भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

AMAR UJALA DELHI 16 APRIL 2026

क्यूआर कोड स्कैन करें, एयरपोर्ट खुद बताएगा रास्ता

नई दिल्ली। अब एयरपोर्ट पर रास्ता पूछने या प्रक्रिया समझने की चिंता खत्म होने वाली है। दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड ने यात्रियों की सुविधा के लिए एक नई डिजिटल पहल शुरू की है, जिसके तहत क्यूआर कोड स्कैन करते ही एयरपोर्ट खुद यात्रियों को हर स्टेप की जानकारी देगा। इसका उद्देश्य यात्रा को अधिक सहज, समझने योग्य और तनावमुक्त बनाना है।

इस पहल के तहत थ्रो टर्मिनल कंपैनियन नाम की एक मल्टीलिंगुअल वीडियो सीरीज लॉन्च की गई है, जिसमें एयरपोर्ट पर प्रवेश से लेकर बोर्डिंग, सिक्योरिटी चेक, इमिग्रेशन और बैगेज क्लेम तक की पूरी प्रक्रिया को आसान

दिल्ली एयरपोर्ट की डिजिटल गाइड पहल, यात्रियों को मिलेगा हर स्टेप पर रियल-टाइम मार्गदर्शन

तरीके से समझाया गया है। खास बात यह है कि इन वीडियो को एयरपोर्ट टर्मिनलों पर लगे क्यूआर कोड स्कैन करके तुरंत देखा जा सकता है, जिससे यात्रियों को रियल-टाइम गाइडेंस मिलती है। अधिकारियों के अनुसार, यह सीरीज 20 भाषाओं में उपलब्ध है, जिससे देश-विदेश के यात्रियों को भाषा की बाधा के बिना सहायता मिल सके।

खासकर पहली बार यात्रा करने वाले, वरिष्ठ नागरिकों, महिलाओं और अकेले सफर करने वालों के लिए यह पहल काफी मददगार साबित होगी। दिल्ली एयरपोर्ट का कहना है कि इस डिजिटल गाइड के जरिए यात्रियों की बड़ी संख्या अब पहले से ही अपनी यात्रा की तैयारी कर रही है। पिछले तीन महीनों में इस वीडियो सीरीज को 2 लाख से अधिक बार देखा जा चुका है और लगभग 82 प्रतिशत यात्रियों की सामान्य जिज्ञासाओं का समाधान इसी के माध्यम से हो रहा है।

क्यूआर कोड आधारित यह सुविधा न केवल एयरपोर्ट पर भीड़ और काउंटर पर दबाव कम करेगी, बल्कि यात्रियों को आत्मनिर्भर भी बनाएगी। इससे उन्हें हर कदम पर किसी की मदद लेने की जरूरत नहीं पड़ेगी और उनका सफर अधिक तेज व सुगम होगा।

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63 moons' cybersecurity arm pilots GPS-spoofing solution at Indian airports

Our Bureau
Mumbai

63SATS Cybertech, the cybersecurity business unit of 63 moons Technologies, is collaborating with two airports to develop a solution to combat GPS-spoofing, a major threat to the aviation industry, a top official in the cybersecurity firm said.

"We have a solution from Israel that we are actively piloting with two airports in India," Srinivas L, Joint MD & CEO of 63SATS Cybertech, told *businessline*, adding that Noida International Airport is among its customers.

Srinivas L, Joint MD & CEO of 63SATS Cybertech

SIGNAL SPOOFING

Srinivas explained that GPS spoofing works by transmitting a fake ground-based GPS signal that is stronger than those sent by satellites.

Aircraft normally rely on weak signals from satellites thousands of kilometres away, but when a stronger, false signal is broadcast, the their systems can pick that up instead.

As a result, the aircraft may interpret its position incorrectly, believing that it is in a different location than its actual one. This could also mislead air traffic control, which may see the aircraft positioned somewhere it is not.

Last December, GPS spoofing was detected at major airports, including Delhi, Mumbai and Bengaluru.

The proliferation of connected devices, particularly in homes, and increasing threats because of that had prompted 63SATS to develop solutions under its CYBX brand, its superapp.

"It is about convenience versus security. That's the toughest piece to solve," said Srinivas. "So, in the next two to three years, you will see a lot of IPs coming out of our stable," he added.

The company has rolled out an upgraded version of CYBX, positioning it as an all-in-one solution. The new version integrates multiple security layers, ranging from encrypted calling and Wi-Fi protection to defence against over 100 attack vectors.

Srinivas said the app was seeing good traction, clocking 700,000 downloads and blocking nearly 1.4 million cyberattacks within a month of its launch in August 2025.

Beyond retail users, 63SATS operates across enterprise and government segments through its Cyber Security Force and Cyberdome platforms.

The company is also working with several State government bodies for securing the energy infrastructure network and providing AI cybersecurity, said Srinivas, adding that talks were on with the governments of Gujarat, Uttar Pradesh, Haryana and Tamil Nadu.

"Now, we are focusing on the energy sector and the telecom sector, specialising in operational technology security," he added.

In its enterprise business 63SATS has tied up with top global brands such as Palo Alto, Check Point and Fortinet for providing cybersecurity solutions to sectors such as BFSI, manufacturing, automotive and critical infrastructure.

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BUSINESS LINE DELHI 15 APRIL 2026

Airport tariff cut to have minimal impact on revenue: India Ratings

Our Bureau
Mumbai

The mandated reduction in landing and parking charges at airports will have 1-2 per cent impact on their annual revenue and is largely credit neutral for operators, India Ratings and Research said in its analysis on Tuesday.

Strong liquidity and non-aeronautical revenue will help airports balance the impact of the mandated 25 per cent reduction, it added.

HELPING HAND. The reduction in airport tariff is one of the steps taken by the government to cushion the impact of the West Asia crisis on the aviation sector

PARKING CHARGES

On April 7, the Airports Economic Regulatory Authority (AERA) announced a 25 per cent reduction in landing and parking charges for domestic flights at major airports in the country for three months.

The reduction in airport tariff is one of the steps taken by the government to cushion the impact of the West Asia crisis on the aviation sector. Overall, the landing and parking charges (for domestic and international flights) account for an average of around 20 per cent of total airport revenues, and the 25 per cent reduction in charges for a three-month period is estimated to result in a revenue moderation of 1-2 per cent. "While the temporary measure impacts revenues by just 1-2 per cent, strong liquidity and non-aeronautical income help balance the effects," said Suryanarayanan S, Senior Analyst, India Ratings & Research.

"However, any extension beyond the initial three months could weigh on aeronautical revenues. Additionally, the broader economic environment should be considered, as changes in passenger demand and airline operations could further impact the airports," he said.

Along with reduced airport tariff, the government extended price relief for fuel too. Price hikes in aviation turbine fuel (ATF) for scheduled domestic flights has been limited to 25 per cent.

The government is also considering a new version of the Emergency Credit Line Guarantee Scheme for distressed sectors. Airlines may get up to ₹5,000 crore credit under the proposed scheme.

TRAVEL OPTION

"The primary focus of the government in the aviation sector has been to make flying a more affordable and convenient travel option for passengers. Even in the prevailing challenging situation, when global air operations are impacted, we have ensured that cancellations and rising fuel costs do not severely affect the operations of our domestic carriers. While ATF costs globally have risen by more than 100 per cent, we have passed on only a moderate increase capped at 25 per cent," Civil Aviation Minister Ram Mohan Naidu Kinjarapu said last week.

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Flat traffic growth in CY25 pushes Delhi out of top 10 busiest airports' list

Our Bureau
Mumbai

Delhi airport has dropped off the list of the top 10 busiest airports after three consecutive years due to flat traffic growth in calendar year (CY) 2025.

Last year, Delhi airport handled 78.1 million passengers — up 0.42 per cent from 2024. It was the 11th busiest airport in 2025, according to the Airports Council International (ACI), which released the data on Tuesday.

In 2022 and 2024, it bagged the 9th spot, while slipping to the 10th spot in 2023, globally.

VARIOUS DISRUPTIONS

Passenger traffic in Delhi slowed down last year due to various reasons. The Pahalgam terror attack and the Operation Sindoor last summer resulted in temporary suspension of flights at Jammu, Srinagar, Amritsar, Chandigarh and several other defence airfields, curbing traffic growth.

"A three-month closure of one its runways and IndiGo's flight disruptions in December also impacted passenger footfalls," an official said. The ongoing Pakistan airspace closure, too, is said to have lessened transit traffic at Delhi as flights operated by Indian carriers take longer than usual.

While CY 2025 saw flat growth, the January-March quarter of 2026 saw 2.7 per cent growth in traffic at Delhi airport. The airport handled 15.5 million domestic passengers in the quarter, its highest ever in three months period. International traffic however declined 1.6 per cent to 5.7 million period, GMR Airports Limited said in a stock exchange filing on Wednesday.

It did not respond to an email query on topic.

ATLANTA THE BUSIEST

Atlanta airport in the US retained its rank as the busiest airport globally, having handled 106 million passengers in 2025. For international passenger traffic and cargo traffic, Dubai and Hong Kong airports retained their number one positions, respectively.

In 2025, global passenger traffic is estimated to have reached 9.8 billion, which is a growth of 3.6 per cent over 2024, ACI said.

"Asia Pacific airports are rebounding strongly, driving changes in global airport rankings. The Shanghai Pudong airport recorded the biggest jump in the top ten, rising from the 10th spot to the 5th spot. Guangzhou Baiyun airport rebounded to 9th position up from 57th position in 2022," it added.

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व्यस्त एयरपोर्ट की ताजा रैंकिंग में आइजीआइ 11वें पायदान पर

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: एयरपोर्ट काउंसिल इंटरनेशनल (एसीआइ) की ताजा रिपोर्ट के मुताबिक आइजीआइ एयरपोर्ट अब दुनिया के 10 सबसे व्यस्त एयरपोर्ट (यात्रियों की आवाजाही) की सूची से बाहर होकर 11वें स्थान पर खिसक गया है। वर्ष 2025 में दिल्ली एयरपोर्ट ने 7.81 करोड़ यात्रियों का प्रबंधन किया। इसमें 2024 के मुकाबले महज 0.42 प्रतिशत की वृद्धि दर्ज की गई। विशेषज्ञों का कहना है कि जहां वैश्विक हवाई यातायात 3.6 प्रतिशत की औसत दर से बढ़ रहा है, वहीं आइजीआइ एयरपोर्ट की विकास दर करीब करीब स्थिर है और यही रैंकिंग गिरने का सबसे बड़ा कारण बनी। वर्ष 2022 और 2024 में आइजीआइ एयरपोर्ट नौवें और वर्ष 2023 में 10वें पायदान पर रहा था।

क्यों थमी रफ्तार: इस गिरावट के पीछे कई तकनीकी और सुरक्षा संबंधी चुनौतियां बताई जा रही हैं। विशेषज्ञों का कहना है कि पहलगाम आतंकी हमले और उसके बाद सेना द्वारा शुरू किए गए 'आपरेशन सिंदूर' ने उत्तर भारत के हवाई यातायात को बुरी तरह प्रभावित किया। उत्तर भारत के कुछ रणनीतिक एयरपोर्ट पर उड़ानों के अस्थायी निलंबन दिल्ली के लिए 'कनेक्टिंग ट्रैफिक' के नुकसान का कारण बना। आइजीआइ के एक मुख्य रनवे को मरम्मत के लिए तीन महीने तक बंद रखना पड़ा। पीक ट्रैवल सीजन में एक रनवे का कम होना सैकड़ों उड़ानों की कटौती का सबब बना। साथ ही, दिसंबर के कोहरे और इंडिगो जैसी प्रमुख एयरलाइंस के परिचालन संबंधी संकट ने यात्रियों के फुटफाल को और कम कर दिया। दूसरी ओर पाकिस्तान एयरस्पेस लगातार बंद होने से दिल्ली का ट्रांजिट हब बनने का सपना प्रभावित हो रहा है। लंबी दूरी की उड़ानों से ईंधन की लागत बढ़ी है, जिससे विदेशी यात्रियों ने वैकल्पिक रूट चुनना शुरू कर दिया है।

दिल्ली का आइजीआइ एयरपोर्ट

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एयरपोर्ट पर अब 'योर टर्मिनल कंपेनियन' बनेगा सफर गाइड

डायल ने शुरू की बहुभाषी वीडियो सीरीज, एयरपोर्ट पर क्यूआर कोड स्कैन कर देख सकते हैं वीडियो

जागरण संवाददाता, नई दिल्ली : आइजीआइ एयरपोर्ट पर अब यात्रियों को भाषा की बाधा या एयरपोर्ट की जटिल प्रक्रियाओं से निपटने में आसानी होगी। एयरपोर्ट संचालन एजेंसी डायल ने यात्रियों की सुविधा के लिए 'योर टर्मिनल कंपेनियन' नाम से एक बहुभाषी वीडियो सीरीज लांच की है। यह पहल विशेष रूप से उन यात्रियों के लिए उपयोगी साबित होगी, जो पहली बार हवाई यात्रा कर रहे हैं और जिन्हें एयरपोर्ट पर यात्रा से जुड़ी प्रक्रिया (प्रस्थान, आगमन, इमिग्रेशन, सुरक्षा जांच, चेक-इन आदि) समझने में दिक्कत होती है।

यात्री एयरपोर्ट पर लगे क्यूआर कोड को स्कैन कर अपनी भाषा में वीडियो देख सकते हैं। ये वीडियो दिल्ली एयरपोर्ट की वेबसाइट और यूट्यूब चैनल पर भी उपलब्ध हैं। डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार ने कहा कि इस सफर गाइड से यात्रियों की लगभग 82 प्रतिशत पूछताछ का समाधान घर बैठे या एयरपोर्ट पर ही मिल जाएगा। डायल का यह भी कहना है कि डिजिटल इंडिया की दिशा में यह एक कदम आगे की ओर बढ़ने की कोशिश है। यात्रियों की सुविधा को ध्यान में रखते हुए ये वीडियो हिंदी और अंग्रेजी के साथ-साथ पांच क्षेत्रीय भाषाओं में तैयार किए गए हैं। अंतरराष्ट्रीय यात्रियों के लिए भी इसमें मंदारिन, अरबी, फ्रेंच, जर्मन, रूसी, जापानी और कोरियाई सहित कुल 13 विदेशी भाषाओं का विकल्प दिया गया है।

24 वीडियो से सफर के हर मोड़ पर मार्गदर्शन : इस सीरीज में सूचना से संबंधित 24 वीडियो हैं, जिन्हें यात्रा के तीन मुख्य चरणों में बांटा गया है। प्रस्थान के तहत चेक-इन और सुरक्षा जांच की पूरी प्रक्रिया को आसानी से समझाया गया है। ट्रांजिट यात्रियों के लिए एक उड़ान से दूसरी उड़ान बदलने का सही और सरल तरीका में समझाया गया है। वहीं, आगमन के यात्रियों के लिए इमिग्रेशन, बैगेज क्लेम और एयरपोर्ट से बाहर निकलने की पूरी प्रक्रिया समझाई गई है।

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हवाईअड्डे पर क्षेत्रीय भाषा में रास्ते की सूचना मिलेगी

नई दिल्ली, प्रमुख संवाददाता। इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा पर दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने यात्रियों की सुविधा बढ़ाने के लिए 'योर टर्मिनल कंपेनियन' नाम से एक बहुभाषी वीडियो श्रृंखला शुरू की है।

यह पहल डेल केयर्स अभियान के तहत शुरू की गई है, जिसका उद्देश्य यात्रा को सरल, समावेशी और तनावमुक्त बनाना है। डायल से प्राप्त जानकारी के अनुसार इस नई सेवा के तहत 24 वीडियो तैयार किए गए हैं, जिनमें हवाई अड्डे पर यात्रा के हर चरण प्रस्थान, ट्रांजिट और आगमन से जुड़ी

■ आईजीआई हवाई अड्डे पर योर टर्मिनल कंपेनियन सेवा की हुई शुरुआत

जानकारी दी गई है। इसमें चेक-इन, सुरक्षा जांच, इमिग्रेशन, बैगेज क्लेम और आगे की यात्रा जैसे सभी महत्वपूर्ण चरणों को आसान तरीके से समझाया गया है।

डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार ने बताया कि यह वीडियो श्रृंखला 20 भाषाओं और पांच भारतीय क्षेत्रीय भाषाओं में उपलब्ध है, जिससे देश-विदेश के यात्रियों को काफी सुविधा मिलेगी।

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NAVBHARAT TIMES DELHI 16 APRIL 2026

दिल्ली एयरपोर्ट पर अब हर यात्री को मिल सकेगी अपनी भाषा में जानकारी

■ NBT रिपोर्ट, नई दिल्ली

दिल्ली एयरपोर्ट ने यात्रियों के सफर को और आसान बनाने के लिए #DELCares अभियान के तहत 'Your Terminal Companion' नाम से एक खास विडियो सीरीज शुरू की है। यह पहल यात्रियों को एयरपोर्ट की हर प्रक्रिया आसान भाषा में समझाएगी।

दिल्ली एयरपोर्ट ने 'Your Terminal Companion' नाम से एक विडियो सीरीज की है लॉन्च

कई बार एयरपोर्ट पर खासकर पहली बार यात्रा करने वाले लोग या अलग भाषा बोलने वाले चेक-इन करने, सिक्योरिटी चेक या बैगेज कहां मिलेगा, ऐसी कई जानकारियों को लेकर उलझन में आ जाते है। इसी परेशानी को दूर करने के लिए यह पहल शुरू की गई है। विडियो सीरीज में कुल 24 विडियो है, जो यात्रा के तीन अहम हिस्सों- डिपार्चर, ट्रांजिट और अराइवल को कवर करते है।

हर विडियो में स्टेप-बाय-स्टेप बताया गया है कि एयरपोर्ट पर क्या करना है, जिससे यात्रियों को किसी से पूछने की जरूरत कम पड़े और उनका सफर आसान हो जाए। खास बात यह है कि ये विडियो 20 अलग-अलग भाषाओं में बनाए गए है, जिनमें हिंदी, अंग्रेजी के साथ-साथ जर्मन, फ्रेंच, रशियन, कोरियन, डच, अरबी, जापानी जैसी विदेशी भाषाएं और 5 भारतीय बोलियां भी शामिल है। दिल्ली एयरपोर्ट के सीईओ ने कहा कि यह पहल यात्रियों को आत्मनिर्भर बनाने की दिशा में एक बड़ा कदम है।

2 मिनट में पढ़ें

दिल्ली इंटरनैशनल एयरपोर्ट लिमिटेड (DIAL) के सीईओ विदेह कुमार जयपुरियार ने कहा कि #DELCares सिर्फ सर्विस तक सीमित नहीं है, बल्कि यह हर उस अनुभव को परिभाषित करता है जिसे हम तैयार करते है। 'Your Terminal Companion' के जरिए हम यात्री सहायता को नए तरीके से परिभाषित कर रहे है।

2 लाख+ व्यूज़

DIAL के सीईओ विदेह कुमार जयपुरियार ने कहा कि यह पहल सुनिश्चित करती है कि हर यात्री, चाहे उसकी भाषा, पृष्ठभूमि या हवाई यात्रा का अनुभव कुछ भी हो- आत्मविश्वास और आसानी के साथ एयरपोर्ट पर अपनी यात्रा पूरी कर सके। ये विडियो एयरपोर्ट पर लगे QR कोड, वेबसाइट और यूट्यूब चैनल @Delhiairport पर आसानी से देखे जा सकते है। शुरुआती आंकड़ो के मुताबिक, पिछले तीन महीनो मे इन विडियो को 2 लाख से ज्यादा बार देखा जा चुका है और इससे यात्रियो के कई सवालो का समाधान भी हो रहा है।

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AIRPORTS AUTHORITY OF INDIA
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THE TIMES OF INDIA BANGALORE 15 APRIL 2026

Hydro ganja worth ₹9.1cr seized at KIA

Bengaluru: Customs officers recently seized 26.2kg of high-value hydroponic ganja from passengers arriving from Bangkok at Kempegowda International Airport (KIA) Terminal 2. The contraband, concealed in checked-in baggage across multiple interceptions, is estimated to be worth Rs 9.1 crore in the illicit market.

According to officials, the seizures were made through targeted operations based on risk profiling and passenger surveillance. In the largest haul, two passengers were intercepted with 17.9kg of hydroponic ganja valued at Rs 6.3 crore. In three other cases, individual passengers were found carrying 4.9kg (Rs 1.7crore), 1.8kg (Rs 63.7 lakh), and 1.5kg (Rs 51.8 lakh), respectively.

All the accused have been arrested under provisions of the NDPS Act. "These seizures point to a growing trend of organised smuggling through international routes, particularly from Southeast Asia. We are strengthening surveillance," an official said. TNN

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THE TRIBUNE DELHI 16 APRIL 2026

New Delhi airport rolls out 'Your Terminal Companion'

Move aims to make journeys more intuitive for passengers

TRIBUNE NEWS SERVICE

NEW DELHI, APRIL 15

Reinforcing its push towards a more seamless and inclusive travel experience, Delhi International Airport Limited (DIAL) has launched 'Your Terminal Companion', a multilingual passenger education video series at Indira Gandhi International (IGI) Airport, aimed at helping travellers navigate one of the country's busiest airports with ease.

The initiative, part of the airport's broader #DELCares programme, is designed to reduce confusion and make journeys more intuitive for passengers across all backgrounds. Positioned as a digital, always-accessible guide, the series offers step-by-step assistance across every stage of travel, ensuring that flyers are not left uncertain at any point during their airport experience.

The video series includes 24 modules that cover departure, transit and arrival, guiding passengers through common yet often stressful processes such as check-in, security checks, immigration, baggage collection and onward travel. Structured around real-world travel scenarios, the tutorials are aimed at simplifying procedures and offering clarity, particularly for first-time flyers who may find airport systems complex.

A key feature of 'Your Terminal Companion' is its multilingual accessibility. The videos are available in 20 languages, including English, Hindi, Mandarin, Arabic, French, German and Japanese, along with several Indian regional dialects. This wide linguistic coverage is intended to cater to both domestic and international passengers, making information more accessible and reducing dependency on physical assistance.

The initiative is expected to benefit a wide range of travellers, especially those who may require additional support, including senior citizens, solo travellers and young passengers. By providing clear, easy-to-follow guidance, the series aims to act as a reliable companion throughout the airport journey.

Passengers can access the tutorials by scanning QR codes installed across terminals as well as through the Delhi Airport website and its YouTube channel, allowing them to prepare even before reaching the airport. Early response to the initiative indicates a growing shift in passenger behaviour, with more travellers opting to familiarise themselves with procedures in advance.

According to DIAL, the series has already crossed over 2 lakh organic views within three months of its rollout, without any paid promotion. It is also helping address nearly 82 per cent of routine passenger queries, indicating that travellers are increasingly relying on digital tools for real-time guidance.

DIAL CEO Videh Kumar Jaipuriar said the initiative reflects the airport's continued focus on making travel more comfortable and accessible. He said the aim is to ensure that every passenger, irrespective of language or familiarity with flying, could move through the airport with confidence and minimal stress.

The launch of 'Your Terminal Companion' adds to a range of passenger-focused services already available under #DELCares, including buggy services, complimentary strollers and priority lanes, as Delhi Airport continues to expand its efforts to create a more efficient and inclusive travel environment.

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BUSINESS LINE DELHI 16 APRIL 2026

Crucial Air India meeting to focus on leadership flux and profitability push

Rohit Vaid
New Delhi

Top executives of Tata Sons and Singapore Airlines are set to meet on Thursday as Air India navigates leadership flux following CEO Campbell Wilson's resignation, alongside an estimated loss of around ₹20,000 crore for FY26, sources told *businessline*.

The meeting assumes significance as the airline plans a leadership transition.

Besides, the two stakeholders in Air India might take a call on the airline's request for additional funds in the range of over ₹10,000 crore to tide over the current operating environment.

According to sources, the discussions are likely to centre around new leadership, execution priorities and accelerating the path to profitability.

ENSURING STABILITY

The alignment between the two stakeholders is seen as crucial in ensuring stability during the transition.

Sources said that the financial situation of the airline will be closely analysed, and a course correction might be initiated.

Air India's losses are reportedly pegged around ₹20,000 crore for FY26 due to airspace restrictions, costly jet fuel and a depreciating rupee.

The current financial situation underlines the pressure on the balance sheet and might impact ongoing investments in fleet and service upgrades.

Singapore Airlines, which holds a 25 per cent stake in the airline, is expected to play a key role in shaping the strategy, leveraging its operational expertise and global network, sources said.

The discussions, sources said, may explore deeper collaboration, including expanded commercial arrangements and closer operational alignment between the two airlines beyond their home markets.

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BUSINESS STANDARD DELHI 16 APRIL 2026

'REHASHED DISTRESS PLEA'

SpiceJet leans on ECLGS prospect to resist ₹144 cr deposit

BHAVINI MISHRA
New Delhi, 15 April

The Delhi High Court (HC) on Wednesday heard SpiceJet's challenge to an order refusing its request to attach Managing Director Ajay Singh's assets in place of depositing ₹144 crore in its long-running arbitration dispute with Kalanithi Maran and KAL Airways.

The matter came up before Justice Subramonium Prasad, where senior advocate Mukul Rohatgi, appearing for the airline, pointed to a fresh development. He told the court that the Centre was set to extend support to airlines under an Emergency Credit Line Guarantee Scheme (ECLGS)-type mechanism, in light of the West Asia crisis.

Rohatgi said the proposed sovereign backing could materialise within days and that an application had been made calling upon the government to confirm the development. He submitted that SpiceJet was exploring multiple avenues, including efforts to sell assets, deposit title deeds, and secure sovereign-backed funding. The airline could not, however, commit to a timeline for monetising the property offered as security.

Opposing the plea, senior advocate Jayant Mehta, appearing for Maran and KAL Airways, argued that SpiceJet was effectively reintroducing a plea of financial distress that had already been raised and rejected. He contended that the airline was now framing the issue as one of "substitution" of security, even though the underlying basis remained its financial condition.

Mehta maintained that substitution was not an independent ground but merely a remedy, and that the executing court could not consider arguments not pleaded earlier. He further argued that SpiceJet's repeated applications were aimed at delaying enforcement, observing that this was the third such attempt in recent months.

During the hearing, the court questioned SpiceJet on the feasibility of selling the property it proposed to offer as security, asking whether the process could be completed within three weeks.

The Bench also engaged with the broader issue of equity in enforcement proceedings, observing that certain properties are exempt from attachment under the Code of Civil Procedure and that the collapse of an airline could have wider public ramifications.

Mehta, however, countered that the role of an executing court is to ensure that the decree holder reaps the fruits of the award, asserting that considerations of equity cannot dilute enforcement, especially when dues have remained unpaid for years.

भारतीय विमानपत्तन प्राधिकरण
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BUSINESS STANDARD DELHI 16 APRIL 2026

A-I asks Tata, Singapore Air for funds after $2.4 bn loss

BLOOMBERG
15 April

Air India racked up a wider-than expected annual loss of over ₹22,000 crore ($2.4 billion), prompting the company to seek financial aid from its shareholders, according to people familiar with the situation.

The loss for the fiscal year ended March 31 — a period punctuated by the deadly crash of a Boeing Co 787 Dreamliner, the closure of Pakistani airspace to Indian carriers and the West Asia conflict — is larger than $1.6 billion internal company loss estimate reported by *Bloomberg News* in January.

Air India's controlling shareholder, Tata Group, as well as Singapore Airlines Ltd — which owns 25.1 per cent in the carrier — are in talks to inject some much-needed cash, said the people, who asked not to be identified discussing private information. The size of the infusion is still being discussed but may be less than what the carrier needs, meaning Air India would have to look for other financing options, the people said.

Representatives for Tata Group and Air India didn't respond to an email seeking comments while Singapore Air declined to comment.

The record loss comes at a critical juncture for Air India. Chief Executive Officer Campbell Wilson last week announced his intention to step down later this year. The airline was ranked worst for safety issues in the aviation regulator's latest annual audit, and despite ambitious fleet expansion plans has struggled to lift yields and improve service to desired levels.

FY26 WAS PUNCTUATED BY THE DEADLY CRASH OF A BOEING 787 DREAMLINER, THE CLOSURE OF PAKISTANI AIRSPACE TO INDIAN CARRIERS AND THE WEST ASIA CRISIS

Stemming the losses has also been set as one of the key conditions for approving a third term for Tata Group Chairman N Chandrasekaran, *Bloomberg News* reported in February.

The airline had started the fiscal year on a positive note, posting operating profits in the first few weeks of April 2025, the people said. That turned after Pakistan closed its airspace to Indian airlines following a brief conflict in May, forcing them into longer routes to the US and Europe. A deadly crash in June of a Boeing Dreamliner, which killed more than 240 people, sent the carrier reeling, prompting it to reduce international and domestic services.

US President Donald Trump's punitive tariffs on India and a crackdown on foreign worker visas also hit the carrier's bottom line, the people said. The rolling crises have thwarted the airline's target to break even operationally in the fiscal year ended March 31.

Air India has also been one of the foreign carriers most affected by the outbreak of hostilities in the West Asia — a region which accounts for 16 per cent of its total capacity and which is now largely grounded, the people said.

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DAINIK BHASKAR DELHI 16 APRIL 2026

बढ़ता संकट • 2024 में अहमदाबाद में हुए विमान हादसे के बाद कंपनी की हालत हुई खस्ता

एअर इंडियाः 22 हजार करोड़ घाटा; समूह से मांगी मदद

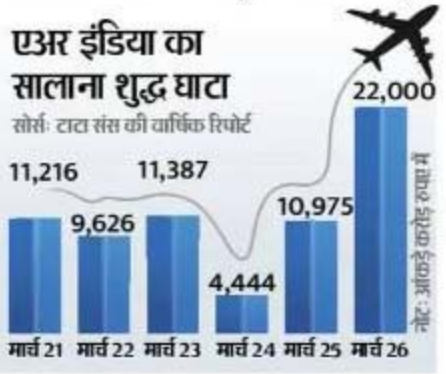
मिहिर मिश्रा | मुंबई

एअर इंडिया को वित्त वर्ष 2025-26 में करीब 22,000 करोड़ रुपए का घाटा हुआ है। यह नुकसान 15 हजार करोड़ रु. के आंतरिक अनुमान से ज्यादा है। इससे उबरने के लिए एयरलाइन ने प्रमुख शेयरधारकों टाटा ग्रुप और 25.1% हिस्सेदारी वाली सिंगापुर एयरलाइंस से मदद मांगी है। सूत्रों के अनुसार, दोनों निवेश पर चर्चा कर रहे हैं। हालांकि, फंडिंग की राशि अभी तय नहीं है।

यह घाटा ऐसे समय हुआ, जब कंपनी कई मोर्चों पर दबाव झेल रही है। सीईओ कैंपबेल विल्सन ने पद छोड़ने की घोषणा कर दी है। वहीं, विमानन नियामक नागर विमानन महानिदेशालय (डीजीसीए) के सुरक्षा ऑडिट में एयरलाइन का प्रदर्शन सबसे कमजोर रहा। बता दें कि एअर इंडिया इस वर्ष की शुरुआत में कुछ समय के लिए ऑपरेटिंग प्रॉफिट में आई थी, लेकिन हालात जल्द बिगड़ गए और सुधार की कोशिशें विफल रहीं।

एअर इंडिया का सालाना शुद्ध घाटा

सोर्सः टाटा संस की वार्षिक रिपोर्ट



ईरान युद्ध से पैदा हुए तनाव, पाक एयरस्पेस में पाबंदी से बढ़ रहा घाटा

हादसे, एयरस्पेस बंदी व तनाव के चलते एयर इंडिया का संकट बढ़ता चला गया।

- 2024 में बोइंग 787 ड्रीमलाइनर हादसे से संचालन पर असर, उड़ानें सीमित करनी पड़ी।
- पाक ने भारतीय विमानों के लिए हवाई क्षेत्र बंद किए। इससे यूरोप और अमेरिका की उड़ानें लंबी हो गईं, जिससे ईंधन खर्च बढ़ गया।
- ईरान युद्ध से पश्चिम एशिया में पैदा हुए तनाव ने भी उड़ानें प्रभावित की। यह क्षेत्र कंपनी की कुल क्षमता का 16% हिस्सा कवर करता है।
- बीते महीनों में लागत बढ़ती गई। इससे कंपनी का मुनाफे में आने का लक्ष्य पीछे छूट गया।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
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DAINIK JAGRAN DELHI 16 APRIL 2026

लुफ्थांसा की नई दिल्ली से जर्मनी की दो उड़ानें रद, यात्री परेशान

जागरण संवाददाता, नई दिल्ली : जर्मनी की प्रमुख विमानन कंपनी लुफ्थांसा ने बुधवार को अपनी दो महत्वपूर्ण उड़ानों को अचानक रद कर दिया। इससे 700 से अधिक यात्री आइजीआइ एयरपोर्ट में फंस गए। आज रद हुई उड़ानों में दिल्ली से फ्रैंकफर्ट एलएच-761 व दिल्ली से म्यूनिख एलएच-763 शामिल हैं।

लुफ्थांसा ने इसके पीछे परिचालन कारणों का हवाला दिया है, जिसमें क्रू मेंबर्स की कमी या विमान में तकनीकी खराबी शामिल होती है। लेकिन, सूत्रों की मानें तो हाल के दिनों में जर्मनी के एयरपोर्ट पर ग्राउंड स्टाफ और सुरक्षाकर्मियों की हड़ताल के कारण लुफ्तहंसा का वैश्विक शेड्यूल प्रभावित हुआ है। माना जा रहा है कि इसका असर दिल्ली से जाने वाली उड़ानों पर भी पड़ा है। एक अन्य संभावित कारण फ्रैंकफर्ट और म्यूनिख में भारी ट्रैफिक के कारण भी अक्सर उड़ानें रद करनी पड़ती हैं। उड़ान रद होने पर यात्रियों ने कड़ा रोष जताया। कई यात्रियों का कहना है कि उन्हें ऐन वक्त पर सूचना दी गई, जिससे उनकी आगे की कनेक्टिंग उड़ानें छूट गईं।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE FINANCIAL EXPRESS DELHI 16 APRIL 2026

Air India seeks funds from Tata after ₹22K-cr loss

BLOOMBERG
April 15

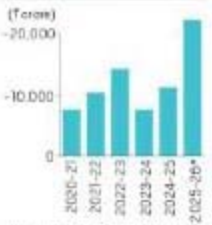
AIR INDIA RACKED up a wider-than-expected annual loss of more than ₹22,000 crore, prompting the company to seek financial aid from its shareholders, according to people familiar with the situation.

The loss for the fiscal year ended March 31—a period punctuated by the deadly crash of a Boeing 787 Dreamliner, the closure of Pakistani airspace to Indian carriers and the West Asia war—is larger than $1.6 billion internal company loss estimate reported by the news agency in January.

Air India's controlling shareholder, Tata Group, as well as Singapore Airlines— which owns 25.1% in the carrier—are in talks to inject some much-needed cash, said the people, who asked not to be identified discussing private information. The size of the infusion is still being discussed but may be less than what the carrier needs, meaning Air India would have to look for other financing options, the people said.

Representatives for Tata Group and Air India didn't respond to an email seeking comments while Singapore Air declined to comment.

MOUNTING LOSSES



Note: Losses for 2025-26 are based on information from people familiar with matter. Source: Ministry of Corporate Affairs/Tracxn Technologies LTD. @Bloomberg

The record loss comes at a critical juncture for Air India. CEO Campbell Wilson last week announ-ced his intention to step down later this year. The airline was ranked worst for safety issues in the aviation regulator's latest annual audit, and despite ambitious fleet expansion plans has struggled to lift yields and improve service to desired levels.

Stemming the losses has also been set as one of the key conditions for approving a third term for Tata Group Chairman N Chandrasekaran. The airline had started the fiscal year on a positive note, posting operating profits in the first few weeks.

भारतीय विमानपत्तन प्राधिकरण
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HINDUSTAN TIMES MUMBAI 14 APRIL 2026

Air India's continuing saga of turbulence

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

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

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

Anjuli Bhargava

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

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

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

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

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

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

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

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

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

Lack of engineering capabilities and expertise remains a critical weakness.

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

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

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

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

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THE HINDUSTAN TIMES DELHI 16 APRIL 2026

{ BUSINESS } AFTER ₹22K-CR LOSS

AI seeks funds from Tata, Singapore Air

Air India Ltd. racked up a wider-than-expected annual loss of more than ₹22,000 crore ($2.4 billion), prompting the company to seek financial aid from its shareholders, according to people familiar with the situation. The loss for the fiscal year ended March 31 — a period punctuated by the deadly crash of a Boeing Co. 787 Dreamliner, the closure of Pakistani airspace to Indian carriers and the Middle East conflict — is larger than $1.6 billion internal company loss estimate reported by Bloomberg News in January. Air India's controlling shareholder, Tata Group, as well as Singapore Airlines Ltd. — which owns 25.1% in the carrier — are in talks to inject some much-needed cash, said the people, who asked not to be identified. The size of the infusion is still being discussed but may be less than what the carrier needs, meaning Air India would have to look for other financing options, the people said. BLOOMBERG

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Maran opposes SpiceJet plea on ₹144.5 cr deposit order

Shruti Kakkar
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NEW DELHI: Kalanithi Maran and KAL Airways Pvt Ltd on Wednesday opposed before the Delhi High Court a plea by SpiceJet and its promoter Ajay Singh seeking a review of an order directing the airline to deposit ₹144.5 crore in an ongoing arbitration dispute, calling it a tactic to delay payment.

Appearing for Maran, senior advocate Jayant Mehta told Justice Subramonium Prasad that the review petition was "misconceived" and disclosed no "error apparent" to justify reconsideration of the March 18 order.

"The review application is misconceived. No error apparent, no observation misplaced. The only purpose... is to keep the sword hanging... and to ensure that the money is not paid," Mehta submitted, adding that the airline had been filing repeated applications to prolong compliance with orders passed three years ago.

On March 18, the high court directed SpiceJet to deposit ₹144.5 crore within four weeks to Maran and KAL Airways, rejecting the airline's request to substitute the amount with an immovable property in Gurgaon. The court was hearing an application seeking modification of its earlier January 19 order.

On January 19, the court had directed the airline and Singh to deposit ₹144.5 crore within six weeks, noting that SpiceJet had admitted ₹194.51 crore was due under earlier directions of the Supreme Court of India and had paid only ₹50 crore in two tranches.

In its review plea, SpiceJet argued that it could "collapse" if compelled to deposit the amount immediately, citing disruptions from the West Asia conflict and rising aviation turbine fuel prices.

The airline said its operations and cash flows had been hit, particularly due to curbs on flights to the Gulf.

Appearing for the airline, senior advocate Mukul Rohatgi described SpiceJet as a "real case of a sinking ship". He said the airline had engaged a broker to sell its Gurgaon property, was willing to deposit title deeds, and expected potential support from a proposed government fund for airlines affected by the West Asia tensions.

The court is scheduled to hear the matter on Thursday.

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SpiceJet warns it could collapse over ₹144.5 cr payment

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

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

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

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

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

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

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

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

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

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Airfares surge more than 40% amid tensions in West Asia

Jagriti Chandra
NEW DELHI

Travellers should brace for a costlier summer break as airfares have surged by more than 40% this April, rising even higher on leisure routes, as tensions in West Asia push up aviation turbine fuel costs and intensify operational challenges for airlines globally.

Data from travel booking portal Cleartrip show a Delhi-Mumbai ticket that averaged ₹6,000 in April 2025 now costs about ₹8,400 – a 40% jump. Bengaluru-Delhi and Mumbai-Chennai saw spikes of 41% and 42% with fares averaging at ₹8,200 and ₹7,800.

Leisure routes hit

The impact is more pronounced on leisure routes. Fares to Srinagar and Leh surged by 70%, climbing from ₹7,500 to ₹12,800, while hill destinations such as Shimla and Manali are up 53%. Northeast and southern holiday circuits such as Shillong, Bagdogra, Munnar and Ooty recorded a rise of about 50%.

International travel too is hit, with many travelling westwards unable to fly via Gulf hubs such as Dubai, Doha and Abu Dhabi and preferring non-stop flights. Flights to London and Paris now average ₹1.05 lakh, up 45% from last year and routes to Turkey and Italy have climbed 41%.

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Air India turns to Singapore Air, Tata for fresh funds

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Air India Ltd. racked up a wider-than-expected annual loss of more than 220 billion rupees ($2.4 billion), prompting the company to seek financial aid from its shareholders, said people familiar with the situation.

The loss for the fiscal year ended March 31 — a period punctuated by the deadly crash of a Boeing Co. 787 Dreamliner, the closure of Pakistani airspace to Indian carriers and the Middle East conflict — is larger than $1.6 billion internal company loss estimate reported by Bloomberg News in January.

Air India's controlling shareholder, Tata Group, as well as Singapore Airlines Ltd. — which owns 25.1% in the carrier — are in talks to inject some much-needed cash, said the people, who asked not to be identified discussing private information. The size of the infusion is still being discussed but may be less than what the carrier needs, meaning Air India would have to look for other financing options, the people said.

Representatives for Tata Group and Air India didn't respond to an email seeking comments while Singapore Air declined to comment.

The record loss comes at a critical juncture for Air India. CEO Campbell Wilson last week announced his intention to step down. AI was ranked worst for safety issues in the regulator's latest annual audit, and despite ambitious fleet expansion plans has struggled to lift yields and improve service to desired levels. Stemming the losses is set as a key condition for approving a third term for Tata Group chairman Natarajan Chandrasekaran.

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Jet fuel shock worsens crisis for global airlines

Bengaluru/Brussels/London: Air travel's worst crisis in years lurched deeper on Tuesday as Qantas Airways warned of spiralling costs, Lufthansa said it may have to ground planes and Virgin Atlantic flagged a looming supply crunch, with the Iran conflict squeezing fuel supplies.

The war has upended routes between Asia and Europe that relied on Gulf hubs, while a doubling of jet fuel prices and tightening of supplies are hitting airlines hard. Since the US-Israeli strikes on Iran began on February 28, carriers have hiked air fares, introduced fuel surcharges and cut routes.

Underscoring efforts to preserve cash, Qantas has delayed a planned share buyback, citing higher and volatile fuel prices, one of the first major carriers to stall shareholder returns. Lufthansa CEO Carsten Spohr warned that jet fuel supplies will remain constrained, driving up costs.

"Kerosene will remain in short supply and therefore more expensive for the rest of the year," Spohr told German newspaper *Frankfurter Allgemeine Zeitung*.

Lufthansa Group airplanes are parked on the tarmac at Frankfurt airport on Friday. (Reuters)

Lufthansa has not yet grounded planes due to shortages but this "may be unavoidable" as kerosene availability is already critical at some airports, particularly in Asia, he said. In South Korea, low-cost carrier T'way Air plans to furlough some cabin crew without pay in May and June, a local report said, among the first carriers to reduce staffing. A two-week ceasefire has provided little relief with the Strait of Hormuz still shut, removing roughly a fifth of global oil and liquefied natural gas supplies from the market and refineries will take time to repair damage inflicted on them.

"Despite the pause in the conflict we remain concerned about jet kerosene supply and price increase," UBS analyst Jarrod Castle said in a note on Tuesday, adding that December jet kerosene futures prices are still up more than 50 per cent year-on-year.

Fuel, typically airlines' second-largest cost after labour, accounts for about 27 per cent of operating expenses. Prices have more than doubled since the conflict began, far outpacing a roughly 50 per cent rise in crude prices before the ceasefire.

Russia's helium curbs

Russia has imposed temporary export controls on helium to maintain a stable supply to the domestic market, where the gas is mainly used in the production of fibre optics, the government said in a statement on Tuesday.

Reuters