



Corporate Communications Directorate

BUSINESS LINE

DELHI

7 OCTOBER 2025

Navi Mumbai airport to see overseas flights from day 1

Our Bureau
Mumbai

The lotus-themed airport terminal stands tall in the town of Ulwe on the outskirts of Mumbai. Built on reclaimed marshland at an estimated cost of ₹20,000 crore, the Navi Mumbai airport's phase 1 will aid connectivity, improve passenger convenience and bring to fruition the city's dream of a second airport.

Prime Minister Narendra Modi will inaugurate the facility on Wednesday. Passenger operations will begin from December, with both domestic and international flights starting from day one. Discussions are underway with airlines for short-haul overseas flights.

The airport will gradually ramp up its handling capacity, with an initial capacity of 20 million passengers per year. In the first month, the airport will function for twelve hours (8 am to 8 pm) with 8-10 flights per hour. These will scale up gradually to 20 and 30 movements per hour. Navi Mumbai International Airport Ltd CEO BVJK Sharma said the airport had

put in place measures to alleviate traveller anxiety related to car parking, airport entry, check-in process and baggage claim, among others. "We will have trusted traveller programme from day one so that people who have registered can clear immigration without having to wait in a queue," Sharma said. There will be 22 self-baggage drop kiosks to ease the check-in process.

Passengers would be able to pre-order food from multiple joints at a kiosk and get it delivered at the baggage gate. There will be retail, F&B and gaming zones in the forecourt.

WORKS ON TERMINAL 2

Adani Airport Holdings Ltd CEO Arun Bansal said current traffic demand of the Mumbai Metropolitan Region is 70-75 million and that is underserved because of capacity constraints at Mumbai airport. Design work on Navi Mumbai airport's second terminal has begun, and construction is expected to start during the fiscal year. The second terminal will be ready by 2029 and will add another 30 million capacity per year.

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे के विस्तार की तैयारी

अदाणी करेगा और निवेश

देव चटर्जी

नवी मुंबई, 6 अक्टूबर

अदाणी समूह नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का विस्तार करने के लिए 30,000 करोड़ रुपये के अतिरिक्त निवेश की योजना बना रहा है। हवाई अड्डे का परिचालन दिसंबर में शुरू करने वाला है। अदाणी एयरपोर्ट्स होल्डिंग्स लिमिटेड के वरिष्ठ अधिकारियों ने बुधवार को प्रधानमंत्री नरेंद्र मोदी के हाथों इस हवाई अड्डे के उद्घाटन से पहले यह जानकारी दी।

समूह इस नए हवाई अड्डे के विकास पर पहले ही लगभग 20,000 करोड़ रुपये का निवेश कर चुका है और दूसरे टर्मिनल के डिजाइन का काम शुरू कर चुका है। नया निवेश विस्तार के अगले चरण के लिए पैसा मुहैया कराएगा। कंपनी को उम्मीद है यह चरण साल 2029 तक पूरा हो जाएगा।

अदाणी एयरपोर्ट्स के अधिकारी ने नाम न बताने की शर्त पर कहा, 'दूसरे चरण के टर्मिनल के लिए डिजाइन का काम पहले ही शुरू हो चुका है और हमें उम्मीद है कि यह साल 2029 तक चालू हो जाएगा।' कंपनी अगले चरण के लिए ऋण और इक्विटी दोनों तरह से रकम जुटाने की योजना बना रही है। हालांकि अदाणी समूह इस एयरपोर्ट होल्डिंग कंपनी को सूचीबद्ध करने की योजना बना रहा है, लेकिन अधिकारी ने इसकी कोई समयसीमा नहीं बताई। इस परियोजना में महाराष्ट्र सरकार की 26 प्रतिशत हिस्सेदारी है, जबकि शेष हिस्सेदारी अदाणी समूह के पास है।

पूरा होने के बाद नवी मुंबई हवाई अड्डे की कुल क्षमता प्रति वर्ष 9 करोड़ यात्रियों की होगी। इस तरह क्षमता के लिहाज से यह भारत का सबसे बड़ा हवाई अड्डा बन जाएगा।



30,000 करोड़ रुपये का होगा अतिरिक्त निवेश

■ बुधवार को प्रधानमंत्री करेंगे नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन

■ दिसंबर में शुरू करने वाला है हवाई अड्डे पर यात्री परिचालन

■ दूसरे चरण के टर्मिनल के लिए डिजाइन का काम पहले ही शुरू हो चुका है और उम्मीद की जा रही है कि यह साल 2029 तक चालू हो जाएगा

■ पूरा होने के बाद नवी मुंबई हवाई अड्डे की कुल क्षमता प्रति वर्ष 9 करोड़ यात्रियों की होगी और क्षमता के लिहाज से यह देश का सबसे बड़ा हवाई अड्डा होगा

पहला चरण एक ही रनवे के साथ संचालित होगा और पहले दिन से ही घरेलू और अंतरराष्ट्रीय दोनों उड़ानों के लिए सालाना 2 करोड़ यात्रियों को संभालेगा। पहले चरण का उद्घाटन इस सप्ताह होने वाला है।

नए हवाई अड्डे पर परिचालन के लिए हवाई अड्डे ने पहले ही अकासा एयर, इंडिगो और एयर इंडिया के साथ करार कर लिया है। अधिकारी ने कहा, 'हम अकासा, इंडिगो और एयर इंडिया के साथ अपनी साझेदारी

का ऐलान पहले ही कर चुके हैं, जिससे पहले चरण में हमारी क्षमता लगभग पूरी हो जाएगी।' शुरुआती चरण में प्रति घंटे लगभग 20 से 23 विमानों की आवाजाही होगी और परिचालन स्थिर होने पर इसे बढ़ाने की सुविधा होगी। हवाई अड्डे के साथ कनेक्टिविटी ध्यान दिए जाने वाला प्रमुख क्षेत्र रहा है। अधिकारी ने बताया कि हाल में खुला अटल सेतु दक्षिण मुंबई और नवी मुंबई के बीच यात्रा का वक्त घटाकर 20

मिनट कर देता है। मेट्रो लिंक और मुंबई व हैदराबाद के बीच प्रस्तावित हाई-स्पीड रेल कॉरिडोर के जरिये अतिरिक्त कनेक्टिविटी की योजना बनाई जा रही है जो हवाई अड्डे के पूर्वी हिस्से के पास से गुजरेगा। अधिकारियों ने बताया कि दूसरे चरण में एक बड़ा कार्गो टर्मिनल और 5 बड़े हैंगरों वाला देश का सबसे बड़ा रखरखाव, मरम्मत और ओवरहाल (एमआरओ) केंद्र शामिल होगा।

दूसरे चरण से 3 करोड़ यात्रियों की क्षमता जुड़ेगी। पूरी तरह विकसित होने पर इस हवाई अड्डे का कार्गो टर्मिनल सालाना 38 लाख टन माल संभालने में सक्षम होगा, जिससे नवी मुंबई देश के सबसे बड़े कार्गो केंद्रों में से एक बन जाएगा।

NAVI MUMBAI AIRPORT READY FOR TAKEOFF



PHOTO: COMPANY

Navi Mumbai International Airport is set to be inaugurated by Prime Minister Narendra Modi on Wednesday. The first phase, which has come up at an investment of ₹19,500 crore, will become operational from December with a single runway and handle 20 million passengers annually. The Adani group plans to invest additional ₹30,000 crore to expand the new airport, said executives of Adani Airports Holdings 2 ▶

Adani to put ₹30K cr more in Navi Mumbai airport

PM to inaugurate facility tomorrow; passenger operations to take off in December; expansion blueprint ready



DEV CHATTERJEE
Navi Mumbai, 6 October

The Adani group plans to invest an additional ₹30,000 crore to expand the Navi Mumbai International Airport, which is set to begin operations in December, senior executives at Adani Airport Holdings said ahead of the facility's inauguration by Prime Minister Narendra Modi on Wednesday.

The group has already invested about ₹20,000 crore in developing the green-field airport and has started design work on the second terminal. The new investment will fund the next phase of expansion, which the company expects to complete by 2029. "The design work for the second-phase terminal has already begun, and we expect to commission it by 2029," an Adani Airport executive said.

The company plans to raise funds for this phase through a mix of debt and equity. Though Adani group plans to list the airport holding company, the execu-

tive did not indicate any timeline. The Maharashtra government holds a 26 per cent stake in the project, with the remainder owned by Adani group.

Once completed, the Navi Mumbai airport will have a total capacity of 90 million passengers per annum (mppa), making it India's largest airport by capacity. The first phase will operate with a single runway and handle 20 mppa, catering to both domestic and international flights from Day One.

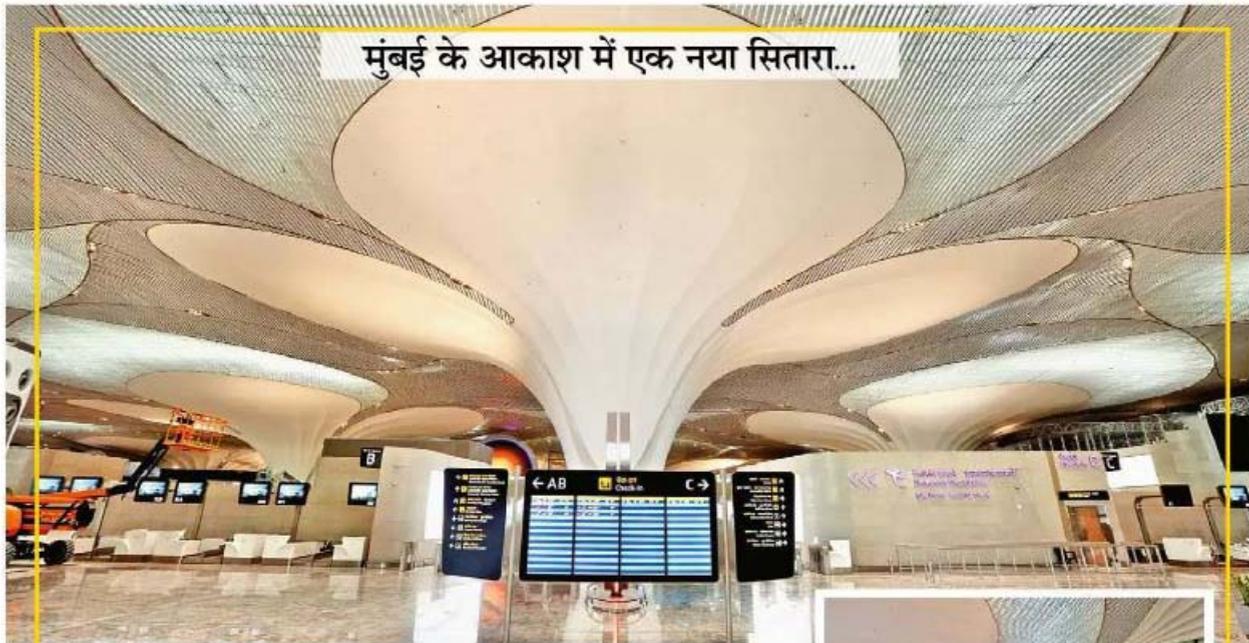
The airport has already tied up with Akasa Air, IndiGo, and Air India for operations. "We have already announced our partnership with Akasa, IndiGo, and Air India, which pretty much fills up the capacity we have in the first phase," the executive said. The initial phase will handle 20-23 aircraft movements per hour, with the flexibility to scale up as operations stabilise.

Connectivity has been a key focus. The recently opened Atal Setu reduces travel time between South Mumbai and Navi

Mumbai to about 20 minutes, the executive said. Additional links are planned through Metro extensions and a proposed high-speed rail corridor between Mumbai and Hyderabad, which will pass near the airport's eastern side.

Executives said the second phase, which will add capacity for 30 million passengers, will include a major cargo terminal and India's largest maintenance, repair and overhaul facility, with five large hangars. When fully developed, the cargo terminal will be capable of handling 3.8 million tonnes per annum, positioning Navi Mumbai as one of the country's largest cargo hubs. "Our ambition is to make Mumbai and Navi Mumbai the hub for cargo. India doesn't have a cargo hub today, and Navi Mumbai will play a big role in changing that," the executive said.

The group also aims to establish Navi Mumbai as a passenger hub comparable to Dubai, leveraging Air India's and IndiGo's planned international expansion.



मुंबई के आकाश में एक नया सितारा...

नवी मुंबई एयरपोर्ट: कमल के आकार में निखरेगा, पहले चरण में सालाना 2 करोड़ यात्रियों की क्षमता

भारत न्यूज़ मुंबई | नवी मुंबई अंतरराष्ट्रीय हवाईअड्डा देश के सबसे बड़े और अत्याधुनिक हवाईअड्डों में से एक बनने जा रहा है। उपनगरीय क्षेत्र उलवे में 1,160 हेक्टेयर (करीब 11.6 वर्ग किमी) में बन रहा यह मुंबई का दूसरा हवाईअड्डा होगा। इसके पहले चरण का उद्घाटन प्रधानमंत्री नरेंद्र मोदी 8 अक्टूबर को करेंगे। दिसंबर में यहाँ से कमर्शियल उड़ानें शुरू होंगी। जवाहरलाल नेहरू पोर्ट ट्रस्ट, मुंबई ट्रांस-हाबर् लिंक के करीब होने से यह मुंबई महानगर को बढ़ती हवाई यात्रा की मांग को पूरी करेगा।

- निर्माणकर्ता: महाराष्ट्र नगर एवं औद्योगिक विकास निगम लि. (सिडको) और अदाणी एयरपोर्ट होल्डिंग्स लि।
- मालिकाना: 74% अदाणी समूह, 26% सिडको।
- कुल लागत: 19,647 करोड़ रुपए। • रनवे: 3,700 मीटर लंबा, बड़े वाणिज्यिक विमानों को संभालने में सक्षम।

- पहला चरण: 2 करोड़ यात्रियों की सालाना क्षमता।
- पूर्ण क्षमता: 9 करोड़ यात्री और 32.50 लाख मीट्रिक टन मालवाहन क्षमता प्रति वर्ष।
- शुरुआत: 60 उड़ानें रोजाना। भविष्य में 240-300 उड़ानें तक बढ़ाने की योजना।



साक्षरियत: राष्ट्रीय फूल कमल से प्रेरित वास्तुकला! ऊंची छतें और धीरे की तरह चमकती दीवारें।



Corporate Communications Directorate

DESHBANDHU

DELHI

7 OCTOBER 2025

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन करेंगे मोदी

मुंबई का होगा दूसरा अंतरराष्ट्रीय हवाई अड्डा

मुंबई, 6 अक्टूबर (एजेंसियां)। प्रधानमंत्री नरेंद्र मोदी 8 अक्टूबर को स्टेट-ऑफ-द-आर्ट नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन करेंगे। यह मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड (अदाणी एयरपोर्ट्स होल्डिंग्स लिमिटेड की एक सहायक कंपनी) और सीआईडीसीओ (महाराष्ट्र नगर एवं औद्योगिक विकास निगम लिमिटेड) के बीच एक पब्लिक-प्राइवेट पार्टनरशिप (पीपीपी) परियोजना है। इसमें मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड की 74 प्रतिशत और सीआईडीसीओ की 26 प्रतिशत हिस्सेदारी है। नवी मुंबई हवाई अड्डा, छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे के बाद मुंबई का दूसरा अंतरराष्ट्रीय हवाई अड्डा होगा। इस हवाई अड्डे को हाल ही में नागरिक उड्डयन महानिदेशालय (डीजीसीए) से परिचालन शुरू करने के लिए हवाई अड्डा लाइसेंस प्राप्त हुआ है। यह हवाई अड्डा घरेलू और अंतरराष्ट्रीय दोनों यात्रियों के लिए स्टेट-ऑफ-द-आर्ट सुविधाओं से लैस है। इसमें लाज कमर्शियल एयरक्राफ्ट को हैंडल करने के लिए 3,700 मीटर लंबा रनवे, मॉडर्न पैसेंजर टर्मिनल और एडवॉंस्ट एयर ट्रेफिक कंट्रोल सिस्टम शामिल हैं। एक बार चालू होने के बाद, इसके शुरुआती चरण में प्रति वर्ष 2 करोड़ यात्रियों (एमपीपीए) को संभालने और मुंबई महानगर क्षेत्र और पश्चिमी भारत की बढ़ती हवाई यातयात मांगों को पूरा करने के साथ-साथ भारत की ग्लोबल कनेक्टिविटी को मजबूत करने की उम्मीद है। यह हवाई अड्डा जवाहरलाल नेहरू पोर्ट ट्रस्ट (जेएनपीटी) बंदरगाह से 14 किमी, महाराष्ट्र इंडस्ट्रियल डेवलपमेंट कॉरपोरेशन (एमआईडीसी), तलोजा इंडस्ट्रियल एरिया से 22 किमी, मुंबई पोर्ट ट्रस्ट (मुंबई ट्रांस हार्बर लिंक के माध्यम से) से 35 किमी, ठाणे से 32 किमी और पावरलूम शहर भिवंडी से 40 किमी दूर होगा। इंडीगो, अकासा एयर और एयर इंडिया एक्सप्रेस जैसी एयरलाइनों ने हवाई अड्डे से परिचालन शुरू करने की योजना की घोषणा की है, जिसमें शुरुआती उड़ानें विभिन्न घरेलू शहरों को जोड़ेंगी। इस हवाई अड्डे में 5 लाख मीट्रिक टन प्रति वर्ष क्षमता के साथ एक फुली ऑटो कार्गो टर्मिनल, सेमी-ऑटो मटीरियल हैंडलिंग सिस्टम (एमएचएस), 100 प्रतिशत शिपमेंट ट्रेकिंग, टूक मैनेजमेंट सिस्टम, कार्गो कम्प्युनिटी सिस्टम और केशलेस और पेपरलेस ऑपरेशन के लिए डिजाइन की गई कार्गो सुविधा होगी।



DESHBANDHU

DELHI

7 OCTOBER 2025

उद्घाटन की दहलीज पर जेवर एयरपोर्ट

ग्रेटर नोएडा, 6 अक्टूबर (देशबन्धु)। जेवर में बन रहा नोएडा इंटरनेशनल एयरपोर्ट (जिसे जेवर एयरपोर्ट के नाम से भी जाना जाता है) अब अपने उद्घाटन के करीब पहुंच चुका है। यह एयरपोर्ट दिल्ली-एनसीआर क्षेत्र को एक नई उड़ान देने की तैयारी में है, जहां निर्माण कार्य की अंतिम चरण में तेजी देखी जा रही है। विकासकर्ता कंपनी यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (यापल) और टाटा प्रोजेक्ट्स के सहयोग से चल रहे इस मेगा प्रोजेक्ट में करीब 10,000 मजदूर दिन-रात काम कर रहे हैं। एयरपोर्ट का पहला चरण 1,334 हेक्टेयर क्षेत्र में फैला हुआ है और यह एशिया का सबसे बड़ा एयरपोर्ट बनने की राह पर है, जो दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर बढ़ते बोझ को कम करने में मदद करेगा।

निर्माण कार्य में अंतिम स्पर्श : रनवे और टर्मिनल तैयार

एयरपोर्ट के रनवे और एयर ट्रेफिक कंट्रोल (एटीसी) टावर का निर्माण पहले ही पूरा हो चुका है। अब टर्मिनल बिल्डिंग, पार्किंग क्षेत्र और अन्य सुविधाओं में फिनिशिंग का काम जारों पर है।

हाल ही में नागरिक उड्डयन विभाग के अपर मुख्य सचिव दीपक कुमार ने साइट का निरीक्षण किया, जहां यापल ने आश्वासन दिया कि 30 अक्टूबर तक सभी कार्य पूरे कर लिए जाएंगे। टाटा प्रोजेक्ट्स की देखरेख में चल रहे इस प्रोजेक्ट में स्विट्जरलैंड की ज्यूरिख एयरपोर्ट इंटरनेशनल एजी की तकनीकी



■ 15 नवंबर से कुछ विमानों का उड़ान संभव

भागीदारी है, जो इसे विश्व स्तरीय बनाने में योगदान दे रही है। पहला चरण 12 मिलियन पैसेंजर्स को सालाना क्षमता के साथ तैयार हो रहा है, जिसमें आधुनिक सुविधाएं जैसे ऑटोमेटेड चेक-इन, बैगज हैंडलिंग सिस्टम और पर्यावरण-अनुकूल डिजाइन शामिल हैं।

लाइसेंस और संचालन: डीजीसीए की हरी झंडी का इंतजार

डायरेक्टरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने एयरपोर्ट का निरीक्षण पूरा कर लिया है और लाइसेंस जारी करने की प्रक्रिया

■ एयरपोर्ट का सभी कार्य 30 अक्टूबर तक पूरा करने का निर्देश

अंतिम चरण में है। अधिकारियों का कहना है कि सभी सुरक्षा मानकों को जांच हो चुका है। उद्घाटन के बाद कर्माश्रित फ्लाइट्स का संचालन दिसंबर से शुरू होने की संभावना है, हालांकि 15 नवंबर से पहले कुछ परीक्षण उड़ानें संभव हैं।

केंद्रीय मंत्री राम मोहन नायडू ने घोषणा की है कि 30 अक्टूबर को एयरपोर्ट का उद्घाटन होगा, और शुरुआती फ्लाइट्स बेंगलुरु तथा हैदराबाद के लिए उड़ान भरेंगी। यह दीवाली पर एक बड़ा तोहफा साबित होगा, जहां प्रधानमंत्री नरेंद्र मोदी खुद उद्घाटन करेंगे।

कनेक्टिविटी और विस्तार: एनसीआर की नई धुरी

एयरपोर्ट को दिल्ली-एनसीआर से जोड़ने के लिए रैपिड रेल ट्रांजिट सिस्टम का काम भी तेजी से चल रहा है। एनसीआरटीसी ने गुरुग्राम-फरीदाबाद-नोएडा-ग्रेटर नोएडा को जोड़ने वाले 60 किमी लंबे कॉरिडोर का जियो-टेक्निकल सर्वे पूरा कर लिया है, जो 180 किमी/घंटा की स्पीड से चलेगा। यह कॉरिडोर जेवर एयरपोर्ट से सीधे जुड़ेगा, जिससे यात्रा समय काफी कम हो जाएगा। इसके अलावा, फेज 2 और 3 के लिए 14 गांवों में भूमि अधिग्रहण शुरू हो चुका है, जो एयरपोर्ट की क्षमता को 70 मिलियन पैसेंजर्स तक बढ़ाएगा। यह प्रोजेक्ट नोएडा को भारत का सबसे बड़ा ट्रांसपोर्ट हब बना देगा, जिसमें मेट्रो, हाईवे और रेल कनेक्टिविटी शामिल होगी।

आर्थिक प्रभाव: रोजगार और विकास की नई उड़ान

यह एयरपोर्ट दिल्ली-एनसीआर को दुनिया का सबसे व्यस्त शहरी क्षेत्र बनाने में अहम भूमिका निभाएगा। निर्माण चरण में ही हजारों रोजगार सृजित हो चुके हैं, और संचालन शुरू होने पर लाखों नौकरियां पैदा होंगी। रियल एस्टेट, टूरिज्म व लॉजिस्टिक्स सेक्टर में बूम की उम्मीद है। विशेषज्ञों का मानना है कि यह दिल्ली एयरपोर्ट पर बढ़ते ट्रेफिक को संभालेगा और क्षेत्र की जीडीपी में महत्वपूर्ण योगदान देगा। कुल मिलाकर, जेवर एयरपोर्ट उत्तर प्रदेश के इन्फ्रास्ट्रक्चर विकास की एक मिसाल बनेगा, जो 2025 के अंत तक पूरी तरह चालू हो जाएगा।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

7 OCTOBER 2025

दिल्ली एयरपोर्ट मेट्रो लाइन से गुरुग्राम की होगी सीधी कनेक्टिविटी

सत्येंद्र सिंह, जागरण

नई दिल्ली: दिल्ली तथा हरियाणा एनसीआर के शहरों के बीच मेट्रो की कनेक्टिविटी बढ़ाने के लिए केंद्र व हरियाणा सरकार ने एक लक्ष्य और तय किया है। दिल्ली स्थित इंदिरा गांधी इंटरनेशनल एयरपोर्ट मेट्रो लाइन से गुरुग्राम को सीधे जोड़ने की योजना है। नई दिल्ली से

धौलाकुआं होते हुए एयरपोर्ट वाली मेट्रो लाइन को गुरुग्राम के पालम विहार तक विस्तार दिया जाना है। इसके लिए दिल्ली मेट्रो रेल कारपोरेशन (डीएमआरसी) की ओर से काम आरंभ कर दिया गया है। प्रोजेक्ट की फाइल एक माह में केंद्र की वित्तीय समिति के पास जाएगी। उसके बाद केंद्रीय कैबिनेट से स्वीकृति दी जानी है। यह कार्य पूरा

हरियाणा के आग्रह पर केंद्र सरकार ने सहमति जताई, प्रस्ताव पर डीएमआरसी कर रहा काम, चार साल में पूरा होगा प्रोजेक्ट

करने के बाद मेट्रो लाइन के लिए जमीन अधोग्रहण की प्रक्रिया आरंभ हो जाएगी। चार साल में प्रोजेक्ट को पूरा कर लिया जाएगा।

हरियाणा के सीएम नायब सिंह सैनी ने प्रधानमंत्री नरेन्द्र मोदी से एक अक्टूबर को आग्रह किया था कि गुरुग्राम के लोगों को एयरपोर्ट आने-जाने के लिए मेट्रो लाइन की जरूरत है। पीएम ने इसपर केंद्रीय शहरी विकास मंत्री मनोहर लाल से बात कर इस नई लाइन को बिछाने के लिए आवश्यक कदम उठाने के निर्देश दिए। **संबंधित »** पृष्ठ 8



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

7 OCTOBER 2025

नोएडा एयरपोर्ट का 30 तक पूरा हो जाएगा कार्य

जागरण संवाददाता, ग्रेटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट का निर्माण कार्य 30 अक्टूबर तक पूरा हो जाएगा। टर्मिनल बिल्डिंग में फिनिशिंग का काम चल रहा है। महानिदेशालय नागर विमान इस माह एयरपोर्ट से विमान सेवा संचालन के लिए एयरोड्रम लाइसेंस

जारी कर सकता है।

नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन 30 अक्टूबर को संभावित है। उद्घाटन के मद्देनजर पिछले दिनों अपर मुख्य सचिव दीपक कुमार ने नोएडा इंटरनेशनल एयरपोर्ट का निरीक्षण किया था। एयरपोर्ट का निर्माण एवं संचालक

कंपनी यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. ने अपर मुख्य सचिव उड्डयन विभाग दीपक कुमार को भरोसा दिया है कि टर्मिनल बिल्डिंग में फिनिशिंग काम चल रहा है। इसे 30 अक्टूबर तक पूरा कर लिया जाएगा। रनवे, एटीसी टावर समेत अभी कार्य परे हो चके हैं।

होगा नवी मुंबई हवाई अड्डे का उद्घाटन

मुंबई की भूमिगत मेट्रो सेवा सहित कुछ अन्य परियोजनाओं का भी उद्घाटन करेंगे पीएम मोदी

ओमप्रकाश तिवारी • जागरण

मुंबई: पीएम नरेन्द्र मोदी बुधवार को अपने इंडिया वन विमान से सीधे नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआइए) पर उतरकर इस हवाई अड्डे का उद्घाटन करेंगे। मोदी इसी समारोह में मुंबई की भूमिगत मेट्रो सेवा सहित अन्य परियोजनाओं का भी उद्घाटन करेंगे।

पीएम के आगमन से पहले उनका विशेष विमान गत 'इंडिया वन' बुधवार को सुबह 10.30 बजे नवीनिर्मित हवाई अड्डे पर उतरकर ट्रायल कर चुका है। 'इंडिया वन' इस विमान तल पर उतरने वाला चौड़ी बाड़ी का पहला बोइंग-777 विमान है। इससे पहले दिसंबर में पतली बाड़ी के एयरबस-ए320 के साथ इंडिगो अपना ट्रायल पहले ही कर चुका है। इस विमानतल के उद्घाटन के बाद मुंबई दो हवाई अड्डे वाले दुनिया के चुनिंदा शहरों में शामिल हो जाएगा।

एनएमआइए का निर्माण करने वाली कंपनी नवी मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड में बड़ी भागीदारी अदाणी समूह की है। इसलिए गत मंगलवार को अदाणी समूह के चेयरमैन गौतम अदाणी ने भी इस विमानतल पर आकर तैयारियों का जायजा लिया। उन्होंने एक्स पर लिखा कि यह एयरपोर्ट हर उस शख्स की रचना है, जिसने इसे अपने हार्थों से



नरेन्द्र मोदी।

फाइल

गढ़ा है और अपने दिल में बसाया है। इस परियोजना पर कुल 19,600 करोड़ रुपए खर्च हुए हैं। जिसमें सिडको ने भूमि विकास के लिए 3,500 करोड़ रुपए का निवेश किया है। इस विमानतल पर 350 विमानों की पार्किंग और दो रनवे के लिए अलग-अलग टैक्सो की सुविधा होगी। लेकिन अभी इस विमानतल पर सिर्फ एक रनवे तैयार हुआ है। दूसरा रनवे 2029 तक बनकर तैयार होगा। एअर इंडिया, अकाशा एवं इंडिगो आदि विमानन कंपनियों ने इस हवाई अड्डे से अपनी सेवाएं शुरू करने की इच्छा जताई है।

नवी मुंबई एयरपोर्ट पर दिखाई देगी भारतीय संस्कृति की झलक : नवी मुंबई



नवी मुंबई अंतरराष्ट्रीय हवाईअड्डे का आंतरिक दृश्य।

एनएमआइ

हवाई अड्डे को देश के सबसे आधुनिक एवं पर्यावरण अनुकूल एयरपोर्ट्स में से एक बताया जा रहा है। पर्यावरण संरक्षण के लिए यहां हरित ऊर्जा एवं जल संरक्षण पर जोर दिया गया है। इसके पहले टर्मिनल पर डिजिटल आर्ट के जरिए भारतीय संस्कृति की झलक दिखाई गई है। विमानतल में प्रवेश के बाद विमान पर बोर्डिंग से पहले छत्रपति शिवाजी महाराज के उन 12 किलों की तस्वीरें उकेरी गई हैं, जिन्हें हाल ही में यूनेस्को की विश्व विरासत सूची में शामिल किया गया है। विमानतल के प्रबंधन में लगे अधिकारियों ने बताया कि इसके संचालन में एआइए के उपयोग से यात्रियों को अधिकतम सुविधाएं देने का प्रयास किया जाएगा।

डीवी पाटिल के नाम पर होगा नवी मुंबई एयरपोर्ट का नामकरण, प्रस्ताव भेजा

भविष्य में एक नई मेट्रो लाइन-8 की भी शुरुआत की जाएगी, जो एनएमआइए के विमानतल को मुंबई के मौजूदा विमानतल से जोड़ेगी। गत वर्ष खुले देश के सबसे लंबे समुद्री पुल अटल सेतु के जरिये दक्षिण मुंबई से सिर्फ 45 मिनट में नवी मुंबई के विमानतल तक पहुंचा जा सकता है। इसका नामकरण डीवी पाटिल के नाम पर करने का प्रस्ताव राज्य मंत्रिमंडल में पास करके केंद्र सरकार को भेजा जा चुका है।

एयरपोर्ट पर खुद निकाल सकेंगे बोर्डिंग पास

जागरण संवाददाता, कानपुर: चकेरी हवाई अड्डे पर अब बोर्डिंग पास के लिए लाइन में लगने का झंझट खत्म हो जाएगा। सिर्फ दो मिनट में बोर्डिंग पास मिल जाएगा। यह सुविधा दिसंबर से मिलने लगेगी। हवाई अड्डे पर चार मशीनें लगवाई जाएंगी। इन मशीनों से खुद यात्री अपना बोर्डिंग पास निकाल सकेंगे। अभी तक यह सुविधा चकेरी हवाई अड्डे पर नहीं मिल रही थी। प्रमुख हवाई अड्डों पर ही यह सुविधा है।

हवाई अड्डे का बोर्डिंग पास हवाई अड्डे पर चेक इन के बाद दिया जाता है। इस दस्तावेज से विमान में बैठने की अनुमति मिलती है। इसमें यात्री का नाम, उड़ान संख्या, गेट नंबर और सीट की जानकारी होती है। यह पास इस बात की पुष्टि करता है कि यात्री ने



चकेरी एयरपोर्ट । जागरण आर्काइव

अपनी उड़ान के लिए चेक इन की प्रक्रिया पूरी कर ली है। अभी तक चकेरी हवाई अड्डे पर यात्रियों को इंडिगो के काउंटर पर जाकर बोर्डिंग पास लेना होता है। इंडिगो ने अपना काउंटर बना रखा है। इस काउंटर पर बोर्डिंग कार्ड के लिए लाइन में लगना होता है, जिसमें 15 से 20 मिनट का समय लगता था। अपना नंबर आने के लिए यात्रियों को खड़े रहकर इंतजार करना पड़ता था। अब यात्रियों को दिसंबर से इस झंझट से मुक्ति मिल जाएगी। हवाई अड्डे पर यात्रियों को खुद अपना बोर्डिंग पास

- इसी साल दिसंबर से यात्रियों को मिलने लगेगी सुविधा
- बोर्डिंग पास के लिए लाइन में लगने का खत्म हो जाएगा झंझट

निकाल की सुविधा मिलने लगेगी। लगेगी चार मशीनें, पीएनआर नंबर डाल निकाल सकेंगे बोर्डिंग पास : हवाई अड्डा निदेशक संजय कुमार ने बताया कि हवाई अड्डे पर चार मशीनें लगाई जाएंगी। इनमें पीएनआर नंबर डालकर यात्री बोर्डिंग पास निकाल सकेंगे। इससे यात्रियों को चेक इन करने में समय की बचत होगी। भविष्य में इंडिगो के अलावा अन्य किसी विमानन कंपनी की उड़ान यहां से शुरू हुई तो उसे बोर्डिंग कार्ड के लिए काउंटर नहीं लगाना होगा।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

7 OCTOBER 2025

Master Plan in the Works to Build a Brand New City Around Navi Mumbai Airport

CIDCO is in the process of hiring a consultant for planning and advisory, says an official

Kailash Babar

Mumbai: The City and Industrial Development Corporation (CIDCO), the urban planning agency of the Maharashtra government, is expected to finalise the master plan for the development of Navi Mumbai Aerocity over the next three months, said an official.

The proposed Aerocity, spread over 667 acres adjacent to the upcoming Navi Mumbai International Airport (NMIA), will accommodate residential, commercial, retail, mixed-use and industrial buildings, the official said. When completed, it will mark a milestone in the city's urban and real estate development.

The authority is in the process of selecting a consultant to prepare the master plan and provide transaction advisory services for the proposed development, said an official.



Bharat K-7066 flight touched down on Navi Mumbai Airport runway on Monday

In addition to the Aerocity, CIDCO is planning an Educity, a Medicity, and an International Corporate Park within the 10-km radius of the new airport, aimed at creating an integrated ecosystem for education, healthcare and global businesses.

The Navi Mumbai International Airport is set to be inaugurated this week.

"These complementary developments are expected to boost real estate demand across Navi Mum-

bai and position the airport precinct as a major hub for investment and urban growth," said the official cited earlier.

The Maharashtra government has fast-tracked the project in line with the airport's commercialisation strategy. The proposed plan is likely to allocate around 123 acres each for residential, commercial and retail purposes, with the remaining land reserved for mixed-use and industrial projects.

Experts said the finalisation of the master plan will have an impact on Navi Mumbai's real estate market. Residential demand is expected to rise sharply as the Aerocity airport, and allied developments generate employment and stimulate economic activity. Mid- and premium-segment housing is likely to see increased interest from professionals in aviation, logistics, education, healthcare and corporate sectors.

"The seamless last-mile connectivity and strategic positioning of the airport are setting new benchmarks for urban development, economic opportunity and global connectivity, reaffirming Navi Mumbai's emergence on the world stage," said Karan Singh Sodi, a senior managing director at JLL India. "With the launch of this airport, the entire Panvel-Ulwe corridor is expected to grow significantly across multiple asset classes."



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

7 OCTOBER 2025

Lotus blooms at Navi Mumbai

● New airport blends tradition and modernity

RAGHAVENDRA KAMATH
Mumbai, October 6

AS ONE ENTERS the Navi Mumbai International Airport, large digital screens catch the eye, some displaying flight information and some beaming the history of arts and culture of Maharashtra as well as India.

Designed in the shape of a lotus, the new airport, the first phase of which will be opened by Prime Minister Narendra Modi on Wednesday, is a blend of tradition and modernity. The first commercial flight is expected to take off from the airport at Ulwe, nearly 37 kilo-



A part of the Navi Mumbai International Airport ahead of its opening on October 8

metres from South Mumbai, in December this year. The aim is to provide the maximum convenience and reduce "anxiety points" for passengers through

the use of technology while embracing tradition in design and digital displays, according to the airport operator.

"Our aim is to remove anx-

xiety from common people, said Arun Bansal, CEO of Adani Airport Holdings (AAHL).

Continued on Page 11

Lotus blooms at Navi Mumbai

IN TOTAL, THE airport will have 32,000 sq ft of digital art programme and 4,000 sq ft of LED screens.

The airport will have facilities such as pre-booking of parking, 100% Digi Yatra-enabled gates, a number of check-in and self-baggage drop counters to reduce queue time. The airport has 66 conventional check-in counters and 22 self-baggage drop-ins.

The airport is also working on a system that will inform passengers about their luggage belts.

The airport will have an app where passengers can order food from anywhere in the airport and get it delivered. The airport will have a food hall which will have a unique "Bombay Bond" which will have restaurants which have origins in Mumbai.

Bansal said the entire non-aero area will have paper-less transactions and kiosks will be set up for pre-ordering food. "Passengers can pre-order from the gates from cloud kitchens which will be 10 to 15 minute service," he said, adding that the airport will also have gaming zones for local people.

Initially, the airport aims to handle 20 million passengers per annum (MPPA). It will handle 90 million passengers once



The security check area of the Navi Mumbai International Airport

fully developed, thereby becoming the largest airport in the country.

The second phase of the airport is expected to be opened by 2029. The airport, spread across 1,160 hectares, is developed and managed by Navi Mumbai International Airport (NMIAI), which is a special purpose vehicle between Mumbai International Airport, a subsidiary of Adani Airport Holdings having 74% stake and CIDCO of Maharashtra holding 26%.

With 3.8 million metric tonne of planned capacity, the company aims to make it largest cargo hub in the country and plans to set up largest MRO facility in the airport.

The airport has already tied

up with Akasa Air, IndiGo and Air India for operations. In the initial phase, it will handle about 20 to 23 aircraft movements per hour, with flexibility to scale up as operations stabilise.

The company has invested Rs 20,000 crore in phase 1 and will invest Rs 30,000 crore in the second phase, said Capt BVJK Sharma, CEO at NMIA. About 65% of the investments are funded through debt.

The airport will ultimately house four terminals linked by automated people movers, underground fuel hydrant systems, and efficient cargo and passenger movement networks. Once all four terminals are operational, capacity could reach up to 100 MPPA.



Corporate Communications Directorate

JANSATTA

DELHI

7 OCTOBER 2025

हवाई अड्डों पर गुणवत्ता के लिए नए मानक होंगे लागू

जनसत्ता ब्यूरो
नई दिल्ली, 6 अक्टूबर।

हवाई अड्डे में प्रवेश द्वार, सुरक्षा जांच, आनजन, व्हीलचेयर, स्वच्छता और डिजी यात्रा समेत यात्रियों को मिलने वाली सभी सेवाओं पर खास नजर रहेगी।

अलग-अलग सेवाओं के लिए तय मानकों की अनदेखी करने पर संबंधित हवाई अड्डे के उपयोगकर्ता विकास शुल्क (वूडीएफ) में कटीती होगी जबकि उम्दा प्रदर्शन को प्रोत्साहित किया

जाएगा। देश के छोटे बड़े हवाई अड्डों के बीच बेहतर सेवाएं देने की आपसी प्रतिस्पर्धा का फायदा यात्रियों को मिलेगा।

भारतीय विमानपत्तन आर्थिक नियामक प्राधिकरण (एडआरए) ने देश के प्रमुख हवाई अड्डों के लिए नए प्रदर्शन मानकों की रूपरेखा तैयार कर, एक मसविदा परामर्श पत्र जारी किया है। इसके तहत सेवाओं में कमियां हुईं तो उपयोगकर्ता विकास शुल्क में कटीती की जाएगी। नए नियम से यात्रियों को समय पर और गुणवत्तापूर्ण सेवाएं मिलेंगी और हवाई अड्डा

संचालक इसके लिए जवाबदेह होंगे।

सभी हवाई अड्डों को वहां मुहैया की जाने वाली सेवाओं के लिए जिम्मेवार माना जाएगा। अगर, सेवाओं में किसी तरह की कमी तो सेवाओं के प्रबंधन में शामिल तीसरे पक्ष को भी जिम्मेवार ठहराया जाएगा। विमानन क्षेत्र के विशेषज्ञ जेएस बावा ने कहा, हवाई अड्डों पर यात्रियों से वसूले जा रहे शुल्क के मुताबिक उन्हें सेवाएं मुहैया करना होगा। अगर, तय शुद्ध मानकों की अनदेखी की जाती है तो संबंधित हवाई अड्डे को शुल्क में कटीती का सामना करना पड़ेगा।

Navi Mumbai airport set for Dec opening

Adani firm to raze Mumbai T1 in 2029 once Navi Mumbai T2 is ready

Dipali Banka
dipali.banka@livemint.com
NEW DELHI

Adani Group will demolish Terminal 1 of Mumbai's Chhatrapati Shivaji Maharaj International Airport in 2029, but only after Terminal 2 of the Navi Mumbai Airport is ready, said Arun Bansal, CEO of Adani Airport Holdings Ltd, in a media briefing.

Workers could be seen rushing around in white safety helmets, operating tractors and other heavy construction vehicles, as they try to complete the work before the first commercial flights begin in December this year. India's top three airlines—Air India, IndiGo, and Akasa—are set to start operations from Day 1, while international airlines are expected to join in once night operations are approved.

Prime Minister Narendra Modi will inaugurate the airport on Wednesday, following the receipt of an aerodrome



Air India, IndiGo, and Akasa to start operations immediately; international carriers to join after night permits, says Adani Airport Holdings CEO Arun Bansal.

MINT

licence from the aviation regulator, the Directorate General of Civil Aviation (DGCA), on 30 September.

In Phase 1, flight operations will be limited to 8:00 am–8:00 pm. Although international flights will start with domestic flights, airlines are expected to join after night-operation permits are obtained, Bansal said.

The airport will open with a single runway. International airlines will benefit from a one-year waiver on parking fees, while domestic carriers will not receive similar concessions, said Bansal, speaking to reporters at the Navi Mumbai project office.

Designed around a lotus theme, the airport is initially expected to handle 20 million passengers annually. Terminal 2 will add 30 million more, with Terminals 3 and 4 contributing an additional 20 million each. Once complete, the airport will feature four terminals and two runways,

with a total annual passenger capacity of 90 million.

The capital expenditure for Terminal 1 was around ₹19,646 crore, while the investment for Terminal 2 is planned to be around ₹30,000 crore, said Captain B.V.J.K. Sharma, chief executive officer,

the Adani Group, which holds a 74% stake, and Cidco, the Maharashtra government's land development agency, which has the remaining 26% stake.

In May, IndiGo announced its operational plan, which includes 18 daily departures to more than 15 cities from the first day of operations at the Navi Mumbai International Airport. Tata's Air India Express will have 20 daily departures to over 15 cities in the initial phase, it said in a press release last month.

In June, Akasa, which has overtaken SpiceJet to be the third-largest airline in India, announced that it will be starting operations with over 100 weekly domestic flights from Navi Mumbai, gradually expanding to more than 300 domestic and 50 international departures by winter. It will also add 10 parking bases and further expand into key Middle Eastern and Southeast Asian markets by FY27.

LIFT-OFF MUMBAI

IN phase 1, flights will be from 8 am–8 pm initially, with the airport opening with a single runway

AIRPORT to handle 0.5 mn tonnes cargo annually initially, scaling to over 3 mn tonnes per year

INDIGO to operate 18, Air India Express 20 daily flights, 100 weekly domestic flights for Akasa

Navi Mumbai International Airport.

The airport will also serve as a major cargo hub, initially handling 0.5 million tonnes per year and scaling up to over 3 million tonnes per year.

The airport is being developed in multiple phases by Navi Mumbai International Airport Ltd. It is a joint venture between



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

5 OCTOBER 2025

अत्याधुनिक टर्मिनल

पीएम मोदी 8 अक्टूबर को करेंगे पहले चरण का उद्घाटन

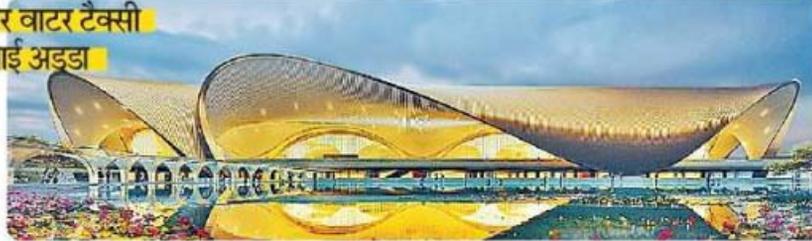
नवी मुंबई एयरपोर्ट बनेगा नया ग्लोबल एविएशन हब

एक्सप्रेसवे, मेट्रो, रेलवे और वाटर टैक्सी
से जुड़ा देश का पहला हवाई अड्डा



पत्रिका न्यूज नेटवर्क
patrika.com

मुंबई. प्रधानमंत्री नरेंद्र मोदी 8 अक्टूबर को नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआइए) के पहले चरण का उद्घाटन करेंगे। यह अत्याधुनिक ग्रीनफील्ड एयरपोर्ट, मुंबई महानगर क्षेत्र का दूसरा बड़ा हवाई अड्डा होगा। इसके शुरू होने से मुंबई की हवाई यात्रा का दबाव कम होगा और क्षेत्र अंतरराष्ट्रीय एविएशन हब बनेगा। यह देश का पहला ऐसा हवाई अड्डा होगा जो एक्सप्रेसवे, मेट्रो, रेलवे और वाटर टैक्सी से जुड़ा होगा।



पहले चरण में 20 मिलियन यात्रियों की क्षमता

नवी मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड की ओर से विकसित यह प्रोजेक्ट कई चरणों में पूरा किया जा रहा है। इसमें अदाणी समूह की 74 प्रतिशत हिस्सेदारी है, जबकि 26 प्रतिशत महाराष्ट्र नगर

एवं औद्योगिक विकास निगम लिमिटेड (सीआइडीसीओ) के पास प्रोजेक्ट चरण में 20 मिलियन यात्रियों और 0.8 मिलियन मीट्रिक टन कार्गो क्षमता वाला टर्मिनल तैयार है।

₹1 लाख करोड़ अनुमानित लागत: अंतरराष्ट्रीय एयर ट्रांसपोर्ट एसोसिएशन (आइएटीए) ने इसे 'एनएमआइ' कोड दिया है। घरेलू एयरलाइंस यहां से उड़ानें शुरू करने की तैयारी में हैं। प्रोजेक्ट की 1 लाख करोड़ रूप तक अनुमानित लागत है।

एयरपोर्ट की खासियत

लागत: 19,647 करोड़ रु. (पहला चरण)
कुल क्षेत्रफल: 1,160 हेक्टेयर
कुल यात्री क्षमता: 90 मिलियन प्रतिवर्ष
कार्गो क्षमता: 3.25 मिलियन मीट्रिक टन
सस्टेनेबल एविएशन फ्यूल स्टोरेज सुविधा

यात्रा में ऐसे बदलाव

मुंबई एयरपोर्ट पर भीड़ घटेगी, यात्रियों को नया विकल्प मिलेगा।
घरेलू और अंतरराष्ट्रीय उड़ानों के लिए अतिरिक्त स्लॉट उपलब्ध होंगे। यात्रियों को मल्टी-कनेक्टिविटी ट्रैवल विकल्प मिलेगा।



Corporate Communications Directorate

STATESMAN

DELHI

6 OCTOBER 2025

DGCA intervenes amid festive rush; IndiGo, Air India, SpiceJet add extra flights

STATESMAN NEWS SERVICE
New Delhi, 5 October

The Directorate General of Civil Aviation (DGCA), under the mandate of the Ministry of Civil Aviation (MoCA), has intensified its monitoring of airfares ahead of the festive season to prevent sharp price hikes and ensure adequate capacity for passengers.

Acting proactively, the DGCA engaged with domestic airlines and directed them to ramp up flight operations to meet the expected surge in demand. In response, major carriers have announced significant capacity additions.

Following the regulator's intervention, airlines have announced significant capacity expansions for the festive season. IndiGo will deploy approximately 730 additional flights across 42 sectors. Air



India and Air India Express together will add about 486 additional flights across 20 sectors, while SpiceJet plans to operate around 546 additional flights across 38 sectors.

In total, Indian carriers are set to operate more than 1,700 extra flights during the festive period to accommodate the surge in travellers.

The aviation regulator said it will continue to maintain "rigorous oversight" on both airfares and flight capacities to safeguard passengers' interests and ensure affordable travel during the high-demand festive

season.

Notably, the Confederation of All India Traders (CAIT) has said the recent cuts in goods and services tax (GST) slabs have spurred demand momentum in the country, with Diwali 2025 sales expected to surpass Rs 4.75 trillion.

Both direct and indirect taxes have gone down after the income tax rebates announced in the Budget this year and the GST rate cuts. All this has come as a big relief to both consumers and retailers. It has, in turn, boosted consumption during the crucial festive season.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2025

‘Navi Mumbai Airport to scale best in Asia, Europe’ To Handle 2Cr Flyers Annually: Jeet Adani

Saurabh Sinha
@timesofindia.com

Navi Mumbai International Airport's (NMIA) opening will signal the start of restoring equilibrium for the Mumbai Metropolitan Region (MMR) in Indian aviation — a place that Mumbai had slowly ceded to Delhi, Bengaluru and Hyderabad over the last decade, said Jeet Adani, director (airports) of the Adani Group, who oversaw construction of MMR's long-awaited hub. He spoke to **TOI**, a day before NMIA's inauguration by Prime Minister Narendra Modi.

He said, having risen from “swamps and mudflats, the aviation hub will surpass the best airports of Asia, Europe and America in user experience and efficiency for stakeholders.” NMIA is opening with a capacity to handle two crore passengers annually (CPA). It is expected to reach its saturation capacity of nine CPA in about a decade, with two runways and three terminals connected by an automated people mover — built with investment of over Rs 1 lakh crore.

“For Mumbai, NMIA's inauguration is more than just the opening of a terminal and a runway. It is lifting of a long-standing jinx. Mumbai's

“Singapore Changi is known for efficiency and passenger experience. NMIA is designed to exceed it in ultimate capacity, while matching its digital backbone. Dubai International dazzles with throughput and shopping experiences. NMIA combines scale with cultural identity, with local brands forming the key pillars of passenger experience and sustainability considerations woven into fundamental design and planning. Seoul Incheon and Tokyo Narita are examples of Asian order and technology. We aim to meet those benchmarks on airside, while surpassing them in growth headroom

—Jeet Adani, Director (airports), Adani Group



Chhatrapati Shivaji Maharaj International Airport (CSMIA) has been operating at a peak capacity of about 5.5 crore passengers annually, but the demand of this region — the country's aviation nerve centre — was much more and continues to rise. At Mumbai airport, congestion and lack of space had become the norm. By the late 1990s it had become clear that a second airport would be required, and the Navi Mumbai site was selected back then,” Jeet Adani, the younger son of group patriarch Gautam Adani, said.

But it took close to three decades for the plan to become a reality, owing to a series of unending roadblocks. Instead of being seen as the site of an upcoming airport, for many years the land — 2,800 hectares of it — remained embroiled in

court cases. The delay meant Mumbaikars suffered from lack of aerial connectivity and the city lost its busiest aviation hub slot in 2008.

“The challenges were there in 2021, when we took over the responsibility of constructing NMIA. But instead of seeing them as challenges, Gautam Adani saw them as an opportunity. On his first visit to the site, he decided NMIA would open not with a capacity of 1 CPA but double of that, simply because of the demand of region. Speed was paramount. Financial closure, elusive for over a decade, was achieved within months. Rehabilitation was handled with sensitivity & speed. Creeks were diverted, power lines shifted and hills flattened. The impossible suddenly seemed inevitable,” said Jeet Adani.



Corporate Communications Directorate

TRIBUNE

DELHI

6 OCTOBER 2025

Emergency RAT deploys on AI flight from Amritsar

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, OCTOBER 5

Over four months after an Air India Dreamliner crash claimed 260 lives, another aircraft of the same model has triggered a mid-air alarm. A Boeing 787 operating from Amritsar to Birmingham on Saturday suffered an unexpected deployment of its ram air turbine (RAT) during landing, a

Plane lands safely in UK; DGCA probe on

mechanism meant to activate only when both engines or electrical systems fail.

The Directorate General of Civil Aviation (DGCA) began a probe into the incident. The action followed a letter written by the Federation of

CONTINUED ON PAGE 8

Emergency RAT deploys...

Indian Pilots (FIP) to the DGCA, demanding a comprehensive and nationwide inspection of all Dreamliners. The FIP termed the incident "deeply alarming" and a "wake-up call" for the regulator.

The FIP said the malfunction could be "another pointer" to deeper systemic faults that may have contributed to the deadly Air India crash in June.

"The operating crew of flight AI117 from Amritsar to Birmingham on October 4 detected the deployment of RAT during the aircraft's 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, the AI114 flight from Birmingham to Delhi has been cancelled and alternative arrangements are being made to accommodate the guests. At Air India, the safety of passengers and crew remains the top priority," an Air India spokesperson said.

The Dreamliner (registration VTANO) was grounded

after landing, and its return leg, AI114 from Birmingham to Delhi, was cancelled.

In a letter to the aviation watchdog, the FIP noted that the malfunction occurred when the RAT deployed automatically at around 500 ft on approach to Birmingham. "The Aircraft Health Monitoring has picked up a fault of the Bus Power Control Unit, which may have caused the auto deployment of RAT," the letter stated.

It further stated that the DGCA's earlier post-crash inspections failed to look at the larger electrical issues. The pilots' body, which represents over 5,500 pilots across airlines, said the incident "must serve as a wake-up call" for the regulator.

This is the second major incident involving the same aircraft model since June 12 when Air India's Boeing 787 flight AI171 from Ahmedabad crashed shortly after take-off, killing 260 people on board. The Aircraft Accident Investigation Bureau is probing that crash, with initial findings suggesting both engines shut down seconds after lift-off.



Corporate Communications Directorate

TRIBUNE

DELHI

6 OCTOBER 2025

Shift Chandigarh airport traffic to Ambala Cantt: Vij to Centre

UT airport shut from Oct 26 to Nov 7 for runway repair

NITISH SHARMA
TRIBUNE NEWS SERVICE

AMBALA, OCTOBER 5

Even as the inauguration of the domestic airport in Ambala Cantonment remains pending, Cabinet Minister Anil Vij has urged the Union Civil Aviation Minister to explore the possibility of shifting flight operations from Chandigarh Airport to Ambala for the convenience of passengers.

According to officials, Shaheed Bhagat Singh International Airport, Chandigarh, will remain closed for flight operations from October 26 (1 am) to November 7 (11.59 pm) due to polymer modified emulsion work planned on the runway. The airfield will not be available for fixed-wing aircraft operations during this period.

Speaking to The Tribune, Vij said, "The Chandigarh airport is to be closed for a few days due to repair works, and it will cause inconvenience to the passengers as there is no other airport from Delhi to Amritsar which can be used in this situation. The domestic airport in Ambala is ready and all the equipment have been installed. I have sent a letter to the Civil Aviation Minister to



The domestic airport in Ambala Cantonment. FILE

examine the airport in Ambala and explore the possibility of shifting the flights to Ambala. If the flights can be shifted, it will come as a big respite because the passengers can travel to Chandigarh from Ambala very easily."

He said, "The aviation department officials should visit the airport and if any changes are required then it should be made. Though the domestic airport is not that big, it can handle the traffic and at least the domestic flights can be operated from here till the airport in Chandigarh resumes operations."

In August, Vij had informed that Union Defence Minister

Rajnath Singh had given his consent for the inauguration of the Ambala Cantonment Airport, though the date is yet to be decided. The initial flight routes proposed include Ambala-Ayodhya, Ambala-Lucknow, Ambala-Jammu and Ambala-Srinagar.

Highlighting the Defence Minister's role in facilitating the project, Vij said, "Defence Minister Rajnath Singh played an important role in the construction of the airport as the land required belonged to the Army. He helped in providing that land. Therefore, I had requested him to inaugurate the airport and he agreed."



Corporate Communications Directorate

TRIBUNE

DELHI

6 OCTOBER 2025

India-China flights

A deal born of economic necessity

AFTER more than five years, India and China are preparing to reopen direct air routes. Talks on updating the bilateral air services pact are continuing, even as flights are scheduled to resume on October 26. Indi-Go's Kolkata-Guangzhou service will take to the skies, ending a suspension that began with the pandemic but deepened with the 2020 Galwan clash. The resumption has been welcomed as a sign of easing tensions, yet it is more a cautious reset than a sweeping thaw. Behind the move, however, lies economic compulsion rather than diplomatic warmth. India's small and medium enterprises — the backbone of its manufacturing and trading sectors — are heavily dependent on Chinese raw materials and finished goods. From electronics and pharmaceuticals to auto parts and chemicals, disruptions in supply have hurt output and inflated costs. Restoring direct air links became a practical necessity to keep production lines moving and markets supplied. In effect, India has been forced to make a limited deal with China to prevent further strain on its own businesses.

Even so, symbolism must not be mistaken for substance. The restart covers only select cities and carriers, reflecting guarded intent rather than open skies. Border disengagement talks remain fragile, with neither side conceding ground on territorial disputes. India's staggering \$99-billion trade deficit with China adds another layer of caution. A few restored flights will not erase structural imbalances or strategic rivalry.

For Beijing, with slowing growth, renewed access to Indian markets and students is attractive. For New Delhi, allowing aviation resumption signals pragmatic diplomacy — engaging where necessary without abandoning red lines. It also reassures other partners that India is not shutting doors, even as it diversifies ties with the West and Asia-Pacific. The test lies in what follows. If routes expand, exchanges deepen and tensions stay low, skies could truly clear. Until then, this is a deal driven by necessity — one that offers opportunity, but demands vigilance.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

6 OCTOBER 2025

Airlines told to add more flights

NEW DELHI, Oct 5: The Directorate General of Civil Aviation (DGCA) has started reviewing airfare trends ahead of the festive season rush and has directed airlines to increase flight capacity to prevent any sharp rise in ticket prices, Ministry of Civil Aviation said on Sunday.

According to the ministry, the DGCA has been keeping a close watch on airfare movements, particularly during the festive season when passenger demand typically peaks.

The regulator has asked airlines to deploy additional flights to handle the increased travel rush and ensure affordability for passengers.



“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,” it said.

“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 added.

In response, major airlines have confirmed plans to add hundreds of extra flights across key routes.

IndiGo will deploy around 730 additional flights across 42 sectors, while Air India and Air India Express will operate approximately 486 additional flights on 20 routes. SpiceJet is also expanding its capacity with nearly 546 flights on 38 routes. – IANS



Corporate Communications Directorate

BUSINESS LINE

DELHI

7 OCTOBER 2025

IndiGo to start Mumbai-London flights

New Delhi: IndiGo will launch daily, direct flights connecting Mumbai and London from October 26. The services will be operated with Boeing 787-9 Dreamliner aircraft taken on wet/damp lease from Norse Atlantic Airways and will have economy class and IndiGoStretch seats. In July, it commenced services to Manchester from Mumbai. ❧



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

7 OCTOBER 2025

IndiGo to start Mumbai-London flights from Oct 26

IndiGo will launch daily, direct flights connecting Mumbai and London from October 26 as the country's largest airline expands its international network. The services will be operated with Boeing 787-9 Dreamliner aircraft taken on wet/ damp lease from Norse Atlantic Airways and will have economy class and IndiGoStretch seats. IndiGo CEO Pieter Elbers said the India-UK corridor has long held significance, due to strong bilateral ties and growing traffic driven by students, visiting friends and relatives, business and leisure travellers.

PTI



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

7 OCTOBER 2025

Boeing, Airbus say no new narrowbody jets anytime soon

Executives from Boeing and Airbus dampened speculation of imminent decisions to replace their best-selling narrowbody models, telling a major audience of investors that it would take time to achieve the required jump in performance. WSJ had reported that Boeing was in the early stages of developing a 737 successor. But marketing chief Darren Hulst told the International Society of Transport Aircraft Trading that a launch is "some way off" while an Airbus executive said it would "take a bit of time" to achieve the efficiency gains needed to attract the market.

REUTERS

सख्ती डीजीसीए ने नियम कड़े किए रोमांच की उड़ानें अब सख्त नियमों से बंधेंगी

एम. रियाज हारमी, नई दिल्ली | हॉट एयर बैलून, माइक्रोलाइट फ्लाइट और पावर्ड हैंग ग्लाइडर जैसी रोमांच की उड़ानें सुरक्षित बनाने के लिए नागर विमानन महानिदेशालय (डीजीसीए) नियम कड़े कर रहा है। संचालन के अलावा निर्माण व पंजीकरण भी दायरे में होगा। अभी सुरक्षा निरीक्षण व मटेनेंस का पूरका ढांचा न होने से हादसों का डर रहता था। देश में जयपुर, पुष्कर और गोवा में हॉट एयर बैलून राइड, बेंगलुरु और मैसूर में माइक्रोलाइट फ्लाइट और निजी क्लबों में पावर्ड हैंग ग्लाइडर उड़ानें रोमांच का आकर्षण हैं। हाल में मंदसौर में हॉट एयर बैलून में आग लगने की घटना में मग्न के सीएम मोहन यादव बाल-बाल बचे थे।



भास्कर इनसाइट

• **सुरक्षा से जुड़ी मंजूरी**
पावर्ड हैंग ग्लाइडर बनाने के लिए गृह मंत्रालय की सुरक्षा मंजूरी अनिवार्य। हर ग्लाइडर पर प्लेकार्ड लगाकर लिखा जाएगा कि यह अंतरराष्ट्रीय एयरव्हीनेस मानकों के अनुसार प्रमाणित नहीं है। यानी सिर्फ भारत में डीजीसीए की अनुमति से उड़ान योग्य है।

• **निर्माण के तकनीकी मानक**
माइक्रोलाइट एयक्राफ्ट का डिजाइन ब्रिटिश उड़ान योग्यता मानक या डीजीसीए द्वारा मान्य अंतरराष्ट्रीय मानक पर रहेगा। हॉट एयर बैलून के लिए छोटे जहाज के मानक लागू होंगे। कपड़े, टॉकरी, बनर व पाइपलाइन जैसे हिस्सों की मजबूती व सुरक्षा जांच अनिवार्य होगी। निर्माता को हर प्रमुख हिस्से की ओवरहॉल लाइफ बतानी होगी।

• **हर मशीन का रिकॉर्ड अनिवार्य**
तीनों श्रेणियां डीजीसीए के सिविल एयक्राफ्ट रजिस्टर में दर्ज होंगी। पंजीकरण के लिए वजन और बैलेंस रिपोर्ट, टेस्ट रिपोर्ट, मैनुअल और गृह मंत्रालय की सुरक्षा मंजूरी जरूरी। माइक्रोलाइट के कॉन्फिट में सभी ऑपरेटिंग लिमिटेशन लिखकर प्रदर्शित करने होंगे। हॉट एयर बैलून

का पंजीकरण प्रमाणपत्र हर उड़ान के समय साथ रखना जरूरी होगा।

• **संचालन सिर्फ दिन में**
पावर्ड हैंग ग्लाइडर और माइक्रोलाइट को विजुअल फ्लाइट रूल्स के तहत सिर्फ दिन में उड़ाया जा सकेगा। उड़ान से पहले स्थानीय हवाई अड्डे, रक्षा प्रतिष्ठान व जिला प्रशासन को सूचना देनी होगी। हॉट एयर बैलून के लिए उड़ान से 24 घंटे पहले तक का निरीक्षण और 'सर्टिफिकेट ऑफ रिलीज टू सर्विस' जरूरी होगा। तीनों श्रेणियां सिर्फ मनोरंजन, प्रशिक्षण और व्यक्तिगत उड़ानों तक सीमित रहेंगी। फायलट को उड़ान से पहले निरीक्षण कर लॉगबुक में एंट्री करनी होगी। 10 से 50 घंटे के बाद का बड़ा निरीक्षण और ओवरहॉल सिर्फ लाइसेंसधारी एयक्राफ्ट मटेनेंस इंजीनियर ही कर सकेगा।

• **यात्रियों पर क्या असर होगा**
बदलावों का लाभ एडवेंचर प्रेमियों पर होगा। वे अधिक भरसे के साथ बैलून राइड या ग्लाइडर फ्लाइट का आनंद ले सकेंगे। डीजीसीए ने इन ड्राफ्ट नियमों पर 28 अक्टूबर तक ऑपरेटर, निर्माताओं और सुरक्षा निकायों से टिप्पणी मांगी है। इसके बाद इन्हें अंतिम रूप दिया जाएगा।





Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

5 OCTOBER 2025

चौथे दिन चार घंटे लेट रही एयर इंडिया की जयपुर-दुबई फ्लाइट

जयपुर | एयरपोर्ट पर पिछले 4 दिन से एक इंटरनेशनल फ्लाइट के घंटों लेट होने की वजह से हवाई यात्रियों को परेशानी का सामना करना पड़ रहा है। मामला जयपुर से दुबई जाने वाली फ्लाइट का है। शनिवार को चौथे दिन एयर इंडिया एक्सप्रेस की फ्लाइट आईएक्स-195 जयपुर से सुबह 5:55 बजे दुबई जाती है, लेकिन शनिवार को संचालन कारणों के चलते एयरलाइन ने इसे 4 घंटे डिले किया। इस वजह से



फ्लाइट सुबह 8:55 बजे दुबई के लिए रवाना हुई। इसके चलते दुबई जाने वाले यात्रियों को एयरपोर्ट पर परेशान होना पड़ा। गौरतलब है कि जयपुर-दुबई-जयपुर के बीच एयर इंडिया और स्पाइसजेट एयरलाइंस की फ्लाइट संचालित होती है। 4 दिन से शेड्यूल गड़बड़ाया हुआ है।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

6 OCTOBER 2025

Pilots urge DGCA inspect Boeing 787

DC CORRESPONDENT
NEW DELHI, OCT.5

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) unexpectedly 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 Rande 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 proba-

ble 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.



DGCA to probe latest mid-air scare aboard Air India's Boeing aircraft

Move comes after pilots' body demands checks on all Boeing 787s in India

MUMBAI, DHNS/PTI

The Directorate General of Civil Aviation (DGCA) will carry out a detailed probe into the incident of the Ram Air Turbine (RAT) getting deployed in an Air India Boeing 787-8 Dreamliner aircraft a few minutes before the Amritsar-Birmingham flight landed on Saturday, according to an official.

The aviation watchdog's move followed the Federation of Indian Pilots (FIP) to it, demanding a thorough probe into the electrical system of all Boeing 787s in the country.

In an aircraft, the RAT deploys automatically in the event of a dual-engine failure or total electronic or hydraulic failure. The RAT uses wind speed to generate emergency power.

A senior DGCA official told

PTI that the RAT got deployed during the plane's landing at 400 feet, but the pilot did not report any related abnormality.

The maintenance for uncommanded RAT deployment recommended by Boeing had been carried out, and no discrepancy was observed, said the official, adding that the aircraft was released for service. The official also said the DGCA would carry out a detailed investigation into the incident.

"All electrical and hydraulic parameters were found normal, and the aircraft performed a safe landing at Birmingham," said Air India in a statement on Sunday.

The airline did not share specific details, including the number of people on board.

Meanwhile, the FIP letter stated: "Since the time Boeing-787 has been flying, there

have been numerous incidents on 787 aircraft. We have strongly taken up with the Civil Aviation Ministry and AAIB (the Aircraft Accident Investigation Bureau) to thoroughly check the electrical system of all B-787s in the country."

The incident raised concerns after the June 12 Air India Flight 171 crash involving a Boeing 787-8 Dreamliner soon after takeoff from Ahmedabad. It led to the death of 260 people, including 241 on board. There was only one survivor among the passengers.

The 15-page preliminary findings of the AAIB had said: "The aircraft achieved the maximum recorded airspeed of 180 Knots IAS at about 08:08:42 UTC and immediately thereafter, the Engine 1 and Engine 2 fuel cutoff switches transitioned from RUN to CUT OFF position one after another with a time gap of 01 sec... In the cockpit voice recording, one of the pilots is heard asking the other why he CUT OFF. The other pilot responded that he did not do so."



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

7 OCTOBER 2025

SC Seeks IndiGo's Reply on Customs Appeal against IGST Relief

Indu Bhan

New Delhi: The Supreme Court on Monday sought the response of InterGlobe Aviation, parent company of the nation's largest airline IndiGo, on the customs department's appeal challenging a Delhi High Court decision that declared as unconstitutional the levy of IGST on reimported aircraft engines and aircraft parts that were repaired and serviced abroad.



The Delhi HC in March had quashed a part of the govt's 2021 notice on IGST on reimported aircraft engines

In March, the HC had quashed a part of the government's 2021 notification that sought to impose integrated goods and services tax (IGST) on such reimports, bringing relief to the aviation sector.

An apex court bench of Justice BV Nagarathna issued notice to InterGlobe after brie-

fly hearing additional solicitor general N Venkataraman, who argued that the high court could not have declared the law as unconstitutional.

The customs department told the court that Section 3(7) of the Customs Tariff Act (CTA), 1975 is an independent charging provision levying an additional duty of customs on the same transaction. Levy does not stand effaced consequent to the promulgation of IGST, it argued, adding that InterGlobe doesn't stand absolved of the

liabilities created by the provision.

Counsel V Lakshmikumaran, appearing for InterGlobe, opposed the appeal, saying the amount paid by the aviation company, which had sent aircraft engines and parts abroad for repairs, had been taxed as import of services and, therefore, the very same goods being reimported to India cannot be subjected to IGST as import of goods.

The apex court will now hear the matter on November 21.



Corporate Communications Directorate

HINDUSTAN

DELHI

7 OCTOBER 2025

बदरीनाथ से लौट रहा हेलीकॉप्टर रास्ता भटका

मसूरी। बदरीनाथ से दर्शन कर लौट रहे यात्रियों का हेलीकॉप्टर मसूरी की पहाड़ियों पर घना कोहरा होने से सोमवार को भटक गया। पायलट ने समझदारी से हेलीकॉप्टर को मसूरी इंटर नेशनल स्कूल के ग्राउंड में सुरक्षित उतार दिया। करनाल और हैदराबाद के पांच यात्री हेलीकॉप्टर से रविवार को बदरीनाथ के दर्शन करने गए थे। सोमवार को वापस लौटते समय हेलीकॉप्टर को सहस्रचारा हेलीपैड पर उतरना था, लेकिन पहाड़ियों पर घना कोहरा होने से यह भटक गया।



Corporate Communications Directorate

HINDUSTAN

DELHI

7 OCTOBER 2025

एयर इंडिया के विमान में गड़बड़ी की जांच शुरू

नई दिल्ली, एजेंसी। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने अमृतसर से बर्मिंघम जा रहे एयर इंडिया के विमान में हुई तकनीकी गड़बड़ी की जांच सोमवार से शुरू कर दी।

वरिष्ठ अधिकारी ने बताया कि यह मामला तकनीकी जांच का विषय है। ऐसे में वायु सुरक्षा निदेशालय (उत्तर क्षेत्र) के एक अधिकारी को जांच की जिम्मेदारी सौंपी गई है। गत शनिवार को

विमान कार्रम एयर टर्बाइन (आरएटी) अचानक 400 फीट की ऊंचाई पर सक्रिय हो गया था। हालांकि, विमान सुरक्षित रूप से उतार लिया गया था। किसी यात्री को कोई नुकसान नहीं हुआ था। बाद में इलेक्ट्रिकल व हाईड्रोलिक तंत्र सामान्य मिला। आरएटी ऐसी तकनीक है, जब विमान के दोनों इंजन, इलेक्ट्रॉनिक तंत्र या हाईड्रोलिक प्रणाली फेल हो जाती है तब ये सक्रिय होता है।

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

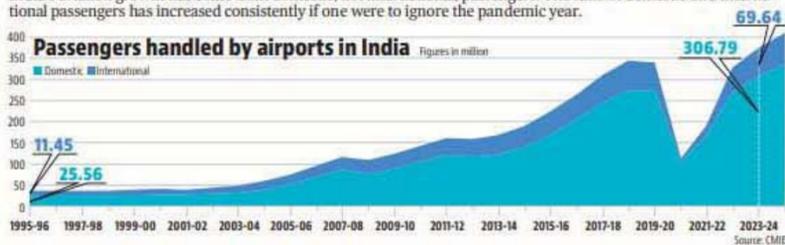
By Sreedev Krishnakumar

That India's post-reform growth story has been an unequal one is a well-accepted and commented upon fact. However, this inequality does not mean that growth has been the preserve of just a handful of places. In fact, there are enough signs that even as inequality persists, opulence is also spreading across India's geography. Among the most important proofs of this is the growing share of non-metro towns in India's aviation map, albeit with the caveat that air travel is no longer seen as the luxury it once was. The numbers speak for themselves.



1 Air travel has boomed in India in the last two decades

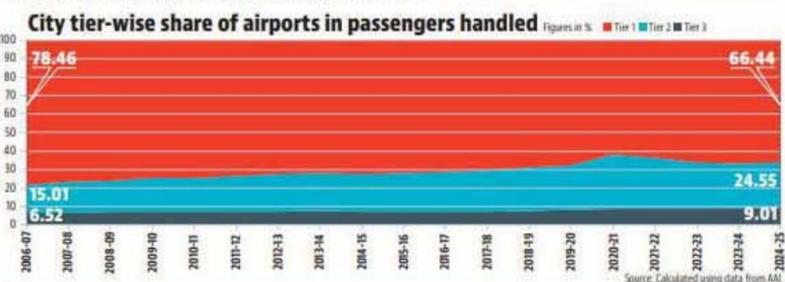
The Centre for Monitoring Indian Economy (CMIE) database gives the number of domestic and international passengers handled by airports from 1995-96 onwards. This number was 25.6 and 11.4 million for domestic and international passengers in 1995-96 and increased by a multiple of 13 and 7 in the next three decades. Between 2005-06 and 2024-25 itself, the number of domestic and international air passengers in India has increased from around 51 and 22 million to 335 and 77 million respectively. The only dip in the long-term graph came during the pandemic, when flight operations were severely restricted. What is also noteworthy is the fact that the bulk of India's aviation growth has come from domestic, not international, passengers. The ratio of domestic and international passengers has increased consistently if one were to ignore the pandemic year.



2 Airports in metro regions still dominate, but their share has decreased

As India's skies have opened to millions of new fliers, the distribution of traffic across airports has shifted. Metro airports in the six largest cities (Delhi, Mumbai, Chennai, Kolkata, Bengaluru and Hyderabad) continue to handle the bulk of passengers, but their dominance is weakening. HT analysed this by drawing the fiscal year wise data from the airport-wise passenger traffic given in Airport Authority of India's monthly traffic news reports. The airports were classified into metro and non-metro categories, and further into city tiers using the RBI's official city tier framework.

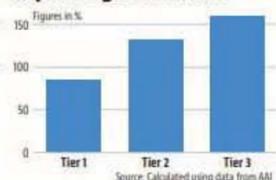
In 2006-07, these metros accounted for nearly three-fourths of all passengers handled by Indian airports. However, by 2024-25 their share had fallen to nearly 60%, with non-metro airports capturing around 40% of traffic. It is important to underline that both the embarking and disembarking airports count a passenger in their passenger handled numbers and therefore these numbers almost double the number of passengers flown by the airlines. A tier-wise view reinforces the shift: while Tier-1 cities still dominate, their share of passenger traffic has dipped from 78.5% in 2006-07 to around 66.4% in 2024-25, with Tier-2 cities gradually expanding their footprint from 15% to 24.6% and Tier-3 making small but notable gains to reach 9%.



3 Smaller cities are now driving India's aviation boom

HT analysed the city tier-wise growth numbers of 76 airports for which data is available from 2015-16 to 2024-25 from AAI's reports. The results show that smaller cities have been driving India's aviation boom: passenger traffic at Tier 1 airports grew a median 84.4% over the decade, while Tier 2 and Tier 3 airports saw far faster growth of 132% and 159% respectively. Kanpur Airport (Chakeri) in Uttar Pradesh and Mysore Airport in Karnataka—tier 2 and tier 3 respectively—stand out as airports that saw the most growth, recording extraordinary increases of 163,480% and 7,874%, albeit from a very low base. Both airports were long-established but highly underutilised with little or no scheduled service until the mid-2010s; their revival and subsequent surge were reinforced under the UDAN regional connectivity scheme. To illustrate, AAI data shows that the Kanpur airport handled just 197 passengers in 2015-16, and Mysore only 1190—by 2024-25, those figures had risen to 322,252 and 94,891 respectively.

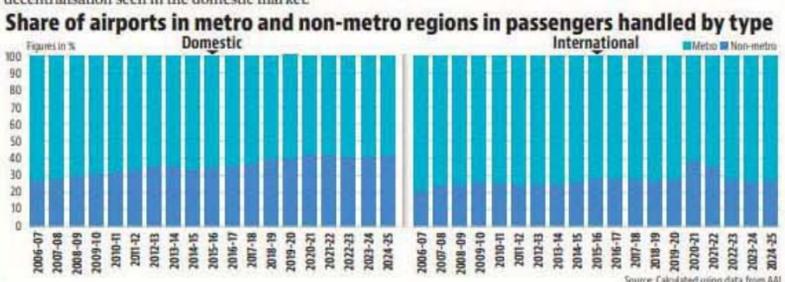
City tier-wise median growth recorded by airports in passengers handled



4 Gap between metro, non-metro airports narrows more in domestic than international passengers

The narrowing of the metro and non-metro divide is most visible in domestic aviation. In 2006-07, nearly 73% of all domestic passengers in India passed through the airports in metro cities, while non-metro airports accounted for just over a quarter. By 2024-25, the metro share had dropped to around 58%, with non-metro airports handling four in every ten domestic passengers. Airports such as Lucknow, which expanded from barely 0.5 million domestic passengers in 2006-07 to nearly 5.3 million in 2024-25, and Jaipur, which grew from 0.6 million to more than 5.5 million domestic passengers in the same period, show how non-metro cities have emerged as major domestic hubs alongside the traditional metros.

International travel, however, remains far more metro-centric. In 2006-07, they accounted for more than 78% of international passengers, and even by 2024-25 their share was only marginally lower at about 73%. For global carriers, scale and connectivity continue to concentrate traffic at the largest airports, limiting the extent of decentralisation seen in the domestic market.





Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

6 OCTOBER 2025

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.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

7 OCTOBER 2025

IndiGo to launch flights on Mumbai-London Heathrow route starting October 26

ENS ECONOMIC BUREAU
NEW DELHI, OCTOBER 6

FOCUSED ON expanding its fledgling long-haul network, IndiGo on Monday announced daily non-stop flights to London's primary airport Heathrow from Mumbai starting October 26.

It will deploy the Boeing 787-9 aircraft damp leased from Norse Atlantic on the route. London's Heathrow airport is Europe's largest aviation hub.

The country's largest airline IndiGo forayed into the long-haul segment early July. It launched non-stop flights to Manchester and Amsterdam from Mumbai early July, with an eye on becoming a global airline by 2030. The airline has since announced flights to Copenhagen — set to start this week — and Athens, slated to begin early

January. Until IndiGo's entry, Air India was the only Indian carrier operating flights to the UK and Europe.

"Entering Heathrow, a key global hub known for its scale and connectivity, is both a proud milestone and a strategic step forward in strengthening IndiGo's global footprint. The India-UK corridor has long held significant relevance, not only because of strong bilateral ties, but also due to the growing traffic between the two countries driven by students, visiting friends and relatives, business and leisure travellers. After the outstanding response to our long-haul debut flights to Manchester, we are excited to set foot in London," said IndiGo's Chief Executive Officer Pieter Elbers.

IndiGo has added nearly 40 new international destinations since 2015 with nearly 20 of those in just the last three years.



Corporate Communications Directorate

LOKSATYA

DELHI

7 OCTOBER 2025

मलेशिया-सिंगापुर से महंगी लखनऊ, पटना की उड़ान

नई दिल्ली, लोकसत्य। दिवाली से पहले घरेलू हवाई किराया आसमान छूने लगा है। दिल्ली, मुंबई से लखनऊ और पटना की उड़ानें सिंगापुर और मलेशिया से भी महंगी हो गईं। 30 हजार रुपये तक किराया पहुंच गया है। 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 थाईलैंड, 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। 9 अक्टूबर को यही किराया 4,200 रुपये है।



Corporate Communications Directorate

MINT

DELHI

7 OCTOBER 2025

SC agrees to hear IndiGo plea on IGST on re-imported parts

Krishna Yadav

krishna.yadav@livemint.com
NEW DELHI

The Supreme Court (SC) on Monday agreed to examine a dispute between the customs department and InterGlobe Aviation Ltd., which operates India's largest airline IndiGo, over whether integrated goods and services tax (IGST) should be levied on the repair costs of goods re-imported into India after being sent abroad for maintenance.

A bench of Justices B.V.



In March, the Delhi HC struck down part of a 2021 notification requiring payment of IGST and cess on such goods. **BLOOMBERG**

Nagarathna and R. Mahadevan issued a notice to IndiGo after hearing the custom department's plea.

The case reached the apex court after the customs department challenged a March ruling by the Delhi High Court (HC) that struck down as unconstitutional a portion of a 2021 customs notification requiring payment of IGST and cess on such re-imported goods.

Additional solicitor general N. Venkataraman, appearing for the customs department, said, "An important constitutional question has arisen in this matter. The judgement hurts us—it declares the law unconstitutional and affects every re-import."

Lawyers representing IndiGo, however, told the court that the airline was still awaiting refunds from the department despite the high court's order and that officials had refused to comply with the ruling. "Our refunds are all getting stuck now. They are refusing to abide by the [high court's] order," they argued.

Queries emailed to IndiGo

remained unanswered at the time of publishing this report.

The Delhi HC's March judgement brought major relief to airlines. It was in response to a 2023 petition filed by InterGlobe Aviation, which challenged the imposition of IGST on re-imported aircraft and parts following repairs overseas. IndiGo had argued that since aircraft engines and parts sent abroad for repair remained its property, their temporary export constituted a supply of services and not goods. Therefore, re-importing them after repairs should not attract additional tax.

The high court upheld IndiGo's contention, ruling that IGST on

imported services could be levied only under Section 5(b) of the IGST Act, not through customs notifications. It clarified that re-importing repaired goods amounted to an import of services, not goods, and therefore could not be taxed under the Customs Tariff Act.

Rejecting the government's argument that the 2021 amendments were mere clar-

ifications, the court said they had in fact expanded the tax's scope unlawfully. In a 25 January 2023 interim order, the court directed IndiGo to pay IGST provisionally. After the final ruling, the airline became entitled to a refund of the taxes.

Evolution of IGST on re-imported goods

Pre-GST (before 2017), under Notification No. 94/96-Customs (issued on 16 December 1996), customs duty on goods sent abroad for repairs was levied only on the repair cost, insurance, and freight—ensuring no double taxation.

After GST was rolled out on 1 July 2017, the government issued a new notification continuing the earlier treatment, levying IGST and cess only on the repair cost, insurance and freight, not on the total value of goods.

However, ambiguities persisted regarding IGST's applicability on re-imported goods. To address this, the Central Board of Indirect Taxes and Customs issued a circular on 19 July 2021, reiterating that IGST should apply only on the repair cost, insurance, and freight components.

For an extended version of this story, go to [livemint.com](https://www.livemint.com).



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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) unexpectedly

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

KOLKATA

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. PFI

Flyers agitated over Indigo Delhi-Pune flight 5-hr delay

S LALITHA @ New Delhi

OVER 200 passengers aboard an Indigo flight from Delhi to Pune faced a frustrating delay of more than five hours on Monday afternoon, reportedly due to an engine failure.

The passengers were initially made to remain seated on the aircraft for over three hours before being deboarded and an alternative flight was arranged. The flight, 6E 2132, was scheduled to depart from Indra Gandhi International Airport's Terminal 1 at 1.45 pm but was delayed by over five hours.

According to flight tracking platform FlightAware, the A321 Neo aircraft finally took off at 6.57 pm, more than five hours behind schedule.

The flight, which normally takes just 2 hours and 10 minutes, reached Pune at 8.54 pm, instead of the expected arrival time of 3.45 pm. Vibhor Mahendru, a passenger from Hyderabad, wrote about the delay on social media platform X, claiming the issue was due to an engine failure. He wrote, "Flight 6E 2132 is delayed beyond 2.5 hours due to engine failure." He added, "More than 5 hours delay and still not taken off... disgusting." Param Singh, a passenger from Delhi, brought the issue to the attention of the

Passengers given option to request a ticket refund

The airline sources confirmed the incident and said the delay occurred after a technical issue was detected during the pre-flight checks on the taxiway. "As the issue could not be rectified after some time, the passengers were made to deboard from the flight. We gave them the option to either board another flight or request a ticket refund. The passengers were also given refreshments," the source said.



Ministry of Civil Aviation and the Directorate General of Civil Aviation posting an update nearly five hours after the scheduled departure time. He wrote, "Still at Delhi airport, sitting in changed flight and status is unknown. What sort of service is this?"

The airline sources confirmed the incident and said the delay occurred after a technical issue was detected during the pre-flight checks on the taxiway. "The departure was stopped

and the flight was returned to the parking bay. Engineers attempted to fix the issue, but when it couldn't be resolved in time, passengers were deboarded," said a source.

Passengers were given the option to either board another flight or request a ticket refund, the source added.

Refreshments were also provided to those affected. Sources further said that the delay was further prolonged due to the time taken to arrange the alternative flight.

EXPRESS
EXCLUSIVE



Corporate Communications Directorate

THE PIONEER

LUCKNOW

6 OCTOBER 2025

AI flight to UK lands safely

PIONEER NEWS SERVICE

■ 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.



Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

6 OCTOBER 2025

तैयारी: जीडीसीए किराए पर रखेगा नजर

त्योहारों में हवाई किराए पर लगेगी लगाम, बढ़ेंगी उड़ानें

पत्रिका न्यूज नेटवर्क
patrika.com

नई दिल्ली. त्योहारी सीजन में हवाई किराए के बढ़ने से यात्री परेशान हैं। मजबूत मांग, रुपए में गिरावट और विमानों की कमी के कारण दिवाली-क्रिसमस के लिए थोड़े वाले कई रूट्स पर विमान का किराया 20% से 50% तक बढ़ गया है। इसे देखते हुए डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने बड़ा कदम उठाया है। रविवार को नागरिक उड्डयन मंत्रालय ने बताया कि डीजीसीए ने एयरलाइंस कंपनियों से प्रमुख रूट्स पर अतिरिक्त उड़ानें चलाने

इतनी बढ़ेगी उड़ानें

कंपनी	रूट्स	अतिरिक्त उड़ानें
इंडिगो	42	730
एयर इंडिया	20	486
स्पाइसजेट	38	546

को कहा है, ताकि त्योहारों के दौरान यात्रियों को महंगे टिकटों का झोझ न उठाना पड़े। डीजीसीए ने एयरलाइंस के साथ मीटिंग की, जिसमें यात्रा की भारी मांग को देखते हुए अतिरिक्त उड़ानें चलाने पर सहमति बनी है।

उड़ान क्षमता पर नजर रखेगा डीजीसीए

त्योहारी सीजन में हर साल अक्टूबर से दिसंबर तक यात्रियों की संख्या बढ़ जाती है। इस दौरान दिल्ली, मुंबई, बेंगलुरु जैसे प्रमुख रूट्स पर हवाई किराया अक्सर आसमान छूने लगता है। डीजीसीए ने साफ कहा है कि वह किराए और उड़ान क्षमता पर कड़ी नजर रखेगा,

ताकि यात्रियों के हितों की रक्षा हो सके। एविएशन एनालिटिक्स फर्म सिरियम के मुताबिक, अक्टूबर में भारतीय एयरलाइंस हर हफ्ते 22,945 घरेलू उड़ानें संचालित करेंगी, जो पिछले साल से 2.1% कम है। फिर भी, अतिरिक्त उड़ानों से फायदा मिलने की उम्मीद है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

6 OCTOBER 2025

एयर इंडिया फ्लाइट की इमरजेंसी लैंडिंग

अहमदाबाद। एयर इंडिया की अमृतसर से बर्मिंघम जा रही फ्लाइट एआई 117 को उस समय ब्रिटेन में ग्राउंड करना पड़ा जब विमान की आपातकालीन रैम एयर टरबाइन (आरएटी) लैंडिंग से ठीक पहले अपने आप सक्रिय हो गई। हालांकि विमान ने सुरक्षित लैंडिंग की और सभी यात्री व कर्मी सदस्य सुरक्षित हैं। एयर इंडिया के अनुसार, शनिवार को अंतिम एप्रोच के दौरान आरएटी सिस्टम अपने आप सक्रिय हो गया। एयर इंडिया ने एक बयान में कहा, फ्लाइट एआई 117 के संचालन दल ने बर्मिंघम पहुंचने से ठीक पहले आरएटी के डिप्लॉयमेंट को नोटिस किया। सभी विद्युत और हाइड्रोलिक मानक सामान्य पाए गए और विमान ने सुरक्षित लैंडिंग की। कंपनी ने बताया कि विमान को तकनीकी जांच के लिए ग्राउंड कर दिया गया है और वापसी उड़ान एआई 114 (बर्मिंघम से दिल्ली) रद्द कर दी गई है।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

6 OCTOBER 2025

New flight between Durgapur and Varanasi to boost tourism, industry

DEBAJYOTI CHAKRABORTY

Andal, 5 October

In a significant development, IndiGo Airlines, India's leading domestic carrier, has announced commencement of a Durgapur to Varanasi direct flight from the end of this month. This will further boost traffic at the Kazi Nazrul Islam Airport at Andal, especially pilgrimage tourism. This will be the eleventh destination to be connected with the airport.

Kailash Mondal, airport director, said the new service will operate thrice a week on Tuesdays, Thursdays and Saturdays, starting from 28 October. The flight duration will be about one hour and 15 minutes. The Director General of Civil Aviation (DGCA) has already approved the schedule, he added.

The first flight to operate from KNI Airport at Andal was a service to New Delhi by Air India in 2017. But that was stopped during the Covid pandemic and did not resume. At present, there are daily flights to New Delhi, Hyderabad, Chennai, Bengaluru, Bhubaneswar and Mumbai, while the Bagdogra flight operates five days a week, and the Guwahati flight four days. The New Delhi flight also connects Ahmedabad. All these flights are operated by IndiGo. Sandeep Bhalotia, national vice-president of the Indian Council of Small Industries and former president of Raniganj

Chamber of Commerce, has welcomed the new flight service between Durgapur and Varanasi. Jagdish Bagri, vice-president of the Confederation of West Bengal Trade Associations, has congratulated Bengal Aerotropolis Projects Limited (BAPL), the airport's operators, for adding another new destination to the aviation map of KNI Airport.

"In spite of the initial problems and the pandemic, today we are proud to have an airport of 4C category. The airport also has night vision facilities. I am sure KNI Airport will be instrumental in accelerating business growth in this RUHR of India," he added. The airport handled approximately 4 lakh passengers in 2024.

Virendra K. Dhall, president of South Bengal Federation of Commerce and Industries, said he hoped that very soon KNI Airport in Andal would be upgraded to an international airport with the full support of state Chief Minister Mamata Banerjee. "She has already approached the Sajjan Jindal Group for carrying out the infrastructure upgrade. It will be a game changer for both business travellers and tourists as well. Health 'tourism' and medical emergency services are also expected to get a fillip with the expansion of the airport. During Durga Puja this year, IndiGo had added an additional morning flight to meet the huge rush of tourists from 25 September to 5 October.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

6 OCTOBER 2025

DGCA intervenes amid festive rush; IndiGo, Air India, SpiceJet add extra flights

STATESMAN NEWS SERVICE

New Delhi, 5 October

The Directorate General of Civil Aviation (DGCA), under the mandate of the Ministry of Civil Aviation (MoCA), has intensified its monitoring of airfares ahead of the festive season to prevent sharp price hikes and ensure adequate capacity for passengers.

Acting proactively, the DGCA engaged with domestic airlines and directed them to ramp up flight operations to meet the expected surge in demand. In response, major carriers have announced significant capacity additions.

Following the regulator's intervention, airlines have announced significant capacity expansions for the festive season. IndiGo will deploy approximately 730 additional flights across 42 sectors. Air



India and Air India Express together will add about 486 additional flights across 20 sectors, while SpiceJet plans to operate around 546 additional flights across 38 sectors.

In total, Indian carriers are set to operate more than 1,700 extra flights during the festive period to accommodate the surge in travellers.

The aviation regulator said it will continue to maintain "rigorous oversight" on both airfares and flight capacities to safeguard passengers' interests and ensure affordable travel during the high-demand festive

season.

Notably, the Confederation of All India Traders (CAIT) has said the recent cuts in goods and services tax (GST) slabs have spurred demand momentum in the country, with Diwali 2025 sales expected to surpass Rs 4.75 trillion.

Both direct and indirect taxes have gone down after the income tax rebates announced in the Budget this year and the GST rate cuts. All this has come as a big relief to both consumers and retailers. It has, in turn, boosted consumption during the crucial festival season.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2025

India seeks info from Boeing on RAT deployment on AI's UK flight

Saurabh.Sinha@timesofindia.com

Doha: India has sought information from Boeing regarding the automatic deployment of the emergency Ram Air Turbine (RAT) system on an Air India Dreamliner during its final approach to Birmingham last week — seconds before landing at 400ft. The US aerospace major has also been asked to provide preventive measures to avoid a recurrence. Boeing did not comment on the matter.

The B-787 Dreamliner (VT-ANO) — AI117 — underwent Boeing-recommended maintenance for uncommanded RAT deployment at Birmingham on Oct 4. Since no discrepancy was observed and the aircraft was cleared for service, it operated a non-stop flight to Delhi's IGI airport on Monday morning.

Meanwhile, Federation of Indian Pilots has written to the aviation ministry, DGCA, and Aircraft Accident Investigation Board — probing the June 12 AI Dreamliner crash in Ahmedabad — urging a thorough check of the electrical system on all B787s in the country.

Senior pilots said RAT, a last-resort emergency power system, deploys during dual engine failure, hydraulic failure, or complete electrical failure. In this case, none occurred, yet RAT deployed.

Emergency system RAT 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 land-



Deployment of RAT is a rare occurrence, a senior pilot said

ed 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 pri-

ma 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 171,” a 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.”



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

6 OCTOBER 2025

Emergency system gets deployed on Air India flight to UK

Saurabh.Sinha
@timesofindia.com

New Delhi: The Ram Air Turbine (RAT) system of an Air India Dreamliner (AI117) 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



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

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.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

6 OCTOBER 2025

Airlines told to control fares for festive travel

TIMES NEWS NETWORK

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”.

DGCA will maintain rigorous oversight of airline fares & flight capacities to protect passengers' interests, aviation ministry stated

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.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

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 the high demand”. Following this, the aviation ministry stated that IndiGo has informed DGCA 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 a watch on airline fares to protect passengers’ interests,” the statement said. TNN

Emergency system gets deployed on AI Dreamliner flight to UK

Saurabh Sinha
@timesofindia.com

New Delhi: The Ram Air Turbine (RAT) system of an Air India Dreamliner (AI117) 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), Directorate General of Civil Aviation (DGCA) stated the matter required “detailed investigation” and was assigned to a senior air safety official. Till late Sunday, Air India (AI) was evaluating whether to operate the about 12-year-old VT-ANO back to India as a scheduled or ferry flight (without passengers). AI117 had taken off from Amritsar at 12.52pm on Oct 4. “During



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

landing, at 400ft, RAT unlock message came, and the system got deployed. Pilots didn’t report any related abnormality. The aircraft landed safely at Birmingham at 7.07pm (all local timings),” an official said.

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 stated that 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 any similarities between the Oct 4 RAT deployment and the June 12 Ahmedabad RAT deployment on the ill-fated AI171,” a senior pilot said.

“The operating crew of flight AI117... 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 Air India, the safety of passengers and crew remains top priority,” AI said in a statement.

According to aviation website Skybrary: “RAT is a small turbine that is 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.”