



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

AAI says airport expansion projects are on track to boost operations

Aneesh Phadnis
Mumbai

The Airports Authority of India (AAI) has said construction of terminals and expansion of facilities at 14 facilities is on track for completion in CY 2026. Prime Minister Narendra Modi inaugurated the new terminal at Jodhpur airport on July 4. Air India and IndiGo moved operations there on Sunday.

In the coming months,

new facilities would be opened at 14 airports, including Chennai and Goa. "The projects are on track. This will support the expansion plans of new airlines and the second phase of UDAN," said an AAI official.

NETWORK EXPANSION

Domestic airlines added over 30 aircraft in first half of 2026. Network expansion has been led by Akasa Air and IndiGo. Akasa Air is targeting 30 per cent expansion in

this fiscal year. AAI is carrying out ₹4500 crore capex in FY27 to support the growth. This is in addition to around ₹4500 crore incurred last year. "The capex has primarily focused on capacity expansion and modernisation of airport infrastructure. This includes construction of new terminals, expansion or upgradation of existing terminals, airside infrastructure like runways, aprons, taxiways and other facilities," the official said.



Corporate Communications Directorate

THE HINDU

CHENNAI

14 JULY 2026

British Airways flight suffers bird hit just before landing in city

The Hindu Bureau

CHENNAI

A British Airways flight from London suffered a bird hit in the early hours of Monday when the aircraft was just about to land at Chennai airport. As a result, the subsequent flight from Chennai to London was cancelled since the same aircraft was scheduled to be deployed.

Around 3.30 a.m., as the flight was in its final approach, the bird hit occurred and it damaged the nose cone of the aircraft.

Officials of Airports Authority of India (AAI) said 226 passengers were deboarded from the flight and a team of engineers inspected the aircraft. "One of the spares had to be changed but it wasn't immediately available. Hence the flight from Chennai to London, which had to depart at 5.30 a.m. was cancelled. While some passengers stayed in a hotel, some left via other cities and some will depart in the morning flight on Tuesday," an official said.

नोएडा इंटरनेशनल एयरपोर्ट पर तीन गुना हुआ ट्रैफिक

शुरू हुए एक माह हुआ पूरा, फ्लाइट की संख्या 2.6 गुना बढ़ी, एयरलाइंस से जुड़े शहरों की संख्या भी तीन गुना हुई, अब 15 शहरों के लिए उड़ानें

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट अपनी भौगोलिक मौजूदगी और अंतराष्ट्रीय स्तर की सुविधाओं के चलते यात्रियों को पसंद आ रहा है। 15 जून से कमर्शियल ऑपरेशन शुरू होने के एक महीने के अंतराल में ही एयरपोर्ट से जहां फ्लाइट की संख्या और शहरों के जुड़ाव का ट्रैफिक करीब तीन गुना बढ़ गया है। एयरपोर्ट पर फ्लाइटों का आवागमन 2.6 गुना पहले दिन की तुलना में बढ़ चुका है। वहीं अलग-अलग शहरों को जोड़ने की कवायद में एयरलाइंस ने तीन गुना कनेक्टिविटी करने में सफलता हासिल की है।

यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड-यापल के आंकड़ों के मुताबिक पहले सप्ताह में 86 फ्लाइट का आना-जाना एयरपोर्ट से रहा। पांच शहरों के लिए पहले दो सप्ताह में उड़ान इंडिगो और अकासा एयर ने शुरू की थीं। दूसरे सप्ताह में शहरों की कनेक्टिविटी समान ही रही लेकिन उड़ान की संख्या 88 हो गई। तीसरे ही सप्ताह में शहरों की कनेक्टिविटी बढ़कर 15 हो चुकी है। वहीं उड़ान इस बीच 201 हो गई। चौथे सप्ताह में उड़ानों की संख्या 224 रही। इन आंकड़ों को देखें तो 15 एयरपोर्ट के बीच 15 जून से 13 जुलाई तक 599 फ्लाइट का अराइव और डिपार्चर नोएडा एयरपोर्ट पर रहा है।

नायल का डाटा बताता है कि जून महीने में 15 दिन में 27841 यात्रियों ने एयरपोर्ट का उपयोग किया। वहीं जुलाई में अब तक 33446 यात्री एयरपोर्ट की



अक्टूबर तक अंतरराष्ट्रीय उड़ानों की तैयारी

ग्रेटर नोएडा। घरेलू उड़ानें शुरू होने के बाद अब नोएडा एयरपोर्ट का फोकस अंतरराष्ट्रीय उड़ानों पर है। इसके लिए एयरलाइंस कंपनियों के साथ-साथ एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) और इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) से वार्ता जारी है। अधिकारियों के अनुसार पहले चरण में सिंगापुर, दक्षिण कोरिया और जापान के लिए उड़ानें शुरू करने की योजना है। अन्य देशों के लिए एयरलाइंस मांग के आधार पर प्रस्ताव देंगी। एएआई और आईएटीए की सहमति के बाद उड़ानों को मंजुरी मिलेगी। प्रदेश सरकार ने अक्टूबर तक अंतरराष्ट्रीय सेवाएं शुरू करने का लक्ष्य तय किया है। इसके लिए सितंबर में एयरलाइंस आवश्यक अनुमति प्राप्त लेकर अपना उड़ान कार्यक्रम और टिकट बुकिंग शुरू करेंगी।

सेवाएं ले चुके हैं। नोएडा एयरपोर्ट पर जहां स्थानीय ट्रैफिक यात्रियों का आगमन और प्रस्थान के लिए है। वहीं, किसी दूसरे शहर में जाने के लिए एयरपोर्ट पर आने और फ्लाइट बदलने के लिए ट्रांसफर और ट्रांजिट के यात्री भी इसमें शामिल हैं। इस एक महीने में 18,242 यात्रियों ने एयरपोर्ट से प्रस्थान किया, वहीं 18089 का आगमन रहा। 11732

यात्रियों ने आगे की यात्रा के लिए फ्लाइट बदलने (ट्रांसफर) के लिए एयरपोर्ट का उपयोग किया। वहीं, 13042 ने कुछ समय एयरपोर्ट पर ही रुककर उसी फ्लाइट से आगे की यात्रा की।

नोएडा एयरपोर्ट के नोडल अधिकारी व योडा के एसीईओ शैलेंद्र कुमार भाटिया का कहना है कि एयर ट्रैफिक नियमित रूप से बढ़ रहा है।



Corporate Communications Directorate

AMAR UJALA

DELHI

15 JULY 2026

दिल्ली एयरपोर्ट के टर्मिनल-1 का बैगेज सिस्टम होगा मजबूत

नई दिल्ली। आईजीआई हवाईअड्डे के टर्मिनल-1 के बैगेज सिस्टम को और बेहतर बनाने के लिए 200 कैवीए क्षमता वाला अनइंटरप्टेड पावर सप्लाई (यूपीएस) सिस्टम लगाया जाएगा। इससे एयरपोर्ट का बैगेज संचालन निर्बाध



और अधिक भरोसेमंद हो सकेगा। अधिकारियों के अनुसार, परियोजना का उद्देश्य बिजली आपूर्ति में किसी तरह की रुकावट आने पर भी बैगेज सिस्टम को बिना बाधा संचालित रखना है, ताकि यात्रियों को सामान जमा करने और लेने परेशानी न हो।

यही प्रणाली यात्रियों के सामान को चेक-इन काउंटर से लेकर विमान तक और विमान से आगमन क्षेत्र तक पहुंचाती है। बता दें कि एयरपोर्ट पर बैगेज सिस्टम पूरी तरह स्वचालित तकनीक पर आधारित होता है। इसमें कन्वेयर बेल्ट, स्कैनिंग मशीनें, स्वचालित छंटवाई प्रणाली और सुरक्षा जांच उपकरण एक साथ काम करते हैं। यदि बिजली आपूर्ति अचानक बंद हो जाए तो बैगेज की आवाजाही रुक सकती है, जिससे उड़ानों में देरी, सामान की गलत हैंडलिंग और यात्रियों को लंबा इंतजार करना पड़ता है।

Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JULY 2026

Centre says no communication with TN on Parandur airport

Our Bureau
Chennai

The Union Civil Aviation Ministry has not received any intimation from the newly-elected Tamil Nadu government, led by the Tamilaga Vettri Kazhagam (TVK), on whether it intends to proceed with the proposed ₹27,000 crore greenfield airport at Parandur or put it on hold, according to highly placed sources.

"We have not received any intimation from the State government about its plan for the second airport. We are not aware whether they are putting it on hold or proceeding with it. We have already issued the approval for the land," Ministry sources said.

The ball is now in the State's court, and any decision on the project's future rests with the State government, the sources added.

The clarification comes amid growing speculation over the fate of the proposed airport after the formation of the TVK government.

Statements by senior Ministers have indicated that environmental concerns cannot be compromised for development projects, meaning that the project could be shelved and an alternative site identified.



MAJOR DECISION. Government sources said there is no legal restriction preventing the TVK administration from discontinuing the project despite its Special Project status. VELANKANNI RAJIB

Meanwhile, *businessline* has learnt from sources that a delegation of senior Tamil Nadu government officials is scheduled to visit New Delhi on Monday to hold discussions with Central government officials on various projects supported by agencies such as the World Bank and the Asian Development Bank. It remains unclear whether the Parandur airport project will be part of those discussions.

PROJECT REVIEW

Chief Minister C Joseph Vijay had, before assuming office, backed villagers and farmers opposing the project over concerns on loss of livelihood and environmental impact. Since taking charge, there has been speculation that he has reviewed the project, although no details have been made public.

Senior State government officials have denied that any

such discussions have taken place.

One of the final gazette notifications issued by the previous DMK government declared the Parandur New Greenfield Airport Project a "Special Project" under the Tamil Nadu Land Consolidation (for Special Projects) Act, 2023. The notification was issued on March 2, days before the Model Code of Conduct came into force.

However, government sources said there is no legal restriction preventing the new administration from discontinuing the project despite its Special Project status.

Industry representatives have warned that scrapping the airport would be a setback for Chennai, arguing that the city had already lost passenger and cargo traffic to neighbouring Hyderabad and Bengaluru, and that a second airport would help arrest that trend.

Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JULY 2026

Bhogapuram airport will offer a digitally enabled experience



SEAMLESS EXPERIENCE. Travellers will have access to self-service kiosks, automated baggage handling systems, modern security screening and spacious check-in areas

G Naga Sridhar
Hyderabad

The soon-to-be inaugurated Bhogapuram international airport promises to be more than a gateway to Andhra Pradesh.

Blending iconic architecture with cutting-edge technology, it is set to offer travellers a seamless, digitally enabled experience, while emerging as a catalyst for trade, tourism, logistics and business growth across the region.

Prime Minister Narendra Modi is expected to inaugurate the greenfield airport, developed by the GMR Group on an investment of ₹4,750 crore in the first phase across 2,203 acres. The ruling NDA government in the State had speeded up the construction of the airport, the foundation stone for which was laid in May 2023.

The airport's most striking feature is its terminal, inspired by the elegant form of a flying fish, symbolising the coastal identity of North Andhra Pradesh.

Travellers will have access to self-service kiosks, automated baggage handling systems, modern security screening and spacious check-in areas aimed at reducing waiting time and improving passenger flow.

The terminal has been planned to efficiently handle both domestic and international operations while

providing a comfortable travel experience.

LONG-HAUL FLIGHTS

The airside infrastructure has been built for long-term growth. A 3,800-m runway, among the longest in the region, is capable of accommodating large wide-body aircraft, including long-haul international flights.

The airport is also equipped with an advanced category-I instrument landing system, enabling safer aircraft operations during adverse weather conditions.

Designed with expansion in mind, the airport can initially handle around 4.75 million passengers annually, with the master plan providing scope for substantial capacity enhancement in future phases as traffic grows.

Besides serving passengers, the airport is expected to emerge as an economic catalyst for North Andhra Pradesh by attracting investments in logistics, hospitality, aviation services and cargo handling.

The Visakhapatnam Economic Region has emerged as a major investment hub in the State, with nearly 40 per cent of the ₹24 lakh crore investments attracted by the State in the last two years, according to official data. The logistics as well as maintenance, repair and overhaul (MRO) businesses are expected to take off as GMR has earmarked 25 acres for MRO and other facilities.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

Transport Ministry plans 4 airport-style private bus ports; Nagpur to lead

Amit Vijay Mohile
Mumbai

Private inter-city bus passengers, many of whom still wait on the roadside without access to clean wash rooms, hygienic dining spaces or sheltered seating, could soon get dedicated airport-style terminals with comfortable lounges and safer boarding facilities.

The Ministry of Road Transport and Highways (MoRTH) plans to develop four such bus ports for private operators through the public-private partnership model, beginning with Nagpur and followed by three facilities in southern India, a top industry source told *businessline*.

The proposed hubs will replace informal roadside boarding points with organised bus parking, separate wash rooms for women and

men, hygienic food areas, passenger lounges and spaces where travellers can rest before catching their next bus.

Road Transport and Highways Minister Nitin Gadkari shared this development with top leaders of the inter-city bus transport operators, at the recently concluded Prawaas 5.0 in Gandhinagar, saying the "government was planning airport-like bus ports for private operators."

The ministry has not yet publicly disclosed the plan which includes the locations, investment requirements, concession structure or implementation timelines.

However, industry sources said Nagpur is expected to become the first test of whether the airport-style PPP model can be made commercially viable for private intercity transport with accessible locations, strong last-mile connectivity



CLOSING THE GAPS. The proposed bus ports will address basic infrastructure gaps in the private inter-city bus market.

and a concession structure that allows commercial revenues to support construction and maintenance without making terminal charges unaffordable for operators or passengers.

KARNATAKA MODEL

Industry sources added that MoRTH has been advised to go lean into the Karnataka's bus-terminal redevelopment program offers a template

for how the proposed national PPP model could work. Under the structure, government agencies or transport corporations retain ownership of the land, while private concessionaires design, finance, build, operate and maintain the terminals.

The private developer recovers its investment through rentals from shops and restaurants, parking

fees, advertising, terminal services and other commercial revenues, reducing the need for the government to bear the entire capital cost.

Karnataka's 2025-26 Budget announced the redevelopment of Bengaluru's Majestic bus-station complex into an integrated transport and commercial hub under Project Majestic. It also proposed a new satellite bus terminal at KR Puram in Bengaluru East through the PPP route. KSRTC subsequently appointed a consultant to structure the Majestic redevelopment, estimated to require an investment of about ₹1,800 crore. The project seeks to integrate KSRTC and BMTC services with metro and railway networks while using commercial development to improve financial viability.

PASSENGER AMENITIES

The Centre's proposed bus

ports seek to address a basic infrastructure gap in India's private intercity bus market. Unlike State transport undertakings, which generally operate from designated terminals and depots, many private operators depend on travel-agency offices, temporary parking areas and roadside pick-up points.

As a result, passengers frequently have to stand beside busy roads with their luggage while waiting for buses. Many locations lack clean and separate wash rooms for women and men, hygienic places to eat, adequate seating or sheltered spaces where passengers can wait safely. The proposed bus ports would bring arrivals, departures, parking, ticketing, food outlets and passenger amenities into regulated complexes. They could also provide connections to city buses, metro services, taxis and autorickshaws.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

AP's Bhogapuram + airport notified as immigration checkpost

Our Bureau
New Delhi

The Centre has designated upcoming Bhogapuram Airport in Andhra Pradesh as the 39th authorised immigration checkpost across the country, offering immigration clearance facilities for international travel. This would be the third immigration check post in the State after the ones at Visakhapatnam and Tirupati airports. Also, it would be the 13th immigration check posts in the southern part of the country.

Last week, the Ministry of Home Affairs (MHA) amended its September 1, 2025, notification, which lists the authorised immigration check posts across the country to this effect.

The Alluri Sitarama Raju International Airport, being developed at Bhogapuram near Visakhapatnam, is expected to enhance air connectivity in the region and cater to growing domestic and international passenger traffic. The airport is being positioned as a major aviation hub for north coastal Andhra Pradesh and is expected to complement the existing airport at Visakhapatnam.

Designed to handle nearly 40 million passengers annually, Bhogapuram International Airport features a 78,000 sq m terminal building modelled on the shape of a flying fish. The Ministry of Civil Aviation issued an aerodrome licence to the greenfield airport on July 10.



Corporate Communications Directorate

BUSINESS LINE

DELHI

15 JULY 2026

Mangaluru airport gets ACI Level 5 accreditation

Mangaluru: The Mangaluru International Airport has been conferred the Level 5 accreditation under the Airports Council International (ACI) Airport Customer Experience Accreditation Programme, the highest recognition in the global airport industry for customer experience management. Only four airports in India to date have received this global accreditation. [OUR BUREAU](#)



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

15 JULY 2026

टीसीएस को जेएफके एयरपोर्ट के लिए ₹1.8 लाख करोड़ का ठेका

मुंबई | टीसीएस को न्यूयॉर्क के जेएफके एयरपोर्ट पर बन रहे न्यू टर्मिनल वन के लिए टेक्नोलॉजी और इनोवेशन का बड़ा ठेका मिला है। यह पोर्ट अथॉरिटी के 1.8 लाख करोड़ के जेएफके रीडेवलपमेंट प्रोजेक्ट का हिस्सा है। टीसीएस अपने कॉर्गनिक्स और इग्निटो प्लेटफॉर्म पर पैसेंजर प्रोसेसिंग, बैगेज हैंडलिंग, साइबर सिक्योरिटी और आई-वेस्ट ऑपरेशन सिस्टम तैयार करेगी। कंपनी की बीते साल कुल आय ₹2.9 लाख करोड़ से ज्यादा रही।

DESHBANDHU

DELHI

15 JULY 2026

नोएडा इंटरनेशनल एयरपोर्ट ने एक महीने में 61 हजार यात्रियों का भरोसा जीता

■ जुलाई में यात्रियों की रफ्तार तेज, अंतरराष्ट्रीय उड़ानों और नए शहरों के जुड़ने से बढ़ने की उम्मीद

ग्रेटर नोएडा, 14 जुलाई (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट ने संचालन शुरू होने के महज एक महीने के भीतर ही यात्रियों के बीच अपनी मजबूत पहचान बनानी शुरू कर दी है। 15 जून से शुरू हुई नियमित उड़ान सेवाओं के बाद 13 जुलाई तक 61,287 यात्री इस एयरपोर्ट के माध्यम से सफर कर चुके हैं। लगातार बढ़ती यात्री संख्या इस बात का संकेत है कि पश्चिमी उत्तर प्रदेश, दिल्ली-एनसीआर और आसपास के क्षेत्रों के लोग अब यात्रा के लिए नोएडा इंटरनेशनल एयरपोर्ट को तेजी से प्राथमिकता दे रहे हैं। एयरपोर्ट के शुरुआती परिचालन के दौरान ही यात्रियों की संख्या में लगातार बढ़ोतरी दर्ज की गई है। जून के अंतिम 15 दिनों में जहां 27,841 यात्रियों ने एयरपोर्ट का उपयोग किया, वहीं जुलाई के पहले 13 दिनों में ही यह आंकड़ा बढ़कर 33,446 पहुंच गया। यानी जुलाई में प्रतिदिन यात्रियों की संख्या जून की तुलना में कहीं अधिक रही।

जून के मुकाबले जुलाई में बढ़ा यात्री दबाव

एयरपोर्ट प्रबंधन के अनुसार जून में 9,342 यात्रियों ने यहां से



उड़ान भरी, जबकि 8,757 यात्री विभिन्न शहरों से यहां पहुंचे। इसके अलावा 2,398 ट्रांसफर और 7,344 ट्रांजिट यात्रियों का भी आवागमन दर्ज किया गया। वहीं जुलाई की पहली से 13 तारीख के बीच 9,082 यात्रियों ने नोएडा एयरपोर्ट से उड़ान भरी और 9,332 यात्री यहां पहुंचे। इस दौरान 9,334 ट्रांसफर तथा 5,698 ट्रांजिट यात्रियों की आवाजाही भी दर्ज की गई। आंकड़े बताते हैं कि एयरपोर्ट धीरे-धीरे क्षेत्र का महत्वपूर्ण एविएशन हब बनने की दिशा में आगे बढ़ रहा है।

रोजाना दो से तीन हजार यात्रियों का आवागमन

जुलाई के दैनिक आंकड़े भी एयरपोर्ट की बढ़ती लोकप्रियता की कहानी बयां करते हैं। 1 जुलाई को 2,412, 2 जुलाई को

2,418, 3 जुलाई को 2,389, 4 जुलाई को 2,364 और 5 जुलाई को 2,636 यात्रियों ने एयरपोर्ट का उपयोग किया। इसके बाद यात्री संख्या लगातार बढ़ती रही। 10 जुलाई को सर्वाधिक 3,255 यात्रियों का आवागमन दर्ज किया गया, जबकि 11 जुलाई को 3,000 यात्रियों ने सफर किया। 13 जुलाई को भी 2,796 यात्रियों ने एयरपोर्ट के जरिए यात्रा की।

अंतरराष्ट्रीय उड़ानों से मिलेगी नई उड़ान

नोएडा इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (नायल) के मुख्य कार्यपालक अधिकारी आरके सिंह ने बताया कि एयरपोर्ट पर यात्रियों की संख्या लगातार बढ़ रही है और अब तक 61 हजार से अधिक लोग यहां से यात्रा कर चुके हैं। उन्होंने कहा कि आने वाले समय में अंतरराष्ट्रीय उड़ानें शुरू होने के बाद यात्री संख्या में और तेजी से वृद्धि होने की उम्मीद है। साथ ही चरणबद्ध तरीके से देश के अन्य शहरों के लिए भी नई उड़ान सेवाएं शुरू की जाएंगी, जिससे एयरपोर्ट का नेटवर्क और अधिक विस्तृत होगा।

विशेषज्ञों का मानना है कि बेहतर सड़क संपर्क, आधुनिक सुविधाएं और लगातार बढ़ते उड़ान नेटवर्क के चलते नोएडा इंटरनेशनल एयरपोर्ट आने वाले समय में उत्तर भारत के प्रमुख हवाई अड्डों में अपनी मजबूत जगह बनाने की ओर तेजी से बढ़ रहा है।

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

15 JULY 2026

एक माह में नोएडा एयरपोर्ट से 61,287 ने किया सफर

नास, ग्रेटर नोएडा: नोएडा एयरपोर्ट से सफर करने वाले यात्रियों की संख्या धीरे-धीरे बढ़ती जा रही है। एयरपोर्ट से कमर्शियल फ्लाइट के संचालन शुरू होने के मात्र 28 दिनों में 61,287 यात्रियों ने यात्रा की है। वहाँ, 10 जुलाई को सबसे अधिक 3255 यात्रियों, जबकि पांच जुलाई को एयरपोर्ट से 2636 यात्रियों ने सफर किया।

एक जुलाई से शहरों की कनेक्टिविटी व फ्लाइट की संख्या बढ़ने संग यात्री भी बढ़े हैं। दूसरी ओर 25 दिसंबर 2025 में शुरू हुए नवी मुंबई एयरपोर्ट की तुलना में वहाँ यात्रियों की संख्या अभी कम है। नवी मुंबई में दिसंबर से लेकर मार्च के बीच 6,38,394 यात्रियों ने सफर किया था। दिल्ली-



नोएडा इंटरनेशनल एयरपोर्ट •

एनसीआर में दूसरे इंटरनेशनल एयरपोर्ट के तौर पर 15 जून को शुरू हुए नोएडा इंटरनेशनल एयरपोर्ट के संचालन को मंगलवार को एक माह बीत चुका है। पहले दिन चार शहरों के लिए यात्री सेवा एक दिन बाद ही पांच शहरों से जुड़ गई। एक जुलाई से उत्तर भारत के कई और शहर नोएडा एयरपोर्ट से जुड़े। नोएडा एयरपोर्ट से दूसरे शहर के लिए उड़ान भरने

वाले यात्रियों की संख्या 18,426 व आने वाले यात्रियों की संख्या 18,089 तक पहुंची है। इस अवधि में ट्रांसफर फ्लाइट वाले यात्रियों की संख्या 11,732 व ट्रांजिट यात्रियों की संख्या 13,042 रही है। 15 जून को हवाई उड़ानों के संचालन के पहले दिन एयरपोर्ट से 1427 यात्रियों ने सफर किया था। एयरपोर्ट पर 10 जुलाई को अब तक सर्वाधिक 3255 यात्री पहुंचे। इसके मद्देनजर नोएडा एयरपोर्ट से विमान सेवा संचालित कर रही एयरलाइंस अकासा एयर व इंडिगो ने सेवा में बदलाव भी किए हैं। अकासा ने नोएडा एयरपोर्ट से नवी मुंबई व बेंगलुरु के लिए अपनी सेवाएं फिलहाल बंद कर दी हैं। वहीं इंडिगो ने भी चंडीगढ़ समेत कुछ

शहरों के लिए शेड्यूल में बदलाव किया है। इंडिगो एयरलाइंस ने एक जुलाई से देश विभिन्न शहरों को जोड़ने के लिए 30 से अधिक फ्लाइट का संचालन शुरू किया, जिससे यात्रियों की संख्या बढ़ी। जून के आखिरी दिनों के मुकाबले एक जुलाई को यात्रियों की संख्या सीधे बढ़कर 2412 पर पहुंच गई। जुलाई की शुरुआत से एयरपोर्ट से देश के कई शहरों के लिए सीधी उड़ान सेवाएं शुरू की गई हैं।

त्योहारी सीजन में यात्रियों के बढ़ने की संभावना : एयरपोर्ट का संचालन कर रही कंपनी बमुना इंटरनेशनल एयरपोर्ट प्रा. लि. को उम्मीद है कि आने वाले आने वाले त्योहारी सीजन में यह संख्या और तेजी से बढ़ेगी।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

15 JULY 2026

Navi Mumbai Airport to Start Int'l Services



MUMBAI Navi Mumbai International Airport is all set to begin international services with Air India Group's low-cost subsidiary Air India Express' flight to Abu Dhabi on Wednesday, the airport operator Adani Airports Holding (AAHL) said. The AI Express flight to Abu Dhabi will depart at 2.55 am. The international air services are being launched over six months after the beginning of the commercial domestic operations at the facility on December 25. —PTI



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

15 JULY 2026

International flights from Navi Mumbai to start today

NITIN KUMAR
New Delhi, July 14

THE NAVI MUMBAI International Airport (NMA) is set to commence international operations on Wednesday (July 15), with Air India Express launching direct flights to Abu Dhabi.

The airline will operate the service three times a week, making Abu Dhabi the airport's first international destination. The launch comes less than 200 days after domestic operations began on December 25, 2025.

"The launch of our first scheduled international flight marks the beginning of a new phase in Navi Mumbai International Airport's journey. As we expand our network with more airline partners and destinations, our focus remains on delivering seamless operations and a world-class travel experience while strengthening Navi Mumbai's position as a preferred gateway for international travel," said Arun Bansal, CEO, Adani Airport Holdings.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

14 JULY 2026

'104 airports now operating on 100% RE'

Union Civil Aviation Minister Ram Mohan Naidu Kinjarapu on Monday announced that 104 airports across India are now operating on 100% renewable energy, marking a significant milestone in the country's efforts to make aviation infrastructure more sustainable.



Corporate Communications Directorate

HINDUSTAN

DELHI

15 JULY 2026

जाने वाले यात्री अधिक और आने वाले कम



ग्रेटर नोएडा, प्रमुख संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट से विमान सेवा शुरू हुए आज एक माह पूरा हो गया। पहले महीने में एयरपोर्ट से करीब 61 हजार यात्रियों ने सफर किया। इनमें नोएडा से फ्लाइट पकड़कर दूसरे शहर जाने वाले यात्रियों की संख्या अधिक रही, जबकि आने वाले कम रहे।

इस अवधि नवी मुंबई और चंडीगढ़ के लिए अस्थायी तौर पर उड़ानें बंद भी हुईं, लेकिन यात्रियों का रुझान लगातार बढ़ता रहा। आने वाले समय में यह आंकड़ा और अधिक होने का अनुमान है। नोएडा एयरपोर्ट से 15 जून 2026 को 17 शहरों के लिए घरेलू उड़ानों का

अनुमान से दस गुना कम यात्री

एयरपोर्ट से संचालन शुरू होने पर औसतन छह लाख यात्रियों प्रतिमाह आवागमन का अनुमान लगाया गया था। शुरुआती चरण में एयरपोर्ट से करीब 61 हजार यात्रियों ने ही सफर किया, जो अनुमानित मासिक क्षमता से काफी कम है। विशेषज्ञों का मानना है कि उड़ानों की संख्या, नए गंतव्यों और बेहतर कनेक्टिविटी से यात्रियों की संख्या बढ़ सकती है। एयरपोर्ट अथॉरिटी को इस ओर गंभीरता से प्रयास करने चाहिए।

संचालन शुरू हुआ था। पहले ही दिन एयरपोर्ट से 1427 यात्रियों ने उड़ान भरी। इनमें 679 यात्रियों ने प्रस्थान और 638 का अन्य शहरों से आगमन हुआ। करीब 110 यात्री ट्रांसफर और ट्रांजिट की श्रेणी में शामिल रहे।

पहले 15 दिनों में यानी 30 जून तक एयरपोर्ट से सफर करने वाले कुल यात्रियों

ये हैं चुनौतियां

- नोएडा एयरपोर्ट से दिल्ली-मुंबई एक्सप्रेस वे का काम हरियाणा में अधूरा है। इसके कारण फरीदाबाद समेत हरियाणा के कई शहरों की कनेक्टिविटी नहीं हो पा रही है।
- यमुना एक्सप्रेस वे से ईस्टर्न पैरिफेरल एक्सप्रेस वे से जुड़ने में अभी समय लगेगा। इस कारण गाजियाबाद समेत कई शहरों के लोगों की एयरपोर्ट पहुंचने में दिक्कत हो रही है।

का आंकड़ा 27,841 रहा। जुलाई के पहले पखवाड़े में भी यात्रियों का रुझान बढ़ा। 14 जुलाई तक 33446 यात्रियों ने एयरपोर्ट से सफर किया। नोएडा एयरपोर्ट के नोडल अधिकारी शैलेंद्र भाटिया ने कहा कि सीमित उड़ान के बावजूद यात्रियों का रुझान लगातार बढ़ता जा रहा है।

How Aera wants to change airport passenger fees

ABHISHEK LAW

Airports recover the costs of building new infrastructure from flyers and airlines even before the project is complete. India's airport tariff regulator, the Airports Economic Regulatory Authority of India (Aera), wants to change this practice. *Mint* breaks down the proposal.

Infrastructure cost burden

Srinagar charges the highest user development fee (UDF) and Delhi the lowest.

Major airports by UDF (in ₹) charged for domestic flights



Source: Reply to a Rajya Sabha question, 9 February 2026

mint

GOPAKUMAR WARRIER/MINT

1 What has Aera proposed to change?

Airports recover their investment through the user development fee (UDF), paid by flyers and through other charges, such as landing and parking fees, paid by airlines. Airlines pass these costs on to consumers in ticket prices. Aera's proposal does not change this process. It changes only one thing: large infrastructure projects will be included in airport tariffs only after they become operational. So if a new runway is commissioned in the third year of the project, the UDF will be adjusted starting from the third year. If the runway does not come up as promised or is delayed, the passenger will not be charged for it.

2 What are the other proposals?

The Bengaluru airport, which is investing ₹18,635 crore between FY27 and FY31, has suggested lowering the UDF and airline charges by 18% in the initial years, then gradually raising them as new infrastructure becomes operational. It wants to keep the UDF range-bound, so that even when hiked, it does not rise beyond a threshold. The Hyderabad airport, which is investing nearly ₹14,000 crore until 2031, has proposed reducing the UDF by 23% for departing domestic and international passengers. But it has sought to levy charges on domestic and international arrivals to offset the reduction.



3 Will your flight tickets cost less?

Not immediately. Airport charges are only one part of an airline's operating costs. Fuel, aircraft leasing, salaries and taxes also determine ticket prices. But the Aera proposal means passengers may no longer pay the UDF or other airport charges for projects that are still under construction. The proposal delays the recovery of costs—it does not eliminate them.

4 What are airport operators saying?

Airport operators are not convinced. Fairfax-controlled Bangalore International Airport Ltd said recovering tariffs during construction is important because airports need steady cash flows to finance large projects. GMR, which runs the Hyderabad airport, argued during a 6 July meeting that while it respects the proposed "user-pay", or incremental aggregate revenue requirement principle, implementing it within the existing regulatory framework will create practical and financial challenges.

5 What are passenger groups saying?

Passenger groups have welcomed Aera's proposal. The Air Travellers Association (ATA) said passengers should pay when infrastructure is ready, comparing it with paying toll only after a highway is opened. It also argued that airport assets, such as terminals, last for decades, so their costs should not be recovered over just one five-year tariff cycle. Air India has taken a more balanced position. While supporting airport expansion, it has warned that revising the UDF several times in a year could confuse passengers.

नोएडा इंटरनैशनल एयरपोर्ट से 28 दिन में 61 हज़ार से ज़्यादा ने भरी उड़ान

15 जून से शुरू हुई थी सेवा, फिलहाल 15 शहरों के लिए मिल रही फ्लाइट

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■ **नोएडा :** नोएडा इंटरनैशनल एयरपोर्ट को शुरू हुए आज एक महीना हो गया है। 15 जून से उड़ान सेवा चालू हो गई थी। एक महीने में 61 हजार से अधिक यात्रियों ने यहाँ से उड़ान भरी। इस दौरान एयरलाइंस ने कम यात्रियों के चलते किसी शहर की फ्लाइट बंद की तो दो शहरों के लिए सप्ताह में उड़ान के दिन कम किए। उनका कहना है कि समय के

अनुसार फ्लाइट की संख्या बढ़ाई जाएगी। नोएडा एयरपोर्ट से शुरू में 16 शहरों के लिए फ्लाइट मिलने लगी थी। इसमें लखनऊ, जयपुर, धर्मशाला, श्रीनगर, जम्मू, अमृतसर, पंतनगर, किशनगढ़, मुंबई, हैदराबाद, बेंगलुरु, लखनऊ, भोपाल, नयी मुंबई, बेंगलुरु, चंडीगढ़ शामिल हैं। जिन शहरों के लिए यात्री नहीं मिल रहे थे, एयरलाइंस ने वहाँ की उड़ानें बंद कर दीं। अकासा एयर नयी मुंबई और बेंगलुरु के लिए अपनी सेवाएं बंद कर केवल मुंबई के लिए उड़ान चला रही

है। हालांकि अब एक अक्टूबर से नयी मुंबई के लिए फिर से उड़ान शुरू की जाएगी। इंडिगो एयरलाइंस ने चंडीगढ़ के लिए अपनी सेवाएं बंद कर दीं। इंडिगो देहरादून के लिए रोजाना फ्लाइट चला रही थी। अब सप्ताह में चार दिन सोमवार, बुधवार, शुक्रवार और रविवार को देहरादून का सफर कर सकेंगे। पंतनगर के लिए फ्लाइट में कटौती की तैयारी है। जल्द ही इस पर फैसला हो जाएगा। हालांकि एयरलाइंस का कहना है कि यह इन शहरों के लिए जल्द नियमित सेवाएं देंगे। इसके लिए तैयारी चल रही है।

चल रही तैयारी

- पंतनगर के लिए फ्लाइट में कटौती की तैयारी है
- 1 से 13 जुलाई तक 33446 यात्रियों ने यात्रा की
- इसमें 9082 ने उड़ान भरी तो 9332 यात्री एयरपोर्ट पर उतरे
- देहरादून के लिए अब सप्ताह में चार दिन मिलेगी फ्लाइट



और बढ़ेगी यात्रियों की संख्या

नोएडा एयरपोर्ट का संचालन हुए करीब एक महीना बीत चुका है। अब तक 61287 यात्रियों ने सफर किया है। यह संख्या और बढ़ेगी। जून के 15 दिनों में 27841 यात्रियों ने सफर किया। इनमें 9342 से उड़ान भरी तो 8757 यात्री उतरे। इसके अलावा 2398 ट्रांसफर यात्री और 7344 ट्रांजिट यात्री शामिल हैं। 1 से 13 जुलाई तक 33446 यात्रियों ने सफर किया। इसमें 9082 ने उड़ान भरी तो 9332 यात्री नोएडा एयरपोर्ट पर उतरे। 9334 ट्रांसफर यात्री और 5698 ट्रांजिट यात्री शामिल हैं।



कार्गो की एक फ्लाइट

हवाई अड्डे से 17 जून को कार्गो सुविधा शुरू हुई थी। पहली फ्लाइट चेन्नै से नोएडा एयरपोर्ट पर उतरी। उसके बाद से कार्गो की फ्लाइट ने उड़ान नहीं भरी है। कार्गो से जुड़े अधिकारियों का कहना है कि अभी माल नहीं मिल रहा है। इसके चलते उड़ानें नहीं चल रही। अगर सामान आता भी है तो वह कम होता है। उन्होंने उम्मीद जताई कि धीरे-धीरे कार्गो सेवा बढ़ेगी।

Corporate Communications Directorate

NAVODAYA TIMES

DELHI

15 JULY 2026

एयरपोर्ट: ड्यूटी फ्री शॉपिंग में शराब का जलवा तो ब्यूटी प्रोडक्ट दूसरे नंबर पर

नई दिल्ली, 14 जुलाई (नवोदय टाइम्स): इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट का ड्यूटी फ्री शॉपिंग जोन में की जाने वाली खरीदारी में शराब सबसे लोकप्रिय श्रेणी में है जबकि ब्यूटी प्रोडक्ट दूसरे नंबर पर आते हैं। खास बात यह है कि भारत के सबसे बड़े ड्यूटी फ्री जोन में शुमार आईजीआई एयरपोर्ट पर विदेश जाने वाले यात्री भी बड़ी तादाद में सामान की खरीदारी कर रहे हैं। अधिकारियों की मानें तो अमरीका जाने वाले पर्यटकों की तुलना में थाईलैंड व दूसरे एशियाई देशों की यात्रा करने वाले लोग यहां खरीदारी पर ज्यादा खर्च करते हैं। ड्यूटी फ्री जोन संचालन से जुड़े एक अधिकारी

के अनुसार दक्षिण-पूर्व एशिया छुट्टियों के लिए तेजी से बढ़ता हुआ मार्केट है। इसलिए भी यात्री अपनी जरूरत का सामान यहीं से खरीदकर अपने साथ लेकर जाते हैं। हालांकि यूरोप जाने वाले रूट पर जाने वाले हवाई यात्री भी दिल्ली एयरपोर्ट के ड्यूटी फ्री स्टोर पर काफी खर्च करते हैं। पिछले कुछ सालों में यह ट्रेंड लगातार बना हुआ है। इसको ध्यान में रखते हुए ड्यूटी फ्री जोन पर खास तौर पर चुने गए प्रोडक्ट्स को वैल्यू-एडेड सर्विस से और बेहतर बनाया जाता है। इनमें क्लिक एंड कलेक्ट, प्री-ऑर्डर ऑप्शन, प्रीमियम कंसीयज असिस्टेंस, गिफ्टिंग सॉल्यूशन और बिना किसी रुकावट के ओमनीचैनल शॉपिंग शामिल हैं।

**ड्यूटी फ्री खरीदारी वाले
थाईलैंड, सिंगापुर, दुबई
व लंदन प्रमुख रूट**

विदेश से आने वाले लोग करते हैं अधिक खरीदारी

ड्यूटी फ्री जोन में खरीदारी करने वालों में विदेश से आने वाले (अराइवल) यात्रियों की संख्या अधिक है। इनमें ज्यादातर भारतीय और भारतीय मूल के विदेशी नागरिक शामिल हैं। ड्यूटी फ्री शॉप पर बिक्री में लगभग 55-60 प्रतिशत भागीदारी विदेश से आने वाले इन्हीं यात्रियों की होती है। एयरपोर्ट से विदेश जाने वाले यात्रियों द्वारा की जाने वाली खरीदारी कुल बिक्री का लगभग 40 से 45 प्रतिशत है। हालांकि अधिकारी बताते हैं कि यह आंकड़ा अलग-अलग तरह के अंतरराष्ट्रीय यात्रियों और यात्रा की दिशा के हिसाब से बदलता भी रहता है।

अन्य उत्पादों की भी है डिमांड

ड्यूटी फ्री खरीदारी में शराब का नंबर पहले स्थान पर आता है। एयरपोर्ट पर यात्रियों में शराब (लिकर) की खरीदारी काफी लोकप्रिय कैटेगरी में आती है। इसके बाद आते हैं ब्यूटी प्रोडक्ट्स। अन्य श्रेणियों में बिकने वाले सामानों की सूची में कन्फेक्शनरी (मिठाइयां/चॉकलेट), फैशन व एक्सेसरीज और तंबाकू उत्पाद शामिल हैं। कुल मिलाकर खरीदारी का ट्रेंड प्रीमियम और ट्रैवल-रिटेल-एक्सक्लूसिव प्रोडक्ट्स के पक्ष में है।

ड्यूटी फ्री सामान बिक्री वाले इंटरनेशनल रूट: थाईलैंड, सिंगापुर, दुबई, लंदन।

सबसे ज्यादा बिकने वाले प्रोडक्ट: शराब और ब्यूटी प्रोडक्ट्स।



Corporate Communications Directorate

THE PIONEER

LUCKNOW

14 JULY 2026

Row erupts as Govt plans to shift mosque inside NSI airport

SAUGAR SENGUPTA

■ Kolkata

There was political controversy after the Government suspended indefinitely the offering of *namaz* at Bakra Mosque (Gouripur Jame Masjid), which is situated inside the Netaji Subhas Chandra Bose International Airport at Dum Dum in Kolkata.

Rejecting the Government's claim that a running mosque inside an international airport and barely a few hundred

metres from the runway with regular public access was a security concern, senior Trinamool Congress MP Sougato Roy on Monday said that he was always for doing things on the basis of consensus and not arbitrarily. "The fact is that they want to extend the runway... there is no question of security or safety... If at all a change has to take place, then let it be on the basis of consensus and not by force as this BJP Government is doing it," Roy



said, while there was no statement from the Left.

West Bengal Chief Minister Suwendu Adhikari had earlier said that it was indeed a

security concern and the mosque should be shifted from the area "because nowhere you will find a public place inside an airport and so near the run way... this is a security sensitive issue... remember we are near international border... China and Bangladesh are nearby... an international airport which receives top VVIPs and dignitaries everyday besides handling scores of flights cannot be kept open like this for common entry... it has to be

shifted from there because national security is supreme... National security and the security of the airport will gain priority over everything else... I cannot say more as a Chief Minister."

Senior BJP leader and Union Minister Sukanta Majumdar too said that he had heard since his childhood that the runway of the airport could not be extended because the mosque came in the way. All this was because of appeasement politics.

2 Bangkok flights linked to 70% of hydroponic weed seizures at RGIA

Thailand Was Source In 28 Of 33 Major Cases

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Hyderabad: Two Bangkok-Hyderabad flights accounted for nearly seven in every 10 hydroponic cannabis seizures recorded at Rajiv Gandhi International Airport (RGIA), Shamshabad, between Nov 2024 and June 2026, indicating a courier-driven supply chain that repeatedly relied on the same arrival routes, say investigators.

An analysis of 33 seizure cases shows that two particular international flights — one by an Indian carrier and the other a Thailand airline — featured in 22 cases, accounting for about 134.2 kg of cannabis — nearly 70% of the total quantity seized during this period.

Investigators believe traffickers repeatedly chose these flights because they offered convenient direct connec-

APRIL SEIZURE OPENED WIDER NETWORK PROBE

April 7, 2026 | Arrest of Sodha Mohsin Bahadurbhai led to a broader probe into an alleged international drug trafficking network

- Customs officers intercepted Mohsin after he arrived at RGIA from Bangkok
- Mohsin was flagged through **behavioural profiling**
- Eagle Force later linked Mohsin to an alleged network headed by brothers Hemang Pramod Keluskar and Sudhanshu Pramod Keluskar
- Investigators alleged the brothers sourced cannabis from Thailand, recruited couriers across India

13.2kg
hydroponic ganja was seized from 22 vacuum-sealed packets concealed in his baggage



- Another courier, **Harshad Prajapati**, allegedly left airport with **12.7 kg** of cannabis before being intercepted at **BHEL crossroads**

- Syndicate reportedly used **88 couriers** across **172 Bangkok-linked trips** since 2023

tivity, frequency and favourable arrival timings. The 33 cases involved around 40 passengers or accused persons.

While the Indian flight appeared more often, the international flight carried larger consignments. Ten cases linked to the latter flight resulted in seizures of about 77.8 kg, averaging 7.8 kg per case, while 12 cases involving the Indian one accounted for about 56.4 kg, or 4.7 kg per seizure, say investigators.

On Jan 24, 2025, a seizure of 8.4 kg was linked to passengers Puthiyottil Ashraf Shoukathali, Mahat Karki Anuradha and Mahat Aasha. In another case, couriers Mubashshir Abbas Sayyed and Shabbar Raza Rizvi were intercepted on the international flight with 13.9 kg, valued at ₹13.9 crore. Investigators found that syndicates often split consignments among multiple passengers travelling together.

Thailand featured as the source in 28 of the 33 cases, accounting for about 169 kg.

Direct Bangkok-Hyderabad travel remained the dominant route, though some passengers arrived via Abu Dhabi, Kuala Lumpur and Hanoi. Three cases mentioned Kuala Lumpur without reference to Bangkok, while Hong Kong figured in one case. One Dubai-linked case stood apart from the broader import pattern.

Investigators suspect indirect routings may have been used to avoid scrutiny of direct Bangkok arrivals, though seizure data alone does not establish the motive. In a separate Narcotics Control Bureau (NCB) case, investigators alleged a courier travelled via Dubai to escape attention after a series of interceptions involving direct Bangkok flyers.

A 2025 case also suggested Hyderabad was being used as a transit point for moving contraband onwards to Mumbai.

Most consignments were concealed in checked-in baggage using false compartments, vacuum-sealed packets or consumer product packaging. Cannabis packets were recovered from cornflakes cartons, cookie boxes, food packages and clothing. In several instances, packets were distributed across luggage to reduce detection risk.

Investigations show that couriers were often recruited with offers ranging from ₹20,000 to ₹40,000 per trip, apart from travel, accommodation and food expenses.

A Month On, Noida Airport Waits For Wind In Its Sails

Off To Slow Start With Distance & Connectivity Dampeners

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Noida: Noida International Airport (NIA), which turns a month old on Wednesday, has been off to a slow start with airlines already pulling out routes that didn't find adequate takers.

Distance and affordability of travelling to and from the new airport have proven to be a killjoy because flyers have the option of the better-connected IGI Airport. The cab-dependent NIA is around 65km from Noida Sector 18. Till the place starts buzzing with more planes and people, passenger concerns about travelling to or from Jewar early morning and in evening hours also remain on the desolate (due to lack of traffic) stretches of Yamuna Expressway after crossing Pari Chowk.

The impact of one of the three launch airlines — Air India Express — pulling out due to mounting losses of parent Air India has been clear. The first week of NIA operations saw 86 flights and a small network of five connected cities. By week four, that rose to 224 flights and 15 cities. On Day 1, NIA, whose current capacity is the same as IGI's Terminal 2, handled 1,427 passengers, a number that rose to 2,797 this Monday.

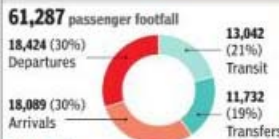
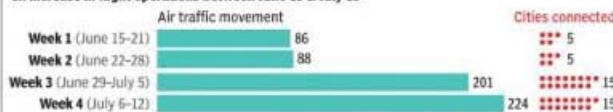
Of the total passenger footfall between June 15 and July 13, 18,424 were departures, 18,089 were arrivals, 11,732 were transfer passengers and 13,042 were in-transit passengers. Nearly 40% of the overall traffic was connecting travellers.

Akasa had started flights to Bengaluru and Navi Mumbai from June 16. Both these sectors have been suspended temporarily. Akasa is now trying its luck with a twice daily NIA-Mumbai flight.

For many years, India's largest airline, IndiGo, had been asking Delhi International Airport Ltd to earmark IGI's Terminal 1 exclusively for its domestic and international flights.

NIA SAW 96% TRAFFIC GROWTH FROM DAY 1

3x increase in flight operations between June 15 & July 13



Traffic mix
60% origin-destination passengers (departures + arrivals)
40% connecting travellers (transfers + transit)

3X NETWORK EXPANSION

June 15 | 5 cities (Lucknow, Bengaluru, Hyderabad, Amritsar, Jammu)
July 1 | 9 cities (Jaipur, Jodhpur, Dharamshala, Bhopal, Dehradun, Bareilly, Kishanganj, Pantnagar, Chandigarh)

ROUTE CHANGES

IndiGo | Chandigarh service discontinued
Akasa Air | Bengaluru and Navi Mumbai routes suspended till Oct 1; launches Mumbai flights



While that didn't happen, IndiGo virtually has an entire airport in NCR for itself in NIA. The airline has 105 weekly flights to and from 15 cities, including twice daily to Lucknow and Jaipur. It has so far withdrawn only the Noida-Chandigarh service for poor footfall.

Aware of the need for catalysts, Yamuna Expressway Industrial Development Authority (YEIDA) has been working to improve both connectivity and lighting along the expressway to enhance safety. YEIDA CEO R K Singh said National Highways Authority of India is constructing an interchange connecting Eastern Peripheral Expressway with Yamuna Expressway near Dankaur. "The interchange is expected to open on Aug 15, making travel to Noida airport easier for people from Ghaziabad, Hapur, Bulandshahr and nearby districts," he said.

Authorities remain upbeat about traffic picking up

"About 13-14 outbound flights and an equal number of inbound flights operate daily. The average daily passenger traffic is around 2,500-2,600 and these numbers are expected to grow," Singh added.

The going was never going to be easy for NIA because it's the first time in India that a second international airport has opened in an urban conglomerate where the first one is yet to reach full operating capacity. The new airports in Hyderabad and Bengaluru are almost as far as NIA is for Delhiites, but they have become the only airports after the old ones were shut. Delhi, Gurgaon, Noida and Ghaziabad, however, have in IGI an option that's better connected and has affordable multi-modal transport options.

Navi Mumbai International Airport, which started as Mumbai's second aviation hub barely six months before NIA, is flying a different trajectory because it does not compete with Mumbai CSMA,

which is saturated.

NIA may have a tough time till 2030 when IGI saturates by reaching its peak capacity of about 13-14 CPA. IGI currently has a capacity of 11 CPA but saw less than 8 crore passengers last year. It handles about 1,300 flights daily.

A factor beyond NIA's control is that it opened at a time when Indian carriers are reeling under the triple whammy of lucrative western routes become unviable for them due to closure of Pakistani airspace since last April, the US-Iran war sending oil prices flaring and the rupee weakening. Airlines have, hence, been scaling back on routes.

"It is surviving the tough initial phase whose length will be decided by macro-economic factors," said a senior airline official. In fact, leading private sector airport players in India are already eyeing a stake in NIA should concessionaire Zurich Airports decide to offload some.



Corporate Communications Directorate

THE TRIBUNE

DELHI

15 JULY 2026

Plane lands on wrong runway at Hisar airport; DGCA orders probe

DEEPENDER DESWAL
TRIBUNE NEWS SERVICE

HISAR, JULY 14

A major mishap was averted at Maharaja Agrasen International Airport on Tuesday morning when a chartered aircraft mistakenly landed on an abandoned runway instead of the newly operational airstrip, prompting the Directorate General of Civil Aviation (DGCA) to order an inquiry.

According to sources, the aircraft struck a reflective runway marker, commonly known as a "cat's eye", during the landing. The marker

came loose and hit the aircraft's engine, causing damage. However, no injuries were reported.

A DGCA team is expected to visit Hisar to inspect the site and investigate the incident.

Airport Director OP Saini confirmed the incident and said the matter had been reported to the DGCA. "The matter has been reported to the DGCA which will initiate an inquiry," he said.

Following the incident, flight operations at the airport remained suspended throughout the day and resumed around

Reflective runway marker hits engine
after aircraft touches down



6.30 pm, sources said.

The chartered aircraft was carrying the mortal remains of Nand Kishore Goenka, the 96-year-old father of former Rajya Sabha MP and Zee Group founder Subhash Chandra, who passed away in Mumbai on Monday. Besides a family member, the aircraft was carrying a caretaker and crew members. Other members of the family had arrived in Hisar on another chartered aircraft about 20 minutes earlier.

Sources said the old runway is no longer in use, but the pilot landed the

aircraft there instead of the newly commissioned runway that has been handling flight operations in recent days.

Airport officials took serious note of the incident and initiated a review soon after the landing.

"We are assessing the situation in the wake of the incident. It seems to have occurred due to the pilot's fault," said an official who attended the meeting convened after the incident.

However, sources said the inquiry would examine all possible factors, including whether there was any com-

munication gap between the Air Traffic Control (ATC) and the pilot or if any other reason led to the wrong-runway landing.

Meanwhile, Prime Minister Narendra Modi expressed grief over the demise of Nand Kishore Goenka. In a condolence letter addressed to Subhash Chandra, the Prime Minister said Goenka's life was marked by simplicity, hard work and commitment to values. He also recalled meeting him on several occasions, saying those interactions had been a source of inspiration.



Corporate Communications Directorate

AMAR UJALA

DELHI

15 JULY 2026

एअर इंडिया दुनियाभर में समय की पाबंद शीर्ष पांच एयरलाइंस में शामिल

गुरुग्राम। एअर इंडिया वैश्विक विमानन क्षेत्र में बड़ी उपलब्धि हासिल करते हुए ऐसी शीर्ष-5 एयरलाइंस में शुमार हो गई है, जो समय की सबसे ज्यादा पाबंद हैं। एविएशन एनालिटिक्स फर्म सिरियम की तरफ से जारी जून 2026 की ऑन-टाइम परफॉर्मेंस रिपोर्ट के अनुसार, एअर इंडिया दुनिया की चौथी समय की सबसे पाबंद एयरलाइन है।



जून 2026 की सिरियम रिपोर्ट में मिला चौथा स्थान

रिपोर्ट के अनुसार, जून माह में एअर इंडिया की 15,135 उड़ानों को ट्रेक किया गया, जिनमें से 86.85% समय पर पहुंची। 86.23% समय पर रवाना हुई और एयरलाइन ने 99.7% का कंप्लीशन फैक्टर भी दर्ज किया। दिल्ली व मुंबई जैसे सबसे व्यस्ततम हवाई अड्डों पर भारी भीड़ और एयर ट्रैफिक कंट्रोल की पाबंदियों के बावजूद एअर इंडिया ने अपने शेड्यूल की विश्वसनीयता को बनाए रखा है। एयरलाइन ने समयबद्धता में सुधार के लिए रियल-टाइम नेटवर्क मॉनिटरिंग, त्थरित परिचालन फैसलों और विमानों के टर्नअराउंड प्रोसेस को आसान बनाने जैसे कई प्रभावी कदम उठाए हैं। व्यूरो

Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JULY 2026

‘Bhogapuram can emerge as aviation hub’

RISING STAR. India should have a much stronger seaplane network, considering its coastline and inland water bodies: Aviation Minister

bl.interview

Rohit Vaid
New Delhi

The aviation sector is gearing up for a major infrastructure and structural overhaul, with the imminent commercial rollout of the country's first seaplane service in Lakshadweep and the Bhogapuram International Airport, positioned as a massive economic aerotropolis for the East Coast.

Union Civil Aviation Minister Kinjarapu Rammoohan Naidu disclosed that the government is targeting at least five major domestic carriers with fleets exceeding 100 aircraft each to match soaring demand.

Unveiling a comprehensive roadmap spanning regional connectivity, aggressive fleet expansion and indigenous manufacturing, bolstered by the recent design completion of the 19-seater SARAS aircraft, he outlined how policy interventions and a projected ₹20,000-30,000 crore government investment over the next decade will transform India from an aviation market into a global manufacturing and design hub.

Edited excerpts:

Apart from the rollout of the modified UDAN scheme, the Bhogapuram International Airport is also on the anvil. Do you see the airport becoming an economic growth engine for the region? And does it have the potential to emerge as a gateway to India's eastern corridor?

The growth of India's aviation sector over the past decade has been driven by a clear vision.

In Andhra Pradesh, that has been complemented by the vision of Chief Minister N Chandrababu Naidu to expand aviation infrastructure and create new economic centres. Bhogapuram has been conceived on similar lines. Construction has been completed, the aerodrome licence has been granted to the operator, and we are now awaiting a suitable date for the Prime Minister to inaugurate the airport.

This is not being developed merely as another airport. It is envisioned as the growth engine for North Andhra through an aerotropolis model. Along with passenger operations, it will have a strong maintenance, repair and overhaul (MRO) ecosystem, cargo facilities and an airport-led economic zone.

One of the projects I am particularly excited about is the proposed EduCity adjoining the airport. The idea is to attract leading global universities and create a world-class ecosystem for skilling and training that will support India's long-term growth.

Given its strategic location and the integrated ecosystem being planned around it, Bhogapuram has the potential to emerge as the aviation hub of India's eastern coast. The region itself is witnessing significant investments across sectors, making it an important economic destination. An airport becomes a key facilitator of that growth. Connectivity is equally important.

Bhogapuram is located on the Chennai-Kolkata highway, and will also benefit from improved road links with Chhattisgarh and inland Odisha. Within North Andhra, our focus is on providing seamless connectivity to district headquarters and major towns.



“I have consistently maintained that India needs more airlines. We need at least five major carriers operating fleets of more than 100 aircraft each

KINJARAPU RAMMOOHAN NAIDU
Union Civil Aviation Minister

Seaplane operations have remained one of your priority initiatives. What is the current status of the programme, and when can the first commercial services begin?

Seaplanes have always been a project that is very close to me. I believe a country like India should have a much stronger seaplane network, considering its coastline, island territories and inland water bodies.

We have revised the regulatory framework, undertaken trial operations, and are now on the verge of launching the country's first commercial seaplane services between Kochi and Agatti, along with connectivity to five destinations within Lakshadweep. We are hopeful of commencing op-

erations this month, with the aircraft, pilots and crew in place and approvals in the final stages.

Our vision, however, goes far beyond the islands. The North-East and several other States offer tremendous potential for seaplane connectivity. Once the first commercial services begin, we expect greater participation from States and private operators.

The Union Budget has also recognised the importance of seaplane operations and manufacturing, creating confidence among stakeholders. As a Ministry, we will continue extending the necessary support to develop this segment.

You have repeatedly said India needs more airlines. What is the Ministry doing to

encourage new entrants and strengthen competition?

I have consistently maintained that India needs more airlines. We need at least five major carriers operating fleets of more than 100 aircraft each. The biggest strength today is demand. Passenger traffic continues to grow and what once appeared to be a milestone of five lakh passengers a day has now become the new normal.

The second important factor is the government's commitment to invest around ₹20,000-30,000 crore in aviation over the next decade. Through the modified UDAN scheme, we are extending viability gap funding, giving airlines greater confidence to operate regional routes that may not initially be commercially viable.

These two factors — a rapidly growing market and strong government support — create a compelling case for new airlines. We are also open to new ideas that can

facilitate not only the entry of new airlines, but also the expansion of smaller carriers already operating in the ecosystem.

I am happy to see Akasa Air performing consistently well and expanding its fleet. We would like to see more airlines scale up in a similar manner to cater to the growing demand.

Ultimately, every policy intervention has to benefit the passenger. If policy changes can improve competition, increase capacity and provide better connectivity, they will certainly be considered.

India has become one of the world's largest aircraft markets. What is the roadmap for developing a domestic aircraft manufacturing ecosystem?

Manufacturing aircraft in India has been a long-standing dream, and I am happy to say that it is steadily becoming a reality. The C-295 programme at Vadodra has demonstrated India's manufacturing capabilities in the defence sector. On the civil aviation side, we are also making encouraging progress.

Embraer has announced plans to establish a final assembly line in India, while partnerships involving Hindustan Aeronautics Ltd are aimed at manufacturing smaller regional aircraft.

Also, last week, CSIR-NAL successfully completed the design of 19-seater regional SARAS aircraft. In the rotary wing segment also, HAL conducted the test flight of civil helicopter Dhruv NG and Airbus-Tata H125 Final Assembly Line has been inaugurated. These developments are the outcome of sustained engagement with global manufacturers and the government's Aatmanirbhar Bharat vision.

India's aircraft component manufacturing ecosystem has also expanded significantly, giving global aerospace companies greater confidence to invest here. The Bharatiya Vayuyan Adhinyam clearly states our vision that India should become not only a destination for aircraft operations and maintenance, but also for aircraft design and manufacturing.

Today, we have a strong component manufacturing base, global companies are setting up production facilities in India and policy support is firmly in place. These elements are coming together to create a robust aviation manufacturing ecosystem.

The Prime Minister has also spoken about the need for a made-in-India civilian aircraft. We are committed to realising that vision.

Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JULY 2026

● PLUGGING THE MRO GAP

Aviation servicing on home soil



SARAVANAN RAJARAJAN

India is one of the fastest-growing aviation markets in the world, and the numbers tell a story of extraordinary scale. Indian carriers have collectively placed orders for over 1,500 new commercial aircraft. The carriers generated over 800 commercial engine shop visits in 2024. That number will approach 2,000 by 2030 as the narrow-body fleet powered by LEAP (leading-edge aviation propulsion) and GTF (geared turbofan) engines matures into its

first heavy maintenance cycles, and could reach 4,000 annually by 2040 as the full order book enters service, according to Aviation Week's AWIN MRO Forecast.

Today, nearly 100 per cent of that work and revenue flows overseas. Indian engines travel abroad for overhauls. But the gap is not simply about engine shops. It is about the entire repair ecosystem behind each shop. In the world's most mature MRO (maintenance, repair and operations) ecosystems, 80 per cent or more of engine component repairs, including airfoils, combustor liners, fuel nozzles and non-destructive testing (NDT), are resolved locally. In India, that figure is close to zero.

Every specialised repair that cannot be done domestically entails transit time, logistics cost and foreign exchange outflow, even when the engine itself is being processed in an Indian shop. Solving this ecosystem problem is the most consequential opportunity in Indian aviation today.

India needs an integrated industrial cluster, anchored by engine MRO joint ventures, because concentration creates compound value. When an engine shop, a blade coating facility, an NDT lab, a precision machining shop and an MRO training school occupy the same industrial zone, the effect is



TUNE-UP. Aircraft engine shops must multiply as India's fleet expands

multiplicative, with faster turnaround, lower logistics cost, shared utilities and infrastructure, and a talent pool that deepens with every new entrant.

The cluster strategy requires a deliberate sequencing of investment: First, anchor the zone with an engine shop partnered with an original equipment manufacturer (OEM), and then widen the web of OEM-licensed joint ventures, each targeting a specific layer of the component repair chain.

TALENT PIPELINE

Workforce constraint is a factor that no amount of capital can bypass. An engine overhaul shop runs on certified technicians with specific type of ratings, which are OEM-approved and built over years of supervised practice. India needs these at scale, through OEM-operated training schools, OEM-MRO partnerships with local polytechnics offering final immersion at engine shops, and reskilling engineers from adjacent industries like defence and automotive. The talent pipeline is also the retention pipeline: An engineer trained, type-rated, employed and competitively paid within India is far less likely to emigrate.

Indian MRO facilities face duplicated approval costs and are structurally limited in their ability

to service foreign-registered and leased aircraft. The lessor landscape adds a further challenge as nearly 80 per cent of India's civil fleet is on sale-and-leaseback.

An overdue bilateral agreement with the European Union Aviation Safety Agency would open India's MRO facilities to the global maintenance market, not just the domestic one.

India's engine MRO demand is compounding faster than capacity can be built, yet the foundational ingredients for a world-class ecosystem are already in place. The fleet scale is here and growing faster than any comparable market, the engineering talent base is deep, and the policy direction is positive. French multinational aerospace corporation Safran's LEAP facility in Hyderabad, alongside a co-located training facility, is the catalyst. Every OEM conversation and policy decision that follows should answer one question: Does it keep 80 per cent of engine repair value on Indian soil?

The writer is the Global Head of Presales and Solution Consulting - Aviation, Aerospace and Defence at Ramco Systems

We value your feedback.
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Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

‘Govt shielded domestic carriers from global stress’

POLICY CUSHION. Interventions helped insulate airlines from global disruptions: Minister

Rohit Vaid
New Delhi

The Centre views civil aviation as a priority sector and is prepared to intervene to ensure operational as well as financial stability whenever the industry faces external shocks, Civil Aviation Minister Kinjarapu Rammohan Naidu told *businessline*.

In an exclusive interview, Naidu said that the government's response during the recent West Asia crisis reflected this approach, under which the aviation sector received strategic policy support in view of its growing contribution to the economy and its increasing importance for millions of Indian travellers.

"Today, aviation is a priority sector. The government is keeping a watch and doing what is necessary to bring stability to the sector," Naidu said.

SERIES OF MEASURES

According to the Minister, the Centre's intervention helped insulate Indian carriers from the financial stress witnessed by several airlines



The idea was that when the sector faces a challenge, every stakeholder has to contribute

K RAMMOHAN NAIDU,
Civil Aviation Minister

globally following the disruption in West Asia.

During the crisis, the government introduced a series of measures to cushion the sector, including capping aviation turbine fuel (ATF) prices, limiting increases in landing and parking charges at airports, extending the emergency credit line guarantee scheme to airlines and creating a ₹10,000-crore price stabilisation fund to address fuel price volatility. It also engaged with States to reduce value added tax (VAT) on ATF, particularly at major aviation hubs.

"The idea was that when the sector faces a challenge, every stakeholder has to contribute," Naidu said.

The Minister said aviation had evolved into a critical pillar of India's economic



growth over the past decade.

"As aviation has grown, it has become closely linked with the aspirations of the common man. Because of the growth we have achieved, the government now considers aviation to be a priority sector," he said.

UDAN SCHEME

India currently operates around 165 airports with a fleet of about 800 aircraft, while daily passenger traffic has crossed the 5 lakh-mark, a level Naidu described as "the new normal."

He said the modified UDAN regional connectivity scheme would anchor the next phase of aviation growth. Approved with an outlay of around ₹29,000 crore, the revamped programme extends Viability

Gap Funding from three years to five years on a tapered basis, increases the minimum weekly flight requirement from seven to 14, provides operations and maintenance support for smaller airports and envisages the development of 100 airports under a challenge-mode framework.

"This is not merely an extension of the existing scheme. We have studied what worked well over the last 10 years, understood the feedback and redesigned it into a much more comprehensive programme," Naidu said.

Looking beyond regional connectivity, the Minister said the government is repositioning aviation public sector undertakings as strategic growth enablers rather than pursuing privatisation.

He cited that organisations such as Alliance Air, Pawan Hans, AI Engineering Services Ltd and AI Airport Services Ltd continue to play a strategic role in regional connectivity and specialised aviation operations, with government support intended as growth capital rather than financial assistance.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

We will deposit ₹50 cr in 45 days, SpiceJet tells HC on dispute with Kal Airways

Press Trust of India
New Delhi

SpiceJet and its promoter Ajay Singh on Monday assured the Delhi High Court that they will deposit ₹50 crore in 45 days with the court registry in connection with a legal dispute with media baron Kalanithi Maran and Kal Airways.

Justice Subramonium Prasad, who has earlier directed SpiceJet and Singh to deposit around ₹144 crore in the case arising from an arbitral award against them in their dispute with Maran, was told that the remaining ₹94.50 crore would also be deposited in the next 90 days.

On May 4, the bench dismissed pleas by SpiceJet and Singh seeking a review of a January 19 order to deposit over ₹144 crore in the case.



The Supreme Court, on May 19, however, asked the airline to approach the High Court for extension of time to make the deposit.

Senior counsel for SpiceJet and its promoter on Monday informed the court that they had received financial assistance from the Central government amid the ongoing West Asia crisis and undertook to pay ₹50 crore as the first instalment.

He further said the balance would also be paid in the next 90 days.

Considering the stand, the court deferred the hearing till November on the airline's plea against the arbit-

ration award. It listed the matter in September as well on the issue of deposit of ₹144 crore with the registry.

Senior advocate Jayant Mehta appeared for Maran, along with law firm Karanjawala & Co.

Senior advocate Mukul Rohatgi appeared for SpiceJet and Singh.

On January 19, the court had directed SpiceJet and Singh to deposit ₹144 crore with the registry within six weeks against an admitted liability of ₹194 crore pursuant to the arbitration award against them in their dispute with Maran. On March 18, the time to make the deposit was extended by four weeks.

The matter arises from a dispute regarding the non-issuance of warrants in favour of Maran after the transfer of ownership to Singh, the controlling shareholder of SpiceJet.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JULY 2026

Air India and Air New Zealand discuss JV for non-stop flights

Aneesh Phadnis
Mumbai

Air India and Air New Zealand are discussing a joint venture partnership to launch non-stop flights between the two countries.

Air India has already signed MoUs with Lufthansa and Singapore Airlines for joint business agreements covering route planning, flight schedules, joint sales and marketing. A similar ar-

rangement is being considered with Air New Zealand, too, given the long distance and comparatively low yields on the routes between the two countries.

NEW OPPORTUNITIES

"We signed an MoU with Air India in March 2025 to make travel between New Zealand and India more convenient.

Since then, we've implemented a codeshare agreement to provide customers with more travel options, and

are continuing to work together, alongside Singapore Airlines, to explore opportunities to strengthen air links between the two countries," said Air New Zealand on Monday.

"India is an exciting market for New Zealand, and continuing to grow air connectivity is part of making that opportunity real. Both airlines are now exploring the longer-term possibility of direct flights between India and New Zealand," it added.



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BUSINESS LINE

DELHI

14 JULY 2026

SC seeks Centre's new rules to regulate volatile airfares

Aaratrika Bhaumik
New Delhi

The Supreme Court on Monday asked the Union government to place on record the new aviation rules framed under the Bharatiya Vayayan Adhiniyam, 2024, which seek to regulate volatile airfares and predatory pricing.

The court was informed that the regulations had already been finalised and were currently being translated into Hindi and other official language versions before being tabled before Parliament.

A Bench, comprising Justices Vikram Nath and Sandeep Mehta, was hearing a public interest litigation (PIL) petition filed by social activist S Laxminarayan seeking the formulation of binding regulatory norms to address arbitrary airfare pricing and ancillary charges

imposed by private airlines during festive periods, holidays and emergencies.

Appearing for the Directorate General of Civil Aviation (DGCA) and the Union Government, Additional Solicitor General Anil Kaushik submitted that the draft rules had been prepared and were currently undergoing translation. He further apprised the Bench that the regulations would be placed before Parliament during the upcoming monsoon session, which is scheduled to commence on July 21.

"The draft rules are ready. They are to be tabled before Parliament. Please give us some time," he said.

Senior advocate Ravindra Srivastava, appearing for the petitioner, however, contended that under the provisions of the 2024 Act, the new rules must first be published for public consultation before being tabled before Parliament. "After the



rules are framed, they have to be published for public consultation. Only thereafter can they be placed before Parliament," he submitted.

Finding merit in the submission, the Bench granted the Centre two weeks' time to place the draft aviation rules before the court in a sealed cover.

"Respondents need to peruse the rules before this court without awaiting the placing of the same before Parliament. Considering the aforesaid submissions, we

grant two weeks' time to the respondents to place before this court the rules that are being framed, irrespective of the fact whether they are placed before Parliament or not, in a sealed cover," the Bench ordered.

'SORRY SITUATION'

Srivastava also contended that the sharp surge in airfares during festivals was exploitative and blamed the continued inaction of the DGCA for the prevailing state of affairs. He further pointed out that the Union Government had, in April, kept in abeyance a March 18 direction issued by the DGCA requiring airlines to offer at least 60 per cent of seats without any seat selection fee.

The March 18 direction had also required airlines to ensure that passengers travelling under the same passenger name record (PNR) are seated together, "prefer-

ably in adjacent seats", among other passenger-friendly measures.

"The DGCA, which is the regulator, is issuing directions and the government withdraws those directions... It is a sorry situation. Your Lordships must consider putting in place a very robust and independent regulatory mechanism," he submitted.

This prompted Justice Mehta to observe that recent reports suggesting that Iran may close the Strait of Hormuz, despite the ceasefire announced last month, had once again given airlines a "window" to sharply increase airfares on the pretext of a looming oil crisis.

Srivastava, however, pointed out that an affidavit placed on record showed that the fuel component constituted no more than 10 per cent of the airfare, even though fares had risen exponentially.

"The fuel component in

the airfare is a maximum of 10 per cent. The rise is 100 to 300 per cent during this period.

"This is a very pitiable condition. Your Lordships have to do something," he submitted.

NEXT HEARING

Agreeing to examine the concerns raised, the Bench posted the matter for further hearing on August 3.

The petition pointed out that there is currently no regulatory authority vested with the power to review or cap airfares, enabling airlines to exploit consumers through hidden fees and unpredictable pricing.

It said such practices disproportionately affect economically weaker passengers, who are often compelled to purchase tickets during periods of peak surge pricing, while wealthier travellers can plan and book in advance.

Corporate Communications Directorate

BUSINESS LINE

DELHI

15 JULY 2026

Flight test for India's passenger plane Saras Mk II set for Q4FY28

HIGH FLYING. The IAF has issued LoI for 15 aircraft and will be the first launch customer of the Saras Mk II

Dalip Singh
New Delhi

Away from the public glare on the production of Tejas LCA Mk1A and fifth generation Advanced Medium Combat Aircraft (AMCA), the Council of Scientific and Industrial Research - National Aerospace Laboratories (CSIR-NAL) is developing an indigenous passenger aircraft Saras Mk II, with flight tests scheduled in the last quarter of 2027-28.

Saras Mk II, pitched in a highly specialised and historically competitive segment of the 19-seater twin-turboprop commuter as well as utility class which till now is being served by the ageing indigenous Dornier 228, will complete the certification by mid-2031. Post that, the aircraft will be ready for operations. To start with, the order book for acquisition of the Saras Mk II appears encour-



UNDER DEVELOPMENT. Saras Mk II, a 19-seater twin-turboprop targeting the commuter and utility segments, will be ready for operations after certification by mid-2031

aging to the CSIR-NAL officials.

The Indian Air Force will be the first launch customer of the Saras Mk II, providing letter of intent for 15 aircraft, the CSIR-NAL officials told *businessline*.

"The IAF has also orally indicated requirement of additional 30 Saras which they would commit after the certification of the aircraft. A parliamentary committee recommended two aircraft per

State, which comes to nearly 60. Adding to that, a private company provided enquiry of requirement for an air ambulance. Therefore, the total approximately comes to 105 aircraft which is the basis for revenue generation calculation," officials revealed.

As of now it has 50 percent indigenous content (IC) in terms of the cost, the CSIR-NAL officials. Airframe, major assemblies and required jigs and tooling will be de-

veloped indigenously, they explained.

Likewise, complete design, development qualification of integrated avionics and flight control system comprising stall warning and protection system (SWPS), brake management system, environment control system, utility services and management system and health monitoring system too will be harvested from within the country, officials stated.

"This constitutes 50 percent of the total aircraft cost. It is aimed to increase the IC with separate indigenisation programmes with the support from the government," officials noted.

On the other hand, the import content is confined to engines (Pratt and Whitney Canada PT6A-67A turboprop), propeller, fuel system components, navigation sensors, raw material and alloys, and some critical com-

ponents.

PRODUCTION PARTNER
State-owned Hindustan Aeronautics Ltd (HAL), which is the licence manufacturer of Dornier 228, is the production partner for Saras Mk II project.

HAL Kanpur will be setting up a production line, and would be responsible for sales and after sales and maintenance and repair of the aircraft.

HAL is also helping the programme in design and development of landing, wheels and brake and setting up of the fuel system test rig, officials in the leading aerospace company and CSIR stated.

Private firms like L&T, TASL, Motherson Aerospace and other MSME are part of the supply chain system having capabilities to mass produce airframe components including sub-assemblies and main assemblies.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

15 JULY 2026

अहमदाबाद विमान हादसे की जांच रिपोर्ट अक्टूबर में आएगी

नई दिल्ली: अहमदाबाद विमान हादसे के कारण की जांच के संबंध में एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (एएआईबी) ने सुप्रीम कोर्ट को बताया है कि वह कुछ हफ्तों में पूरी हो जाएगी और अंतिम रिपोर्ट इसी वर्ष अक्टूबर तक तैयार हो जाएगी। अहमदाबाद से लंदन जा रहा एयर इंडिया का विमान 12 जून 2025 में दुर्घटनाग्रस्त हो गया था और उसमें 260 लोग मारे गए थे। (प्र)

Akasa Air Plans to Raise ₹1k cr from Existing, New Investors

Our Bureau

New Delhi | Mumbai: Akasa Air is seeking to raise around ₹1,000 crore in two stages as it prepares for expansion. As part of the plan, the airline will issue new shares to existing investors of ₹500 crore, while in the next stage it is planning to raise another ₹500 crore through a mix of debt and equity from a new set of investors.

The airline counts the family of late investor Rakesh Jhunjhunwala and CEO Vinay Dube's family as major shareholders with over 65% stake.

Last year, Premji Invest, Claypond Capital- the family offices of Wipro founder Azim Premji and owner of Manipal group Ranjan Pai and funds managed by 360 ONE Asset management invested around ₹1,200 crore in the airline which gave them a stake of around 30%. The rest is held by a clutch of individual investors.

"In the first stage of investment, all the existing investors will participate at the same valuation at which the investment was done by Premji Invest and Claypond. In the second stage, two new investors who are entrenched players in the capital markets will come on board," said a person aware of the development.

Besides that, Akasa is also raising funding from banks through the government's Emergency Credit Line Guarantee Scheme.

The family of Jhunjhunwala along with other investors remain very confident about the future of the airline, the person said.

The airline will issue ₹500 cr in shares to existing investors, followed by a ₹500 cr debt raise



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

15 JULY 2026

Air India Crash Probe in Final Stage, Report Soon: Minister

Ahmedabad: Union Civil Aviation Minister Kinjarapu Ram Mohan Naidu on Tuesday said the probe into the June 2025 Air India AI171 crash was in its final stages, and the report would be released soon.

The Aircraft Accident Investigation Bureau (AAIB) is conducting the probe in a transparent manner, he told reporters at Dholera.

While the government is trying to ensure that the final report is released quickly, establishing the truth behind the crash remained

its top priority, he said. "It is in the final stages, so we are also trying to ensure that it comes out quickly. But more important than speed is that the truth comes out regarding why it happened and how it happened. AAIB, which is investigating the matter, is fully capable and is conducting the investigation in a transparent manner, and we believe that its final report will be coming out very soon," the minister told reporters.

He was in Gujarat on Tuesday to inspect the under-construction Dholera airport, coming up nearly 100 km from Ahmedabad city.

PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

14 JULY 2026

DGCA nod to AI for electronic tech logbook for B787, 777 jets

FPJ News Service

MUMBAI

The Directorate General of Civil Aviation (DGCA) has approved the use of Electronic Technical Logbooks (ETL) by Air India as the primary technical document for its Boeing 787 fleet and authorised parallel implementation across the Boeing 777 fleet. This makes Air India one of the first airlines to adopt fleet-wide ETLs.

The digital platform replaces paper maintenance records, enabling faster, more accurate management of aircraft engineering. The system



provides real-time information sharing between engineers and operational teams, accelerating defect reporting and enhancing aircraft dispatch reliability. Air India Senior Vice President for Engineering and Maintenance Jeremy Yew Jin Kit said, "The implementation of ETLs across our wide-body Boeing fleet reaffirms

the collaborative work involving engineering, flight operations, digital technology teams, OEM partners and the regulator.

Replacing paper-based processes with real-time digital information, we are improving operational efficiency, strengthening maintenance governance, enhancing regulatory compliance and enabling faster decision-making across our engineering and operations teams." The move follows Air India's continued investment in digital technologies to modernise operations, serving as a key step to build a data-driven aviation business.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

15 JULY 2026

Air India 171 crash report to be ready by October: Centre to SC

**Utkarsh Anand and
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The draft cannot be released

immediately, the Centre said in an affidavit filed ahead of a hearing on Friday in a batch of petitions seeking an independent investigation into the crash that killed 260 people, including 241 on board.

The government cited International Civil Aviation Organisation (ICAO) framework and the Aircraft (Investigation of Accidents and Incidents) Rules, 2025 that mandates a draft air crash investigation report to be

circulated to states participating in the probe — in this case, the US' National Transportation Safety Board as accredited representative of the state of design and manufacture — for their "significant and substantiated comments". The consultation could take 30 to 60 days depending on the complexity of the responses, the Centre stated.

The matter is listed for July 17 before a bench led by Chief Justice of India Surya Kant. →PII

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Filed on behalf of the civil aviation ministry and AAIB, the affidavit opposed petitioners' demands for a court-monitored or independent inquiry, arguing the investigation strictly follows international standards and Indian law and leaves no scope for judicial supervision or a parallel probe. The matter is listed for July 17 before a bench led by Chief Justice of India Surya Kant.



AI-171 crashed in Ahmedabad on June 12, 2025.

"In all probability, the investigation activities, subject to the resolution of the pending external dependencies set out therein, are anticipated to be completed within approximately 6 weeks," the affidavit said, adding that the draft final report "is expected to be ready approximately in October 2026" after the analysis phase.

The AAIB said aviation accident investigations exist solely to prevent future accidents, not to determine civil or criminal liability, and that Indian law expressly separates them from judicial or criminal proceedings. Appointing another investigating body or ordering judicial oversight would breach the "sole investigation authority" principle under Annex 13 of the ICAO framework, it said, noting that it alone holds statutory custody of the wreckage, flight recorders and other investigative material. Of the 66 procedural steps mandatory for a serious accident investigation, the AAIB said it has completed 49.

Every safeguard — evidence preservation, recovery and analysis of flight recorders, participation of accredited representatives, technical examination of aircraft systems, stakeholder consultation

and circulation of the draft report — is being "scrupulously followed", it said.

The Bureau also defended the confidentiality around the probe, saying cockpit voice recordings, crew communications, witness statements, medical records and the contents of the draft report are protected from public disclosure to preserve the integrity of the investigation and meet India's international obligations.

Since its establishment in July 2012, the AAIB has completed 218 investigations — 97 accidents, 120 serious incidents and one incident — a record it said establishes it as technically competent and fully capable of investigating the Ahmedabad crash.

Air India flight 171, a Boeing 787 Dreamliner, crashed moments after take off on June 12, 2025.

Except for one, all on board and 19 people on the ground were killed. Among the petitions seeking an independent probe is the father of Captain Sumeet Sabharwal, one of the pilots, who has challenged the AAIB's preliminary report over the speculation it triggered about possible pilot error.

NGO Safety Matters Foundation has sought a formal court of inquiry. At the previous hearing, the top court had asked the Centre and the Directorate General of Civil Aviation to place on record the procedural protocol governing the AAIB probe, observing that proceedings should not become a "blame game" and that it would first examine whether the investigation conforms to the prescribed legal and international framework before considering any parallel inquiry.

LOKSATYA

DELHI

15 JULY 2026

इंडिगो की डायरेक्ट फ्लाइट अब सिर्फ 4 दिन ही मिलेगी, 1 जुलाई को बंद की थी मॉर्निंग फ्लाइट

जयपुर-लखनऊ रूट पर
यात्रियों को दूसरा बड़ा
झटका

जयपुर, लोकसत्या।

जयपुर और लखनऊ के बीच हवाई सफर करने वाले पैसेंजर्स को एक महीने में दूसरा बड़ा झटका लगा है। इंडिगो ने दोपहर में संचालित होने वाली अपनी फ्लाइट 6E-7482 का संचालन सीमित कर दिया है। अब यह फ्लाइट सप्ताह में सिर्फ 4 दिन ही संचालित होगी।

इससे पहले 1 जुलाई से इस रूट पर संचालित सुबह की सीधी फ्लाइट बंद कर दी गई थी। ऐसे में दोनों शहरों के बीच रोजाना सीधी एयर कनेक्टिविटी का दावा कमजोर पड़ गया है।

इंडिगो की फ्लाइट 6E-7482 अब केवल सोमवार, बुधवार,



शुक्रवार और रविवार को ही जयपुर से लखनऊ और लखनऊ से जयपुर के बीच संचालित होगी।

मंगलवार, गुरुवार और शनिवार को इस रूट पर कोई सीधी फ्लाइट उपलब्ध नहीं होगी। इससे रेगुलर ट्रैवल करने वाले पैसेंजर्स को अब या तो दूसरे शहरों के जरिए कनेक्टिंग फ्लाइट लेनी होगी या फिर ट्रैवल प्लान बदलना पड़ेगा।

इस फैसले का सबसे ज्यादा असर व्यापारिक यात्रा करने वाले लोगों, सरकारी काम से आने-जाने वाले

अधिकारियों, स्टूडेंट्स, मरीजों और पर्यटन से जुड़े पैसेंजर्स पर पड़ने की संभावना है। पहले जहां रोजाना सीधी फ्लाइट मिलने से यात्रा आसान रहती थी, वहीं अब सप्ताह के तीन दिन सीधी सेवा उपलब्ध नहीं होने से यात्रा का समय और खर्च दोनों बढ़ सकते हैं। एविएशन सेक्टर से जुड़े जानकारों का मानना है कि किसी भी प्रमुख रूट पर सीधी फ्लाइट की संख्या कम होने से पैसेंजर्स का रुझान दूसरे विकल्पों की ओर बढ़ता है।



Corporate Communications Directorate

MINT

DELHI

15 JULY 2026

Akasa Air seeks funds as war drives cost



Akasa, which began operations in August 2022, last raised funds in June 2025.

REUTERS

Akasa Air is looking to raise ₹10.5 billion (\$10 million) through equity and debt, people familiar with the matter said, as India's youngest airline seeks funds to overcome challenges brought on by the US-

Iran war.

The airline has approached existing as well as two new investors to raise about ₹8 billion through equity, said the people, who asked not to be identified as the discussions are private.

It is also in talks with state-run banks for at least ₹2.5 billion in debt, they said, under an India government credit line for carriers hit by the war.

Akasa, which began operations in August 2022 and is owned by SNV Aviation Pvt, raised funds from investors in June 2025 based on market conditions that later shifted after the conflict between Iran and the US. The war triggered flight disruptions and a surge in jet-fuel prices—which accounts for about 40% of an airline's operating costs—creating fresh financial pressure.

Its need for additional capital reflects the broader strain facing both Indian and global carriers.

BLOOMBERG



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

14 JULY 2026

SpiceJet lessors seek return of 4 planes

MUMBAI: Lessors of crisis-hit SpiceJet have approached aviation safety watchdog Directorate General of Civil Aviation for the deregistration of four Boeing 737-8 MAX planes, while the airline on Monday said these aircraft have remained non-operational for a prolonged period and their deregistration will eliminate lease rental costs.

Ireland-based lessors Sky High LXXX Leasing Company Ltd and Sky High LXXVII Leasing Company Ltd have filed IDERA Deregistration requests for the four planes with the Directorate General of Civil Aviation (DGCA), according to public notices.

IDERA refers to Irrevocable Deregistration and Export Request Authorisation, a framework that allows lessors



to directly approach a country's aviation regulator to take back leased aircraft.

The four aircraft whose deregistration has been sought are VT-MXA, VT-MXC, VT-MAX and VT-MXB.

When reached for comments on the public notices, a SpiceJet spokesperson on Monday said these aircraft have been grounded for a long period due to engine HPT (High Pressure Turbine) manufacturing issues.

"The deregistration of these aircraft will eliminate lease rental costs on assets that have remained non-operational for a prolonged period.

There is no impact on the airline's operations, as these aircraft have been out of service for a considerable time," the spokesperson said in a statement.

The spokesperson also said the airline continues to remain in discussions with the lessor and OEM (Original Equipment Manufacturer) regarding the return to service of these aircraft.

Facing financial and legal headwinds, SpiceJet is already operating a reduced fleet.

The airline has just 11 aircraft in operation, and 42 planes are parked, according to information available on the planespotter.net website. P11

Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

14 JULY 2026

IndiGo, Accor announce reciprocal loyalty programmes partnership

NEW DELHI: The country's largest airline IndiGo and hospitality major Accor on Monday announced a strategic reciprocal loyalty partnership in India that will provide various benefits for their loyalty programme members.

The partnership is between the airline's loyalty programme IndiGo BluChip and Accor's loyalty programme ALL Accor.

At an event in the national capital to announce the partnership, IndiGo MD Rahul Bhatia said the opportunities within the Indian travel sector are immense and that the country is one of the world's most dynamic travel markets.



"This relationship marks a significant milestone in our shared journey and creates a distinctive value proposition for our customers, seamlessly integrating convenient air travel with rewarding hospitality experiences.

"Today's travellers increasingly seek connected and enriching journeys that bring together travel accommodation

and destination experiences in a single cohesive ecosystem," Bhatia said.

The partnership would allow the members to seamlessly convert ALL Accor reward points to IndiGo BluChips and vice-versa.

"Whether flying with IndiGo across its rapidly expanding network of over 140 destinations within India and abroad, or staying across the ALL Accor's ecosystem, covering more than 45 brands from luxury to economy, members can seamlessly connect flights, stays and experiences, creating a more rewarding travel journey across India and beyond," a release said.

MPOST



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

15 JULY 2026

Akasa Air to avail ECLGS benefit to strengthen growth

ENS ECONOMIC BUREAU @ New Delhi

AKASA AIR said it is looking forward to availing the benefits of the government's Emergency Credit Line Guarantee Scheme (ECLGS) amid reports the airline is eyeing to raise ₹1,050 crore via equity and debt to overcome challenges brought on by the US-Iran conflict.

"Akasa Air is a well capitalised airline with a clear long term growth strategy. This financial strength allows us to execute our growth plans with confidence and make decisions that best support our long term business objectives," said an Akasa Air Spokesperson.

The spokesperson added, "We appreciate the Government of India for introducing the ECLGS



and the support it provides to the aviation sector. We look forward to availing the benefits of the scheme, as appropriate, to further strengthen our growth plans." As per a Bloomberg report citing sources, the airline has approached existing as well as two new investors to raise about ₹800 crore via equity. It is also in talks with state-run banks for at least ₹250 crore in debt under the India ECLGS.

Bird strike grounds British Airways flight to London

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Chennai: A British Airways flight from London suffered a bird strike early Monday morning, moments before it landed at Chennai airport, leading to cancellation of its subsequent flight to London.

It happened around 3.30am when the flight was on the landing path at the St Thomas Mount end to touch down on the city airport runway with 226 passengers on board. The flight landed safely, and the passengers were deboarded.

The flight was moved to the remote apron, where an engineering team assessed the damage.

Since additional checks had to be carried out to assess whether the plane was fit to fly, its subsequent journey from Chennai to London, scheduled at 5.30am, was cancelled.

British Airways said all passengers of the cancelled flight were accommodated at hotels. Director General of Civil Aviation (DGCA) was apprised of the incident, said a British Airways spokesper-

Some flyers who insisted on flying to London on Monday were accommodated on flights from Bengaluru, Mumbai and Delhi



son. Sources said the airline arranged an alternative flight, which will arrive from London on Tuesday.

Some flyers who insisted on flying to London on Monday were accommodated on flights from Bengaluru, Mumbai and Delhi.

Garbage around the airport attracts birds, raising the risk of bird-hits.