential move, put procedures and practices in place that has enabled them to reduce the horizontal separation on L639 and L301. In Jan, trials were completed, and L639 and L301 became the first two air routes in the Asia Pacific to afford a reduced horizontal separation of 20 nautical miles.

"With the reduced separation, more aircraft can be accommodated at each altitude," he added. But the traffic density has been so high on these two routes that flights going from Mumbai to places like Shamshabad, Pune, Nagpur, Kolkata are being put on routes that are 50nm or 100nm (166 km) south of L301. So, even domestic flights have been indirectly hit by the Pak airspace closure, he said.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

6 MAY 2025

Mumbai airport upgrades its op control centre

Mumbai: The Mumbai airport revamped its Airport Operations Control Centre (AOCC) and inaugurated it recently after a six month-long upgradation. The new centre will boost the efficiency of its operations, said Mumbai International Airport Ltd (MIAL) on Monday.

The AOCC is the nerve centre where real-time decisions are made. The centre handles tasks such as the allocation of parking bays, aerobridges, and equipment; it manages emergencies and coordinates with stakeholders such as airlines and ground-handling companies for the day-to-day functioning of the airport.

"The AOCC received significant upgrades to its infrastructure and technology, including enhanced visuals with a high-definition interface, real-time data, and advanced communication systems," said MIAL. TNN

India's airlines 'facing ₹7,000 crore a year loss' as Pak shuts airspace

Rohit Vaid
New Delhi

India's airline industry might face a consolidated loss of approximately ₹7,000 crore (indicative figure), or around \$800 million, over one year due to higher costs incurred on account of Pakistan closing its airspace, industry sources told *businessline*.

According to industry sources, the rough estimates include the effects of higher expenses incurred on re-routing of flights, operation of technical stops and other associated arrangements over one year.

Of the ₹7,000 crore impact, Air India group's provisional estimate is around ₹5,000 crore, for IndiGo ₹1,300 crore, and the rest for other airlines.

Industry sources said that these estimates were submitted by the airlines after the Ministry of Civil Aviation had sought financial impact reports from them on an individual basis.

These reports, sources said, present only indicative figures on a per-year basis and will be reconciled with another set of estimates, which will be called for at a later date.

"Only after reconciliation of all the figures, which will



TURBULENT TIMES. Air India group's provisional estimate is around ₹5,000 crore and IndiGo's around ₹1,300 crore

be taken in due course of time, will the overall impact be known. These figures are just rough estimates until the entire process is over," sources said.

AI TAKES BIG HIT

"Air India's revenues will be drastically hit due to the airspace closure," sources told *businessline*. Revenue-wise, Air India generates nearly 60 per cent of cash flows from the international sector.

Among India's airlines, Air India operates the longest routes and has a much bigger scale of operations, including 70 flights a week to seven stations in North America, of which 58 are from Delhi.

It currently operates its North America flights with technical stops at Vienna and Copenhagen.

Overall, the airline only possesses the capacity to operate non-stop direct flights from India to the US and Canada via its fleet of Boeing 777s and Airbus A350 aircraft.

In the case of IndiGo, sources cited that flights from North Indian cities to the Gulf as well as to the CIS (Commonwealth of Independent States) countries have been impacted.

"They (IndiGo) are well spread out in terms of the international network; besides, their multi-city hub policy should mitigate losses," sources said. Earlier, the airline said in a statement that due to the closure of Pakistan's airspace, "circa 50 international routes operated by it will require longer sectors and hence may be subject to some slight schedule adjustments."

"With the same restrictions and limited re-routing options, unfortunately Almaty and Tashkent are outside the operational range of IndiGo's current fleet. Hence, flights to Almaty stand cancelled from April 27 until at least May 7 and to Tashkent from April 28 until May 7," the airline had stated.

IndiGo sells business class seats at economy rates

Sources say IndiGoStretch has had limited uptake, prompting the steep discount

Aneesh Phadnis
Mumbai

At a time when economy class rates are going through the roof, IndiGo is offering a 50 per cent discount on business class seats in a three-day flash sale. Fliers can get one-way business class tickets on the airline for as low as ₹9,999 on key metro routes.

While the airline on Tuesday said it wants to make the business cabin accessible to a wider customer base, thin loads may have prompted the move.

TAILOR-MADE PRODUCT

The airline introduced a tailor-made business product IndiGoStretch on the Delhi-Mumbai route last November with an inaugural one-way fare of ₹18,000. The product has now been extended to

flights from Delhi to Bengaluru, Chennai and Hyderabad, and between Mumbai and Bengaluru. The airline operates 113 two-way daily flights on these routes.

Sources say IndiGoStretch has had limited uptake, and the airline is finding it challenging to sell premium seats on routes other than Delhi-Mumbai.

Others believe the limited-period offer could be a strategy to test different price points as the airline competes with Air India for premium class traffic.

The discounted tickets that are available for sale till May 9 are applicable for travel seven days from the purchase date. Apart from the domestic routes, the discounted seats are available on IndiGo's Delhi-Bangkok route operated by wet-leased Boeing 787 air-



SWEET DEAL. IndiGo wants to make the business cabin accessible to a wider customer base

craft. IndiGo did not respond to an email query on the topic.

'BUSINESS' BENEFITS

IndiGo's business class cabin comprises 12 seats with 54 cm width and 12 cm recline. Customers get a higher baggage allowance, priority check-in and boarding, and a complimentary meal box curated by Oberoi Flights Services, among other benefits.

While IndiGoStretch is priced lower than Air India's business class seats (AI's lowest business class fare on the Delhi-Mumbai route is ₹27,000), it has so far not gained much traction. "A business class traveller expects frills like hot towel, hot meal or lounge access. IndiGo doesn't offer that," said an industry executive.

Air India operates its Airbus A320 aircraft in a three-class configuration (8 business, 24 premium economy and 132 economy seats). The airline is pricing its premium economy seats ₹1,000-2,000 higher than economy to drive occupancy. Unlike IndiGo, Air India also benefits from its extensive codeshare partnerships and is able to get more connecting passengers on its domestic business routes.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

7 MAY 2025

शौचालय जाम होने पर एअर इंडिया की उड़ान को फ्रैंकफर्ट ले जाना पड़ा

नई दिल्ली, प्रेटर : टोरंटो से राष्ट्रीय राजधानी आने वाली एअर इंडिया की एक उड़ान को शौचालय जाम होने के कारण फ्रैंकफर्ट ले जाना पड़ा, हालांकि दो मई को हुई घटना को लेकर एअर इंडिया के प्रवक्ता का कहना है कि तकनीकी समस्या के कारण उड़ान का मार्ग परिवर्तित किया गया था।

सूत्रों ने बताया कि उड़ान संख्या एआइ 188 को फ्रैंकफर्ट ले जाना पड़ा, क्योंकि कुछ शौचालय इस्तेमाल लायक नहीं थे। पिछले दो महीनों में यह दूसरी घटना है जब एअर इंडिया के विमान को शौचालय

जाम होने के कारण बीच रास्ते में डायवर्ट किया गया। छह मार्च को शिकागो से दिल्ली जाने वाली उड़ान एआइ126 को भी इसी समस्या के कारण 10 घंटे से अधिक समय तक हवा में रहने के बाद अमेरिकी शहर लौटना पड़ा था।

एअर इंडिया के प्रवक्ता ने बयान में कहा, दो मई को टोरंटो से दिल्ली आ रही उड़ान एआइ 188 को तकनीकी समस्या के कारण फ्रैंकफर्ट की ओर मोड़ दिया गया था। विमान कुछ घंटों के भीतर फ्रैंकफर्ट से अपने गंतव्य दिल्ली के लिए रवाना हो गया।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

7 MAY 2025

एअर इंडिया की तेल अवीव के लिए उड़ानें आठ तक निलंबित

नई दिल्ली: एअर इंडिया की तेल अवीव के लिए उड़ानें अब आठ मई तक निलंबित रहेंगी। विमानन कंपनी ने सोमवार की देर शाम इसकी घोषणा की। पहले छह मई तक इजरायली शहर और भारत के बीच अपनी उड़ानें निलंबित करने का निर्णय लिया था। यह कदम तेल अवीव में एयरपोर्ट के पास मिसाइल हमले के बाद उठाया गया था। एअर इंडिया ने रविवार को अपनी विमान सेवाओं को मंगलवार तक के लिए निलंबित करने की घोषणा की थी। उस समय दिल्ली से तेल अवीव जा रही उसकी एक उड़ान को तेल अवीव के एयरपोर्ट के पास मिसाइल हमले के कारण अबू धाबी की ओर मोड़ना पड़ा था। एअर इंडिया सामान्य रूप से तेल अवीव के लिए सप्ताह में पांच उड़ानें संचालित करती है।

(पेट)



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

6 MAY 2025

Air India buys 6 leased Boeing 777-300 ER planes

Air India has acquired six Boeing 777-300 ER planes that were being operated on lease, marking the purchase of this category of wide-body long range aircraft after more than seven years, according to sources. The airline's move comes against the backdrop of supply chain constraints delaying deliveries as well as refurbishment works of its legacy wide-body planes.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

6 MAY 2025

Akasa Air adds Boeing 737 Max 8 plane to fleet

Domestic carrier Akasa Air on Monday announced the addition of one more Boeing 737 Max 8 plane in its fleet, taking the total fleet size to 28 aircraft. Bearing registration number VT-YBE, the Boeing 737 MAX 8-200 aircraft arrived at Kempegowda International Airport in Bengaluru from the Seattle facility of the US aircraft major, via Iceland, on May 1, the airline said.



भारतीय विमानपत्तन प्राधिकरण
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HINDUSTAN

DELHI

7 MAY 2025

शौचालय खराब होने पर उड़ान फ्रैंकफर्ट डायवर्ट

नई दिल्ली/मुंबई, एजेंसी। टोरंटो से दोमई को राष्ट्रीय राजधानी दिल्ली आने वाली एयर इंडिया की उड़ान को शौचालय खराब होने के कारण फ्रैंकफर्ट की ओर मोड़ना पड़ा। सूत्रों ने मंगलवार को यह जानकारी दी है।

एयर इंडिया के प्रवक्ता ने बताया कि तकनीकी समस्या के कारण उड़ान का मार्ग परिवर्तित किया गया था। सूत्रों ने बताया, उड़ान संख्या एआई 188 को फ्रैंकफर्ट की ओर मोड़ना पड़ा, क्योंकि कुछ शौचालय इस्तेमाल लायक नहीं थे। पिछले दो माह में यह दूसरी घटना है, जब

एयर इंडिया के चौड़ी बॉडी वाले विमान को शौचालयों के भरने के कारण बीच रास्ते से लौटना पड़ा। इससे पहले छह मार्च को शिकागो से दिल्ली जाने वाली उड़ान एआई 126 इसी समस्या के कारण 10 घंटे से अधिक समय तक हवा में रहने के बाद अमेरिका लौट गई थी। प्रवक्ता ने कहा, दोमई को टोरंटो से दिल्ली के लिए बिना कहीं रुके उड़ान भरने वाली एआई 188 को तकनीकी कारण से फ्रैंकफर्ट की ओर मोड़ा गया था। विमान कुछ घंटों बाद फ्रैंकफर्ट से उड़ान भरकर दिल्ली के लिए रवाना हो गया।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

6 MAY 2025

AI Toronto-Delhi flight diverted as 5 toilets clogged

Neha LM Tripathi

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NEW DELHI: An Air India flight from Toronto to Delhi was diverted to Frankfurt around six hours through its journey after several lavatories aboard the Boeing 777 aircraft were clogged, said people aware of the matter, in what is the second such incident in less than two months on a flight operated by the airline.

The incident took place on May 2. Flight AI 188, a Boeing 777 aircraft, took off from Frankfurt and resumed its journey to Delhi a "couple of hours" later, once the washrooms were made available.

An official aware of the matter said, "The flight had to be diverted to Frankfurt as at least five washrooms were clogged." A Boeing 777 typically has 12 washrooms.

The airline, in a statement issued on Monday, confirmed the diversion and attributed it to a "technical issue".

"Air India flight AI188 of 02 May 2025, operating non-stop from Toronto to Delhi was diverted to Frankfurt due to a technical issue. The flight was airborne from Frankfurt within a couple of hours and proceeded to its destination, Delhi. We would like to reiterate that at Air India, the safety and wellbeing of our customers and crew remain top priority," said an Air India spokesperson.

The flight took off from Toronto's Pearson International Airport at 6.14pm (local time) and landed in Delhi on the evening of May 3.

Friday's incident comes less than two months after an Air India flight from Chicago to Delhi returned to the American

city 10 hours after taking off, after all but one of its lavatories were clogged.

The airline, at the time, attributed the issue blockages to polythene bags, rags, and clothes being stuffed down the toilets.

A former airline official called the issue "chronic".

"Washrooms largely become unavailable for use because passengers dump rags, diapers, polythene bags and clothes, clogging them. It could also happen as mineral scaling can curtail plumbing systems. This is because the systems in the aircraft are old," said the official, who asked not to be named.

"There are three independent sewage lines on the 777. In case one of the lines gets blocked, it directly impacts a third of the total washrooms," the official added.

A former pilot, who asked not to be named, said, "Flights that have more senior citizens and kids are the ones that encounter such issues. Usually, pilots apologise for the inconvenience, but continue with the flight, if the situation is manageable. It is when a majority of the washrooms become unserviceable that they decide to divert and get help."

Mark D Martin of Martin consulting, an aviation consulting and safety firm based in Asia, said, "Clogged toilets again can't be because of the same reason as before. This should be a maintenance issue."

"If the flight was able to take off within two hours from Frankfurt, it would be one of the quickest turnaround times in such a scenario," the former pilot concluded.



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HINDUSTAN TIMES

MUMBAI

6 MAY 2025

‘Airline responsible for deaths on board’

Neha LM Tripathi

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NEW DELHI: Poor crew resource management led to a situation where one person died and at least 20 people were injured during turbulence on a SpiceJet flight in May 2022, the Aircraft Accident Investigation Bureau (AAIB) has found in its investigation.

In its findings, AAIB highlighted the accident was caused by the poor Crew Resource Management (CRM) and decision making on part of the crew.

“Accident was caused by the poor CRM (crew resource management) and decision making on part of the crew to penetrate bad weather and not maintaining specified separation from turbulence prone weather,” the report said.

“Due to insufficient time for securing the cabin, the cabin crew could not ascertain if all passengers had seat belts ON. Passenger not complying with seat belt instructions led to



The SpiceJet flight was on its way to Durgapur.

avoidable injuries as aircraft encountered severe turbulence,” it said.

The Mumbai-Durgapur flight, with 189 passengers and six crew members on board, encounter severe turbulence on May 1, 2022.

Passengers, who were not wearing seat belts, were thrown from their seats sustaining severe injuries.

The AAIB observed that as announcement from the flight deck was made for all crew and passengers to be seated, cabin crew did not get sufficient time to ascertain if passengers beyond eight rows had their seat belts fastened.

Toilets clogged on Air India's Delhi-bound flight from Toronto; diverted to Frankfurt

EXPRESS NEWS SERVICE
NEW DELHI, MAY 6

AN AIR India flight from Toronto to Delhi was diverted midway to Frankfurt last week after several toilets on the plane were clogged, *The Indian Express* has learnt.

The incident comes two months after an Air India flight from Chicago to Delhi returned to the airport of origin due to eight out of 12 of its toilets being clogged.

"Air India flight AI188, oper-

ating non-stop from Toronto to Delhi, was diverted to Frankfurt on May 2 due to a technical issue," an Air India spokesperson said. "The flight was airborne from Frankfurt within a couple of hours and proceeded to its destination, Delhi," the Air India spokesperson said in a statement. We would like to reiterate that at Air India, the safety and well-being of our customers and crew remain top priority," the spokesperson added.

In March, videos of the incident were widely shared on social media.

Purported photos and videos of airline staff taking out bedsheets, rags, and clothes

FLIGHT DIVERTED, EMERGENCY AT IGIA

New Delhi: An emergency was declared at Delhi Airport on Tuesday afternoon after a Bangkok-Moscow Aeroflot flight was diverted to Delhi mid-air due to fumes in the cabin, sources said. Flight SU-273 from Bangkok to Moscow was carrying 425 passengers. It landed in Delhi at 3:50 pm, the source said. All passengers are reported to be safe. Flights usually take around 15 hours to fly from Bangkok to Moscow. **ENS**

from toilet pipes were also shared.

"As part of our investigation into the incident, our teams found polythene bags, rags, and clothes that had been flushed down and (were) stuck in the plumbing. This led the lavatories to become unserviceable," an Air India spokesperson had then said. "About an hour and forty-five minutes into the flight, the crew reported some of the lavatories in Business and Economy Class to be unserviceable. Subsequently, eight of the 12 lavatories in the aircraft became unserviceable, causing discomfort to all on board," an official statement read.

Air India acquires six leased Boeing 777-300 ER aircraft

OUR CORRESPONDENT

NEW DELHI: Air India has acquired six Boeing 777-300 ER planes that were being operated on lease, marking the purchase of this category of wide-body long range aircraft after more than seven years, according to sources.

The airline's move comes against the backdrop of supply chain constraints delaying deliveries as well as refurbishment works of its legacy wide-body planes.

The loss-making airline, acquired by the Tata Group in January 2022, is undergoing an ambitious five-year transformation plan, and is expanding its fleet as well as network amid rising air traffic demand. Its \$400 million retrofit programme for 67 wide-body and narrow-body planes is also in progress.

The sources said that Air India has bought the six Boeing 777-300 ER aircraft that were being operated on lease. These planes were earlier operated by Etihad Airways.

The purchase of these planes, having an extended range and deployed for long-haul and ultra-long-haul flights, was completed recently through the airline's wholly-owned subsidiary AI Fleet Services Ltd (AIFS) located in the International Financial Services Centre in GIFT City, Gujarat.

Further, the sources said the lease period of these planes was to end by next year, and then, the lessor would have taken



The airline's move comes against the backdrop of supply chain constraints delaying deliveries as well as refurbishment works of its legacy wide-body planes

back the aircraft. In order to ensure there is enough capacity, the airline decided to acquire the planes, they added.

Financial details could not be immediately ascertained.

An Air India spokesperson did not offer comments on the deal.

The six leased Boeing 777-300 ER planes started joining Air India fleet in 2023.

These aircraft have a four-class configuration of First, Business, Premium Economy and Economy seats.

This is the first time in more than seven years that Air India has purchased Boeing 777 planes. Back in 2018, the airline, then owned by the government, had taken delivery of its

last B777 aircraft as part of an order announced in April 2005.

Since Tata Group started piloting Air India, the airline has placed orders for 570 new aircraft.

The airline has 67 legacy wide-body and narrow-body planes — 13 B777-300 ERs and 27 B787s. The first of the legacy B787 is set to go for retrofit in June while the refit of all the 27 legacy A320 neo aircraft is expected to be completed by the third quarter of this year.

Air India has 198 planes, of which 106 offer new or upgraded cabin interiors.

"What this means is refurbishing old aircraft in our fleet to install new seats in a three-class cabin configuration, carpets, curtains, lavatories, and more, along with a fresh coat of paint, new livery — all in the new Air India branding," the airline said in a release on April 30.

On March 18, Air India CEO and MD Campbell Wilson talked about the supply situation and said there are pinch points everywhere, such as there are no engines for some narrow-body aircraft, there are issues with seat suppliers as well as availability of components and parts of fuselage.

"Reality is that it is going to remain a supply-constrained market, not just for Air India, India, (I am) talking about worldwide... for another 4-5 years," Wilson had said. At that time, he had said, "We are victims of the circumstances as is every other airline."



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

7 MAY 2025

Clogged toilets behind diversion of AI Toronto-Delhi flight to Frankfurt



Similar incident took place in March

In March, a Chicago-Delhi flight was forced to return to its departure city after spending over ten hours in the air – not due to a mechanical failure, but because its lavatories were completely clogged. The mid-air sanitation disaster left passengers furious, adding to the growing list of service failures plaguing the airline.

EXPRESS NEWS SERVICE @ New Delhi

TWO months after a Chicago-Delhi Air India flight earned international notoriety due to blocked toilets, another incident occurred late last week. This time, it involved a flight from Toronto to Delhi. Air India billed the incident as “a technical issue”.

The incident happened on May 2 on board flight AI 188, a Boeing 777 aircraft carrying nearly 250 passengers. According to FlightAware, a flight tracking platform, the flight took off only at 5.53 pm (local time) from Toronto, a delay of 5 hours and 38 minutes. The non-stop flight was airborne when it was diverted to Frankfurt.

The problem surfaced mid-air, forcing the diversion. The clogged toilets were rectified at Frankfurt, and the flight took off two hours later for Delhi.

An Air India spokesperson said, “Air India flight AI 888 of May 2, operating non-stop from Toronto to Delhi, was diverted to Frankfurt due to a technical issue. The flight was airborne from Frankfurt within a couple of hours and proceeded to its destination, Delhi.”

He added, “We would like to reiterate that at Air India, the safety and well-being of our customers and crew remain top priority.” It is understood that multiple toilets out of the 12 in the aircraft were blocked this time. Despite numerous calls, Air India refused to divulge any details regarding this issue. In the March 6 incident, eight out of 12 toilets were clogged after the flight left Chicago and returned to its originating airport. Polythene bags, rags, and clothes were found dumped inside them, blocking them. Flyers shared pictures online.



Corporate Communications Directorate

THE PIONEER

DELHI

7 MAY 2025

IndiGo suspends direct Lucknow-Srinagar flight

BISWAJEET BANERJEE ■ Lucknow

In a setback to direct air connectivity between Uttar Pradesh and Jammu & Kashmir, IndiGo Airlines has suspended its direct flight service between Lucknow and Srinagar just 35 days after its launch. The airline has cited low passenger demand as the reason for halting operations and will reassess the route's viability by June.

The abrupt suspension comes in the wake of a recent terrorist attack in Pahalgam, Jammu and Kashmir, which has triggered widespread security concerns among travellers. Officials familiar with the development said that following the attack, there has been a noticeable drop in the number of passengers opting to travel to Srinagar, leading to poor flight bookings and financial unsustainability on this route.

"When the service was first introduced, the response from travelers was very encouraging. Most flights were operating at nearly full capacity," said an airport official on condition of anonymity. "However, the Pahalgam attack seems to have rattled public sentiment. Bookings started falling sharply within days."

The airline, in a brief statement, confirmed that the Lucknow-Srinagar route has been "temporarily suspended" and added that a detailed review will be conducted by June. "If the passenger demand does not improve, the suspension may become permanent," the statement noted.

The recent terror attack in Pahalgam, a popular tourist destination in south Kashmir, involved a targeted strike on tourists and sent shockwaves across the region, especially among tourists and stakeholders in the travel industry. Though authorities in Jammu and Kashmir have

since tightened security and assured safe conditions for tourists, the incident has clearly impacted traveler confidence.

Travel agents and tourism industry representatives in both Lucknow and Srinagar are disappointed by the development. "The direct flight was a huge boost for tourism between the two regions," said Rahul Bhatnagar, a Lucknow-based travel consultant. "It cut down travel time and encouraged people to explore Kashmir. But after the attack, many of our clients began cancelling their trips."

The airline has cited low passenger demand as the reason for halting operations and will reassess the route's viability by June, the abrupt suspension comes in the wake of the terrorist attack in Pahalgam

With summer holidays approaching and Kashmir usually witnessing a rise in tourist activity during this period, stakeholders are hopeful that the situation may improve if peace is maintained and tourists regain their confidence.

The Uttar Pradesh Tourism Department had also welcomed the launch of the direct flight, seeing it as a gateway for increased tourism and business exchange. Now, officials are reportedly in touch with IndiGo and aviation authorities to explore ways to revive the service if conditions stabilise.

For now, travelers from Lucknow will have to rely on connecting flights via Delhi or other hubs to reach Srinagar, making travel less convenient and more time-consuming.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

7 MAY 2025

एयर इंडिया ने टोरंटो-दिल्ली उड़ान को फ्रैंकफर्ट की तरफ मोड़ा

नई दिल्ली/मुंबई (भाषा)। टोरंटो से दो मई को राष्ट्रीय राजधानी आने वाली एयर इंडिया की एक उड़ान को शौचालयों के अनुपयोगी हो जाने के कारण फ्रैंकफर्ट की ओर मोड़ना पड़ा। सूत्रों ने यह जानकारी दी है। संपर्क करने पर एयर इंडिया के प्रवक्ता ने बताया कि तकनीकी समस्या के कारण उड़ान का मार्ग परिवर्तित किया गया था। एयरलाइन सूत्रों ने बताया कि उड़ान संख्या एआई188 को फ्रैंकफर्ट की ओर मोड़ना पड़ा, क्योंकि कुछ शौचालय इस्तेमाल लायक नहीं थे।

पिछले दो महीनों में यह दूसरी घटना है जब एयर इंडिया के चौड़ी बाँड़ी वाले विमान को शौचालयों के भरने के कारण बीच रास्ते से लौटना पड़ा। छह मार्च को शिकागो से दिल्ली जाने वाली उड़ान एआई126 को भी इसी समस्या के कारण 10 घंटे से अधिक समय तक हवा में रहने के बाद अमेरिकी शहर लौटना पड़ा था। एयर इंडिया के प्रवक्ता ने एक बयान में कहा कि दो मई को टोरंटो से दिल्ली के लिए बिना कहीं रुके उड़ान भरने वाली एआई 188 को तकनीकी समस्या के कारण फ्रैंकफर्ट की ओर मोड़ दिया गया था। बयान के अनुसार, विमान कुछ घंटों के भीतर फ्रैंकफर्ट से उड़ान भरकर अपने गंतव्य दिल्ली के लिए रवाना हो गया। फ्लाइट ट्रेकिंग वेबसाइट 'फ्लाइटराडार 24.कॉम' पर उपलब्ध जानकारी के अनुसार, यह उड़ान बोइंग 7770-337 विमान से संचालित की गई थी। एक सूत्र ने बताया

कि पुराने विमानों और यात्रियों के व्यवहार के कारण एयर इंडिया के विमानों को लंबी दूरी के मार्गों पर परिचालन में दिक्कतें आ रही हैं। सूत्र ने बताया कि अमेरिका और कनाडा के मार्गों पर उड़ान भरने वाले अधिकांश चौड़ी बाँड़ी वाले विमान पुराने हैं, जिसके कारण उनमें पाइपलाइन/जलनिकासी संबंधी समस्याएं आती रहती हैं। पाइपे पुरानी हैं और आपस में जुड़ी हुई हैं, और जब भी कोई अपशिष्ट टैंक जाम हो जाता है तो इससे विमान के आधे शौचालय अवरुद्ध हो जाते हैं।

शौचालयों के अनुपयोगी होने के कारण लिया गया फैसला

सूत्र ने बताया कि आम तौर पर, एक विस्तृत बाँड़ी प्लेन पर दो अपशिष्ट टैंक होते हैं जिनसे ये शौचालय पाइप जुड़े होते हैं। इसके अलावा, सूत्र ने बताया कि कुछ यात्री लापरवाही से शौचालय में कचरा फेंक देते हैं

उससे भी सिस्टम जाम हो जाता है। एयरलाइन ने फ्लाइट एआई126 के बारे में बयान में कहा था कि उड़ान के लगभग एक घंटे और पैतालीस मिनट बाद चालक दल ने बताया कि बिजनेस और इकोनॉमी क्लास के कुछ शौचालय इस्तेमाल करने लायक नहीं रह गए हैं। बयान के अनुसार, इसके बाद, विमान में 12 में से आठ शौचालय अनुपयोगी हो गए, जिससे विमान में सवार सभी लोगों को परेशानी हुई। उस समय, एयरलाइन ने यात्रियों से 'शौचालय का उपयोग केवल उन्हीं उद्देश्यों के लिए करने' का आग्रह किया था, जिसके लिए वे बने हैं।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 MAY 2025

Bangkok to Moscow flight makes emergency landing

TIMES NEWS NETWORK

New Delhi: An Aeroflot flight en route from Bangkok to Moscow made an emergency landing at Delhi's Indira Gandhi International (IGI) Airport on Tuesday evening after suspected fumes were reported in the cabin. The aircraft, operating flight SU273, landed safely, and no injuries were reported, officials said.

The flight, carrying around 425 passengers, departed Bangkok at 1.40 pm (local time) and was scheduled to reach Moscow by 7 pm. "While mid-air, the pilot contacted Delhi Air Traffic Control and requested an emergency landing due to suspected fumes in the cabin. A full emergency was declared at 3.50 pm (IST)," said an airport official.

The plane landed at 4.30 pm (IST) and was moved to an isolation bay. "All passengers safely disembarked from the aircraft, which was shifted to an isolation bay. Airport ground and emergency staff were present during the landing as a

precautionary measure," said the official. According to the fire department, they responded swiftly, dispatching three fire tenders and nearly 20 firefighters. Fortunately, there was no fire or incident reported.

Aeroflot in a statement said, "The departure from Delhi to Moscow is delayed due to a technical inspection of the aircraft. Currently, discussions are underway with the Indian immigration authorities regarding clearance for border crossing and accommodation arrangements for passengers at a hotel."

This marks another in a series of emergency landings at IGI Airport. Last month, a Jeddah-Delhi flight with 404 passengers made an emergency landing due to a suspected flat tyre. In May 2023, an Air India Delhi-Bangalore flight returned mid-air after a fire warning. In July 2023, a Kolkata-bound flight turned back due to a technical issue. Similarly, on June 21, 2023, a Delhi-Dehradun flight returned to IGI following a technical glitch.

What Pak Airspace Closure Means For Indian Carriers

It's taking longer to fly west and airlines are burning more fuel, while air traffic controllers in Mumbai are having to cope with a lot more flights coming their way

Manju V & Saurabh Sinha | TNN

At 6pm, on April 24, Pakistan shut its airspace to Indian carriers. The same day, India had taken some very strong steps against Pakistan, which it held responsible for the Pahalgam terror attack two days earlier. So, as India suspended the Indus Water Treaty and asked Pakistani citizens to leave the country within 48 hours, Islamabad hit back by closing its airspace to Indian flights.

Result? A three-hour Delhi-Tashkent flight became a 6-hour haul. A breezy two-and-a-half-hour flight from Delhi to Almaty became a five-and-a-half-hour ordeal. Indigo, which operates this route, was in an unenviable position: it was flying twice the distance for the same fare. On April 27, the airline suspended its Almaty flight. The next day, it suspended its Tashkent service.

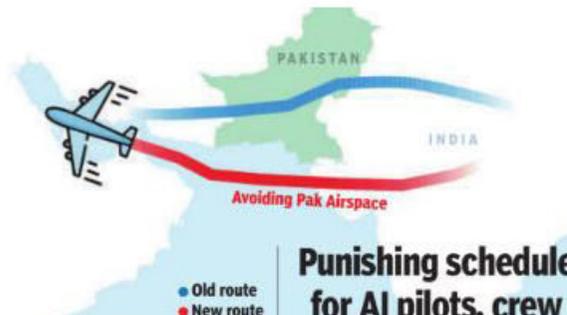
Air India, too, has taken a big hit. Its Delhi-New York non-stop, which used to take 14 and a half hours, now needs a stopover in Vienna because it is taking a longer route and needs to refuel. Earlier, it used to overfly the Pak airspace and burnt about 1,06,500kg of fuel (these are Boeing 777 aircraft), but now via Vienna, requires 1,25,500kg of fuel. Not only is it now taking longer to reach New York (about 19 hours), carbon emission has gone up too — from 336 metric tonnes to 386.

Routes Have Got Longer

This is not the first time Pak airspace has been shut to Indian carriers. It happened in 1971 (Indo-Pak War), 1999 (Kargil War), 2001-02 (after Parliament attack), and then in 2019 (following Balakot airstrikes).

But it's not just Pak airspace. Commercial airlines stopped using the Afghan airspace after the Taliban takeover in Aug 2021. After this, Air India started using the Hindukush route (Papa 500) for its Europe, UK & North America flights to and from Delhi. This involved flying from Delhi to North Pakistan, then over the Hindukush range, CIS countries, to further west. (This is no longer an option.)

Then, when Russia invaded Ukraine in Feb 2022, many airlines stopped overflying Ukraine. Western airlines



Punishing schedule for AI pilots, crew

don't overfly Russia too, though Indian, Chinese and Gulf carriers do.

More recently the Israel-Hamas conflict in Oct 2023 affected the airspace over Jordan and Lebanon, with airlines playing safe. Air India, too, avoided this airspace and changed course whenever conflict escalated.

Pressure On Mumbai

Since April 24, over 130 westbound international flights taking off daily from northern and eastern airports — Delhi, Amritsar, Chandigarh, Lucknow, Jaipur, and Kolkata — are being rerouted south, where the Ahmedabad and Mumbai air traffic control assign them altitudes and put them on to routes to overfly the Arabian Sea and reach the Muscat air space. Once there, they turn north to overfly Iran and complete the detour. In normal times, these flights, after taking off, turned west to cross over to Pakistan and showed up on the radars of Lahore or Karachi air traffic control before they moved into Iran.

"Every time Pakistan shuts down its airspace, Mumbai air traffic control gets a rush of rerouted flights overflying from north and east India," said a retired air traffic controller. This time around,

Mumbai air traffic control has been handling about 130 rerouted flights per day, while Ahmedabad's handling about 80, passing most of them over to Mumbai. These flights bunch up during peak hour, leading to dense traffic at certain times of the day, such as 9.30pm to 11pm and 2am to 3.30am.

Lima 639 & Lima 301

Yes, you read that right. They are the names of flight routes the ATC gives. Lima 639 is a very recent invention. The 2019 airspace closure was the most challenging one. Overnight, about 500 flights were rerouted south and showed up in the airspace controlled by the Mumbai air traffic control. "All countries stopped using the Pakistan air space. The current load is comparatively

lighter with only about 130 additional rerouted flights, mostly belonging to Indian carriers," the retired air traffic controller said.

"The load was immediate and immense, too heavy for the existing air routes to handle," he said. "That's how the air route L639 was established — born out of necessity. Of the six routes taken by flights from Mumbai to Muscat air space, L639 is the most popular. Since the rerouted flights come from the north, they try to catch the first available route to the west without overflying the Pak airspace and that's L639," he said.

L639 starts over Bhopal, links to Ahmedabad, Mundra, then overflies the Arabian Sea to end at a waypoint (a navigational checkpoint at a specific location in space) called 'RASKI', near Muscat.



L301 is the next bet for airlines. It runs about 150 nautical miles (278 km) south of L639 and converges at RASKI. Along these two air routes, traffic has been dense following the Pak airspace closure. Aircraft flying west — from India to US, Europe — are assigned even-numbered altitudes and they cruise at 30,000ft, 32,000ft, 34,000ft, etc. up to about 42,000ft. Aircraft flying from west to east into India are put on odd-numbered flight levels — 29,000ft, 31,000, 33,000ft and so on. And along each flight level or altitude on L639 and L301, aircraft are lined up one behind the other, separated by 20 nautical miles (37km).

Along most other air routes over the sea, a horizontal separation of 50 nautical miles (93km) is maintained between aircraft flying on a given flight level. But in the past few years, the Mumbai air traffic control, in a providential move, put procedures and practices in place that has enabled them to reduce the horizontal separation on L639 and L301. In Jan, trials were completed, and L639 and L301 became the first two air routes in the Asia Pacific to afford a reduced horizontal separation of 20 nautical miles.

"With the reduced separation, more aircraft can be accommodated at each altitude," he added. But the traffic density has been so high on these two routes that flights going from Mumbai to places like Shamsabad, Pune, Nagpur, Kolkata are being put on routes that are 50nm or 100nm (186 km) south of L301. So, even domestic flights have been indirectly hit by the Pak airspace closure, he said.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

6 MAY 2025

Punishing schedule for AI pilots, crew

Saurabh.Sinha@timesofindia.com

Time flies when you fly. That was the old saying in Air India. But that's not true anymore, at least for its crew members operating the North America long hauls. Since last month, with a refuelling halt in Europe, the same crew is having to put in four to six hours more.

All four pilots are required to be in the flight deck during take-off and remain there for half an hour after getting airborne. All of them are also supposed to be in the flight deck for an hour and a half before landing. Now, with two take-offs and two landings, all four have to spend four hours in the flight deck, as against only two hours during a non-stop.

"That leaves 5-6 hours of cruise time during which one set first takes rest for two and a half to three hours and then the other set for the same time. This cycle is repeated

on the Europe-North America leg of the flight. We are not machines that can switch on and off at will. Earlier, there was time to unwind and doze off. Now fatigue sets in and it gets very tiring when we reach the destination," said a pilot, a sentiment shared by many others.

The same is true for the cabin crew. After landing in North America, the crew gets a minimum gap of 36 hours after which they can operate back to India where their rest period has been extended from 120 hours to 132 hours.

The general consensus among pilots is that if this is only for a month or so, then they can manage. But if this drags on, Air India will have to go for a crew change.

Meanwhile, AI is trying to altogether bypass Pakistan — for good — on its flights to and from Europe and North America. It is charting out a route that involves flying via Ladakh, China, and Russia for its flights out of north India.

However, this has its share of operational problems. The Tibetan terrain is at a very high altitude. Besides, India has yet to allow China to resume non-stop flights to India, and there's a big question mark on whether China will cooperate.

“We are not machines that can switch on and off at will. Earlier, there was time to unwind and doze off. Now fatigue sets in...”