

Govt weighs delaying Adani's Mumbai airport shift plan

MAJOR TRANSITION. Ministry asks airlines, Adani Airports to submit firm proposal by Oct 20

Our Bureau
New Delhi

An extension of the October 26 deadline for shifting flights from Mumbai airport to Navi Mumbai airport, along with additional incentives for airlines, are among the proposals being considered to resolve the standoff between airlines and Adani Airports, official sources told *businessline*.

The proposals were discussed at a meeting chaired by the Civil Aviation Secretary and attended by representatives of Adani Airports Holdings (AAHL), the Airports Authority of India (AAI) and the Federation of Indian Airlines (FIA), including Air India, IndiGo and SpiceJet.

The airlines opposed the October 26 deadline, saying that several passengers had already booked tickets for flights departing from the Mumbai airport.

An extension of the timeline is under consideration, although a revised date is yet to be decided.

Additional incentives



ON THE CARDS. The next meeting will be held on October 13 to firm up the plan for shifting operations from Mumbai Airport to Navi Mumbai

were suggested to encourage airlines to operate from Navi Mumbai Airport.

The discussions also covered the higher user development fee (UDF) at Navi Mumbai airport, with a proposal to levy the same fee at both airports, sources said.

DECISION ON UDF

The government is yet to take a decision on a uniform UDF. Pending a decision, a proposal was made to reimburse passengers for the additional UDF through

vouchers. Adani Airports stated that shifting flights to Navi Mumbai was necessary to increase capacity.

The current condition of Terminal 1 (T1) at the Mumbai airport was cited as a reason for the shift.

Government sources said another consultative meeting is expected soon to take forward the discussions on the proposed transition and the concerns raised by airlines.

However, according to industry insiders, the Ministry has asked the airlines

and the airport operator to submit a firm transition plan by October 20 for shifting operations to Navi Mumbai International Airport (NMIA). They said the Ministry proposed delaying the transition by a few weeks.

NEXT MEETING

The next consultation will be held on October 13 to firm up the plan for shifting operations from the Mumbai airport to Navi Mumbai. Another meeting will be held by October 20.

The meeting discussed the phased redevelopment of Terminal 1 at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) and the associated transition of airline operations to Navi Mumbai airport.

Additionally, Adani Airports outlined its preparedness to handle up to five million international passengers annually at Navi Mumbai, highlighting the airport connectivity, in-flight catering facilities, hotels, lounges and other support services.



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Mumbai int'l flights shift to NMIA put off

Neha LM Tripathi

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NEW DELHI: The ministry of civil aviation (MoCA) on Tuesday asked Mumbai airport owner Adani Airport Holdings Ltd (AAHL) to defer by a few weeks its plan to shift international flight operations from Mumbai airport to Navi Mumbai International Airport (NMIA).

Mumbai airport planned to cut 265 weekly international flights from Terminal 2 starting October 25 to accommodate domestic traffic ahead of a phased redevelopment of Terminal 1 (T1). The airlines described the proposed relocation timeline

as "unachievable", people aware of the matter said, citing that the airport owner had gone ahead with its decision without consulting the airlines. The airport is roughly 35km away from the Mumbai airport, which is located in Andheri area.

The direction came at a meeting chaired by civil aviation secretary Samir Kumar Sinha that was attended by representatives of IndiGo, Air India and Akasa Air, the Airports Authority of India (AAI) and the Federation of Indian Airlines (FIA). The International Air Transport Association (IATA), a global airlines grouping, was also represented.

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→AIR TRAIN AT IGI TO BE READY BY 2030, P6



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Defer international flights' shift to Navi Mumbai: Ministry

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NEW DELHI: The ministry of civil aviation (MoCA) on Tuesday asked Mumbai airport owner Adani Airport Holdings Ltd (AAHL) to defer by a few weeks its plan to shift international flight operations from Mumbai airport to Navi Mumbai International Airport (NMIA).

Mumbai airport had planned to cut 265 weekly international flights from Terminal 2 (T2) starting October 25 to accommodate domestic traffic ahead of a phased redevelopment of Terminal 1 (T1). The airlines described the proposed relocation timelines as "unachievable", persons aware of the matter said, citing that the airport owner had gone ahead with its decision without consulting the airlines.

The airport is roughly 35km away from the Mumbai airport, which is located in Mumbai's Andheri area.

The direction came at a meeting chaired by civil aviation secretary Samir Kumar Sinha that was attended by representatives of IndiGo, Air India and Akasa Air, besides the Airports Authority of India (AAI) and the Federation of Indian Airlines (FIA). The International Air Transport Association (IATA), a global grouping of airlines, was also represented. The meeting was held to discuss the phased redevelopment of T1 at Chhatrapati Shivaji Maharaj International Airport (CSMIA) and the transition of airline operations from CSMIA to NMIA.

AAHL operates both airports. T1 handles domestic flights and T2 international ones, and that the international departure slots vacated at T2 will be used for domestic traffic moving out of T1.

Forty six airlines operate 770 weekly international flights from T2, and Mumbai International Airport Ltd (MIAL) wrote to them earlier this month seeking a 33% cut in international departure slots from 11.59pm on October 25, the start of the winter schedule.

MIAL wrote to the airlines to respond with their plan till 4pm on October 6, else they would

MUMBAI AIRPORT HAD PLANNED TO CUT 265 WEEKLY INTERNATIONAL FLIGHTS FROM TERMINAL 2 (T2) STARTING OCTOBER 25

allocate the flights themselves that would be needed to move to Navi Mumbai, according to people aware of the matter.

People aware of the matter said the airlines and Adani Airports have been asked to submit a firm and agreed plan for shifting operations to NMIA. They said the government has also asked Mumbai airport to present a preparedness plan and hold consultations with airlines before finalising the transition.

An official said, "The civil aviation ministry has asked the airport operator to re-engage with all concerned stakeholders and airlines on the transition plan, with the objective of developing an agreed solution."

"The ministry has ordered Adani Airports to ensure that stakeholder concerns and the final solution developed with stakeholders are submitted as part of the airport operator's request for the ministry's approval of the Major Development Plan (MDP) for the T1 redevelopment," the official added. Approval of the MDP is one of the requirements under the airport concession agreement for Mumbai airport.

"The next consultation meeting will take place on October 13 to discuss the transition plan for shifting five million international passengers to NMIA from Mumbai airport," a person aware of the matter said. "A meeting to discuss the final plan will be held on October 20," he said.

AAHL, FIA and IATA did not comment on the development.

In an October 3 statement, AAHL said reconstruction of T1 is expected to begin in January 2027, adding the redevelopment would raise T1's capacity by 33%, from 15 million to 20 million passengers a year.



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THE ASIAN AGE

DELHI

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IGI to have 'automated people mover' connecting all terminals

New Delhi, Oct. 6: Delhi Airport expects to have the automated people mover (APM), a transit system connecting all the terminals, by 2030, with an estimated investment of ₹3,500 crore, officials said on Tuesday.

The APM is part of the airport's 10-year master plan till 2036. During this period, the airport's annual passenger handling capacity is projected to rise to 125 million and could go upto 129 million.

The APM, which is generally a driverless transit system that can ferry people from one point to another, will help ease congestion in

and around the Indira Gandhi International Airport (IGIA), the country's busiest airport.

Operated by Delhi International Airport Ltd (DIAL), the airport has three terminals — T1, T2 and T3 — four runways and an elevated cross taxiway.

DIAL CEO Pradeep Panicker on Tuesday said the proposed inter-terminal connectivity through the APM is expected to be ready by 2030 while briefing reporters in the national capital about the master plan.

The APM has been under discussion for the past few years, and work is underway to finalise

its design and other elements.

The APM, which will connect six stations, will stretch 7.3 kilometres, with the travel time between T1 and T3 expected to be around 13 minutes, the officials said.

While T2 and T3 are close by, T1 is a few kilometres away. Currently, passengers who want to take a flight from T1 after landing at T3, or vice versa, have to go by road to reach either of the terminals.

Meanwhile, DIAL is awaiting approval from the authorities for the airside transfer of passengers from T3 to T1 by bus.

— PTI



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BUSINESS LINE

DELHI

7 OCTOBER 2026

Navi Mumbai airport to augment staff, cut cargo delays

Aneesh Phadnis
Mumbai

The Navi Mumbai airport is addressing system glitches, augmenting its staff and improving its customer support for cargo operations following complaints from airlines and agents.

On October 1, custom brokers complained that the airport lacks experienced manpower and equipment to handle cargo volume. Europe-based Challenge Group suspended its freighter service to Navi Mumbai after four flights said the current operational

service at the airport does not allow them to deliver reliable cargo services.

Acknowledging the concerns, the airport's head of cargo, Suresh Nair, wrote to custom brokers that corrective measures were being taken to reduce delays and improve operations.

"We understand that this transition has caused inconvenience and difficulties to some of you and we regret these unintentional developments and sincerely appreciate your support and co-operation," he said.

The airport said it will provide freight forwarders up-to-date information on



EASING OPS. The airport said it will provide freight forwarders information on flight clearances and clear timelines for delivery

flight clearances and clear timelines for delivery. The airport will also work with custom house agents to ensure all system-related is-

ssues are resolved promptly.

The airport is also augmenting its manpower with experienced resources for faster turnaround, said Nair.

The airport has decided to waive additional demurrage being levied post the free period until Oct 15

ADDITIONAL WAIVER

The airport has also decided to waive additional demurrage being levied post the free period until October 15.

"While transitions of this scale can present challenges, our responsibility is to ensure that the impact is minimised and the experience remains smooth," he said.

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BUSINESS LINE

DELHI

7 OCTOBER 2026

Delhi airport plan targets 125 m passengers by 2036

Our Bureau

New Delhi

The national capital's Indira Gandhi International (IGI) airport's latest master plan envisages expanding its annual passenger handling capacity to around 125 million by 2036, with a new pier at Terminal 3 (T3) and an automated people mover (APM) connecting terminals.

At present, the airport, managed and operated by Delhi International Airport Ltd (DIAL), has an annual passenger handling capacity of over 100 million.

Speaking at a select media briefing, Pradeep Panicker, President and CEO of DIAL, said the plan seeks to accommodate long-term traffic growth while retaining flexibility to adjust domestic and international capacity.

EXPANSION

The proposed development would retain the existing Terminal 2 (T2), alongside capacity enhancements at

Terminal 1 (T1) and T3.

Accordingly, T1's annual passenger handling capacity would rise to 45 million, while T2 would remain at 14 million.

Further, T3 would expand to around 66 million, comprising 27 million domestic and 39 million international passengers.

Meanwhile, Panicker indicated that further modifications could potentially take the airport's overall capacity to around 129 million passengers.

The plan, he said, aims to strengthen Delhi airport's position as an international hub.

However, Panicker acknowledged that the near-term traffic estimate for 2026-27 could fall short of the earlier projection, which had been prepared before the West Asia crisis.

CONNECTIVITY

Additionally, a key component of the plan is the proposed APM, which would connect T1 and T3, along



TRAFFIC SURGE. The proposed development would retain the existing T2, alongside capacity enhancements at T1 and T3

with Aerocity and the cargo area.

The system would also provide connectivity to the existing airport metro station, while T2 would be accessible on foot from the station area.

The APM project has previously been reported to entail an investment of around ₹3,000-4,000 crore.

Additionally, a separate pedestrian tunnel connecting the airport metro station with T2 is under construction and is expected to be completed shortly.

On terminal expansion, the next major phase would centre on the development of Pier E at T3, with an additional annual domestic passenger handling capacity of

around 12 million.

The airport plans to begin this development in 2027, with Panicker indicating a construction period of around one-and-a-half to two-and-a-half years.

As per the plan, Pier E would include 12 contact stands, along with remote stands and associated airside infrastructure.

The expansion would also create additional passenger processing facilities on the left-hand side of T3 as passengers enter the terminal.

EIGHT LANES

Notably, the plan includes widening the main spine road leading to T3 and T2 from six lanes in each direction to eight, along with changes to terminal drop-off and arrivals pick-up areas.

Overall, the airport is seeking to increase its approved daily aircraft movement capacity from 1,570 to around 1,700 by summer 2027 through the availability of the fourth runway and procedural improvements.

Aviation ministry tells MIAL to defer Navi Mumbai shift plan

DEEPAK PATEL

New Delhi, 6 October

The Ministry of Civil Aviation (MoCA) on Tuesday asked the Mumbai International Airport Ltd (MIAL) to defer its current transition plan, under which it wanted to shift 265 out of 770 weekly international flights from Mumbai airport to Navi Mumbai airport by October 25. It also asked the Adani group-controlled airport operator to convene a meeting with all stakeholders to work out a jointly agreed transition plan, sources said.

The dispute between the airlines and Adani group over the proposed shift began in August, when the MIAL started discussions on moving international services to Navi Mumbai as part of the redevelopment of Mumbai airport's Terminal 1. The issue escalated in the recent weeks after MIAL asked airlines to submit transition plans by Tuesday (October 6) and warned that it would proceed with the proposed shift if airlines did not provide their inputs.

Both — MIAL as well as Navi Mumbai International Airport Ltd (NMIAL) — are controlled by the Adani Airport Holdings



The Mumbai International Airport Ltd (MIAL) wanted to shift 265 out of 770 weekly international flights from Mumbai airport to Navi Mumbai airport by October 25

Limited (AAHL). Sources said Tuesday's meeting in Delhi between MoCA, MIAL, NMIAL and airlines decided that the current transition plans would be deferred. MIAL will now convene a meeting with all stakeholders to prepare a transition plan that has the agreement of airlines and other parties concerned. The new plan will also have to go through the required regulatory approvals, sources said.

"MIAL subsequently informed that a meeting with airlines and other stakeholders will take place on 13 October," a source privy to the develop-

ment said.

The record of the joint stakeholder meeting, showing airline buy-in to the transition plan, will form part of the Major Development Plan (MDP) approvals for the project. The MDP approvals for the project are to be given by MoCA, sources said. MDP refers to the broader development plan for an airport, including proposed infrastructure and operational changes.

The process agreed on Tuesday will, therefore, require MIAL to first build stakeholder agreement on the transition before taking the plan through

the regulatory approval process.

The meeting in Delhi came after airlines raised questions over the basis for shifting a specific 33 per cent of international services from Mumbai airport to Navi Mumbai. MIAL had said 265 of the 770 weekly international departure slots at Terminal-2 would be temporarily discontinued, and these flights will be shifted to Navi Mumbai.

All international flights at Mumbai airport currently operate from Terminal-2. According to MIAL, around 5 million domestic passengers a year need to be shifted from Terminal-1 to Terminal-2 at the old airport, and this is why around 33 per cent of international flights currently operating from Terminal-2 must move to Navi Mumbai.

The Airline Operators Committee, in its communication to Adani group on Sunday, asked the airport operator to explain how it arrived at the 33 per cent figure. It wanted to know whether the calculation was based on terminal capacity, passenger traffic, flights or slots, and sought the methodology and capacity assessment behind the figure.



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BUSINESS STANDARD

DELHI

7 OCTOBER 2026

Delhi airport plans ₹7K cr expansion in next 10 years

DEEPAK PATEL

New Delhi, 6 October

Delhi's Indira Gandhi International Airport, under a new Master Plan, will undergo a major expansion over the next decade to raise its annual passenger handling capacity to around 125 million from the current 106 million, said Pra-deep Panicker, president and chief executive officer (CEO), Delhi International Airport Ltd (DIAL), on Tuesday.

Sources pegged the overall investment in the expansion plan at around ₹7,000 crore. The plan includes terminal expansion, additional aircraft stands and a new automated people mover connecting different terminals of the airport. Some parts of this plan will be implemented within the next five years, while the rest would be implemented by 2036.

"We are adding three more bus gates to T1, which will take its capacity to 45 million. T3 will go up to around 66 million, of which 27 million will be domestic and 39 million will be international," Panicker said.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

7 OCTOBER 2026

नवी मुंबई शिफ्टिंग • अब 13 और 20 अक्टूबर को फिर होगी बैठक अदाणी को झटका... मुंबई की 33% अंतरराष्ट्रीय उड़ानें नवी मुंबई भेजने की योजना पर रोक लगी

बिजनेस संवाददाता | मुंबई

मुंबई एयरपोर्ट की 33% अंतरराष्ट्रीय उड़ानें नवी मुंबई भेजने की योजना



एयरलाइंस के विरोध के बाद फिलहाल टल गई है। सरकार ने अदाणी एयरपोर्ट होल्डिंग्स से इसे

कुछ हफ्ते रोककर एयरलाइंस की सहमति से नई योजना बनाने को कहा है। कंपनी ने 25 अक्टूबर तक ये उड़ानें नवी मुंबई स्थानांतरित करने या बंद करने को कहा था। एयरलाइंस ने इससे उड़ानों का शेड्यूल

और यात्रियों की कनेक्टिविटी प्रभावित होने की चिंता जताई थी। मुंबई एयरपोर्ट के टर्मिनल-1 के पुनर्निर्माण के लिए उड़ानें स्थानांतरित करने की योजना थी। इसकी संचालक मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड में अदाणी समूह की 74% हिस्सेदारी है। एएचएल नवी मुंबई एयरपोर्ट भी संचालित करती है। दिल्ली में हुई बैठक में नागर विमानन सचिव समीर कुमार सिन्हा ने बदलाव टालने और दोनों पक्षों से ठोस योजना बनाने को कहा। एएचएल ने दावा किया कि नवी मुंबई एयरपोर्ट सालाना 50 लाख अंतरराष्ट्रीय यात्रियों को संभालने के लिए तैयार है।

अब आगे क्या...

13 अक्टूबर: मुंबई एयरपोर्ट पर बैठक होगी, मंगलवार के फैसलों पर फॉलो-अप होगा।

20 अक्टूबर: अंतिम ट्रांजिशन प्लान पर सभी पक्ष विचार करेंगे।

25 अक्टूबर: एएचएल की पुरानी समयसीमा तुरंत लागू नहीं होगी।

करीब 90 मिनट की बैठक में एयरलाइंस, एएचएल, फेडरेशन ऑफ इंडियन एयरलाइंस, आईएटीए और एएआई के प्रतिनिधि शामिल हुए। रिपोर्ट्स के मुताबिक चर्चा सकारात्मक रही।

स्विस राष्ट्रपति ने देखा नोएडा एयरपोर्ट निवेश की नई संभावनाओं पर जोर

■ 65 सदस्यीय प्रतिनिधिमंडल के साथ करीब ढाई घंटे रहे गाई पार्लेलिन
■ टर्मिनल से एटीसी टावर तक लिया जायजा

ग्रेटर नोएडा, 6 अक्टूबर (देशबन्धु)। स्वित्जरलैंड के राष्ट्रपति गाई पार्लेलिन ने मंगलवार को करीब 65 सदस्यीय प्रतिनिधिमंडल के साथ नोएडा इंटरनेशनल एयरपोर्ट का दौरा



किया। करीब ढाई घंटे के दौरान उन्होंने एयरपोर्ट की निर्माणाधीन एवं तैयार सुविधाओं, संचालन व्यवस्था, तकनीकी ढांचे और डिजाइन का जायजा लिया। राष्ट्रपति के दौरे को उत्तर प्रदेश और स्वित्जरलैंड के बीच एविएशन के साथ-साथ आईटी, इलेक्ट्रॉनिक्स, तकनीक और औद्योगिक निवेश के लिहाज से महत्वपूर्ण माना जा रहा है।

राष्ट्रपति गाई पार्लेलिन करीब 11:30 बजे एयरपोर्ट पहुंचे। उत्तर प्रदेश सरकार के आईटी एवं इलेक्ट्रॉनिक्स मंत्री सुनील शर्मा, अपर मुख्य सचिव दीपक कुमार और इन्वेस्ट यूपी के सीईओ विजय



किरण आनंद ने उनका स्वागत किया। इसके बाद राष्ट्रपति और उनके प्रतिनिधिमंडल को एयरपोर्ट के बारे में विस्तृत प्रस्तुतीकरण दिया गया।

अवनी बोर्ड रूम में हुई प्रस्तुति

राष्ट्रपति के दौरे की शुरुआत नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के कार्यालय में हुई। अवनी बोर्ड रूम में एयरपोर्ट की विकास योजना, डिजाइन, तकनीकी व्यवस्था और संचालन से जुड़ी तैयारियों के बारे में प्रस्तुतीकरण दिया गया। इस दौरान

राष्ट्रपति गाई पार्लेलिन ने भी प्रतिनिधिमंडल को संबोधित किया। इसके बाद एयरपोर्ट परिसर के आंगन में भारतीय संगीत की धुनों के बीच लंच का आयोजन किया गया। यहां प्रतिनिधिमंडल के सदस्यों के साथ ग्रुप फोटोग्राफी भी हुई।

दो हिस्सों में बंटा प्रतिनिधिमंडल

लंच के बाद स्विस प्रतिनिधिमंडल दो समूहों में विभाजित हो गया। राष्ट्रपति गाई पार्लेलिन, उनकी पत्नी और चयनित अधिकारियों ने एयरसाइड क्षेत्र तथा



एयर ट्रैफिक कंट्रोल (एटीसी) टावर का विशेष निरीक्षण किया। वहीं प्रतिनिधिमंडल के अन्य सदस्यों ने यात्री टर्मिनल, सुरक्षा क्षेत्र, बोर्डिंग गेट, एप्रन और बैगेज रिक्लेम सहित एयरपोर्ट की विभिन्न सुविधाओं का भ्रमण किया।

निरीक्षण के दौरान प्रतिनिधिमंडल को एयरपोर्ट की यात्री सुविधाओं, सुरक्षा व्यवस्था, तकनीकी प्रणालियों और संचालन की तैयारियों के बारे में जानकारी दी गई।

स्विस विशेषज्ञता से तैयार हो रहा एयरपोर्ट

जेवर में विकसित हो रहा नोएडा इंटरनेशनल एयरपोर्ट उत्तर प्रदेश के सबसे महत्वपूर्ण इंफ्रास्ट्रक्चर प्रोजेक्ट में शामिल है। एयरपोर्ट का विकास स्वित्जरलैंड की ज्यूरिख एयरपोर्ट इंटरनेशनल एजी की सहायक कंपनी द्वारा किया जा रहा है। ऐसे में स्वित्जरलैंड के राष्ट्रपति का यहां पहुंचना दोनों देशों के बीच आर्थिक और तकनीकी सहयोग के लिहाज से अहम माना जा रहा है।

एयरपोर्ट के जरिए पश्चिमी उत्तर प्रदेश को वैश्विक हवाई संपर्क मिलने के साथ क्षेत्र में औद्योगिक और कारोबारी गतिविधियों को भी गति मिलने की उम्मीद है। सरकार का मानना है कि बेहतर कनेक्टिविटी और आधुनिक बुनियादी ढांचा प्रदेश में विदेशी निवेश आकर्षित करने में

महत्वपूर्ण भूमिका निभाएगा।

आईटी और इलेक्ट्रॉनिक्स क्षेत्र में भी सहयोग की उम्मीद

स्विस प्रतिनिधिमंडल में राष्ट्रपति की पत्नी, स्विस राजदूत, राष्ट्रीय परिषद के सदस्य, राज्य सचिव और करीब 40 उद्योगपति शामिल रहे। उद्योग जगत के प्रतिनिधियों की मौजूदगी के कारण दौरे को केवल एयरपोर्ट निरीक्षण तक सीमित नहीं माना जा रहा है।

उत्तर प्रदेश में आईटी और इलेक्ट्रॉनिक्स क्षेत्र में निवेश को बढ़ावा देने के लिए किए जा रहे प्रयासों के बीच इस दौरे से स्विस कंपनियों के साथ तकनीक, इलेक्ट्रॉनिक्स, एविएशन और अन्य औद्योगिक क्षेत्रों में सहयोग की संभावनाएं बढ़ने की उम्मीद है।

सुरक्षित और यात्री सुविधाओं से युक्त एयरपोर्ट पर जोर

नोएडा इंटरनेशनल एयरपोर्ट के वाइस चेयरमैन क्रिस्टोफ स्नेलमैन ने कहा कि राष्ट्रपति गाई पार्लेलिन और उनके प्रतिनिधिमंडल का स्वागत करना सम्मान की बात है। उन्होंने कहा कि ज्यूरिख एयरपोर्ट के अंतरराष्ट्रीय अनुभव से सीख लेते हुए नोएडा इंटरनेशनल एयरपोर्ट को सुरक्षित, सुविधाजनक और यात्रियों के अनुकूल बनाने पर विशेष ध्यान दिया जा रहा है।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

6 OCTOBER 2026

HYD AIRPORT WINS ENERGY AWARD FOR 8TH YEAR

DC CORRESPONDENT
HYDERABAD, OCT. 5

The Rajiv Gandhi International Airport in Shamshabad has received the "National Energy Leader" award for the eighth consecutive year at the CII National Awards for Excellence in Energy Management 2026. The airport was also recognised as an "Excellent Energy Efficient Unit" for the 10th consecutive year at the 27th edition of the awards.

The awards recognise organisations that demonstrate measurable progress, innovation and commitment in improving energy performance and adopting sustainable practices.

Hyderabad airport said it has consistently focused on integrating energy efficiency and sustainability into its operations through the use of innovative technologies, energy conservation measures, renewable energy and efficient operational practices.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

7 OCTOBER 2026

2030 तक आइजीआइ में दौड़ेगी एपीएम, टर्मिनल-1 से 3 का सफर होगा 13 मिनट में

जासं, नई दिल्ली: आइजीआइ एयरपोर्ट पर आने वाले समय में टर्मिनल-1 से टर्मिनल-2 और टर्मिनल-3 तक जाना आसान हो जाएगा। एयरपोर्ट संचालन एजेंसी डायल ने अपने नए मास्टर प्लान के तहत एयरपोर्ट परिसर में आटोमेटेड पीपल मूवर (एपीएम) चलाने की योजना बनाई है। एपीएम एयरपोर्ट जैसे बड़े परिसर में यात्रियों को एक स्थान से दूसरे स्थान तक पहुँचाने वाली चालक रहित मिनी ट्रेन है। यह निर्धारित मार्ग पर चलती है और अलग-अलग टर्मिनल व अन्य महत्वपूर्ण स्थानों को आपस में जोड़ती है।

करीब 3500 करोड़ रुपये की लागत वाली यह परियोजना वर्ष 2030 तक

- 3500 करोड़ की परियोजना की डिजाइन और अन्य व्यवस्थाओं को दिया जा रहा अंतिम रूप
- अभी एयरपोर्ट के टर्मिनल-1 और टर्मिनल-3 के बीच सड़क मार्ग से जाने में लगते हैं 20 मिनट

पूरी होने की उम्मीद है। फिलहाल इसकी डिजाइन और अन्य व्यवस्थाओं को अंतिम रूप दिया जा रहा है। डायल के मुख्य कार्यकारी अधिकारी (सीईओ) प्रदीप पणिकर के अनुसार, वर्तमान में टर्मिनल-1 और टर्मिनल-3 के बीच सड़क मार्ग से जाने में 15 से 20 मिनट लगते हैं। ट्रैफिक या वीआईपी

मूवमेंट के दौरान यह समय और बढ़ जाता है। एपीएम शुरू होने के बाद दोनों टर्मिनल के बीच यात्रा का समय घटकर करीब 13 मिनट रह जाएगा।

एपीएम का कुल रुट 7.3 किलोमीटर लंबा होगा। इसमें 5.3 किलोमीटर हिस्सा एलिवेटेड और दो किलोमीटर हिस्सा जमीन पर होगा। इस मार्ग पर छह स्टेशन बनाए जाएंगे। इनमें टर्मिनल-1, टर्मिनल-3, कार्गो क्षेत्र और एरोसिटी में तीन स्टेशन शामिल होंगे। एपीएम ट्रेनें हर 10 मिनट के अंतराल पर चलेंगी। टर्मिनल-1, टर्मिनल-3 और एरोसिटी के एपीएम स्टेशन दिल्ली मेट्रो से सीधे जुड़े होंगे।

Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

7 OCTOBER 2026

2030 तक आइजीआइ में टी-1 से टी-3 का सफर 13 मिनट में

जागरण संवाददाता, नई दिल्ली

आइजीआइ एयरपोर्ट पर आने वाले समय में टर्मिनल-1 से टर्मिनल-2 और टर्मिनल-3 तक जाना आसान हो जाएगा। एयरपोर्ट संचालन एजेंसी डायल ने अपने नए मास्टर प्लान के तहत एयरपोर्ट परिसर में आटोमेटेड पीपल मूवर (एपीएम) चलाने की योजना बनाई है। करीब 3500 करोड़ रुपये की लागत वाली यह परियोजना वर्ष 2030 तक पूरी होने की उम्मीद है। फिलहाल इसकी डिजाइन और अन्य व्यवस्थाओं को अंतिम रूप दिया जा रहा है।

डायल के मुख्य कार्यकारी अधिकारी (सीईओ) प्रदीप पणिकर के अनुसार, वर्तमान में टर्मिनल-1 और टर्मिनल-3 के बीच सड़क मार्ग से जाने में 15 से 20 मिनट लगते हैं। ट्रेफिक या बीआइपी मूवमेंट के दौरान यह समय और बढ़

3500 करोड़ की परियोजना की डिजाइन और अन्य व्यवस्थाओं को दिया जा रहा अंतिम रूप



आटोमेटेड पीपल मूवर एयरपोर्ट।

फाइल

जाता है। एपीएम शुरू होने के बाद दोनों टर्मिनल के बीच यात्रा का समय घटकर करीब 13 मिनट रह जाएगा। एपीएम का कुल रूट 7.3 किमी लंबा होगा। इसमें 5.3 किलोमीटर हिस्सा एलिवेटेड और दो किलोमीटर हिस्सा जमीन पर होगा। इस मार्ग पर छह स्टेशन बनाए जाएंगे। इनमें टर्मिनल-1, टर्मिनल-3, कार्गो क्षेत्र और

क्या होता है एपीएम

एपीएम यानी आटोमेटेड पीपल मूवर एयरपोर्ट जैसे बड़े परिसर में यात्रियों को एक स्थान से दूसरे स्थान तक पहुंचाने वाली घालफ रहित मिनी ट्रेन है। यह निर्धारित मार्ग पर चलती है और अलग-अलग टर्मिनल व अन्य महत्वपूर्ण स्थानों को आपस में जोड़ती है।

एरोसिटी में तीन स्टेशन शामिल होंगे। एपीएम ट्रेनें हर 10 मिनट के अंतराल पर चलेंगी। टर्मिनल-1, टर्मिनल-3 और एरोसिटी के एपीएम स्टेशन दिल्ली मेट्रो से सीधे जुड़े होंगे। इससे यात्रियों को मेट्रो और एयरपोर्ट के अंदर चलने वाली एपीएम सेवा के बीच आने-जाने में सुविधा होगी। कनेक्टिंग फ्लाइट पकड़ने

वाले यात्रियों के लिए यह सेवा निशुल्क रखने की योजना है। एपीएम परियोजना आइजीआइ एयरपोर्ट के वर्ष 2036 तक के मास्टर प्लान का हिस्सा है। इसके तहत एयरपोर्ट की सालाना यात्री क्षमता को मौजूदा 106 मिलियन से बढ़ाकर 125 मिलियन करने का लक्ष्य है। टर्मिनल-1 की क्षमता 42 मिलियन से बढ़ाकर 45 मिलियन यात्री की जाएगी। टर्मिनल-2 की क्षमता 14 मिलियन हो रहेगी। वहीं, टर्मिनल-3 की क्षमता 50 मिलियन से बढ़ाकर 66 मिलियन की जाएगी। इसमें घरेलू यात्रियों के लिए 27 मिलियन और अंतरराष्ट्रीय यात्रियों के लिए 39 मिलियन की क्षमता होगी।

टी-3 की क्षमता बढ़ाने के लिए करीब 2500 करोड़ रुपये की लागत से नया पियर बनाया जाएगा। रोजाना उड़ानों की संख्या भी मौजूदा 1450 से बढ़ाकर भविष्य में 2100 करने की तैयारी है।

TERMINAL BUILDOUT AND ITS DISCONTENTS

Adani Told to Defer Shift of 1/3rd Int'l Flights to Navi Mumbai

Arindam Majumder

New Delhi: The civil aviation ministry has asked Adani Airport Holdings (AAHL) to defer a planned transfer of more than a third of Mumbai airport's international departures to the new Navi Mumbai airport, said people in the know.

The ministry also directed Adani to submit a fresh roadmap for the redevelopment of Mumbai Airport's Terminal 1 following concerns raised by airlines over operational disruptions and commercial losses, the people said.

Mumbai airport authorities will meet airlines on October 13 to finalise a plan with consensus from all stakeholders and subsequently submit it to the ministry for approval, said the people cited above. Government officials told Adani to revisit the transition plan before withdrawing any international slots from Mumbai.

MIAL, the Adani-controlled operator of Mumbai airport, had proposed temporarily withdrawing 265 of the 770 weekly international departure slots from Terminal 2 with effect from October 25. The step is aimed at creating capacity at T2 for domestic flights displaced by the phased redevelopment of Terminal 1.

The government's decision effectively puts the October 25 transition plan on hold while stakeholders work on an

Revamp in Flux

265 of 770
weekly intl. T2
slots proposed
for withdrawal

Shift aimed to create domestic capacity
at T2 during T1 redevelopment



Airlines oppose **33% cut**
over operational
disruption, short
implementation timeline



Winter schedules
already sold,
making shifts
difficult for airlines

Split operations could
raise costs and
complicate
airline logistics



alternative roadmap. The immediate focus will be on whether additional capacity can be created at Mumbai, whether the airport redevelopment can be executed differently, and how much international traffic can be shifted to Navi Mumbai without disrupting airlines and passengers.

MIAL had asked airlines to identify by October 6 the international services they were willing to temporarily discontinue or shift to Navi Mumbai. It also indicated that in the absence of airline responses, it could determine the slots to be withdrawn based on operational requirements and planning as-

sumptions.

Airlines had opposed the proposed transition, questioning both the basis for reducing international operations in Mumbai and the short timeline for implementing the change.

The Airline Operators Committee has sought records of consultations on the T1 redevelopment since 2020 and an explanation for the decision to cut international flights by a third.

Airlines also contend that their winter schedules have already been planned and sold, making a large-scale change in October operationally difficult.

Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

7 OCTOBER 2026

Why the Standoff?

ET EXPLAINER

Arindam Majumder & Forum Gandhi

New Delhi | Mumbai: Redevelopment of Mumbai Airport's Terminal 1 has triggered a standoff between airlines and Adani Airports over the shifting of international flights to the new Navi Mumbai International Airport. Adani Airports controls both airports.

WHAT IS THE ISSUE?

Mumbai International Airport (MIAL), which operates Mumbai's Chhatrapati Shivaji Maharaj International Airport, has decided to temporarily discontinue 265 of the 770 weekly international departures from Terminal 2, starting October 25. This would affect 46 airlines and comes as MIAL prepares to shift domestic operations from Terminal 1 to Terminal 2 during its redevelopment.

WHY THE NEED TO MOVE FLIGHTS?

Mumbai Airport's ageing Terminal 1 is due for phased redevelopment from January 2027. T1 currently handles domestic operations. Once parts of the terminal are taken out of service, around 5 million passengers a year will need to be accommodated elsewhere.

MIAL plans to use capacity at T2 for displaced domestic passengers. To create that capacity, it wants international operations at T2 to be reduced temporarily. Adani Airports says the redevelopment is necessary because of the age and safety concerns around the 60-year-old terminal. According to it, only about 9% of Mumbai Airport's total annual passenger traffic will be temporarily affected and that T1 will eventually have 33% more capacity after redevelopment.

WHERE DOES NAVI MUMBAI COME IN?

The obvious alternative is the new Navi Mumbai International Airport. MIAL asked airlines to shift part of their international operations to Navi Mumbai, adding that the transition is temporary and the affected operations will return to Mumbai once T1 redevelopment is completed.

WHY ARE AIRLINES OPPOSING?

Airlines argue that the issue is not simply about moving flights from one airport to another. For an airline, shifting an international service involves aircraft and crew planning, ground handling, catering, cargo, maintenance, regula-

ry approvals and passenger connectivity. The International Air Transport Association has raised concerns over these issues and described the proposed move as a "forced relocation", arguing that the transition plan was not adequately worked out with airlines.

Airlines also argue that Navi Mumbai's infrastructure and transport system is not adequately capable of handling



large international operations. Airlines also contend that their winter schedules have already been planned and sold, making a large-scale change in October operationally difficult. For international airlines operating limited flights, having two bases for the same city is not cost-effective.

Stefan Gumuseli, general manager of Air France-KLM, said it would reduce operational efficiency, split teams and ground-handling arrangements, and make it harder to manage its long-haul network.

DO AIRLINES OPPOSE T1 REDEVELOPMENT?

No. Their principal objection is to the way the reduction in international operations at T2 has been decided. They have questioned the basis for cutting international departures by roughly one-third and sought details of the airport's capacity calculations and records of consultations over the T1 redevelopment.

MIAL says it had held consultations with airlines since 2020 and that several carriers either did not participate in its September 16 meeting or failed to submit transition plans by its September 25 deadline.

HOW BIG IS THE IMPACT?

The proposed reduction affects both Indian and foreign carriers.

IndiGo faces the largest impact, with 74 of its 224 weekly international departures from Mumbai affected. Air India is next with 33 of 100, followed by Akasa Air with 11 of 32 and Air India Express with seven of 21.

Among foreign carriers, Emirates and Etihad are each facing a reduction of 10 weekly departures. Also, the new airport's user development fee is higher than Mumbai's, although Adani Airports has proposed measures including cash vouchers to offset the difference for affected passengers. MIAL had asked airlines to identify by 4 pm on October 6 which slots they were willing to temporarily discontinue or shift. Otherwise, MIAL said it might determine the slots based on operational capacity.

Airlines Warn Govt of Route Cuts Amid High Fuel Costs, Seek Relief

Our Bureau

New Delhi: Indian airlines have cautioned the civil aviation ministry that continued high operating costs triggered by elevated jet fuel prices, airspace restrictions, longer flight routes, additional crew costs and a weaker rupee are putting significant pressure on their finances and could force them to withdraw from several "unsustainable" routes unless the government gives timely relief.

Civil aviation minister K Rammo-han Naidu on Tuesday said his ministry is in talks with airlines and oil marketing companies (OMCs) over the steep rise in jet fuel prices triggered by the West Asia crisis and may prepare a price stabilisation fund. "One of the most impor-

tant things is how the West Asia crisis is putting a big burden on ATF prices," Naidu said. "We are in discussions with airlines and OMCs."

Meanwhile, under a new master plan, the Indira Gandhi International Airport will undergo a major expansion over the next decade to raise its annual passenger-handling capacity to around 125 million from the current 106 million, Pradeep Panicker, president and CEO, Delhi International Airport, said on Tuesday.

The expansion plan entails an investment of around ₹7,000 crore and includes terminal expansion, additional aircraft stands and a new automated people mover to connect different terminals. Parts of the plan will be implemented over the next five years, with the remaining work expected to be completed by 2036.

WHAT'S BREWING IN MOCHA?

Houthis Deny Losses, Claim Riyadh Airport Attack

Aramco refinery reportedly hit; more than 270 govt troops, rebel fighters killed in a day

Yemen's Houthis claimed an attack on the Saudi capital's main airport and on Tuesday denied being pushed back by government forces, who have launched a major operation to recapture lost territory.

The Houthi statements come as Yemen's military said it had removed the pro-Iran group from areas around the Bab al-Mandab strait, a Red Sea chokepoint, and the port city of Mocha.

Fighting across Yemen has killed more than 270 government troops and Iran-backed Houthi fighters over the past day, sources on both sides told AFP on Tuesday.

Government sources told AFP on condition of anonymity that 115 troops had died over the past 24 hours, and that dozens of others were wounded in fighting, and by Houthi missile and drone attacks.

Houthi military sources meanwhile told AFP that they had lost 160 fighters over the past day, mainly in Saudi strikes on areas under their control.

The focus of the violence is on southwest Yemen, around the Bab al-Mandab strait that is crucial to glo-



File image of Port of Mocha during the conflict | AFP

bal energy flows.

Claims by both sides in Yemen have been impossible to independently verify, with the situation on the ground moving fast and access for journalists difficult.

After a four-year ceasefire, Yemen's long-running conflict has reignited during the Middle East war, which has roiled world energy markets and snarled trade routes.

Houthi military spokesman Ya-

hya Saree said the group still held all territory seized last month when they swept through coastal areas along the Red Sea oil-and-cargo route.

On Monday, the Houthis said they had struck Riyadh airport and a refinery belonging to Saudi state oil giant Aramco. Riyadh's King Khalid International Airport is facing frequent temporary closures of its airspace, according to tracking

website Flightradar24.

On Tuesday, Saudi's civil aviation authority said at least three people were wounded in attacks on Jazan and Najran airports near the Yemen border a day earlier.

Saudi Arabia, the main backer of the Yemeni government, has been providing air support for the counter-offensive launched by government forces.

'MOCHA IS A WAR ZONE'

Government forces claimed late Monday that they had achieved "victories on several fronts". But military sources with the government refrained from confirming Mocha's recapture, only saying they had cut the one supply route to the area.

They also said they expelled the Houthis from several areas in Taiz in the southwest, where fighting has surged in recent days.

Mohammed, a 33-year-old charity worker who fled from Mocha to Aden, said, "Life in Mocha has come to a complete standstill — there is no movement at all. The city has become a war zone," he said. **AFP**

Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

7 OCTOBER 2026

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TEMPORARY
TRUCE

Why international flights want to keep their Mumbai airport slots

The Centre on Tuesday stepped in to resolve the impasse between airlines and Adani Airport Holdings over the proposed shifting of international flights from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to Navi Mumbai International Airport (NMIA). **Nitin Kumar** explains what led to the dispute

Why is redevelopment needed at CSMIA?

T1 IS NEARLY 60 years old and MIAL says its redevelopment cannot be delayed on safety grounds. While around 5 million passengers a year will be temporarily affected, the redeveloped terminal will increase capacity from 15 million to 20 million passengers annually.

The key question is why international flights are being asked to make way rather than shifting domestic operations from T1 to Navi Mumbai. Experts say it is easier to shift a few hundred international flights than thousands of domestic flights and millions of passengers to a new airport.

OCT 13

AIRLINES & AAHL TO
NEGOTIATE ON
COMMERCIAL &
OPERATIONAL TERMS
OF TRANSITION
FOLLOWED BY A
MEETING WITH CIVIL
AVIATION MINISTRY
OFFICIALS ON OCT 20

THIS EFFECTIVELY
PUTS THE OCT 25
DEADLINE FOR THE
TRANSITION ON HOLD

Why don't airlines want to shift?

AIRLINES SUPPORT the redevelopment but say this does not mean they have agreed to surrender established international slots. The Airline Operators Committee — Mumbai has sought the technical basis for the proposed reduction, including MIAL's capacity assessment and demand-capacity analysis. Carriers also say their winter 2026-27 schedules, aircraft deployment and passenger bookings are largely finalised.

There is also the commercial concern. NMIA's scheduled departures fell 32% from a peak of 2,204 in May to 1,497 in September. IndiGo cut departures 30% over the same period, while Akasa Air reduced them 75%.

The International Air Transport Association (IATA) has opposed what it calls "forced relocation", saying any shift should be voluntary.

Why is NMIA not a great alternative?

AIRLINES MAKING the shift would have to make arrangements for ground handling, maintenance and cargo. Foreign carriers may also require approvals from their global teams. NMIA's smaller network limits connecting traffic and its wider transport ecosystem is still developing. Again, an international passenger departing from NMIA pays ₹1,225 as User Development Fee, compared with ₹615 at CSMIA. AAHL has proposed cash vouchers to offset the difference and a 100% waiver on landing charges for new international flights.

How can Adani Airport Holdings benefit from this?

FOR AAHL, the shift offers an immediate operational benefit and also a long-term advantage. It would ease pressure on CSMIA, which operates with a single runway and has aircraft movement capacity of around 46 movements per hour, with efforts to raise this to 52-55. A temporary relocation could also help NMIA establish an operating base for airlines. Once carriers invest in ground-handling, maintenance, crew deployment and passenger distribution at the airport, some may find it beneficial to retain operations there. This could help AAHL build a more durable traffic base at NMIA and accelerate Mumbai's two-airport system.

MIAL has said consultations with airlines on T1 redevelopment have been going on since 2020. It maintains that the relocation is temporary and historical Mumbai slots will be restored, along with additional slots, after redevelopment. It says about 91% of CSMIA's passenger traffic will remain unaffected during the first phase.

AAHL also told the government on Tuesday that NMIA can handle up to 5 million international passengers annually and highlighted its connectivity, catering facilities, hotels and lounges.

What's next?

THE OCTOBER 13 meeting will give the affected airlines and AAHL an opportunity to resolve their differences and reach an agreement. They will then submit their proposals to the ministry, with another meeting expected on October 20.

Airlines get more time for Navi Mumbai shift

NITIN KUMAR
New Delhi,
October 6

DOMESTIC AIRLINES WILL get more time to shift their international operations from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to Navi Mumbai International Airport (NMIA), with the government deciding against discontinuing their existing Mumbai slots from October 25, sources said.

The decision follows a meeting between airlines, airport operator and the Ministry of Civil Aviation on Tuesday,

»INSIDE«

GOVT IN TALKS
WITH OMCs,
AIRLINES OVER
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EXPLAINER: WHY
INTERNATIONAL
CARRIERS WANT
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MUMBAI SLOTS

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when carriers raised concerns over the cost and operational implications of moving to NMIA within the proposed time-frame. Airlines pointed out that such a transition would require greater planning and clarity on the commercial terms before they could commit to the transition. The carriers will hold further discussions with Adani Airport Holdings (AAHL), which operates both airports, on the terms of the proposed move.

Continued on Page 7

Airlines get more time for Navi Mumbai shift

THEY WILL SUBSEQUENTLY submit their proposals to the ministry, which will use the inputs to firm up the transition plan. "The airlines were firm that shifting to Navi Mumbai at this stage is not possible. Such a transition takes time and requires strategic thinking. Airlines cannot make the move without proper due diligence and a clear understanding of the terms and conditions. The airlines will negotiate the conditions with Adani next week and submit their proposals to the ministry,"

a source said. The next consultation between airlines and the airport operator is scheduled for October 13 at CSMIA. The discussions are expected to focus on the operational and financial concerns raised by carriers, including the additional costs associated with shifting flights and the impact on passenger demand.

A further meeting is expected around October 20 to consider the transition plan based on the outcome of the October 13 discussions. One

proposal under consideration is for NMIA to reimburse passengers for a certain period to offset the inconvenience caused by shifting international operations. The details of the mechanism are yet to be finalised.

The transition is being planned against the backdrop of the phased redevelopment of Terminal 1 at CSMIA. The redevelopment is expected to increase the terminal's annual passenger-handling capacity from 15 million to 20 million passengers. The government

wants to facilitate the redevelopment while ensuring that shifting operations does not cause significant disruption to passengers or impose an unviable cost burden on airlines.

Under the proposed arrangement, NMIA is eventually expected to handle up to 5 million international passengers annually transferred from Mumbai airport. Major domestic carriers, including IndiGo, Air India and Akasa Air, have been discussing the transition with the airport operator for around

18 months. Airlines, however, have raised concerns over higher operating costs, connectivity and the possible impact on passenger demand after the shift. Airport charges are another consideration, with NMIA's higher user development fee (UDF) emerging as a particular concern. An international departing passenger pays ₹1,225 at NMIA compared with ₹615 at CSMIA.

AAHL has proposed cash vouchers to offset the difference in UDF for passengers, besides a 100% waiver of landing charges

for new international flights. The decision on the UDF at NMIA is also pending with the ministry.

During Tuesday's meeting, AAHL said NMIA had the infrastructure to handle up to 5 million international passengers annually and highlighted its connectivity and supporting facilities, including inflight catering, hotels, lounges and other passenger amenities.

Representatives of AAHL, AAI, the Federation of Indian Airlines and domestic airlines attended the meeting.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

6 OCTOBER 2026

SURAT

Surat Airport expands use of renewable energy

Surat International Airport has expanded its use of renewable energy through solar power generation and procurement of green electricity, along with measures to reuse treated wastewater. The airport has installed two solar photovoltaic (PV) plants with a combined capacity of 140 kWp. The plants generate about 533 units of electricity a day, amounting to approximately 17,000 units a month. The solar installations reduce the airport's electricity expenditure by around ₹1.26 lakh per month, according to the information provided by the airport authorities. The airport is also procuring green electricity from the distribution company (DISCOM) under Gujarat's green tariff mechanism. It pays an additional ₹0.90 per unit for green power, with the airport's electricity requirement being met through green energy under the arrangement.

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MUMBAI

6 OCTOBER 2026

Aviation boom: Airport at every 150 km, airstrip every 75 km

State plans permanent helipad in all 230 Assembly constituencies

Our Staff Reporter

BHOPAL

The state government plans to have airport at every 150 km, airstrip at every 75 km and helipad at every 45 km, an aviation department stated on Monday. The state has eight airports in eight cities, namely, Indore, Bhopal, Jabalpur, Gwalior, Khajuraho, Rewa, Satna. The number of airports will increase to 10 as development work of Ujjain and Shivpuri airport is underway. International connectivity has expanded with direct flights from Indore to Dubai and Abu Dhabi. The state over 20 airstrips and 220 helipads. The



A view of Dhana airstrip in Sagar district

state government aims to have permanent helipad in all 230 Assembly constituencies.

Approval underway for five airports

The central government is processing approval for five new airports with priority being given to Singrauli. Under UDAN scheme, 10 existing airstrips are proposed to be developed as airports. They are Singrauli, Sagar, Neemuch,

Chhindwara, Mandla, Khandwa, Ratlam, Mandsaur, Umaria and Shahdol.

Delivery of jet plane Challenger 3500 on cards

State government is all set to receive new jet plane Challenger 3500 soon. It will reduce government's monthly air travel expenditure to one-third of the current level and will end its dependence on charter plane.

Datana Matana airport for Simhashta 2028

Datana Matana airport in Ujjain is being developed under Regional Connectivity Scheme UDAN 5.2. It will have runway of 1,800 metres in initial phase, which can be further extended to 2,700 metres. It will play an important role in religious tourism during Simhashta.



Corporate Communications Directorate

HARI BHUMI

DELHI

7 OCTOBER 2026

प्रदेश में हवाई सुविधाओं का विस्तार, अब होंगे हर 150 किलोमीटर पर एयरपोर्ट, 75 किमी पर एयर स्ट्रिप और हर 45 किमी पर हेलीपैड

मप्र में होंगे 10 एयरपोर्ट, सभी 230 विधानसभा क्षेत्रों में स्थाई हेलीपैड

- ▶▶ पीएमश्री एयर एम्बुलेंस, हेली पर्यटन सेवा और नई उड़ानों से मिल रही हैं नागरिकों को सुविधाएं
- ▶▶ मप्र से निरंतर बढ़ रही हैं अंतरराष्ट्रीय उड़ानें
- ▶▶ प्रदेश को मिलेगा एक शासकीय विमान, चार्टर्ड विमान पर निर्भरता होगी समाप्त

हरिभूमि न्यूज | गोपाल

मुख्यमंत्री डॉ. मोहन यादव के नेतृत्व में राज्य सरकार प्रदेश में विमानन सेवाओं और अधोसंरचना को सुदृढ़ करने के लिए निरंतर कार्य कर रही है। नागरिकों को बेहतर हवाई कनेक्टिविटी उपलब्ध कराने के साथ ही आपातकालीन सेवाओं, पर्यटन और स्वास्थ्य सेवाओं की पहुंच को मजबूत करने के लिए एयरपोर्ट, एयरस्ट्रिप और हेलीपैड



के नेटवर्क का नागरिक विमानन नीति-2025 के अंतर्गत विस्तार किया जा रहा है। प्रदेश में एयरपोर्ट बढ़कर 8 हो गए हैं और शीघ्र ही इनकी संख्या 10 हो जाएगी। इसी

तरह से प्रदेश से अंतरराष्ट्रीय उड़ानों की संख्या भी निरंतर बढ़ रही है। पहले दुबई और अब अबूधाबी के साथ इंदौर का हवाई संपर्क स्थापित हुआ है। सिंहस्थ-2028 के लिए भी दताना-मताना एयरपोर्ट का विस्तार हो रहा है। नए एयरपोर्ट के विकास, सभी विधानसभा क्षेत्रों में स्थायी हेलीपैड का निर्माण और पीएमश्री एयर एम्बुलेंस एवं पीएमश्री हेली पर्यटन सेवा से प्रदेश में हवाई सुविधाएं अधिक सुगम और व्यापक हो रही हैं।

प्रदेश में सुदृढ़ हो रहा विमानन नेटवर्क

मप्र में वर्तमान में 8 एयरपोर्ट, 20 से अधिक एयरस्ट्रिप और 220 हेलीपैड हैं। वर्ष 2023-24 में प्रदेश में 5 प्रमुख एयरपोर्ट इंदौर, नोपाल, जबलपुर, उवालियार और खजुराहो संचालित थे। वर्ष 2024-25 में रीवा, दरिया और सतना को जोड़कर एयरपोर्ट की संख्या 8 हो गई है। उत्तर और शिवपुरी में एयरपोर्ट के विकास का कार्य प्रगति पर है। प्रदेश में हवाई सुविधाओं को और व्यापक बनाने के लिए हर 150 किलोमीटर पर एयरपोर्ट, हर 75 किलोमीटर पर एयरस्ट्रिप और हर 45 किलोमीटर पर हेलीपैड विकसित करने की दिशा में कार्य किया जा रहा है। प्रदेश के सभी 230 विधानसभा क्षेत्रों में स्थायी हेलीपैड विकसित करने की योजना है।

पांच नए एयरपोर्ट की स्वीकृति प्रक्रियाधीन, सिंगरौली को प्राथमिकता प्रदेश में पांच नए एयरपोर्ट के विकास की स्वीकृति केंद्र सरकार के स्तर पर प्रक्रियाधीन है। इनमें सिंगरौली को प्राथमिकता दी गई है। इसके साथ ही उड़ान योजना अंतर्गत प्रदेश की 10 एयरस्ट्रिप को एयरपोर्ट के रूप में विकसित करने का प्रस्ताव है। इनमें सिंगरौली, सागर, नोमच, छिंदवाड़ा, मंडला, खंडवा, रतलाम, मंदसौर, उमरिया और शहडोल शामिल हैं।

राज्य सरकार को मिल रहा नया विमान-व्यय रह जाएगा एक तिहाई

प्रदेश में विमानन और वायु सेवाओं का विकास हो रहा है तथा राज्य शासन को नया शासकीय विमान मिल रहा है। देश में कई राज्यों जैसे- उत्तर प्रदेश, महाराष्ट्र, राजस्थान, गुजरात, पंजाब, हरियाणा, जम्मू कश्मीर, छत्तीसगढ़ इत्यादि में स्वयं के विमान एवं हेलीकॉप्टर हैं। भौगोलिक दृष्टि से बड़ा राज्य होने के कारण मप्र में त्वरित पहुंच एवं आकस्मिक परिस्थितियों में विमान एवं हेलीकॉप्टर की तुलनात्मक रूप से अधिक आवश्यकता रहती है। कोविड-19 के दौरान प्रदेश सरकार का विमान कोविड की अत्यंत महत्वपूर्ण दवा रेमडेसिविर को प्रदेश के विभिन्न स्थानों में ले जाते हुए उवालियार में क्षतिग्रस्त हो गया था। इसके बाद से लगातार चार्टर्ड (किराए) के विमान का उपयोग किया जा रहा है। शासकीय विमान आने से राज्य सरकार का व्यय प्रतिमाह एक तिहाई ही रह जाएगा।

Long-awaited air train at IGI airport to be ready by 2030

Neha LM Tripathi

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NEW DELHI: The Indira Gandhi International (IGI) airport's much-awaited Automated People Mover (APM), an air train that will connect Terminals 1 and 3 with Aerocity, the airport metro station, and the cargo area, is expected to be ready by 2030, with construction set to begin next year, airport officials said on Tuesday.

"The 7.3km system, planned as part of a larger expansion of Indira Gandhi International Airport (IGIA) to meet rising passenger demand through 2036," said Delhi International Airport Ltd (DIAL) chief executive officer (CEO) Pradeep Panicker.

It will have six stations and is expected to carry 55,000 passengers in its opening year and up to 85,000 passengers a day "at saturation", said Panicker. "The design work for the APM is underway and a consultant has already been appointed. A connectivity team is working on the project, with the design currently under finalisation. A vendor will be brought on board before construction begins. Once work starts, the project is expected to take around 30 months."

The APM will come up at an estimated cost of ₹3,500 crore.

According to DIAL's latest Master Plan that was recently submitted to the civil aviation



Construction to begin next year

WHAT IS AN AIR TRAIN?

An Automated People Mover (APM) is a **driverless shuttle** designed to move passengers between different parts of a large airport. Delhi's 7.3km system will connect **T1, T3, Aerocity/airport Metro station** and the **cargo area**.

HOW WILL IT WORK?

The system will have **5.3km** of elevated track and **2km** at ground level. It is expected to **carry 55,000 passengers** a day initially, rising to **85,000** at saturation.

ministry, the APM will have an elevated section of 5.3km and an at-grade section (at ground-level) of 2km. As per the plan, the system is expected to operate at a frequency of one train every 10 minutes, with a travel time of around 13 minutes.

The airport CEO said that the APM would provide a seamless connection with the existing airport metro network at Aerocity and would be located adjacent to the metro station rather than offering a direct platform-to-platform connection, with the aim of making the transfer as seamless as possible.

To be sure, Aerocity is also expected to have connectivity to other metros including the under construction Golden Line and a proposed RRTS (Sarai Kale Khan to Alwar) expected to have a halt in Aerocity.

The Master Plan for 2036 estimates that the airport will handle around 129 million passengers annually after accounting for the impact of the newly opened Noida International Airport (NIA) in Jewar. The wider Delhi-NCR airport system is projected to handle around 160 million passengers a year by 2036.

"The forecast was prepared using historical traffic trends, economic growth, market analysis and airline fleet orders," Panicker said, adding that the plan takes into account changes in the regional aviation landscape, including the development of NIA and the opening of Hindon airport for commercial operations.

The Master Plan also includes a series of terminal, airside and road infrastructure expansions to meet demand expected over the next decade. Panicker said passenger demand at Delhi airport is projected to reach 107 million by 2030 and the airport is expected to have the capacity to handle about 121 million passengers by then, providing capacity ahead of projected demand.

The proposed terminal expansion includes a new Pier E at Terminal 3 for domestic passengers, additional check-in counters and an extension of the arrival baggage reclaim belts.

"DIAL also plans to widen the Terminal 3 departure and arrival forecourts, increasing the number of departure drop-off lanes from three to five and arrival pick-up lanes from four to six," the CEO said.

According to the demand, Terminal 1's annual capacity is expected to rise from 42 million to 45 million passengers, while Terminal 3's capacity would

increase to 66 million passengers, including 27 million domestic and 39 million international passengers. Terminal 2's capacity will remain unchanged at 14 million passengers a year.

Delhi airport's daily aircraft movement capacity will also improve to 2,100 by 2036, from the current approved capacity of 1,570.

"DIAL is already working with airport authorities on measures that could initially take the capacity to around 1,700 movements a day. However, currently, due to various geopolitical issues, the current movements are around 1450 per day," Panicker said.

"This longer term increase, however, would require changes in procedures, training, airspace management and automation. DIAL is also looking at increasing peak hour capacity from around 92 aircraft movements to about 110," he said.

The airport chief said that a pedestrian tunnel connecting Terminal 2 to the airport metro station is already under construction and is expected to be completed soon.

The airport's cargo traffic is projected to reach 1.7 million tonnes annually by 2036. DIAL's plan includes provisions for expanding cargo-related facilities, while the operator said the existing cargo zone has capacity for about 1.8 million tonnes.

Govt. steps in to stop Adani's MIAL slot cuts

The civil aviation ministry's intervention effectively puts the proposed international slot cuts on hold while seeking a workable transition plan

Jagriti Chandra

NEW DELHI

The Ministry of Civil Aviation has stepped in to pause Adani Airports' proposed reduction in international flight operations at Mumbai's Terminal 2, giving airlines and the airport operator until October 20 to finalise a transition plan for the redevelopment of Terminal 1.

The intervention follows strong opposition from airlines to Mumbai International Airport Ltd.'s (MIAL) plan to cut 265 of Terminal 2's 770 weekly international departure slots from October 26. The proposed reduction, equivalent to about 34% of international departure slots, would affect 46 carriers. IndiGo faces 74 slot cuts, Air India 33,



Turbulent skies: Airlines argued that the proposed timelines were too aggressive and operationally difficult to implement. REUTERS

and Emirates and Etihad Airways 10 each.

MIAL said the cuts are necessary to free up Terminal 2 facilities, including check-in counters, baggage belts, gates and office space, for domestic operations shifting from Terminal 1 during its phased redevelopment. The move is aimed at accommodating around five million additional passengers annually.

Airlines, however, have argued that the proposed timelines are too aggressive and operationally difficult to implement.

The ministry has now asked Adani Airports, airlines and other stakeholders to reconvene and work out an "agreeable" and "win-win" transition plan. Adani Airports has called a fresh stakeholder meeting on October 13.

Coming in 2030, 7-km train line to connect IGIA Terminal 1 with 3

Sukalp Sharma
New Delhi, October 6

AT DELHI'S Indira Gandhi International Airport, getting from Terminal 1 to Terminal 3 can mean a 15-20 minute road journey — longer during peak hours or VIP movements — despite both being part of the same airport.

By 2030, that journey could be made by train.

Delhi International Airport Limited (DIAL), the airport operator, is planning a 7.3-km automated people mover (APM) or inter-terminal rapid rail system that will connect Terminal 1 with Terminal 3, with stops at Aerocity and the airport's cargo area.

The proposed system is estimated to cost around Rs 3,500 crore, bringing IGI — the country's largest airport with three passenger terminals and four runways — at par with some of the leading global airports where passengers can move swiftly between terminals using driverless trains. DIAL CEO Pradeep Panicker on Tuesday expressed confidence that the intra-airport transit system would be ready by 2030, adding that its design and other modalities are under finalisation.

The APM system will be 7.3 km in length, and will have six stations — Terminal 1 station, three stations at various locations in Aerocity, a cargo area station, and Terminal 3 station, which will also serve Terminal 2.

As per Panicker, APM stations for Terminal 1 and Terminal 3, and one of its Aerocity stations will be built adjacent to existing stations of Delhi Metro lines, which would allow passengers and those working at the airport the option to transfer between the APM and Delhi Metro almost seamlessly.

While the APM is likely to be free for passengers transiting between terminals to catch connecting flights, DIAL is yet to take a call on whether the

• Airport traffic set to rise

AIR TRAFFIC MOVEMENTS (ATMs)

Each landing and take-off counts as one ATM

ATMs PER DAY		
CURRENT	BY NEXT SUMMER	2036 masterplan
1,450	1,700	2,100
44.83% rise expected in air traffic by 2036		

PASSENGER TRAFFIC



Passenger category	Current	Projected	CAGR*
Domestic passengers	57 million	86 million	3.90%
International passengers	22 million	39 million	6.10%

*COMPOUND ANNUAL GROWTH RATE, SOURCE: DIAL

non-passenger riders will have to pay for using the system.

Panicker said the APM track will be elevated for 5.3 km, and at grade for the remaining 2 km. The total travel time between Terminal 1 and 3 will be 13 minutes, and DIAL plans to run APM trains at a 10-minute frequency. It estimates the initial daily ridership on the APM to be 55,000, expecting it to eventually rise to 85,000.

The APM, which has been in planning for years, is part of IGIA's proposed Master Plan till 2036, when the airport expects to have a passenger handling capacity of 125 million per year, which could be further increased to 129 million. IGIA's current passenger handling capacity stands at 106 million per year. The plan has been submitted to the government for stakeholder consultations, said DIAL.

As per the Operation, Management and Development Agreement (OMDA) for the airport, the master plan is required to be updated every 10 years.

Speaking on other facets of

the new 10-year Master Plan, Panicker said that Terminal 1's capacity will be increased to 45 million passengers per annum from the current 42 million, while Terminal 2's capacity will remain stable at 14 million passengers. Both the terminals will continue to cater only to domestic airlines.

IGIA's largest terminal — Terminal 3 — will also see significant capacity augmentation. Its domestic passenger handling capacity is expected to rise to 27 million from the current 19 million, while international passenger capacity will go up to 39 million per year from the prevailing 31 million.

Panicker said a new pier is planned to be built at Terminal 3 to boost its capacity, which will take the total number of piers at the terminal to five. The new pier and related works under the Master Plan are expected to cost about Rs 2,500 crore, as per DIAL's estimates.

Other capacity expansion works proposed include additional check-in counters, security screening machines, and parking stands.

Corporate Communications Directorate

JANSATTA

DELHI

7 OCTOBER 2026

हवाई अड्डों पर पुख्ता होंगे सुरक्षा इंतजाम, नई रूपरेखा हो रही तैयार

सर्वेश कुमार

हा

ल में हुए फ्लाईडुबई की उड़ान में हुई घटना ने भारतीय पायलट कैप्टन रिमंत मछार की बहादुरी को दुनिया भर में सराहना की जा रही है। इस घटना को देखते हुए भारतीय विमानन क्षेत्र में सुरक्षा बढ़ाने के लिए हवाई अड्डों और भारतीय एअरलाइंस के लिए एक नई रूपरेखा तैयार करने के लिए मंथन किया जा रहा है। सुरक्षा जांच प्रक्रिया को पुख्ता और आसान बनाने के लिए हवाई अड्डों से संबंधित काम काज में सहूलियतें बढ़ाने, प्रवेश के लिए परमिट बनाने के लिए अब चेहरे का बायोमेट्रिक सत्यापन किया जाएगा। इससे हवाई अड्डों में प्रवेश करने से पहले कर्मियों की सुरक्षा जांच प्रणाली और पुख्ता होगी। किसी भी संदिग्ध वस्तु की पहचान के लिए देश के आठ हवाई अड्डों पर फुल बाडी स्कैनर लगाए जाएंगे। नई प्रणाली के तहत आनलाइन प्रणाली को अपनाने से सुरक्षा जांच की प्रक्रिया में तेजी आएगी।

नागरिक उड्डयन सुरक्षा ब्यूरो (बीसीएस) द्वारा सभी नियामक सेवाओं को एक डिजिटल मंच पर लाया जाएगा। देश के आठ हवाई अड्डों पर पूरे शरीर की स्कैनर की मदद से जांच की जाएगी। मंत्रालय के एक वरिष्ठ अधिकारी के मुताबिक, फुल बाडी स्कैनर में भारतीय संस्कृति को ध्यान में रखते हुए बदलाव किए जाएंगे। फिलहाल मंगलसूत्र सहित धार्मिक धागे (कलावा) जैसी वस्तुओं की भी पहचान होती है जिन्हें प्रणाली में अनुमेष वस्तुओं के तौर पर पहचानने की व्यवस्था तैयार की जा रही है। हवाई अड्डों पर सुरक्षा इंतजामों को बढ़ाने के लिए हवाई अड्डों पर सीटीएक्स मशीन (एक आधुनिक कंप्यूटेड टोमोग्राफी) तकनीक पर आधारित बैगेज स्क्रीनिंग प्रणाली है। सीटीएक्स मशीन की मदद से सभी सामान की ग्री डी जांच होने के साथ ही विस्फोटक पदार्थों को भी आसानी से

सतर्कता



सुरक्षा के लिए कर्मियों के चेहरे का होम सत्यापन, घुमिदा हवाई अड्डों पर फुल बाडी स्कैनर से होगी जांच।

फ्लाईडुबई की उड़ान में हुई घटना को देखते हुए भारतीय विमानन क्षेत्र में सुरक्षा बढ़ाने के लिए हवाई अड्डों और भारतीय एअरलाइंस के लिए एक नई रूपरेखा तैयार करने के लिए मंथन किया जा रहा है।

नई प्रणाली के तहत आनलाइन प्रणाली को अपनाने से सुरक्षा जांच की प्रक्रिया में तेजी आएगी। नागरिक उड्डयन सुरक्षा ब्यूरो (बीसीएस) द्वारा सभी नियामक सेवाओं को एक डिजिटल मंच पर लाया जाएगा।

पता लगाया जा सकेगी। इसके अलावा बीसीएस द्वारा जल्द ही हवाई अड्डों में विभिन्न कार्यों के सिलसिले में प्रवेश के लिए एअरोड्रोम एंट्री परमिट (एईपी) के लिए कर्मियों के चेहरे का बायोमेट्रिक सत्यापन किया जाएगा। वह परमिट केवल योग्य कर्मियों को ही हवाई अड्डे या तयशुदा प्रतिबंधित क्षेत्र में जाने की इजाजत देता है। मंत्रालय के सचिव के मुताबिक सुरक्षा दिशा निर्देशों के लिए नई रूपरेखा पर विचार किया रहा है। देश के सभी हवाई अड्डों से सालाना करीब 15 लाख तक परमिट जारी किए जाते हैं, लेकिन अब इस प्रक्रिया के पूरी तरह से डिजिटल होने से कामकाज में सहूलियतें बढ़ जाएंगी।

MINT

DELHI

7 OCTOBER 2026

Govt defers Adani's Mumbai airport flight transfer plans

The Centre has given airlines and Adani Airport more time to agree on flight transition plans

Abhishek Law
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NEW DELHI

The civil aviation ministry has put on hold Adani-owned Mumbai city airport's plan to shift a third of international flights to the new facility outside the city. The pause gives airlines and the operator more time to reach a consensus on managing traffic when the existing terminal undergoes rebuilding next year.

Mumbai International Airport Ltd (MIAL), a joint venture between Adani Airport Holdings Ltd and the Airports Authority of India, had proposed that 46 airlines move 265 of their 770 weekly international flights to Navi Mumbai Airport starting 25 October. Although most airlines disagreed, they were given until 4 pm on 6 October to submit the list of flights to be moved to the second Adani-owned airport.

However, during a 90-minute meeting on Tuesday afternoon chaired by civil aviation secretary Samir Kumar Sinha, airline representatives, the International Air Transport Association (IATA), Adani Airport executives and other stakeholders agreed to pause the flight relocation plan, according to two executives.

"The stakeholder concerns and the final agreed solution will have to be submitted along with Adani Airport's request to the ministry of civil aviation for approval of its major development plan (MDP) for the redevelopment of Terminal 1," one of these executives told Mint. The MDP is still awaiting ministry approval.

The ministry has asked Adani Airport, a part of Adani Enterprises Ltd, to meet again with all parties involved and create a transition plan that everyone agrees on, according to the second



Adani Airport must submit a consensus plan with airlines and other stakeholders to the ministry after 13 October.

executive. Adani Airport must revert to the ministry with a plan approved by all parties, including airlines, after 13 October. A notice from the office of Mumbai airport's chief airport officer, seen by Mint, said the meeting would

International Airport (NMIA), about 50 km away, the second person said. Both airports are managed by Adani Airport Holdings Ltd (AAHL).

Adani Airport and the civil aviation ministry did not respond to Mint's ques-

move to NMIA.

Airlines support the rebuilding but disagree with the cut in international flights. The Airline Operators Committee - Mumbai has questioned the technical and practical reasons for the 33% reduction. It has asked for detailed studies on capacity, demand, and planned improvements at Terminal 2. Airlines say their support for rebuilding Terminal 1 should not be seen as an agreement to remove or move international flight times already planned for the winter schedule.

Adani Airport says the move is temporary and necessary for rebuilding, and it will bring back old flight times with extra capacity once the new terminal opens. It says about 91% of passenger traffic will stay the same, with around five million passengers, or 9% of annual traffic, temporarily moved.

The rebuilt Terminal 1 is expected to handle 20 million passengers a year, one third more than it does now. Mumbai airport handled about 38 million domestic and more than 16 million international passengers in FY26.

To make the move easier, NMIA is waiving landing fees for new international flights. It also plans to give cash vouchers to cover the difference in user fees between the two airports.

Airlines say these offers do not solve their main concern: the cut in international flights and the reasons for moving flights.

At Tuesday's meeting, Adani Airport explained its preparations at Navi Mumbai, including transport connections and food services. One ground handler is already working, and talks with a second are ongoing. However, airlines and IATA told the ministry that the current deadlines were too tight to meet, the people present said.

For an extended version of this story, go to livemint.com.

AIRLINE PUSHBACK

IB rebuilding starts in Jan, with domestic flights moving to T2, international flights to Navi Mumbai

ADANI says the shift is temporary, and the flight timings will be restored after Terminal 1 is rebuilt

NAVI Mumbai offers incentives, including waived landing fees and cash vouchers, to offset charges

AIRLINES and IATA say deadlines are too tight, while Adani readies transport and ground services

talk about the "next steps" following Tuesday's meeting.

The ministry also told the operator to get the required official approvals before starting the redevelopment or moving any flights to Navi Mumbai

ries emailed on Tuesday evening.

MIAL plans to start rebuilding Terminal 1B in January 2027. Under the plan, domestic flights from Terminal 1 would move to Terminal 2, and some of Mumbai's international flights would



Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 OCTOBER 2026

EXPECTED TO SERVE 55K PASSENGERS DAILY IN OPENING YR Rs 3,500-crore APM planned to connect Delhi Airport terminals

OUR CORRESPONDENT
New Delhi, October 6

Delhi airport expects to have the Automated People Mover (APM) or the transit system connecting all the terminals by 2030, with an estimated investment of Rs 3,500 crore, officials said on Tuesday.

The APM is part of the airport's ten-year master plan till 2036 and during this period, the overall annual passenger handling capacity is projected to rise to 125 million, which can even go up to 129 million.

APM, which is generally a driverless transit system that can ferry people from one point to another, will help in easing the congestion in and



around the Indira Gandhi International Airport (IGIA), which is also the country's busiest airport.

Operated by Delhi International Airport Ltd (DIAL), the airport has three terminals - T1, T2 and T3 - and four runways as well as an elevated cross taxiway.

DIAL CEO Pradeep Panicker on Tuesday said the proposed inter-terminal

connectivity through APM is expected to be ready by 2030, briefing reporters in the national capital about the master plan.

The idea of APM has been in discussions for the past few years and the work is in progress in terms of finalising the design and other elements. Officials said APM would be set up with an investment of around Rs

APM IS GENERALLY A DRIVERLESS TRANSIT SYSTEM THAT CAN FERRY PEOPLE FROM ONE POINT TO ANOTHER

3,500 crore.

The APM, which will connect six stations, will stretch 7.3 kilometres and the travel time between T1 and T3 will be around 13 minutes, the officials said.

While T2 and T3 are close by, T1 is a few kilometres away and currently, passengers who want to take a flight from T1 after landing at T3 or vice versa have to go by

road to reach either of the terminals. Meanwhile, DIAL is awaiting approval from the authorities for airside transfer of passengers from T3 to T1 by bus.

Apart from the three passenger terminals, the APM will also connect the cargo terminal and Aerocity, and through one of the stations, people can connect with the Delhi Metro lines. They also said the APM is projected to have a ridership of 55,000 people per day in the opening year. A decision on charges for non-flyers using the APM is pending. DIAL plans to raise airport capacity to 125 million passengers, including 86 million domestic and 39 million international.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 OCTOBER 2026

Swiss Prez reviews Noida Int'l Airport

DIPIKA KIROLA

Greater Noida, October 6

Swiss President Guy Parmelin on Tuesday visited Noida International Airport in Jewar, reviewing its infrastructure, cargo facilities and operational plans during a nearly two-hour visit.

Parmelin arrived around 1pm with a high-level delegation and inspected the cargo terminal and other key facilities. Officials briefed the delegation on the airport's development, proposed operations, passenger facilities and



expansion plans.

Discussions also covered potential international air connectivity between Zurich Airport and Noida International Airport, officials said.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 OCTOBER 2026

Mumbai Airport int'l flight: Govt asks Adani Airports, airlines to work on transition plan

AGENCIES

New Delhi, October 6

The civil aviation ministry on Tuesday suggested delaying by a few weeks the proposed partial shifting of international flights from Mumbai airport to Navi Mumbai International Airport (NMIA), with stakeholders to finalise a transition plan, sources said.

Civil Aviation Secretary Samir Kumar Sinha chaired a meeting with airlines, Adani Airport Holdings Ltd (AAHL), Federation of Indian Airlines, IATA and Airports Author-

ity of India, among others. AAHL operates both airports.

AAHL has asked airlines to cut 33 per cent of international flights from Mumbai or discontinue them by October 25, citing the redevelopment of Terminal 1. Airlines have opposed the proposal.

Sinha asked airlines and AAHL to work on a firm transition plan. They will meet on October 13, followed by another meeting on October 20 to finalise the plan.

AAHL told the meeting that NMIA was prepared

to handle up to 5 million international passengers annually, supported by connectivity, catering, hotels, lounges and other infrastructure.

Airlines said the ministry asked AAHL to re-engage stakeholders and submit the agreed transition plan as part of its request for approval of the Major Development Plan (MDP) for T1 redevelopment. MDP approval is required under the Mumbai airport concession agreement.

AAHL had said on October 3 that 91 per cent of

Mumbai airport's passenger traffic would remain unaffected during T1 redevelopment. Work is scheduled to begin in January 2027, raising T1 capacity by 33 per cent to 20 mppa from 15 mppa.

MIAL has asked 46 airlines to cut international departure slots by 33 per cent from 11.59 pm on October 25. Of 770 weekly international flights from T2, 265 weekly overseas services are proposed to be temporarily discontinued. The vacated slots will facilitate domestic traffic shifting from T1.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 OCTOBER 2026

Adani Airport launches Swirl Transit Hotel at Navi Mumbai Int'l Airport

MPOST BUREAU

Navi Mumbai, October 6

Adani Airport Holdings Ltd (AAHL), India's largest private airport operator, has launched Swirl Transit Hotel, an 80-room transit hotel at Navi Mumbai International Airport (NMIA), offering travellers accommodation for resting, refreshing or working within the airport.

Located on the Arrivals Level of Terminal 1, the two-floor hotel caters to passengers with long layovers, early departures,

late arrivals and short-stay requirements. Guests can choose four-hour or overnight stays, with access to showers, dining and hotel services.

Suchit Bansal, CEO, Non-Aero Business, AAHL, said the facility brings accommodation into the airport environment, offering travellers flexibility between flights. He said AAHL sees an opportunity to take the proposition to other airports across its network.

NMIA commenced commercial operations on 25 December 2025 and began

global operations on July 29, 2026 with its first international flight to Abu Dhabi.

The hotel has 80 rooms across six categories, ranging from 130 sq. ft to 410 sq. ft & offers Wi-Fi, smart televisions, workstations, electronic safes, dining and housekeeping services.

AAHL plans to introduce the Swirl concept at Lokpriya Gopinath Bardoloi International Airport in Guwahati, where a 21-room property is planned.

It will offer hourly and overnight stays, dining & hospitality services.

Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

6 OCTOBER 2026

SUVENDU SEEKS FLIGHTS FROM KOLKATA TO MAJOR EUROPEAN CITIES

Bengal to get 4 new airports in 2 years, Centre inks MoU

DEBASHIS KONAR
Kolkata, October 5

West Bengal is all set for a major expansion of its aviation network, with the Centre and state government signing an MoU on Monday to develop four new full-fledged airports within the next two years, Union Civil Aviation minister K Ram Mohan Naidu said at Nabanna.

The proposed projects include civil enclaves at Hasimara and Kalaikunda, expansion of Balurghat airport and construction of a new airport in Purulia.

The Centre has also placed Bengal among the priority states under the revamped UDAN 2.0 scheme, under which 100 new airports are proposed to be developed across the country over the next decade.



The Chief Minister with the Union Aviation minister, in Kolkata, on Monday

PIC/GAUTAM BOSE

Naidu said the 2,700-metre runway at Kalaikunda could support

operations by aircraft such as Boeing 737 and Airbus A320, potentially open-

ing up regular commercial connectivity from the region.

CONTINUED ON P8

THE NARRATIVE

- » Centre and Bengal signed an MoU to develop four full-fledged airports within two years, Union Civil Aviation minister K Ram Mohan Naidu said
- » The projects include civil enclaves at Hasimara and Kalaikunda, expansion of Balurghat airport and a new airport in Purulia
- » Bengal has been placed among the priority states under the revamped UDAN 2.0, which envisages 100 new airports across the country over the next decade
- » The 2,700-metre Kalaikunda runway can handle Boeing 737 and Airbus A320 aircraft, potentially enabling regular commercial flights
- » The Centre also proposed an airstrip at Malda, a pilot-training centre at Behala, and a new terminal at Bagdogra, besides expanding Kolkata's international connectivity
- » The state is planning a second international airport at Kalyani on around 2,000 acres

Centre inks MoU

He also proposed development of an airstrip at Malda and a pilot-training centre at Behala.

The minister said the Centre was working with the state to strengthen Bagdogra with a new terminal and expand international connectivity from Kolkata, including direct links to European destinations. He said the aviation push was aimed at making Bengal a major growth and connectivity hub in eastern India.

Naidu congratulated the new state government and said Bengal had previously remained deprived of the benefits of several central schemes.

The Centre and state, he said, would now work together to change that situation. He urged the state to formulate a dedicated civil aviation policy to facilitate faster growth of the sector.

Chief Minister Suwendu Adhikari sought direct flights from Kolkata to major European cities including London and improved connectivity from Andal airport to several destinations across India.

He also requested direct services from Bengal to major pilgrimage centres, including Ayodhya, Tirupati and Amritsar.

Adhikari said work had begun on a plan to develop an alternative second international airport on around 2,000 acres at Kalyani. He also sought approval for a flying training institute at Behala. The Chief Minister said improved connectivity means better chances to export Malda mangoes and other agri products through cargo planes.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

7 OCTOBER 2026

Top Swiss delegation visits Noida airport, briefed on expansion plans

EXPRESS NEWS SERVICE @ New Delhi

A high-level delegation comprising Guy Parmelin, President of the Swiss Confederation, Maya Tissafi, Ambassador of Switzerland to India and Sunil Sharma, Ministry of Electronics and IT of the Uttar Pradesh government, visited the Noida International Airport (NIA) on Tuesday.

An official release from NIA said the delegation was briefed on the airport's development journey, sustainability initiatives, passenger experience philosophy and future growth plans. "As part of the visit, the delegation toured key airport facilities, including the passenger terminal, Air Traffic Control and key airside infrastructure, gaining first-hand insight into the airport's design, tech-



Swiss Confederation president Guy Parmelin at the Noida airport | EXPRESS

nology and operational capabilities," it said.

The visit also provided an opportunity to showcase NIA's commitment to delivering a seamless, modern and efficient travel experience while supporting regional economic

growth and connectivity.

Leadership teams from NIA and Zurich Airport International AG welcomed Parmelin, the release added.

Christoph Schnellmann, Vice Chairman, Noida International Airport, said: "The visit provided an opportunity to present the progress made across the airport and the approach guiding its development and future operations. Drawing on Zurich Airport's international experience, we remain focused on providing a safe, efficient and passenger-centric airport that will serve Delhi NCR and Uttar Pradesh for the long term."

The visit also reflected the UP government's continued focus on attracting investment and its strong support for infrastructure-led growth in the region, the release added.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

7 OCTOBER 2026

Govt mulls deferring Mum airport transition

ENS ECONOMIC BUREAU @ New Delhi

THE Ministry of Civil Aviation on Tuesday proposed deferring the transition plan to shift five million international passengers of Mumbai International Airport (MIA) to Navi Mumbai International Airport (NMIA) by a few weeks, said sources.

It has also asked airlines and the airport operator to submit a solid plan on the operational shift by October 20. The next meeting will be held by the Ministry with all stakeholders on October 13.

The Secretary of Civil Aviation Samir Sinha held a 90-minute interaction in Delhi with Adani Airport Holdings Limited



(AAHL), which operates Mumbai and Navi Mumbai airports, the Airport Authority of India which operates all government-run airports in the country and all airline representatives in Delhi. A source said, "The ministry on Tuesday has proposed delaying the proposed transition from MIA by a few weeks."

The MIAL had recently announced that it would begin phased redevelopment of the North Section of Terminal 1B and work would commence from January 2027. It cited safety concerns for the 60-year-old building as the reason and urged airlines to temporarily shift to Navi Mumbai on their own discre-

tion. The plan looks at shifting 5 million international passengers to Navi Mumbai. The move is being resisted by airlines. An international cargo airline, Challenge Group, has announced it was suspending cargo operations to Mumbai due to the proposed shift.

AAHL outlined its preparedness for handling up to 5 million international passengers annually at the newly commissioned NMIA. "The company highlighted the airport's readiness, supported by key infrastructure and passenger amenities, including robust airport connectivity, in-flight catering facilities, hotels, lounges, and other supporting services," another source said.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

7 OCTOBER 2026

मुंबई एयरपोर्ट के T-1 को तोड़ने का प्लान कुछ हफ्ते बढ़ सकता है

Maneesh Aggarwal
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■ नई दिल्ली : मुंबई एयरपोर्ट टी-1 के नॉर्थ पार्ट को तोड़ने को लेकर अदाणी ग्रुप द्वारा संचालित मुंबई एयरपोर्ट ऑपरेटर MIAL और एयरलाइंस के बीच चल रहे गतिरोध को तोड़ने के लिए मंगलवार को दिल्ली स्थित नागर विमानन मंत्रालय में

इस मसले पर दिल्ली में नागर विमानन मंत्रालय में सभी पक्षों के साथ मीटिंग की गई।

सभी पक्षों के साथ मीटिंग की गई। इसमें एयरलाइंस को राहत मिलती दिखाई दे रही है।

MIAL ने सभी एयरलाइंस को 25



AI Image

अक्टूबर तक अपनी टी-1 और टी-2 से ऑपरेट की जा रही 33% फ्लाइटों

में कटौती कर इन्हें नयी मुंबई समेत अन्य किसी एयरपोर्ट पर शिफ्ट करने को कहा था। फ्लाइटों की शिफ्टिंग को कुछ सप्ताह के लिए रोका जा सकता है। इससे एयरलाइंस को फेस्टिव सीजन का बिजनेस मिल जाएगा। सूत्रों ने बताया कि सिविल एविएशन सेक्रेटरी समीर सिन्हा की अध्यक्षता में हुई मीटिंग में मंत्रालय

ने MIAL से 25 अक्टूबर से फ्लाइटों की इस शिफ्टिंग प्रक्रिया को अगले कुछ सप्ताह तक टालने के लिए कहा है। मंत्रालय ने एयरलाइंस और एयरपोर्ट ऑपरेटर को कहा है कि वह 20 अक्टूबर तक अपना ट्रांजिशन प्लान मंत्रालय में सौंपें, ताकि साफ हो सके कि कौन-कौन सी एयरलाइंस फ्लाइटों में कटौती कर रहा है।



Corporate Communications Directorate

THE PIONEER

DELHI

7 OCTOBER 2026

Navi Mumbai airport shift likely delayed by a few weeks

ASHOKE RAJ ■ New Delhi

The Ministry of Civil Aviation has asked domestic airlines and the airport operator to submit a firm transition plan for shifting operations from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to Navi Mumbai International Airport (NMIA), sources said.

The ministry has also proposed delaying the transition by a few weeks as stakeholders work to finalise operational arrangements for shifting up to 5 million international passengers annually from Mumbai airport to NMIA.

between the Secretary, Ministry of Civil Aviation, airlines and the airport operator is scheduled for October 13 to firm up the transition plan. Another meeting is expected to be held by October 20 to discuss and finalise the roadmap.

The discussions are part of the phased redevelopment of Terminal 1 at CSMIA and the planned transition of airline operations to NMIA.

At the meeting, domestic airlines including IndiGo, Air India and Akasa said they had been in discussions with the airport operator on the proposed transition for the past 18 months.

Representatives of Adani



Airport Holdings Ltd (AAHL), Airports Authority of India (AAI), the Federation of Indian Airlines (FIA) and various domestic airlines attended the meeting.

AAHL outlined its preparedness to handle up to 5 million international passengers annually at NMIA and highlighted the airport's supporting infra-

structure and passenger facilities, including connectivity, in-flight catering, hotels and lounges.

During the nearly 90-minute meeting, AAHL leadership held detailed discussions with airline operators and addressed operational concerns and queries related to the proposed transition and redevelopment plan.

The discussions were constructive, with stakeholders reaffirming their commitment to a smooth, coordinated transition while maintaining passenger convenience and operational efficiency, sources said.

A decision on the User Development Fee (UDF) for

NMIA is still pending with the Ministry of Civil Aviation.

The phased redevelopment of Terminal 1 at Mumbai airport is expected to increase its annual passenger-handling capacity from 15 million to 20 million passengers.

Mumbai Airport has decided to redevelop Terminal 1 to increase its annual passenger-handling capacity from 15 million to 20 million passengers, while upgrading infrastructure and improving passenger facilities. To support the phased redevelopment, some airline operations are proposed to shift to Navi Mumbai International Airport (NMIA).



Corporate Communications Directorate

THE PIONEER

DELHI

7 OCTOBER 2026

Navi Mumbai International Airport expands mobility, hospitality and airline support



PIONEER NEWS SERVICE

■ Navi Mumbai

Navi Mumbai International Airport (NMIA), operated by Adani Airport Holdings Limited (AAHL), is strengthening passenger mobility, transit hospitality and airline support as flight activity is set to increase ahead of the winter flying schedule, which runs from October 25, 2026, to March 27, 2027.

Maharashtra State Road Transport Corporation will launch electric e-Shivai services from October 7 to Dadar, Borivali and Pune, with fares of ₹170, ₹210 and ₹450, respectively. Chalo operates 21 daily services to Marol, Bandra, Dadar and Colaba, while Navi Mumbai Municipal Transport runs seven dedicated airport routes. Bharat Taxi will begin operations with up to 40 vehicles from October 10.



Corporate Communications Directorate

THE PIONEER

DELHI

7 OCTOBER 2026



Delhi airport sees rise in passenger traffic: CEO Pradeep Panicker

PIONEER NEWS SERVICE
■ New Delhi

Delhi Airport is perhaps a "bright spot" with rising passenger traffic and international airlines' focus on India, its CEO Pradeep Panicker said on Tuesday amid the ongoing West Asia crisis and geopolitical uncertainties impacting the aviation sector.

Airport operator DIAL is also working to enhance infrastructure, airside and terminal capacities, and connectivity in a ten-year master plan charted out till 2036.

Indira Gandhi International Airport (IGIA), operated by Delhi International Airport Ltd (DIAL), is the country's largest airport and currently has an annual passenger handling capacity of 106 million, which is set to increase to 125 million during the latest master plan period.

"Delhi airport is perhaps a bright spot... more passengers travel out of Delhi, and international carriers are continuing to focus on India..." Panicker said.

More European carriers are also flying in here due to the West Asia crisis, and the airport has recorded an overall growth in domestic and international traffic.

He was responding to queries at a briefing related to the impact of the West Asia crisis and Pakistan airspace closure on the flight operations.

According to him, there has been more growth from Asia Pacific than West Asia and that there is a "more robust market".

During the April-August period in 2026-27, traffic from the Asia Pacific region rose 11.4 per cent to 3.57 million compared to 3.21 million in the year-ago period, he said.

He also said traffic from the Middle East region declined 4.1 per cent to 2.37 million in the given period from 2.47 million in April-August of 2025-26.

The traffic from North America and Africa fell 26.2 per cent and 10.9 per cent, respectively, in April-August this fiscal year compared to the year-ago period. There was a marginal uptick of 0.9 per cent in traffic from Europe during the given period.

Overall, Delhi airport's international traffic rose 0.8 per cent to 8.62 million in April-August of 2026-27 from 8.55 million a year ago.

In 2025-26, the overall traffic at the airport was around 78.7 million, and in the current fiscal, the numbers are likely to be around 82 million.

The airport has four runways, a cross taxiway and three terminals - T1, T2 and T3.

To a query related to a proposal to allow airport operators to own a stake in airlines, Panicker said, "We as GMR are not looking to invest in airlines".



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

6 OCTOBER 2026

Free hourly Navi Mumbai airport shuttle, ₹170 e-bus rides announced

TIMES NEWS NETWORK

Mumbai: Getting to Navi Mumbai International Airport (NMIA) from western suburbs is set to become cheaper and easier with the airport operator announcing a slew of cheaper ground transport solutions on Monday. Among them are MSRTC electric buses starting at Rs 170 and a free hourly shuttle between Navi Mumbai International Airport (NMIA) and Mumbai's main airport at Sahar-Parle.

A complimentary hourly shuttle operated by Cityfly, Aarya and Chalo will connect NMIA directly with Mumbai airport. The Maharashtra State Road Transport Corporation (MSRTC) will start e-Shivai electric bus services from NMIA on Oct 7, connecting the airport with Dadar, Borivli and



File pic

BOOST TO CONNECTIVITY

Pune. Fares will be Rs 170 to Dadar East, Rs 210 to Borivli and Rs 450 to Pune, said a press release by Adani Airport Holding Ltd (AAHL) late on Monday. Children below 12 and women travelling with a National Common Mobility Card will be eligible for half-fare.

The Dadar service will operate via Sion and Atal Setu, while the Borivli route will connect NMIA with Mumbai terminal 1, Bandra and Atal Setu. Services to Thane and Nashik are

planned by mid-Nov.

Private bus connectivity is also being expanded. BEST's Chalo Bus initiative, in partnership with a private operator, currently operates 21 daily services linking NMIA with Marol in Andheri East, Bandra, Dadar and World Trade Centre in Colaba. The Navi Mumbai Municipal Transport (NMMT) operates seven dedicated airport routes connecting terminal 1 with Kharkopar, Targhar, Belapur, Nerul, Panvel, Khandeshwar and the Airport Project Office, the statement said.

No transport options announced for eastern suburbs (apart from Sion) and Thane, though. On the taxi front, Bharat Taxi will begin operations on Oct 10 with a fleet of up to 40 vehicles. Uber Go, Uber Premier and Uber Auto will also be available, as usual.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2026

Delhi airport set to expand capacity by 18% in 3 years

Saurabh.Sinha@timesofindia.com

New Delhi: Delhi's IGI Airport is gearing up for the final phase of development in GMR Group's first 30-year concession period that ends in 2036, with its overall capacity expected to increase 18% from the current 10.6 crore passenger annually (CPA) to 12.5 CPA by 2029-end following a capex of Rs 3,000 crore.

The proposed Rs 3,500-crore air train that will link IGIA's terminals and Aerocity, however, has been delayed yet again and is now expected to be in place only by Dec 2030, instead of 2029. While domestic capacity across T1, 2, 3 will increase 15% from 7.5 CPA to 8.6 CPA primarily by adding a new Pier E at T3, international capacity will rise 26% from the current 3.1 CPA to 3.9 CPA at T3, new Delhi International Airport Ltd (DIAL) CEO Pradeep Panicker said Tuesday.

The ultimate task of redeveloping India's busiest airport — demolishing the 1986-era T2 and building a bigger T4 in its place — is most likely to happen in the second 30-year concession period beginning 2036. Noida Airport's initial capacity of 1.2 CPA is set to increase to 3 CPA by 2030, depending on traffic growth, which has impacted IGIA's growth plans.

GMR had in 2006 bagged IGIA to develop it on a PPP basis for a 30-year concession period,

extendable by another 30 years. Some of the key features of the 10-year master plan, which will be implemented by 2036:

Terminals: T3 will see the biggest change, with a new pier E to be built by the end of 2029 at a cost of Rs 2,500 crore. This will be a domestic pier, along with the adjacent pier D. "We will also increase the capacity of T1 by adding infrastructure like check-in and security counters, along with some other tweaks. Only T2's capacity will remain unchanged at 1.4 CPA. At some places, we are planning swing gates that can handle both domestic and international flights," said Panicker.

Access: "The main access road will be widened to six to eight lanes each way. The T3 ramp will be expanded at both departure and arrival levels. We are in touch with various authorities for expanding the access roads and a multi-modal transport system for the airport," said the CEO.

Air train: Even as IGIA will get an even bigger T3 (total projected capacity 6.6 CPA by 2029-end, up from current 5 CPA) and T2 (1.4 CPA) on the one side and T1 (total projected capacity 4.5 CPA soon, up from current 4.2 CPA) on the other, with an ever-expanding Aerocity and cargo terminal, seamless passengers transfers between T1 and T3/2 will remain a dream till 2030-end as the air train has been delayed. "Work on its design is on," said Panicker.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2026

Adani airports stop processing cargo to Russia

Adani Airport Holdings Ltd, which operates eight airports, including Mumbai, Navi Mumbai and Ahmedabad, has stopped processing Russia-bound export cargo, leaving about 150 tonnes backlog of air cargo, primarily pharmaceuticals, machinery and spare parts, awaiting clearance for the past 10 days. "Among the cargo held up are govt-to-govt supplies that move regularly on the route," said a source.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2026

265 int'l flights from Navi Mumbai delayed

The proposed shifting of 265 international flights from Mumbai's Chhatrapati Shivaji Maharaj International Airport to Navi Mumbai Int'l Airport could happen after Diwali, instead of Oct 25.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

6 OCTOBER 2026

Unsafe skies

The incident surrounding a Flydubai aircraft bound for Israel on September 30 will go on record as one of the most harrowing experiences fliers have undergone in aviation history. Reportedly, about two and a half hours after Flight FZ1073 had departed from Dubai International Airport, it went into a sharp descent before eventually making an emergency landing in Saudi Arabia. The copilot, named Hamam al-Hammami, later identified as an Omani national, attacked the Captain, Smit Machchhar, wielding the cockpit's crash axe with the intention of killing him and crashing the plane, which had 174 people on it, including 168 passengers (mostly Israeli citizens) and 6 crew members. In what has been acclaimed as a heroic act, the gravely wounded Captain succeeded in opening the cockpit door, enabling passengers to rush in and subdue the terrorist copilot, and pilots among them to take the plane safely down. The Captain's quick-thinking prevented what would have been a tragic hijacking disaster. Aviation safety experts are unanimous in their belief that the incident raises serious concerns about the security failure. It has now come to light that Hammami was a radical jihadist who had previously been blacklisted by the Omani authorities from flying in the country due to concerns over his ideological views, which he had not hesitated to express openly!

Expectedly, the incident has once again raised the question of how safe are our skies, given that passengers and crew on any flight are at the mercy of the pilots, and have no other recourse in case the pilots themselves turn into conspirators endangering their safety. There have been several high-profile aviation incidents that placed global flight safety under intense scrutiny, shifting the focus from external threats to internal lapses of pilots and crew. One of the biggest mysteries is the disappearance of Malaysia Airlines Flight MH370, which had deviated sharply off its planned Kuala Lumpur to Beijing route on March 8, 2014, and flew south over the Indian Ocean until it ran out of fuel. Even today, nobody knows the ultimate fate of that Boeing 777 with 239 people on board, which lost civilian radar contact after 'someone' manually turned off its transponder. Similarly, the world is still awaiting answers about Air India Flight 171, which was on a scheduled flight from Ahmedabad to London but crashed 32 seconds after takeoff on June 12, 2025, killing 260. Here too, a preliminary report confirmed the fuel switches were turned off in flight, but did not specify who was guilty of doing so. Yet statistically, flying remains the safest mode of travel, with the odds of being involved in a fatal commercial airline accident being 1 in 13 million!



Corporate Communications Directorate

AMAR UJALA

DELHI

7 OCTOBER 2026

एटीएफ की कीमतों को स्थिर रखने वाला फंड फिर होगा शुरू

नई दिल्ली। विमान ईंधन की बढ़ती कीमतों के बीच सरकार एविएशन टर्बोइल फ्यूल (एटीएफ) के लिए मूल्य स्थिरीकरण कोष यानी कीमतों को स्थिर रखने वाले फंड को फिर शुरू करने पर विचार कर रही है। साथ ही, ऊंची एटीएफ लागत को लेकर एयरलाइन कंपनियों और पेट्रोलियम विपणन कंपनियों के साथ बातचीत भी जारी है। एक वरिष्ठ अधिकारी ने यह जानकारी दी। विमान ईंधन, किसी एयरलाइन के परिचालन खर्च का करीब 40% होता है। पश्चिम एशिया संकट के कारण ईंधन की कीमतें लगातार बढ़ रही हैं। एफआईए ने कहा कि ईंधन की लागत में अभूतपूर्व वृद्धि से एयरलाइन कंपनियों के नकदी प्रवाह पर दबाव पड़ रहा है। एजेंसी

Centre weighs revival of ATF price stabilisation scheme amid rising fares

FAILED TAKE-OFF. Framework may be reworked with airline and OMC inputs after ₹10,000 crore scheme lapsed

Our Bureau
New Delhi

The Centre is considering reviving its aviation turbine fuel (ATF) Price Stabilisation Fund (PSF) scheme amid rising jet fuel costs, and their knock-on effect on airfares, Civil Aviation Minister K Ram Mohan Naidu told reporters on Tuesday.

Speaking on the sidelines of the IFQM Symposium 2026 event in New Delhi, Naidu said the Ministry was in touch with airlines and OMCs over fuel surcharges and airfares.

He said the government was trying to find a middle ground through discussions with both sides, while noting the impact of the situation in West Asia.

RIISING COSTS

The rise in fuel costs has prompted airlines to revise



COSTLY TRAVEL. The rise in fuel costs has prompted airlines to revise fuel surcharges, adding to the cost of air travel

fuel surcharges, adding to the cost of air travel.

On Monday, airline major IndiGo announced revised fuel charges for all new bookings from October 6, ranging from ₹375 to ₹1,300 on domestic routes, and ₹1,000 to ₹10,000 on international routes. The airline cited a month-on-month increase of over 14 per cent in ATF prices, taking fuel costs to among their highest levels in the last decade.

In July, *businessline* had reported that the Centre's ₹10,000 crore ATF PSF scheme had lapsed after no domestic airline signed the mandatory memorandum of understanding (MoU) with State-owned OMCs within the prescribed timeframe.

According to sources cited in that report, the voluntary mechanism failed to take off despite the Centre operationalising the framework following the West Asia

crisis. In June, the Cabinet had approved the one-time ₹10,000 crore fund to protect airlines from sharp volatility in global ATF prices triggered by geopolitical tensions in West Asia.

The scheme was designed to compensate OMCs for losses arising from supplying jet fuel to participating airlines at a predetermined benchmark price.

WEST ASIA CRISIS

Meanwhile, the Federation of Indian Airlines (FIA), in a letter dated September 25 to the minister, sought urgent intervention to address financial pressures arising from the continuing West Asia conflict, airspace restrictions, rupee depreciation and elevated fuel prices.

The federation, which represents Air India, IndiGo and SpiceJet, said fuel now accounts for around 55–60 per cent of airline operating

costs, compared with 30–40 per cent historically.

Accordingly, it sought a shift to cost-plus pricing for ATF used in domestic operations, instead of international benchmark-linked pricing. The FIA also urged the government to replace the percentage-based excise duty on ATF with a fixed-rate levy.

NEW CHARGES

Furthermore, it sought continuation of the 7 per cent value-added tax (VAT) rate on ATF in Delhi and Maharashtra, similar relief in other key States, and an extension of the 25 per cent reduction in landing and parking charges for domestic flights.

The federation warned that airlines could be compelled to withdraw from financially unsustainable routes if timely relief was not available.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

7 OCTOBER 2026

Airlines warn of route cuts as costs surge; seek govt aid

DEEPAK PATEL
New Delhi, 6 October

Indian airlines have warned the Ministry of Civil Aviation that continuing high operating costs — driven by elevated aviation turbine fuel (ATF) prices, airspace restrictions, additional crew costs and rupee depreciation — are putting significant pressure on airline finances.

They added that this could prompt carriers to withdraw from several "unsustainable" routes unless the government provides timely relief.

The Federation of Indian Airlines (FIA) — which represents Air India, IndiGo and SpiceJet — in a letter dated September 25, said ATF, which historically accounted for about 30-40 per cent of airline operating costs, now accounts for around 55-60 per cent.

The ongoing West Asia conflict, which started in late February when Israel and the US attacked Iran, significantly affected global crude oil supplies.

ATF prices in Delhi have risen nearly 25 per cent since July, from around ₹110 per litre to ₹137 per litre, including a 13 per cent increase in October alone.

In its letter, FIA has sought

Govt mulls ATF price stabilisation fund for airlines

Amid rising jet fuel prices, the government is considering whether to revive the price stabilisation fund and is also in discussions with airlines as well as oil marketing companies on the high Aviation Turbine Fuel (ATF) costs. "One of the most important things is how the West Asia crisis is putting a big burden on ATF prices. We are in discussions with airlines and OMCs (Oil Marketing Companies)," Civil Aviation Minister K Ram Mohan Naidu said in New Delhi on Tuesday. PTI

relief from the ministry. It wants the government to shift the ATF pricing in India to a "cost-plus model" from "international benchmark" pricing, replace the current 11 per cent ad valorem excise duty on ATF with a

fixed-rate levy and continue the seven per cent value add tax on ATF in Delhi and Maharashtra.

The FIA also wants the ministry to ensure reduction in ATF VAT in Tamil Nadu, West Bengal, Karnataka and Telangana. It also sought extending the 25 per cent reduction in landing and parking charges for domestic flights until the West Asia crisis settles.

"If timely relief is not available, the airlines may be compelled to withdraw from several unsustainable routes," the FIA stated. The FIA said the airspace restrictions — over Pakistan and West Asia — have forced airlines to take longer routes, increasing fuel consumption and crew costs while reducing aircraft utilisation.

The depreciation of the rupee has added further pressure because fuel, aircraft leases, maintenance and insurance are largely linked to the US dollar, according to the association.

The association said airlines have continued providing connectivity despite the higher costs, but their ability to recover the additional expenses through fares remains limited.

More on business-standard.com



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

7 OCTOBER 2026

एटीएफ पर टैक्स व पार्किंग शुल्क में छूट की मांग विमान ईंधन 14% महंगा, त्योहारों में फ्लाइट घटा सकती हैं एयरलाइंस

बिजनेस संवाददाता | नई दिल्ली

पश्चिम एशिया संकट से भारतीय एयरलाइंस का खर्च बढ़ गया है। माह-दर-माह विमान ईंधन (एटीएफ) 14% से ज्यादा महंगा होने से लागत बढ़ी है। कुल ऑपरेशनल खर्च में एटीएफ की हिस्सेदारी 30-40% से बढ़कर 55-60% हो गई है। इसे देखते हुए फेडरेशन ऑफ इंडियन एयरलाइंस (एफआईए) ने सरकार से टैक्स और एयरपोर्ट शुल्कों में छूट की गुहार लगाई है। संगठन ने चेतावनी दी है कि राहत न मिलने पर एयरलाइंस

त्योहारों से ठीक पहले उड़ानें कम करने पर मजबूर हो सकती हैं।

इस बीच नागरिक विमानन मंत्री के. राममोहन नायडू ने कहा कि सरकार एयरलाइंस और तेल कंपनियों से चर्चा कर रही है। बहरहाल, इंडिगो ने प्यूल सरचार्ज बढ़ा दिया है। एफआईए ने एटीएफ की प्राइजिंग अंतरराष्ट्रीय बेंचमार्क की जगह लागत आधारित मॉडल अपनाने की मांग की है। संगठन ने कूड-रिफाईंड ईंधन के बीच अंतर 8-12 डॉलर से बढ़कर 60-61 डॉलर प्रति बैरल होने पर प्राइजिंग फॉर्मूले की समीक्षा की मांग की है।

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

6 OCTOBER 2026

IndiGo to hike fuel surcharge for flights from today

Quantum of hike in range of Rs 100-350 for domestic flights



NEW DELHI, PTI

The country's largest airline, IndiGo, on Monday announced a hike in fuel surcharge for domestic and international flights in the wake of rising jet fuel prices.

The revised charges will be effective from October 6, and the move will push airfares higher. The quantum of the hike ranges from Rs 100 to Rs 350 for domestic flights, depending on distance. The hike in surcharge has also been effected for international flights.

This is the second time since April that the carrier has increased the fuel surcharge, which was introduced in March. The fuel surcharge will be Rs 375 for routes with distance up to 500 km, and Rs 600 for flights having distance between 501 km and 1,000 km. The amount will be Rs 900 for routes with distance of 1,001-1,500 km and Rs 1,150 for a distance of 1,501-2,000 km. The statement said the fuel surcharge will be Rs 1,300 for flights having a distance of more than 2,000 km.

For the SAARC region flights, the fuel surcharge varies from Rs 1,000 to Rs 3,000 and Rs 6,000 for Africa flights, and Rs 10,000 for Europe services. The fuel surcharge will be Rs 5,500 for flights to Southeast Asia, GCC and the Middle East, and North and East Asia, as per the statement.

IndiGo said ATF prices have remained volatile in recent months, especially following the geopolitical situation in the Middle East.

According to the airline, the continuous rise in fuel prices, with the latest MoM increase exceeding 14%, has taken ATF costs to levels that are amongst the highest in the last decade. "Given that ATF makes up a significant share of the airline's operating costs, this rise is expected to impact airlines' cost structures and network economics, including those of IndiGo," it said in a statement.

The airline said it has marginally re-calibrated its fuel charges across its domestic and international flights.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

7 OCTOBER 2026

दो वर्ष में भारत में बनने लगेंगे नागरिक विमान : राममोहन नायडू

जागरण ब्यूरो, नई दिल्ली : नागरिक उड्डयन मंत्री के. राममोहन नायडू ने मंगलवार को कहा कि भारत अगले दो वर्षों में अपना पहला स्वदेशी नागरिक विमान बना लेगा। यह काम संयुक्त उद्यम के जरिये होगा। उन्होंने बताया कि बोईंग और एयरबस फिलहाल भारत से करीब चार अरब डालर के कलपुर्जे व सेवाएं ले रहे हैं, जो इस दशक के अंत तक 10 अरब डालर के हो जाएंगे।

इंडियन फाउंडेशन फॉर क्वालिटी मैनेजमेंट के एक कार्यक्रम में नायडू ने कहा, 'दो वर्षों के भीतर हम संयुक्त उपक्रम के माध्यम से मेड-इन-इंडिया नागरिक विमान बना सकेंगे।' भारत में विमान मैन्युफैक्चरिंग का पूरा इकोसिस्टम मजबूत हो रहा है, लेकिन उच्चस्तरीय मैन्युफैक्चरिंग के लिए गुणवत्तापूर्ण सामग्री के साथ ही कुशल श्रम व सक्षम नीतिगत ढांचा जरूरी है। सरकार देश में जेट इंजन बनाने की संभावना पर भी विचार करेगी, पर यह लंबी प्रक्रिया होगी।



के. राममोहन नायडू *

मंत्री बोले, देश में मजबूत हो रहा विमान मैन्युफैक्चरिंग इकोसिस्टम, पिछले वर्षों में विमान निर्माण को लेकर बने हैं कई संयुक्त उद्यम

हिंदुस्तान एयरोनाटिक्स लिमिटेड ने रूस की यूनाइटेड एयरक्राफ्ट कारपोरेशन के साथ सुपरजेट एसजे-100 क्षेत्रीय यात्री विमान के भारत में लाइसेंस उत्पादन का समझौता किया है। योजना घरेलू बाजार के लिए इस विमान के निर्माण की है। टाटा समूह की टाटा एडवांस्ड सिस्टम्स और एयरबस ने बड़ोदरा में सी-925 परिवहन विमान के लिए फाइनल असेंबली लाइन स्थापित की है। 56 विमानों के रक्षा अनुबंध में 40 विमान देश में बनेंगे।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

7 OCTOBER 2026

विमानन कंपनियों की नजर भारत के विमानन बाजार की तेज वृद्धि पर है

प्रथम पृष्ठ से आगे

विमानन मंत्रालय के अधिकारियों का कहना है कि उक्त घोषणाएं देश में विमान निर्माण के आधारभूत ढांचे को बेहतर बनाने वाली हैं। देशी व विदेशी विमानन कंपनियों की नजर भारत के विमानन बाजार की तेज वृद्धि पर है। 2014 में देश में करीब 74 हवाई अड्डे थे, अब 166 हैं। मंत्रालय की तैयारी अगले 10 वर्षों में 100 और हवाई अड्डों को जोड़ने की है। यात्री आवाजाही भी तेजी से बढ़ी है। 2024-25 में भारतीय हवाई अड्डों ने करीब 41.2 करोड़ यात्रियों को संभाला है। घरेलू एयरलाइनों के वेड़े में करीब 850 विमान हैं, जबकि 1,600 से अधिक विमानों का आर्डर दिया गया है। इनकी कीमत लगभग 100 अरब डॉलर है। इंडिगो और एअर इंडिया आज दुनिया में सबसे ज्यादा विमानों के आर्डर देने वाली कंपनियां हैं।

Govt in talks with airlines, OMCs over ATF price rise

NITIN KUMAR
New Delhi, October 6

THE GOVERNMENT IS in discussions with airlines and oil marketing companies (OMCs) to address the impact of the West Asia crisis on aviation turbine fuel (ATF) prices, which have risen sharply in recent weeks and are putting pressure on airline operating costs, Civil Aviation Minister K Rammohan Naidu said on Tuesday.

"One of the most important things is the West Asia crisis and how it's putting a big burden on the ATF prices. But, we are still in discussion both with the airlines and also the OMCs. Let us see how the discussion unfolds," Naidu said on the sidelines of the IQFM Symposium 2026 in New Delhi.

The minister's comments come as airlines face mounting fuel costs ahead of the festive travel season. IndiGo, the country's largest airline, has raised its fuel surcharge on domestic flights by up to ₹350 and on international flights by up to ₹1,000 for new bookings from October 6.

The airline said the continuous rise in fuel prices, with

KEY MONITORABLE INPUT

■ ATF is one of the largest cost components for Indian airlines, making sustained increases in jet fuel prices a significant pressure on airline profitability



■ Higher fuel costs also raise the possibility of further increases in airfares as carriers seek to pass it on

■ Indian airlines currently have more than 1,600 aircraft on order, estimated to be worth \$100 bn

■ India currently has around 165 airports, while domestic airlines operate a fleet of about 850 aircraft

the latest month-on-month increase exceeding 14%, has pushed ATF costs to among the highest levels in the last decade. The increase comes amid heightened geopolitical tensions in West Asia.

ATF is one of the largest cost components for Indian airlines, making sustained increases in jet fuel prices a significant pressure on airline profitability. Higher fuel costs also raise the possibility of further increases in airfares as carriers seek to pass on part of

the additional burden to passengers.

Beyond addressing near-term cost pressures, the government is also seeking to expand India's domestic aviation manufacturing capabilities as the country's airline fleet and airport infrastructure expand.

Naidu said India could have its first indigenous civilian aircraft within two years through a joint venture, although he did not disclose details of the proposed partnership.

British Airways to launch world's biggest business class on A380

KATE DUFFY
& SIDDHARTH PHILIP
October 6

BRITISH AIRWAYS WILL introduce what it called the world's biggest business class on its upgraded double-decker Airbus SE A380 jets, targeting premium passengers as airlines rush to cash in on upscale travel.

IAG SA-owned British Airways will update its fleet of a dozen A380s with a new business class cabin spanning the entire upper deck of the aircraft, the airline said at an event in London. The first upgraded A380 is due to enter service in coming months.

The carrier said it will also upgrade its first class seating with dividers that fold away, enabling the conversion of middle seats into larger cabins for passengers traveling together.

The changes will reduce the number of seats on the A380 by 11%, from 469 seats to 417, with the bulk of the reduction coming at the expense of the economy class cabin. Economy berths will be reduced by about 30% to 215 seats.

"This is the largest single

PREMIUM PLAY

UK carrier unveils world's largest business class cabin on A380



Note: Emirates has a number of configurations for the A380



Source: Various airlines

investment that any airline has ever made in reconfiguring an aircraft stretching from nose to tail and touching every single aspect of the experience on board," British Airways Chief Executive Officer Sean Doyle said.

Retrofitting one aircraft takes about 100 days, he said, and the first upgrade A380 is due to enter service in coming months.

The decision to spend millions on transforming its fleet of A380s makes British Airways an industry outlier when rivals around the world are

phasing out the four-engine behemoth for smaller, more fuel efficient twin-engine jets. However, slot constraints at London's Heathrow airport mean that the carrier can't as easily replace the super jumbo with smaller aircraft.

US and European carriers have been pouring money into first- and business-class seating to target well-heeled passengers who are a resilient source of cash at a time when the war in Iran has caused jet fuel prices to soar, driving up costs. Air France-KLM's La Pre-

miere recently won an award for the world's best first class in Skytrax's annual airline rankings and has plans to expand the service to more US cities.

Emirates, which operates the world's biggest A380 fleet, has as many as 76 berths in business class. However, it'll still have a party trick that British Airways' upgraded jets will lack — a shower for first class flyers. The airline is also spending heavily to upgrade its fleet, including reconfigured premium economy and new business-class cabins.

—BLOOMBERG

Bengal CM signs MoU for four new airports

Adhikari talks to Union minister, says modern pilot training centre also to be set up under UDAN 2.0

Aritra Singha

KOLKATA

The West Bengal government on Monday signed Memoranda of Understanding (MoUs) for four new airports in Bengal under Union civil aviation ministry's UDAN 2.0 scheme.

Notably, the four new airports will be set up at Purulia, Balurghat, Hasimara, and Kalaikunda.

Chief Minister Suwendu Adhikari, Union Civil Aviation Minister Kinjarapu Rammohan Naidu met at the state secretariat Nabanna.

Addressing a press conference, Adhikari slammed the previous Trinamool Congress



Union Civil Aviation Minister Ram Mohan Naidu Kinjarapu (right) with West Bengal Chief Minister Suwendu Adhikari during the MoU signing. — PTI

(TMC) government for delaying the state's airport and

infrastructure development.

Adhikari also said that the government had planned to set up a modern pilot training centre at Behala in southwestern Kolkata.

According to the MoU, the state government will provide land for developing the infrastructure and the central government and the Airports Authority of India will oversee the airport development.

Koel Mallick joins BJP, files RS nomination

Kolkata: Minutes after formally joining Bharatiya Janata Party (BJP), actor-turned-politician Koel Mallick on Monday had filed nomination for the upcoming Rajya Sabha polls in presence of Chief Minister Suwendu Adhikari and party state president Samik Bhattacharya at office of the Assembly's principal secretary.

— Aritra Singha



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दीपावली-छठ पूजा से पहले हवाई किराया तीन गुना तक महंगा



अरुण चट्टा

नई दिल्ली। दीपावली और छठ पूजा पर घर जाने की तैयारी कर रहे लोगों को मोटी रकम खर्च करनी पड़ रही है। ट्रेनों में टिकट की कमी और लंबी प्रतीक्षा सूची के बीच हवाई किराया तीन गुना तक बढ़ गया है। देश के करीब 20 प्रमुख हवाई मार्गों पर 29 अक्टूबर से 20 नवंबर के बीच किराए में तेज बढ़ोतरी देखने को मिल रही है। इनमें बिहार को जोड़ने वाले छह

प्रमुख मार्गों पर सबसे ज्यादा उछाल है। ऑनलाइन हवाई टिकट बुकिंग सेवा देने वाले मंचों के आंकड़ों के अनुसार, मुंबई-पटना मार्ग पर

छह प्रमुख हवाई मार्गों पर किराया

हवाई मार्ग	6 सितंबर	6 नवंबर	सात नवंबर
मुंबई-पटना	7,694	24,262	25,154
बंगलुरु-पटना	13,190	22,325	23,795
दिल्ली-पटना	6,314	13,584	17,477
अहमदाबाद-पटना	8,294	22,394	22,617
हैदराबाद-पटना	8,177	13,493	18,134
चेन्नई-पटना	11,377	18,300	20,303

इन मार्गों पर भी अधिक किराया

अन्य हवाई मार्गों के किराए में भारी बढ़ोतरी देखने को मिल रही है। दिल्ली से रांची का टिकट भी दोगुना से अधिक पर पहुंच गया है। मंगलवार को रांची का टिकट 7314 रुपये का था। जबकि सात नवंबर का टिकट 18,556 रुपये में बुक हो रहा है।

मंगलवार को किराया करीब 7,694 रुपये था लेकिन छह नवंबर को यही टिकट 24,262 रुपये और सात नवंबर को करीब 25,154 रुपये में

बुक हो रहा है। यानी सामान्य दिनों के मुकाबले किराए में करीब 227 फीसदी तक की बढ़ोतरी हुई है। दिल्ली-पटना मार्ग पर भी किराया छह

शुक्रवार और शनिवार के लिए ज्यादा वसूली

आंकड़ों के अनुसार, हवाई किराए में सबसे ज्यादा बढ़ोतरी छह और सात नवंबर को दिखाई दे रही है। छह नवंबर शुक्रवार और सात नवंबर शनिवार है। त्योहारी सीजन में इन दिनों यात्रा की मांग ज्यादा रहने की संभावना को देखते हुए टिकटों के दाम बढ़े हैं। 20 नवंबर तक पड़ने वाले शुक्रवार और शनिवार को भी कई मार्गों पर किराया अन्य दिनों के मुकाबले अधिक है।

नवंबर के लिए 13,584 रुपये और सात नवंबर के लिए 17,477 रुपये तक पहुंच गया। मंगलवार को यह करीब 6,314 रुपये था।

कंपनियों के लिए फिर आ सकती है योजना

नई दिल्ली, एजेंसी। विमान ईंधन (एटीएफ) की कीमतों में तेज बढ़ोतरी से एयरलाइनों की लागत बढ़ रही है। इसका असर हवाई किराए पर भी पड़ रहा है। सरकार अब जून में शुरू की गई एटीएफ मूल्य स्थिरकरण कोष को फिर से शुरू करने या उसमें बदलाव करने पर विचार कर रही है।

इस योजना के तहत विमानन कंपनियां सरकार द्वारा तय की गई कीमत पर विमान ईंधन खरीद सकेंगी। यदि बाजार भाव इससे अधिक होता है तो अंतर की भरपाई सरकार करेगी। सरकार ने इस साल जून में इस योजना के लिए 10,000 करोड़ रुपये से अधिक की एकमुश्त बजटीय सहायता

को मंजूरी दी थी। हालांकि, विमानन कंपनियां इस कोष का लाभ लेने को लेकर इच्छुक नहीं थीं और अब यह योजना समाप्त हो चुकी है।

वहीं, नागरिक उड्डयन मंत्रालय पश्चिम एशिया संकट के कारण विमान ईंधन की ऊंची कीमतों को लेकर तेल विपणन कंपनियों के साथ बातचीत कर रहा है। हवाई किराए के मुद्दे पर सुप्रीम कोर्ट ने भी सरकार से कहा कि किराए पर नियंत्रण लिए नियम बनाए गए हैं, जिसके ड्राफ्ट पर अभी तक काम चल रहा है। वहीं, फेडरेशन ऑफ इंडियन एयरलाइंस ने मौजूदा विमान ईंधन मूल्य निर्धारण तरीके की समीक्षा करने की मांग की है।



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स्वदेशी विमान दो वर्ष में उड़ान भरेंगे: नायडू

नई दिल्ली, एजेंसी। नागर विमानन मंत्री के. राममोहन नायडू ने मंगलवार को कहा, संयुक्त उद्यम के जरिये भारत में दो साल में पहला स्वदेशी नागरिक विमान उड़ान भरने को तैयार हो जाएगा।

उन्होंने कहा कि विमानन कंपनियों ने 1,600 से अधिक विमानों का ऑर्डर दिया है, जिनकी अनुमानित कीमत करीब 100 अरब डॉलर है। यहां इंडियन फ़ाउंडेशन फ़ॉर क्वालिटी मैनेजमेंट (आईएफ़क्यूएम) की ओर से आयोजित एक कार्यक्रम में केन्द्रीय मंत्री ने अगले 10 साल में 100 से अधिक नए हवाई अड्डे बनने की उम्मीद जताई। वहीं, नायडू ने कहा कि पश्चिम एशिया संकट के कारण विमान ईंधन की ऊंची कीमतों को लेकर मंत्रालय विमानन तथा तेल विपणन कंपनियों के साथ बातचीत कर रहा है।



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THE HINDUSTAN TIMES

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FIA seeks govt relief for airlines amid West Asia crisis

Neha LM Tripathi

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The Federation of Indian Airlines (FIA) has sought a series of measures from the government to ease the financial pressure on domestic airlines amid the continuing West Asia conflict, higher aviation fuel prices, air-space restrictions and rupee depreciation.

The FIA represents Air India, IndiGo and SpiceJet, the three major carriers in India.

In a September 25 letter to civil aviation minister Ram Mohan Naidu, the FIA sought a cost-plus pricing model for aviation turbine fuel (ATF), a shift from the current percentage-

based excise duty to a fixed-rate levy, lower VAT on ATF in more states and an extension of the 25% reduction in landing and parking charges for domestic flights.

"Airlines duly recognise the support and effort put in by MOCA with respect to the reduction of landing and parking charges by 25% for domestic flights for three months.

The said order was issued for 3 months and had expired in the month of July 7, 2026. With the West Asia conflict continuing, airlines are facing significant additional costs arising from air-space restrictions, longer flight routings, additional crew costs, operational disruptions, rupee

INDUSTRY BODY HAS ALSO SOUGHT CONTINUATION OF 7% VAT RATE ON ATF IN DELHI AND MAHARASHTRA

depreciation and elevated fuel prices," the letter read.

"FIA requests MOCA to extend the 25% pricing reduction till such time the West Asia crisis settles down and airline operations are reverted to near normalcy," it added.

The airlines' body said the fuel component, which historically accounted for around 30-40% of airline operating costs, has risen

to around 55-60% under the prevailing circumstances.

It also pointed out that air-space restrictions have resulted in longer flight routes, higher fuel consumption, increased crew costs and lower aircraft utilisation.

FIA asks the government to review ATF pricing formula

Amid the West Asia crisis, the federation said Brent crude had risen from \$72 per barrel to \$118 per barrel, while the ATF price it cited had touched \$260.24 per barrel before falling to around \$175.33.

FIA also pointed to a sharp increase in the fuel crack differential between Brent and the relevant ATF benchmark.

The body has therefore asked the government to review the ATF pricing formula and shift from international benchmark pricing to a cost-plus model. It said this should be done without affecting competition among oil marketing companies or airlines' commercial arrangements with fuel suppliers.

The industry body has also sought continuation of the 7% VAT rate on ATF in Delhi and Maharashtra, where the current relief is valid until mid-November this year.

It has requested the government to take up similar reductions with Tamil Nadu, West Bengal, Karnataka and Telangana.



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LOKSATYA

DELHI

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इंडिगो में हवाई सफर आज से महंगा

नई दिल्ली, लोकसत्थ। इंडिगो ने मंगलवार से घरेलू व अंतरराष्ट्रीय उड़ानों पर फ्यूल सरचार्ज 100 से 350 रुपये तक बढ़ा दिया है। इससे उड़ानें महंगी होंगी। कंपनी के अनुसार 500 किमी दूरी वाली उड़ानों के लिए फ्यूल सरचार्ज 375 रुपये, 1,000 किमी के लिए 600 रुपये, 1,500 किमी के लिए 900 रुपये व 2,000 किमी के लिए 1,150 व इससे अधिक के लिए 1,300 रुपये होगा। विदेशी उड़ानों पर शुल्क यात्रा वाले क्षेत्र के हिसाब से तय होगा। यूरोप की उड़ानों पर यह 10,000 रुपये होगा।

ताजसैट्स फ्लाइट किचन शुरू, एयरलाइन विस्तार को मिलेगा बढ़ावा

मुंबई, लोकसत्थ। नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआईए) 25 अक्टूबर, 2026 से 27 मार्च, 2027 तक चलने वाले विंटर शेड्यूल 2026-27 से पहले अपने एयरलाइन नेटवर्क का विस्तार कर रहा है। भारत की प्रमुख एविएशन कैटरिंग कंपनियों में से एक ताजसैट्स द्वारा संचालित इसका समर्पित फ्लाइट किचन डोमेस्टिक और इंटरनेशनल एयरलाइंस की बढ़ती जरूरतों को पूरा करने के लिए तैयार है।

एयरपोर्ट परिसर में स्थित यह सुविधा वर्तमान में हर दिन 40 से अधिक रवाना होने वाली उड़ानों को सेवाएँ देती है और यह हर दिन 7,500 तक मील तैयार करने की क्षमता से परिपूर्ण है। उड़ानों की संख्या और यात्रियों की संख्या बढ़ने के साथ इसकी क्षमता हर दिन 15,000 मील तक बढ़ाई जा सकती है। नवी मुंबई इंटरनेशनल एयरपोर्ट के चीफ एयरपोर्ट ऑफिसर सुभाष मुरिकेनचेरी ने कहा, "जैसे-जैसे एनएमआईए अपने एयरलाइन नेटवर्क का विस्तार कर रहा है, वैसे-वैसे हमारे सपोर्टिंग इन्फ्रास्ट्रक्चर का भी उसके साथ बढ़ना जरूरी है। ताजसैट्स फ्लाइट किचन एयरलाइंस को बढ़ती माँग को पूरा करने के लिए जरूरी फ्लेक्सिबिलिटी देता है और यात्रियों के खान-पान के अनुभव को बेहतर बनाता है।" यह सुविधा जरूरत के अनुसार उत्पादन क्षमता बढ़ाने वाले इन्फ्रास्ट्रक्चर, आधुनिक रेफ्रिजरेशन सिस्टम और सुव्यवस्थित प्रक्रियाओं से लैस है, जिससे एयरलाइन शेड्यूल और माँग में होने वाले बदलावों के अनुसार काम किया जा सके। एयरपोर्ट परिसर में इसकी लोकेशन से रवाना होने वाले विमानों तक मील की दिल्लीवरी भी बेहतर तरीके से की जा सकती है।

MINT

DELHI

7 OCTOBER 2026

Govt to rework jet fuel price fund as airlines raise charges

The rethink comes as ATF prices for domestic airlines rise for the third month

Abhishek Law
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NEW DELHI

The government is reworking its ₹10,000-crore aviation turbine fuel (ATF) price-stabilization fund as jet-fuel prices surge again, with IndiGo raising fuel surcharges and airlines pressing for changes to the pricing process.

Civil aviation minister K. Ram Mohan Naidu told *Mint* on Tuesday that fresh work is underway on the price stabilization mechanism, two months after the original scheme failed to attract a single airline. "The scheme or a price stabilization fund is there. But airlines did not apply for it then. So we will see what can be reworked. We are revisiting it," he said.

Naidu did not specify what interventions the government was looking at, or what possible tweaks were under consideration.

"West Asia crisis and its burden on industry and ATF prices are important to consider. We are in talks with airlines and oil marketing companies (OMCs) on this. We will see how the talks go," Naidu said on the impact of the West Asia war on the sidelines of an industry programme in Delhi.

Separately, the Federation of Indian Airlines (FIA), representing IndiGo, Air India and SpiceJet, has also warned the Centre that airlines could curtail operations and withdraw from unviable routes if rising fuel costs are not addressed, according to a 25 September letter



reviewed by *Mint*.

The rethink comes as ATF prices for domestic airlines have risen for the third consecutive month. The price in Delhi rose by ₹16 a litre, or 13.22%, to ₹137 a litre in October from ₹121.28 a litre in September, according to Indian Oil Corp. officials. Prices are revised on the first of every month. The October increase is the sharpest in the recent sequence, taking jet-fuel prices about 25% above their July level.

The rise is already feeding into airline pricing. IndiGo, India's largest airline by market share at 65%, has increased fuel surcharges on domestic and international flights, with the steepest increases applying to longer domestic journeys. The airline has now raised fuel charges three times this year, in March, April and October.

For an extended version of this story, go to livemint.com.

Corporate Communications Directorate

MILLENNIUM POST

DELHI

7 OCTOBER 2026

Govt considering to revive ATF price stabilisation fund for airlines

OUR CORRESPONDENT

New Delhi, October 6

Amid rising jet fuel prices, the government is considering whether to revive the price stabilisation fund and is also in discussions with airlines as well as oil marketing companies on the high ATF costs.

Aviation Turbine Fuel (ATF) accounts for around 40 per cent of an airline's operational expenses, and with the continuing West Asia turmoil, fuel prices have been on the rise.

"One of the most important things is how the West Asia crisis is putting a big burden on ATF prices. We are in discussions with airlines and OMCs (Oil Marketing Companies)," Civil Aviation Minister K Ram-mohan Naidu said on the sidelines of a conference in the national capital on Tuesday.

The government is considering whether to have the price stabilisation fund for the ATF, according to a senior official. Specific details could not be immediately ascertained.

In June, the Union Cabinet cleared a one-time budgetary support not exceeding Rs 10,000 crore for Oil Marketing Companies (OMCs) to provide



ATF price stabilisation in order to provide support for domestic airlines.

However, airlines were not keen on availing the fund, which has lapsed now.

On Monday, the country's largest airline IndiGo announced a hike in fuel surcharge for domestic and international flights in the wake of rising jet fuel prices. IndiGo had said ATF prices have remained volatile in recent months, especially following the geopolitical situation in the Middle East.

According to the airline, the continuous rise in fuel prices, with the latest month-on-month increase exceeding 14 per cent, has taken ATF costs to levels that are amongst the highest in the last decade.

Last month, the Federation of Indian Airlines (FIA) has sought a review of the existing jet fuel pricing formula, saying that domestic ATF should be priced on the actual cost of fuel plus

a reasonable margin rather than international benchmark pricing.

FIA represents Air India, IndiGo and SpiceJet.

The unprecedented increase in fuel costs, compounded by geopolitical disruptions and rupee depreciation, is placing significant pressure on airline cash flows and viability, it had said in a letter to the civil aviation ministry.

Further, the civil aviation minister expressed hope that India will have its first indigenous civilian aircraft within two years through a joint venture, highlighting the sector's growing potential.

Airlines have more than 1,600 aircraft on order, estimated at about \$100 billion, while over 100 new airports are expected in the next 10 years. India currently has 165 airports and domestic airlines operate around 850 aircraft.

Naidu said Boeing and Airbus currently source components and services worth around \$4 billion from India, expected to reach \$10 billion by the decade-end. He also said India could manufacture jet engines, though it would be time-consuming, and has potential to export Sustainable Aviation Fuel (SAF).



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

7 OCTOBER 2026

विमान ईंधन की कीमत स्थिर करने के लिए कोष बनेगा !

■ भाषा, नई दिल्ली : विमान ईंधन की बढ़ती कीमतों के बीच सरकार एविएशन टर्बाइल फ्यूल (एटीएफ) के लिए मूल्य स्थिरीकरण कोष को फिर शुरू करने की संभावना पर विचार कर रही है। साथ ही, ऊंची एटीएफ लागत को लेकर एयरलाइन कंपनियों और पेट्रोलियम विपणन कंपनियों के साथ बातचीत भी जारी है।





Corporate Communications Directorate

THE PIONEER

DELHI

7 OCTOBER 2026

West Asia crisis pushes up ATF costs, Govt considers price stabilisation fund

ASHOKE RAJ ■ New Delhi

The Government is examining the possibility of bringing back a price stabilisation mechanism for Aviation Turbine Fuel (ATF) as rising jet fuel prices put increasing pressure on airlines.

Civil Aviation Minister K Rammohan Naidu said the Government is discussing with airlines and oil marketing companies (OMCs) the impact of higher ATF prices, particularly amid continuing geopolitical tensions in West Asia.

Speaking on the sidelines of a conference in New Delhi on Tuesday, Naidu said the surge in fuel prices linked to the West Asia situation has



Representative image

become a significant concern for the aviation sector.

ATF is one of the largest components of airline operating costs, accounting for roughly 40 per cent of total expenses. A sustained

increase in fuel prices can therefore put considerable pressure on airline finances and ticket prices.

A senior Government official said authorities are considering whether to revive an

ATF price stabilisation fund. Details of the proposal, including its structure and funding mechanism, were not immediately available.

The Government had earlier introduced a one-time support mechanism for the sector. In June, the Union Cabinet approved budgetary assistance of up to ₹10,000 crore for OMCs to help stabilise ATF prices and relieve domestic airlines. However, airlines showed little interest in using the facility, and the scheme has since lapsed.

The issue has gained renewed attention after InterGlobe Aviation (IndiGo) decided to increase fuel surcharges on domestic and international flights. The

airline attributed the move to elevated and volatile ATF prices amid geopolitical developments in the West East.

IndiGo said the latest month-on-month increase in fuel prices had exceeded 14 per cent, pushing ATF costs to levels among the highest recorded over the past decade.

Airlines have also called for changes to the way jet fuel is priced in India. Last month, the Federation of Indian Airlines (FIA), which represents Air India, IndiGo and SpiceJet, urged the Civil Aviation Ministry to reconsider the existing pricing formula.

The industry body has

argued that domestic ATF should be priced based on the actual cost of fuel, along with a reasonable margin, rather than being linked primarily to international benchmark prices.

According to the FIA, higher fuel expenses, combined with geopolitical disruptions and a weaker rupee, are putting substantial pressure on airline cash flows and the financial viability of carriers.

With fuel costs remaining volatile, the Government's discussions with airlines and OMCs could determine whether it introduces a revised stabilisation mechanism and how it structures any future support.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

6 OCTOBER 2026

BRIEFLY

British Airways flight to Chicago declares emergency over Ireland, descends to 9,000 feet:

New Delhi: A British Airways flight operating from London to Chicago declared an emergency while flying over Ireland, prompting the aircraft to squawk the 7700 emergency code and descend to around 9,000 feet, flight-tracking data reported on Monday.

According to flight-tracking website Flightradar24, flight BA295 triggered the emergency alert while en route across the Atlantic.

The Boeing aircraft's descent and emergency signal attracted attention from aviation observers, although the exact nature of the incident was not immediately known.

British Airways had not immediately disclosed the reason behind the emergency, and further details regarding the aircraft's condition and subsequent flight path were awaited.

Adhikari unveils Bengal aviation expansion plan

STATESMAN NEWS SERVICE
Kolkata, 5 October

In a major push to expand regional and international air connectivity in West Bengal, the state government on Monday signed an MoU under the Centre's UDAN 2.0 scheme to connect Chharrain Purulia, Balurghat in South Dinajpur, Hashimara in Alipurduar and Kalaikunda in West Midnapore.

Chief Minister Suwendu Adhikari, addressing a programme in the presence of Union Civil Aviation Minister Ram Mohan Naidu, also announced plans to develop a new international greenfield airport on around 2,000 acres at Kalyani in Nadia, on the lines of the airport at Jewar in Uttar Pradesh's Noida. The proposed airport is aimed at easing the growing pressure on Kolkata's Dum Dum airport.

Adhikari said the state was now moving rapidly to expand its aviation infrastructure after



overcoming what he described as years of administrative reluctance and land-related complications under the erstwhile Trinamul Congress government.

Presenting a roadmap for expanding West Bengal's international and regional air connectivity, the Chief Minister urged the Centre to introduce direct flights from Kolkata to Britain and major European cities. He handed over a memorandum to Naidu seeking the expansion of international

services from the state.

Adhikari also proposed strengthening Kazi Nazrul Islam Airport at Andal in West Burdwan and improving its connectivity with major cities, including Delhi, Mumbai, Chennai, Bengaluru, Hyderabad and Guwahati.

Seeking to cater to the state's religious tourism potential, he urged the Union Minister to facilitate direct and regional air services to major pilgrimage destinations, including Ayodhya,

Tirupati, Khatu Shyam in Rajasthan and Amritsar.

Criticising the previous government over what he termed its "anti-development mindset", Adhikari cited delays in providing land for aviation projects. "Former civil aviation minister Jyotiraditya Scindia had written seeking adequate land for a second airport near Kolkata. But the then state government rejected the proposal immediately," he said.

On the proposed Kalyani airport, the Chief Minister said soil testing and preliminary land-related work were progressing rapidly under the supervision of the Chief Secretary and Land Secretary. He also urged the Centre to develop the airports at Malda and Cooch Behar into full-fledged facilities.

Referring to his visit to Behala airport, Adhikari expressed hope that the Civil Aviation Ministry would soon approve a modern Flying Training Institute there.

Corporate Communications Directorate

THE STATESMAN

KOLKATA

6 OCTOBER 2026

IndiGo raises fuel surcharge from 6 Oct as ATF prices surge; airfares set to rise

STATESMAN NEWS SERVICE

New Delhi, 5 October

IndiGo will increase its fuel surcharge on domestic and international flights from 6 October, citing a sharp rise in aviation turbine fuel (ATF) prices amid heightened geopolitical tensions in West Asia. The move is likely to make air travel costlier for passengers.

This is the second increase in IndiGo's fuel surcharges since April. The airline had introduced the surcharge in March as fuel costs remained elevated.

For domestic flights, the revised surcharge will depend on the distance travelled. Passengers flying up to 500 km will pay an additional Rs 375, while the charge will rise to Rs 600 for journeys between 501 km and 1,000 km.



The surcharge has been fixed at Rs 900 for flights covering 1,001-1,500 km and Rs 1,150 for distances between 1,501 km and 2,000 km. For domestic routes exceeding 2,000 km, the additional fuel charge will be Rs 1,300.

The airline has also revised fuel charges on international routes, with the amount varying according to the destination.

Flights to the SAARC region will attract a surcharge ranging from Rs 1,000 to Rs 3,000, while passengers travelling to Africa will pay an additional

Rs 6,000.

For flights to Europe, the revised surcharge stands at Rs 10,000. The charge for destinations across Southeast Asia, the Gulf Cooperation Council (GCC), West Asia, North Asia and East Asia has been set at Rs 5,500.

IndiGo said ATF prices have been highly volatile in recent months, with the situation worsening amid geopolitical developments in West Asia. According to the airline, fuel prices rose by more than 14 per cent month-on-month, pushing ATF costs close to their highest levels in the past decade. ATF accounts for a substantial portion of an airline's operating expenses. IndiGo said the sharp increase was therefore putting pressure on its cost structure and the economics of operating its network.

Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

6 OCTOBER 2026

IndiGo to hike fuel surcharge for domestic, int'l flights from Oct 6

OUR CORRESPONDENT

New Delhi, October 5

The country's largest airline IndiGo on Monday announced a hike in fuel surcharge for domestic and international flights in the wake of rising jet fuel prices. The revised charges will be effective from October 6, and the move will push airfares higher.

The quantum of the hike ranges from Rs 100 to Rs 350 for domestic flights depending on distance. The hike in surcharge has also been effected for international flights. This is the second time since April that the carrier has increased the fuel surcharge, which was introduced in March.

The fuel surcharge will be Rs 375 for routes with distance up to 500 kilometres and Rs 600 for flights having distance between 501 and 1,000 kilometres.

The amount will be Rs 900 for routes with a distance of 1,001 to 1,500 kilometres and Rs 1,150 for a distance of 1,501 to 2,000 kilometres. The statement said the fuel surcharge will be Rs 1,300 for flights having a distance of more than 2,000 kilometres.

For SAARC region flights, the fuel surcharge varies from Rs 1,000 to Rs 3,000 and Rs 6,000 for Africa flights and Rs 10,000 for Europe services. The fuel surcharge will be Rs 5,500 for flights to Southeast Asia, GCC and the Middle East, and North and East Asia,



THE QUANTUM OF THE HIKE RANGES FROM Rs 100 TO Rs 350 FOR DOMESTIC FLIGHTS DE- PENDENT ON DISTANCE

as per the statement.

Aviation Turbine Fuel (ATF) accounts for around 40 per cent of an airline's operating costs. IndiGo said ATF prices have remained volatile in recent months, especially following the geopolitical situation in the Middle East.

According to the airline, the continuous rise in fuel prices, with the latest month-on-month increase exceeding 14 per cent, has taken ATF costs to levels that are amongst the highest in the last decade.

"Given that ATF makes up a significant share of the airline's operating costs, this rise is expected to impact airlines' cost structures and network economics, including those of IndiGo," it said in a statement on Monday. In view of the situation, the airline said it has marginally

recalibrated its fuel charges across its domestic and international flights.

While offsetting the increase in fuel costs would have required a significantly larger increase in fuel charges, a measured and relatively modest adjustment to minimise the impact on customers has been made, the airline said. Regretting the additional burden the revised fuel charges would have on travellers, the airline said the decision reflects the sustained increase in operating costs and evolving market environment.

IndiGo operates over 2,200 flights daily.

On October 1, ATF prices were hiked by a steep Rs 16 to Rs 137 per litre from Rs 121 for domestic airlines. The revision came after the jet fuel prices were raised by Rs 6.28 per litre, or 5.46 per cent, in September, following a Rs 5 per litre increase in August. In April, Air India announced revisions to fuel surcharges while Akasa Air started levying a fuel surcharge from March 15 amid the spike in ATF prices.

Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

6 OCTOBER 2026

Centre-bound: Calcutta-London flight nod

PRANESH SARKAR

Calcutta: Union civil aviation minister Kinjarapu Ram-mohan Naidu, in keeping with chief minister Suwendu Adhikari's request, said on Monday that the Centre would discuss starting direct flights from Calcutta to London and other European cities with airlines operating in India.

"The chief minister of Bengal, Suwendu Adhikari, requested direct flights to London and other European destinations from Calcutta. The Centre also wants to revive the lost glory of the city and turn it into the main hub for eastern India. We will soon hold discussions with the airlines in this regard," the minister said at an event in Nabanna

on Monday.

The issue gained significance because of the city's sentiment over the withdrawal of direct flights from Calcutta to London.

"The city's sentiment was first hurt when the direct flight between Calcutta and London was withdrawn in 2009. Later, direct flights were reintroduced in 2020 and finally withdrawn in March 2022. After assuming power, the new government received requests from several quarters to take initiatives to introduce direct flights to London and other European cities from Calcutta," said a senior state government official.

The Union minister also said the Centre would develop four more airports in the state

to introduce domestic flights to Tier-2 and Tier-3 cities under the Udan 2.0 scheme as the new government signed a memorandum of understanding with the Centre to join it.

"The Bengal government did not join the Udan 1.0 scheme that started in 2016. As a result, it missed out on chances to develop airports in small towns and backward regions like most other states did. But as the Bengal government signed an MoU to join Udan 2, under which the Centre would spend ₹29,000 crore to develop airports across the country in (the) next 10 years, Bengal would benefit," said the minister.

The Centre would start developing airports at Hasimara in Alipurduar, Kalaikunda



Chief minister Suwendu Adhikari felicitates Union aviation minister Kinjarapu Ram-mohan Naidu in Howrah on Monday. (PTI picture)

in West Midnapore, Chharran in Purulia and Balurghat in South Dinajpur for domestic flights.

The minister said Hasimara and Kalaikunda were

army airports and the Centre would develop civil enclaves at these sites to operate domestic flights. At Balurghat, the existing airstrip would be developed into a proper airport, while the one in Purulia would need to be constructed.

Suwendu said that the previous Trinamool Congress-led government did not join the Udan 1.0 scheme because it was unwilling to provide land for airport development.

"The Centre wanted 27 acres of land for Hasimara airport and 37 acres for the Kalaikunda airport. But the state did not give the land and the state was deprived," Suwendu said.

He requested the minister to start connecting flights from Andal to major cities like

Mumbai and Bangalore, in addition to direct flights to major pilgrimage sites like Ayodhya, Tirupati and Amritsar from Calcutta. The minister showed keen interest in developing the Behala airstrip in the city into a flight training centre under the Udan 2.0 scheme.

"As of now, 850 flights are in operation in the country. In the next few years, another 1,640 flights will operate in India. So, the country needs more pilots, and the airstrip in Behala could be turned into an important flight training centre," Naidu said.

During the event, Bengal chief secretary Manoj Agarwal said the state was working to develop a second airport at Kalyani in Nadia. Naidu said developing Calcutta's second

airport was the need of the hour considering the sector's growth in the next few years. A state government source said that Naidu also spoke about developing the Bagdogra airport in Siliguri.

More hirings

The state cabinet on Monday approved a proposal to recruit 14,451 people in various departments, including health, MSME, fire and emergency services, forest and home.

Suwendu also said he would hand over appointment letters to some of the 12,000 constables whose recruitment process was completed recently on October 11. "We will give appointments to 1 lakh youths within one year as we have promised," he said.

Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

6 OCTOBER 2026

Domestic airfare to go up as IndiGo raises fuel charges citing ATF costs

Revised Charges To Be Applicable From Today

TIMES NEWS NETWORK

Chennai: IndiGo, the largest airlines in the country, has raised fuel charges on domestic and international flights amid a sustained increase in aviation turbine fuel (ATF) prices, with the revised charges applicable to all new bookings made from 12.01am on Oct 6.

Under the revised domestic structure, the fuel charge will range from ₹375 for flights up to 500km to ₹1,300 for flights exceeding 2,000km. The charges for 501km-1,000km, 1,001km-1,500km and 1,501km-2,000km will be ₹600, ₹900 and ₹1,150 respectively. The earlier charges were ₹275, ₹400, ₹600, ₹800 and ₹950



SOARING FARES

respectively for the five distance slabs. The latest revision therefore raises the domestic fuel component by ₹100 to ₹350 per sector.

The airline said ATF prices had remained volatile in recent months, particularly amid geopolitical developments in the Middle East. The latest month-on-month increase of more than 14% has pushed ATF costs to among its highest levels in the past decade, it said.

For international flights, the fuel charge for SAARC destinations will be ₹1,000 for journeys up to 500km and

₹3,000 for those beyond 500km. Flights to Southeast Asia, GCC and Middle East, North Asia and East Asia will attract a ₹5,500 charge, while the charge for Africa will be ₹6,000. The fuel charge for Europe will remain at ₹10,000.

The April charges for international flights ranged from ₹900 to ₹10,000, depending on the destination and distance. IndiGo said the increase was necessitated by the impact of higher fuel costs on airline operations and network economics. Aviation fuel constitutes a significant portion of an airline's operating costs, making carriers particularly vulnerable to sharp movements in fuel prices. The airline had introduced fuel charges in March following a sharp increase in jet fuel prices and subsequently recalibrated them in April.

► **AIE S'pore flights, P 4**

AIE to fly from Chennai to Singapore twice daily

► **From P 1**

Air India Express (AIE) will operate two daily flights between Chennai and Singapore from Oct 25, restoring a direct service on the route nearly four months after Air India withdrew its Singapore flights from the city.

The 14-flights-a-week service is among the key international additions announced by Air India Express as part of its largest-ever winter schedule 2026, which will see the

airline operate around 585 flights a day, including up to 150 international flights.

The Chennai-Singapore service assumes significance as Air India had suspended its direct Chennai-Singapore flights from June, leaving the route without an Air India group-operated service.

The withdrawal had prompted concerns among passengers and the travel trade, given the strong business, tourism and student traffic between the two cities.

Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

7 OCTOBER 2026

Cockpit attack left Machchhar with 'depressed skull fracture'

TIMES NEWS NETWORK

New Delhi: Captain Smit Machchhar's heroic act of saving flydubai FZ1073 has acquired another dimension with the extent of the injuries he was fighting to save the plane from its suicidal Omani co-pilot now coming out. Sources say co-pilot Hammam al-Hammami hitting him with the axe kept in the cockpit had led to a "depressed fracture fragment of skull". An emergency surgery is learnt to have been performed in Saudi Arabia before Captain Machchhar could be flown back to the UAE for further treatment.

Dr (Air Cmde) Krishan Kumar Yadav, senior clinical director and professor of neurosurgery and neuro-spine surgery at Marengo Asia Hospitals, told TOI: "A depressed skull fracture is serious. Put simply, a piece of the skull has been pressed inward toward the brain. During surgery, doctors make a careful incision, lift or remove the pressed-in fragment, and check the protective membrane around the brain for tears. They clean the area, repair any damage, and then either replace the bone or reconstruct it. It is delicate work, but it is work we are trained for, and many patients do very well afterwards."

The Indian embassy in the UAE said on Tuesday: "Capt Smit continues to make steady progress and is regaining his health. The embassy remains in close touch with his family, doctors and local authorities, extending all possible assistance. We thank everyone for their prayers & wish him a speedy recovery."

"Recovery is not a straight line. The first days are quiet ones: rest, careful monitoring, and keeping him com-



An emergency surgery was performed on Captain Machchhar in Saudi Arabia before he could be flown back to the UAE.

fortable. Then, bit by bit, strength returns. There will be good days and slower ones. Headaches, tiredness, or trouble concentrating are common while the body heals, and they don't mean something is wrong," Dr Yadav said.

Captain Machchhar had told Israeli PM Benjamin Netanyahu: "It was a normal flight, and the co-pilot wanted to pray, which a lot of locals do. While he was praying, out of respect, I just looked at the front and not at the back." He said that about four or five minutes later, he suddenly felt a heavy blow to the back of his head, which he initially thought was an impact involving the aircraft.

"After about four or five minutes, my first thought was damage to the aircraft and something is not right. But then the blow kept coming, one after the other. And that's when I realised that it's not the aircraft, it's the other guy who was in the cockpit with me." He tried to stop the co-pilot but was badly affected by the initial blows. "I did try to stop him, but because of his initial blows, my vision was almost like nothing. And I was completely blurred out," the captain said. He then realised the aircraft was descending sharply.

US lawmakers honour courage of Captain

Washington: In a rare gesture of congressional recognition for an Indian national, a bipartisan group of US lawmakers has introduced a resolution honouring Captain Smit Machchhar, the Indian pilot who helped prevent a terrorist attack aboard a flydubai flight bound for Israel last week.

The resolution, introduced Monday by New Jersey Democrat Josh Gottheimer, with Republican Reps Michael McCaul of Texas and Don Bacon of Nebraska as cosponsors, praises Machchhar for "extraordinary courage in protecting every soul aboard his aircraft".

The honour comes even as relations between Washington and New Delhi have entered one of their more difficult periods in the Trump era, complicating what had been a steadily deepening strategic partnership. US-India trade talks have again stalled, with Washington retaining the possibility of significantly higher tariffs on Indian goods, and there has been a sharp uptick in anti-Indian xenophobia on social media platforms in the US.

Machchhar's heroism, meanwhile, has provided a point of uncomplicated convergence among India, US and Israel. As per the resolution, the House should "commend the heroic actions of the off-duty pilots, cabin crew, and passengers who secured the flight deck and brought the aircraft safely down" and condemn the attack as "an act of terrorism and as an attack on the safety of international civil aviation". It also calls for a full investigation by Saudi and the UAE.

—Chidanand Rajghatta

Corporate Communications Directorate

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Airlines warn of route withdrawals as W Asia crisis drives up costs

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TRIBUNE NEWS SERVICE

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Indian airlines are staring at a fresh operational squeeze as the continuing West Asia conflict, soaring aviation turbine fuel (ATF) prices, rupee depreciation and higher flying costs threaten to make several domestic routes financially unsustainable, with the Federation of Indian Airlines (FIA) warning the government that carriers may be forced to withdraw from some routes if urgent relief is not provided.

In a letter to Civil Aviation Minister Kinjarapu Rammo-han Naidu, the FIA, representing Air India, IndiGo and Spice-Jet, has sought immediate intervention, saying the cost of jet fuel alone has jumped to nearly 55-60 per cent of airline operating expenses from the historical 30-40 per cent.



The industry body has warned that the continuing cost pressure could result in further curtailment of operations and network, potentially hitting air connectivity across the country.

"Timely relief" is critical, the FIA said, warning that if support was not provided, airlines "may be compelled to withdraw from several unsustainable routes". According to the FIA, Brent crude has risen from around \$72 per barrel to \$118 per barrel since the conflict began, while the price of ATF based on MOPAG and premium moved from \$87.24 per barrel to a peak of \$260.24.