

Second cab pick-up point at airport to open in June after multiple delays

AAI officials say the facility will be opened by end of June, bringing a sigh of relief to flyers, as the current arrangement to board cars is cumbersome; AAI officials attribute delay to legal concerns and the Model Code of Conduct that was in force for elections

PORT CALL

Sunitha Sekar
CHENNAI

Five months since the facility got ready and after multiple missed deadlines, the Airports Authority of India (AAI) has now decided to open the cab pick-up point at the Chennai airport in June.

Thousands of air passengers landing at the Chennai airport every day have been looking forward to the opening of this cab pick-up point, which is located inside the plaza, opposite the T1 domestic terminal.

Tiring process

This is because, in the existing set-up, passengers board a shuttle vehicle or walk down to the west wing of the multi-level car parking facility, use the elevator, and finally catch a cab. Vexed over this circuitous arrangement



The second cab pick-up point is located inside the plaza opposite the T1 domestic terminal. B. VELANKANNI RAJ

to board a cab, many have complained and taken to social media platforms such as X narrating the inconvenience it has caused. To fix this issue, the AAI chose to provide an alternative cab pick-up point inside the plaza, opposite the T1 domestic terminal.

The work on the plaza – which was conceived as a space for passengers to relax – commenced three years ago.

While it had to be completed in October 2024, the work was constantly plagued by delays and it was finished in December last

year. But, till date, the AAI had not opened the second cab pick-up point, citing it had to seek legal opinion to prevent any problems with the previous contractor and arbitrary implication.

Officials said that since the Model Code of Conduct for the Tamil Nadu Assem-

ly elections was imposed, the facility couldn't be opened.

"Most of the processes are complete and we are hoping that the cab pick-up point can be started by the end of June for the convenience of passengers," an official said.

Anitha G., a flyer from Chennai airport said the current cab pick-up arrangement was difficult for senior citizens. "After the flight, a substantial amount of time goes in taking a shuttle and then waiting for the elevator again at the parking facility. What is even more appalling is, though the facility was ready five months back, passengers are still unable to use it owing to unreasonable factors. Whatever procedures had to be completed, the AAI should have done them before the construction was over. It is sad that it took five months. I hope the plaza doesn't miss this deadline too," she added.



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CISF takes charge of security at Darbhanga airport

ABHINANDAN MISHRA
PATNA

Security at Darbhanga Airport was formally handed over to the Central Industrial Security Force (CISF) on Thursday, marking a major expansion of aviation security infrastructure in North Bihar and along the Indo-Nepal border region.

With the induction, Darbhanga has become the 72nd airport in the country and the third airport in Bihar, after Patna and Gaya, to come

under CISF security cover.

The formal induction ceremony was held at the airport premises in the presence of Bihar Chief Minister Samrat Choudhary and CISF Director General Praveer Ranjan. Public representatives, senior state administration officials, civil aviation authorities and security agencies also attended the programme.

Officials said 145 CISF personnel have been deployed in the initial phase to provide specialised aviation

security at the airport. The deployment assumes strategic importance because of Darbhanga's proximity to the 729-km Indo-Nepal border and concerns relating to transnational threats, smuggling networks and emerging security challenges, including drone sightings in border areas. Darbhanga Airport functions as a civil enclave within an Indian Air Force station, making the deployment of a specialised aviation security force operationally sig-



Induction ceremony was held at airport premises in presence of Bihar CM Samrat Choudhary and CISF DG Praveer Ranjan

nificant. CISF will provide a multi-layered security system covering passenger and bag-

gage screening, anti-sabotage checks, surveillance systems, access control mechanisms

and quick response arrangements.

Specialised units, including Quick Response Teams, Bomb Disposal Squads and K9 dog squads trained in explosive detection, have also been deployed as part of the enhanced security framework. The airport has emerged as one of the fastest-growing airports under the Government of India's UDAN scheme and has recorded rapid growth in passenger traffic in recent years, signifi-

cantly improving regional air connectivity in North Bihar.

Addressing the gathering, Chief Minister Samrat Choudhary said there would be "no compromise on security" in the Mithila region, which he described as highly sensitive. He said the induction of CISF would provide a robust security shield to citizens and strengthen the overall aviation security structure in the region.

CISF Director General Praveer Ranjan said the force

remained committed to ensuring safe, secure and passenger-friendly airport environments through trained manpower, advanced technology and globally benchmarked security practices.

With Darbhanga Airport coming under its security cover, CISF now secures 11 critical installations across Bihar, including airports and major industrial units, further expanding its role in protecting vital infrastructure in the state.

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DESHBANDHU

DELHI

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नोएडा एयरपोर्ट के पास बनेगा 'भारतीय यिवू'

चीन की तर्ज पर विशाल अंतरराष्ट्रीय बिजनेस एवं ट्रेड सेंटर

ग्रेटर नोएडा, 15 मई (देशबन्धु)। यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण (यौडा) नोएडा इंटरनेशनल एयरपोर्ट के बेहद करीब एक ऐसा ग्लोबल-स्टैंडर्ड ट्रेड हब विकसित करने जा रहा है, जो चीन के विश्व प्रसिद्ध यिवू इंटरनेशनल ट्रेड सिटी की तर्ज पर होगा। सेक्टर-7, 8 और 8ए में प्रस्तावित यह अंतरराष्ट्रीय बिजनेस और ट्रेड सेंटर भारत का सबसे बड़ा एकीकृत थोक बाजार बनने की राह पर है।

ई एंड वाई ने सौंपी फिजिबिलिटी रिपोर्ट

अमर्त एंड यंग (ई एंड वाई) कंपनी द्वारा तैयार की गई विस्तृत स्टडी रिपोर्ट यौडा को सौंप दी गई है। रिपोर्ट का जल्द ही उच्च अधिकारियों के समक्ष प्रस्तुतिकरण किया जाएगा। इसके बाद परियोजना को मंजूरी मिलने और आगे की प्रक्रिया शुरू होने की उम्मीद है।

यिवू मॉडल पर बनेगा 'वन-स्टॉप थोक बाजार'

चीन के ज़ेजियांग प्रांत के यिवू शहर की होलसेल मार्केट को पूरी दुनिया जानती है। यौडा उसी मॉडल पर यमुना सिटी में एक आधुनिक ट्रेड सेंटर विकसित करना चाहता है, जहां एक ही छत के नीचे देश के हर प्रकार के उत्पाद उपलब्ध होंगे। फिलहाल भारत में अलग-अलग शहरों में अलग-अलग प्रोडक्ट्स के थोक बाजार बिखरे पड़े हैं इलेक्ट्रॉनिक्स के लिए नेहरू प्लेस, कपड़ों के लिए चांदनी चौक और फर्नीचर के लिए सहारनपुर। नया



- एक छत के नीचे देशभर के थोक उत्पाद
- 20-20 एकड़ में तीन बड़े सेंटर की तैयारी

सेंटर इन सभी को एक जगह लाकर व्यापारियों और खरीदारों को बड़ी राहत देगा।

20-20 एकड़ में तीन सेंटर, फिराए पर मिलेंगे

जेवर के आसपास बस रहे यमुना सिटी में अभी ज्यादातर जमीन खाली है। अधिकारियों के अनुसार, एयरपोर्ट के बेहद नजदीक होने के फायदे को देखते हुए इन केंद्रों को 20-20 एकड़ में विकसित किया जाएगा।

खास बात यह है कि दुकानें बेचने के बजाय फिराए पर दी जाएंगी। इससे खराब प्रदर्शन करने वाले व्यापारियों को आसानी से हटाकर बेहतर उत्पादों को जगह देने की छूट रहेगी और मार्केट की क्वालिटी बनी रहेगी।

नोएडा एयरपोर्ट के पास अंतरराष्ट्रीय बिजनेस एंड ट्रेड सेंटर बनाने की तैयारी है। इसकी स्टडी रिपोर्ट तैयार करा ली गई है। उच्च



अधिकारियों के समक्ष प्रस्तुतिकरण के बाद परियोजना में आगे की प्रक्रिया पर काम होगा : ऐलेट्र भाटिया, एसीईओ, यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण।

यिवू की तरह जोन-बद्ध व्यवस्था

यिवू बाजार की सबसे बड़ी ताकत उसकी व्यवस्थित जोन व्यवस्था है। रिपोर्ट में इसका जिक्र करते हुए कहा गया है कि यिवू को 6 अलग-अलग डिस्ट्रिक्ट्स में बांटा गया है, जहां फूल-खिलौने से लेकर ज्वेलरी, इलेक्ट्रॉनिक्स, फैशन, स्टेशनरी और ऑटो पार्ट्स तक हर चीज अलग-अलग सेक्शन में उपलब्ध है। यमुना सिटी का नया ट्रेड सेंटर भी इसी मॉडल को अपनाएगा। यह परियोजना न सिर्फ यमुना सिटी को नया व्यापारिक केंद्र बनाएगी, बल्कि पूरे उत्तर भारत के लिए एक बड़ा थोक व्यापार हब बनकर उभरेगी। एयरपोर्ट की निकटता इसे निर्यात-आयात के लिए भी बेहद रणनीतिक स्थान बनाती है।

Navi Mumbai airport's next challenge moves beyond runway capacity

● Flight growth rises, but access remains uneven across Mumbai

AKBAR MERCHANT
Mumbai, May 15

FOUR MONTHS AFTER opening with just 23 daily flights, Navi Mumbai International Airport (NMIA) has rapidly emerged as Mumbai's second aviation hub. Daily flight movements have crossed 150 operations across nearly 45 destinations, passenger traffic has crossed the 1-million mark, and airlines are steadily expanding schedules at the new airport.

But as operations scale up, the airport's next test is shifting beyond aviation infrastructure to something far more familiar to Mumbai commuters: travel

time. For many passengers across the Mumbai Metropolitan Region, the viability of NMIA is being shaped less by physical distance and more by how predictably they can reach the airport. While the opening of the Mumbai Trans Harbour Link (MTHL) has sharply improved access from South Mumbai, large parts of the western suburbs continue to face long and inconsistent road journeys.

A passenger travelling from Colaba or Nariman Point can now reach NMIA in 20-40 minutes during non-peak hours through the MTHL corridor. In contrast, commuters from Borivali and other western suburbs often spend anywhere between 90 minutes and over two hours navigating congestion across the Western Express Highway, Jogeshwari-Vikhroli Link Road and the Sion-Panvel corridor. Taxi fares on these routes range

CONNECTIVITY CONCERN

■ Navi Mumbai International Airport remains heavily dependent on road-based access

■ Feeder routes such as Palm Beach Road and Sion-Panvel Highway continue to support traffic flow, but recurring congestion at Kurla and Chembur a challenge

■ Suburban rail connectivity through Uran line seeing limited traction because of last-mile gaps and luggage-related constraints

■ NMIA spokesperson says they are working with govt agencies to boost multimodal connectivity and expand transport routes



from ₹900 to ₹1,500, depending on traffic conditions and travel time. The contrast is beginning to reshape airport preferences across the city. Residents in Vashi, Belapur and Panvel are increasingly treating

NMIA as their default airport because of shorter travel times of around 20-35 minutes. For travellers from Bandra and BKC, however, bottlenecks at Santacruz-Chembur Link Road, Chembur and Govandi con-

tinue to affect reliability, particularly during peak hours.

Travel from Thane remains relatively more stable, though peak-hour commute can still stretch beyond 90 minutes.

The airport currently

remains heavily dependent on road-based access. While feeder routes such as Palm Beach Road and the Sion-Panvel Highway continue to support traffic flow, recurring congestion at Sion, Kurla and Chem-

bur remains a challenge. Public transport integration is still evolving, with suburban rail connectivity through the Uran line seeing limited traction because of last-mile gaps and luggage-related constraints.

According to an NMIA spokesperson, the airport currently offers app-based cabs, prepaid taxis, BEST's Chalo bus routes, Navi Mumbai Municipal Transport (NMMT) airport buses and shuttle services for nearby Navi Mumbai areas. The spokesperson added that the airport is working with government agencies to strengthen multimodal connectivity and expand transport routes in line with rising passenger demand.

Upcoming infrastructure projects are expected to improve the situation over the next few years. Metro Line 8, which will connect NMIA with Chhatrapati Shivaji Maharaj International

Airport, is projected to reduce inter-airport travel time to around 30 minutes. The proposed Thane-Navi Mumbai elevated corridor and the Airoli-Katai tunnel are also expected to ease pressure on existing roads.

Industry experts say the airport's long-term success will depend on how quickly these transport links become operational. Aviation expert Lokesh Sharma said, "NMIA's growth from 23 daily flights at launch to over 150 daily flight movements within just four months reflects the strong aviation demand across the Mumbai Metropolitan Region. However, an airport becomes a true hub only when passengers can access it reliably." AV Shenoy of Mumbai Mobility Forum said the airport's connectivity gaps could limit its appeal for large sections of Mumbai travellers despite the gains from MTHL.





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FREE PRESS JOURNAL

MUMBAI

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30% land acquired for Purandar airport: Dudi

Varad Bhatkhande

PIMPRI-CHINCHWAD

Around 30% of the land required for the proposed Chhatrapati Sambhaji Raju International Airport at Purandar has been acquired through agreements with farmers, Pune district officials said on Wednesday.

Pune District Collector Jitendra Dudi said compensation worth 115 crore has been directly transferred to farmers' bank accounts over the last three days. He clarified that payments are currently being made only to original landowners and not

to investors holding land in the project area.

The proposed airport project requires 1,216 hectares, or nearly 3,040 acres, of land spread across seven villages in Purandar tehsil. Officials said affected farmers are expected to receive a minimum compensation of ₹1.61 crore per acre.

According to the administration, agreements have already been completed for around 920 acres of land, accounting for more than 30% of the total land required for the airport project. The acquisition process is currently underway in all seven

villages included in the project area.

The district administration has started issuing notices to farmers who have agreed to the acquisition before finalising agreements. These notices include compensation details for land, houses, fruit-bearing trees, orchards, borewells, pipelines and other affected assets. Dudi said the compensation distribution process gathered pace from Monday onwards, and notices are being issued across all seven villages. He added that the remaining farmers are expected to receive notices within the next two days.



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MUMBAI

15 MAY 2026

Adani Airport Holdings signs deal with IHG Hotels & Resorts for 5 properties

Dhairya Gajara

MUMBAI

Adani Airport Holdings Limited (AAHL) and IHG Hotels & Resorts signed a managed hotel portfolio agreement to develop five hotels across Navi Mumbai, Jaipur, Thiruvananthapuram and Mangaluru. The agreement will add close to 1,500 keys

across multiple brands and locations while also marking the Indian debut of IHG's luxury lifestyle boutique brand Kimpton Hotels & Restaurants.

The partnership comes at a time when these cities are seeing rising travel demand and rapid expansion of India's aviation, tourism and airport-led urban infrastructure sectors. The portfolio includes a



Kimpton hotel in Jaipur as well as Holiday Inn and Holiday Inn Express hotels within upcoming hospitality-led mixed-use developments as part of the Adani Airport cities. According to AAHL, it is also in advanced discussions with IHG to further deepen and expand

this partnership beyond these four cities. The partnership marks the debut of Kimpton Hotels & Restaurants in India. Known globally for its designed hotels, chef-driven dining experiences and boutique luxury positioning, Kimpton's entry is said to reflect the growing demand for premium lifestyle hospitality experiences in India.



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हलवारा हवाई अड्डे से विमान सेवा शुरू की

चंडीगढ़, एजेंसी। पंजाब के लुधियाना स्थित हलवारा हवाई अड्डे पर एयर इंडिया ने अपनी पहली व्यावसायिक विमान सेवा शुरू कर दी है। हलवारा हवाई अड्डे से परिचालन आरंभ करने वाली एयर इंडिया पहली विमानन कंपनी है।

यह सेवा लुधियाना को देश की राजधानी दिल्ली और वहां से पूरे विश्व के विभिन्न शहरों से जोड़ेगी। एयर इंडिया ने आधिकारिक रूप से जानकारी दी है कि दिल्ली से पहली उड़ान आज सुबह 7:03 बजे हलवारा हवाई अड्डे पर उतरी, जबकि लुधियाना से वापसी की उड़ान सुबह 8:00 बजे रवाना हुई। कंपनी इस मार्ग पर प्रतिदिन दो उड़ानों का संचालन करेगी।

इन उड़ानों को इस प्रकार व्यवस्थित किया गया है कि यात्री दिल्ली के माध्यम से लंदन, पेरिस, रोम और मिलान जैसे अंतरराष्ट्रीय गंतव्यों के लिए आसानी से जुड़ सकें। दिल्ली हवाई अड्डे पर एक ही टर्मिनल से घरेलू और अंतरराष्ट्रीय उड़ानों के बीच स्थानांतरण की सुविधा यात्रियों के सफर को और अधिक सुगम बनाएगी।



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

15 MAY 2026

Adani Airport Holdings inks deal with IHG Hotels & Resorts for developing 5 properties

MUMBAI: Adani Airport Holdings on Thursday announced signing a deal with hospitality firm IHG Hotels & Resorts for developing five hotels across key airport-linked and high-growth urban destinations, including Mumbai, Navi Mumbai and Ahmedabad.

The agreement will add close to 1,500 keys across multiple brands and locations, in line with IHG's growth plans for India, Adani Airport Holdings Ltd (AAHL) said.

AAHL said it is also in advanced discussions with IHG to further deepen and expand this partnership.

The pact also marks IHG's luxury lifestyle boutique brand, Kimpton Hotels & Restaurants' debut in the domestic market.

The development aligns with rising travel demand and



the rapid expansion of India's aviation, tourism and airport-led urban infrastructure sectors, AAHL said.

These five hotels will be developed across Jaipur, Mangaluru, Thiruvananthapuram and the Mumbai Metropolitan Region (MMR), strengthening hospitality infrastructure around major aviation and urban growth corridors, the company said.

AAHL currently operates Mumbai, Navi Mumbai, Ahmedabad, Jaipur, Lucknow, Guwahati, Mangalore and

Thiruvannanthapuram airports.

"As the Adani Group expands its presence across hospitality and airport-led urban infrastructure, our vision is to create world-class destinations that seamlessly integrate travel, stay and urban experiences around India's rapidly growing aviation ecosystem," said Pranav Adani, Director, Adani Enterprises Ltd (AEL).

The portfolio includes a Kimpton hotel in Jaipur as well as Holiday Inn, and Holiday Inn Express hotels within upcoming hospitality-led

mixed-use developments as part of the Adani Airport cities.

"We are building this platform in partnership with leading international hotel brands that bring global standards, operational excellence and scale. Our collaboration with IHG Hotels & Resorts, and the development of five hotels across key gateway destinations, marks an important step in strengthening high-quality hospitality infrastructure aligned with India's long-term travel and economic growth," he added.

Known globally for its design-led hotels, chef-driven dining experiences and boutique luxury positioning, Kimpton's entry reflects the growing demand for premium lifestyle hospitality experiences in India.

MP0ST

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SWATANTRA BHARAT

LUCKNOW

15 MAY 2026

जेवर हवाई अड्डे से 15 जून से शुरू होंगी उड़ान सेवाएं

क्षेत्र, जो कभी अपराध के लिए बदनाम था, अब एक वैश्विक निवेश केंद्र के रूप में उभर रहा

स्वतंत्र भारत, लखनऊ। मुख्यमंत्री योगी आदित्यनाथ ने बृहस्पतिवार को कहा कि नोएडा के जेवर स्थित अंतरराष्ट्रीय हवाई अड्डे से उड़ान सेवाएं आगामी 15 जून से शुरू हो जाएंगी। आदित्यनाथ ने कहा कि हवाई अड्डे की यह परियोजना उस क्षेत्र के बदलाव को दर्शाती है, जो कभी अपराध के लिए जाना जाता था। उत्तर प्रदेश के बदलाव के नौ वर्ष विषय पर आयोजित एक सम्मेलन में मुख्यमंत्री ने कहा कि जेवर क्षेत्र, जो कभी अपराध के लिए बदनाम था, अब एक वैश्विक निवेश केंद्र के रूप में उभर रहा है। उन्होंने कहा, भारत का सबसे बड़ा हवाई अड्डा जेवर में बन चुका है और 15 जून से हम वहां से उड़ान सेवाएं शुरू करने जा रहे हैं। विमानन कंपनी इंडिगो और अकासा एयर ने हाल ही में नोएडा अंतरराष्ट्रीय हवाई अड्डे से उड़ानों का संचालन करने की घोषणा की थी। मुख्यमंत्री ने वर्ष 2017 में अपनी सरकार के सत्ता में आने से पहले उत्तर प्रदेश की स्थिति



को बहुत खराब बताते हुए आरोप लगाया कि राज्य बीमार बन गया था और सूबे में दंगे, अराजकता, व्यापारियों का पलायन, किसानों की आत्महत्या और पारंपरिक उद्योगों का पतन आम बात थी। उन्होंने कहा, सरकार की कार्यप्रणाली में न कोई पारदर्शिता थी, न कोई नीति और न ही कोई इरादा। माफिया सरकार के समानांतर अपना राज चलाते थे। मुख्यमंत्री ने कहा कि वर्ष 2017 में

राज्य में भारतीय जनता पार्टी (भाजपा) की सरकार बनने के बाद प्रशासन ने विस्तृत योजना एवं शासन सुधारों पर ध्यान केंद्रित किया। आदित्यनाथ ने बताया कि पदभार संभालने के बाद लगभग एक महीने तक वह हर शाम मंत्रियों के साथ बैठकें करते थे, ताकि विभागीय प्रस्तुतियों की समीक्षा कर सकें एवं कार्ययोजनाएं तैयार कर सकें। उन्होंने कहा, उस समय हमारे पास पैसे नहीं थे। यहां तक कि बैंक भी हमें

कर्ज देने को तैयार नहीं थे और राजकोष लगभग खाली था। मुख्यमंत्री ने कहा कि उस समय राज्य का वार्षिक बजट लगभग ढाई लाख करोड़ रुपये था जबकि आबादी करीब 20 करोड़ थी। आदित्यनाथ ने कहा कि उनकी सरकार ने बिना किसी भेदभाव या पक्षपात के, नीति-आधारित प्रोत्साहनों के माध्यम से उद्योगों को बढ़ावा देने का फैसला किया। उन्होंने कहा, हमने तय किया है कि हम उत्तर प्रदेश में भाई-भतीजावाद, वंशवादी राजनीति या क्षेत्रवाद को पनपने नहीं देंगे। बुनियादी ढांचे में हुई प्रगति पर जोर देते हुए मुख्यमंत्री ने कहा कि अब देश के एक्सप्रेसवे नेटवर्क का लगभग 60 प्रतिशत हिस्सा उत्तर प्रदेश में है। यह सड़क, मेट्रो तथा रेलवे अवसंरचना के मामले में एक अग्रणी राज्य बनकर उभरा है। उन्होंने पूर्वांचल एक्सप्रेसवे, बुंदेलखंड एक्सप्रेसवे और गंगा एक्सप्रेसवे जैसी परियोजनाओं का उल्लेख करते हुए उन्हें राज्य में हो रहे तेज बदलाव की मिसाल करार दिया।



Corporate Communications Directorate

THE STATESMAN

DELHI

16 MAY 2026

Adani Airport Holdings signs deal with IHG to develop hotels in India

STATESMAN NEWS SERVICE
Mumbai, 15 May

Adani Airport Holdings Ltd (AAHL) has officially announced that it has inked a deal with global hospitality firm IHG Hotels & Resorts to develop five hotels across key airport-linked and high-growth urban destinations, including Mumbai, Navi Mumbai and Thiruvananthapuram.

Presently, AAHL operates airports in Mumbai, Navi Mumbai, Ahmedabad, Jaipur, Lucknow, Guwahati, Mangalore and Thiruvananthapuram.

Speaking about the development, Adani Enterprises Limited (AEL) Director Pranav Adani said, "As the Adani Group expands its presence across hospitality and airport-led urban infrastructure, our vision



is to create world-class destinations that seamlessly integrate travel, stay and urban experiences around India's rapidly growing aviation ecosystem."

The portfolio includes a Kimpton hotel in Jaipur as well as Holiday Inn and Holiday Inn Express hotels within

upcoming hospitality-led mixed-use development projects as part of the Adani Airport cities. "We are building this platform in partnership with leading international hotel brands that bring global standards, operational excellence and scale. Our collaboration with IHG Hotels & Resorts

and the development of five hotels across key gateway destinations marks an important step in strengthening high-quality hospitality infrastructure aligned with India's long-term travel and economic growth," Pranav Adani said.

Known globally for its design-led hotels, chef-driven dining experiences and boutique luxury positioning, Kimpton's entry reflects the growing demand for premium lifestyle hospitality experiences in India.

"Our partnership with Adani Airport Holdings Ltd (AAHL) reflects the scale of opportunity we continue to see in India's hospitality sector, particularly across gateway cities and airport-led developments that are witnessing strong demand from business, leisure and

transit travellers alike," IHG Hotels & Resorts Managing Director, South West Asia, Sudeep Jain said.

IHG Hotels & Resorts currently operates 52 hotels across six brands in India and has a pipeline of 98 additional hotels expected to open over the next three to five years.

AAHL also stated that it is reimagining airports as integrated urban ecosystems which combine aviation with hospitality, retail, commercial and social infrastructure.

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



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

16 MAY 2026

Noida airport likely to account for 17% of NCR's traffic by 2030

Saurabh Sinha
@timesofindia.com

New Delhi: The soon-to-open Noida International Airport (NIA) expects to account for around 8% of Delhi-NCR's air traffic demand this fiscal, with that share rising to 17% in the fiscal ending March 2030. By then, passenger traffic in Delhi-NCR is likely to touch 13.5 crore, nearly double the number of flyers Delhi's IGI airport saw in 2025.

Like most new airports, NIA will be an essentially origin-and-destination (O&D) airport in the first few years of operations. Transfer traffic will build as flights grow, enabling it to start functioning as a hub.

NIA, which is backed by Zurich Airports, appointed Landrum & Brown (L&B), one of the world's oldest aviation planning consultancy firms, to conduct a traffic study. To determine that, L&B studied the Delhi region as a whole. "NIA's passenger traffic in the initial years will be driven by its catchment area (which is) under 120-minute free flow travel time that includes all of Delhi, Ghaziabad, Gautam Budh Nagar and parts of Meerut, Sonapat, Hapur, Rewari....," the study says.

Delhi's IGI airport saw 7.8 crore flyers in the 2025 calendar year and its current annual passenger handling capacity is close to 11 crore. This is expected to rise to about 14 crore annually once T2 makes way for the new T4 in a decade or so. NIA's traffic study shows that IGLA will "continue to be favoured by airlines during the initial years post commencement of operations at NIA... once traffic at IGLA

nears its ultimate capacity, it is expected that there will be spillage of traffic to NIA".

This means that for the next 5-6 years or till IGLA saturates, NIA will compete for traffic. After that, any airline wanting to add flights will have to go to it, just like Mumbai at present where the existing CSMA is operating beyond capacity and adding flights means going to Navi Mumbai Airport.

"Domestic carriers stated that though they could prefer IGLA in the near term, they would like to split their operations between the two airports to properly cover each airport's catchment area.... benefits due to the first-mover advantage and higher yield associated with peak hour slots could outweigh the cost of splitting operations across two airports. Airlines would move some of their current operations to NIA, start new service to untapped markets, and increase frequency to tier 1 markets from NIA. Airlines would focus on getting premium slots first and then progressively expand their profile of operation throughout the day," the L&B study says.

L&B's long term passenger forecast has factored in historical data up to FY '22 apart from crucial factors, including economic data, crude oil prices and foreign tourist arrivals. "Initially, given the nature of the airport, it is believed the airport will be mostly O&D (origin and destination) in nature. The transfer profile around the opening years will make up about 5% of the total passengers. Transfers will progressively develop over time and reach 21% by FY '43," the L&B study adds.

Halwara airport commences ops with maiden Delhi flight

SHIVANI BHAKOO
TRIBUNE NEWS SERVICE

LUDHIANA, MAY 15

The Halwara airport witnessed scenes of celebration on Friday morning as the first Air India flight from Delhi landed there at 7.05 am, marking a major milestone for the region's air connectivity.

The inaugural Airbus A320 aircraft, with a seating capacity of 160 passengers, received a festive welcome at the terminal. Punjabi music, along with *giddha* and *bhangra* performances, added colour to the occasion as people gathered inside and outside the airport to witness the historic landing.

Union Minister of State for Railways Ravneet Singh Bittu termed the launch a landmark moment for regional connectivity and said the efforts made over the past 12 years had finally borne fruit. BJP MP Rajinder Gupta and AAP MP Vikramjit Singh Sahney were also aboard the maiden Delhi-Halwara flight.

The inaugural landing turned into a celebratory event, reflecting the hopes



Union Minister of State for Railways Ravneet Singh Bittu and AAP MP Vikramjit Singh Sahney join bhangra performers; and (below) the Air India flight from Delhi arrives at the Halwara airport.



FESTIVE WELCOME

The inaugural landing turned into a celebratory event as the Airbus A320 aircraft received a festive welcome at the terminal. Punjabi music, along with *giddha* and *bhangra* performances, added colour to the occasion. People gathered at the airport to witness the landing.

attached to the new aviation facility. Speaking on the sidelines, Bittu expressed confidence that the airport would

soon witness regular flight operations, improving connectivity for Ludhiana and nearby districts and making travel

more convenient for residents. Bittu, who arrived on the first flight, returned to Delhi on the same aircraft at 7.40 am.

Will flyers leave IGIA for Jewar?

SHEKHAR SINGH

FOR nearly a decade, the Noida International Airport at Jewar was projected as NCR's answer to Delhi's overcrowded aviation system, a futuristic mega airport that would decongest Indira Gandhi International (IGI) airport, unlock economic growth along the Yamuna Expressway and, crucially, make flying cheaper.

That last promise became the project's biggest selling point. Uttar Pradesh levies barely 1 per cent value added tax on Aviation Turbine Fuel (ATF), among the lowest in the country, while Delhi imposes nearly 25 per cent. Since fuel alone accounts for 35-40 per cent of an airline's operating cost in India, carriers operating from Jewar were expected to save substantially compared to Delhi.

Industry estimates suggested airlines could save anywhere between Rs 8,000 and Rs 15,000 on a single narrow-body domestic flight depending on route length and fuel uplift. Those savings were expected to trickle down to passengers through cheaper fares. But weeks before the airport begins commercial operations on June 15, that promise is facing serious turbulence.

NEW TERMS OF ENGAGEMENT

The trigger is a new tariff order issued by the Airports Economic Regulatory Authority (AERA), which has approved passenger charges at Jewar significantly higher than IGIA in several categories, raising a difficult question for airlines and passengers alike: if flying from Jewar ultimately costs the same as Delhi, or even more, why would passengers shift at all?

Under the approved tariff structure for 2026-27, domestic passengers departing from Noida International Airport will pay a User Development Fee (UDF) of Rs 490. International departures will attract Rs 980. Domestic arrivals will pay Rs 210, while international arrivals will be charged Rs 420.

At IGI airport, domestic departing passengers currently pay around Rs 129 as UDF while domestic arrivals are charged roughly Rs 56. International passenger charges are also considerably lower.

The difference is not marginal. A domestic passenger flying out of Jewar could pay nearly four times more in departure charges than while using the Delhi airport. For a family of four, a round-trip journey from Jewar could add nearly Rs 4,000 only in passenger development fees before airfare, con-

Higher airport charges, longer road travel, similar airfares — the ambitious airport project faces a major test before June 15 launch



venience fees, baggage charges or airport transport costs are even calculated.

AFFORDABILITY NARRATIVE

Passengers do not book flights based on ATF taxation models or airport financing structures. They compare the final amount visible on ticket-booking websites. Indian carriers, including IndiGo and Air India, had raised concerns before AERA, warning that the tariff structure could hurt demand during the airport's crucial launch phase.

That concern is especially serious for India's low-cost airline market. Airlines such as IndiGo, Air India Express, SpiceJet and Akasa compete aggressively on fares, often operating on razor-thin margins. Even a few hundred rupees can significantly influence booking behaviour.

Analysts say passengers are usually willing to travel farther to an airport only when the savings are meaningful. That creates Jewar's first major contradiction.

ACCESSIBILITY CONCERN

While IGIA sits within an integrated transport network with direct Airport Express metro connectivity, Jewar will initially rely heavily on road access through the Yamuna Expressway and adjoining highways. Metro and rapid rail projects are still under development.

For many residents in central Delhi, Gurugram or west Delhi, reaching Jewar could easily take two to three hours depending on traffic conditions, compared to under an hour for IGI airport.

That road journey also carries its own cost. A taxi ride from south or central Delhi to IGIA may cost Rs 500-900 depending on timing and location. The

same trip to Jewar could climb well beyond Rs 2,000 during peak hours once tolls and distance are factored in.

Higher airport charges, longer road journeys, similar airfares. Where exactly is the low-cost advantage passengers were promised?

Comparatively, IGIA today operates as one of Asia's largest aviation hubs, handling close to 79 million passengers annually. It has three terminals, four runways, mature airline networks, global connectivity and massive commercial infrastructure.

Jewar, in contrast, is beginning from scratch. The airport's first phase alone has reportedly cost more than Rs 11,000 crore and is initially designed for around 12 million annual passengers. Long-term plans aim to scale capacity to nearly 70 million passengers by 2036.

Recovering such investments requires aggressive monetisation in the early years. That explains why greenfield airports across India often depend heavily on aeronautical revenue, passenger fees, landing charges and parking tariffs, until commercial ecosystems stabilise.

In fact, the charges approved by AERA are lower than what the airport operator initially demanded. Yamuna International Airport Private Limited (YIAPL), backed by Zurich Airport International, had reportedly sought a domestic departure UDF of Rs 653 and an international charge of Rs 1,200 before the regulator reduced them.

AERA has defended the tariff structure by arguing that the airport requires financial sustainability during its formative years. It also approved a Variable Tariff Plan aimed at attracting airlines.

The problem with aviation economics is that infrastructure alone rarely guarantees traffic. If passenger response remains weak, carriers may hesitate to shift substantial capacity away from Delhi. At the same time, Jewar's long-term strategic potential remains undeniable. The airport is expected to become a major cargo and logistics hub and anchor industrial development across the Yamuna Expressway region. Real estate prices across Greater Noida and adjoining areas have already witnessed significant appreciation.

Officials have consistently maintained that Jewar is not intended to replace Delhi airport but complement it by serving eastern NCR and western Uttar Pradesh, while absorbing future aviation growth. But the immediate challenge before Jewar is not infrastructure, it is perception.

Corporate Communications Directorate

THE ASIAN AGE

DELHI

16 MAY 2026

‘Give relief to flyers’: SC bats for rationalisation of airfares

AGE CORRESPONDENT
NEW DELHI, MAY 15

The Supreme Court on Friday said there should be some rationalisation of airfares and asked the Centre to provide relief to flyers.

A two-judge bench of Justices Vikram Nath and Sandeep Mehta flagged that on the same day, one airline flying in the same sector charges a particular airfare while another charges a different airfare.

“Try to give some relief to the people because of the discrepancy. On the same day, for flights to the same sector, one airline charges ₹8,000 while the other airline charges ₹18,000 for the economy class,” the apex court told solicitor general Tushar Mehta, appearing for the Centre.

Justice Mehta said that “there should be some rationalisation (of airfares)” after the solicitor general said that a new enactment of 2024 has come into effect and the corresponding rules are in the process of consultation. He said the gov-

Carpooling, 2-day virtual hearing: SC turns on fuel-saving measures

AGE CORRESPONDENT
NEW DELHI, MAY 15

The Supreme Court on Friday announced introduction of a series of administrative measures, including mandatory virtual hearings two days a week, hybrid proceedings, carpooling by judges, and partial work-from-home arrangements for registry staff, in line with the Centre’s fuel conservation pitch in the wake of West Asia crisis.

The SC decided to hear

ernment is not disputing the problem and is treating the issue as non-adversarial and considering all aspects.

The top court was hearing a plea filed by social activist S. Laxminarayanan, who sought a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector and regulato-

cases exclusively through video conference on Mondays and Fridays, and judges “unanimously resolved” to encourage car-pooling arrangements amongst themselves in order to ensure optimum fuel utilisation.

The move came following a call by Prime Minister Narendra Modi on cutting down avoidable expenditure on fuel and gold imports in view of the conflict going on between US-Israel and Iran.

ry guidelines to control the “unpredictable fluctuations” in airfare and ancillary charges imposed by private airlines in India.

Senior advocate Ravindra Srivastava, appearing for the petitioner, submitted that rules are already there under the Aircraft Act of 1937, but the problem is that they are not followed.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

15 MAY 2026

Singapore Air annual profit falls 57pc on Air India loss

NEW DELHI, May 14: Singapore Airlines Group on Thursday reported a 57.4 per cent decline in net profit at SGD 1.184 billion in the fiscal year ended March 2026, mainly due to the absence of a prior-year one-off accounting gain related to the Vistara merger, and Air India losses.

In 2024-25, Singapore Airlines (SIA) Group raked in a net profit of 2.778 billion Singapore dollars (SGD).

SIA Group said it was committed to its 25.1 per cent investment in the Air India Group, which is a core component of its long-term multi-hub strategy.

"This strategic investment provides the group with a direct stake in one of the world's largest and fastest-growing aviation markets, complementing its Singapore hub and strengthening its long-term growth," it said in a release.

SIA Group's net profit declined by SGD 1.594 billion or 57.4 per cent to SGD 1.184 billion, primarily due to the absence of the SGD 1.098 billion non-cash accounting gain recognised in November 2024 upon the completion of the Air India-Vistara merger.

"The swing from a share of profits of associated companies last year to a loss this year (SGD 846 million) was due to the group accounting for its share of Air India's full year losses, versus only four months the previous year," the release said.

Specific details about the loss incurred by Air India were not disclosed. - PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

16 MAY 2026

एक ही जगह का दो
एयरलाइंस का किराया
अलग-अलग क्यों



नई दिल्ली। सुप्रीम कोर्ट ने हवाई किरायों में मनमानी बढ़ोतरी पर चिंता जताते हुए कहा कि एक ही जगह व एक ही श्रेणी के लिए दो एयरलाइंस में अलग-अलग किराया क्यों होता है। शीर्ष कोर्ट ने कहा कि हवाई किराये में पारदर्शिता को जरूरी बताते हुए कहा कि केंद्र सरकार को यात्रियों को राहत देने के उपाय करने चाहिए। >> पृष्ठ 17



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 MAY 2026

Singapore Airlines' investment in Air India is a long game: says CEO

FLYING HIGH. We are committed to supporting the Indian airline's transformation, says Goh Choon Phong

Aneesh Phadnis
Mumbai

Singapore Airlines' investment in Air India is a long game, said CEO Goh Choon Phong in a post results conference call on Friday.

He said Singapore Airlines backs Air India management's transformation efforts, and added that the Indian carrier's \$2.6 billion loss (₹26,000 crore) in FY26 was due to factors such as closure of the Pakistan airspace and depreciation of rupee against dollar.

Singapore Airlines' net profit declined 56 per cent in FY26, weighed down by Air India's weak performance. Singapore Airlines holds 25.1 per cent stake in Air India. Last March, it invested an

additional ₹1,080 crore in the Indian carrier.

CAPITAL INJECTION

Asked about further capital injection, Goh replied that this will have to be discussed with Tata Sons.

Air India's challenges are largely external, with factors such as airspace closure and weak rupee impacting its performance, he said.

"It is going to be a long game. There will be no short cuts," he added on company's transformation. Yet, despite the challenges, Air India continues to make tangible process, he said.

Goh, who is Singapore Airlines' nominee on Air India's board, said there is significant transformation across training, in-flight services and lounges.



MOVING ON. Goh Choon Phong said Air India's loss in FY26 was due to closure of Pakistan airspace and depreciation of rupee

This has resulted in recognition from both customers and industry.

Goh cited that Air India's net promoter score has improved by 50 points, adding that this could not have been achieved without transform-

ative efforts and changes for customers. "We are committed to supporting Air India's transformation," he said.

Singapore Airlines has seconded two of its senior executives to Air India to support transformation ex-

ercise. This includes Captain Basil Kwauk and Jeremy Yew Jin Kit, who serve as chief operations officer and head of engineering.

MULTI-HUB STRATEGY

Singapore Airlines' investment in Air India is part of its multi-hub strategy, and is borne from the fact that it has a limited home market with no domestic operations. India's rising growth presents a long-term opportunity which the airline hopes to capitalise on.

While it is facing tough questions due to Air India's poor performance, Goh remains optimistic about the investment in the airline. "This is a market that holds tremendous potential and is even more obvious today," he asserted.



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 MAY 2026

Maharashtra cuts value added tax on ATF to 7% for 6 months

Aneesh Phadnis
Mumbai

Maharashtra has cut value added tax on aviation turbine fuel (ATF) from 18 per cent to 7 per cent for a six-month period till November 14. The move will benefit airlines that are facing increased cost pressures due to rise in jet fuel prices, and marks a success for Civil Aviation Ministry's efforts to ease their burden.

Maharashtra has two of the country's busiest airports — Mumbai and Pune. While Mumbai is the second busiest, Pune is ranked eighth in passenger traffic.

VAT across airports

Airport	VAT rate on aviation turbine fuel (in %)
Chennai	29
Delhi	25
Kolkata	20
Bengaluru	18
Hyderabad	16
Mumbai	07
Noida	0

Demand for a tax rate cut has been raised for years. In the past couple of months, it has gained renewed urgency as the West Asia conflict raised costs. The Federation of Indian Airlines wrote to the government last month seeking urgent support to al-

leviate cost pressures.

In a post on X, Civil Aviation Minister Ram Mohan Naidu Kinjarapu said Maharashtra has 16 operational airports and the highest annual air traffic amongst the States of around 75 million passengers. "This reduction in VAT will help flight operations in these airports and benefit passengers by keeping the airfares in check while global challenges continue to push airfares upwards," said Naidu.

Delhi and Tamil Nadu governments charge the highest VAT on aviation turbine fuel. While Delhi levies 25 per cent rate, in Tamil Nadu it is 29 per cent.

Corporate Communications Directorate

BUSINESS LINE

DELHI

16 MAY 2026

Airfares need to be rationalised, says Supreme Court

Aaratrika Bhaumik
New Delhi

The Supreme Court on Friday urged the Union government to examine measures for the rationalisation of airfares, pointing to the stark disparity in ticket prices charged by different airlines for the same route on a single day.

A Bench of Justices Vikram Nath and Sandeep Mehta was hearing a public interest litigation 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 festival periods, holidays and emergencies.

Appearing for the Directorate General of Civil Aviation (DGCA) and the Union government, Solicitor General Tushar Mehta informed the court that the Bharatiya Vayuyan Adhiniyam 2024 had already come into force, and that rules under the new legislation are at the consultation stage.

"There's a new Act that has come into force... The

rules are in the process of consultation. We will consider all the aspects," Mehta submitted.

INTERIM MEASURES

Justice Mehta, however, observed that the Centre ought to consider interim measures to provide relief to passengers affected by erratic and widely fluctuating airfare prices.

"Try to provide some relief to passengers in view of this disparity. On the same day, for flights operating on the same route, one airline charges ₹8,000 while another charges ₹18,000 for economy class," he remarked.

Mehta acknowledged the concern, but maintained that any long-term resolution could only be achieved through the formulation of statutory rules under the new aviation regime.

"I am not disputing the problem, but the solution has to be by statutory rules," he said. However, senior advocate Ravindra Srivastava, appearing for the petitioner, contended that sufficient powers already exist under the prevailing regulatory



UNFAIR. The apex court pointed out the disparity in ticket prices charged by different airlines for the same route on a single day

framework, but are not being exercised by the authorities. He submitted that even under the erstwhile Aircraft Act, 1934, authorities were empowered to intervene in cases where airlines engaged in predatory or excessive pricing practices.

"They are not issuing any directions. The rules are there, the power is there, but it is a case of non-exercise of powers," he submitted. Concurring with the contention, the Bench observed that some degree of rationalisation in airfare pricing was necessary, and asked the Centre how much time it would require to finalise the rules under the 2024 Act.

Mehta responded that the rule-making exercise under the new enactment was underway and could take "some time" to conclude.

Accordingly, the Bench posted the matter for further hearing in July, and granted time to the petitioner to file a reply to the Centre's affidavit. The petition, filed through advocate Charu Mathur, 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 eco-

nomically weaker passengers, who are often compelled to purchase tickets during periods of peak surge pricing, while wealthier travellers can plan and book in advance.

In its affidavit before the court, the Union government stated that the Ministry of Civil Aviation and the DGCA were at an "advanced stage" of finalising draft rules under the 2024 Act, which would replace the erstwhile Aircraft Rules, 1937.

WIDER ISSUES

It further stated that the authorities were "making every effort" to fast-track the process in the light of "emerging scenario". The DGCA maintained that the wider issues raised in the petition — surge in pricing during festivals and holidays, baggage fees and algorithm-based fluctuations in airfares — were already being examined as part of the ongoing exercise to frame new aviation rules. It argued that the PIL may now be treated as a set of "representations or suggestions" and disposed of accordingly.

विमान किराया तर्कसंगत बनाएं : अदालत

उच्चतम न्यायालय ने शुक्रवार को कहा कि विमान किरायों को तर्कसंगत बनाया जाना चाहिए और उसने केंद्र सरकार से यात्रियों को राहत प्रदान करने को कहा। न्यायमूर्ति विक्रम नाथ और न्यायमूर्ति संदीप मेहता के पीठ ने इस बात को रेखांकित किया कि एक ही दिन, एक ही हवाई मार्ग पर उड़ान भरने वाली एक एयरलाइन एक निश्चित किराया वसूलती है जबकि दूसरी एयरलाइन अलग किराया वसूलती है। केंद्र सरकार की ओर से पेश हुए सॉलिसिटर जनरल तुषार मेहता से पीठ ने कहा, 'इस

विसंगति के कारण लोगों को कुछ राहत देने की कोशिश करें। एक ही दिन, एक ही मार्ग पर चलने वाली उड़ानों के लिए, एक एयरलाइन 'इकोनॉमी' श्रेणी के लिए 8000 रुपये लेती है जबकि दूसरी एयरलाइन 18000 रुपये किराया लेती है।' न्यायमूर्ति मेहता ने कहा, 'विमान किरायों को तर्कसंगत बनाया जाना चाहिए।' इसके बाद सॉलिसिटर जनरल ने कहा कि 2024 का एक नया अधिनियम लागू हो गया है और संबंधित नियमों पर परामर्श की प्रक्रिया जारी है।

भाषा



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 MAY 2026

A-I's challenges largely external, says Singapore Airlines CEO

PRESS TRUST OF INDIA

Singapore, 15 May

Air India's transformation is going to be a "long game, and there is no shortcut", its co-owner, Singapore Airline's Chief Executive Officer (CEO) Goh Choon Phong, said on Friday as he mentioned that the Indian carrier is facing various challenges, including Pakistan airspace closure and rupee depreciation.

At a briefing to discuss Singapore Airlines (SIA) Group's financial results for the 2025-26, he also said that Air India has "largely external challenges".

Singapore Airlines on Thursday

reported a 57.4 per cent decline in net profit at SGD 1.184 billion in FY26, mainly due to the absence of a prior-year one-off accounting gain related to the Vistara merger, and Air India losses.



A-I gets new Boeing 787-9 aircraft

Air India has received another tailor-made Boeing 787-9 aircraft, which landed in the national capital on Friday.

"The second made-for-Air India Boeing 787-9, bearing registration mark VT-AWB, just touched down in Delhi after a non-stop flight from Charleston, US. It has 33 Boeing 787s or Dreamliners in its fleet of over 190 planes.

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 MAY 2026

US Prez announces Boeing jet order from China, but Beijing silent

KEITH BRADSHER, QASIM NAUMAN
& NIRAJ CHOKSHI

15 May

President Trump said on Thursday that China had agreed to order 200 Boeing jets, potentially lifting the fortunes of the American jet manufacturer in one of the world's largest aviation markets. But Beijing officials were non-committal after he left on Friday.

In an interview with Fox News, Trump hailed on Thursday what he termed as successes from the first day of meetings with Xi Jinping, China's top leader. He said Xi told him that an order would be placed for the American planes.

"He's going to order 200 jets. That's a big thing," Trump said in an interview that took place after the morning meetings between the two leaders.

But the Chinese side has not made any announcements regarding whether it has agreed to purchase aircraft from Boeing.



Numerous predictions of a large Boeing deal had preceded recent summits between the leaders

When asked specifically after Trump had left Beijing whether there was any agreement for aircraft purchases, Guo Jiakun, a spokesman for China's Ministry of Foreign Affairs, responded that Sino-American trade ties were mutually beneficial.

"Both sides should jointly implement the important consensus reached by the two heads of state and inject more stability into China-US economic and trade cooperation as well as the world

economy," he said.

Xi made a similar point when he said at an appearance with Trump before he left that they had "achieved a wide range of cooperative outcomes."

Numerous predictions of a very large Boeing deal had preceded recent summits between the leaders, but none have materialised. However, President Trump's comments on Thursday represented the closest in nearly a decade that any American leader has come to saying a large deal was in place after a summit.

In September 2024, the aircraft-leasing arm of state-owned China Development Bank did order 50 Boeing 737 MAX 8s, but separately from a summit. Kelly Ortberg, Boeing's chief executive, is part of the team of American business leaders who have travelled to Beijing.



Corporate Communications Directorate

DESHBANDHU

DELHI

16 MAY 2026

घरेलू एयरलाइंस के सपोर्ट के लिए महाराष्ट्र सरकार ने एटीएफ पर वैट को घटाकर 7 प्रतिशत किया

नई दिल्ली, 15 मई (एजेंसियां)। मध्य पूर्व संकट में घरेलू एयरलाइन के सपोर्ट के लिए महाराष्ट्र सरकार ने एयर टरबाइन फ्यूल (एटीएफ) पर वेल्थ्यू एडेड टैक्स (वैट) को 18 प्रतिशत से घटाकर 7 प्रतिशत कर दिया है। केंद्र सरकार की ओर से घरेलू एयरलाइन को सपोर्ट के लिए राज्यों से एटीएफ पर वैट घटाने की अपील की गई थी। महाराष्ट्र सरकार की ओर से जारी नोटिफिकेशन में कहा गया कि महाराष्ट्र वेल्थ्यू एडेड टैक्स एक्ट, 2002 के तहत एटीएफ पर वैट को 15 मई, 2026 से लेकर 14 नवंबर, 2026 तक के लिए 18 प्रतिशत से घटाकर 7 प्रतिशत कर दिया गया है।

महाराष्ट्र सरकार के फैसले पर केंद्रीय नागर विमानन मंत्री राम मोहन



■ एटीएफ पर वैट को 15 मई, 2026 से लेकर 14 नवंबर, 2026 तक के लिए 18 प्रतिशत से घटाकर 7 प्रतिशत कर दिया गया

नायडू ने भी आभार जताया। इसे लेकर, नायडू ने सोशल मीडिया प्लेटफॉर्म 'एक्स' पर लिखा कि पश्चिम एशिया संकट के कारण भारतीय विमानन उद्योग को हवाई क्षेत्र बंद होने, अनिश्चित परिचालन और

एटीएफ की कीमतों में वृद्धि जैसी समस्याओं का सामना करना पड़ रहा है। ऐसे समय में, प्रधानमंत्री नरेंद्र मोदी के नेतृत्व में, भारत सरकार ने घरेलू अनुसूचित उड़ानों के लिए एटीएफ की कीमतों पर सीमा निर्धारित करने, हवाई अड्डों के शुल्कों में कमी करने, इमरजेंसी क्रेडिट लिंकेज स्कीम आदि के रूप में एयरलाइनों को कई राहतें प्रदान की हैं।

उन्होंने आगे कहा कि विमानन उद्योग में होने वाले महत्वपूर्ण खर्चों में से एक राज्य सरकारों द्वारा लगाया जाने वाला एटीएफ पर वैट है। नागर विमानन मंत्रालय कुछ समय से, विशेष रूप से संकट के समय में, इस वैट को कम करने के लिए राज्य सरकारों के साथ बातचीत कर रहा है।

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

15 MAY 2026



SIA says Air India making progress in its fleet renewal.

'Air India's loss at over Rs 26k crore in 2025-26 fiscal'

SIA report points to headwinds hurting Indian carrier

NEW DELHI, PTI

Air India's loss stood at more than SGD 3.56 billion (over Rs 26,700 crore) in the financial year ended March 2026, as the carrier grappled with the fallout of airspace curbs and other headwinds.

The figures were disclosed by Singapore Airlines Group in its annual financial report for 2025-26, released on Thursday.

Singapore Airlines Group's net profit dropped 57% to SGD 1.184 billion (nearly Rs 8,900 crore) in the fiscal ended March 2026, mainly due to the absence of a prior-year one-off accounting gain related to the Vistara merger, and Air India losses.

According to the financials, Air India's total comprehensive loss was SGD 3.557 billion (over Rs 26,700 crore) in the last fiscal.

In the last financial year, Air India's revenue stood at SGD 10.533 billion, or over Rs

79,150 crore.

The rupee figures are based on the current exchange rate.

These numbers are for the Air India Group, comprising Air India and Air India Express.

"The summarised comprehensive income information for AI above and the group's share of losses for FY2025/26 are based on AI's management accounts for the year ended March 31, 2026," Singapore Airlines said.

According to Singapore Airlines (SIA), Air India faces headwinds like industry-wide supply-chain constraints, airspace restrictions, constraints on operations to its key West Asia markets and elevated jet fuel prices.

Nonetheless, SIA said Air India continues to make progress in its fleet renewal and aircraft retrofit programme, initiatives to elevate the end-to-end customer experience and improve its operational performance.

While announcing curtailment of international flights on Wednesday, Air India said a combination of factors, including continued airspace restrictions over certain regions and record-high jet fuel prices for international operations, are significantly impacting the commercial viability of certain planned services.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 MAY 2026

दिल्ली-लुधियाना के बीच एअर इंडिया की विमान सेवा शुरू

जासू नई दिल्ली: एअर इंडिया ने शुक्रवार से दिल्ली से लुधियाना स्थित हलवारा एयरपोर्ट के बीच अपनी विमान सेवा शुरू कर दी है। इस सेवा के शुरू होने से अइजीआइ एयरपोर्ट अब लुधियाना वासियों के लिए ग्लोबल गेटवे बन गया। एअर इंडिया का कहना है कि लुधियाना से आने वाले यात्री आइजीआई के टसी टर्मिनल से लंदन, पेरिस, रोम और मिलान जैसे शहरों के लिए कनेक्टिंग फ्लाइट ले सकेंगे। यात्रियों को लुधियाना में ही इंटरनेशनल फ्लाइट



पहली फ्लाइट में बैठे यात्रियों के चेहरे पर झलकती खुशी • इंटरनेट गैजेट का चेक-इन मिल जाएगा। आइजीआई एयरपोर्ट पर उन्हें सामान के लिए दोबारा परेशान नहीं होना

होगा, उनका बैग सीधे बिदेशी गंतव्य पर मिलेगा। फिलहाल दिल्ली व लुधियाना के बीच रोजाना दो उड़ानें संचालित होंगी।

दिल्ली पहुंचा नया 787-9 ट्रीमल्डर: शुक्रवार को अइजीआई एयरपोर्ट पर एअर इंडिया का बोईंग 787-9 श्रेणी में दूसरा विमान अमेरिका के चार्ल्सटन से नान-स्टॉप उड़ान भरकर दिल्ली पहुंचा। यह नया विमान एअर इंडिया की बड़बड़ाड़ी बेड़े को अपग्रेड करने और लंबी दूरी के मार्गों पर अपने यात्रियों को विश्व

स्तरीय प्रीमियम अनुभव प्रदान करने के प्रयासों का एक अहम हिस्सा है। इस विमान को तीन कैबिन श्रेणियों बिजनेस क्लास, प्रीमियम इकोनामी और इकोनामी में विभाजित किया गया है। एयरलाइन की योजना इस वर्ष कुल छह बड़बड़ाड़ी विमानों (एअरबस ए350-1000 और बोईंग 787-9) को अपने बेड़े में शामिल करने की है। इतना ही नहीं, एअर इंडिया अपने पुराने 26 बोईंग 787-8 विमानों का भी तेजी से रिट्रोफिट (नवनीकरण) कर रही है।

मनमाना किराया वसूल रहीं एयरलाइंस, इन्हें तार्किक बनाए केंद्र : सुप्रीम कोर्ट

नई दिल्ली, ग्रेट : सुप्रीम कोर्ट ने शुक्रवार को केंद्र सरकार से कहा कि विमान किरायों में तार्किकता लाई जानी चाहिए और यात्रियों को खत देने के लिए प्रभावी कदम उठाए जाने चाहिए। अदालत ने एक ही दिन समान सेक्टर के लिए अलग-अलग एयरलाइंस द्वारा वसूले जा रहे भारी-भरकम किरायों पर चिंता जताई।

सामाजिक कार्यकर्ता एस. लक्ष्मीनारायणन की याचिका पर सुनवाई के दौरान जस्टिस विक्रम नथ और जस्टिस संदीप मेहता की पीठ ने केंद्र की ओर से पेश सालिसिटर जनरल तुषार मेहता से कहा कि इस असमानता को दूर करने का प्रयास किया जाना चाहिए। पीठ ने कहा कि एक ही दिन समान सेक्टर में एक एयरलाइन इकोनॉमी क्लास के लिए आठ हजार रुपये किराया लेती है, जबकि दूसरी एयरलाइन 18 हजार रुपये तक वसूल रही है।

सालिसिटर जनरल ने अदालत को बताया कि भारतीय वायुयान अधिनियम-2024 के तहत नए नियम



- समान सेक्टर में अलग-अलग एयरलाइंस के किरायों पर अदालत ने जताई चिंता
- केंद्र ने समस्या स्वीकार कहा- नए विमानन नियमों पर परामर्श प्रक्रिया जारी

प्रभाव में आ चुके हैं और उनसे संबंधित नियमों पर परामर्श प्रक्रिया जारी है। इस पर जस्टिस मेहता ने कहा कि विमान किराए का मामला कुछ हद तक तार्किक होना चाहिए।

मेहता ने कहा कि सरकार इस समस्या से इनकार नहीं कर रही है और इसे गैर-विविधित मुद्दे के रूप में देखते हुए सभी पहलुओं पर विचार कर रही है।

याचिकाकर्ता की ओर से वरिष्ठ अधिवक्ता रविंद्र श्रीवास्तव ने कहा कि विमानन अधिनियम-1937 के तहत पहले से नियम मौजूद हैं, लेकिन उनका पालन नहीं किया जा रहा है। उन्होंने कहा कि डीजीसीए के पास अधिकार होने के बावजूद उनका इस्तेमाल नहीं किया जा रहा है।

पीठ ने केंद्र द्वारा दाखिल जवाबी हलफनामे पर याचिकाकर्ता से जवाब मांगा और सालिसिटर जनरल के इस बयान को रिकार्ड में लिया कि नए नियमों के निर्माण के लिए परामर्श प्रक्रिया जारी है। मामले की अगली सुनवाई 13 जुलाई को होगी।

गौरतलब है कि 30 अप्रैल को शीर्ष अदालत ने इस मामले में हलफनामा दाखिल करने में देरी पर केंद्र सरकार को फटकार लगाई थी। इससे पहले जनवरी में सुनवाई के दौरान अदालत ने त्रयोहारी और मौसम संबंधी व्यवधानों के दौरान विमान किरायों में भारी बढ़ोतरी को शोषण करार दिया था।

AI Weighed Down by External Shocks: Singapore Air CEO

LONG GAME Carrier key to SIA's multi-hub strategy, will continue to support its turnaround, says Goh

Forum Gandhi

Mumbai: A day after Singapore Airlines disclosed that mounting losses at Air India had dragged down its annual profit by 57%, chief executive Goh Choon Phong blamed geopolitical disruptions, Pakistani airspace restrictions, and currency volatility for the Indian carrier's deteriorating financial performance, while reiterating commitment to the airline's long-term turnaround.

Speaking at a post-earnings investors' call Friday, Goh said Air India had been hit by a combination of external shocks that sharply inflated costs and disrupted international operations, particularly on routes to North America.

Air India's losses more than doubled to ₹25,606 crore in FY26, according to results released by Singapore IA, which owns 25.1% of the Tata Group-backed carrier. Singapore Airlines said its net profit fell to S\$1.18 billion for the year ended March 31, from S\$2.78 billion a year earlier, after booking a S\$945.2 million share of losses from Air India. Last year's earnings had been boosted by a one-time S\$1.1 billion accounting gain tied to the Air India-Vistara merger.

The losses reflect the first full year of exposure to Air India's financial performance following the merger of Vistara with Air India in November 2024.

"The closure of Pakistani airspace affects only Indian-based operations, not anyone else," Goh said, referring to restrictions that forced Air India to operate longer, fuel-intensive detours on key long-haul routes while foreign rivals continued using shorter flight paths.

Air India was also hit by elevated fuel prices linked to the conflict in



PROFIT DRAG

Singapore Air FY26 net fell to S\$1.18 billion after booking a S\$945.2 million share of losses from Air India

West Asia, delays in aircraft deliveries and retrofit programmes caused by global supply-chain disruptions, and depreciation of the Indian rupee, which inflated aircraft leasing and maintenance costs paid in US dollars.

The pressure intensified after the June 2025 crash of Flight 171 in Ahmedabad triggered heightened regulatory scrutiny, additional safety inspections, and a reduction in international capacity. According to people familiar with the matter, Air India's losses were further aggravated by a ₹7,000-8,000 crore foreign exchange hit and up to ₹1,500 crore in labour compliance costs.

Despite the mounting losses, Singapore Airlines said Air India remains a "core component" of its multi-hub strategy and said it would continue supporting the airline's transformation alongside Tata Sons.

DELHI MAY FOLLOW

Maharashtra Slashes Jet Fuel VAT to 7% from 18%

Arindam Majumder

New Delhi: In a respite for airlines, Maharashtra has reduced value added tax on aviation turbine fuel to 7% from 18%, in a significant respite for airlines reeling under high jet fuel prices following the war in West Asia.

The government of Delhi, which has the country's busiest airport, is likely to follow suit, reducing VAT to 7% from 25%, people involved in the process said.

Fuel prices are a major cost component for Indian airlines as they account for 35-40% of an airline's expenditure.

"With fuel accounting for up to 40% of an airline's operating cost, any reduction on duty and tax can reduce cost of operations," an airline executive said.

Airlines will now spend less to refuel at Mumbai airport, the country's second-busiest, handling around 15% of air traffic.

The lower VAT rate in Maharashtra will remain in place until November 14, according to a state government order reviewed by ET.

Pune and Nagpur airports in the state also handle substantial air traffic.

Global average jet fuel prices reached \$162.89 per barrel for the week ended May 8, up from

\$99.40 at end-February, just before the US-Israel joint strike on Iran on February 28.

The Ministry of Civil Aviation has been pushing the governments in Delhi, Tamil Nadu, West Bengal and Maharashtra – four states identified as levying the highest VAT on jet fuel – to reduce the tax. Airlines have been raising the issue of the adverse impact of VAT on the structure of jet fuel price in India. The tax is levied on the price as a percentage of the fuel price.

Airlines have long argued that converting taxes on fuel into a fixed amount would reduce the impact of global price swings on the industry. They have also reiterated their demand for ATF to be brought under the goods and services tax (GST) regime, which would allow carriers to claim input tax credit (ITC) on fuel purchases.



The cut will aid airlines, lowering refuelling costs at Mumbai, India's second-busiest airport



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

16 MAY 2026

SC Bats for Rationalisation of Airfares



NEW DELHI: The Supreme Court on Friday said there should be rationalisation of airfares and asked the Centre to provide relief to flyers. A bench of Justices Vikram Nath and Sandeep Mehta flagged wide variations in fares charged by airlines on the same route on the same day. "Try to give some relief to the people because of the discrepancy. On the same day, flights on the same sector—one airline charges ₹8,000 while another charges ₹18,000 for economy class," the bench told Solicitor General Tushar Mehta. —PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

15 MAY 2026

Air India's loss in 2025-26 fiscal at ₹26,700 crore

PTI

NEW DELHI

Air India Group reported a total comprehensive loss of more than SGD 3.56 billion (over ₹26,700 crore) for the financial year ended March 31, 2026, as the carrier grappled with airspace curbs and supply chain constraints. These figures, which include both Air India and Air India Express, were disclosed on Thursday by Singapore Airlines (SIA) Group in its annual financial report.

SIA Group, which holds a stake in the Indian carrier following the Vistara merger, saw its own net profit drop

57% to SGD 1.184 billion (nearly ₹8,900 crore) in the last fiscal year. The decline was attributed to the absence of a prior-year one-off accounting gain related to the merger and the impact of the Air India Group losses. According to the report, the Air India Group revenue for the period stood at SGD 10.533 billion (over ₹79,150 crore).

SIA noted that the Indian carrier faces significant headwinds, including industry-wide supply chain bottlenecks, airspace restrictions, and operational constraints in key Middle East markets alongside elevated jet fuel prices.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

15 MAY 2026

Air India lost \$2.8 billion in FY 26



Air India piled up a loss of \$2.8 billion for the financial year 2025-26, according to the Singapore Airlines' annual report released on Thursday. Singapore Airlines Group reported a 57.4 per cent fall in net profit for the financial year ended March 2026 as the losses of Air India.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

15 MAY 2026

{ **BUSINESS** } AMID DISRUPTIONS

Air India losses soar past \$2bn in 2025-26



Air India Group recorded a record loss of more than \$2 billion for its 2025-26 fiscal year, according to shareholder Singapore Airlines' annual report, as India's second-largest airline grappled with disruption from the Iran war and Pakistan's ban on Indian carriers from its airspace. In the report released on Thursday, Singapore Airlines (SIA), which owns a 25% stake in Air India, said the Indian group's losses amounted to \$2.80 billion at current exchange rates, for FY2026. The loss will be another major setback for Air India, which has been forced to cut scores of international flights in recent months, hitting turnaround plans at the Tata Group-owned airline. Air India, which is not listed in India and has not yet filed its earnings with local regulators, declined to comment. Its 2024-25 standalone loss stood at \$415 million, with consolidated losses when including Air India Express of \$1.13 billion.

→P12



Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

16 MAY 2026

‘हवाई यात्रियों को राहत के लिए कदम उठाए केंद्र’

नई दिल्ली, विशेष संवाददाता।
सुप्रीम कोर्ट ने शुरुवार को कहा कि हवाई किराये को तर्कसंगत और सही किया जाना चाहिए। शीर्ष अदालत ने केंद्र सरकार से हवाई यात्रियों को राहत देने के लिए समुचित कदम उठाने को कहा है।
केंद्र सरकार ने कहा कि हवाई किराये को लेकर 2024 का एक नया कानून लागू हो गया है और उससे जुड़े नियमों पर सलाह-मशविरा चल रहा है। जस्टिस विक्रम नाथ और संदीप मेहता की पीठ ने विमानन कंपनियों द्वारा

त्योहारों या अन्य जरूरी मौके पर मनमाना किराया और अन्य शुल्कों में बढ़ोतरी को पर लगाम लगाने की मांग को लेकर दाखिल याचिका पर सुनवाई करते हुए यह निर्देश दिया। पीठ ने कहा कि एक ही दिन, एक ही सेक्टर में उड़ान भरने वाली एक एयरलाइन एक खास हवाई किराया लेती है जबकि दूसरी अलग हवाई किराया लेती है। पीठ ने केंद्र की ओर से पेश सॉलिसिटर जनरल तुषार मेहता से कहा कि इस अंतर के कारण लोगों को कुछ राहत देने की कोशिश करें।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

15 MAY 2026

Singapore Airlines profit drops 57% in FY26 on Air India losses

Press Trust of India

feedback@livemint.com

NEW DELHI: Singapore Airlines Group on Thursday reported a 57.4% decline in net profit at SGD 1.184 billion in the fiscal year ended March 2026, mainly due to the absence of a prior-year one-off accounting gain related to the Vistara merger, and Air India losses.

In 2024-25, Singapore Airlines (SIA) Group raked in a net profit of 2.778 billion Singapore Dollars (SGD). SIA Group said it was committed to its 25.1% investment in the Air India Group, which is a core component of its



SIA Group's total revenue rose 5% to SGD 20.552 billion in 2025-26.

REUTERS

long-term multi-hub strategy.

"This strategic investment provides the Group with a direct stake in one of the world's larg-

est and fastest-growing aviation markets, complementing its Singapore hub and strengthening its long-term growth," it said in a release. SIA Group's net profit declined by SGD 1.594 billion or 57.4% to SGD 1.184 billion, primarily due to the absence of the SGD 1.098 billion non-cash accounting gain recognised in November 2024 upon the completion of the Air India-Vistara merger. "The swing from a share of profits of associated companies last year to a loss this year was due to the Group accounting for its share of Air India's full year losses, versus only four months the previous year," the release said.

THE HINDU

DELHI

16 MAY 2026

SC asks Centre to look into ‘rationalisation’ of airfares

Aaratrika Bhaumik
NEW DELHI

The Supreme Court on Friday urged the Union government to examine measures for the “rationalisation” of airfares, pointing to the stark disparity in ticket prices charged by different airlines for the same route on a single day.

A Bench of Justices Vikram Nath and Sandeep Mehta was hearing a public interest litigation plea 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 Avia-



The petitioner’s advocate said that authorities are not using the set powers already in place.

tion (DGCA) and the Union government, Solicitor-General Tushar Mehta informed the court that the Bharatiya Vayuyan Adhiniyam, 2024, had already come into force and that rules under the new legislation were at present at the consultation stage. “We will consider all the aspects,” he added.

Justice Mehta, however observed that the Centre ought to consider interim

measures to provide relief to passengers affected by erratic and widely fluctuating airfare prices.

Mr. Mehta acknowledged the concern, but maintained that any long-term resolution could only be achieved through the formulation of statutory rules under the new aviation regime. “I am not disputing the problem, but the solution has to be by statutory rules,” he said.

Senior advocate Ravindra Srivastava, appearing for the petitioner, contended that sufficient powers already existed under the prevailing regulatory framework, but were not being exercised by the authorities. “They are not issuing any directions. The rules are there, the power is there, but it is a case of non-exercise of powers.”



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

16 MAY 2026

There has to be some rationalisation: SC on fluctuating airfares

Express News Service
New Delhi, May 15

HEARING A PIL highlighting "arbitrary and opaque" pricing by airlines, the Supreme Court on Friday underlined the need for "rationalisation" of airfares, pointing to wide discrepancy, with rates fluctuating from Rs 8,000 to Rs 18,000 in the same sector on the same day.

"There has to be some rationalisation," a bench of Justices Vikram Nath and Sandeep Mehta said as Solicitor General Tushar Mehta, for the Centre and Directorate General of Civil Aviation (DGCA), pointed out that the Government was in the process of framing rules under the new Bharatiya Vayuyan Adhiniyam, 2024. Mehta submitted that the new 2024 Act had come into force and rules under it are being framed. "The rules are under consultation. We will consider all aspects," the senior law officer said.

But the court said there was need for some urgent relief. "Try to give some relief to people... On the same day, flights to the same sector, one airline charges Rs 8,000 while the other airline charges Rs 18,000 for the economy class," the bench said. The SG said "I am not disputing the problem, but the solution has to be by statutory rules".

The PIL by social activist S Laxminarayanan sought an independent and robust regulatory scheme to ensure transparency in airfare pricing and strengthen passenger protection in the civil aviation sector. Advocate Charu Mathur, for the petitioner, said provisions to regulate the sector existed, but were not being implemented. "Rules are there, powers are

Court says on flights to same sector, one airline charges Rs 8,000 while the other charges Rs 18,000 for economy class

there, they are not being exercised," she said. The new rules say that the DGCA will issue directions if it is satisfied that, in a particular situation, the airlines are indulging in charging predatory or excessive fares.

Mehta said that the aviation regulator is already issuing directions in necessary situations.

The bench, while stressing the need for "some rationalisation," sought to know how much time would be needed to finalise the new rules. It recorded the SG's submission that the process "is ongoing and may take some time".

The plea referred to instances when air fares shot up exorbitantly around festival timings and other occasions, and questioned the state inaction in such instances. The petitioner pointed to growing volumes of air passengers in India and that air travel is categorised as an essential service. It said failure to regulate the pricing violates the right to life under Article 21. The plea said "when airlines are allowed to increase fares multiple-fold at short notice, it effectively denies economically weaker and vulnerable passengers their right to safe and timely mobility. Such arbitrary and opaque pricing mechanisms unchecked by any binding regulation violate the fundamental right to life and dignity under Article 21 of the Constitution".



Corporate Communications Directorate

MINT

DELHI

16 MAY 2026

SIA says Pak airspace curb hit Air India most

Abhishek Law
abhishek.law@livemint.com
NEW DELHI

Singapore Airlines (SIA) chief executive Goh Choon Phong said Air India's inability to use Pakistan airspace for over a year put the airline at a disadvantage against foreign carriers.

Goh's comments are arguably the first on the issue, which has plagued Indian carriers since April last year. He noted that Air India, in which Singapore Airlines owns 25.1%, has the same issues to resolve as other airlines – supply chain delays, aircraft deliveries and the West Asia war.

There are other issues they have faced. "The closure of Pakistani airspace affects only Indian-based operations, not anyone else," Goh said during a post-results call with investors on Friday.

SIA is right in pointing out Pakistani airspace closure as a specific problem, said Gagan Dixit, senior vice president - aviation, chemicals, oil & gas at Elara Capital. "It's unique to Air India and not to other foreign carriers. It continues to be a substantial operating hit."

SIA said its net profit more than halved in FY26 due to its share of losses in the Indian carrier. The hit for SIA from its stake in Air India was \$742.4 million (Singapore \$945.2 million), calculated as per Thursday's currency conversion rates.

For an extended version of this story, go to livemint.com.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

16 MAY 2026

SC bats for airfare rationalisation, asks govt to provide relief to flyers

OUR CORRESPONDENT

NEW DELHI: The Supreme Court on Friday said there should be some rationalisation of airfares and asked the Centre to provide relief to flyers.

A bench of Justices Vikram Nath and Sandeep Mehta flagged that on the same day, one airline flying in the same sector charges a particular airfare while other charges a different airfare.

"Try to give some relief to the people because of the discrepancy. On the same day, flights to the same sector, one airline charges Rs 8000 while the other airline charges Rs 18000 for the economy class," the bench told Solicitor General Tushar Mehta, appearing for the Centre.

Justice Mehta said, "There should be some rationalisation (of airfares)" after the solicitor general said that a new enactment of 2024 has come into effect and the corresponding rules are in the process of consultation. Mehta said the government was not disputing the problem and is treating the issue as non-adversarial and considering all aspects.

The bench was hearing a plea filed by social activist S Laxminarayanan, who sought a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector and regulatory guidelines to control the "unpredictable fluctuations" in airfare and ancillary charges imposed by private airlines in India.

Senior advocate Ravindra Srivastava, appearing for Laxminarayanan submitted that rules are already there under the Aircraft Act of 1937 but the problem is that they were not followed. Mehta agreed that old rules are in place but new ones being formulated under the Bharatiya Vayuan Adhiniyam of 2024 that came into effect in January, 2025.

Srivastava said till the new rules are framed, the old rules will continue and it says that if the DGCA is satisfied that in a particular situation, the airlines are indulging in charging predatory or excessive fares, it will issue directions. "They are not issuing any directions. The rules are there, the power is there but it is a case of non-exercise of powers," he submitted.

The bench asked Srivastava to reply to the counter-affidavit filed by the Centre and recorded the solicitor general's submission that consultation process for formulation of rules under the new regime is going on.

The bench posted the matter for hearing on July 13.

On April 30, the top court pulled up the Centre for not filing its affidavit on a petition which sought regulatory guidelines to control the "unpredictable fluctuations" in airfare and ancillary charges imposed by private airlines in India.

It had asked the Centre to file an application along with an affidavit giving reasons for why the affidavit has not been filed and why further time was sought for it.

On November 17 last year,

the top court sought responses from the Centre and others on Laxminarayanan's plea seeking sought a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector.

On February 23, the Centre told the apex court that the Ministry of Civil Aviation was actively considering the issues raised in the plea. While hearing the matter on January 19, the top court said it would interfere with the "unpredictable fluctuations" in airfares and flagged the exorbitant rise during festivals.

The top court had termed the exorbitant rise of airfares by the airlines as "exploitation" and asked the Centre and the DGCA to file their replies on the plea.

The plea claimed that all private airlines have, without any credible justification, reduced the free check-in baggage allowance for economy class passengers from 25 kg to 15 kg, "thereby converting what was earlier part of the ticketed service into a new revenue stream".

It said the "new policy of permitting only a single piece for check-in and the absence of any rebate, compensation or benefit to passengers who do not avail themselves of check-in baggage demonstrates the arbitrary and discriminatory nature of the measure".

The plea claimed that currently, no authority has the power to review or cap airfares or ancillary fees, allowing the airlines to exploit consumers through hidden charges and unpredictable pricing.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

16 MAY 2026

यात्रियों को मिले राहत... कोर्ट बोला, इकॉनमी क्लास के लिए 8,000 से 18,000 तक किराया लेना गंभीर असमानता दर्शाता है

एक रूट पर दो एयरलाइंस के अलग किराये से SC चिंतित, केंद्र से कहा- इसका कुछ करें

■ NBT रिपोर्ट, नई दिल्ली

सुप्रीम कोर्ट ने हवाई किरायों में भारी अंतर और अनियमित बढ़ोतरी पर चिंता जताते हुए केंद्र सरकार से यात्रियों को राहत देने के उपाय करने को कहा है। कोर्ट ने कहा कि एक ही दिन और एक ही रूट पर अलग-अलग एयरलाइनों को ओर से इकॉनमी क्लास के लिए 8,000 से 18,000 रुपये तक किराया लेना गंभीर असमानता दर्शाता है। यह सुनवाई सामाजिक कार्यकर्ता एस. लक्ष्मीनारायण की याचिका पर हुई, जिसमें निजी एयरलाइनों के 'अनिश्चित'

File



किरायों और अतिरिक्त शुल्कों को नियंत्रित करने के लिए मजबूत रेग्युलेटर की मांग की गई है। केंद्र ने बताया कि

किरायों में इस तरह की विसंगति से आम यात्रियों पर बोझ बढ़ता है, इसलिए केंद्र सरकार को राहत देने की दिशा में प्रयास करना चाहिए। -सुप्रीम कोर्ट

2024 का नया कानून लागू हो चुका है और परामर्श जारी है। मामले की अगली सुनवाई 13 जुलाई को होगी।

पुराने विमान नियमों के पालन पर बहस

याचिकाकर्ता की ओर से वरिष्ठ अधिवक्ता रवींद्र श्रीवास्तव ने अदालत में कहा कि 1937 के विमान अधिनियम के तहत बने पुराने नियम अब भी लागू हैं, लेकिन उनका सही पालन नहीं हो रहा। डीजीसीए के पास अत्यधिक या शोषणकारी किरायों पर निर्देश जारी करने की शक्ति है, लेकिन प्रभावी इस्तेमाल नहीं किया जा रहा है।



Corporate Communications Directorate

THE PIONEER

DELHI

16 MAY 2026

SC seeks rationalisation of airfares, asks Centre to provide relief to people

PIONEER NEWS SERVICE

■ New Delhi

The Supreme Court on Friday said there should be some rationalisation of airfares and asked the Centre to provide relief to flyers.

A bench of Justices Vikram Nath and Sandeep Mehta flagged that on the same day, one airline flying in the same sector charges a particular airfare while other charges a different airfare.

"Try to give some relief to the people because of the discrepancy. On the same day, flights to the same sector, one airline charges ₹8000 while the other airline charges ₹18000 for the economy class," the bench told Solicitor General Tushar Mehta, appearing for the Centre.

Justice Mehta said, "There should be some rationalisation (of airfares)" after the solicitor general said that a new enactment of 2024 has come into effect and the corresponding rules are in the process of consultation.

Mehta said the Government was not disputing the problem and is treating the issue as non-adversarial and considering all aspects.

The bench was hearing a plea filed by social activist S Laxminarayanan, who sought a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector and regulatory guidelines to control the "unpredictable fluctuations" in airfare and ancillary charges imposed by private airlines in India.

Senior advocate Ravindra



Srivastava, appearing for Laxminarayanan submitted that rules are already there under the Aircraft Act of 1937 but the problem is that they were not followed.

Mehta agreed that old rules are in place but new ones being formulated under the Bharatiya Vayuyan Adhiniyam of 2024 that came into effect in January, 2025. Srivastava

said till the new rules are framed, the old rules will continue and it says that if the DGCA is satisfied that in a particular situation, the airlines are indulging in charging predatory or excessive fares, it will issue directions.

"They are not issuing any directions. The rules are there, the power is there but it is a case of non-exercise of

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On April 30, the top court pulled up the Centre for not filing its affidavit on a petition which sought regulatory guidelines to control the "unpredictable fluctuations" in airfare and ancillary charges imposed by private airlines in India.

It had asked the Centre to file an application along with an affidavit giving reasons for why the affidavit has not been filed and why further time was sought for it.



Corporate Communications Directorate

THE PIONEER

DELHI

16 MAY 2026

Air India receives new Boeing 787-9 aircraft



PIONEER NEWS SERVICE

■ New Delhi

Air India has received another tailor-made Boeing 787-9 aircraft, which landed in the national capital on Friday.

The loss-making airline, which is in the middle of an ambitious transformation plan, is expanding its fleet and this is the second tailor-made Boeing 787-9 aircraft taken by the carrier after privatisation in January 2022.

"The second made-for-Air India Boeing 787-9, bearing registration mark VT-AWB, just touched down in Delhi after a non-stop flight from Charleston, United States.

"This brand-new aircraft sporting Air India's new livery is a part of our effort to upgrade our wide-body fleet and deliver a world-class premium experience to our guests on long-haul routes," the airline said in a post on X on Friday.

Air India has 33 Boeing 787s or Dreamliners in its fleet of over 190 planes. Apart from the 26 legacy Boeing 787-8s, there are 7 Boeing 787-9s, including 6 from Vistara and the first tailor-made plane that was inducted in January this year.

Government aims to increase air connectivity in Bihar tenfold in five years

IMRAN MOJIB
Patna, 14 May

Bihar Chief Minister Samrat Choudhary on Thursday said in Darbhanga that the government aims to increase air connectivity in the state tenfold over the next five years. He said efforts are being made to create a system under which 4-5 crore people from Bihar will be able to travel by air during this period.

Speaking at a programme marking the transfer of security responsibility of Darbhanga Airport to the Central Industrial Security Force (CISF), he said that in 2005-06 the number of people travelling by air annually from Bihar was only around 2.5 lakh, which has now risen to over 50 lakh.

The Chief Minister said air



traffic infrastructure has to be expanded in all districts, whether in the form of airports, airstrips or heliports. Tenders have already been floated for setting up airports in Muzaffarpur, Raxaul, Saharsa and Birpur. Purnea Airport has already become operational, while airports at Munger, Ajgaibinath, Bhagalpur and Begusarai must also be made operational at all costs.

He said a meeting with

officials of the Civil Aviation Department and the Government of India is scheduled for next week. The state government will urge the Prime Minister to name Darbhanga Airport after Baba Vidyapati. Efforts will also be made to develop it into an international airport. He described Darbhanga and Mithila as the "midpoint" of Bihar.

The Chief Minister said, "Darbhanga Airport is not merely an airport, but also an

important medium for taking products from the Mithilanchal region to global markets."

He added that over the next five years, the state government will work towards establishing a new industry at the site of the defunct Ashok Paper Mill.

Choudhary said former Chief Minister Nitish Kumar not only built a vast road network in Bihar but also worked extensively towards the expansion of airports. He also ensured land allocation for the establishment of AIIMS in the state.

"We are carrying forward his work," he said.

He further said, "Bihar can become a developed state only if development work is carried out at three times the scale of what was done during Nitish Kumar's tenure."



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

15 MAY 2026

Air India records \$2.8bn loss

New Delhi: Air India Group recorded a record loss of more than \$2 billion for its 2025-26 fiscal year, according to shareholder Singapore Airlines' annual report, as India's second-largest airline grappled with disruption from the Iran war and Pakistan's ban on Indian carriers from its airspace.

In the report released on Thursday, Singapore Airlines (SIA), which owns a 25 per cent stake in Air India, said the Indian group's losses amounted to 3.56 billion Singapore dollars, or \$2.80 billion at current exchange rates, for the 12 months to end-March.

Singapore Airlines did not indicate the exchange rate it had used to calculate the loss.

Reuters



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

16 MAY 2026

13-hr delay: 100 flyers affected

Pune: More than 100 passengers of SpiceJet's Pune-Delhi morning flight (SG937) languished at the city airport almost entire Friday after it was delayed by almost 13 hours. The flight was scheduled to depart Pune at 5.55am, eventually was airborne around 6.45pm. "We were told that the flight was rescheduled to 9.30am. We later entered the aircraft. Then we were suddenly told to deboard," a passenger said. TNN