

Corporate Communications Directorate

DECCAN HERALD

BANGLORE

8 AUGUST 2026

HAL Airport gets new satellite-guided helicopter approach

BENGALURU, DHNS

The HAL Airport in Bengaluru has become the first airport in India to operationalise a new satellite-guided helicopter approach.

The new procedure is expected to improve safety, reduce flying time and enable more efficient helicopter operations, particularly during adverse weather conditions.

Developed by the Airports Authority of India (AAI), the approach was validated through flight trials conducted by HAL test pilots and subsequently approved by the Directorate General of Civil Aviation (DGCA). Unlike conventional helicopter approaches, the RNP CAT H procedure uses satellite-based navigation to guide aircraft along precise flight paths, allowing them to safely avoid terrain and urban obstacles while maintaining accurate positioning.

One of the key benefits of the new system is the reduction in approach time to HAL Airport from around 12 minutes to approximately four minutes. The shorter, more direct approach is expected to improve airspace

efficiency while reducing fuel consumption and the noise footprint over densely populated areas.

HAL Chairman and Managing Director Ravi K described the development as a significant milestone for India's aviation sector. "The operationalisation of India's first RNP CAT H helicopter approach is a significant milestone for the country's aviation ecosystem. This capability enhances the safety, efficiency and accessibility of helicopter operations and establishes a benchmark for similar procedures to be implemented at airports across the country," he said.

The system also allows smoother integration of helicopter and fixed-wing aircraft operations, increasing overall airspace capacity. It is expected to benefit time-sensitive operations such as air ambulance services, disaster response and rescue missions by providing faster and more reliable access in all weather conditions.

HAL Airport handles nearly 50 helicopter movements every day. The new approach could serve as a model for similar systems at other airports across the country.

After a long delay, plaza at airport receives approval, likely to be opened in two weeks

The second cab pick-up point will be made available to passengers after the plaza opens; officials say they have requested Minister of Civil Aviation Kinjarapu Rammohan Naidu to inaugurate the facility, and the AAI headquarters in New Delhi has asked them to make preparations for the event



Rest area: The plaza, located opposite the T1 domestic terminal, contains walkways and seating spaces for air passengers and visitors. B. VELANKANNI RAJ

PORT CALL

Sunitha Sekar
CHENNAI

After a near two-year delay, Chennai airport's plaza, which will house the second cab pick-up point, has finally received approval and is likely to be opened in two weeks. The facility's launch has been among the most sought-after demands of air passengers for several months now.

Officials of the Airports Authority of India (AAI) said they had requested Minister of Civil Aviation Kinjarapu Rammohan Naidu to inaugurate the plaza, and soon after that, the se-

cond cab pick-up point would be made available to air passengers. "The AAI headquarters in New Delhi has given approval for the opening of the plaza and asked us to make preparations for the same," an official said.

In mid-2023, the AAI started beautification work at the space opposite the T1 domestic terminal, creating walkways and seating space for air passengers and visitors. While the deadline to complete the plaza was set for October 2024, its construction was delayed owing to various reasons, and it was finally completed in December 2025.

Meanwhile, the shifting of the cab boarding point

for passengers from opposite the T1 domestic terminal to the fourth floor of the multi-level car parking facility in July 2024 drew a lot of flak. Social media platforms, such as X, have been consistently flooded with complaints in this regard for over a year now, stating that boarding cabs at the airport had become a tiring exercise.

Vidyasagar J., a frequent flyer, said: "Landing at Chennai airport and taking a cab has been nothing short of a frustrating experience for the past few months. While I'm glad that they are inaugurating the plaza finally, I hope that they don't delay opening the second cab pick-up point after that."

Corporate Communications Directorate

AMAR UJALA

DELHI

9 AUGUST 2026

आईजीआई एयरपोर्ट के एयरसाइड क्षेत्र में सख्त होगी प्रवेश-निकास व्यवस्था

गेट-15 पर बनेगा प्रवेश भवन, हर आवाजाही की आसान होगी निगरानी

शनि पाथौली

नई दिल्ली। इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट के प्रतिबंधित एयरसाइड क्षेत्र में प्रवेश और निकास व्यवस्था अब और सख्त होगी। अधिकृत कर्मचारियों और वाहनों की आवाजाही पर डिजिटल तकनीक से निगरानी रखी जाएगी। इसके लिए एयरसाइड क्षेत्र के गेट-15 पर अत्याधुनिक प्रवेश भवन और उससे जुड़ा बुनियादी ढांचा विकसित किया जाएगा। परियोजना का उद्देश्य सुरक्षा व्यवस्था मजबूत करने के साथ एयरपोर्ट पर परिचालन को अधिक सुचारु और तेज बनाना है।

एयरसाइड क्षेत्र में योजना एयरलाइन स्टाफ, गार्ड हेलिंग एजेंसियों, कार्गो ऑपरेटरों, तकनीकी विशेषज्ञों और अन्य सेवा प्रदाताओं से जुड़े हजारों कर्मचारी और वाहन प्रवेश करते हैं। एयरपोर्ट का यह क्षेत्र सुरक्षा की दृष्टि से बेहद संवेदनशील है। नई व्यवस्था में प्रवेश के प्रत्येक चरण को डिजिटल और स्वचालित तकनीक से जोड़ा जाएगा।



एआई आधारित निगरानी व स्मार्ट होगा एक्सेस कंट्रोल

एयरपोर्ट की सुरक्षा में एयरसाइड क्षेत्र की निगरानी अहम है। प्रस्तावित व्यवस्था में एआई आधारित निगरानी, स्मार्ट एक्सेस कंट्रोल और डिजिटल पहचान प्रणालियों का इस्तेमाल किया जाएगा। इन तकनीकों से गतिविधियों पर वास्तविक समय में नजर रखी जा सकेगी। संदिग्ध गतिविधि सामने आने पर सुरक्षा एजेंसियों को तत्काल सूचना देने की व्यवस्था होगी।

अत्याधुनिक सुरक्षा जांच प्रणाली से लैस होगा भवन

गेट-15 पर प्रस्तावित प्रवेश भवन में डिजिटल पहचान सत्यापन, वाहन निरीक्षण, स्वचालित प्रवेश नियंत्रण और केंद्रीकृत निगरानी जैसी सुविधाएं होंगी। अधिकृत कर्मचारियों और वाहनों की पहचान तेजी से सत्यापित की जा सकेगी। इससे सुरक्षा जांच की सटीकता बढ़ने के साथ प्रवेश प्रक्रिया में लगने वाला समय भी कम होगा।

बुनियादी ढांचे को भी किया जाएगा बेहतर

परियोजना के तहत प्रवेश भवन के साथ आसपास की सड़कें, फुटपाथ, जल निकासी, प्रकाश व्यवस्था, दिशा संकेतक और पार्किंग क्षेत्र भी विकसित किए जाएंगे। इससे कर्मचारियों और अधिकृत वाहनों की आवाजाही व्यवस्थित होगी और यातायात बाधित होने की आशंका कम होगी।

Corporate Communications Directorate

BANGLORE MIRROR

BANGLORE

8 AUGUST 2026

Airport run to get faster, signal-free drive

Air travellers heading to Kempegowda International Airport may soon enjoy an uninterrupted drive from Hebbal, with the National Highways Authority of India set to begin work on the long-awaited Sadahalli underpass next week.

The Rs 35-crore project, with a 15-month completion deadline, is expected to eliminate the only major traffic signal on the 23-km Hebbal-Airport corridor and significantly ease congestion.

The underpass, to be built using the cut-and-cover method, replaces the originally proposed flyover to minimise land acquisition while improving traffic flow.

Service roads will also be widened as part of the project, with work expected to gather pace after the monsoon and be completed by the end of 2027.

Meanwhile, Union Road Transport Minister Nitin Gadkari recently informed Parliament that the Sadahalli Toll Plaza generated Rs 398 crore in revenue during 2023-24 and has collected Rs 1,577 crore over the past decade, making it Karnataka's highest revenue-generating toll plaza.

BMB

Corporate Communications Directorate

DESHBANDHU

DELHI

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समझौता

सुरक्षा को लेकर सीआईएसएफ ने आईआईटी रोपड़ के साथ मिलाया हाथ

हवाई अड्डों की साइबर सुरक्षा होगी अभेद्य

नई दिल्ली, 8 अगस्त (एजेंसियां)। केंद्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) ने नागरिक उड्डयन क्षेत्र में महत्वपूर्ण बुनियादी ढांचे तथा साइबर सुरक्षा को और अधिक मजबूत एवं अभेद्य बनाने की दिशा में बेहद महत्वपूर्ण कदम उठाते हुए भारतीय प्रौद्योगिकी संस्थान, आईआईटी रोपड़ के साथ एक अहम समझौता ज्ञापन पर हस्ताक्षर किये हैं। इस समझौते के तहत सीआईएसएफ के जवानों को साइबर सुरक्षा में निपुण बनाने के लिए छह सप्ताह की विशेष आवासीय ट्रेनिंग दी जाएगी।

सीआईएसएफ ने शनिवार को बताया कि दोनों पक्षों के बीच इस समझौता ज्ञापन पर शुक्रवार को हस्ताक्षर किये गये।

पुलिस महानिदेशकों के 2024 में हुए सम्मेलन में केंद्रीय सशस्त्र पुलिस बलों और राज्य पुलिस संगठनों में एक समर्पित 'साइबर कमांडो' केंद्र विकसित करने पर जोर दिया गया था।

सीआईएसएफ के महानिदेशक प्रवीर रंजन के नेतृत्व में, बल ने उभरते हुए साइबर खतरों को पहचानने, उनसे निपटने और उनका त्वरित समाधान करने के लिए विशेष जवानों की एक टीम तैयार करने का



■ सीआईएसएफ के जवानों को साइबर सुरक्षा में निपुण बनाने के लिए छह सप्ताह की विशेष आवासीय ट्रेनिंग दी जाएगी

बीड़ा उठाया है। हवाई अड्डे देश के सबसे संवेदनशील और महत्वपूर्ण बुनियादी ढांचों में से एक हैं। ऐसे में यहां होने वाला कोई भी साइबर व्यवधान बड़े पैमाने पर सुरक्षा,

संचालन और अर्थव्यवस्था को नुकसान पहुंचा सकता है। इसी खतरे को भांपते हुए यह विशेष केंद्र तैयार किया जा रहा है।

आईआईटी रोपड़ स्कूल

फाउंडेशन और सीआईएसएफ की इस संस्थागत साझेदारी के तहत 6 सप्ताह का यह कार्यक्रम पूरी तरह से निःशुल्क आयोजित किया जाएगा। इस ट्रेनिंग में जवानों को किताबी ज्ञान के साथ-साथ जमीनी स्तर पर आने वाली व्यावहारिक चुनौतियों से भी रूबरू कराया जाएगा।

इस विशेष पाठ्यक्रम में जवानों को साइबर सुरक्षा के मूल सिद्धांत, महत्वपूर्ण सूचना अवसंरचना, डिजिटल फोरेंसिक और घटनाओं का पता लगाना, आपदा रिकवरी और व्यापार निरंतरता, नए व उभरते साइबर खतरे और मल्टी-सेक्टर

क्राइसिस सिमुलेशन विषयों का प्रशिक्षण दिया जाएगा। इस समझौते पर आईआईटी रोपड़ के निदेशक प्रो. राजीव आहूजा और सीआईएसएफ (नयी दिल्ली) के पुलिस महानिरीक्षक सेक्टर-बु सैथल अवुडई कृष्णा राज एस ने हस्ताक्षर किये।

यह साझेदारी सीआईएसएफ को तकनीक के मोर्चे पर और भी मजबूत व भविष्य के लिए तैयार बनाएगी। इस विशेष 'साइबर सुरक्षा केंद्र' के तैयार होने से न केवल विमानन सुरक्षा सुनिश्चित होगी, बल्कि यह व्यापक राष्ट्रीय साइबर सुरक्षा ढांचे को भी एक नयी ताकत देगा।

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FREE PRESS JOURNAL

MUMBAI

8 AUGUST 226

Greenfield airport boom

Shailendra Kumar Tripathi, Deputy Managing Director, Kalpataru Projects International Limited, on airport expansion plans and future aviation growth

How is airport infrastructure development progressing in the country?

India's airport infrastructure is undergoing an unprecedented phase of expansion, evolving from a focus on decongesting major metropolitan airports to developing Greenfield aerotropolis hubs, modernising existing airports, and constructing new airports across Tier II and Tier III cities.

Air passenger traffic in India is expected to continue growing at a double-digit rate, increasing from approximately 400 million passengers annually today to an estimated 1.3 billion passengers per annum by the time India achieves its Vision Bharat 2047 vision. To meet this growing demand, the number of operational airports is projected to increase from the current 164 to around 400 by 2047.

This transformation presents significant opportunities for infrastructure development companies while also acting as a catalyst for tourism, regional connectivity, trade, and the growth of interconnected economic ecosystems across the country.

How's the EPC companies oversee the airport development opportunities in India?

The current boom in airport infrastructure development provides EPC firms with a substantial pipeline of complex and high-value airport projects. With capital expenditure for Indian airports projected to reach USD 10-12 billion, this displays the viability of a huge order book and revenue for EPC firms over the next 10-15 years in this sector.

With two major Greenfield international airports becoming operational, how do you look at India's journey ahead in airports sector?

The opening of two major Greenfield international airports, namely Jewar International Airport and Navi Mumbai International Airport, is a very positive sign for India's aviation sector. It shows confidence in long-term demand and reflects the country's ability to create new, world-class aviation assets.

These airports will help ease pressure on exist-



ing hubs while also opening new growth corridors around their locations. For EPC companies, this is an exciting space because it calls for smart planning, phased development, and high-quality delivery.

The journey ahead looks promising, with at least 20 future Greenfield airports planned in India, namely the second airport in Chennai (Parandur), Pune (Parandur) and Bangalore. Also, new Greenfield airports are planned in Hosur, Amaravati, Port Jaganath, Sabarimala, Rameswaram, Kota, Adilabad, Vadavan Offshore Airport, etc., and strategic Greenfield airports in Great Nicobar and Minicoy, which are set to play a major role in shaping the next phase of aviation growth.

How is regional connectivity gaining pace in the country with the next phase of UDAN scheme?

Regional connectivity is gaining strong momentum through the next phase of the UDAN scheme, which is helping bring air travel closer to smaller cities and underserved areas. This is an important step toward more inclusive growth because it allows more people and businesses to benefit from aviation access. As the network expands, regional airports can support tourism, local commerce, and faster mobility. Recently, the Government of India launched UDAN 2.0, or the Vision UDAN Scheme, with a capital outlay of USD 3-4 billion for developing and upgrading 100 airports

and unserved airstrips across the country, which will provide further opportunities for mid-sized and small-sized EPC firms in the country.

Some newly developed regional airports are facing low demand. How is this impacting the growth of airports sector?

Even when demand starts slowly, newly developed regional airports still create long-term value by building the foundation for future growth. In many cases, passenger traffic and freight movement take time to develop, especially in emerging markets. That means the sector needs patience, planning, and a broader view of regional development.

The positive aspect is that these airports can help unlock new demand over time by improving access, attracting investment, and supporting local economies. So, instead of seeing low demand as a setback, it can be viewed as part of the early growth cycle of a developing airport network.

How's the experience of Kalpataru in EPC across airport sector?

Seeing the potential opportunities in the Indian and global aviation markets, Kalpataru entered the aviation sector in 2020. We have secured and delivered a Greenfield airport, namely the Hanimaadhoo International Airport Project in the Maldives, which was inaugurated by the Hon'ble Minister of Civil Aviation, Government of India, and the President of the Maldives.

This airport provides a gateway for significant tourism and cargo development in the region and plays a major role in strengthening ties between the two countries. We are also executing an EPC airport project in Bagdogra, which is expected to become operational next year. Our growing presence in airport infrastructure across international markets positions us well to capture the significant opportunities

expected in the aviation sector over the next decade.

How is Bagdogra International Airport going to push the growth of the region?

Bagdogra International Airport is one of the strategically significant aviation projects in Northeastern India. It serves as a game-changer for several distinct reasons, owing to its geopolitical significance and strategic air corridor for defence, serving as a gateway for the Northeastern states, unlocking the Trans-Himalayan tourism, and MICE economy, and supporting the potential rise of cargo for South Asian sub-regional trade.

With the present traffic of 3 MPPA in the current fiscal year, the airport development will enter to up to 10 MPPA once it is operational, which will transform this region into a major gateway for tourism, economic trade development, and regional connectivity.

What is your outlook on India's airports infrastructure development for the coming years?

The outlook for India's airport infrastructure development is very positive. The country is building a stronger aviation network that combines new Greenfield and Brownfield airport developments, regional connectivity, strategically oriented airport developments, and improved access for passengers and cargo. Overall, India's aviation sector has a promising future, with significant investments in airport infrastructure, modernization, and regional connectivity. In the coming years, the country is expected to witness the development of smarter, more sustainable, and future-ready airports equipped with advanced technology, enhanced passenger facilities, and increased operational efficiency. These developments will strengthen connectivity, support economic growth, and position India as one of the world's leading aviation markets.



Shailendra Kumar Tripathi

Maha set to clear ₹100-cr Baramati airport project

Yogesh Naik

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MUMBAI: Six months after deputy chief minister Ajit Pawar died in an air crash at Baramati airport in Maharashtra, the state government is finalising a ₹100-crore overhaul of the small, uncontrolled airstrip.

The Maharashtra Airport Development Company (MADC), which manages smaller airports in the state, cleared the proposal two weeks ago. Additional chief secretary (aviation) Sanjay Sethi cleared it on Wednesday and final approval is awaited from a high-power committee headed by the state chief secretary.

Pawar and four others died on January 28 when the chartered Learjet 45 carrying them from Mumbai crashed as the pilot attempted to land. A preliminary probe found the aircraft executed a go-around on its first approach due to poor visibility, then made a second approach during which the pilot reported having the runway in sight but gave no read-back to air traffic control before impact.

Sharad Pawar, then chief minister and now head of the opposition Nationalist Congress Party (SP), built the airport in the mid-90s to draw investment to Baramati, the family's home turf. The town turned from a rural backwater into an industrial and educational hub over the decades, but the 1,600m x 30m airstrip remained neglected, used mainly by the



Deputy chief minister Ajit Pawar and four others died in an air crash at Baramati airport in Maharashtra on January 28. HT FILE

Pawars, government officials and businesspersons.

The airport is unfenced, with cattle and stray dogs wandering in. Two private flying schools operate from it, and their students staff the air traffic control unit — there are no dedicated ATC personnel. Traffic is light, at 10 to 12 VVIP flights a month, but that is no excuse for the staffing gap.

Emergency services are absent. The airport has no fire tender of its own; when Pawar's aircraft crashed, one had to be summoned from the Baramati municipal council, losing precious time. The tender that arrived had no water.

The plan funds an ATC tower and a fire station, ending an arrangement in which flying school trainees handled both air traffic control and, effectively, the airport's absent emergency

response. The runway will be recarpeted and given a 90-metre runway-end safety area at both ends — a buffer designed to arrest aircraft that overshoot or undershoot on landing. Other upgrades include airstrip grading, storm water drainage, a windsock, edge lights and PAPI lights (Precision Approach Path Indicator), which guide pilots to the correct descent angle. Such visual guidance is critical at an airport without an instrument landing system, where pilots rely on visual cues to judge their descent. An 8-km compound wall and an internal perimeter road are also planned.

The plan does not fund an ILS, which would let pilots land using instrument guidance in low visibility rather than visual contact with the runway. It also does not fund a night landing system; flying school

students currently install battery-operated lamps for night flying.

The airport has no meteorological department and depends on Pune airport for weather information. MADC's plan is silent on this too.

Capt Sanjay Karve, former director of civil aviation with the Maharashtra government, said, "The Baramati airport runway has an inverted hump and this must be corrected during recarpetting. PAPI is the easiest and cheapest way to let crew know of glide flow in case of bad weather. DGCA must ask for PAPI for all uncontrolled airports."

Karve was sceptical about the political will to see the revamp through. "Upgrading it now is like locking the stable after the horse has bolted. The moment Sunetra Pawar is no longer deputy chief minister, Baramati airport will be forgotten. Take Karad airport, for instance. The moment Prithviraj Chavan ceased to be CM, the project took a back seat. Latur airport was forgotten after Vilasrao Deshmukh ceased to be CM and became a Union minister. Nanded airport took a back seat after Ashok Chavan lost power. In essence, we don't have a long-term plan for aviation."

Mihir Bhagvati, president of the Bombay Flying Club, said, "These changes should have been made long ago and implemented at all MADC airports. They are the bare minimum requirements for any airport."

Corporate Communications Directorate

MORNING STANDARD

DELHI

9 AUGUST 2026

CISF ties up with IIT for cyber security training to protect critical aviation infra

S LALITHA @ New Delhi

TO develop a specialised cyber security cadre for the protection of critical aviation infrastructure, the Airport Sector of the Central Industrial Security Force (CISF) will be partnering with the Indian Institute of Technology (IIT) Ropar.

An MoU in this connection was inked by Professor Rajeev Ahuja, Director, IIT Ropar, and Senthil Avoodai Krishna Raj S, Inspector General of CISF, Sector-I, Delhi Airport, on Friday, said an official release. Under the agreement, CISF personnel will be offered a six-week residential cyber security training programme.

"The initiative assumes particular significance for the airport sector, as aviation infrastructure constitutes critical national infrastructure and any cyber disruption can have



significant operational, economic and security implications," it observed.

The six-week residential programme will be conducted on a no-cost basis and marks the beginning of a structured institutional partnership between IIT Ropar's SCALE Foundation and CISF for strengthening specialised cyber security capabilities.

Exposure for trainees

The training programme will provide participants with theoretical and practical exposure to critical areas of cyber security. It will cover CyberSecurity Foundations, Critical Information Infrastructure, Digital Forensics, Incident Detection and Response, Disaster Recovery, Business Continuity Planning, Emerging Cyber Threats, and Multi-Sector Crisis Simulation.

"The programme is aimed at developing a skilled and specialised cyber security cadre within CISF capable of strengthening cyber resilience, enhancing incident detection and response, supporting cyber investigations, and contributing to the protection and continuity of critical aviation infrastructure," the release further added.

Corporate Communications Directorate

NAVODAYA TIMES

DELHI

9 AUGUST 2026

हवाई अड्डों की 'साइबर सुरक्षा' होगी और ज्यादा मजबूत

■ सीआईएसएफ ने आईआईटी रोपड़ के साथ मिलाया हाथ

नई दिल्ली, 8 अगस्त (एजेंसी): केंद्रीय औद्योगिक सुरक्षा बल (सी.आई.एस.एफ.) ने नागरिक उड्डयन क्षेत्र में महत्वपूर्ण बुनियादी ढांचे तथा हवाई अड्डों की 'साइबर सुरक्षा' को और अधिक मजबूत एवं अभेद्य बनाने की दिशा में बेहद महत्वपूर्ण कदम उठाते हुए भारतीय प्रौद्योगिकी संस्थान, आई.आई.टी. रोपड़ के साथ एक अहम समझौता ज्ञापन पर हस्ताक्षर किए हैं।

इस समझौते के तहत सी.आई.एस.एफ. के जवानों को साइबर सुरक्षा में निपुण बनाने के लिए 6 सप्ताह की विशेष आवासीय ट्रेनिंग दी जाएगी। सी.आई.एस.एफ. के महानिदेशक

प्रवीर रंजन के नेतृत्व में, बल ने उभरते हुए साइबर खतरों को पहचानने, उनसे निपटने और उनका त्वरित समाधान करने के लिए विशेष जवानों की एक टीम तैयार करने का



बीड़ा उठाया है। हवाई अड्डे देश के सबसे संवेदनशील और महत्वपूर्ण बुनियादी ढांचों में से एक हैं। ऐसे में यहां होने वाला कोई भी साइबर व्यवधान

बड़े पैमाने पर सुरक्षा, संचालन और अर्थव्यवस्था को नुकसान पहुंचा सकता है। इसी खतरे को भांपते हुए यह विशेष कैंडर तैयार किया जा रहा है।

Corporate Communications Directorate

STATESMEN

DELHI

9 AUGUST 2026

Adani Airport incorporates step down subsidiary AACL Global IFSC

UNITED NEWS OF INDIA
Mumbai, 8 August

Adani Enterprises Limited informed the stock exchanges here on Saturday that it has incorporated a new company called AACL Global IFSC Limited.

AACL Global IFSC Limited will function as the wholly-owned step-down subsidiary of Adani Airport Holdings Limited (AAHL), according to the company's regulatory filing.

This newly incorporated company, AAHL Global IFSC Limited will offer financial services in the form of a Global Treasury Centre, since it has been incorporated under IFSCA



(Finance Companies) Regulations, 2021, which will allow the company to streamline its treasury and finance operations internationally.

The new company is meant to strengthen the financial management

and global treasury operations of the Adani Group's airport business by leveraging the regulatory advantages of the International Financial Services Centre Authority (IFSCA) for enhanced capital efficiency and cross-border

fund management.

The structure of AACL Global IFSC Limited would enable it to optimise foreign exchange risk management and access deeper liquidity pools through favorable financing terms available in international financial service centres.

AACL Global IFSC Limited's parent company is Adani Airport Holdings Limited (AAHL), which is India's largest operator of Public Private Partnership airports.

AAHL operates eight airports including Mumbai, Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati, Thiruvananthapuram and the newly constructed Navi Mumbai airport.

As part of its broader vision to

redefine airport-led urban development in India, AAHL is also developing integrated, hospitality-led Airport City destinations that bring together hospitality, retail, entertainment, commercial, and lifestyle infrastructure around key aviation hubs.

AAHL's vision is to reimagine airports as integrated urban ecosystems which combine aviation with hospitality, retail, commercial and social infrastructure.

Through its airport city developments spanning approximately 663 acres across key cities, AAHL plans to build mixed-use destinations designed to enhance travel experiences while driving long-term economic and urban growth.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

9 AUGUST 2026

इलेक्ट्रिक एयर टैक्सी 2028 तक भरेंगी उड़ान



बंगलूरु। 2028 तक देश में इलेक्ट्रिक एयर टैक्सी सेवा शुरू हो सकती है। इलेक्ट्रिक वर्टिकल टेक-ऑफ और लैंडिंग एयरक्राफ्ट बंगलूरु, मुंबई और दिल्ली जैसे बड़े शहरों के लिए आवाजाही का नया विकल्प बन सकते हैं। नागरिक उड्डयन मंत्री राममोहन नायडू ने कहा कि यह सेवा शुरू होने से बड़े शहरों को लाभ मिलेगा। एजेंसी



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

9 AUGUST 2026

एअर इंडिया में कमांडर बनने को एआइ एक्सप्रेस में सेवा देनी होगी

नई दिल्ली, प्रेस : एअर इंडिया के विमानों का कमांडर बनने के इच्छुक योग्य पायलटों या सीनियर फर्स्ट ऑफिसर को अनिवार्य रूप से एअर इंडिया एक्सप्रेस में सेवा देनी होगी। एअर इंडिया ने पायलटों के लिए कमन सीनियरिटी पूल पर आधारित नया सिस्टम लागू करने जा रही है। हालांकि एअर इंडिया ने आधिकारिक तौर पर इस फ्रेमवर्क के बारे में कोई आधिकारिक टिप्पणी नहीं की है।

सूत्रों के मुताबिक इस व्यवस्था के तहत नैरो-बोडी ब्रॉइंग 737 विमानों के लिए एअर इंडिया एक्सप्रेस में जाने वाले सीनियर फर्स्ट ऑफिसर को एकमुश्त 10 लाख रुपये का बोनस दिया जाएगा।

सूत्रों के मुताबिक कमांडर बनने के बाद पायलटों को एअर इंडिया एक्सप्रेस द्वारा चुने गए आपरेटिंग बेस पर कम से कम दो साल तक रहना होगा। इस अवधि को छह महीने तक बढ़ाया जा सकता है।



Corporate Communications Directorate

HINDUSTAN

DELHI

9 AUGUST 2026

विमानन प्राधिकरण बनाने की मांग

नई दिल्ली। फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने प्रधानमंत्री नरेंद्र मोदी को पत्र लिखा है। संगठन ने नागर विमानन महानिदेशालय (डीजीसीए) की जगह स्वतंत्र नागर विमानन प्राधिकरण (सीएए) बनाने का अनुरोध किया है। एफआईपी अध्यक्ष सीएस रंधावा ने पत्र में कहा कि भारत दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार है।

Corporate Communications Directorate

HINDUSTAN

DELHI

9 AUGUST 2026

भारत 2028 तक 'इलेक्ट्रिक एयर टैक्सी' उड़ाने पर कर रहा काम

तैयारी

बेंगलुरु, एजेंसी। केंद्रीय नागरिक उड्डयन मंत्री राम माहन नायडू ने शनिवार को कहा कि भारत का लक्ष्य 2028 तक देश में इलेक्ट्रिक एयर टैक्सी उड़ाना है। उन्होंने बताया कि नई तकनीक का परीक्षण अगले साल तक तेज होने की उम्मीद है।

केंद्रीय मंत्री बेंगलुरु में सरला एविएशन के नए मुख्यालय के उद्घाटन समारोह को संबोधित कर रहे थे। नायडू ने कहा कि 'इलेक्ट्रिक वर्टिकल टेक-ऑफ और लैंडिंग एयरक्राफ्ट' बेंगलुरु, मुंबई और दिल्ली जैसे महानगरों के लिए आवागमन का एक नया विकल्प बन सकते हैं। उन्होंने बताया कि डीजीसीए ने सरला एविएशन को 'डिजाइन ऑर्गनाइजेशन अप्रूवल' दिया है, जो कंपनी की

■ केंद्रीय नागरिक उड्डयन मंत्री बोले, नई तकनीकों के विकास में तेजी से प्रगति

ई-एयर टैक्सी के विकास में एक अहम कदम है सरला एविएशन के सीईओ एड्रियन शिम्ट ने कहा कि कंपनी का विमान ड्रोन, हेलीकॉप्टर और पारंपरिक विमान की खूबियों को मिलाकर एक नई श्रेणी 'पावर्ट-लिफ्ट' कहते हैं।

एयर इंडिया विमान में टर्बुलेंस की जांच शुरू : केंद्रीय मंत्री नायडू ने शनिवार को बताया कि चार अगस्त को एयर इंडिया की फुकेत-दिल्ली उड़ान में एयर टर्बुलेंस (हवा के तेज झटके) की घटना की जांच की जा रही है। उन्होंने बताया कि 24 यात्रियों को चोटें और अन्य स्वास्थ्य संबंधी दिक्कतें हुई थीं।



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

8 AUGUST 2026

DIRECT FLIGHT TO BHOPAL FROM PATNA TO START FROM AUGUST 10

H T Correspondent

htpatna@hindustantimes.com

PATNA: Alliance Air will launch its Kolkata-Patna-Bhopal flight, operating three times a week, from August 10, an airline official said on Friday.

The flight (91-733) will operate on Monday, Wednesday and Thursday. It will leave Kolkata at 11.50 am and reach Patna at 1.20 pm. The flight will then leave Patna at 1.45 pm to reach Bhopal at 4.15 pm. On return, the flight (91-734) will leave Bhopal at 5.05 pm to reach Patna at 7.35 pm before leaving Patna at 8 pm to reach Kolkata at 9.30 pm, said Kumud Ranjan of Mamta Travels & Caterers, an IATA-accredited travel agency in Patna. "We have started booking tickets for the Bhopal-Patna-Kolkata flight service commencing from August 10," said Ranjan.

The airline will operate a 72-seater ATR jet on this route, an official said. Ranjan said Air India also resumed from this month its Delhi-Patna-Delhi afternoon flight (AI2645/ AI 2646) service, which was discontinued in June due to fuel crisis arising out of Iran conflict. The flight, having a daily frequency, will leave Delhi at 1.05 pm to reach Patna at 2. before leaving Bihar's capital at 3.20 pm to reach Delhi at 5.15 pm.

Corporate Communications Directorate

MORNING STANDARD

DELHI

9 AUGUST 2026

Passengers wait in plane, pilot stuck in rain traffic

S LALITHA @ New Delhi

OVER 175 passengers of an IndiGo flight from Delhi to Jaipur were left waiting inside the aircraft for nearly an hour on Friday night after one of the pilots failed to reach the airport on time. Heavy rain and waterlogging on the capital's roads leading to the airport are believed to have caused the delay.

Flight 6E 6131 was scheduled to depart from Terminal 1 of IGIA at 8.20 pm and reach Jaipur at 9.10 pm. According to FlightAware, the aircraft eventually departed at 9.09 pm. The A321 aircraft had more than 175 passengers on board, including Rashtriya Loktantrik Party founder and Nagaur MP Hanuman Beniwal.

Airlines generally require cockpit crew operating domestic flights to report for duty about an hour before departure.

Beniwal, a frequent traveller between Delhi and Jaipur, told this newspaper, "All of us were aware of the weather conditions in Delhi. Anticipating traffic issues, I left my house at 6.05 pm to catch this flight. I had to make my way through two major traffic jams at Dhaula Kuan. Why did the pilot

not start early?"

The MP said that after passengers were seated, the flight showed no signs of taking off. "I asked the crew the reason and learnt the pilot had not reached. It is understandable if bad weather or other unavoidable circumstances forces a flight to be delayed. This kind of a blunder by the pilot is just not acceptable," he said.

Beniwal said passengers waited patiently without creating any commotion. "The flight finally took off after another IndiGo flight reached Delhi airport and its pilot was rushed to operate our plane," he added. In a post on X, Beniwal asked, "If a passenger arrives an hour late for any reason, can the flight be held for an hour for them?" He also urged the Civil Aviation Minister to hold IndiGo accountable.

An aviation source familiar with the incident confirmed that the pilot could not reach the airport on time due to slow-moving traffic.

Flight disruption

1 Flight 6E 6131 was scheduled to depart Delhi's Terminal 1 at 8.20 pm but took off at 9.09 pm, according to FlightAware, after another IndiGo pilot was reportedly brought in to operate.

2 Nagaur MP Hanuman Beniwal, who was onboard, questioned why the pilot had not anticipated traffic delays caused by heavy rain. He urged the Civil Aviation Minister to hold IndiGo accountable for the lapse.

3 IndiGo attributed the delay to significant traffic congestion caused by incessant rainfall, saying its team made regular announcements to keep passengers informed throughout the situation and disruption.

Responding to Beniwal, IndiGo said unforeseen circumstances occasionally affect flight operations. "In this instance, the flight was delayed due to significant traffic congestion on the city side, as incessant rainfall had led to widespread disruptions across the city," it said. The airline also said its team made regular announcements to keep passengers informed.





Corporate Communications Directorate

MORNING STANDARD

DELHI

9 AUGUST 2026

Air India SATS Strengthens Ranchi's Cargo operations

Air India SATS Airport Services Private Limited (AISATS) has reported a strong year of growth at the Ranchi Air Cargo Terminal, handling 7,992 metric tonnes (MT) of cargo in FY26, reflecting a 9% YoY increase. The announcement was made during a trade roadshow organised by the company in the city, bringing together key stakeholders from the region's air cargo ecosystem. Since commencing operations at the terminal in 2024, AISATS has handled more than 20,000 MT of cargo, highlighting Ranchi's growing importance as a key air cargo hub in eastern India. The company is targeting a further 10% growth in cargo volumes in FY27, driven by increasing demand across multiple sectors.

The Statesman

EVA Air to launch non-stop flights between Delhi and Taipei

STATESMAN NEWS SERVICE
New Delhi, 8 August

Travel between Taiwan and India will become much easier starting December 1 when EVA Air launches direct flights between Taipei and New Delhi.

According to the airline, bookings are now available through its Web site and travel agencies.

The airline will operate five round-trip flights per week using Airbus A330-300 aircraft, making it the only Taiwan-based airline to offer nonstop passenger service to India.

EVA Air president Clay Sun said the new route is being launched as Taiwan-India ties continue to deepen in manufacturing, semi-conductors, artificial intelligence and other technology sectors, increasing demand for more efficient travel between the two countries.

Taiwanese companies including Hon Hai Precision Industry Co, MediaTek Inc, Delta Electronics Inc and Wistron Corp already have operations in India, he said.

Through EVA Air's partnership with Air India, passengers can connect from New Delhi to major cities across India, providing more convenient onward travel options.

The route is expected to benefit Indian business travelers, students and researchers by offering easier connections through Taipei to North America.

Eligible Indian nationals traveling to North America can use Taiwan's conditional visa-waiver transit program, allowing them to make short stopovers in Taiwan and boost tourism, the airline said.

Corporate Communications Directorate

TELEGRAPH

KOLKATA

8 AUGUST 2026



LARGE ORDER

IndiGo eyes Embraer jet deal

OUR BUREAU

Calcutta: InterGlobe Aviation, the parent company of India's biggest airline IndiGo, is in talks with Embraer SA over a possible large regional jet order, according to a Bloomberg report.

IndiGo is considering purchasing dozens of Embraer E2 aircraft to replace its fleet of turboprop-powered ATRs, as well as to bolster capacity, according to people familiar with the matter. The discussions are at an early stage, and there's no guarantee of an order, they said.

A deal, which could be valued at billions of dollars before customary industry discounts are applied, would be the biggest for the Brazilian manufacturer in India and brings it closer to establishing a full aircraft assembly line in the country. Embraer CEO Francisco Gomes Neto has previously said the planemaker needs to win orders for at least 200 of its E175 regional jets before it considers an Indian assembly facility.

Adani partnership

Embraer has already announced a partnership with billionaire Gautam Adani's conglomerate to build aircraft in India. The Brazilian firm also inaugurated its India office in New Delhi last October, underscoring the company's ambitions.

Rising air turbulence tangible example of how warming climate affects everyday life

On Aug 4, Air India flight AI2379 from Phuket to Delhi was cruising through clear skies when it suddenly dropped nearly 300 feet, injuring 17 people. The culprit: clear-air turbulence, an invisible phenomenon that is becoming more frequent and violent. **Professor Paul Williams**, atmospheric scientist and head of the department of meteorology at the University of Reading, UK, tells **Joanna Fernandes** why climate change is roughing up the skies, and why fixing it will take more than better radar

■ **Your research has found that severe clear-air turbulence has been increasing around the world and could triple in places in the coming decades. Can you walk us through how a warming planet is driving it?**

Climate change is altering the atmosphere in ways that are largely invisible to passengers but increasingly important to aviation. One of the key mechanisms involves the jet streams, which are fast-moving currents of air that encircle the globe at cruising altitudes. You can think of these as flowing rivers. When the current is smooth, a boat glides effortlessly. But where fast and slow currents interact, eddies and whirlpools develop. Aircraft encounter similar phenomena in the sky. Scientists have discovered that climate change is increasing the temperature difference between the tropical and polar air masses that collide high above our heads. This effect is destabilising jet streams and leading to more turbulence. It is a subtle but tangible example of how a warming climate is reshaping the atmosphere in ways that affect everyday life.

■ **You've found that severe clear-air turbulence increased 55% over the North Atlantic — one of the world's busiest flight corridors — between 1979 and 2020. What exactly is this phenomenon, and why is it so hard to forecast and avoid?**

Clear-air turbulence is exactly what its name suggests: turbulence that occurs in cloudless skies. Unlike the turbulence associated with thunderstorms, it leaves no visual clues for pilots and cannot be detected by conventional onboard weather radar. It typically forms near the jet streams, where strong wind shear—rapid changes in wind speed or direction—creates invisible pockets of atmospheric instability. An aircraft can, therefore, fly through seemingly calm skies before suddenly encountering a sharp jolt. The challenge is

FOR THE RECORD

that clear-air turbulence is both invisible and short-lived. Although weather forecasting has improved enormously, predicting the precise location and intensity of these turbulent patches remains difficult. Pilots rely on forecasts, reports from other aircraft, and increasingly sophisticated computer models to minimise encounters, but completely avoiding them is not always possible.

■ **Are some parts of the world seeing sharper increases than others?**

Climate change is unlikely to produce a uniform increase in turbulence, because different regions are dominated by different physical mechanisms. In the mid-latitudes, clear-air turbulence is expected to increase most sharply as climate change strengthens wind shear around the jet streams, making routes across the North Atlantic and North Pacific progressively bumpier. Over major mountain ranges such as the Rockies, Andes, Himalayas, and Alps, mountain-wave turbulence is the dominant hazard, generated when strong winds are forced over high terrain. Changes in the large-scale atmospheric circulation may alter its frequency and intensity, although the evidence is less definitive than for clear-air turbulence. Meanwhile, in the tropics, convective turbulence associated with powerful thunderstorms may increase because a warmer atmosphere contains more moisture and energy, supporting more vigorous convection. So, while the atmosphere is becoming rougher worldwide, the type of turbulence that increases depends very much on the geography and the meteorology of the region.

■ **Turbulence costs the global aviation sector close to \$1 billion a year in aircraft damage and rerouting-related fuel costs. What new technologies is the industry betting on to reduce this?**

The future of turbulence avoidance will depend increasingly on data fusion, bringing together multiple sources of atmospheric information and using artificial intelligence to turn them into actionable forecasts. A company leading the way in this field is SkyPath, which intelligently combines weather forecast data, satellite observations, and aircraft measurements to produce a much richer understanding of where turbulence is occurring and where it is likely to develop. This can help airlines optimise flight paths, improve passenger comfort, and reduce the operational costs associated with unexpected encounters.

■ **Is there any research yet on how climate change is affecting turbulence over Indian airspace?**

Research on Indian airspace is still relatively limited compared with regions such as the North Atlantic. However, the physical mechanisms suggest that India is a region of particular interest. Indian airspace sits at the crossroads of several turbulence-generating processes, including strong jet-stream variability, the Himalayan mountain ranges, and intense tropical convection. Mountain-wave turbulence associated with the Himalayas can be important for flights operating across northern India, while convective turbulence is a major concern during the monsoon season, when deep thunderstorms produce powerful updrafts and downdrafts. A warmer atmosphere can hold more moisture and energy, potentially increasing the intensity of these convective systems. In addition, changes to large-scale circulation patterns may influence the jet streams and wind shear affecting the region. We need more dedicated studies using Indian flight data and high-resolution climate simulations to quantify the trends.

■ **If you could get airlines, regulators, or passengers to change one thing today, what would it be?**

The single most important change would be to recognise turbulence as a growing climate-related challenge and invest in more research to understand the physics of turbulence generation and ultimately improve turbulence forecasts. For passengers, the simple message is to always keep your seatbelt fastened whenever you are seated, even if the skies appear calm and the seatbelt sign is switched off. Modern aircraft are exceptionally resilient, and turbulence is generally not a threat to the structural integrity of commercial aircraft, but unexpected encounters can still cause injuries to passengers and flight attendants. As climate change puts more turbulence into the atmosphere, aviation will need to adapt through better turbulence information, rather than trying to eliminate a phenomenon that is a natural part of flying.





Corporate Communications Directorate

TIMES OF INDIA

DELHI

9 AUGUST 2026

Flight to Indore cancelled after 2-hour delay

Pune: Over 100 flyers booked on an Air India Express flight (IX1236) to Indore Saturday morning were frustrated when the airline cancelled it after an initial delay of two hours.

The second leg of the same flight from Indore to Delhi was also consequently cancelled. A passenger said the flight was supposed to take off from Pune at 8.10am and reach Indore at 9.55am. "I had booked the hopping flight as the fare was less compared to the direct flights, but the whole plan went for a toss," he said.

An official statement from the airline was awaited till going to press. Sources said the aircraft had encountered a technical issue, which resulted in the delay. "Thereafter, NOTAM came into effect from 10am until 4pm in Pune. Hence, the flight had to be cancelled. Flyers were provided refreshments and all alternatives, including free rebooking or full refund and surface travel options, if they wanted to go to Mumbai airport and take one of our flights from there free of cost," an airline official said. **TNN**

Capt of turbulence-hit Phuket-Del flight may have failed dope test

AI Neither Denies Nor Confirms It

Saurabh Sinha
@timesofindia.com

New Delhi: The captain operating Air India's turbulence-hit Phuket-Delhi flight Tuesday (Aug 4) reportedly tested positive in a psychoactive substances (dope) test conducted on arrival, according to multiple sources. The airline did not either confirm or deny it, saying while the tests were conducted, the results have not been shared with it.

"We are aware that a post-flight screening test was conducted on the pilots in accordance with applicable protocols. However, the results of the test have not been shared with Air India, and we are therefore not in a position to comment on any findings," an AI spokesperson said.

"Air India undertakes regular drug testing of crew members in compliance with

civil aviation regulations, independent of any specific flight or operational incident. We will continue to cooperate with the relevant authorities as required," AI added.

The Airbus A320 with 145 people on board had encountered severe turbulence near Odisha and then suddenly dropped 300 feet. On arrival in Delhi, 13 passengers and four crew members were hospitalised. Sources say the Directorate General of Civil Aviation (DGCA) is probing the case from all angles, including whether the handling of this turbulence event was correct. It is also probing whether the event happened due to weather or some other reason, the likely impact on the aircraft — like did it suffer hydraulic failure due to impact — and whether it should have flown all the way to Delhi after the episode and not diverted to some nearby airport like Varanasi or Lucknow.

Pending investigation, the flight crew is taken off flying duty as per protocol. Hence, the pilots of this flight are also not flying currently.