भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

AMAR UJALA DELHI 14 APRIL 2026

जीरो प्वाइंट से एयरपोर्ट तक फर्राटा भरना होगा आसान

60 मीटर रोड को एयरपोर्ट से जोड़ने के लिए 900 मीटर सड़क का काम शुरू, 900 मीटर बनाई जा रही सड़क

यमुना सिटी। यमुना एक्सप्रेस-वे के जीरो प्वाइंट से एयरपोर्ट तक फर्राटा भरना अब और आसान हो जाएगा। एक्सप्रेस-वे के समानांतर आने वाली 60 मीटर रोड को एयरपोर्ट से जोड़ने का काम शुरू हो गया है। एयरपोर्ट से 900 मीटर सड़क बनाई जा रही है, जो सीधा 60 मीटर रोड से आकर मिलेगी। 900 मीटर सड़क के बीच आने वाली नहर के ऊपर पुल का काम भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने शुरू कर दिया गया है।

नोएडा अंतर्राष्ट्रीय हवाई अड्डे के उद्घाटन के बाद यहां से उड़ाने शुरू करने की तैयारी जोर शोर से चल रही है। वहीं दूसरी ओर एयरपोर्ट तक की कनेक्टिविटी को बढ़ाने का काम भी तेजी से किया जा रहा है। यमुना एक्सप्रेस-वे से एयरपोर्ट जाने वाले लोगों को ग्रीन फील्ड एक्सप्रेस-वे से गुजरना होगा और वह सीधे एयरपोर्ट में प्रवेश करेंगे। वहीं दूसरी ओर एक्सप्रेस-से के जीरो प्वाइंट से समानांतर आने वाली 60 मीटर रोड से आने वाले लोग भी 900 मीटर की रोड से होकर सीधे एयरपोर्ट परिसर में प्रवेश कर पाएंगे। 900 मीटर की यह सड़क एयरपोर्ट से लेकर 60 मीटर रोड तक बनाई जा रही है।

इस सड़क के बीच से नहर गुजरती है, जिसके ऊपर से पुल बनाया जा रहा है। जिससे वाहनों को फर्राटा भरने में किसी तरह की असुविधा न हो। दोनों ओर अधिग्रहित की जा रही है जमीन

एयरपोर्ट से 60 मीटर रोड के बीच में आने वाली कृषि भूमि के अधिग्रहण के काम को भी तेजी से किया जा रहा है। किसानों को मुआवजा देकर जमीन को खाली कराया जा रहा है। जिससे सड़क निर्माण के काम को आगामी तीन महीने के अंदर पूरा कर दिया जाए।

▪ निजी कंपनी करा रही है पुल का निर्माण

एयरपोर्ट को 60 मीटर रोड से जोड़ने वाली 900 मीटर की यह रोड भी 60 मीटर चौड़ी होगी। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने इसके निर्माण का काम निजी कंपनी को सौंपा है। यह कंपनी तेजी से सड़क निर्माण के काम में जुटी है। नहर के ऊपर पुल के निर्माण का काम निजी कंस्ट्रक्शन कंपनी के जरिए ही कराया जा रहा है। पुल के निर्माण के बाद इसके दोनों ओर सड़क को बनाकर कनेक्टिविटी को शुरू कर दिया जाएगा।

इसी रोड से एयरपोर्ट तक पहुंचेंगी बसें : 60 मीटर रोड से एयरपोर्ट तक की कनेक्टिविटी शुरू होने के बाद नोएडा की ओर से आने वाली बसें भी इसी रोड से होकर एयरपोर्ट तक पहुंचेंगी। जिससे एयरपोर्ट तक जाने वाले लोग आसानी से विभिन्न शहरों के लिए अपनी फ्लाइट ले सकेंगे। एयरपोर्ट का उद्घाटन होने के बाद इससे जुड़े सारे काम तेजी से पूरे किए जा रहे हैं।

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BUSINESS STANDARD DELHI 14 APRIL 2026

US protests Adani's push to move cargo carriers to new airport

The US is opposing the Adani group's attempt to shift cargo carriers to its new airport outside Mumbai, people familiar with the matter said, in a dispute that underscores concerns about the conglomerate's growing control over India's aviation infrastructure. The US Department of Transportation wrote to India's aviation ministry in March, arguing that Adani Airport Holdings Ltd.'s push to relocate freighters — including FedEx Corp. — violates the bilateral Air Transport Agreement, the people said, asking not to be identified citing rules. The DOT warned that forcing American carriers to do so could prompt it to consider adverse measures under the treaty. BLOOMBERG

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SWATANTRA BHARAT LUCKNOW 13 APRIL 2026

मुसीबत : लखनऊ एयरपोर्ट पर विमान से उतारे गए 54 यात्री

स्वतंत्र भारत ब्यूरो, लखनऊ। पश्चिम एशिया में तनावपूर्ण स्थिति का भारत में विमान सेवाओं पर प्रभाव पड़ रहा है। रविवार को लखनऊ

■ पश्चिम एशिया तनाव का उड़ानों पर पड़ रहा असर

एयरपोर्ट पर दुबई जा रहे 54 यात्रियों को विमान से उतार दिया गया। ये यात्री सऊदी एयरलाइंस की उड़ान संख्या एसवी 893 में सवार थे, जो लखनऊ से जेद्दा के लिए उड़ान भरती। सूत्रों के मुताबिक, इन यात्रियों को दुबई जाना था, लेकिन सऊदी अरब से दुबई जाने वाली आगे की उड़ान रद्द हो गई थी। इस वजह से यात्रियों को लखनऊ में ही उतारना पड़ा। रिफंड के बारे में कोई जानकारी न मिलने से यात्री काफी परेशान और निराश दिखे। इससे पहले, लखनऊ एयरपोर्ट पर एक और अंतरराष्ट्रीय विमान की इमरजेंसी लैंडिंग भी करानी पड़ी। यह विमान दुबई की उड़ान संख्या एफजेड 1133 थी, जो दुबई से काठमांडू जा रही थी। विमान में ईंधन कम होने की वजह से पायलट ने आपातकालीन लैंडिंग का फैसला लिया।

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Corporate Communications Directorate

THE TIMES OF INDIA AHMEDABAD 13 APRIL 2026

Hyd-Surat flight hits jackal

Cages Installed To Trap Another

TIMES NEWS NETWORK

Surat: A mishap was averted at Surat airport after an aircraft reportedly ran over a jackal while landing on the runway. The incident occurred on April 8 when an Indigo Airlines flight from Hyderabad landed at around 8am.

The incident came to light on Sunday.

Following the incident, forest officials intensified their efforts to trap another suspected jackal on the airport premises by installing cages.

Airport officials said the jackal's small size prevented any major impact on the aircraft, which safely reached the apron. Following standard protocol, the aircraft underwent a thorough inspection and was found fit for flying.

"The incident occurred during landing. We carried out a detailed inspection of the aircraft as per protocol but found no damage," said a senior airport official. "The same aircraft usually operates a Dubai flight from Surat after arriving from Hyderabad. However, the Dubai service was not scheduled that day due to the Iran conflict, so the aircraft departed for its next destination later that night," he said.

During the incident, the jackal was split into two parts. Its remains were later handed over to forest department officials. "As airport authorities informed us that a couple of jackals were straying near the runway, we had already placed cages in the area for the past few months. However, jackals are clever and difficult to trap. We have also tried other methods but without success. We suspect at least one more jackal may still be inside the campus," forest department sources said.

TOI

Jackals often seen around airport

The area around Surat airport has traditionally been a habitat for jackals, which find food such as fish, birds and small animals nearby. Earlier, a nallah running along the airport wall provided an entry route for them into the premises. However, after the opening was sealed with iron grills a few months ago, officials suspect that a couple of jackals may have been trapped inside the airport compound. The jackal killed in the recent incident is believed to have been one of them.

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BUSINESS LINE DELHI 13 APRIL 2026

Airlines cut Bangladesh, Nepal flights on cost pressures, uncertain demand

Aneesh Phadnis
Mumbai

Airlines are cutting frequencies to Bangladesh, Nepal and Thailand amid rising fuel prices that has pushed up airfares and slowed travel demand.

While Air India and IndiGo have reduced Dhaka flights, Air India Express has cut its sole service from Kathmandu to Bengaluru in April. Flight tickets are open for sale again in May.

Air India Express is also curtailing flights between Surat and Bangkok in the summer schedule.

Passengers from Bangladesh connect to West Asia via Mumbai and Delhi. The Iran-US conflict and subsequent cancellation of flights to West Asia has impacted traffic flows. Also, higher airfares has tapered demand to Thailand and South East Asia.

SOARING PRICES. Domestic and international airfares have risen with the introduction of fuel surcharges

"We had expected passenger demand to come from South East Asia routes but that has not happened. It appears that people are deferring leisure travel," an airline executive said.

Domestic and international airfares have risen with introduction of fuel surcharges. "Nearly half of the seats were sold before the current crisis when fuel price was around $80 and now that cost has increased airlines need to recover the extra expenses," he reasoned.

NO PRICE RELIEF

State oil marketing companies have limited fuel price hike to 25 per cent for scheduled domestic flights in April. There is no price relief for international and charter flights and aviation turbine fuel (ATF) rates for those flights have been doubled.

While the future ATF rates would depend on crude oil price movement, petroleum companies are also expected to recover full charges in a staggered manner. "We have been told it is not a waiver and hike has only been deferred," an airline executive said of domestic ATF price relief.

Indian Oil Corporation said pricing in future shall depend upon the emerging situation. "The conflict in West Asia will continue to weigh on the outlook of airlines. Airlines within Asia-Pacific could face thinner profit margins on escalating jet fuel prices, given limited fuel hedging across carriers. Longer flight times from rerouting would also add to airlines' operational expenses," said Isabel Goh, an analyst at S&P Global Ratings.

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BUSINESS LINE DELHI 14 APRIL 2026

EMERGENCY AID

Airlines may get 5-year, ₹5,000 crore credit line

New Delhi: India is set to cushion the impact of the West Asia crisis on its airline industry with about ₹5,000 crore under a proposed revamped Emergency Credit Line Guarantee Scheme, sources told *businessline*. The credit window is likely to run for five years, with up to ₹1,000 crore per airline, extendable by ₹500 crore if the promoters match the infusion. The allocation forms part of a broader ₹2.5 lakh crore credit guarantee proposal that is under consideration. **p12**

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Airlines may get ₹5,000 cr credit under proposed govt scheme

ARRESTING CRISIS. Likely to run for five years with ₹1,000 crore cap per airline with a possible extension

Rohit Vaid
New Delhi

India is expected to cushion the impact of the West Asia crisis on its airline industry by allocating around ₹5,000 crore under a proposed new version of the Emergency Credit Line Guarantee Scheme (ECLGS), sources told *businessline*.

Accordingly, the airline portion of the proposed scheme is expected to run for five years, with up to ₹1,000 crore that can be allotted per airline.

"The allotment can be extended by a further ₹500 crore if the promoter also puts in ₹500 crore," a source told *businessline*.

"The proposed new scheme is expected to cushion the industry from the pressures arising from the West Asia crisis," the source added.

Notably, the allocation for airlines is part of a broader proposal for a ₹2.5 lakh crore credit guarantee scheme being considered amid the impact of the ongoing West Asia war.

NOT JUST FUEL. The government has already capped domestic ATF price increases at 25 per cent

EXTENDED SUPPORT

As per sources, the Union Cabinet is expected to soon take a call on the scheme to support various sectors affected by the crisis.

Besides, the scheme is likely to provide up to 90 per cent credit guarantee coverage through the National Credit Guarantee Trustee Company (NCGTC), a second source told *businessline*.

"The scheme is expected to extend support across sectors, especially to the airline industry," the second source said, highlighting disruptions in routes, costs and operations.

Furthermore, sources said the earlier ECLGS had been effective in supporting businesses during stress periods such as Covid.

Recently, the Centre has taken various steps to shield airlines and protect passenger interests from the impact of crude oil price volatility.

PROTECTION BOOST

The Centre, via the Ministry of Civil Aviation, has implemented measures to cushion airlines against a sharp rise in operating costs driven by higher aviation turbine fuel (ATF) prices, airspace restrictions, and currency pressures.

To arrest any substantial increase in expenses, the government has capped domestic ATF price increases at 25 per cent, resulting in a lower effective rise.

In another move, the government has removed airfare caps and kept the 60 per cent free seat allocation rule in abeyance to provide airlines with greater pricing flexibility.

Additionally, India's aviation regulator has temporarily relaxed pilot flight duty time limitations for long-haul flights in response to global aviation disruptions.

PASSENGERS GAIN

In addition, India's airport economic regulator has ordered a 25 per cent reduction in landing and parking charges for domestic flights across major airports.

Meanwhile, the reduction in airport charges is currently limited to domestic operations. The decision will be reassessed before the end of the three-month period, based on prevailing conditions.

According to sources, in the absence of such interventions, airlines may have been compelled to undertake steeper fare increases, reduce capacity, and rationalise routes to maintain financial viability.

The government expects these steps to eventually stabilise and reduce airfares, thereby benefiting passengers, sources said.

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BUSINESS LINE DELHI 14 APRIL 2026

Star Air to connect Mundra with six cities

Mumbai: Regional airline Star Air on Monday announced it will launch services to Mundra with 38 direct weekly flights, linking the port city to six key cities across Western and Northern India, starting April 25. With over 17,000 additional seats now available each month, the move will boost air connectivity and economic growth in the region, Star Air said. PTI

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DAINIK BHASKAR DELHI 14 APRIL 2026

वेलकम बैक • 260 दिनों के मेकओवर के बाद दिल्ली लैंड हुआ एयर इंडिया का पहला ड्रीमलाइनर

₹3,757 करोड़ से पुराना बेड़ा हो रहा है अपग्रेड

नई दिल्ली | एयर इंडिया का पहला रिफर्बिश बोइंग 787-8 (VT-ANT) दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर लैंड हो गया। यह विमान अमेरिका के सैन बर्नार्डिनो से नॉन-स्टॉप फेरी फ्लाइट के जरिए आया, जहां 260 दिनों तक इसके केबिन अपग्रेड का काम हुआ। टाटा ग्रुप के अधिग्रहण के बाद एयरलाइन ने 3,757 करोड़ रुपए के निवेश से बोइंग 787-8एस और बी-777 बेड़े के आधुनिकीकरण की योजना बनाई थी। नए इंटीरियर, लेटेस्ट सीट्स, इन-फ्लाइट एंटरटेनमेंट व प्रीमियम इकोनॉमी के साथ यह विमान जल्द सेवा में शामिल होगा।

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DECCAN CHRONICLE HYDERABAD 12 APRIL 2026

Dubai restricts foreign flights, only one daily

Indian carriers fear losses at a time when ATF is higher

SANJAY SAMUEL PAUL | DC
HYDERABAD, APRIL 11

Dubai has reportedly imposed restrictions, allowing only one foreign flight daily to its airports until May 31, owing to the West Asian crisis. From India alone, approximately 75 to 85 flights operate daily to Dubai, making it one of the busiest international routes.

Major carriers including Emirates, Flydubai, IndiGo, and Air India Express connect multiple Indian cities to Dubai airports, with top routes from Mumbai, Delhi, Hyderabad, Kolkata, and cities in Kerala. From Hyderabad to Dubai, Emirates earlier operated three flights daily, Air India and IndiGo one each — this was the schedule before the crisis. The restrictions on foreign airlines have sparked fears of revenue losses among Indian carriers, which had planned more flights than airlines from any other country, letters show.

EFFECTS ON FLIGHTS FROM INDIA

- The one-flight-per-day cap means 30 or 31 flights per month for each foreign airline, compared to the hundreds of daily flights operated by Emirates and flydubai, according to Flightradar24 data.
- Travel between Hyderabad and Dubai has also declined in recent times.

The war that began on February 28 forced the aviation industry to set new norms. "Such decisions at this point of time, when ATF is at an all-time high, will push operators into greater losses. There are multiple areas involved in airline operations, and restrictions like these will affect the industry," explained Fawzan Fareed, regional manager (Operations India), Sri Lankan Airlines.

According to sources, Air India and its budget carrier Air India Express have scheduled more than 750 flights into Dubai during this period. IndiGo has 481, followed by Saudia and Gulf Air with 480 and 404 respectively. SpiceJet had planned 61. The one-flight-per-day cap means 30 or 31 flights per month for each foreign airline, compared to the hundreds of daily flights operated by Emirates and flydubai, according to Flightradar24 data.

Speaking to *Deccan Chronicle*, Ashok Sanmarkar, who has worked for three decades in top airline operations, said: "We should understand the situation here. There must be a threat the administration is anticipating. Fewer flights mean less revenue for the airport. The authorities must be trying to minimise damage in case of a crisis. Otherwise, no airport would curtail flights — airports make huge money when flights land and take off."

Dubai International (DXB) handles 2,000 to 2,500 flights per day, with Indian carriers such as Air India and IndiGo operating hundreds. Recent operational constraints, however, have affected schedules. Travel between Hyderabad and Dubai has also declined in recent times.

Nitin Joseph of BMJ Travels noted: "Unfortunately, the current restrictive measures severely curtail our operational capacity, creating a stark imbalance between passenger demand and available flight supply. Since the war began, demand from Hyderabad to Dubai has drastically fallen. The sudden reduction in approved flight slots has significantly disrupted scheduled operations. Furthermore, the Indian aviation sector is currently navigating several compounding pressures."

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DECCAN HERALD BANGALORE 13 APRIL 2026

Cleared for takeoff, unfit to land: How India's aviation giants lost their captains

Air India made a fundamental mistake of letting go of experienced employees in recent years

K GIRIPRAKASH

An Air India Airbus A320-200 aircraft takes off as an IndiGo Airlines aircraft waits for clearance at the Sardar Vallabhbhai Patel International Airport in Ahmedabad. REUTERS FILE PHOTO

It was waiting to happen. The June 2025 Ahmedabad crash of an Air India flight, which killed 260 people, and IndiGo's catastrophic operational breakdown — which alone erased Rs 37,000 crore in market cap in December — reflected a deeper problem impacting both airlines, which had made the position of their respective CEOs untenable.

Within a month, both Campbell Wilson of Air India and Pieter Elbers of IndiGo were gone, casualties of a sector where the margin for error at the top is less.

IndiGo: Death by a thousand cuts

In the case of IndiGo, several issues pointed directly at the inefficiency of top management. Reports about near-misses in the air, an increasingly fragile crew, whistleblowers accusing management of unsafe, fatigue-inducing rosters, and the regulator issuing a show-cause notice to CEO Pieter Elbers over planning and oversight lapses kept adding up.

The airline was also confronted with open letters and whistleblower allegations, with one pointing out that pilot fatigue at IndiGo had reached impairment levels comparable to flying after consuming alcohol above legal limits. Surveys of pilots indicated that they experienced excessive daytime sleepiness and were forced to fly despite feeling too fatigued; there were also reports that one pilot was dismissed after reporting fatigue.

When the airline management failed to prepare for the new Flight Duty Time Limitations (FDTL) effective from November 1, 2025, the consequences were catastrophic, with hundreds of flights cancelled. The airline's biggest asset — its loyal customer base — was left blindsided as it ran a schedule it simply could not legally operate. It had not recruited enough pilots or made timely changes to rosters to incorporate FDTL norms, and published a winter schedule that could not be implemented under the new duty-time and rest limits.

Once the norms came into effect, the crisis hit the roof, leading to a "schedule meltdown" with 4,500–5,500 cancellations over about 10 days and on-time performance dropping to around 4%, causing massive hardship for passengers. The DGCA's show-cause notice made it clear that the "primary cause" of the disruption was IndiGo's "non-provisioning of adequate arrangements" to meet the revised FDTL requirements — a failure of manpower planning, rostering and operational preparedness for safety-driven rules that had been signalled well in advance. The airline kept assuring passengers and stakeholders that it was in control of the situation. The December crisis proved otherwise.

The DGCA, on its part, sacked four of its own flight operations inspectors responsible for overseeing IndiGo's safety and operational compliance, for failing to flag crew-shortfall and FDTL-related risks in time. IndiGo responded a bit late with Jason Herter, the head of IndiGo's operations control centre, leaving the organisation in February. In March, Elbers followed. William (Willie) Walsh, the former British Airways and IAG chief and outgoing IATA director general, is expected to take charge in August.

Air India: A transformation that fell short

In the case of Air India, the Ahmedabad crash hurt the management the most. But several pre- and post-crash incidents showed that the airline, sold by the Government to the Tata Group in January 2022, had management not fully up to the mark.

According to parliamentary disclosures and regulatory briefings, roughly 191 of 267 Air India-group aircraft checked since January 2025 have been flagged for recurring technical defects — making it the Indian carrier with the highest share of such findings. These include delayed or incomplete cabin-pressurisation checks and inconsistent recording of ETOPS data on long-haul aircraft, prompting both EASA and DGCA to step up oversight.

Multiple mid-air technical incidents have been logged since 2022, including cabin pressure loss, in-flight engine shutdowns, fuel and hydraulic alerts, and rejected takeoffs. In January 2026, Air India's technical incident rate hit about 1.09 events per 1,000 flights — roughly four times the level seen in late 2024.

Soon after privatisation, the civil aviation ministry told Parliament it had received about 1,000 complaints against Air India in just three months, covering refunds, overbooking, baggage, staff behaviour and flight-handling. Media reports highlighted an increasing number of complaints, from elderly passengers who were allegedly abandoned at foreign airports to long-haul flights turning back due to clogged lavatories. Commentators and safety experts warned that, while most of these did not result in major mishaps, the frequency of technical occurrences and "small" operational incidents increases the risk that several near-misses will go unreported or even under-investigated.

Roughly 191 of 267 Air India-group aircraft checked since January 2025 have been flagged for recurring technical defects — making it the Indian carrier with the highest share of such findings

Under Campbell Wilson, the airline tried to chart a new course. It unveiled Vihaan.AI, a five-year transformation programme launched in 2022, aimed at renewing and growing the fleet, overhauling products and cabins to give them a fresh look, improving on-time performance, and repositioning Air India as a world-class carrier. As of today, it has placed orders for 570 aircraft worth $90 billion — a statement of intent if nothing else. However, the record shows that Vihaan.AI has failed to deliver its intended results by several notches, except in the case of buying a larger number of aircraft.

What went wrong? According to several people associated with the airline, top management made a fundamental mistake by letting go of experienced employees, who were part of Air India before Tata Group took over, creating a vacuum at the middle and senior levels. Had they been retained, their institutional knowledge during the transition would have proved invaluable. It is a lesson the Tata Group must heed as it now searches for Wilson's replacement — someone who can steady the airline, win back passengers, and this time, actually deliver on the promise of transformation.

It would, however, be wrong to lay all the blame at the doorstep of these two CEOs or the airlines they lead. The airline industry in India faces several challenges, largely due to outdated rules and regulations. The ministry and the regulator, DGCA, are run by bureaucrats, whose knowledge of the industry is at best basic. It needs professionals who should be paid salaries which are among the best in the industry to attract the right talent, and a government that makes decisions without nudges from the national champions.

(The writer is a Bengaluru-based senior aviation journalist)

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THE ECONOMIC TIMES DELHI 14 APRIL 2026

Indian Aviation's Biggest CEO Shake-Up

Air India and IndiGo chiefs Campbell Wilson and Pieter Elbers exit within weeks leaving Indian aviation at an uncomfortable inflection point. Host Anirban Chowdhury explains with ET's Arindam Majumdar and John Strickland of JLS Consulting.

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THE ECONOMIC TIMES DELHI 14 APRIL 2026

Maran Case: SpiceJet Asks for More Time to Deposit ₹144 cr

Indu Bhan

New Delhi: Cash-strapped SpiceJet and its chairman and managing director Ajay Singh on Monday told the Delhi High Court the airline would collapse if forced to immediately deposit ₹144 crore in an arbitration dispute with former promoter Kalanithi Maran and KAL Airways.

The airline instead reiterated its proposal to offer an "unencumbered" one-acre land parcel worth ₹400-500 crore in Udyog Vihar, Gurugram, as security. The court had earlier rejected the offer after Maran claimed the property was mortgaged.

Seeking a four-week deferment on the deposit, SpiceJet, through senior counsel Mukul Rohatgi and Amit Sibal, told Justice Subramonium Prasad that the aviation sector, particularly the airline, has been hit by the West Asia crisis and rising aviation turbine fuel prices. Immediate compliance with the order would jeopardise operations, it said.

"Give me breathing time in this period of strangulation of aviation industry. We have paid ₹729 crore in cash and have to now pay balance interest of ₹144 crore. This amount is not humongous. My entire ecosystem will collapse if my assets are attached," Rohatgi argued.

He said enforcement of the order could disrupt operations, affect employees and passengers, and worsen the airline's financial position.

SpiceJet also said it has appointed real estate advisory firm CBRE to sell the property and requires at least six months to complete the sale.

Rohatgi told the court the government is considering a support package for the sector, similar to measures during the Covid-19 pandemic, under which airlines may be allowed to borrow from public sector banks with sovereign backing.

The matter will be heard further on Wednesday.

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THE FINANCIAL EXPRESS DELHI 14 APRIL 2026

Star Air to connect Mundra with Mumbai, 5 other cities

REGIONAL AIRLINE STAR Air on Monday announced it will launch services to Mundra with 38 direct weekly flights, linking the port city to six cities across Western and Northern India, starting April 25. The move will boost air connectivity and economic growth in the region, Star Air said.

The expansion sees Mundra directly linked to Mumbai, Hindon, Goa, and Surat, it said. In addition to the 38 direct weekly flights, the airline will introduce 16 weekly one-stop connections, strengthening ties with Kolhapur and Bhuj and further supporting the region's workforce and entrepreneurs. **PTI**

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FREE PRESS JOURNAL MUMBAI 13 APRIL 2026

LUCKNOW

Dubai Flights Disrupted

Passengers from Lucknow face disruption amid global flight crisis Travel plans of passengers flying from Lucknow to Dubai were severely disrupted after multiple connecting flights were cancelled, leaving many stranded and uncertain about their journeys. The issue primarily affected travellers relying on connecting routes, as cancellations in international sectors led to a chain reaction impacting onward travel.

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HARI BHUMI DELHI 14 APRIL 2026

ड्रोन और हल्के विमानों की उड़ान क्षमता और संचालन में होगा सुधार

उत्तर भारत में पहली बार बनेगा विमान इंजन टेस्टिंग केंद्र, ब्रिटिश कंपनी के साथ मिलकर परियोजना शुरू

- यह तकनीक कम दूरी या लगभग वर्टिकल टेक-ऑफ की सुविधा देगी
- आपदा राहत मेडिकल इवैक्यूएशन ड्रोन लॉजिस्टिक्स होगी हाईटेक

एजेंसी ▶▶ नई दिल्ली

भारत में उन्नत विमानन तकनीक को बढ़ावा देने की दिशा में एक अहम कदम उठाया गया है। टेक्नोलॉजी डेवलपमेंट बोर्ड (टीडीबी), विज्ञान व प्रौद्योगिकी विभाग (डीएसटी) ने गुरुग्राम स्थित केसी एविएशन प्राइवेट लिमिटेड के साथ एक महत्वपूर्ण समझौता किया है। यह समझौता बूस्ट इलेक्ट्रिक जंप टेक-ऑफ (बीई-जेटीओ) परियोजना के तहत किया गया है, जिसे भारत-यूके इंडस्ट्रियल सस्टेनेबिलिटी सहयोग कार्यक्रम के अंतर्गत यूके की एआरसी एयरोसिस्टम्स लिमिटेड के साथ मिलकर विकसित किया जाएगा।

इस परियोजना के लिए टीडीबी ने सशर्त अनुदान स्वीकृत किया है। इसका मुख्य उद्देश्य हाइब्रिड प्रोपल्शन आधारित जंप टेक-ऑफ (जेटीओ) सिस्टम विकसित करना है, जिससे ड्रोन और हल्के विमानों की उड़ान क्षमता और संचालन में बड़ा सुधार हो सके। यह तकनीक कम दूरी या लगभग वर्टिकल टेक-ऑफ की सुविधा देगी, जिससे दुर्गम और दूरदराज इलाकों में भी आसानी से संचालन संभव होगा। टीडीबी के सचिव राजेश कुमार पाठक ने कहा कि अंतरराष्ट्रीय सहयोग के जरिए इस तरह के अनुसंधान एवं विकास कार्यक्रम रणनीतिक क्षेत्रों में नई तकनीकों को आगे बढ़ाने में अहम भूमिका निभाते हैं। उन्होंने बताया कि हाइब्रिड प्रोपल्शन और एडवांस टेक-ऑफ सिस्टम भारत की ड्रोन और क्षेत्रीय हवाई सेवाओं की क्षमता को मजबूत करेंगे और टिकाऊ विमानन समाधान को बढ़ावा देंगे। वहीं, केसी एविएशन के प्रमोटर्स ने इस सहयोग के लिए सरकार का आभार जताया और कहा कि इस परियोजना से उनकी तकनीक को वास्तविक परिस्थितियों में परीक्षण का अवसर मिलेगा, जिससे भविष्य के लिए स्केलेबल और उन्नत विमानन समाधान विकसित करने में तेजी आएगी।

एआई इमेज

अत्याधुनिक टेस्ट-बेंच सुविधा स्थापित होगी

परियोजना के तहत उत्तर भारत में एक अत्याधुनिक टेस्ट-बेंच सुविधा स्थापित की जाएगी, जहां रोटरक्राफ्ट प्रोपल्शन सिस्टम का परीक्षण और अनुकूलन किया जाएगा। यह सुविधा न केवल कंपनी के लिए बल्कि स्टार्टअप्स और अन्य डेवलपर्स के लिए भी उपयोगी साबित होगी, जो एडवांस्ड एरियल मोबिलिटी और ड्रोन तकनीक पर काम कर रहे हैं। इस तकनीक के इस्तेमाल से क्षेत्रीय कनेक्टिविटी, आपदा राहत, मेडिकल इवैक्यूएशन, ड्रोन लॉजिस्टिक्स और निगरानी जैसे क्षेत्रों में बड़े बदलाव की उम्मीद है। खासकर उन इलाकों में जहां पारंपरिक विमान संचालन मुश्किल होता है, वहां यह तकनीक महत्वपूर्ण भूमिका निभा सकती है।

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HINDUSTAN TIMES DELHI 14 APRIL 2026

स्टार एयर 25 से शुरू करेगी उड़ानें

मुंबई। क्षेत्रीय एयरलाइन स्टार एयर ने 25 अप्रैल से गुजरात के बंदरगाह शहर मुंद्रा के लिए 38 साप्ताहिक सीधी उड़ानें शुरू करने की सोमवार को घोषणा की। पश्चिमी एवं उत्तरी भारत के छह प्रमुख शहरों से मुंद्रा के लिए उड़ानें शुरू होने से हर महीने 17,000 से अधिक अतिरिक्त सीटें उपलब्ध होंगी, जिससे क्षेत्र में हवाई संपर्क और आर्थिक गतिविधियों को बढ़ावा मिलेगा। नई सेवाओं के तहत मुंद्रा को मुंबई, हिंडन (गाजियाबाद), मोपा (गोवा) और सूरत से सीधे जोड़ा जाएगा।

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HINDUSTAN TIMES DELHI 14 APRIL 2026

एयर इंडिया को कायाकल्प के बाद मिला पहला विमान

नई दिल्ली, एजेंसी। एयर इंडिया का पहला पूरी तरह से नवीनीकृत विमान बोइंग 787-8 (ड्रीमलाइनर) सोमवार को कैलिफोर्निया से सीधे उड़ान भरकर दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर उतरा।

यह विमान एयर इंडिया के उस व्यापक सुधार कार्यक्रम का हिस्सा है, जिसकी घोषणा कंपनी ने लगभग तीन साल पहले की थी।

सभी श्रेणियों में आधुनिकतम पीढ़ी की सीटें: दिसंबर 2022 में एयर इंडिया ने अपने पुराने बेड़े के 40 विमानों के कायाकल्प के लिए 400 मिलियन डॉलर के निवेश की योजना बनाई थी। इस योजना के तहत विमान के आंतरिक हिस्से को पूरी तरह से नया रूप दिया गया है। अब यात्रियों को सभी श्रेणियों में आधुनिकतम पीढ़ी की सीटें और मनोरंजन के उन्नत साधन उपलब्ध होंगे। इस नवीनीकरण की एक मुख्य विशेषता यह है कि अब इन विमानों में 'प्रीमियम इकोनॉमी' श्रेणी की सुविधा भी शुरू की गई है।

■ **नवीनीकृत विमान बोइंग 787-8 के आंतरिक हिस्से को नया रूप दिया**

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THE HINDUSTAN TIMES DELHI 14 APRIL 2026

Air India's first retrofitted Boeing 787-8 lands in Delhi

NEW DELHI: Air India's first retrofitted Boeing 787-8, with registration VT-ANT, touched down in Delhi on Monday night, an official said. The airlines' Boeing 787-8 aircraft operate in the US, the UK, Europe and the Far East. "...the aircraft operated a non-stop ferry flight from San Bernardino to Delhi, flying over the Pacific and landing at 10.39pm today (Monday)," an airline official said.

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THE HINDUSTAN TIMES DELHI 14 APRIL 2026

Air India's continuing saga of turbulence

Campbell Wilson's recent resignation as Air India chief executive officer (CEO) can be seen as an admission of the failure to turn the airline around. After buying the airline from the government in 2022, the Tatas had staked its turnaround on Wilson's abilities but now the airline faces serious losses. And lest one forgets, Air India is still trying to recover from the devastating Ahmedabad crash last year.

Several civil aviation veterans and experts, including former chairman-managing directors (CMDs) of the airline, are now asking why Campbell's exit — he was appointed in July 2022 — didn't come sooner, given that, within months of his taking charge, a view emerged that he might not be up to the task.

Air India is also likely to welcome a new safety chief. It has also brought in a new advisor who will liaise with the authorities — something that has proved markedly fraught for the airline.

Anjuli Bhargava

Internal engineering is also a pressure point because some Air India aircraft have recently reported technical glitches. The Tata group and the airline's board must now introspect on what went wrong and how to course-correct.

There have been reports of the airline's improved service on many routes — both domestic and international (the latter mostly featuring newer aircraft). Small gestures, like celebrating a passenger's birthday on board, have gone a long way towards rekindling the warm connection many India fliers feel with the erstwhile national carrier. Credit goes to the Air India crew, who have won hearts in the last couple of years even as the business struggled.

Still, even as some hope for a revival of the carrier's past glory, two questions must be asked. One, what went wrong with the Tatas' plan to reshape Air India as a world-class carrier? Two, did the 2022 takeover ever have the ingredients to ensure success?

A large cohort is summarily dismissive, claiming that very few within the Tata group had the appetite for it.

Indeed, some, including airline insiders, term the purchase a *fait accompli* for the group as opposed to any active exercising of choice. They say the Tatas were neither geared nor enthusiastic about adding to their already troubled commercial airlines portfolio at the time.

Irrespective of the truth in such claims, what is inarguable is that the Tatas quickly realised that they had neither the expertise nor the bandwidth to pull off a turnaround, and relied heavily on the advice of their partner (in the Vistara venture, which has since been merged into Air India), Singapore International Airlines (SIA).

But some industry watchers believe that SIA's interest in Air India is driven more by a desire to look after its own. A few even argue that the SIA investment in Air India has more to do with ensuring that its own traffic — heavily dependent on Indian passengers — remains intact.

Similar allegations dogged Vistara throughout its brief life; many industry watchers argued that Vistara's operations were designed to make it a spoke in the SIA hub. Many kept pointing at the choice and configuration of aircraft to argue that the airline was not poised to compete in the ultra long haul space. That airline too remained loss-making despite the combined heft of SIA and the Tatas.

There have always been questions about hiring practices at Air India. Many key positions in both Air India and AIX have either been filled or are expected be filled by secondment of personnel from SIA. One can only imagine what the impact on the culture and morale in the existing set up will be, especially with lukewarm perceptions about SIA personnel.

Lack of engineering capabilities and expertise remains a critical weakness.

Belatedly, but still important, questions are now being asked about why the Tatas didn't ask the government to bundle AIESL, the engineering and MRO wing of the organisation, when the airline was being sold (AIESL remains under government ownership).

If the Tatas, having re-entered commercial flying only a few years earlier, lacked the necessary foresight for this, shouldn't their partner SIA, a veteran of several decades, have known better and advised accordingly?

All said, the most worrisome question for the airline is not when the promised turnaround will happen, but if it will happen at all. A new CEO, head of safety, and some other top level appointments may bring fresh leadership — in a sense, it is back to square one — but the shackles of the past four years of less-than-passing-grade performance will take herculean effort to cast off.

Anjuli Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal

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THE HINDUSTAN TIMES DELHI 14 APRIL 2026

SpiceJet warns HC of 'collapse' over ₹144 crore payout

Krishna Yadav
krishna.yadav@livemint.com

NEW DELHI: SpiceJet told the Delhi high court it could "collapse" if forced to immediately deposit ₹144.5 crore in its long-running dispute with Kalanithi Maran and KAL Airways Pvt Ltd, citing disruptions caused by the West Asia conflict and rising aviation turbine fuel prices.

Appearing for the airline, senior advocate Mukul Rohatgi told the bench of Justice Subramonium Prasad on Monday that SpiceJet's operations and cash flows have been severely impacted, particularly due to restrictions on flights to the Gulf.

"The entire business is held up... I am the smallest of the big three airlines. If my accounts are attached for non-deposit, the entire system will collapse—at least I will collapse," Rohatgi told the court, seeking time to arrange funds.

After hearing the submissions, the court adjourned the matter to 15 April.

SpiceJet moved a review petition on 7 April seeking relief from the high court's earlier direction requiring it to deposit ₹144.5 crore by 14 April. The airline also proposed to furnish a one-acre commercial property in Gurugram as security instead of making an immediate cash payment.

Rohatgi submitted that the property is unencumbered and owned by the company and that SpiceJet is willing to deposit the title deeds before the court. He said the airline has already taken steps to monetize the asset by appointing real estate advisory firm CBRE but argued that such transactions could take several months and should not be forced into a distress sale.

"We should not have a crash sale which will give me 50%," he said, urging the court to grant additional time so that the asset can be sold at a fair value.

Rohatgi further submitted that the broader aviation sector is under stress and indicated that the government may step in with relief measures.

"I am told that the government is bringing out a package which will grant me a chance to get loans from PSU banks on governmental sovereign security. The government will stand security for the airlines," he said.

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LOKSATYA DELHI 14 APRIL 2026

बाजार पर अमेरिका-ईरान वार्ता फेल होने का असर

स्पाइसजेट के शेयर में भी तेजी जारी रही

- मार्केट में गिरावट के बाद भी शेयर अपर सर्किट में फंस गया
- स्पाइसजेट का शेयर शुक्रवार को 12.27 रुपये पर बंद हुआ था

नई दिल्ली, लोकसत्य। सोमवार को शेयर मार्केट में बड़ी गिरावट आई। अमेरिका-ईरान वार्ता फेल होने का असर बाजार में दिखाई दिया। सुबह-सुबह ही सेंसेक्स 1000 अंक से ज्यादा गिर गया। वहीं इस दौरान कुछ ऐसे भी शेयर रहे, जिनमें तेजी आई। इन्हीं में स्पाइसजेट एयरलाइंस का शेयर स्पाइसजेट लिमिटेड भी शामिल है।

यह शेयर सुबह ही अपर सर्किट में पहुंच गया।स्पाइसजेट का शेयर शुक्रवार को 12.27 रुपये पर बंद हुआ था। सोमवार को यह 5 फीसदी के अपर सर्किट के साथ 12.88 रुपये पर खुला। यह पहली बार नहीं है जब इस शेयर में अपर सर्किट लगा है। पिछले हफ्ते भी कई दिन यह शेयर अपर सर्किट में फंसा है। इस शेयर में तेजी क्यों आ रही है, इसका कोई स्पष्ट कारण सामने नहीं आया है। वहीं दूसरी ओर कंपनी को नुकसान हो रहा है और ईरान युद्ध के कारण कंपनी जेट फ्यूल की बढ़ती कीमतों से भी जूझ रही है।

स्पाइसजेट का शेयर पिछले हफ्ते से निवेशकों को जबरदस्त रिटर्न दे रहा है। पिछले 4 सत्रों में इसमें 20 फीसदी से ज्यादा की तेजी आई है। मंगलवार 7 अप्रैल को यह 10.62 रुपये पर बंद हुआ था। अभी यह शेयर 12.88 रुपये पर है। ऐसे में 4 सत्रों में यह शेयर 21.28 फीसदी उछल गया है।मौजूदा तेजी को छोड़ दें तो स्पाइसजेट के शेयर पिछले काफी समय से गिर रहे हैं।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

MINT DELHI 14 APRIL 2026

SpiceJet claimed inability to pay up immediately owing to disruptions caused by West Asia war. MINT

SpiceJet warns of 'collapse' in HC

SpiceJet told the Delhi high court it could "collapse" if forced to immediately deposit ₹144.5 crore in its long-running dispute with Kalanithi Maran and KAL Airways Pvt. Ltd, citing disruptions caused by the West Asia conflict and rising aviation turbine fuel prices.

Appearing for the airline, senior advocate Mukul Rohatgi told the bench of Justice Subramonium Prasad on Monday that SpiceJet's operations and cash flows have been severely impacted, particularly due to restrictions on flights to the Gulf.

"The entire business is held up... I am the smallest of the big three airlines. If my accounts are attached for non-deposit, the entire system will collapse—at least I will collapse," Rohatgi told the court, seeking time to arrange funds.

After hearing the submissions, the court adjourned the matter to 15 April. SpiceJet moved a review petition on 7 April seeking relief from the high court's earlier direction requiring it to deposit ₹144.5 crore by 14 April. The airline also proposed to furnish a one-acre commercial property in Gurugram as security instead of an immediate cash payment. KRISHNA YADAV