



## Corporate Communications Directorate

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BUSINESS LINE

DELHI

8 APRIL 2025

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### DGCA, BCAS, AAI grapple with manpower shortage

**Press Trust of India**

New Delhi

Aviation watchdogs DGCA and BCAS and state-owned AAI are grappling with a significant manpower crunch, with 37 to 48 per cent of the total sanctioned positions remaining vacant, according to official data.

Nearly 48 per cent of the posts are vacant at the Directorate General of Civil Aviation (DGCA) while it is 37 per cent in the case of the Bureau of Civil Aviation Security (BCAS) and the Airports Authority of India.

AAI plans to hire 1,098 people at the executive level in the current financial year. As per the data provided by Minister of State for Civil Aviation Murlidhar Mohol to the Lok Sabha last week, as many as 814 posts were vacant out of the sanctioned 1,692 positions at DGCA.

In the case of BCAS, there were 224 vacancies, while the sanctioned strength is 598. At AAI, out of the sanctioned strength of 25,730 posts, 9,502 are vacant. These are figures for this year till March 31.



# Corporate Communications Directorate

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THE ECONOMIC TIMES

DELHI

8 APRIL 2025

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## ■ DGCA, BCAS, AAI Face Manpower Shortage



**NEW DELHI** Aviation watchdogs DGCA and BCAS and state-owned AAI are grappling with a significant manpower crunch, with 37-48% of the total sanctioned positions remaining vacant, according to official data. Nearly 48% of the posts are vacant at the Directorate General of Civil Aviation (DGCA) while it is 37% in the case of the Bureau of Civil Aviation Security (BCAS) and the Airports Authority of India (AAI).



## Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

8 APRIL 2025

### DGCA, AAI, and BCAS face 37-48% staff crunch

PRESS TRUST OF INDIA  
New Delhi, April 7

**AVIATION WATCHDOGS DIRECTORATE** General of Civil Aviation (DGCA) and Bureau of Civil Aviation Security (BCAS), and state-owned Airports Authority of India (AAI) are grappling with a significant manpower crunch, with 37-48% of the total sanctioned positions remaining vacant, according to official data.

Nearly 48% of the posts are vacant at the DGCA while it is 37% in the case of the BCAS and the AAI. State-owned AAI plans to hire 1,098 people at the executive level in the current financial year.

As per the data provided by the Minister of State for Civil Aviation Murlidhar Mohol to the Lok Sabha last week, as many as 814 posts were vacant out of the sanctioned 1,692 positions at DGCA.

In the case of BCAS, there were 224 vacancies, while the sanctioned strength is 598.

At AAI, out of the sanctioned strength of 25,730 posts, 9,502 are vacant.

These are figures for this year till March 31.

In a written reply to the Lower House, the minister said that 441 posts were created in the restructuring exercise finalised during 2022 and 2024 at DGCA.



# Corporate Communications Directorate

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THE FINANCIAL EXPRESS

DELHI

8 APRIL 2025

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## DGCA, BCAS and AAI grapple with manpower shortage

AVIATION WATCHDOGS DGCA and BCAS and state-owned AAI are grappling with a significant manpower crunch, with 37 to 48% of the total sanctioned positions remaining vacant, according to official data. Nearly 48% of the posts are vacant at the Directorate General of Civil Aviation (DGCA) while it is 37% in the case of the Bureau of Civil Aviation Security (BCAS) and the AAI.



## Corporate Communications Directorate

THE HINDU

CHENNAI

7 APRIL 2025

# AAI team to visit sites identified for second airport in Bengaluru

**The Hindu Bureau**  
BENGALURU

A multi-disciplinary team from the Airports Authority of India (AAI) will be visiting Karnataka on Monday to hold discussions with State government officials and also inspect the three locations which have been identified for Bengaluru's second international greenfield airport.

The government has already identified three locations for the proposed airport, of which two are on Kanakapura Road and one on the Nelamangala-Kuniyal Road. Sources said that the AAI would hold discussions with State government officials, and the Karnataka State Industrial and Infrastructure Development Corporation (KSIIDC) would be making a presentation on technical details of the proposed airport before the delegation.

Documents such as revenue map of these sites, weather reports of the last 10 years, detailed images of the sites' geographic features, maps from the Survey of India, and other operational details would be presented before the AAI officials.

This will be followed by a visit to the three shortlisted locations during which the AAI team is expected to inspect the sites and decide whether they are suitable for the development of a greenfield airport. "The team's visit is scheduled between April 7 and 9. During the visit to the sites, they would be looking into various technical

**Documents such as revenue maps and weather reports of the sites will be presented to officials**

aspects like weather, terrain, connectivity etc.," the sources said.

They added that after the AAI team submitted its report on the three sites, the State government would conduct a feasibility report and finalise the location. The KSIIDC had already paid a fee of ₹1.21 crore to the AAI for this purpose.

"The proposed airport has to have flat land which is the foremost requirement and there should be no mountains in the approach area. Another aspect is weather as there cannot be an airport with consistently bad weather. There should not be too many waterbodies around the airport. There should be good surface connectivity, not just roads but also rail," said an aviation expert on the key requirements.

The second airport for Bengaluru can only become operational after May 2033, due to an agreement between Bangalore International Airport Ltd., which is the operator of the Kempegowda International Airport (KIA), and the Ministry of Civil Aviation. As per the agreement, no airport can operate within an aerial distance of 150 km of KIA before its 25th anniversary which falls in May 2033.

## *LGBI Airport sees 29 pc rise in domestic, global connectivity*



**SIVASISH THAKUR**

GUWAHATI, April 6: Lokpriya Gopinath Bordoloi International (LGBI) Airport, Guwahati, has recorded a surge in weekly flight movements – domestic and global – with a 29 per cent increase compared to its summer schedule of 2024.

Buoyed by this rush, LGBI Airport has set an ambitious target of over 1,108 domestic and international movements, effective from March 31, 2025 until October 26, 2025.

The airport would now offer 156 daily domestic movements, an increase from approximately 120 in the sum-

mer schedule of 2024. With over 1,108 weekly movements, including international operations, there will be a hike of more than 29 per cent in weekly flight operations in 2025 compared to 2024.

Revealing this, official sources told *The Assam Tribune* that travellers from Assam and other Northeastern States stood to benefit from the expanded flight availability.

“It is really encouraging to see the surge in flight movement to and from LGBI Airport, which is the only international airport in the Northeast,” sources said.

## **LGBI Airport sees ...**

(Contd from page 1)

“With air travel gaining a noticeable momentum in the Northeast, we are confident that LGBI Airport would serve passengers with an enhanced flight schedule this summer, adding at the same time, convenience and comfort to their journeys,” the sources added.

Among the increases, Delhi will see the maximum rise with 14 additional daily flights. Within the Northeast, Imphal will witness notable frequency additions, with four daily flights compared to the previous winter schedule.

“LGBI Airport recognizes the needs of passengers and the rising demand for air travel. Travellers will benefit from an expanded schedule with seamless connectivity to key destinations. The Northeast will be better showcased and will have enhanced accessibility through this strategic expansion and infrastructure improvements. Indeed, LGBI Airport is set to make the region more accessible, vibrant, and attractive to travellers, ensuring convenience and opportunities that enrich every journey,” the sources added.



# Corporate Communications Directorate

AMAR UJALA

DELHI

8 APRIL 2025

## दिल्ली एयरपोर्ट से आगरा के लिए लक्जरी बस सेवा शुरू



आगरा को दिल्ली हवाई अड्डे से जोड़ने के लिए लक्जरी बस सेवा शुरू करते अधिकारी। अमर उजाला

अमर उजाला ब्यूरो

नई दिल्ली। आईजीआई एयरपोर्ट से आगरा जाने वाले यात्रियों के लिए खुशखबरी है। दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) की देखरेख में इस रूट पर लक्जरी बस सेवा शुरू हुई है। इसे अत्याधुनिक सुविधाओं से युक्त किया गया है। इसमें रिक्लाइनिंग सीटें, जलपान, वाई-फाई, चार्जिंग पोर्ट, हेडफोन के साथ मनोरंजन और शीचालय की सुविधा है। यात्री करीब डेढ़ हजार रुपये में इस सुविधा का लाभ उठा सकते हैं। सोमवार से इसका संचालन शुरू हो गया।

डायल के सीईओ विदेह कुमार जयपुरियार के अनुसार यह इस तरह की पहली बस सुविधा होगी। जो भारत के दो सबसे महत्वपूर्ण स्थलों को जोड़ेगी। बस में यात्रा के लिए ऑनलाइन और ऑफलाइन दोनों तरह से टिकट बुक कर सकते हैं। ऑनलाइन टिकट दिल्ली एयरपोर्ट की वेबसाइट <https://www.newdelhiairport.in/delhi-airport-bus-service/delhi-to-agra/> के माध्यम से बुक किए जा सकते हैं,

### पिक एंड ड्रॉप प्वाइंट

- टर्मिनल-3 ड्रॉप-ऑफ: टी-3 प्रस्थान गेट नंबर 3 से होगी।
- टर्मिनल-1 ड्रॉप-ऑफ: टी-1 प्रस्थान लेन नंबर 1, पिलर नंबर 2 और 3 के पास होगा।
- टर्मिनल-3 पिकअप: टी-3 बस आगमन पार्किंग
- टर्मिनल-1 पिकअप: टी-1 आगमन लेन 1, शटल कार्टर

### बस का संभावित शेड्यूल

- दिन के 11 बजे : दिल्ली से आगरा
- शाम के 5 बजे: आगरा से दिल्ली
- रात के 11 बजे: दिल्ली से आगरा
- सुबह 5 बजे: आगरा से दिल्ली

जबकि ऑफलाइन आगरा में बस सेवा प्रदाता एजेंसी के केंद्र सेले सकते हैं। दिल्ली एयरपोर्ट टर्मिनलों पर सुविधाजनक रूप से स्थित पिक-अप और ड्रॉप-ऑफ पॉइंट होंगे। वहीं, आगरा में इसका स्टॉप मायापुर, फतेहाबाद रोड पर बस लाउंज होगा।

## आइजीआइ एयरपोर्ट से आगरा के लिए शुरू हुई लक्जरी बस सेवा

जागरण संवाददाता, नई दिल्ली: आइजीआइ एयरपोर्ट और आगरा के बीच लक्जरी बस सेवा की शुरुआत की गई है। यह बस रोजाना दोनों शहरों के बीच चार फेरे लगाएगी। आइजीआइ एयरपोर्ट संचालन एजेंसी डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार ने सोमवार को एयरपोर्ट से पहली बस को आगरा के लिए हरी झंडी दिखाकर रवाना किया।

दोनों शहरों के बीच के सफर का किराया 1500 रुपये रखा गया है। इसमें खानपान शुल्क शामिल है। डायल के अनुसार, उन्होंने निजी बस कंपनी के साथ करार किया है। इस लक्जरी बस में वाईफाई,

- दोनों शहरों के बीच लगाएगी चार फेरे, एक तरफ का किराया है 1500 रुपये
- बस में वाईफाई, चार्जिंग पोर्ट, पैंटी और शौचालय की भी सुविधा उपलब्ध होगी

चार्जिंग पोर्ट, पैंटी और शौचालय की सुविधा भी उपलब्ध होगी। बस में यात्रियों की सुरक्षा एवं सुविधा का पूरा ख्याल रखा गया है। विदेह कुमार जयपुरियार ने बताया कि आइजीआइ एयरपोर्ट से आगरा के बीच बस सेवा शुरू होने से घरेलू एवं अंतरराष्ट्रीय यात्रियों को लाभ मिलेगा। इससे ऐसे यात्रियों को भी



डायल के सीईओ की उपस्थिति में बस सेवा को किया गया शुरू ● सौ डायल काफी फायदा होगा, जो आइजीआइ एयरपोर्ट पर उतरकर वहां से सीधे आगरा जाकर ताजमहल देखना चाहते हैं। यात्री इस बस के टिकट आनलाइन व आफलाइन दोनों तरीकों से ले सकते हैं।

### एयरपोर्ट की वेबसाइट से टिकट बुकिंग की सुविधा

आइजीआइ एयरपोर्ट की वेबसाइट पर जाकर यात्री इस बस के टिकट बुक कर सकते हैं। यात्री बस परिचालक से मौके पर भी टिकट ले सकते हैं। आगरा से पहुंचे यात्रियों को यह बस आइजीआइ एयरपोर्ट के टर्मिनल-3 पर गेट संख्या-3 और टर्मिनल-1 पर पिलर संख्या 2 व 3 के बीच उतारेगी। आगरा जाने वाले यात्रियों को यह बस टर्मिनल-3 स्थित बस पार्किंग व टर्मिनल-1 पर शटर काउंटर के पास से मिलेगी। आगरा से बस फतेहाबाद रोड स्थित मायापुर बस लाउंज से मिलेगी।



# Corporate Communications Directorate

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HINDUSTAN

DELHI

8 APRIL 2025

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## आगरा के लिए सीधी बस मिलेगी

नई दिल्ली। आईजीआई एयरपोर्ट से आगरा जाने वाले यात्रियों के लिए विशेष बस सेवा शुरू की गई है। डायल के सीईओ विदेह कुमार जयपुरियार ने सोमवार को पहली बस को आगरा के लिए हरी झंडी दिखाकर रवाना किया। टिकट 1500 रुपये होगा, जिसमें भोजन भी मिलेगा। ऑफलाइन के अलावा वेबसाइट <https://www.newdelhairport.in/delhi-airport-bus-service/delhi-to-agra/> से भी टिकट ऑनलाइन बुक की जा सकेगी।



## Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

8 APRIL 2025

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### TWICE-A-DAY BUS LAUNCHED FROM AIRPORT TO AGRA

**NEW DELHI:** A luxury bus service has been launched from Delhi's Indira Gandhi International (IGI) airport to Agra, the airport operator Delhi International Airport Limited (DIAL) announced on Monday.

DIAL said the bus service will ply twice daily, departing the airport at 11am and 11pm, with facilities including charging ports, on-board Wi-fi, a gourmet pantry, and personal entertainment systems. The service was launched by DIAL in collaboration with private operator Rigi Trans Tech Pvt Ltd. "This premium option addresses the growing demand for reliable, seamless, comfortable, and safe travel solutions for tourists visiting the Taj Mahal, business travellers, and anyone seeking a stress-free journey between Delhi Airport and Agra," said a DIAL spokesperson. **HTC**



# Corporate Communications Directorate

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THE INDIAN EXPRESS

DELHI

8 APRIL 2025

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## Bus service from Delhi airport to Agra launched

**EXPRESS NEWS SERVICE**

NEW DELHI, APRIL 7

ANYONE WHO wants to visit the Taj Mahal can now take a luxury bus to Agra from the Indra Gandhi International Airport in Delhi, the Delhi International Airport Limited (DIAL) said on Monday while announcing the launch of the service.

The service will run twice daily in both directions, and has been launched in collaboration with private operator RIGI Trans Tech Private Limited, DIAL said in a statement. Travellers can avail of the pre-booked mode of transport between the two cities, it added.

"By offering this seamless connection between two of India's most significant destinations, we are addressing a crucial need for both domestic and international

travellers," Vidh Kumar Jaipuria, Chief Executive Officer, DIAL, said.

According to the statement, pick-up and drop-off points at Delhi Airport include Terminal 3 Departure Gate 3, Terminal 1 Departure Lane 1 (near pillars 2 and 3), T3 Bus Arrival Parking, and T1 Arrival Lane 1 near the shuttle counter. In Agra, the stop is located at the bus lounge in Mayapur on Fatehabad Road.

The tentative daily schedule includes departures from Delhi at 11 am and 11 pm, and from Agra at 5 am and 5 pm. Tickets can be booked online through the Delhi Airport website or offline through the operator in Agra. The buses are equipped with reclining seats, onboard Wi-Fi, charging ports, individual entertainment systems, a pantry, and toilet facilities. Climate control is available throughout the year, the DIAL said.



## Corporate Communications Directorate

THE MORNING STANDARD

DELHI

8 APRIL 2025

### IGI Airport launches buses connecting terminals to Agra

EXPRESS NEWS SERVICE @ New Delhi

TOURISTS looking to visit the Taj Mahal and travellers headed to Agra for any given purpose, from the Indira Gandhi International (IGI) Airport in Delhi, can now take a luxury bus to their destination. Delhi International Airport Limited (DIAL) said on Monday while announcing the launch of the service.

A DIAL statement said the service will run twice daily in both directions, and has been launched in collaboration with a private operator. Travellers can avail of the pre-booked



mode of transport between the two cities, it said. "By offering seamless connectivity between two of India's most significant destinations, we are addressing a crucial need for both domestic and international travellers," DIAL CEO Videh Kumar Jaipuria said.

As per DIAL, pick-up and drop-off points are located at both Terminal 1 and 3 of IGI Airport. In Agra, the stop is located at the Bus Lounge in Mayapur on Fatehabad Road. The tentative daily schedule includes departures from Delhi at 11 am and 11 pm. Tickets can be booked online on the IGI Airport website.



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

8 APRIL 2025

## हिंडन से पटना के लिए हवाई सेवा एक मई से

गाजियाबाद, 7 अप्रैल (नवोदय टाइम्स): एक मई से गाजियाबाद से पटना के लिए हिंडन एयरपोर्ट से एयर इंडिया एक्सप्रेस की सीधी उड़ान शुरू हो रही है। यह फ्लाइट रोजाना चलेगी और कुल 180 इकोनोमी सीटें होंगी। हिंडन से पटना के लिए किराया 4200 रुपये होगा। जबकि पटना से हिंडन एयरपोर्ट तक का किराया 5072 रुपये तय किया गया है।

बिहार जाने वालों को काफी आसानी: गाजियाबाद के हिंडन एयरपोर्ट से बिहार की राजधानी पटना के लिए अब सीधी उड़ान होगी। इससे एनसीआर के उन

लाखों लोगों को इसका लाभ मिलेगा। जो बिहार राज्य से संबंध रखते हैं। बता दें गाजियाबाद और आसपास के क्षेत्र में ऐसे लोगों की संख्या लाखों में है जो बिहार के मूल निवासी हैं और त्यौहार या अन्य शादी ब्याह के



### ये होगा किराया

पटना के लिए जाने वाली फ्लाइट में कुल 180 सीटें होंगी। इनमें सभी सीटें इकोनोमी क्लास की होंगी। गाजियाबाद के हिंडन से पटना का किराया 4200 रुपये तय किया गया है। जबकि पटना से गाजियाबाद का किराया 5072 रुपये होगा।

मौकों पर उनका बिहार अपने जिले में आना जाना लगा रहता है। बिहार जाने के लिए लोग ट्रेनों का सहारा लेते हैं। ट्रेन में जहां समय की बर्बादी तो होती ही है साथ ही रिजर्वेशन टिकट भी नहीं मिल पाता है। हिंडन से पटना के लिए

सीधी उड़ान सेवा शुरू होने से बिहार जाने वालों को काफी आसानी होगी।

हिंडन से पटना जाने वाली उड़ान से गाजियाबाद, नोएडा और मेरठ जैसे एनसीआर शहरों में रहने वाले लोगों को लाभ होगा।

### हिंडन से दोपहर 2.25 पर पटना की फ्लाइट

एक मई 2025 से गाजियाबाद स्थित हिंडन एयरपोर्ट से पटना के लिए सीधी फ्लाइट सेवा शुरू होने जा रही है। एयर इंडिया एक्सप्रेस द्वारा संचालित यह फ्लाइट हर दिन चलेगी। फ्लाइट संख्या IX-1518 पटना से सुबह 11:50 बजे उड़ान भरेगी और दोपहर 1:40 बजे हिंडन एयरपोर्ट पहुंचेगी। इसके बाद वापसी में फ्लाइट हिंडन से दोपहर 2:25 बजे टेकऑफ होकर शाम 4:10 बजे पटना पहुंचेगी। हिंडन से पटना के लिए चलने वाली फ्लाइट की समय सीमा करीब पौने दो घंटे की होगी।



## Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

8 APRIL 2025

# CMO orders Hisar airport compound to be sanitised by April 10

Ipsita.Pati@timesofindia.com

**Gurgaon:** A show-cause notice was issued to the Hisar divisional wildlife officer who had drawn up the March 6 safety report.

Sources said the safety assessment report was found to be incorrect, and personnel had to be deployed to chase away animals that might have approached the runway during President Droupadi Murmu's visit on March 9.

The second assessment on March 29 also confirmed the presence of wild animals – including nilgais, wild boars, and monitor lizards – inside the airport compound.

As these reports reached the chief minister's office, Yadav was removed from his post and told to report to the headquarters on Monday.

The CMO also directed Vivek Saxena, the principal chief conservator of forests (PCCF), wildlife, and Yadav's replacement Sunder Lal to be stationed at Hisar airport from Monday to make sure the compound is sanitised by April 10.

These two officers will coordinate with the deputy commissioner, other district officials, and the CEO of Hisar Airport.

An order issued by G Anupama, the additional chief secretary, environment, forest and wildlife, has sought to "mobilise all resources available to rescue all wild animals, including nilgais, from the airport campus in Hisar ... to ensure the airport is safe for operations". Anupama has sought a fresh compliance report on April 10.

Though the state govt is trying to relocate these animals, Haryana does not have a proper rehabilitation plan under provisions of the Wildlife Protection Act.

"Nilgais, foxes, jackals, wild boars, and other animals were found inside the airport boundary, raising security concerns. Holes under the boundary wall have allowed these animals to enter the airport premises," a source in the wildlife department said.

### SOURCE SAYS

**Nilgais, foxes, jackals, wild boars and other animals were found inside the airport boundary, raising security concerns**



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

8 APRIL 2025

## Delhi airport and Agra get new bus link

TIMES NEWS NETWORK

**New Delhi:** A bus service has been started between Agra and IGI Airport, Delhi International Airport Limited (DIAL) said on Monday. The bus will depart from the airport at 11 am and 11 pm, while it will depart from Agra at 5 am and 5 pm daily.

DIAL said the twice-daily bus service has been introduced in collaboration with a private bus operator. "The bus features spacious, reclining seats with generous legroom, washrooms, onboard Wi-Fi, charging ports, and personal entertainment systems with headphones," said DIAL.

Passengers can book tickets both online and offline. An official said that each seat is priced at Rs 1500, including food.

Videh Kumar Jaipurjar, CEO of DIAL, said, "At DIAL, we continually strive to enhance connectivity and provide innovative solutions that make travel more enjoyable. By offering this seamless connection between two of India's most significant destinations, we are addressing a crucial need for both domestic and international travellers." Depending on the success of the bus service to and from Agra, DIAL may consider beginning a similar bus service for nearby cities, said an official.



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

7 APRIL 2025

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## New principal commissioner of customs at city airport

TIMES NEWS NETWORK

**Chennai:** M G Thamizh Valavan, a 1995-batch Indian Forest Service officer, was appointed as the new principal commissioner of customs at Chennai airport. This appointment is part of a reshuffle by Union finance ministry involving more than 700 senior officers. He replaces Ramavath Srinivasa Naik, who was transferred as

### **RESHUFFLE**

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principal commissioner for GST, Chennai North.

This reshuffle is one of the largest in recent years, impacting officials in the ranks of principal commissioners, commissioners, additional commissioners, and deputy and assistant commissioners across departments such as customs, GST, and audit.

The transferred officers should be relieved from their existing positions by April 11 and are expected to assume their new respective roles by April 22.



# Corporate Communications Directorate

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AMAR UJALA

DELHI

8 APRIL 2025

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## केदारनाथ हेली सेवा की बुकिंग आज से

देहरादून। केदारनाथ हेली सेवा के टिकटों की ऑनलाइन बुकिंग आज से शुरू होगी। आईआरसीटीसी की वेबसाइट को दोपहर 12 बजे बुकिंग शुरू होगी। यूकाडा की सीईओ सोनिका ने बताया कि गुप्तकाशी, सिरसी व फाटा हेलिपैड से केदारनाथ के लिए हेली सेवा का संचालन किया जाएगा। अभी हेली सेवा की बुकिंग दो से 31 मई तक के लिए होगी। आईआरसीटीसी की वेबसाइट [heliyatra.irctc.co.in](http://heliyatra.irctc.co.in) पर हेली टिकटों की बुकिंग होगी। ब्यूरो

## IndiGo Bets on Global Push for Cargo Business Growth

### Forum Gandhi

**Mumbai:** CarGo, the cargo arm of India's largest airline IndiGo, is aiming for a low double-digit rise in both revenue and tonnage this fiscal by scaling international operations, improving aircraft utilisation, and targeting high-yield sectors such as pharmaceuticals and electronics, said Mark Sutch, chief commercial officer of IndiGo CarGo.

The airline's two-pronged strategy includes entering new markets like Saudi Arabia and the Maldives while strengthening its freighter footprint in existing ones such as China and Vietnam. In the 12 months to December 2024, CarGo handled 400,000 tonnes—a 20% year-on-year rise. Domestic belly cargo rose 11% during the period, outpacing the 6% growth in the overall market. International belly cargo and freighter volumes also recorded strong gains.

CarGo's revenue doubled in calendar year 2024 compared to 2023, Sutch confirmed. "We are looking at early double digits in growth because you want to outgrow your capaci-

ty," he said. "The market is growing 7%, and I'd like to make sure I'm in early double digits to outgrow that."

Freighter utilisation—a key productivity metric—peaked at 8.5 hours a day in the December quarter and now averages 6–7 hours.

"That will grow again," said Sutch, pointing to rising international flying and customised charter demand.

IndiGo currently holds a 2% share of India's outbound export cargo, a market dominated by Middle Eastern wide-body operators and Air India. Yet, Sutch sees room to expand through network diversification and by tapping niche opportunities.

In the Middle East, the airline is ramping up Sharjah operations. "We previously tried this route but couldn't crack it. Now, with better consolidation, it is working well," Sutch said of the weekly Delhi–Sharjah freighter. The carrier is also eyeing Dammam in Saudi Arabia, though a load imbalance persists. "There's strong Saudi demand for goods, but less outbound cargo from the Gulf."



# Air India to upgrade fleet to win back disgruntled flyers

MIHIR MISHRA  
April 7

**AIR INDIA LONG** languished under government ownership while cash-rich Middle Eastern rivals siphoned off travellers. Now, the airline is trying to even the score with cheaper fares, fresh cabins and lounges as well as shorter layover times.

The multi-year turnaround programme will initially focus on the airline's 27 Boeing Co. 787-8 Dreamliners that are more than 10 years old in some cases, with Air India seeking to complete a refit in early 2027. A second stage, involving older Boeing 777 widebodies, will start late next year, though that step is proving more complex because of issues with seat suppliers, chief executive officer Campbell Wilson said.

"Consistency makes an airline good," Wilson said in an interview. "There should be a consistency in product quality, crew service, punctuality, and experience at airports and in aircraft. We are working on all of those."

The Indian travel market offers huge untapped potential for local and foreign carriers, with a new middle class on the move and the government upgrading infrastructure, including airports. Air India has sought to tap into that boom, placing a massive order two years ago for new aircraft with Airbus SE and Boeing to upgrade its fleet.

The new lounges, faster connection timings and more skilled ground employees are other elements that seek to improve both the profitability for the airline and the passenger

## JET, SET, GO



■ Faces global push from rival IndiGo

- Jets with new cabins, lounges, and quicker layovers
- Full refit targeted by early 2027
- Layovers cut from 10 hrs to 3 in some routes

- Efforts to simplify airport immigration
- Massive new aircraft orders placed
- Improved lounges and staff at key hubs
- Aims to compete with Emirates, others

CAMPBELL WILSON, CEO, AIR INDIA

Consistency is key — in product quality, crew service, punctuality, and airport experience

Upgrades include lavatories, carpets, seats, and entertainment

Shorter layovers (e.g., down to 3 hours from 10) are boosting transit traffic



experience at its hubs in New Delhi, Mumbai and Bengaluru and put the carrier back on the global map.

A storied airline with close to a century of operation history, Air India

has been brought under new ownership by the Tata Group, which was among the aviation pioneers in the country. Upon taking over, the late Ratan Tata acknowledged in a state-

ment in late 2021 that "admittedly it will take considerable effort to rebuild Air India," while there's an opportunity to "regain the image and reputation enjoyed in

earlier years.

Among the upgrades targeted by Wilson are better connection timings. For example, on a flight between Australia and Europe, a stopover in India has been reduced to 180 minutes, compared with as long as 10 hours previously. That, in turn, has helped Air India lift the percentage of transit passengers to a high single digit from practically nothing previously, he said.

Wilson acknowledged that the overall experience hasn't always met his requirements. Cabin interiors are often a mishmash of older and newer materials, and traveller accounts on social media are filled with unflattering reviews that include messy seats and unappetising catering. A deep refresh would mean changing all of the lavatories,

interior panels, carpets, curtains and improve the existing seats and in-flight entertainment systems wherever possible, Wilson said.

"There are some cases that we have not done as well as we could," Wilson said.

The Air India Group now operates two airline brands — full-service Air India and Air India Express. Wilson's ambition is to make the group a challenger to global heavyweights like Emirates in carrying India's international passenger traffic and make India's airports a choice of transit for passengers flying between both sides of India — now a business that heavily favours low-cost specialist IndiGo. India's largest airline, IndiGo has aggressively pushed an expansion that now targets a global reach. **BLOOMBERG**





# Corporate Communications Directorate

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HINDUSTAN

DELHI

8 APRIL 2025

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## **मुंबई के विमान में महिला यात्री की मौत**

बाबतपुर/वाराणसी। मुंबई से वाराणसी के लिए हवाई यात्रा कर रही मिर्जापुर की महिला को रविवार देर रात विमान में ही मौत हो गई। विमान को औरंगाबाद एयरपोर्ट पर मेडिकल इमरजेंसी लैंडिंग कराई गई। यहां पुष्टि होने के बाद शव उतारकर विमान देररात वाराणसी पहुंचा। एयरपोर्ट प्रशासन के मुताबिक इंडिगो एयरलाइंस के विमान संख्या 6-ई 5028 ने मुंबई एयरपोर्ट से शाम 7:25 बजे वाराणसी के लिए उड़ान भरी।

# India's aviation arbitration cases will still fly off overseas

In 1934, India's skies were not its own. Under British colonial rule, the Aircraft Act of 1934 governed aviation in India, a law that was designed not to foster a burgeoning aviation sector but to ensure British control over airspace. The idea of ordinary Indians flying in commercial aircraft seemed like a far-fetched dream. Designed to control air traffic for military and administrative purposes, the Act soon showed that it was ill-equipped to handle rapid technological advancements, soaring passenger numbers, and the rise of private sector participation in aviation. Despite India's growing aviation industry over the decades, the legal framework has remained stuck in the past.

This legal inertia has led to significant challenges for India's aviation sector. Private and public airlines faced bureaucratic delays that hampered their growth. New ventures struggled to enter the market due to the cumbersome licensing process. Air traffic management was inefficient, and even fundamental issues such as passenger compensation for flight delays or cancellations were not adequately addressed. It became painfully clear that the old laws were no longer fit for a nation whose aviation sector had evolved far beyond what the Aircraft Act anticipated.

Fast forward to 2024, where India has moved beyond its colonial past. The Bharatiya Vayuan Adhiniyam, 2024 marks a new era, introducing reforms and replacing the 1934 Act, and promising a future where Indian aviation can truly take flight. However, there is one issue that remains: Will India's new aviation reforms also help its arbitration system align with global norms? Or will commercial aviation disputes continue to move to Singapore, London and Paris?

## A forward step but still incomplete

The Bharatiya Vayuan Adhiniyam 2024 is a breath of fresh air for India's aviation industry. By streamlining licensing procedures and tackling the inefficiencies of air traffic management, it aims to position India as a global leader in aviation. Passengers also stand to benefit, with enhanced rights and compensation mechanisms for delays and cancellations.

However, despite these impressive reforms, there is one critical aspect that remains

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The Bharatiya Vayuan Adhiniyam, 2024 remains incomplete without arbitration reform

unaddressed: arbitration. While the Adhiniyam overhauls much of India's aviation infrastructure, it has done little to modernise the legal framework to resolve international disputes. So, with the lack of specialised aviation arbitration in India, will the country continue to lose aviation cases to global arbitration hubs?

India's current framework for commercial arbitration, governed by the Arbitration and Conciliation Act of 1996, does not address the unique needs of aviation disputes. These often involve specialised issues that range from technical matters to international treaties. India's courts and arbitration centres lack the expertise to handle such complex cases effectively without a dedicated aviation arbitration framework. This gap in expertise and specialisation means that aviation companies that deal with issues such as cross-border regulations, airline contracts, and aviation safety standards are unlikely to look to India as a preferred venue for dispute resolution.

## India versus overseas centres

Despite establishing institutions such as the Delhi International Arbitration Centre and the Mumbai Centre for International Arbitration, India has yet to make a significant mark on the global arbitration stage. The Singapore International Arbitration Centre currently handles around 90% of corporate arbitration cases involving Indian parties, a statistic that highlights India's failure to build the necessary institutional support for high-stakes arbitration. This lack of infrastructure for specialised sectors such as aviation is why its arbitration sector remains underdeveloped. Without a dedicated focus on aviation disputes, cases will continue to move abroad. The issue is not about laws alone but about the right people, the systems and the infrastructure to handle complex international disputes.

If India is serious about becoming a global leader in aviation, it must make a concerted effort to develop a specialised aviation arbitration framework. This would involve establishing dedicated institutions with panels of experts in aviation law, technology and international treaties. It is not enough to have a generic arbitration framework. Aviation disputes require a deep understanding of the sector's unique challenges.

India should also look to jurisdictions such as

Singapore and the United Kingdom, which have built strong and specialised arbitration systems catering to the aviation sector. India needs to adopt a similar approach by creating specialised arbitration panels, creating incentives for private sector involvement and focusing on building expertise in aviation law. Law schools can play an important role in this.

This arbitration exodus is a procedural economic and policy failure that affects India's global standing. Every case that moves abroad means lost revenue for Indian arbitrators, law firms and legal institutions. More importantly, it sends a troubling signal to foreign investors and aviation companies – that India lacks the confidence and the infrastructure to handle high-stakes disputes. However, with a robust aviation arbitration system, India could attract more aviation businesses, increasing investments, economic growth and having a more substantial global aviation presence.

India must ensure neutrality in arbitrator appointments. The government should appoint arbitrators only through mutual agreement or by an independent arbitration body. This is standard practice in leading arbitration hubs, and India must follow suit if it wants to be taken seriously. Further, India must reduce judicial and executive interference in arbitration. Indian arbitration awards often get dragged into long court battles. A stable and predictable legal environment is essential if India wants to attract more arbitration cases.

## Key areas to focus on

The path forward is clear: India must prioritise neutrality, transparency, and institutional strength. It must align itself with the best global practices and eliminate provisions that create a perception of bias. The Bharatiya Vayuan Adhiniyam 2024 is a landmark step but remains incomplete without arbitration reform. The Arbitration and Conciliation Act, 1996 provides a general framework, but aviation disputes demand specialised expertise.

Unless India builds a dedicated aviation arbitration ecosystem with expert arbitrators, specialised institutions, and global credibility, disputes will keep flying off abroad, and investments may follow suit. The time for reform is now.



# Corporate Communications Directorate

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THE HINDU

DELHI

8 APRIL 2025

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## Flight makes emergency landing as passenger dies

An IndiGo Airlines flight made an emergency landing at the airport in Maharashtra's Chhatrapati Sambhajanagar after an 89-year-old woman died on board, an airport official said on Monday. The Mumbai-Varanasi flight made an emergency landing at the Chikalthana Airport on Sunday night around 10 p.m., he said. The official said Sushila Devi, a native of Mirzapur in Uttar Pradesh, boarded the flight from Mumbai and started feeling unwell mid-air. A medical team examined the woman on landing, but she had already died. According to the airline, the woman's body was sent to the Government Medical College and Hospital in Chhatrapati Sambhajanagar. PH



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THE HINDU

DELHI

8 APRIL 2025

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### Pilot norms: HC asks DGCA to adhere to July 1 timeline

**Jagriti Chandra**

NEW DELHI

After a six-year battle mounted by pilots for relaxed duty hours and enhanced rest, the Delhi High Court on Monday disposed of the matter after an undertaking by the Directorate General of Civil Aviation (DGCA) that the implementation timeline for the new norms will kick off from July 1.

While airlines like Air India sought 15 days for submitting its scheme to the DGCA, and another 45 days after the approval of their scheme by the regulator for implementing the new rules, the court made it clear that the implementation timeline can't breach the July 1 timeline.

The court also said that if the DGCA breached the timeline, petitioners could approach the court.



## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

8 APRIL 2025

# Flight diverted after woman dies onboard

**Press Trust of India**

letters@hindustantimes.com

**CHHATRAPATI SAMBHAJINAGAR:** An IndiGo flight bound for Varanasi made an emergency landing at the airport in Maharashtra's Chhatrapati Sambhajinagar after an 89-year-old woman died onboard, officials said on Monday.

The Mumbai-Varanasi flight made the unscheduled landing at the Chikalathana Airport at around 10pm on Sunday, an official said.

Sushila Devi, a resident of

**MUMBAI-VARANASI  
INDIGO FLIGHT  
MADE AN  
EMERGENCY  
LANDING AT THE  
CHIKALTHANA  
AIRPORT  
ON SUNDAY**

Mirzapur in Uttar Pradesh, boarded the flight from Mumbai and started feeling unwell mid-air. The flight landed at the airport, around 350km from

Mumbai, and a medical team examined the woman, but she had already died, he said.

"IndiGo flight 6E-5028, operating from Mumbai to Varanasi, was diverted to Aurangabad (Chhatrapati Sambhajinagar) on April 6 due to a medical emergency onboard. Despite prompt medical attention, the passenger's condition did not improve and she was declared deceased onboard," the airline said in a statement.

The airline added that it "followed" all standard safety operating procedures to ensure the

well-being of passengers and crew on board.

IndiGo was in close contact with the family members of the deceased, offering its "support and assistance" as needed, said the statement.

The MIDC CIDCO police station did the necessary formalities, and the flight proceeded for its onward journey to Varanasi, the airport official said.

According to the airline, the woman's body was sent to the Government Medical College and Hospital in Chhatrapati Sambhajinagar.

# India-made civil aircraft gives wings to aviation hub dream

India is currently the third-largest domestic airline market in the world. By the end of this decade, the country is projected to serve an astounding 300 million domestic passengers, cementing its position as a powerhouse in global aviation. This exponential growth in passenger volume reflects more than just an expanding aviation industry—it signifies the rising aspirations of millions of Indians.

With the political dispensation headed by Prime Minister (PM) Narendra Modi determined to place India among the frontline nations and match global benchmarks, and the country gearing up to handle the rapidly expanding aviation needs of the population, the most pressing necessity is the demand for pilots, a crucial component in sustaining this growth trajectory. As per recent reports from the ministry of civil aviation, the demand for pilots in India is projected to increase at least fivefold in the next two decades, a significant increase from the current count. This surge in demand is attributed to India's civil aviation sector experiencing rapid growth in passenger traffic and fleet expansion, fueled by the forward-thinking initiatives introduced by civil aviation minister K Rammohan Naidu. India at present hosts 38 Flight Training Organisations (FTOs). With a soaring demand for skilled pilots, it is vital to develop a large and world-class flying training ecosystem in the country, with a commensurate increase in the number of trainer aircrafts. Currently, the small civil aircraft market in India is largely controlled by foreign companies, with domestic players lacking any significant foothold.

To be fully self-reliant, India needs indigenous civil aircraft development. This would showcase the nation's expertise and capabilities, positioning India as a preferred destination for aerospace component manufacturing. By excelling at every stage—from initial design to final production—such efforts would significantly strengthen our aviation industry.

The improved Hansa-3 aircraft, with commercial name Hansa-3 (New Generation), indigenously designed and developed by the Council of Scientific and Industrial Research-National Aerospace Laboratories (CSIR-NAL), boasts several advancements that cater to the needs of the flying community. Featuring a cutting-edge glass cockpit, a fuel-efficient Rotax 912 iSc3 Sport engine, and enhanced performance metrics like a range of 620 nautical miles and seven hours of endurance, the aircraft redefines modern trainer aircraft standards.

Having obtained key certifications, the Hansa-3(NG) is now eligible for day and night operations, with further steps taken to extend its capabilities for instrument flight rules (IFR) operations.

CSIR-NAL's Hansa-3(NG) marks a significant milestone in advancing India's aviation ambitions. It aligns seamlessly with PM Modi's vision of establishing India as a global aviation hub by the end of this decade and achieving the broader goal of Viksit Bharat by 2047.

CSIR-NAL's recent collaboration with an industry partner is intended to meet both domestic and international demand with increase in the production of Hansa-3(NG) aircrafts. The production facility, set to be established in Karnataka's capital, Bengaluru, will start manufacturing 36 aircraft annually, scaling up to 72 units to address growing needs. As India's first all-composite airframe aircraft, the Hansa-3(NG) is a game-changer, enabling flying clubs to train the next generation of pilots while also promoting a culture of hobby flying.

Beyond training, Hansa-3(NG) holds immense potential for roles such as surveillance, aerial photography, environmental monitoring, and more. Its deployment will stimulate the small aircraft manufacturing ecosystem in the country, thereby boosting local infrastructure and enabling small- to medium-scale enterprises to contribute to the aviation supply chain.

The Hansa-3(NG) aircraft symbolises India's progress toward realising PM Modi's vision of Atmanirbhar Bharat, with the aviation sector playing a pivotal role in the nation's self-reliance movement. As the Hansa-3(NG) establishes itself as a cost-effective and versatile trainer aircraft, it also signals India's readiness to compete globally in aerospace manufacturing. The collaboration between CSIR-NAL and industry partner is not just about meeting present needs, it is also about shaping a future where India emerges as a leader in aviation, innovation and technology.

India's aviation industry today stands at the cusp of unparalleled growth. With strong initiatives, innovative technologies like the Hansa-3(NG), and the collective effort of stakeholders, the country is poised to elevate itself as a global aviation hub, fulfilling its aspirations for a robust and self-reliant aerospace ecosystem.



Jitendra Singh

*Jitendra Singh is minister of State (independent charge) for science and technology. The views expressed are personal*



# Corporate Communications Directorate

MINT

DELHI

8 APRIL 2025

## Air India pushes for jet upgrade

**A**ir India long languished under government ownership while cash-rich West Asian rivals siphoned off travellers. Now the airline is trying to even the score with cheaper fares, fresh cabins and lounges as well as shorter layover times.

The multi-year turnaround programme will initially focus on the airline's 27 Boeing Co. 787-8 Dreamliners that are more than 10 years old in some cases, with Air India seeking to complete a refit in early 2027. A second stage, involving older Boeing 777 widebodies, will start late next year, though that step is proving more complex because of issues with seat suppliers, chief executive officer Campbell Wilson said.

"Consistency makes an airline good," Wilson said. "There should be a consistency in product quality, crew service, punctuality, and experience at airports and in aircraft. We are working on all of those."

**BLOOMBERG**



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

8 APRIL 2025

## इंडिगो फ्लाइट में उड़ान के दौरान 89 वर्षीय महिला की मौत

नई दिल्ली, (पंजाब केसरी): एक दिल दहला देने वाली घटना में इंडिगो एयरलाइंस की मुंबई से वाराणसी जा रही फ्लाइट में सवार 89 वर्षीय महिला की तबीयत उड़ान के दौरान अचानक बिगड़ गई, जिसके बाद फ्लाइट की महाराष्ट्र के छत्रपति संभाजीनगर (चिकलथाना एयरपोर्ट) पर इमरजेंसी लैंडिंग करानी पड़ी। दुखद रूप से, महिला की जान नहीं बचाई जा सकी।

उत्तर प्रदेश के मिर्जापुर की रहने वाली सुशीला देवी इंडिगो की फ्लाइट में मुंबई से वाराणसी जा रही थीं। रविवार रात लगभग 10 बजे के आसपास विमान में अचानक उनकी तबीयत बिगड़ गई। पायलट ने तुरंत हल्लात को भांपते हुए एयर

ट्रैफिक कंट्रोल से संपर्क किया और चिकलथाना एयरपोर्ट पर इमरजेंसी लैंडिंग की अनुमति मांगी। एयरपोर्ट पर पहले से अलर्ट मेडिकल टीम ने तुरंत महिला की जांच की, लेकिन तब तक बहुत देर हो चुकी थी। डॉक्टरों ने उन्हें मृत घोषित कर दिया। इस दुखद घटना के बाद फ्लाइट कुछ देर एयरपोर्ट पर रुकी रही। पुलिस और एयरपोर्ट प्रशासन ने मामले की जानकारी जुटाई और सभी जरूरी कानूनी औपचारिकताएं पूरी कीं। महिला के पार्थिव शरीर को छत्रपति संभाजीनगर के सरकारी मेडिकल कॉलेज और अस्पताल भेजा गया। वहीं विमान अन्य यात्रियों को लेकर वाराणसी के लिए रवाना हो गया।

## It's a bird, it's a plane... It's a flying taxi: Rise of low-altitude economy

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**“W**e are on the cusp of a major breakthrough in urban air mobility,” says **Prof. Satya Chakravarthy**, founder and CTO of electric aircraft startup The ePlane Company. The startup is building electric vertical takeoff and landing (eVTOL) aircraft designed to navigate congested urban environments. It is also developing supporting infrastructure for air ambulances and air taxis and is planning a factory to manufacture these aircraft at scale. Excerpts from an interview:

■ **How have you progressed on the regulatory front?**

We have received type certification acceptance from the Directorate General of Civil Aviation (DGCA), the first company under vertical takeoff and landing capable aircraft (VCA) aimed at electric aircraft. DGCA has also released draft standards for vertiports (designated take-off and landing pads), draft pilot

training regulations, and is expected to roll out norms for maintenance, repair and overhaul (MRO) and air traffic control (ATC) soon. We expect all regulatory frameworks to be in place within the next

two years, around the time our first commercial aircraft will be ready.

■ **What kind of infrastructure do we need for urban air mobility?**

Our first entry point is air ambulances. To get operations off the ground, we need strong partnerships and physical infrastructure. That includes vertiports around cities and ground transport links for first-mile connectivity between homes and vertiports. We have signed an agreement with International Critical-Care Air Transfer Team



**READY TO FLY:** The ePlane company is eyeing the air taxi, ambulance market

(ICATT), which has an ambitious plan to procure around 788 air ambulances. We are finalising cities and locations while working with hospitals, airports and with real estate developers for vertiport development. We are also exploring airport shuttle services and are in talks with several airports for land acquisition. Also, we are exploring the possibil-

ity of using the universal car charging network for aircrafts and exploring the providers.

■ **How do you plan on building aircrafts at scale?**

We will set up a manufacturing facility probably in the middle of next year with a capacity of 100 to 200 aircrafts per year. We have to set

up a supply chain and plan to get motors and battery packs, among other things made locally. This year, we will be putting out prototypes for flight testing and getting aircraft certification next year. We are scouting airfields for manned aircraft testing. Our primary focus is India. We would like to tap the markets between the Middle East and Southeast Asia, all the way to Australia.

■ **What is your estimated timeline for commercial deployment?**

eVTOL companies around the world have been focusing on the aircraft and there is a buzz about the ecosystem. In the next two years, we will see the ecosystem maturing. Next year, we could be at the cusp of a breakthrough. One can expect commercial operations starting in around two and half years, initially in the air ambulance

space. Gradually, when it gets to about 50 aircraft flying within the city, we hit critical mass. In the next five years, our focus will be to improve eVTOL performance progressively. We will make more planes with longer range and higher payload. The next step is complete automation – autonomous (pilotless) flights and automated air traffic control. This is the vision for the next five to 10 years.



■ **How is your drone business panning out?**

ePlane's subsidiary

Amber Wings has three multi-copter variants for agriculture, cargo and monitoring applications. We also have three fixed wing drones focusing on long distance cargo and inspection. We are starting commercialisation of drones. While there is a competition in farm drone space, the demand is significant for all players.