

ABRUPT U-TURN | Airport Authority of India's shocking reversal on Surat Airport Land Acquisition sparks outrage

AAI abandons key Surat airport safety upgrades

Melvyn Thomas

SURAT

A "mysterious" decision by the Airports Authority of India (AAI) to abandon the acquisition of crucial land for advanced safety systems at Surat International Airport has ignited a furious backlash.

Aviation experts and passenger groups are warning of potentially catastrophic consequences, especially given that the Gujarat government was ready to allocate 22.33 acres for essential CAT-I approach lighting and an additional 5 acres for a radar station—demands AAI itself had pressed for over five to seven years.

The abrupt U-turn, communicated by the Surat Airport Authority to the District Collector on June 2, 2025, comes just weeks after AAI had sent two letters (April 2 and May 28, 2025) urgently requesting the initiation of land acquisition. The 25.33 acres, earmarked for acquisition from 20 private owners with an approved budget of ₹215 crore, were central to enhancing the airport's operational capabilities and safety.

An MOU signed in December 2023 between



AAI and the Gujarat government specifically outlined this expansion, including the CAT-I approach lighting system and ASR-MSSR radar facility. When pressed on the sudden reversal, Surat Airport Director Anand Kumar Sharma stated, "This is a policy decision of the Airport Authority of India. We have followed the order from the head office...not to acquire land."

This boilerplate explanation has done little to quell growing public and expert apprehension.

A senior Surat airport official, speaking anonymously, offered a controversial rationale: "We observed no major

diversions due to fog or smoke that would necessitate a CAT-I lighting system...Last year, only three flights were diverted due to fog. Thus, we have asked the collector to postpone the land acquisition."

However, this justification is being widely criticized. Aviation experts counter that Surat Airport regularly experiences flight diversions due to winter fog, industrial smoke, and heavy monsoon rains.

Furthermore, Runway 22, crucial for high-volume landings, has already been shortened to 2291 meters due to illegal constructions. Without CAT-I lighting,

which provides vital visual guidance in low visibility, safety risks are significantly amplified.

"This decision is a step backward for Surat's aviation prospects and passenger safety," fumed a member of the Airport Awareness Group.

"Who are the beneficiaries who snatched this land...at the final stage of allotment? This abrupt reversal...raises serious questions about vested interests. Why are they compromising public safety?"

The community is demanding answers and a swift reconsideration of this alarming decision.



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STATEMEN

DELHI

8 JUNE 2025

AAI organises tree plantation programme

The Airports Authority of India (AAI), on the occasion of World Environment Day, fulfilling its duty towards nature, organised a tree plantation programme on 5th June, at Aviation Park, Rajiv Gandhi Bhawan, New Delhi. On the occasion, Murlidhar Mohol, Minister of State for Civil Aviation, administered a pledge to the officials of MoCA & AAI to adopt environment friendly practices.



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DELHI

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IGI runway work to affect over 100 flights for 3 mths

NEW DELHI: Delhi airport operator DIAL on Friday said 114 flights, accounting for 7.5 per cent of the total daily flights, will be cancelled for three months starting from June 15 due to the closure of a runway for upgradation works.

The upgradation works of the runway RW 10/28, that was postponed in May after congestion issues, will now be carried out from June 15 to September 15. The Instrument Landing System (ILS) will be upgraded

to make the runway CAT III compliant, which will allow flight operations at low visibility conditions during the fog season. The Indira Gandhi International Airport (IGIA), the country's largest and busiest airport, handles around 1,450 flight movements daily. It has four runways -- RW 09/27, RW 11R/29L, RW 11L/29R and RW 10/28 -- and two operational terminals -- T1 and T3. T2 is currently closed for maintenance works.

AGENCIES

15 जून से 15 सितंबर तक बंद रहेगा एयरपोर्ट का रनवे 28/10

कोहरे में भी लैंडिंग और टेकऑफ के लिए किया जाएगा डिवेलप

■ नवीन निश्चल, एयरपोर्ट

कोहरा में घंटों उड़ान में देरी, डाइवर्जन और कैसिल होने से हजारों यात्रियों हर साल परेशान होते हैं। उस समस्या को खत्म करने के लिए दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट के अहम रनवे 28/10 को 15 जून से 15 सितंबर तक बंद किया जा रहा है। इससे रोजाना 114 फ्लाइट कैसिल होगा और 43 उड़ानों को रिशेड्यूल किया जा रहा है। इस अवधि में 90 दिनों के अंदर 10 हजार 260 फ्लाइट IGI एयरपोर्ट से कैसिल होने का अनुमान है। इससे 20.50 लाख से ज्यादा हवाई यात्रियों पर असर पड़ सकता है।

रनवे 28/10 को अस्थायी रूप से बंद करने को लेकर GMR के CEO विदेह कुमार जयपुरियार ने शुक्रेवार को विस्तृत जानकारी दी। उन्होंने बताया कि जितनी उड़ानें रोजाना IGI से संचालित की जाती हैं, उसका मात्र 7 फीसदी पर असर पड़ेगा। जिन



File Photo

43 उड़ानों को रिशेड्यूल किया गया है, उससे संबंधित जानकारी भी दी जा चुकी है। एयरलाइनों को भी समय में सुविधा अनुसार चेज करना पड़ेगा, जिससे यात्रियों को एडजस्ट किया जा सके। उन्होंने कहा कि 90 दिनों के लिए बंद करने से पहले इसको लेकर सभी पहलुओं पर विचार किया जा चुका है। सिविल एविएशन मिनिस्ट्री से भी मीटिंग हुई है। सभी एयरलाइन्स के साथ भी मीटिंग की गई है। GMR के CEO जब इसकी जानकारी दे रहे थे उस दौरान इंडिगो, स्पाइस जेट, अकाशा और एयर इंडिया के भी सीनियर

अधिकारी उनके साथ मौजूद थे। उन्होंने भी अपनी अपनी बातें सामने रखी।

इस रनवे को CAT 3B स्तर का अपग्रेड किया जा रहा है जिससे मात्र 50 मीटर विजिबिलिटी पर भी फ्लाइट आसानी से लैंड कर सकेगी। जबकि 125 मीटर विजिबिलिटी पर फ्लाइट टेक ऑफ हो सकेगा। इस टेक्नीक का कोई भी असर उड़ानों पर नहीं पड़ेगा, जिसका फायदा हवाई यात्रियों को होगा। क्योंकि कोहरे में उड़ान के विलंब होने, डाइवर्ट होने और कैसिल होने की संभावना ज्यादा बनी रहती है। गौरतलब है कि IGI एयरपोर्ट पर 4 रनवे काम कर रहे हैं। इनमें से 28/10 सबसे अहम है।

50 मीटर विजिबिलिटी में भी फ्लाइट कर सकेंगे लैंड और 125 मीटर में होगा टेकऑफ

IGI
एयरपोर्ट

बढ़ेंगी मुश्किलें, प्रतिदिन 114 फ्लाइट होंगी रद्द

86 फ्लाइटों के समय में होगा बदलाव

नई दिल्ली, 7 जून (नवोदय टाइम्स/प्रदीप कुमार सिंह): एक हफ्ते बाद इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर यात्रियों की मुश्किलें बढ़ने वाली हैं। आप भी यदि आने वाले तीन महीनों के दौरान हवाई यात्रा की योजना बना रहे हैं तो पूरी तरह से छानबीन करने के बाद ही घर से एयरपोर्ट के लिए निकलें। एयरपोर्ट का प्रमुख रनवे 10/ 28 अपग्रेडेशन के लिए 15 जून से तीन महीने के लिए बंद हो जाएगा। इससे जहां प्रतिदिन 114 फ्लाइट

15 जून से रनवे 10/28 हो रहा है 90 दिन के लिए बंद

कैसिल होंगी वहीं 86 फ्लाइट के टाइमिंग में भी बदलाव होगा। हालांकि रनवे के दोबारा शुरु होने से खासकर कोहरे के मौसम में यात्रियों को इसका बड़ा लाभ मिलेगा।

आईजीआई एयरपोर्ट का संचालन करने



वाली कंपनी दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड के सीईओ विदेह कुमार जयपुरियार ने बताया कि रनवे को और अधिक उन्नत बनाया जा रहा है। ताकि भविष्य में खराब मौसम खासकर कोहरे के दौरान फ्लाइट संचालन में कोई बाधा न आए। इसके लिए 15 जून से 15 सितंबर तक रनवे 10/28 को अपग्रेडेशन के लिए अस्थायी तौर पर बंद किया जा रहा है। इससे आगामी महीनों में दिल्ली एयरपोर्ट से उड़ान भरने वाले यात्रियों को अपनी यात्रा की योजना बनाते समय अतिरिक्त सावधानी

बरतनी होगी। संबंधित एयरलाइंस भी यात्रियों को समय समय पर अपडेट करेंगी।

क्या होगा अपग्रेडेशन

इंस्ट्रुमेंट लैंडिंग सिस्टम (आईएलएस) को अपग्रेड किया जा रहा है जिससे लैंडिंग और टेक-ऑफ की प्रक्रिया और ज्यादा सटीक और सुरक्षित हो जाएगी। वहीं कैट-3 बी सिस्टम को अब रनवे के 10 वाले हिस्से पर भी लगाया जा रहा है। यह सिस्टम कम विजिबिलिटी में खासकर कोहरे के समय में फ्लाइट की सुरक्षित लैंडिंग में मदद करता है। अभी तक यह सुविधा केवल एक डिपार्टमेंट में थी।

रोजाना 7% फ्लाइट होंगी प्रभावित

आईजीआई एयरपोर्ट से प्रतिदिन लगभग 1,450 फ्लाइट संचालित होती हैं। डायल के अनुसार इनमें से करीब 7 प्रतिशत फ्लाइट प्रभावित होगी। इस लिहाज से 43 आगमन और 43 प्रस्थान करने वाली फ्लाइट की टाइमिंग बदती गई है। इसके अलावा 57 आगमन और 57 प्रस्थान करने वाली फ्लाइट को कैसिल किया जाएगा। डायल का कहना है कि यह असर खास फ्लाइट कैसिल होना बहुत न्यूनतम है क्योंकि सामान्य दिनों में भी 3-5 प्रतिशत फ्लाइट कैसिल होती हैं। इस बार खास ध्यान रखा गया है कि यात्रियों को एडवांस में सभी बदलावों की जानकारी दे दी जाए जिससे वे अपना टैवल प्लान उसी हिसाब से बना सकें।

लंबे समय में मिलेगा फायदा

डायल के अनुसार बाहरी एजेंसियों से मौसम मॉडलिंग करवाई है ताकि यह समझा जा सके कि अगले 10 से 20 वर्षों में किस तरह के बदलाव आ सकते हैं। आने वाले समय में कोहरे के मौसम में रनवे के अपग्रेड होने से फ्लाइट्स को लैंड लतीफी और रद्द होने जैसी परेशानियों काफ़ी हद तक कम हो जाने की संभावना है।



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TIMES OF INDIA

AHMEDABAD

7 JUNE 2025

Airport gets L-4 accreditation for user experience

Ahmedabad: The Sardar Vallabhbhai Patel International (SVPI) airport, Ahmedabad, announced on Friday that it received Level-4 accreditation by the Airports Council International (ACI) for improved customer experience.

This recognition places SVPI airport among a select group of airports globally and third in India for enhanced customer experience. The accreditation evaluates multiple parameters, including airport culture, governance, operational improvement, measurement, customer strategy, and customer understanding.

Key initiatives behind the accreditation include the digitisation of SOPs, the launch of Digi Yatra, self-baggage drop and increasing baggage handling from 600 to 1,600 bags per hour. **TNN**



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AMAR UJALA

DELHI

8 JUNE 2025

हेलीकॉप्टर की सड़क पर हुई इमरजेंसी लैंडिंग

रूद्रप्रयाग (एसएनबी)। उत्तराखंड के केदारनाथ जा रहे एक हेलीकॉप्टर को शनिवार को उड़ान के दौरान तकनीकी खराबी आने के बाद रूद्रप्रयाग जिले में राजमार्ग पर आपात स्थिति में उतारना पड़ा। हेलीकॉप्टर में सवार सभी तीर्थयात्री और पायलट सुरक्षित हैं। अधिकारियों ने बताया कि हेलीकॉप्टर ने बड़ासू हेलीपैड से केदारनाथ के लिए उड़ान भरी थी, लेकिन उड़ान के दौरान तकनीकी खराबी आने के कारण इसे आपात स्थिति में सिरसी के निकट राजमार्ग पर उतारना पड़ा।

सोशल मीडिया पर वीडियो में देखा जा सकता है कि केस्ट्रेल एविएशन का हेलीकॉप्टर राजमार्ग के बीच में खड़ा है और यह रिहायशी इमारतों के बहुत करीब था तथा उसके 'टेल रोटर' से एक कार क्षतिग्रस्त हो गई। अधिकारियों ने बताया कि हेलीकॉप्टर में पायलट समेत छह लोग सवार थे और वे बाल-बाल बच गए। उन्होंने बताया कि मामूली रूप से घायल हुए पायलट को अस्पताल ले जाया गया है। प्रत्यक्षदर्शियों ने बताया कि जब लोगों ने हेलीकॉप्टर को हवा में असंतुलित होकर सड़क पर आपात स्थिति में उतरते



■ केदारनाथ जा रहे सभी यात्री सुरक्षित

हुए देखा, तो वे डर गए। केदारनाथ हेली सेवा के नोडल अधिकारी राहुल चौबे ने बताया कि इस घटना से केदारनाथ मंदिर के लिए हेली शटल सेवा प्रभावित नहीं हुई है। हेलीकॉप्टर को राजमार्ग से हटाने के प्रयास जारी हैं। पुलिस ने सड़क मार्ग से केदारनाथ जाने वाले तीर्थयात्रियों से अपील की है कि वे जहां है वही रुक जायें, क्योंकि राजमार्ग से हेलीकॉप्टर को हटाने में कुछ समय लग सकता है।

Corporate Communications Directorate

DANIK BHASKAR

DELHI

8 JUNE 2025

भास्कर गांड रिपोर्ट

उच्च संवेदनशील क्षेत्र में एयर ट्रैफिक लोड बढ़ा

केदार घाटी: हर ढाई मिनट में एक हेलिकॉप्टर....

दिनभर में एक-दो घंटे ब्रेक, फिर उड़ान: केदारनाथ यात्रा में हेलिकॉप्टर की उड़ान प्रतिदिन सुबह 6 बजे से शाम 6 बजे तक होती है। इस दौरान अलग-अलग हेली कंपनी प्रति हेलिकॉप्टर एक से दो घंटे का ब्रेक रखती हैं। यानी दिनभर में

10 घंटे की उड़ानें होती हैं। गुप्तकाशी से 7.30 मिनट और फाटा, शेरसी से 5 मिनट में पूरी होती है। प्रतिदिन शटल के हिसाब से देखें तो केदारघाटी से केदारनाथ के लिए हेलिकॉप्टर की एक उड़ान में 12 से 17 मिनट लगते हैं, यानी हर दो से ढाई मिनट में एक उड़ान होती है।

एक माह में चौथी घटना: चारधाम यात्रा में हेलिकॉप्टर हादसे की यह चौथी घटना है। पहली घटना मई के पहले हफ्ते गंगनानी में हुई थी, जिसमें 6 की जान गई थी। दूसरी, 12 मई को बद्रीनाथ में हुई थी। तीसरी 17 मई को केदारनाथ में एम्स ऋषिकेश के हेलिकॉप्टर में हुई थी।

पर्यावरणविद बोलें- हेलिकॉप्टर की आवाज से सरक रही मिट्टी: केदार वैली लुज मटेरियल से बनी हुई है। यही वजह है कि पूरी केदार घाटी काफी संवेदनशील है। यहाँ हेलिकॉप्टर की अंधाधुंड उड़ान पर नियंत्रण जरूरी है। यहाँ अभ्यारण्य में भी है, जहाँ दुर्लभ वन्य जीव और पक्षी प्रजाति रहते हैं। हेलिकॉप्टर की तेज आवाज से उनका जीवन प्रभावित हो रहा है। साथ ही, मिट्टी परत भी कमजोर हो रही है, जो भूस्खलन का कारण बन रही है।

- जगत सिंह जंगली, पर्यावरणविद रुद्रप्रयाग

केदार घाटी: हर ढाई मिनट में एक हेलिकॉप्टर उड़ान, 12 घंटे में 304

भास्कर न्यूज़ | देहरादून (उत्तराखंड)

केदारनाथ धाम पर्यावरण की दृष्टि से अति संवेदनशील जोन है। हेलिकॉप्टर्स 11 हजार फीट ऊपर गहरी संकरी घाटी से गुजरते हैं। 12 साल में इस रूट पर 10 हेलिकॉप्टर हादसे हुए, जिनमें 30 जानें जा चुकी हैं, बावजूद इसके यहां इस बार एयर ट्रैफिक लोड इतना ज्यादा है कि औसतन हर ढाई मिनट में एक हेलिकॉप्टर गुप्तकाशी, फाटा और शेरसी से उड़ रहा है। केदार हेलिकॉप्टर सेवा नोडल कार्यालय के मुताबिक 2 मई से 6 जून तक 49175 श्रद्धालु हेली सेवा से गए। आने-जाने में 9 हेलिकॉप्टर्स की 8534 शटल (रोज औसतन 233 उड़ानें) हुईं। 6 जून को तो 9 हेलिकॉप्टर ने सुबह 6 से शाम 6 बजे तक रिकॉर्ड 304 उड़ानें कीं। 5 जून को 298 थीं।

-शेष पेज 10 पर

वो एक मिनट का खौफ... हम बदहवास होकर चिल्लाने लगे

■ मैं, 11 साल की बेटा नव्या, 15 साल का बेटा और 71 साल की सास अनीता गर्ग हेलिकॉप्टर में बैठे थे। एक अन्य यात्री भी साथ थे। जबकि पति अगली



मोनिका (बीच में)

शटल में आने वाले थे। जैसे ही हेलिकॉप्टर टेकऑफ हुआ, उसमें लाल लाइट जल गई। हम समझ गए, कुछ गड़बड़ है। तभी हेलिकॉप्टर डगमगाया। उसका पिछला हिस्सा हेलीपैड के किनारे से टकराया और सड़क पर गिरा। हम बदहवास हो गए। बच्चे चिल्लाने लगे। तभी किसी ने हमारा गेट खोला। हमें नीचे उतारा। हम बिना दर्शन के ही मेरठ लौट गए। वो मंजर कभी नहीं भूलूंगी।

- जैसा हेलिकॉप्टर में बैठी मोनिका ने बताया

पहले 4 कंपनियां हेली सेवा दे रही थीं, अब 9

यात्रा को सुगम और सुरक्षित बनाने के लिए 2004 में हेली सेवा अगस्त्यमुनि से शुरू हुई थी। 2012 तक 4 कंपनियां सेवा दे रही थीं, जो अब 9 हैं। इतना ट्रैफिक लोड होने के बावजूद उत्तराखंड सिविल एविएशन डेवलपमेंट अथॉरिटी (यूकाडा) ने केदार क्षेत्र में एयर ट्रैफिक कंट्रोल टावर बनाने की पहल नहीं की। न ही हवा की दिशा और दबाव बताने वाला कोई सिस्टम लगाया गया।

■ बडासू में जिनकी दुकान से पंखें टकराए थे, उन दिनेश गजन्वाण ने बताया कि यदि हेलिकॉप्टर 50 मी. आगे गिरता तो शायद कोई नहीं बचता, क्योंकि नीचे 100 मी. गहरी खाई है।



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DANIK JAGRAN

DELHI

8 JUNE 2025

केदारनाथ जा रहे हेलीकाप्टर की गौरीकुंड हाईवे पर इमरजेंसी लैंडिंग



- बड़ासू हेलीपैड से टेकऑफ के समय आई तकनीकी खराबी, पायलट घायल
- हेलीकाप्टर में सवार सभी पांच यात्री सुरक्षित, सड़क पर खड़ी कार मामूली क्षतिग्रस्त
- बड़ासू हेलीपैड से दोपहर एक बजे यात्रियों को लेकर हेलीकाप्टर ने भरी थी उड़ान

जासं, रुद्रप्रयाग: केदारनाथ यात्रा मार्ग पर सेरसी बड़ासू से यात्रियों को लेकर केदारनाथ धाम जा रहे केस्ट्रल एविएशन कंपनी के हेलीकाप्टर को गौरीकुंड हाईवे पर इमरजेंसी लैंडिंग करनी पड़ी। हेलीकाप्टर में तकनीकी खराबी आने पर पायलट ने सूझबूझ दिखाते हुए टेकऑफ होते ही हेलीकाप्टर को सड़क पर उतार दिया। इससे बड़ा हादसा टल गया। पायलट को मामूली चोट आई है। पर्यटन मंत्री सतपाल महाराज ने कहा कि इस हादसे की सरकार जांच कराएगी।

हेली सेवा जारी

हेली सेवा के अधिकारी ने कहा, हेली सेवाएं लगातार संचालित हो रही हैं।

90

मिनट बाद गौरीकुंड हाईवे पर यातायात सुचारु हो सका



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FREE PRESS JOURNAL

MUMBAI

7 JUNE 2025

Akasa Air to fly 100 times per week from NMIA

Dhairya Gajara

MUMBAI

After IndiGo, Akasa Air has announced commercial flight operations from the Navi Mumbai International Airport (NMIA). The airline will operate more than 100 weekly domestic flights, scaling up to over 300 domestic and over 50 international departures weekly in the winter schedule. The airline is also set to ramp up to 10 parking bases by March 2027.

'PERFECT FIT BETWEEN TURBOPROPS, LARGER PLANES'

'Embraer sees huge blue ocean opportunity for regional jets in India'

HITHERTO A small player in India's aviation landscape, Brazilian aircraft manufacturer Embraer has its sights set on India as its next growth market — for commercial as well as defence aircraft. The company is already in the running for the Indian Air Force's (IAF) medium transport aircraft procurement project, and is also pitching its portfolio of regional commercial jets — a segment yet to take off in India — to fast-expanding Indian airlines. In a freewheeling interaction with SUKALP SHARMA, Embraer's President and Group CEO FRANCISCO GOMES NETO and Embraer Commercial Aviation's Head of Asia-Pacific RAUL VILLARON discuss the company's India ambitions and vision, including the possibility of local manufacturing. Edited excerpts:

The Embraer C390 is seen as a frontrunner for the IAF's medium transport aircraft procurement project. How confident are you about winning the contract? How does it stack up against aircraft like Lockheed Martin C130?

Neto: We are convinced that the C390 is the best solution for the Indian Air Force. If you look at the last orders we got for C390 — Portugal, Hungary, the Netherlands, Austria — most of them replaced the C130 with the C390 because our aircraft is more modern, faster, and carries more load. It's multi-mission by design, it is more flexible. With the C390, you can perform the same missions with less aircraft.

At what stage are your conversations with the IAF and the government?

Neto: I think we're moving well. They are learning more and more about the features of our aircraft, and we believe we have a good chance, although nothing is decided... We expect a decision in a couple of years. But this is not in our hands. This is more in the hands of the Indian Air Force.

If you get the IAF contract, you will be setting up an FAL (final assembly line) to build the aircraft in India. Are you also open to having an FAL here for your commercial jets?

Neto: Everything depends on the size of the order. In the case of a C390, the expectation is to have a deal for 40 to 80 aircraft, which is a lot for that size of aircraft. If the orders (for commercial aircraft) are large enough, it would be possible for us... We are bringing a procurement team already to India because we want to explore a sup-

ply chain, even without selling many commercial jets here. We already want to find component suppliers here for aircraft to be sold in other markets.

Embraer specialises in regional or small narrow-body planes. This segment did not take off in India. What is Embraer's view on the India opportunity in the segment?

Villaron: We see a huge blue ocean opportunity in India, where most of the unserved markets are either too long for turboprops or too thin for (typical) narrow-bodies. We see a potential for 300 (small narrow-body) aircraft in the next 10 years, and 500 aircraft in the next 20 years in India. Historically, Indian airlines either ordered turboprops or larger narrow-bodies. We feel turboprops now have a mature network in India and there aren't many growth opportunities left. It's limiting the airlines' ability to expand regional networks because the (turboprops') range doesn't let them go beyond the short sectors. Also, with improvement in India's roads and airport infrastructure, the benefits of turboprops are eroding with time. Meanwhile, the regular narrow-bodies are up-

gauging (getting bigger). So, the gap between a turboprop and a typical narrow-body is widening and is becoming difficult to bridge. You want to replace a 70-seater (turboprop) due to higher demand, but a 180-seater (regular narrow-body jet like Airbus A320 and Boeing 737) has more seats (than needed). But a small narrow-body like ours — up to 146 seats — fits perfectly in that gap.

Why couldn't Embraer break into India's commercial aviation market?

Villaron: Embraer didn't have a strong penetration in India compared to the US, Europe, and some other markets, as our earlier E1 (series) aircraft's main value proposition was trip cost, while the seat cost was higher, which did not suit a country like India where yields are very low. But our new E2 (family of aircraft) comes with more seats, and its seat cost is very competitive — same as larger narrow-body planes — while the trip cost is still 20-25 per cent lower than theirs.

Are you in active discussions with Indian airlines for your E2 aircraft?

Villaron: Yes. Our main partner in India is (regional airline) Star Air (with five previous generation Embraer regional jets), and they have announced their plans to expand their fleet. So, we are talking to them to understand their needs. They took delivery of another Embraer aircraft just a month ago. The business plan and the opportunity that we see for the airline is interesting, so we are talking to them.

What about major Indian airlines that are predominantly in larger narrow-body operations?

Villaron: As good salespeople, we talk to everyone. We want to present these opportunities that are so clear to us. We want to make sure the airlines visualise that as well. The big ones (IndiGo, Air India, etc), I think are busy with the large aircraft orders they have placed and the expansion internationally. But they also recognise there is a need to work on the regional network. IndiGo has a turboprop fleet, which at a certain point will need to be replaced and we believe that jets are going to be the next phase of the regional network expansion in India. As for Air India, their main competitor (IndiGo) has a regional network, while they don't. So, I believe they would need to look at these opportunities. **FULL INTERVIEW ON**

www.indianexpress.com



THE EXPRESS

INTERVIEW

WITH



FRANCISCO GOMES NETO

PRESIDENT AND GROUP CEO, EMBRAER



RAUL VILLARON

HEAD OF ASIA-PACIFIC, EMBRAER COMMERCIAL AVIATION



Corporate Communications Directorate

JANSATTA

DELHI

8 JUNE 2025

उत्तराखंड में एक माह में चार बार हुए हेलिकाप्टर हादसे

जनसत्ता संवाददाता
देहरादून, 7 जून।

उत्तराखंड में हेलिकाप्टर हादसे बढ़ते जा रहे हैं। 40 दिनों की चारधाम यात्रा के दौरान कई बार हेलिकाप्टरों ने संतुलन खोया है। कई ऐसे हादसे भी हुए हैं, जिनमें लोगों की जान गई है।

इस साल चार धाम यात्रा के दौरान पहला हेलिकाप्टर हादसा आठ मई को हुआ था। यह हादसा ट्रांस एविएशन कंपनी के हेलिकाप्टर के साथ हुआ। इस हादसे में छह लोगों की जान चली गई थी। देहरादून से उत्तरकाशी के लिए जब यह हेलिकाप्टर उड़ान भर रहा था, तभी झाला के पास अचानक से उसका संतुलन बिगड़ा और गहरी खाई में दुर्घटनाग्रस्त हो गया।

दूसरा हादसा 13 मई को हुआ, जब बद्रीनाथ से ब्रदालुओं को वापस लेकर लौट रहा हेलिकाप्टर अचानक तकनीकी खराबी के कारण डगमगाने लगा और पायलट की सूझबूझ से उसको आपात स्थिति में ऊखीमठ में उतारा गया। इस हादसे के चार दिन बाद 17 मई को एक बार फिर से केदारनाथ जा रहा ऋषिकेश एम्स का हेलिकाप्टर हेलीपैड से चंद कदमों की दूरी पर ही हादसे का शिकार हो गया था।

गनीमत यह रही के पायलट की सूझबूझ से कहा भी सभी लोगों की जान सुरक्षित बच गई। आज सात जून को भी एक इसी तरह का हादसा रुद्रप्रवाग के भड़ामु क्षेत्र में हुआ। हादसे से साफ है कि अगर पायलट सड़क पर हेलिकाप्टर नहीं उतारता तो बड़ा हादसा हो सकता था।



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MILLANIUM POST

KOLKATA

7 JUNE 2025

Air India, Icelandair enter codeshare partnership

NEW DELHI: Air India and Icelandair, on Monday announced their codeshare partnership, significantly boosting connectivity between India and Iceland, while offering seamless travel options across 15 routes in India and Europe.

The partnership offers seamless travel experience with convenient connections times, unified baggage allowances, and enhanced connectivity through major European hub airports.

Under the agreement, Air India customers will gain seamless access to Icelandair-operated flights to Reykjavik via Air India's European gateways. Air India will add its 'AI' designator code on Icelandair-operated flights between Reykjavik and London Heathrow, Lon-



don Gatwick, Frankfurt, Paris, Amsterdam, Copenhagen, Milan, and Zurich.

Icelandair customers will benefit from convenient connections on Air India-operated flights to key Indian cities. Icelandair will add its 'FI' designator code on Air India-operated flights between Delhi and Amsterdam, Paris, Copenhagen, Frankfurt, London Heathrow; and between Mumbai and Frankfurt, London Heathrow.

MPOST



Corporate Communications Directorate

PIONEER

LUCKNOW

7 JUNE 2025

Airlines profit margin never crossed 5 per cent: IATA

PRESS TRUST OF INDIA ■ New Delhi

Airlines are grappling with a skewed value chain globally and historically, the profit margin has never crossed 5 per cent, according to IATA Chief Economist Marie Owens Thomsen. Also, she expressed hope that any efforts to address making the airline value chain less skewed will surely be an example for other countries. India is one of the world's fastest growing civil aviation market.

At an interaction in the national capital this week, Thomsen said the skewed value chain for the global airlines industry is also a result of legacy policies. Thomsen is the Chief Economist & Senior Vice President Sustainability at the International Airport Transport Association (IATA), a grouping of over 350 airlines. "Nobody sat down from the beginning and said, I'm going to create a super skewed value chain and make sure that the airlines never

Make any money. "I don't think anybody had that intent. But unfortunately, that's sort of where we've ended up. And our industry globally has never made a profit margin in excess of 5 per cent," she said.

While noting that all participants in the value chain make more money than the airlines, she mentioned about the oligopolistic pricing power among the aircraft manufacturers and the outsized market power of oil companies.

"... Then downstream, you know, notably here in India, maybe a very price competitive environment... Our customers choose their airlines primarily on price. So the airlines are left completely squeezed between these two with very few ways out," she said.

Further, Thomsen said that if the Indian government tries to do everything to create a less skewed value chain, and that becomes possible, then that would surely be an example to follow for every other country.



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TELEGRAPH

KOLKATA

7 JUNE 2025

Delhi runway upgrade to hit 114 flights daily

**AMIYA KUMAR
KUSHWAHA**

New Delhi: As many as 114 flights would be cancelled daily at the Delhi airport for three months from June 15 because of a runway upgrade, airport operator DIAL said on Friday.

The Delhi International Airport Limited (DIAL) said the average reduction in daily flights during the period would be around 7.5 per cent, and passengers were being informed about the changes well in advance. It said the decision would cause minimal inconvenience for passengers as traffic remained low during the period.

Around 1,350 flights operate from the Indira Gandhi International Airport daily.

According to the proposed schedule, 57 arrival and departure flights will be cancelled daily, and 43 will be rescheduled. The cancellation of flights would impact connectivity to Calcutta, Mumbai, Patna and Guwahati.

Following the adjustments, the number of daily flights on the Calcutta-Delhi route would be reduced from 22 to 21. For Mumbai, the number of daily flights would drop from 56 to 54, and for Chennai, from 20 to 19. DIAL said the Instrument Landing System would be upgraded to make the runway 10/28 CAT III compliant, which would facilitate flight operations at low visibility conditions during fog.

"We have now worked with

airlines to collaborate on slot adjustments and to accommodate revised arrival capacity, ensuring minimum passenger inconvenience. And the objective is to ensure optimum use of available runway capacity while maintaining time performance and minimising passenger disruption," DIAL chief executive officer Videsh Kumar Jatpuria said.

The new slot plan was finalised after multiple rounds of discussions with airlines, the civil aviation ministry and air traffic control to ensure alignment between the proposed schedule and the adjusted capacity. The airport has four runways and three terminals, of which one is currently closed for maintenance work.

Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

7 JUNE 2025

Gujarat flyer from Sydney dies after falling ill on flight

Tamaghna.Banerjee
@timesofindia.com

A 66-year-old woman travelling to India from Australia died after falling ill mid-air, prompting the international flight to make a medical emergency landing at Kolkata airport in the early hours of Friday.

Co-passengers and doctors couldn't find any pulse on her while still on the flight.

The woman, a resident of Kheda in Gujarat, was accompanied by a relative on



board the Air India flight bound for Delhi from Sydney when she became unconscious inside the flight.

Airport officials said the flight was around 30 minutes away from Kolkata airport when the pilot called the ATC

and sought an emergency medical landing.

"The flight landed safely at 2.28 am, and the airport health officer immediately attended to her but found no pulse or heartbeat," said an official.

She was rushed to Charnock Hospital, where she was declared dead on arrival around 4.12 am. The hospital said her family mentioned she had a history of unconsciousness on the flight. The body was shifted to RG Kar for an autopsy.

Fork out ₹5,000 or miss flight, airline tells 7-year-old, 9-year-old sisters

Airline Insists On Cash Payment As 'Unaccompanied Minor Fee'

Tamaghna.Banerjee
@timesofindia.com

Kolkata: A Kolkata-Ahmedabad flight turned into a nightmare for two sisters, Mahira (9) and Manyata (17), after airline ground staff demanded Rs 5,000 in cash as an "unaccompanied minor fee" for the younger girl, warning that failure to pay would result in them missing the flight. The airline claimed the 17-year-old didn't qualify as an adult as she had not yet turned 18.

The sisters were scheduled to board Akasa Airlines flight QP 1926 to Ahmedabad, where

their mother awaited them. But at the check-in counter, the journey took a distressing turn.

Two of their cousins — both aged 21 — were flying a separate airline but were checking in around the same time and offered to pay the fee through UPI. However, airline staff allegedly insisted on a cash payment, saying the counter was closed and no QR code could be generated. The children managed to pool in funds and pay, after which they were allowed to board.

Some airlines in India charge an "unaccompanied



A file photo of Mahira & Manyata with their mother Shalini Dugar

minor fee" for children aged between 5 and 12 for specific assistance services. The policy requires a parent or guardian above 18 to fill in an "unaccompanied minor form" at check-in, with contact details of the person receiving the

child at the destination.

In this case, the family said no such documentation was provided, and at Ahmedabad, there was no ID verification of the receiving parent, further undermining the rationale behind the fee.

TOI reached out to Akasa for a response, but none was received till the time of going to press. "They were simply told to pay or miss the flight," said the girls' mother, Shalini Dugar. "No explanation, no breakdown of charges, and no receipt was given until my elder daughter insisted."

The family said the girls had travelled from Nepal with their cousins, stayed a night in the West Bengal capital, and were flying home.

Pay ₹5k, airline tells two unescorted minor flyers

Denied Online Payment, Girls Pooled In Funds

Tamaghna Banerjee
@timesofindia.com

Kolkata: A Kolkata-Ahmedabad flight turned into a nightmare for two sisters, Mahira (9) and Manyata (17), after airline ground staff asked them to pay Rs 5,000 in cash as “unaccompanied minor fees” for the nine-year-old girl or risk missing the flight. The airline claimed the 17-year-old didn’t qualify as an adult as she was yet to turn 18.

They were to board Akasa Airlines Flight QP 1926 to Ahmedabad, where their mother awaited them. Two cousins of the girls were flying a separate airline but were checking in around the same



The family said they were not told about ‘unaccompanied minor fees’, which some airlines charge for kids aged 5-12 years. One of the girls is 17 years old

time and had offered to pay through UPI. But, the airline staff demanded cash, claiming the counter was closed and that no QR code could be generated. The kids managed to pool in funds and pay up.

In India, some airlines charge an “unaccompanied minor fee” for children aged 5-12 years on the date of travel for certain assistance services from airline crew. A parent or guardian is required to fill a signed “unaccompa-

nied minor form” at check-in. The form must include name and contact numbers of parent or guardian who will meet the minor at arrival.

In this case, the family said no documentation or written policy was provided to support this claim. At Ahmedabad airport, there was no ID verification of the receiving parent, the family alleged. **TOI** contacted Akasa but there was no response till the time of going to press Friday. “They were simply told to pay or miss the flight,” said their mother Shalini Dugar.

“At the time of booking, we were never told about the unaccompanied minor fee. In fact, kids above 12 years are shown as adults on the booking page. They previously flew to Bagdogra from Ahmedabad with the same airline on April 26, where no fee was sought,” said Pearl Chordia, the girls’ aunt.

Laser pointed at Emirates flight again

TIMES NEWS NETWORK

Chennai: Emirates Airlines has flagged the issue of lasers being flashed at one of its aircraft near Chennai airport on Thursday night. The incident occurred when an Emirates' flight from Dubai was about to land. In a report to the air traffic controller (ATC), the airline

mentioned that a laser beam was pointed towards the flight when it was 22 km away from the airport. As per procedure, ATC notified the DGCA (director general of civil aviation) which was expected to lodge a formal complaint with the police.

However, the city police said they haven't received any complaint regarding la-

ser beams being pointed at flights, though this was the second incident in the last 10 days. On May 25, the pilots of an Emirates flight had flagged the same issue. Beaming lasers at flights is prohibited and a punishable offence as it can momentarily blind the pilots at the time of landing and take-off, when the pilots should exercise utmost caution.

Representative Image/Getty Images



FLIGHT RISK



Corporate Communications Directorate

TIMES OF INDIA

MUMBAI

7 JUNE 2025

Akasa Air unveils flight plan for Navi Mum airport

Mumbai/New Delhi: Akasa Air will operate flights from day one of the opening of the Navi Mumbai International Airport (NMIA). The airport is likely to start operations from the end of Aug.

The airline will start with 15 daily domestic flights and increase the number to over 40 domestic plus 8-10 international flights by next summer, said Akasa founder-CEO Vinay Dube and co-founder and chief commercial officer Praveen Iyer on Friday. "Between our 32 daily flights at Mumbai CSMA and NMIA, we will have over 80 daily flights (both domestic and international) by next summer from the Mumbai Metropolitan Region. By the financial year 2027, we will have 10 aircraft based at NMIA," said Iyer.

Akasa will operate over 100 weekly domestic departures initially, scaling up to over 300 domestic and 50 international departures weekly in the winter schedule, the airline said in a press statement. The winter schedule runs from the end of Oct to the end of March. "As part of its broader network strategy, the airline is also set to ramp up to 10 parking bases by the end of FY2027, with a focused international expansion into key Middle Eastern and Southeast Asian markets," it added.

Last month, IndiGo became the first airline to announce flights from the new airport with a total of 36 domestic departure and arrival flights connecting 15 cities from day one. By Nov, IndiGo will raise its flight frequency to 79 daily departures (158 flights per day, including arrivals). These will include 14 international departures, the airline said.

Meanwhile, the Mumbai airport, which handles about 920 flights a day will continue to handle both domestic and international flights.

In phase 1, NMIA will handle 20 million passengers and 0.5 million metric tonnes of cargo annually, with ultimate capacity expanding to 90 million passengers and 3.2 MMT of cargo in the final phase. **TNN**