



Corporate Communications Directorate

AMAR UJALA

DELHI

11 JUNE 2026

उड़ान-2 योजना जल्द, 100 नए एयरपोर्ट 120 नए रूट से जुड़ेंगे

नई दिल्ली। देश के दूरदराज और अब तक हवाई सेवाओं से वंचित इलाकों को बेहतर कनेक्टिविटी देने के लिए मोदी सरकार जल्द ही उड़ान योजना का नया चरण शुरू कर सकती है। सरकार का लक्ष्य छोटे शहरों और पिछड़े क्षेत्रों तक हवाई सेवाओं का विस्तार करना है।

मार्च 2026 में केंद्र सरकार ने उड़ान योजना के नए स्वरूप को मंजूरी दी थी।

संशोधित नई उड़ान योजना

को वित्त वर्ष 2026-27 से

2035-36 तक लागू किया

जाएगा। इसके लिए 28,840 करोड़ रुपये का प्रावधान किया गया है। योजना का मकसद छोटे शहरों और दूरदराज के इलाकों तक हवाई सेवाएं पहुंचाना है, ताकि ज्यादा से ज्यादा लोगों को सस्ती हवाई यात्रा की सुविधा मिल सके। साथ ही, योजना के पुराने चरणों में सामने आई दिक्कतों को दूर कर हवाई कनेक्टिविटी को और बेहतर बनाया जाएगा। नई उड़ान योजना के तहत अगले दस वर्षों में 120 नए गंतव्यों को हवाई नेटवर्क से जोड़ने का लक्ष्य रखा गया है। इस दौरान करीब 4 करोड़ यात्रियों को इसका लाभ मिलेगा। ब्यूरो

**छोटे शहरों तक
बढ़ेगी हवाई पहुंच**



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11 JUNE 2026

जल्द शुरू होगी उड़ान-2 योजना, 100 नए एयरपोर्ट व 120 नए रूट जोड़ने की तैयारी मार्च 2026 में मंजूर हुई योजना, छोटे शहरों और दूरदराज के इलाकों तक बढ़ेगी हवाई पहुंच

नई दिल्ली। देश के दूरदराज और अब तक हवाई सेवाओं से वंचित इलाकों को बेहतर कनेक्टिविटी देने के लिए मोदी सरकार जल्द ही उड़ान योजना का नया चरण शुरू कर सकती है। सरकार का लक्ष्य छोटे शहरों और पिछड़े क्षेत्रों तक हवाई सेवाओं का विस्तार करना है।

मार्च 2026 में केंद्र सरकार ने उड़ान योजना के नए स्वरूप को मंजूरी दी थी। संशोधित नई उड़ान योजना को वित्त वर्ष 2026-27 से 2035-36 तक लागू किया जाएगा। इसके लिए 28,840 करोड़ रुपये का प्रावधान किया गया है। योजना का मकसद छोटे शहरों और दूरदराज के इलाकों तक हवाई सेवाएं पहुंचाना है, ताकि ज्यादा से ज्यादा लोगों को सस्ती हवाई यात्रा की सुविधा मिल सके। साथ ही, योजना के पुराने चरणों में सामने आई दिक्कतों को दूर कर

कनेक्टिविटी व आपातकालीन सेवाओं को मजबूती
इस योजना के तहत उन परियोजनाओं को प्राथमिकता दी जाएगी, जहां राज्य



सरकारों का सहयोग, जरूरी बुनियादी ढांचा और क्षेत्रीय विकास की जरूरतें बेहतर होंगी। नई योजना में पहाड़ी, दूरदराज, द्वीपीय और आकांक्षी जिलों में 200 आधुनिक हेलीपैड बनाने का भी प्रावधान है। इससे अंतिम छोर तक कनेक्टिविटी और आपातकालीन सेवाओं को मजबूती मिलेगी।
नियामकीय मंजूरी होगी सुगम : योजना के तहत आत्मनिर्भर भारत अभियान को बढ़ावा देने के लिए पवन हंस के लिए दो एचएएल ध्रुव हेलीकॉप्टर और एलार्बस एयर के लिए दो एचएएल डोर्नियर विमान खरीदने का भी प्रस्ताव है। नई व्यवस्था में हवाई अड्डों के विकास और नए हवाई मार्गों के विस्तार को एक ही ढांचे के तहत लाया जाएगा। जमीन अधिग्रहण, विमानों की उपलब्धता, लॉजिंग, रखरखाव और नियामकीय मंजूरीयों जैसी समस्याओं को दूर करने पर भी जोर रहेगा।

हवाई कनेक्टिविटी को और बेहतर बनाया जाएगा। नई उड़ान योजना के तहत अगले दस वर्षों में 120 नए गंतव्यों को हवाई नेटवर्क से जोड़ने का लक्ष्य रखा गया है। इस दौरान करीब 4

करोड़ यात्रियों को इसका लाभ मिलेगा। योजना के तहत राज्यों के सहयोग से बंद या कम उपयोग वाली हवाई पट्टियों को विकसित कर 100 नए हवाई अड्डे बनाए जाएंगे।

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Corporate Communications Directorate

BUSINESS LINE

DELHI

10 JUNE 2026

Modified UDAN scheme aims to add 100 airports; launch on June 20

NEW ROUTES. The ₹28,840-crore programme to focus on underserved regions and helipads in the next decade

Rohit Vaid
New Delhi

The Centre is set to launch the next phase of its regional aviation programme, with the modified UDAN scheme expected to be unveiled by Prime Minister Narendra Modi in Kolkata on June 20.

Accordingly, the modified Regional Connectivity Scheme (RCS)-UDAN will be implemented over a 10-year period from FY27 to FY36 and is backed by a budgetary outlay of ₹28,840 crore aimed at expanding air connectivity to underserved and unserved regions across the country.

In March 2026, the Union Cabinet approved the modified UDAN framework, which seeks to deepen regional connectivity while addressing several operational and infrastructure challenges encountered during earlier phases of the scheme.

Notably, *businessline* was the first to report on the pro-

posed revamp of the UDAN scheme and its key contours ahead of Cabinet approval.

REGIONAL SUPPORT

Under the approved structure, the scheme aims to connect 120 additional destinations and facilitate air travel for nearly four crore passengers over the next decade.

A key feature of the programme is the development of 100 new airports from existing unserved airstrips through a challenge-based approach involving state governments.

Moreover, projects will be prioritised based on factors such as state support, infrastructure readiness and regional development requirements.

Besides, the scheme proposes operation and maintenance support for approximately 441 aerodromes to improve long-term sustainability of regional aviation infrastructure.

The modified framework also includes the develop-



AFFORDABLE AVIATION. In March 2026, the Union Cabinet approved the modified UDAN framework, as it proposes to support 441 aerodromes across the country [via AIRRAT](#)

ment of 200 modern helipads in hilly, remote, island and aspirational regions with an outlay of ₹3,661 crore, aimed at strengthening last-mile connectivity and emergency response capabilities.

REVISED FRAMEWORK

Furthermore, to improve the viability of regional routes, the scheme provides ₹10,043 crore towards viability gap funding (VGF) support for

airline operators over the next 10 years.

Sources had earlier told *businessline* that the revised framework is expected to extend VGF support from the existing three-year period to five years, with a tapering structure designed to help airlines gradually transition routes towards commercial sustainability while keeping fares affordable for a longer duration.

In addition, the scheme

incorporates support for indigenous aviation capacity through the proposed acquisition of two HAL Dhruv helicopters for Pawan Hans and two HAL Dornier aircraft for Alliance Air under the Aatmanirbhar Bharat initiative.

The revised framework also seeks to bring airport development and route development under a single umbrella, while addressing bottlenecks related to land acquisition, aircraft availability, leasing arrangements, maintenance support and regulatory approvals.

Launched in 2016 under the National Civil Aviation Policy, UDAN was designed to make regional air travel affordable while expanding aviation access beyond major metropolitan centres.

As of March 31, 2026, a total of 663 routes had been operationalised under the scheme. The programme has connected 95 aerodromes, including 17 heliports and two water aerodromes.

नोएडा एयरपोर्ट से पहले सार्वजनिक परिवहन को मिलेगी रफ्तार

ग्रेटर नोएडा, 10 जून (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के संचालन से पहले गौतमबुद्ध नगर में बहुप्रतीक्षित सिटी बस सेवा शुरू करने की तैयारियां तेज हो गई हैं। संभावना है कि मुख्यमंत्री 12 जून को लखनऊ से वर्चुअल माध्यम से बसों को हरी झंडी दिखाकर सेवा का शुभारंभ करेंगे। इसके लिए यमुना प्राधिकरण (यौडा), नोएडा और ग्रेटर नोएडा प्राधिकरण अपने-अपने क्षेत्रों में कार्यक्रम आयोजित करने की तैयारी में जुटे हैं।

पहले मुख्यमंत्री के नोएडा आगमन की चर्चा थी, लेकिन अब प्रदेश के कई शहरों में एक साथ सिटी बस सेवा शुरू किए जाने के कारण राज्य स्तरीय कार्यक्रम लखनऊ से आयोजित करने की योजना बनाई गई है। यौडा ने सेक्टर-28 स्थित मेडिकल डिवाइस पार्क के निकट कार्यक्रम की तैयारियां शुरू कर दी हैं। इस अवसर पर जनप्रतिनिधियों और बरिष्ठ अधिकारियों की मौजूदगी प्रस्तावित है।

एयरपोर्ट व शहरों को जोड़ेंगे नौ प्रमुख रूट

यमुना प्राधिकरण ने सिटी बसों के लिए नौ प्रमुख रूट तैयार किए हैं। ये रूट जेवर, रबूपुरा, दनकौर, यमुना सिटी, फिल्म सिटी, नोएडा इंटरनेशनल एयरपोर्ट, परी चौक, सूरजपुर और नोएडा सिटी सेंटर जैसे महत्वपूर्ण क्षेत्रों को आपस में जोड़ेंगे। इससे ग्रामीण और शहरी क्षेत्रों के बीच सार्वजनिक परिवहन की बेहतर सुविधा उपलब्ध होगी।

के बीच सार्वजनिक परिवहन की बेहतर सुविधा उपलब्ध होगी।

ई-बसों के लिए चार्जिंग नेटवर्क तैयार

एयरपोर्ट संचालन के साथ इलेक्ट्रिक बसों को भी सड़कों पर उतारने की योजना है। यमुना एक्सप्रेसवे के पेट्रोल पंपों पर पहले से चार्जिंग सुविधाएं उपलब्ध हैं। इसके अलावा एयरपोर्ट परिसर के ट्रांसपोर्ट स्टेशन में 20 चार्जिंग

- मुख्यमंत्री लखनऊ से दिखा सकते हैं हरी झंडी
- ई-बसों व हाइड्रोजन बसों की तैयारी भी अंतिम चरण में

स्टेशन स्थापित किए गए हैं, जहां ई-बसों समेत अन्य इलेक्ट्रिक वाहनों को चार्ज किया जा सकेगा।

हाइड्रोजन बसें भी दौड़ेंगी सड़कों पर

यमुना प्राधिकरण, एनटीपीसी दादरी के सहयोग से हाइड्रोजन बस सेवा शुरू करने की दिशा में भी तेजी से काम कर रहा है। यदि सभी तैयारियां समय पर पूरी हो जाती हैं तो शुरुआती चरण में पांच हाइड्रोजन बसों का संचालन शुरू किया जा सकता है। प्रयास है कि इन बसों का शुभारंभ भी मुख्यमंत्री के हाथों कराया जाए।

यमुना प्राधिकरण के अपर मुख्य कार्यपालक अधिकारी राजेश कुमार के अनुसार, हाइड्रोजन बस सेवा के लिए आवश्यक प्रक्रियाओं को तेजी से पूरा किया जा रहा है ताकि आधुनिक और पर्यावरण-अनुकूल सार्वजनिक परिवहन व्यवस्था को जल्द शुरू किया जा सके।

इन क्षेत्रों को मिलेगा सीधा लाभ

प्रस्तावित बस सेवा से जेवर, रबूपुरा, दनकौर, बिलासपुर, झांझर, यमुना सिटी,

प्रस्तावित बस सेवा से जेवर, रबूपुरा, दनकौर, बिलासपुर, झांझर, यमुना सिटी मेडिकल डिवाइस पार्क, फिल्म सिटी, नोएडा इंटरनेशनल एयरपोर्ट, गौतमबुद्ध विश्वविद्यालय जीआईएमएस, परी चौक, सूरजपुर और नोएडा सिटी सेंटर के बीच आवागमन आसान होगा। इससे एयरपोर्ट क्षेत्र में विकसित हो रहे औद्योगिक, शैक्षणिक और आवासीय केंद्रों का भी नई गति मिलने की उम्मीद है।

ग्रेटर नोएडा वेस्ट-ईस्ट को मिलेगी सीधी कनेक्टिविटी

इन चार रूटों पर चलेगी ई-बस सेवा

1. चार मूर्ति चौक से नोएडा एयरपोर्ट
ग्रेटर नोएडा वेस्ट के चार मूर्ति चौक से सूरजपुर टी-प्वाइंट और परी चौक होते हुए नोएडा एयरपोर्ट तक चार इलेक्ट्रिक बसें संचालित होंगी।
2. 130 मीटर रोड होकर एयरपोर्ट तक
चार मूर्ति चौक से 130 मीटर चौड़ी सड़क और राजकीय आयुर्विज्ञान संस्थान (जिम्स) के रास्ते नोएडा एयरपोर्ट तक चार बसें चलेगी।
3. मकौड़ा गोलचक्कर से एयरपोर्ट कनेक्टिविटी
ग्रेटर नोएडा ईस्ट क्षेत्र में 130 मीटर रोड स्थित मकौड़ा गोलचक्कर से नासा पार्किंग और सेक्टर पी-7 होते हुए नोएडा एयरपोर्ट तक चार बसों का संचालन होगा।
4. औद्योगिक सेक्टर-16 से एयरपोर्ट रूट
औद्योगिक सेक्टर-16 से तिलपता गोलचक्कर, स्वर्णनगरी, यथार्थ अस्पताल और गौतमबुद्ध विश्वविद्यालय (जीबीयू) के रास्ते नोएडा एयरपोर्ट तक तीन इलेक्ट्रिक बसें चलाई जाएंगी। ई-बस सेवा शुरू होने से हजारों दैनिक यात्रियों, कर्मचारियों और एयरपोर्ट जाने वाले यात्रियों को किफायती, पर्यावरण अनुकूल और सुविधाजनक परिवहन विकल्प उपलब्ध होगा।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

10 JUNE 2026

RGIA ramp policy, overstay charges trigger drivers' ire

DC CORRESPONDENT
HYDERABAD, JUNE 9

Cab drivers ferrying passengers to Rajiv Gandhi International Airport have raised strong objections to the newly introduced overstay charges and the eight-minute free drop-off policy at the airport ramps. The Telangana Gig and Platform Workers' Union issued a statement condemning the move, calling it unfair and impractical.

The union argued that the policy is anti-driver, given the heavy traffic congestion on airport ramps, delays in luggage handling, elderly passengers requiring assistance, and frequent network or payment glitches. Under the current system, vehicles exceeding eight minutes are charged between ₹250 and ₹500, adding severe financial strain on Ola, Uber and Rapido drivers already struggling with rising fuel costs, low earnings from airport trips, and long waiting hours.

● **CAB DRIVERS** have opposed airport's eight-minute free drop-off limit and steep overstay charges, demanding revisions and warning of a boycott if authorities fail to address their concerns over traffic delays.

"Drivers cannot be penalised for delays caused by poor traffic management and operational issues at the airport," the union said. It demanded a minimum free drop-off time of 10-15 minutes, immediate review and reduction of overstay penalties, improved traffic management at entry and exit ramps, and exemption from penalties during congestion or technical delays.

The union, which has submitted a representation to the authorities, warned that if the concerns are not addressed promptly, drivers may be forced to boycott airport trips in protest.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

11 JUNE 2026

नोएडा एयरपोर्ट से 17 से शुरू होगी कार्गो विमान सेवा

जागरण संवाददाता, ग्रेटर नोएडा : नोएडा इंटरनेशनल एयरपोर्ट के रनवे से 17 जून को पहला कार्गो विमान उड़ान भरेगा। एफकान होल्डिंग लिमिटेड का विमान कार्गो के साथ घरेलू उड़ान भरेगा। पहले दिन एक कार्गो उड़ान होगी। एक जुलाई से नोएडा एयरपोर्ट से कार्गो सेवा नियमित रूप से उपलब्ध हो जाएगी। इससे नोएडा एयरपोर्ट से प्रदेश के साथ उत्तर भारत की आर्थिक गतिविधियों को भी गति मिलेगी। अंतरराष्ट्रीय बाजारों की पहचान, कार्गो मांग और परिवहन का मजबूत नेटवर्क तैयार होगा।

नोएडा एयरपोर्ट से 15 जून से इंडिगो की यात्री विमान सेवा भी शुरू होने जा रही है। कार्गो के लिए एयरइंडिया सेट्स एयरपोर्ट सर्विसेज प्रा. लि. और यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. ने त्रिपक्षीय

समझौता किया है। इसके तहत चेन्नई स्थित अंतरराष्ट्रीय कार्गो एयरलाइन एफकान होल्डिंग लि. कार्गो सेवा संचालित करेगी। कंपनी वर्तमान में तीन बोइंग 737-800 मालवाहक विमानों का संचालन विभिन्न एयरपोर्ट से कर रही है। ब्रैकाक, यंगून, हनोई, कोलंबो, माले और दुबई के लिए कंपनी की कार्गो सेवाएं उपलब्ध हैं। नोएडा एयरपोर्ट से इंटरनेशनल यात्री सेवा शुरू होने के बाद विदेश के लिए कार्गो सेवा भी प्रारंभ होगी। एयर इंडिया सेट्स एयरपोर्ट सर्विसेज प्रा. लि. को 87 एकड़ में मल्टी माडल कार्गो हब विकसित और संचालित करने की जिम्मेदारी दी गई है। पहले चरण में 30 एकड़ में घरेलू, अंतरराष्ट्रीय एवं एक्सप्रेस कोरिडोर टर्मिनल विकसित किया गया है। परियोजना की कुल लागत 800 करोड़ रुपये है।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

11 JUNE 2026

Noida Airport conducts flight turnaround trial



NOIDA
INTERNATIONAL
AIRPORT on

Wednesday said it has successfully conducted a full-scale aircraft turnaround trial as part of its operational readiness, activation and transition (ORAT) programme ahead of the commencement of commercial operations.

NO INS BAAZ EXPANSION | Dual-use facility at Chingen will anchor India's military reach and maritime surveillance near Malacca Strait

₹13k cr Nicobar airport cleared

Gaurav Vivek Bhatnagar

NEW DELHI

The Centre has approved the construction of a ₹13,000-crore greenfield airport at Chingen near Galathea Bay in Great Nicobar Island, marking a significant strategic shift in India's plans for the Andaman and Nicobar archipelago. The proposed airport, which will serve both military and civilian aviation requirements, will replace an earlier proposal to expand the existing Indian Navy air station, INS Baaz, at Campbell Bay.

The decision forms a critical component of the ambitious ₹81,000-crore Great Nicobar Project, one of the largest infrastructure initiatives currently underway in the country. Conceived as a strategic maritime, logistics and economic hub, the project seeks to leverage Great Nicobar's proximity to one of the world's busiest sea lanes while simultaneously strengthening India's defence posture in the eastern Indian Ocean.

Government and defence sources said extensive studies had concluded that extending



Officials found that runway expansion at Campbell Bay could have a greater impact on tribal settlements, forests and wildlife habitats than constructing an entirely new airport at Chingen near Galathea Bay

the existing 4,500-foot runway at INS Baaz to approximately 10,000 feet was neither operationally nor environmentally feasible. The proposed expansion faced significant challenges arising from terrain limitations, navigational constraints and the need for substantial supporting infrastructure.

Officials also found that runway expansion at Campbell Bay could have a greater im-

pact on tribal settlements, forests and wildlife habitats than constructing an entirely new airport at Chingen near Galathea Bay.

As a result, the government has chosen to pursue a greenfield airport capable of accommodating both civilian and military aircraft, while providing greater flexibility for future expansion.

CONTINUED ON NATION

₹13k cr Nicobar...

According to Ministry of Defence sources, the airport will remain under the operational control of the Indian Navy. Airside operations and air traffic control will be managed by the Navy, while the Airports Authority of India (AAI) will oversee civilian passenger terminals and commercial aviation operations.

The project is expected to be completed within five years.

The strategic significance of the decision extends far beyond aviation infrastructure. Great Nicobar occupies a unique position in the eastern Indian Ocean, lying close to the western approaches of the Malacca Strait, one of the world's most critical maritime chokepoints connecting the Indian Ocean with the South China Sea.

A substantial share of global container traffic, international trade and energy shipments traverses these waters. Security planners have long viewed Great Nicobar as a crucial vantage point for monitoring maritime activity and enhancing India's surveillance capabilities in a region increasingly witnessing geopolitical competition.

Officials believe the new airport will significantly improve India's maritime domain awareness, military logistics capability and rapid deployment potential. It will also strengthen India's ability to monitor shipping movements along the East-West international shipping route located roughly 40 nautical miles from the island.

Government officials argue that the project will help reduce India's dependence on foreign transshipment ports while simultaneously strengthening national security infrastructure in a strategically sensitive region.

The latest decision also comes amid a renewed political controversy surrounding the Great Nicobar Project.

Congress leader and Leader of Opposition in the Lok Sabha Rahul Gandhi recently criticised the project during a visit to the Andaman and Nicobar Islands and through a post on social media platform X. Gandhi questioned the government's assertion that the project was driven primarily by defence considerations.

Government and defence sources, however, reject the suggestion that the project is primarily commercial in nature. They maintain that strategic imperatives have been central to planning from the outset. Officials point to growing geopolitical competition in the Indo-Pacific and the need for India to enhance its military reach, surveillance network and logistical capabilities in the region.

Sources further emphasise that environmental clearances were granted after detailed assessments and that only a small proportion of the island's total area would be utilised for the project. They also argue that the decision to abandon the INS Baaz expansion itself demonstrates that environmental and ecological considerations were taken into account during the planning process.

For the government, the new airport represents far more than an aviation facility. It is envisioned as a strategic asset that will anchor India's maritime

ambitions in the eastern Indian Ocean, support military operations near one of the world's busiest shipping corridors and provide the critical infrastructure necessary for transforming Great Nicobar into a major economic and security hub.



Corporate Communications Directorate

HINDUSTAN

DELHI

11 JUNE 2026

नोएडा एयरपोर्ट से कार्गो उड़ान शुरू करने की तैयारी

ग्रेटर नोएडा, प्रमुख संवाददाता।
नोएडा इंटरनेशनल एयरपोर्ट से 17 जून को पहली कार्गो उड़ान की तैयारी है। पहले दिन विशेष कार्गो घरेलू उड़ान होने की संभावना है। एक जुलाई से अन्य यात्री सेवाओं के साथ कार्गो विमान सेवा का विस्तार किया जाएगा।

एयर इंडिया सेट्स ने एयरपोर्ट पर प्रथम चरण के तहत 30 एकड़ में कार्गो हब विकसित किया है। इसकी वार्षिक क्षमता 2.55 लाख मेट्रिक टन है। यहां कार्गो टर्मिनल, वेयरहाउस और ट्रकिंग

अवसंरचना और डिजिटल कार्गो प्रबंधन प्रणालियों को एक ही प्लेटफॉर्म पर जोड़ा गया है। वहीं, कार्गो उड़ानों के लिए कंपनी का अफकॉम होल्डिंग्स लिमिटेड के साथ समझौता हो चुका है। यह कंपनी चेन्नई की एक अंतरराष्ट्रीय कार्गो एयरलाइन है। एयरपोर्ट से 15 जून को वाणिज्यिक विमान सेवा शुरू होने जा रही है। इंडिगो पहली एयरलाइंस होगी जो विमान सेवा शुरू करेगी। वहीं, 16 जून से अकासा एयर भी अपनी उड़ानों का कार्यक्रम जारी कर चुका है।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

11 JUNE 2026

Noida airport cargo ops to start June 17

Vinod Rajput

htreporters@hindustantimes.com

NOIDA: The first cargo flight from the upcoming Noida International Airport in Jewar will take off on June 17, Noida International Airport Limited (NIAL) announced Wednesday. The flight will be domestic, and the cargo flight schedule will be released soon, officials said.

Preparations for the event are being finalised ahead of the commencement of regular cargo services scheduled for July, according to officials who asked not to be identified, adding that Air

India SATS (AISATS) – the company developing the cargo service – is working to build its network up to Europe.

“Noida Airport’s cargo service will prove to be a boon not only for Uttar Pradesh but for all of north India,” said Shailendra Bhatia, nodal officer of NIAL, the state government body set up for developing the airport.

To be sure, regular commercial flights from the airport are scheduled to begin on June 15.

Officials said AISATS has developed a cargo hub spread over about 80 acres at the Noida Airport.

CREDAI supports Parandur project, says second airport for Chennai is necessary

Sangeetha Kandavel
CHENNAI

The Confederation of Real Estate Developers' Associations of India (CREDAI) has stressed the need for a second airport for Chennai, arguing that the city risks losing investment and economic opportunities if aviation infrastructure is not expanded.

"The question is no longer whether Chennai needs a second international airport. The real question is whether the city can afford to delay it any further," said P. Kruthivas, president-elect, CREDAI Chennai, and managing director, Pushkar Properties Private Limited.

"We are already late. Many airlines are shifting their operations to Bengaluru. Air France has already exited Chennai. Cathay Pacific, which earlier operated daily flights between Chennai and Hong Kong, has reduced its services. All this is happening because the current airport lacks the capacity to support further growth," he said.

To a query on the Parandur project, Mr. Kruthivas said: "We need a second airport. There is no doubt about that. As for Parandur, it makes more sense. It has taken us three to five years to reach this stage. If we scrap the project now, how will that benefit anyone? Building an airport is not like building a highway. It takes years and cannot be done overnight."

He highlighted that a substantial amount of land had already been acquired in Parandur. "Ecological concerns must certainly be examined. But sustainability and growth have to go hand in hand," he said. "The Parandur site is strategically located along the Chennai-Bengaluru industrial corridor, with significant electronics, automobile, and warehousing activity nearby. It



The Parandur site is strategically located along the Chennai-Bengaluru industrial corridor, with significant electronics, automobile, and warehousing activity nearby

P. KRUTHIVAS
CREDAI Chennai president-elect

is also supported by planned infrastructure, including Outer Ring Road and Chennai Metro Rail Phase II extension up to Thirumazhisai. Moreover, the site is only about 65 km from Chennai," Mr. Kruthivas pointed out.

At risk of saturation

According to data shared by CREDAI, even after ongoing upgrades increase capacity to 35 million passengers per annum, industry observers and government projections indicate that the Chennai airport could approach saturation between 2028 and 2032. Several structural constraints make further large-scale expansion difficult. These include limited runway expansion possibilities, dense urban surroundings, peak hour slot congestion, limited aircraft parking bays, and increasing cargo pressure.

A larger aviation hub would allow Chennai to attract more international airlines, expand long-haul direct connectivity, and improve cargo movement efficiency. It will also help compete more effectively with Bengaluru, Hyderabad, Dubai, and Singapore for regional traffic. Improved connectivity directly impacts exports, tourism, international business travel, and global investor perception, Mr. Kruthivas added.

Govt. mulls capping airport 'bundles' for privatisation

Limiting the number of bundles that can be awarded to a single bidder at 2 to 3, or roughly 5 to 6 airports, for the third round of privatisation involving 11 airports is aimed at preventing 'oligopoly'

Jagriti Chandra
NEW DELHI

The Ministry of Civil Aviation has proposed capping the number of airport bundles that can be awarded to a single bidder at "two to three bundles", or roughly five to six airports, for the third round of airport privatisation involving 11 airports, in order to prevent an "oligopoly".

The move comes even as the Adani Group, which had no presence in airport operations till a decade ago, has grown to become the country's largest private airport operator.

The recommendation was made last week in response to queries raised by government departments represented on the Public Private Partnership Appraisal Committee (PPPAC), which is reviewing the Ministry of Civil Aviation's proposal to privatise 11 airports that was submitted in December 2025, according to a per-



Holding sway: Adani Group acquired GVK's majority stake in Navi Mumbai and Mumbai airports, expanding its portfolio to eight. PTI

son familiar with the matter.

"It is important to ensure other bidders have a fair opportunity to participate. Otherwise, it could discourage future investment in the sector," the person added.

The 11 airports proposed for privatisation have been grouped into five bundles, each comprising a mix of metro and non-metro airports to improve the commercial viability of smaller airports. The bundles are: Amritsar and Kangra; Varanasi,

Kushinagar and Gaya; Bhubaneswar and Hubli; Raipur and Aurangabad; and Trichy and Tirupati.

The committee also sought clarifications on a range of issues including the minimum capital expenditure requirements for each airport bundle to ensure that smaller airports receive adequate investment and do not suffer from neglect.

If the constituent departments of the PPPAC are satisfied with the Ministry's responses, it may grant an in-principle ap-

proval. In February 2019, during the second round of airport privatisation, the Adani Group emerged as the successful bidder for all six airports on offer. At the time, the conglomerate had no prior experience in operating airports.

In July 2019, *The Hindu* reported that the PPPAC had brushed aside key recommendations made by the Department of Economic Affairs and the NITI Aayog to improve the criteria for selection of bidders, which included capping the number of airports that can be awarded to a single player to two, as well as prior airport operational and management experience.

Later, the Adani Group also acquired GVK's majority stake in Mumbai and Navi Mumbai airports, expanding its airport portfolio to eight facilities. Together, these airports handle around 78 million passengers annually, accounting for nearly 25% of India's air traffic.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

11 JUNE 2026

Noida Airport completes flight trial, decks cleared for launch next week

EXPRESS NEWS SERVICE @ New Delhi

THE Noida International Airport (NIA) carried out a successful flight trial on Tuesday ahead of the scheduled launch of commercial operations on June 15. The trial involved using an IndiGo plane to assess the co-ordination of multiple aspects of the operation that will facilitate the launch.

The airport authorities said in an official release said, "The NIA successfully conducted a full-scale aircraft turnaround trial on June 9 as part of its Operational Readiness, Activation and Transition (ORAT) programme, in collaboration with IndiGo and key airport partners. The trial simulated a complete aircraft turnaround on the airside, testing the end-to-end coordination of systems, processes and stakeholders."

The exercise included the use



and validation of critical infrastructure, such as visual docking guidance systems, passenger boarding bridges and ground power as well as integrated baggage handling and cargo processes, the airport authorities said.

"In-flight catering and other

ground handling activities were also tested, with refuelling scenarios evaluated as part of the operational preparedness framework. As a part of the trial, re-validation of the Instrument Landing System (ILS) and Required Navigation Performance (RNP) approach procedures was conducted," the release added. The turnaround trial forms part of a series of advanced ORAT exercises, which are designed to ensure seamless coordination across all operational interfaces ahead of the commencement of commercial operations, which is set for Monday.

Dubai passengers forced to travel by bus to Delhi

Thunderstorms on Tuesday night forced diversion of 15 incoming flights, including SpiceJet's Dubai-Delhi flight SG 5106 carrying 63 passengers, to Jaipur. The airline later used a bus to help passengers complete their journey after the cockpit crew exceeded permissible flight duty hours and could not legally operate the flight further.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

11 JUNE 2026

हिंडन एयरपोर्ट पर जल्द शुरू होगा उड़ान यात्री कैफे



■ NBT रिपोर्ट, टीएचए : हिंडन एयरपोर्ट टर्मिनल के विस्तार के लिए निर्माण पिछले दो महीने से भी लंबे समय से चल रहा है। टर्मिनल के विस्तार का काम अक्टूबर में पूरा हो जाएगा। इसके बाद हिंडन एयरपोर्ट पर भी कम दाम में पानी की बोतल और चाय-समोसे का लुफ्त भी पैसंजर्स उठा सकेंगे। हिंडन एयरपोर्ट अथॉरिटी के अधिकारियों का कहना है कि हिंडन एयरपोर्ट पर भी देश के अन्य एयरपोर्ट की तरह ही उड़ान यात्री कैफे शुरू किया जाएगा। जहां मात्र 10 रुपये में पानी की बोतल और 20 रुपये में चाय-समोसे मिल सकेंगे। फिलहाल जगह की कमी के कारण इस कैफे को हिंडन एयरपोर्ट पर नहीं खोला जा पा रहा है।

बता दें कि देश में करीब 24 एयरपोर्ट हैं जहां पर उड़ान यात्री कैफे सुविधा संचालित है। इसके अलावा यहां पर जल्द ही आर्ट गैलरी की झलक भी पैसंजर्स को देखने को मिलेगी। इसको

नोएडा एयरपोर्ट: 1 जुलाई से 17 शहरों के लिए फ्लाइट



■ NBT रिपोर्ट, ग्रेटर नोएडा

नोएडा इंटरनैशनल एयरपोर्ट से 15 जून से उड़ानें शुरू हो जाएंगी। पहले दिन सबसे पहले इंडिगो की फ्लाइट लखनऊ से आएगी। यही फ्लाइट बेंगलुरु के लिए उड़ान भरेगी। यही, पहली जुलाई से यहां शहर और फ्लाइटों की संख्या बढ़ जाएगी। 30 जून तक पांच और पहली जुलाई से 17 शहरों के लिए फ्लाइट मिलेंगी। उधर, अक्सर एयर भी 16 जून से बेंगलुरु और नवी मुंबई के लिए रोज सीधी उड़ानें संचालित करेगी। कंपनी की ओर से इन फ्लाइट्स की टिकट बुकिंग शुरू हो गई है।

इंडिगो ने फ्लाइट शेड्यूल जारी करके टिकट बुकिंग शुरू कर चुकी है। नोएडा एयरपोर्ट के लिए इंडिगो की पहली फ्लाइट लखनऊ से सुबह 7 बजकर 5 मिनट पर उड़ान भरेगी। यह फ्लाइट 8 बजकर 5 मिनट पर नोएडा एयरपोर्ट में लैंड करेगी। यही फ्लाइट बेंगलुरु के लिए 8 बजकर 35 मिनट पर टेकऑफ़ भरेगी। इंडिगो शेड्यूल के मुताबिक, पहले दिन नोएडा एयरपोर्ट से 8 फ्लाइट लैंड और टेकऑफ़ करेगी। 16 जून से यह संख्या 12 हो जाएगी। 1 जुलाई से फ्लाइट की लैंडिंग और टेकऑफ़ की संख्या 30 को पार कर जाएगी।

कल से शहर में दौड़ सकती है इलेक्ट्रिक बसें

■ NBT रिपोर्ट, ग्रेटर नोएडा : नोएडा इंटरनैशनल एयरपोर्ट के संचालन से पहले सिटी बसें चलाने की कयायद तैयार हो गई है। मुख्यमंत्री 12 जून को लखनऊ से हरी झंडी दिखा सकते हैं। अथॉरिटी अपने-अपने एरिया में कार्यक्रम करने की तैयारी में है। यमुना अथॉरिटी सेक्टर-28 में यह कार्यक्रम करेगी।

ये बसें गौतमबुद्ध नगर एरिया में ही चलेंगी। पहले मुख्यमंत्री का नोएडा आने का कार्यक्रम बन रहा था, लेकिन अब इसमें बदलाव किया जा रहा है। यमुना अथॉरिटी सेक्टर-28 में मेडिकल डिवाइस पार्क के पास यह कार्यक्रम करेगी। इसमें जन प्रतिनिधि भी शामिल होंगे। इसके साथ ही यमुना अथॉरिटी ने बस रूट तैयार कर लिए हैं। बसों के चार्जिंग के लिए यमुना एक्सप्रेसवे के पेट्रोल पंपों पर पॉइंट बने हुए हैं। यहां पर वाहन चार्ज हो सकते हैं। इसके अलावा नोएडा एयरपोर्ट परिसर के ट्रांसपोर्ट स्टेशन में 20 चार्जिंग स्टेशन हैं।

Corporate Communications Directorate

THE PIONEER

DELHI

11 JUNE 2026

Noida Airport conducts full-scale turnaround trial with IndiGo

PIONEER NEWS SERVICE

■ Noida

Noida International Airport on Wednesday said it has successfully conducted a full-scale aircraft turnaround trial as part of its operational readiness, activation and transition (ORAT) programme ahead of the commencement of commercial operations.

According to a statement issued by the airport, the trial was conducted on June 9 in collaboration with IndiGo and key airport partners to simulate a complete aircraft turnaround process on the airside.

The greenfield airport is set to commence commercial operations with domestic flights from June 15.

The exercise tested coordination between various systems, processes and stakeholders, including critical airport infrastructure, such as visual docking guidance systems (VDGS), passenger boarding bridges and ground power systems.



VDGS is an automated airport display system to guide pilots to safely and precisely park their aircraft at the terminal gate.

The trial also covered integrated baggage handling, cargo operations, in-flight catering and other ground handling activities, while refuelling scenarios were evaluated as part of operational preparedness, the statement said. Re-validation of the

Instrument Landing System (ILS) and Required Navigation Performance (RNP) approach procedures was also carried out during the exercise, it added.

The airport said the turnaround trial was part of a series of advanced ORAT exercises aimed at ensuring seamless coordination across operational interfaces before the start of commercial operations.

As flights begin at Noida airport on June 15, cabs only way to get there

Shafaque Alam
@timesofindia.com

Noida: The only way to get to Noida International Airport will be by cab or private car when commercial flights begin on June 15. With metro links missing and the city's proposed electric bus service yet to become operational, connectivity to the airport will be fully dependent on the aggregator fleet.

The airport is over 65km from the populated parts of Noida and east Delhi, which will be its prime catchment areas in NCR. App fares checked on Wednesday ranged between Rs 800 and Rs 1,400.

Noida International Airport Limited (NIAL) said it is stepping up coordination with cab aggregators to ensure seamless transport connectivity when commercial operations begin. Dedicated pick-up and drop-off stands for cabs and bike taxis have been developed at the airport, although app-based cabs have not yet been deployed.

NIAL nodal officer Shalendra Bhatia told TOI that cab services will be available from the first day of operations. "Noida International Airport will offer passengers a wide range of mobility options, including airport taxis, cab aggregators, and electric air-conditioned buses, with ample parking facilities to ensure a smooth travel experience. We are coordinating with different stakeholders and these facilities will be available from June 15," he said.

NIAL has tie-ups with Mahindra Mobility, Uber, Ola, and Rapido for app-based bookings from the launch day. Uber confirmed it will be live from day one, with dedicated pick-up and drop-off zones and a range of ride options, including Uber Go, Premier, and Uber XL, as well as hourly and outstation bookings.

Rapido said rides will initially be serviced by drivers already operating in Noida and surrounding areas. "As de-

HOW FAR IS NOIDA AIRPORT FROM YOUR HOME

Destination	Distance by Road	Travel time*
Pari Chowk	42 km	30-40 min
Botanical Garden	65 km	55-70 min
Noida City Centre	64 km	60-75 min
Film City	65 km	65-80 min
Indirapuram	71 km	80-95 min
Crossings Republik	67 km	85-100 min
Faridabad	58 km	75-90 min
South Extension	78 km	90-110 min
Mayur Vihar	70 km	90 min

*Travel time can vary significantly during peak office hours, especially for destinations in Ghaziabad and South Delhi



mand grows, we will assess the need for a dedicated fleet. Fare structures will remain consistent with those at other airports," a spokesperson said.

Mahindra Logistics Mobility did not respond to calls, but is likely to roll out kerbside electric taxi services.

Besides app-based cab aggregators, Noida taxi drivers also told TOI that they would provide services to the airport from key areas of the city. Shivpoojan Yadav, who operates near Botanical Garden metro station, said the fare from Botanical Garden to the airport currently ranges between Rs 500 and Rs 700. "Since flights haven't started, we barely get bookings for Jewar. Not many drivers take the trip because find-

ing a return passenger is difficult. Once the flights start, the situation will improve and things should fall into place," he said.

Another driver, Raman, said he would prefer the Noida airport run to IGI airport. The distance from Botanical Garden to Noida airport is 65 km against 30km to IGI, but the journey times are comparable. "We can reach Noida airport in about an hour and a half via the Noida and Yamuna expressways. Covering 30 km to IGI often takes the same time or more because of the jams on the way," he said.

Noida Authority and UPSRTC are also to roll out a fleet of 100 air-conditioned electric buses to improve city-wide connectivity, with

the airport corridor among its priority routes. On Wednesday, around 30 new buses arrived at the Sector 90 depot. Officials said the buses will begin serving the airport route within the week.

Noida Authority CEO Krishna Karunesh said charging infrastructure at the depot is being set up in parallel. "Routes and fares have already been finalised. We expect bus services to become operational a few days before the airport starts commercial flight operations," he said.

For the first phase of operations, however, the burden of last-mile connectivity will fall squarely on the cab aggregator ecosystem and on the roughly 20,000 registered cab drivers across Noida.



Corporate Communications Directorate

BUSINESS LINE

DELHI

10 JUNE 2026

SpiceJet delays pilots' pay amid fund crunch

Reuters

SpiceJet has delayed salary payments to many of its pilots since March, internal messages seen by *Reuters* show, as the cash-strapped carrier said it is seeking an emergency loan under a government-backed credit scheme to help stabilise operations.

SpiceJet was India's second-largest domestic carrier by market share in 2019, carrying roughly 15 per cent of passengers, but that has since fallen to a fourth-place

share of 3.4 per cent. Its long-standing financial troubles have been worsened by the West Asia conflict, which has pushed up fuel prices and restricted airspace access, pressures that have also hit larger rivals IndiGo and Air India. SpiceJet had 375 pilots as of March and has had salary payments pending for several months, according to two pilots and a *Reuters* review of chats from a WhatsApp group with more than 180 members, including pilots who fly Boeing aircraft and at least one senior airline official.

In one message, SpiceJet's Senior Vice President of Flight Operations, Virendra Malhotra, wrote on May 26 that he was aware "that all of you are going through a difficult phase owing to the delay in salary disbursement" and said the balance of February salaries would be released shortly. "These are testing times, no doubt, but they are temporary."

In response, one pilot said the message was "reassuring", but asked if there was any timeline for release of March, April and May salaries.

Asked for comment, Malhotra told *Reuters* in a WhatsApp message, "I categorically deny having issued any such communication."

PAYMENT DELAYS

In a statement to *Reuters*, SpiceJet acknowledged there had been payment delays. "Employee payments continue to be disbursed in a phased manner, consistent with the process followed over the past several months, and a majority of employees have already been paid for March," the airline said.

The WhatsApp messages reviewed by *Reuters* show the impact on pilots' daily lives, at a time when concerns are mounting globally around pilot fatigue and mental health. "Managing day to day expenses has become really really challenging and have reached a stage where we are having to seek assistance from others to manage essential financial commitments," the pilot wrote in a message.

India's aviation regulator did not respond to *Reuters* queries on SpiceJet's salary issues.



Corporate Communications Directorate

BUSINESS LINE

DELHI

10 JUNE 2026

No plans to take up another full-time executive role: Air India CEO Wilson

Press Trust of India
Rio de Janeiro

Air India's foundations have been rebuilt over the last four years, but non-delivery of aircraft on schedule significantly impacted growth and fleet modernisation, according to the airline's outgoing CEO Campbell Wilson.

In an interview with PTI, Wilson, who is set to step down as the CEO and MD of Air India later this year, said he has no plans to take up another full-time executive position.

The loss-making airline, is in the midst of an ambitious transformation plan but has been facing multiple headwinds.

Describing the journey at Air India as fantastic and incredible, Wilson mentioned various efforts, including the cultural transformation, merger of four airlines, rebranding and upgrading the product, which is well underway.



Outgoing Air India CEO
Campbell Wilson

On April 7, Air India announced the resignation of Wilson as CEO and MD. A New Zealander, he was appointed to the role in May 2022.

FUTURE PLANS

On his future plans, Wilson said he was not going to do another airline executive role.

"I'm going to step back from full-time executive work, and (look at) advisory board (role), adjunct lecturing that sort of thing," he said, adding that he is willing to mentor younger people.

Wilson will remain in the current role until his successor is announced and in

place. "I think I have learned a lot over my 30 years in aviation in different countries, different companies," he added.

The next challenge for Air India would be expansion, as the next phase would see deliveries of the bulk of the 670 aircraft, Wilson said.

When asked whether there were any regrets, he asserted that it was a shame that the aircraft that Air India had ordered were not delivered on schedule.

The second big regret, Wilson said, was the supply chain constraints on seats, particularly first and business class seats, which have delayed the airline's retrofit of existing wide-body aircraft by about two years.

Currently, Air India has 184 planes, including 34 Boeing 787s or Dreamliners and 6 A350s. There are also 19 Boeing 777-300 ERs.

Two new Boeing 787-9s have joined the fleet, and the retrofit of Boeing 777-300 ERs is expected to start in mid-2027.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

11 JUNE 2026

A year of A-I crash: Families seek permission to hold candlelight vigil at disaster site

DEEPAK PATEL
New Delhi, 10 June

Families of Air India (A-I) crash victims have asked the Aircraft Accident Investigation Bureau (AAIB) for permission to hold a candlelight vigil at the AI171 crash site in Ahmedabad on Friday evening to mark the first anniversary of the disaster, *Business Standard* has learnt.

"We have been emailing and visiting different government offices in Ahmedabad for permission. Today, the officer in charge of Meghani Nagar police station informed us that the area is under the AAIB, and per-

mission should be sought from your (AAIB's) office," stated Bhavesh Hirpara, who lost his parents in the plane crash, as a representative of the "family members of the victims".

Hirpara sent this email earlier this week to the AAIB. The Ministry of Civil Aviation (MoCA) did not immediately respond to *Business Standard's* request for comment.

Air India's AI171 flight — which was heading to London on June 12 last year — crashed shortly after take-off from Ahmedabad airport, killing 241 people on board and 19 on the ground, with only one survivor.

Hirpara wrote to AAIB: "We kindly request your permission to visit the AI171 crash site in Meghani Nagar, Ahmedabad, on June 12, 2026, from 5.15 pm to 6 pm, to pay tribute to our loved ones."

He said that around 150 family members and relatives were expected to attend.

"We only wish to stand outside the crash site, observe silence, light candles, and pray for our loved ones. We do not wish to enter the crash site."

Hirpara said it would be a "peaceful and respectful" tribute and that the victims' families would fully follow all

instructions issued by the AAIB, the police department, and other authorities.

"We kindly request you to grant us permission. If this matter is under any other authority, please guide us to the correct person or office," he added.

The preliminary report on the crash was released by the AAIB on July 12 last year. The report stated that both engine fuel control switches on the Boeing 787-8 aircraft "transitioned" from the "run" position to "cut off" just three seconds after take-off, leading to a sudden dual-engine power loss.

DECCAN HERALD

BANGALORE

10 JUNE 2026

ATF prices rise 10% as oil firms roll out fixed pricing

Non-participating
airlines could
face higher costs
during spikes

NEW DELHI, PTI

Aviation Turbine Fuel (ATF) prices were raised by around 10% on Tuesday, as state-owned fuel retailers rolled out a price stabilisation regime, offering domestic airlines a fixed fuel rate for up to three years, in a move aimed at shielding carriers and passengers from sharp swings in global oil prices.

Jet fuel for domestic airlines will now cost Rs 115 per litre, up from Rs 104.927, sources said. The new rate will be locked in for up to three years for airlines that opt to participate in the government-backed price stabilisation scheme.

Airlines that do not opt for the scheme will pay market-linked prices, currently around Rs 142 per litre, similar to international carriers.

Those opting into the price stabilisation scheme will continue to receive ATF at Rs 115 per litre, insulated from global benchmark fluctuations. While non-participating carriers will benefit from price declines, they will also face higher costs when interna-

tional rates rise.

Sources said the scheme is completely voluntary, and airlines will have to take a call if they want to participate in it.

Under the voluntary scheme, participating airlines will pay a fixed free-on-board (FOB) benchmark price of Rs 86.32 per litre, plus airport charges, oil company margins and applicable taxes, resulting in an effective selling price of Rs 115 per litre in Delhi, Rs 114.5 in Mumbai and Rs 139 in Chennai.

The new rate compares with a below-market level of about Rs 105 per litre in Delhi, which had remained unchanged for more than two months after the government allowed only a partial pass-through of higher global fuel costs triggered by the outbreak of the West Asia conflict in late February. The freeze had led to losses for OMCs on ATF, similar to pressures seen in petrol, diesel and LPG segments.

To address these losses, the Union Cabinet approved a Rs 10,000-crore price stabilisation scheme aimed at capping ATF prices and shielding airlines from volatility linked to geopolitical tensions, while also supporting the financial health of state-owned oil companies. Under the scheme, whenever global benchmark prices rise above the base rate of Rs 86.32, the government will provide an interest-free advance to OMCs to cover the difference.

FUEL RESET

Jet fuel price raised to
Rs 115/litre
from **Rs 104.93/litre** for domestic airlines

Airlines opting out will pay market-linked rates, currently around

Rs 142/litre

New rate is fixed for up to 3 years under the government-backed stabilisation scheme





Corporate Communications Directorate

DAINIK JAGRAN

DELHI

11 JUNE 2026

विमान से आपात स्थिति में उतरें तो केबिन से बैग न ले जाएं: आइएटीए

रियो डी ज़िनेरियो • प्रेटर: विमानन कंपनियों के संगठन इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आइएटीए) ने यात्रियों को जागरूक करने के लिए एक अभियान शुरू करते हुए उन्हें विमानों से आपातस्थिति में उतरते समय केबिन बैग साथ न ले जाने की सलाह दी है। यह अभियान 'यूरोपियन यूनियन सॉफ्टी एजेंसी' (ईएएसए) और 'फेडरल एविएशन एडमिनिस्ट्रेशन' (एफएए) के सहयोग से शुरू किया गया है।

दरअसल हाल के वर्षों में ऐसे मामलों में वृद्धि देखी गई है, जब यात्री विमान से उतरते समय अपना सामान लेने या तस्वीरें खींचने के लिए रुक जाते हैं। आइएटीए का कहना है कि उतरते समय सामान



ले जाने से यात्रियों की आवाजाही धीमी हो सकती है। गलियारे और निकास द्वार अवरुद्ध हो सकते हैं। लोगों के हाथ ध्वस्त होने से अन्य यात्रियों को चोट लगने का खतरा बढ़ जाता है।

आइएटीए के वरिष्ठ उपाध्यक्ष (संचालन, सुरक्षा और संरक्षा) निक कैरीन ने कहा कि यदि एक-दो यात्री भी अपना सामान इकट्ठा करने में महज कुछ अतिरिक्त सेकेंड लगाते हैं, तो इससे कई लोगों की जान खतरे में पड़ सकती है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

11 JUNE 2026

मुआवजे पर पूर्व सीएम रूपाणी के परिवार के बयान विरोधाभासी

अहमदाबाद विमान हादसा

राज्य द्युरो, जागरण • अहमदाबाद : गत वर्ष अहमदाबाद में हुए बोइंग ड्रीमलाइनर विमान हादसे में मारे गए पूर्व मुख्यमंत्री विजय रूपाणी की पुत्री राधिका मिश्रा ने जहां एयर इंडिया पर मुआवजे के पेपर पर हस्ताक्षर के लिए दबाव डालने का आरोप लगाया और कहा कि वे अधिक मुआवजे के हकदार हैं, वहीं उनके पुत्र ऋषभ रूपाणी ने गांधीनगर में कहा कि उन्हें सरकार व जांच एजेंसी पर पूरा भरोसा है। साथ ही उन्होंने रिपोर्ट के सार्वजनिक होने तक किसी भी तरह की टिप्पणी से इनकार किया है।

लंदन में रह रही पूर्व सीएम रूपाणी की पुत्री राधिका मिश्रा ने एक बयान में कहा कि एअर इंडिया

विमान हादसे में कई जान बचाने वाले संघू को है मलाल...

अहमदाबाद, प्रेस : अहमदाबाद में एयर इंडिया के विमान हादसे का एक वर्ष पूरा हो गया है। इस हादसे के बाद दुर्घटनास्थल पर पहुंचने वाले चंद लोगों में सतिंदर सिंह संघू भी शामिल थे। उन्हें आज भी इस बात का मलाल है कि वह ज्यादा लोगों की जान नहीं बचा सके। कहते हैं कि वह ज्यादा लोगों की

पीड़ित परिवारों पर मुआवजे के अंतिम समझौता पत्रों पर हस्ताक्षर के लिए दबाव डाल रही है। राधिका ने टाटा समूह और एअर इंडिया को पत्र भेजकर कहा है कि उनका परिवार अधिकतम मुआवजे का हकदार है। फेडरेशन आफ इंडियन

जान बचा पाते तो उन्हें सुकून होता। 12 जून, 2025 को एआइ-171 विमान लंदन के लिए उड़ान भरने के कुछ सेकेंड बाद ही दुर्घटनाग्रस्त हो गया था। हादसे में विमान में सवार 241 लोग व जमीन पर मौजूद 19 लोग मारे गए थे। 108 इमर्जेंसी सर्विस के सुपरवाइजर संघू को इसी बात का मलाल है कि वह

पायलट्स के अध्यक्ष केपीएस रंधावा भी हादसे के संबंध में गुरुवार को अहमदाबाद में मीडिया से बात करेंगे। उनका मानना है कि विमान हादसे की रिपोर्ट जल्दबाजी में सार्वजनिक करना उचित नहीं होगा, तथ्यों की बारीकी से जांच के

कुछ लोगों को जिंदा क्यों नहीं बचा पाए। उनके सामने ही चमत्कार हुआ कि विश्वास कुमार रमेश मलबे के बीच से जिंदा निकले। हादसे में बचे वह अकेले विमान यात्री थे। वह अपने पैरों से चलते हुए आगे बढ़े और एंबुलेंस में बैठे। इसी सबके बीच संघू ने सुबह साढ़े चार बजे तक लगातार काम किया।

बाद ही रिपोर्ट जारी हो। हालांकि, एअर इंडिया ने राधिका के बयान का खंडन करते हुए कहा है कि किसी भी पीड़ित परिवार या व्यक्ति पर उनकी ओर से तय सीमा में मुआवजा स्वीकार करने का कोई दबाव नहीं है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

11 JUNE 2026

पायलट के 15 साल पहले रद लाइसेंस को हाई कोर्ट ने बहाल किया

मुंबई प्रेस: बांबे हाई कोर्ट ने 61 साल के एक पायलट को रहत देते हुए डीजीसीए के 2011 के उस आदेश को रद कर दिया है, जिसमें उनका लाइसेंस सस्पेंड कर दिया गया था। कोर्ट ने कहा, यह आदेश गैर-कानूनी था, क्योंकि पायलट को अपनी बात रखने का मौका न देकर प्राकृतिक न्याय के सिद्धांतों का उल्लंघन किया गया था। डीजीसीए ने 12 मार्च 2011 को जितेंद्र कृष्ण वर्मा का एयरलाइन ट्रांसपोर्ट पायलट लाइसेंस सस्पेंड कर दिया था, जो पायलट लाइसेंस का सबसे ऊंचा स्तर माना जाता है। यह कार्रवाई तब की गई थी, जब दिल्ली में उनके खिलाफ कथित तौर पर जाली दस्तावेज से लाइसेंस हासिल करने के आरोप में एफआइआर दर्ज की गई थी। वर्मा ने इस फैसले को हाई कोर्ट में चुनौती दी थी।

Subject Expert Exits A'bad Crash Probe Over Differences

An official says subject matter experts are not required to be part of the entire probe process

Arindam Majumder

New Delhi: A pilot who had been roped in as a consultant to assist the investigation into the Ahmedabad aircraft crash has stepped away from the inquiry following disagreements over the probe process, people close to him told **ET**.

R S Sandhu, a veteran pilot brought in as a subject matter expert by the investigating panel, is no longer part of the team after recusing himself over differences, they said.

While he has not submitted a resignation letter, they said Sandhu has not attended any meetings since January and does not intend to participate in future proceedings.

The Press Information Bureau (PIB) and GVG Yugandhar, director general of the Aircraft Accident Investigation Bureau (AAIB)—which is leading the probe into the Boeing 787 crash on June 12 last year that killed 260 people—did not respond to queries on the matter despite repeated reminders.

Sandhu declined to comment.

A senior government official, however, disputed the suggestion, saying subject matter experts are not required to be part of the entire probe process and are called in as and when required. "When the investigator-in-charge feels it necessary, he will seek inputs from the expert. Sandhu's inputs were recorded," he said.

Subject matter experts are not part of the main panel but provide inputs in their areas of expertise. As part of the inquiry process, the AAIB had roped in experienced pilots, engineers, aviation medicine specialists, psychologists and flight recorder specialists.

Sandhu was brought in to consult the flight operations group be-



TOI/FILE PHOTO

cause of his experience operating the Boeing 787. The flight operations group is responsible for collecting facts and examining the actions of the pilots.

The alleged differences underscore the complexity of the investigation into one of the deadliest aviation crashes. While a preliminary report published last year did not explicitly say so, it indicated the crash may have been the result of human action.

It said that seconds after take-off, the fuel control switches on both engines briefly moved from 'run' to 'cut off', severing fuel supply and causing a loss of power.

These switches control fuel flow to the engines. On modern aircraft such as the Boeing 787, they are fitted with safeguards, including a metal lock and a surrounding guard, to prevent accidental shut-off.

However, the findings have drawn severe criticism from unions and advocacy groups representing pilots in India. The Federation of Indian Pilots, which counts 5,000 pilots among its members, and the father of the crashed flight's captain have petitioned the Supreme Court for a court-led investigation. Sandhu, incidentally, has been closely associated with pilot unions during his time at Air India.

The AAIB is unlikely to publish a final report within a year of the accident but will release an interim report on June 12.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

10 JUNE 2026

AI passenger breaks window of aircraft

FPJ News Service

NEW DELHI

An Air India passenger who broke the inner pane of a window on flight AI879 from Chandigarh to Delhi on June 7 has been referred to the airline's internal committee for possible classification as an unruly passenger and inclusion on the no-fly list.

The passenger broke the inner glass pane of a window as the aircraft was preparing to land despite being given several warnings by the crew, one of the officials said.

"The ground staff was informed and he was handed over to airport staff and security personnel after the flight landed in Delhi," another official added.



Corporate Communications Directorate

HINDUSTAN

DELHI

11 JUNE 2026

रूपाणी की बेटी के दावों में दम नहीं: एयर इंडिया

नई दिल्ली, एजेंसी। एयर इंडिया के विमान एआई-171 क्रैश की बरसी से दो दिन पहले नया विवाद सामने आया है।

गुजरात के पूर्व मुख्यमंत्री विजय रूपाणी की बेटी राधिका ने आरोप लगाया कि पीड़ितों पर अंतिम रिपोर्ट आने से पहले मुआवजा लेने के लिए दबाव डाला जा रहा है। बुधवार को विमानन कंपनी ने आरोपों को खारिज कर दिया।

एयर इंडिया ने अपने बयान में कहा कि किसी भी परिवार या व्यक्ति पर हमारे प्रस्ताव को एक निर्धारित समय सीमा के भीतर स्वीकार करने के लिए दबाव नहीं है। हमने अंतिम

- मुआवजा लेने को दबाव डालने का आरोप
- आरोपों को विमानन कंपनी ने खारिज किया

मुआवजे के अपने प्रस्ताव में स्वीकृति के लिए कोई समयसीमा निर्धारित नहीं की।

क्या था मामला : लंदन में रहने वाली राधिका ने टाटा संस और एअर इंडिया प्रबंधन से पारदर्शिता और जवाबदेही की मांग की है। उन्होंने अपने पत्र में कहा कि हादसे की आधिकारिक जांच अभी पूरी नहीं हुई है, फिर भी हस्ताक्षर करने को कहा जा रहा है।



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

10 JUNE 2026

ATF costs rise 10% on fixed pricing

Press Trust of India

feedback@livemint.com

NEW DELHI: Aviation turbine fuel (ATF) prices were raised by around 10% on Tuesday as state-owned fuel retailers rolled out a price stabilisation regime, offering domestic airlines a fixed fuel rate for up to three years in a move aimed at shielding carriers and passengers from sharp swings in global oil prices.

Jet fuel for domestic airlines will now cost ₹115 per litre, up from ₹104.927, industry sour-

ces said.

The new rate will be locked in for up to three years for airlines that opt to participate in the government-backed price stabilisation scheme.

Airlines that do not opt for the scheme will pay market-linked prices, currently around ₹142 per litre, similar to international carriers.

Those opting into the price stabilisation scheme will continue to receive ATF at ₹115 per litre, insulated from global benchmark fluctuations. While non-participating carriers will

benefit from price declines, they will also face higher costs when international rates rise.

Sources said the scheme is completely voluntary, and airlines will have to take a call if they want to participate in it.

Under the voluntary scheme, participating airlines will pay a fixed free-on-board (FOB) benchmark price of ₹86.32 per litre, plus airport charges, oil company margins and applicable taxes, resulting in an effective selling price of ₹115 per litre in Delhi, ₹114.5 in Mumbai and ₹139 in Chennai.

The forgotten copilot of Air India flight 171

A year since the tragic crash of Air India flight AI 171 that cost 260 lives on June 12, 2025, the Ministry of Civil Aviation (MoCA), Government of India, and its Air Accident Investigation Bureau, have strayed from their promised “transparent and factual” path. The only piece of information that is available to us is the Preliminary Report that was published in July 2025. The cryptic report has hidden pointers that are worth highlighting, in the absence of any final report.

The flood of false narratives spread by some sections of mainstream media and social media compel this writer to highlight issues. The usual tendency of the MoCA and the Directorate General of Civil Aviation (DGCA) to conceal the truth and place the blame on the pilot has, in this case, taken a different turn. Instead, there is a defence of the captain and playing possum in the face of claims by some pilots’ associations and “aviation illiterates” – as a former National Transportation Safety Board (NTSB) investigator has described them in a YouTube video – that the crash resulted from failures on the part of the airline and the aircraft manufacturer.

Media narratives versus facts

The first clear indication appears on pages 12-13 of the preliminary report which says: “The forward EAFR [Enhanced Airborne Flight Recorder] was located on 16 June 2025 from the wreckage debris beside the Building F.” The forward EAFR records both the digital flight data and voice data from cockpit area mike. It is therefore evident that the AAIB has listened to the cockpit voice recorder (CVR) recording and alerted the MoCA, which in turn informed the Ministry of Home Affairs (MHA). On the same day, June 16, citing intelligence inputs and a perceived threat, the MHA reportedly ordered X-category commando protection for the head of the AAIB. He continues to enjoy this protection at taxpayers’ expense, even as the travelling public and the families of the crash victims remain in the dark.

Certain narratives in the media and social media have been on the report of the fuel control switches (FCS) having transitioned from run to cutoff and then cut-off to run after several seconds delay.

The use of the word “transitioning” in the report is being bandied about as evidence of



Captain A. (Mohan) Ranganathan

Former airline instructor pilot, aviation safety adviser and also a former member of the Civil Aviation Safety Advisory Council (CASAC), India

One year on, the AI 171 investigation demands answers, accountability, and closure

American influence on the report. What is being forgotten is the fact that the FCS is a spring loaded switch that has to be lifted off the run slot, moved over the gate and dropped into the cut-off slot.

The same action is required for moving the switch from cutoff to run. These switches cannot be moved by a software error or a power failure. The only CVR statement in the report mentions this: “one of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so.” The rest of the CVR recordings were apparently shared with the MoCA and the MHA for the threat perception.

The Government of India knew the facts on June 16, 2025 and is still dragging its feet to provide closure to the affected families who are experiencing mental agony.

A red herring

The latest angle that is occupying centre stage is the Ram Air Turbine (RAT). Calculations about when the RAT deployed in flight and how this was due to a major wiring fault are being used by interested parties to digress from the key issue of who moved the FCS to cut off the engines. Page 14 of the report says that the “RAT hydraulic pump began supplying hydraulic pressure at about 08:08:47 UTC”, which is a clear indication the RAT was deployed five seconds earlier, around 08:08:42 UTC.

The report mentions that once the aircraft achieved the maximum recorded airspeed of 180 knots at about 08:08:42 UTC, immediately thereafter, the Engine 1 and Engine 2 FCS moved from run to cutoff position one after another with a time gap of one second.

When both engines were cut off, two things would have happened immediately. The entire instrument panel in front of the copilot would have gone blank and the power supply to the rear EAFR shut. The rear EAFR becomes a lame duck and whatever data the investigators retrieve will only be what is recorded prior to that time. The actual backup of critical data would have been lost had the forward EAFR data not been recovered.

The Boeing 787 Manual lists four conditions that result in the automatic deployment of RAT to provide backup. It also mentions that the RAT can be deployed manually by pressing the RAM Air Turbine switch on the hydraulic panel. This will

be recorded both on the EAFR as well as the sound recorded on the CVR. The clear reason why RAT deployed before the engines were cut off will be evident on both the EAFR and CVR recordings.

Under normal circumstances, when a major emergency takes place on take-off, the Captain must take over the controls and the copilot reverts to pilot monitoring duty even if he was the Pilot flying. The CVR will clearly indicate if that action took place. The EAFR apparently records the flight controls of the copilot side moving during the entire event. In the case of flight AI-171, the delay in moving the FCS for the no. 1 and no. 2 engines, at 08:08:52 and 08:08:56, respectively, can be explained by the circumstances confronting the poor co-pilot: a blank screen, no guidance, both engines without power, and the task of controlling the aircraft with his right hand while attempting to restart the engines with his left hand.

For his low experience on the aircraft type and performing a manoeuvre which is never given for copilots during training, First Officer Clive Kunder did a remarkable job in steering the crippled aircraft away from crowded areas where more lives would have been lost on ground.

Closure requires the truth

There were two pilots on board. The FCS were deliberately moved to cut off the engines. Only one of them could have done it and not a software error or a power system error. If the AAIB could have deciphered the CVR data to alert the MoCA and the MHA as early as June 16, 2025, fishing for excuses to deviate from the facts will only damage the credibility of the Indian aviation system.

The United States NTSB and the Air Accidents Investigation Branch of the United Kingdom have far more experience in deciphering the EAFR/Digital Flight Data Recorder and CVR data than the Indian AAIB or the DGCA. One hopes that the authorities in India do not drag their feet and face the humiliation of the NTSB releasing its own findings, as it did in the SilkAir (1997) and China Eastern (2022) fatal crashes, which ultimately established “Deliberate Human Intervention”.

The families of First Officer Kunder and all those who perished in the crash on June 12, 2025, deserve closure to their mental agony.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

11 JUNE 2026

ALLEGATION OF Rs 3 CRORE BRIBERY DEMAND

Delhi Police inspector held, officer posted with DGCA under CBI lens

Mahender Singh Manral
New Delhi, June 10

THE CENTRAL Bureau of Investigation (CBI) has arrested a Delhi Police inspector for allegedly accepting a bribe of Rs 1 crore from the prime accused in the Rs 5,000-crore counterfeit medicine racket in Puducherry on the promise of securing relief in the cases filed by the agency.

The Central agency is now probing the role of "an IPS officer serving in a post of Regional Director with the Directorate General of Civil Aviation, who allegedly told N Raja alias Valliappan alias Rajasekhar — the main accused in the counterfeit medicine racket case — that he could arrange relief in the CBI cases through his connections within the agency and demanded Rs 3 crore from him.

"We have identified him and after informing his department,

are likely to summon him in the coming days to join the investigation," a source said.

On June 8, the CBI had registered an FIR against Raja, Pradeep Kumar Singh, an inspector with the Delhi Police Crime Branch's Southern Range and Rajkumar alias Madhanraj, who is alleged to have acted as an intermediary. The FIR also names unknown public servants and private individuals.

"Raja had arranged a payment of Rs 1 crore through hawala transaction. Pradeep Kumar Singh received the payment through hawala operator and gave it to one Prabhat, who was known to an IPS officer. Singh kept the remaining Rs 25 lakh in his house. The CBI had arrested Singh and Rajkumar with the balance amount of Rs 24.70 lakh," the agency said.

The amount was the first instalment of a larger payoff, according to CBI.

Police sources said the IPS officer is likely to be summoned in the coming days to join the investigation

The source said that according to the FIR, Singh, in criminal conspiracy with the other accused, had been indulging in corrupt activities by facilitating the payment of illegal gratification to secure undue relief in the CBI cases. He also claimed he had influence over investigating officers and other public servants connected with the probe.

The counterfeit and spurious medicines manufacturing operation was uncovered following raids by the police and the CB-CID in Puducherry last year, during which massive stocks of fake drugs and raw

materials were seized. Raja was arrested in December. The Puducherry Police later found the involvement of several politicians, and, given the gravity of the case, the investigation was transferred to CBI. The agency officially registered a fresh case against Raja in March this year.

"After the fresh registration of the FIR, Raja started looking for a source in the CBI and met Inspector Singh, who assured him that he could secure major relief in the CBI case through his contacts. He was told that his senior officer would help him and would charge a fee for doing so," an official said.

According to the FIR, Raja and Rajkumar met Singh at Aerocity near IGI Airport on May 14. "Singh allegedly escorted both of them to the office of an unidentified senior public servant located in the vicinity and introduced them to him. During the meeting, the senior

public servant allegedly assured Raja that favourable relief in the CBI cases could be secured through his connections within the agency," the FIR alleged.

It further alleged that on May 16, Raja told his wife that the public servant had agreed to help in the pending cases in return for Rs 3 crore and had sought an advance of Rs 1.5 crore. "Raja then allegedly began arranging the money through his contacts. Rajkumar later travelled to Vadodara and met Singh to work out the modalities for delivering the bribe money to public servants in Delhi. After the meeting, both allegedly travelled to Delhi together. Raja asked his wife to keep the funds ready, as the advance payment had to be delivered urgently, and contacted a hawala operator in Chennai to transfer Rs 1 crore to Delhi as part of the advance bribe payment," the FIR said.



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THE INDIAN EXPRESS

DELHI

11 JUNE 2026

No pressure on AI 171 victims' kin: Air India

Sukalp Sharma

New Delhi, June 10

AIR INDIA is not exerting any pressure or giving any deadline to the families of AI 171 crash victims to accept its final compensation offer and the families are "entirely free" to wait until the final investigation report is released before deciding on whether to accept the compensation, the Tata group airline is learnt to have written in its response to Radhika Mishra, the daughter of former Gujarat chief minister and one of the crash victims Vijay Rupani.

Mishra had written to Tata Sons and Air India Chairman N Chandrasekaran, objecting to the airline asking victims' kin to forgo their right to sue the

airline and other stakeholders if they wished to take the final compensation offer. In her email to Chandrasekaran, Mishra opposed the legal waiver requirement, saying that the investigation into the deadly aviation disaster in Ahmedabad was not yet complete, but the airline was asking families to permanently waive present and future claims even before all the facts were known, it is learnt. In its response, Air India said that the final compensation offers were made as there were a number of families that wanted to receive the compensation instead of waiting for the final investigation report, according to sources in the know.

FULL REPORT ON

WWW.INDIANEXPRESS.COM

Corporate Communications Directorate

MINT

DELHI

11 JUNE 2026

One year after crash, Air India fights to regain altitude

Dipak Banka

dipak.bank@livemint.com
MUMBAI

A year after the crash of Flight AI171, Air India is attempting to turn a defining crisis into a catalyst for change. It has tightened maintenance oversight, strengthened safety processes and brought in experienced aviation executives to improve engineering discipline, according to three people familiar with the airline's operations, including an Air India executive, a regulator and a third-party service provider.

Yet, despite heightened vigilance and closer scrutiny from regulators, industry

experts and customers, significant operational gaps remain, the people cited above said on the condition of anonymity because they are not authorized to speak to the media.

"Since the crash, maintenance has been under sharper focus, with heightened oversight and stricter monitoring by Singapore Airlines to ensure the highest safety standards," said one of the three people cited above, an industry executive whose company provides services to Air India.

After the crash, aircraft maintenance expert Jeremy Yew, who had been with Singapore Airlines, moved to Air India as senior vice-president,



Air India has tightened maintenance oversight, strengthened safety processes and brought in experienced executives. **REUTERS**

engineering, in November 2025. His responsibilities were expanded in April when he was named senior vice-president, engineering and

maintenance, according to his LinkedIn profile. Captain Basil Kwauk, Air India's chief operations officer, also joined from Singapore Airlines.

These are part of a broader effort to bring global best practices into the airline, an Air India executive said.

"Since Singapore Airlines (SIA) became a significant minority shareholder in Air India, we have been working closely with our partner Tata Sons to support Air India's transformation programme," a SIA spokesperson said, responding to *Mint*'s queries via email. SIA holds 25.1% stake in Air India.

"They are bringing in best practices and trying to instil engineering discipline in the company. But employees still have a long way to go," the executive said.

Immediately after the

crash, Air India grounded all its Boeing 787 Dreamliners for precautionary inspections, the executive said, reducing its international services. The crash also prompted a coordinated response across Tata Group companies last year. Led by chairman N. Chandrasekaran, Tata executives mobilized support for victims' families, children's education and affected small businesses.

Air India did not respond to *Mint*'s queries.

The absence of consistent operational discipline became evident in the months after the crash. Last year, the director-

Air India fights to regain altitude

FROM PAGE 1

ate general of civil aviation (DGCA) said it was investigating Air India after it operated an aircraft eight times without a valid airworthiness review certificate. In March, an Air India flight returned to Delhi after more than 7 hours in the air after finding the aircraft was not approved to operate at the destination airport in Canada.

"Incidents such as flying without an airworthiness permit or recurring technical defects show there was a need for stricter controls that may have been missing earlier. There is still room for improvement," the executive cited above said.

A former DGCA official said reports on maintenance and defect reporting rose after the crash. "There was a constant review of Air India's operations and safety measures for at least two to three months after the accident," the former official said. "Multiple instances of lapses were identified."

More than seven out of every 10 aircraft reviewed in the Air India Group fleet showed recurring technical

Slow and steady

Air India has tightened oversight and strengthened safety processes, but questions on operational gaps remain.

- 12 JUN 2025** Air India 787 Dreamliner London-bound flight crashes in Ahmedabad.
- 12 JUN 2025** Tata Sons pledges ₹1 crore to each victim's family.
- 14 JUN 2025** DGCA orders enhanced safety checks of all Air India Dreamliners.
- 14 JUN 2025** One blackbox recovered from a rooftop of the building at crash site.
- 16 JUN 2025** Another blackbox recovered from the debris.
- 12 JUL 2025** Preliminary report released by AAR.
- 13 JUL 2025** Final investigation report expected from AAR.

Source: PIB, Air India, newsroom

mint

PRATEEK KUMAR/MINT

defects, according to data tabled in the Lok Sabha in February. Since January 2025, inspections have found recurring issues in 137 of Air India's 166 aircraft and 54 of its 101 aircraft.

Repetitive or recurring defects were identified in 148 of 405 IndiGo planes since January 2025.

"We have, out of an abundance of caution, carried out checks across our fleet. Hence, numbers are higher," an Air India spokesperson told *Mint* earlier when

asked about the higher repeat defects.

According to the airline executive cited above, after the crash, Air India lost a meaningful portion of its corporate fliers,

among its most lucrative customers. To offset some of that impact, the carrier began aggressively promoting its premium economy offering from

December last year, the executive added.

Social media coverage of the crash amplified fears of flying. K. Dinesh, who runs Bengaluru-

ru-based flight anxiety treatment centre Cockpit Vista, said inquiries related to flight anxiety surged manifold after the accident, *Mint* reported last year.

To be sure, the crash prompted airlines across India—not just Air India—to tighten maintenance and safety oversight, even as the country awaits the final accident investigation report.

"An immediate and normal response to the crash was a tightening of aircraft maintenance and safety oversight across airlines," said Ashish Chhawchharia, partner and aviation industry leader at Grant Thornton Bharat.

"At present, the root cause of the accident remains unknown, and any long-term operational or regulatory changes will depend on the findings of the inquiry," he said.

As a safety-conscious airline, the Tata Group company is expected to place even greater emphasis on aircraft maintenance, compliance with procedures and addressing operational gaps, Chhawchharia said.

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

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Corporate Communications Directorate

THE MORNING STANDARD

DELHI

11 JUNE 2026

DGCA, Scandinavian Airlines spar over entry; ops suspended till June 16

S LALITHA @ New Delhi

IMPROPER documentation resulting in the authorisation for operations being rejected by the Directorate General of Civil Aviation (DGCA) is the reason behind the Scandinavian Airlines (SAS) from Copenhagen to Mumbai returning to its base near Azerbaijan. The airline has now announced the suspension of its operations to India till June 16.

The incident involving SK969, an Airbus A330, on June 2 left authorities in Mumbai in a peculiar situation as they were waiting to welcome the service which was relaunched after 17 years. They were told that the maiden flight wouldn't arrive.

Under the Aircraft Act 1934 and the Aircraft Rules 1937, an operating authorisation from the DGCA is mandatory for any foreign airline. Highly placed sources at DGCA told this newspaper, "The SAS plane was asked to return by ATC of one of the countries in Asia. The reason is that they had unilaterally decided to fly to India without getting the operational

authorisation from DGCA, which is compulsory."

On the reasons for the rejection of the authorisation permit, a source said that as per the regulations governing permission for European airlines by India, the airline needs to be at least 50% owned by individuals in the originating country or any of the European member states. "SAS had supporting documents only for partial ownership (26%) by a Danish firm and 10% by a French carrier. The half-way ownership mark could not be proven by them making the documents incomplete."

Another source said, "This was an attempt to arm-twist us into giving the nod. The assumption was when you are stranded in the air with a plane full of passengers, any regulator would give in."

On Wednesday, SAS said, "As part of the process to launch our Copenhagen-Mumbai service, one final formal step remains before we can begin full operations... Ticket sales are paused until 16 June to ensure clarity and predictability for our customers."

India a key player in Asia-Pacific aviation sector

EXPRESS NEWS SERVICE @ New Delhi

INDIA will play a significant role in the booming aviation sector in the Asia Pacific region, where the air passengers will touch up to 4.1 billion by 2044, said the International Air Transport Association (IATA).

The air passenger traffic figures for 2024 for the region were 1.7 billion and an additional 2.4 billion travellers will be added in next 20 years, IATA said.

"Over the next 20 years, several Asia Pacific airports will expand capacities to 100 million passengers per annum, including Changi and Delhi", vice-president for Asia Pacific, Sheldon Hee, said.

India is one of the world's fastest-growing domestic civil aviation markets, officials have said. "The growth in the Asia Pacific has been strong over the last 5-10 years and will continue to be strong in the next decade or so," Hee added.





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

11 JUNE 2026

नोएडा एयरपोर्ट से 17 जून को उड़ेगा पहला कार्गो विमान

■ NBT रिपोर्ट, ग्रेटर नोएडा:
नोएडा इंटरनेशनल एयरपोर्ट 15 जून
से शुरू होगा। जबकि पहली कार्गो
फ्लाइट 17 जून को उड़ान भरेगी।
शुक्रवार से सिटी
बस सेवा भी शुरू
हो सकती है।
एयरपोर्ट परिसर
में एयर इंडिया
सेट्स ने करीब
80 एकड़ में कार्गो हब तैयार किया
है। इसी बीच एयर इंडिया एक्सप्रेस ने
यहां से अपनी उड़ान शुरू करने की
योजना को टाल दिया है।





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

11 JUNE 2026

पूर्व सीएम रुपाणी की बेटी का आरोप, विमान हादसे में क्लेम छोड़ने का दबाव

■ **NBT रिपोर्ट:** अहमदाबाद में पिछले साल हुए एयर इंडिया विमान हादसे की जांच को लेकर अब भी सवाल उठ रहे हैं। इस बीच, कुछ पीड़ित परिवारों ने इस हादसे से निपटने के तरीके पर सवाल खड़े किए हैं। गुजरात के पूर्व मुख्यमंत्री विजय रुपाणी की बेटी राधिका मिश्रा ने आरोप लगाया है कि एयर इंडिया पीड़ितों के परिजनों से फुल एंड फाइनल सेटलमेंट से जुड़े दस्तावेजों पर हस्ताक्षर करने के लिए कह रही है, जबकि जांच पूरी नहीं हुई है। TOI के मुताबिक, अपने जवाब में एयर इंडिया ने कहा, 'किसी भी परिवार या व्यक्ति पर हमारे प्रस्ताव को तय समय-सीमा के भीतर स्वीकार करने का बिल्कुल भी दबाव नहीं है।'



लैंडिंग से पहले विमान में यात्री ने खिड़की का शीशा तोड़ा

■ चंडीगढ़ से दिल्ली आ रही फ्लाइट की घटना

नई दिल्ली, 10 जून (नवोदय टाइम्स): चंडीगढ़ से दिल्ली आ रही एयर इंडिया की फ्लाइट में एक यात्री ने लैंडिंग से पहले विमान की खिड़की पर ताबड़तोड़ हमला कर उसके अंदरूनी शीशे (इनर पेन) को तोड़ दिया। क्रू सदस्यों ने यात्री को कई बार रोका मगर वह नहीं माना। एयरपोर्ट पर उतरने के बाद उस यात्री को सुरक्षाकर्मियों को सौंप दिया गया। पृच्छताछ में यात्री के मानसिक बीमारी से पीड़ित होने का पता चलने पर पुलिस ने उसे परिजनों



के हवाले कर दिया। एयरलाइन की तरफ से मामले की रिपोर्ट आंतरिक जांच कमेटी को भेजी गई है।

एयरपोर्ट अधिकारियों के अनुसार घटना 7 जून की है। एयर इंडिया की फ्लाइट संख्या एआइ 1879 में चंडीगढ़ से दिल्ली आ रहे 26 वर्षीय यात्री ने लैंडिंग से पहले यह हरकत की। विमान की खिड़की के जिस

हिस्से को यात्री ने तोड़ा उसे इनर पेन या अंदरूनी खिड़की पैनेल कहा जाता है। यह एक पतली प्लास्टिक की परत होती है जो विमान की मुख्य

और भार वहन करने वाली खिड़की की सुरक्षा के लिए लगाई जाती है। एयर इंडिया के प्रवक्ता ने घटना की पुष्टि करते हुए कहा कि उड़ान के दौरान एक यात्री के अनुशासनहीन व्यवहार की घटना हुई थी। कॉकपिट क्रू ने निर्धारित प्रक्रिया का पालन किया। यात्री को कई बार चेतावनी दी गई। बाद में मामले की जानकारी

दिल्ली एयरपोर्ट की सुरक्षा एजेंसियों को दी गई।

एयरलाइन ने स्पष्ट किया कि पूरी उड़ान के दौरान यात्रियों, चालक दल और विमान की सुरक्षा को कोई खतरा नहीं हुआ। यात्री को हिरासत में लेकर पुलिस ने पृच्छताछ की। इस दौरान उसने भागने का प्रयास भी किया।

परिजनों के आने पर पता चला कि यात्री मानसिक बीमारी से परेशान था। डीजीसीए के नियमों के अनुसार अनुशासनहीन यात्रियों से जुड़े मामले की जांच एयरलाइन आंतरिक समिति करती है। समिति 30 दिन में तय करेगी कि यात्री पर उड़ान संबंधी प्रतिबंध लगाया जाए या नहीं।



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

10 JUNE 2026

Air fares may go up as state-owned retailers hike ATF prices by 10%

Atul.Mathur@timesofindia.com

New Delhi: Flying is set to get more expensive, with oil marketing companies on Tuesday increasing aviation turbine fuel (ATF) prices by around 10% under the new price-stabilisation regime.

The only relief is that ATF — which accounts for 60% of

an airline's operating costs — will remain frozen at this level for the next three years for domestic and international flights of Indian carriers that opt for the new mechanism.

Jet fuel for domestic carriers will now cost Rs 115 per litre, up from Rs 105 per litre.

Apart from higher operating costs due to the rupee's fall

and fuel price rise, airfares are under pressure due to airlines cutting flights on account of softening demand. The price-stabilisation mechanism is aimed at shielding airlines and passengers from sharp swings in global oil prices.

Govt had announced the "price stabilisation support" mechanism last week. The Rs

10,000-crore scheme, however, will be optional. Carriers that do not opt for it will continue to pay market-linked prices, currently around Rs 142 per litre, similar to international airlines. Last week, Rohit Raj, director in ministry of civil aviation, had said the benchmark price had been fixed as a one-time arrangement for three years.



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THE TIMES OF INDIA

DELHI

11 JUNE 2026

‘Illegal and unsustainable’, says Bombay HC, sets aside 2011 DGCA order grounding pilot

Swati.Deshpande@timesofindia.com

Mumbai: Bombay high court quashed as “illegal and unsustainable” a 2011 DGCA order that had left an Air India pilot grounded, holding that it flouted principles of natural justice. The relief came to Jitendra Varma, 15 years on, in a challenge he filed when he was 46 years old. He had alleged, he was denied his right to a proper hearing.

The HC division bench of Justices Manish Pitale and Shree-ram Shirsat agreeing, restored his ATPL license to him. He was “not afforded an opportunity to

explain his version before taking the drastic step of suspension of licence,” said the HC in its judgment, which also gave DGCA liberty to initiate and complete in 2 months an inquiry after following the rules and procedure and then pass a reasoned order.

The judgment pronounced on June 8, the first day of the court resuming after the summer vacation, set aside the March 12, 2011, licence suspension order of DGCA.

Varma had joined AI as a trainee pilot, on getting his commercial pilot licence in 1988, was made a co-pilot in 1991 and con-

firmed in 1992. For 22 years of his service, he was found competent and passed all tests, and with 7,000 flying hours under his belt, he said he was eligible for and issued an Airline Transport Pilot License (ATPL) in Sep 2010 from USA and later from DGCA. But in March 2011, on a complaint filed in Delhi of alleged forgery in application for ATPL against one captain, he was arrested and released on bail but his licence was suspended sans any show cause notice or opportunity to defend the allegations, hence he thus challenged before the high court.