



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 DECEMBER 2024

Maha Kumbh heralds ₹233-crore upgrade of Prayagraj airport

Rohit Vaid
New Delhi

To meet the expected rise in arrival of pilgrims to the world's largest religious assembly, the Maha Kumbh, the Centre has expanded the Prayagraj airport at a cost of ₹233 crore.

Accordingly, the expansion plan, which is to be completed by December 31, will include an upgrade by reconfiguring the existing terminal building.

The reconfigured facility will directly lead to a rise in passenger handling capacity to 850 per hour from the current 350.

Sources told *businessline* that the upgraded building will be complemented by the partial commissioning of a new terminal, which will add



MEGA MAKEOVER. The combined size of the terminal buildings by will increase from 6,500 sqm to 18,500 sqm.

1,200 passenger per hour handling capacity.

MORE OPERATIONS

The two terminal buildings combined will have a handling capacity of around 2,050 passengers per hour by December 31. The combined size of the terminal buildings

by the month-end will increase from 6,500 sqm to 18,500 sqm.

The apron area has also been increased to allow for a greater number of flight operations to and from the airport.

Aircraft parking bays have been increased from 4 to 15.

This will allow parking of seven Airbus A320s and eight small aircraft, practically more than doubling operations at the airport.

A new taxiway has been built to speed up ground operations, while the airport is fully equipped with night landing facilities for round-the-clock operations.

Airlines have shown interest in operating more flights to and from the airport. Per sources, 14 new flights are proposed to be operated to and from Prayagraj. At present, the airport handles 14 flights per day. Additionally, plans are afoot to accommodate chartered planes for Maha Kumbh visitors.

CITY-SIDE FACELIFT

The city side area has also been given a facelift with en-

hanced facilities. The capacity of car parking has been increased from 200 to 600.

Inside the terminal, a 'Udan Yatri Cafe' will come up to provide affordable refreshments for travellers.

Further, the "Triveni" theme, reflecting Prayagraj's cultural heritage, will be incorporated via artwork inside and outside the airport area.

In addition, airport transfer facilities to the 'Triveni' area, where the Maha Kumbh is held, will also be made available to the passengers. This service will be provided by the UP government.

The Maha Kumbh, organised every 12 years, will commence from January 13 and go on till February 26. Estimates suggest that nearly 40 crore pilgrims will attend the Maha Kumbh next year.

दिल्ली हवाई अड्डा कोहरे से निपटने के लिए तैयार

दीपक पटेल

नई दिल्ली, 15 दिसंबर

राष्ट्रीय राजधानी में देश के सबसे बड़े हवाई अड्डे का संचालन एवं प्रबंधन करने वाली जीएमआर समूह की कंपनी दिल्ली इंटरनैशनल एयरपोर्ट लिमिटेड (डायल) ने एयरफील्ड का निर्माण पूरा कर लिया है। इसके अलावा भारत मौसम विभाग द्वारा रनवे विजुअल रेंज (आरवीआर) उपकरणों का मरम्मत सुनिश्चित करते हुए विमान से उतरने वाले यात्रियों के लिए जर्मन हैंगर भी स्थापित किए हैं। कोहरे वाले मौसम के दौरान उड़ान संचालन को बेहतर करने के लिए ये उपाय किए गए हैं।

सूत्रों ने बिज़नेस स्टैंडर्ड को बताया कि विमानन सचिव वुमलुनमंग वुअलनम ने 18 नवंबर को डायल के अधिकारियों के साथ बैठक की थी। उन्होंने डायल से कहा कि वह इस साल 14 जनवरी को कोहरे के कारण जमीन पर खड़े विमानों की संख्या का विवरण तैयार करें और उसका विश्लेषण करें ताकि इस सर्दी के मौसम में आवश्यक उपाय किए जा सकें।

पिछली सर्दी के दौरान 14 जनवरी को घने कोहरे के कारण बड़ी तादाद में उड़ानों को डायवर्ट करना पड़ा था और उसमें देरी हुई थी। रनवे 28/10 पर मरम्मत कार्य जारी रहने से स्थिति अधिक जटिल हो गई थी। वह रनवे 'कैट 3-बी संचालन' के लिए सक्षम है। इसके तहत उन्नत इंस्ट्रूमेंट लैंडिंग सिस्टम का उपयोग किया जाता है और पायलटों को रियल-टाइम विजिबिलिटी डेटा प्रदान करने के लिए आरवीआर उपकरणों की मदद ली जाती



आसान होगी उड़ान

■ उड़ान में व्यवधान से निपटने के लिए डायल ने किए कई उपाय

■ हवाई अड्डे पर एयरफील्ड का पूरा हुआ निर्माण

■ उड़ान में देरी होने पर विमान से उतरने वाले यात्रियों के लिए जर्मन हैंगर भी तैयार

■ पायलटों को रियल-टाइम विजिबिलिटी डेटा प्रदान करने के लिए आरवीआर उपकरणों की मरम्मत पूरी

है। इससे लगभग शून्य विजिबिलिटी में भी विमानों की सुरक्षित लैंडिंग कराई जा सकती है।

डायल के प्रवक्ता ने 14 जनवरी की घटना के बारे में बिज़नेस स्टैंडर्ड को बताया, 'डायल ने आंकड़ों का विश्लेषण किया और पुष्टि की कि इस साल कैट 3

संचालन के लिए सभी तैयारी पूरी है। एयरफील्ड निर्माण की सभी परियोजनाओं को नवंबर के अंत तक पूरा किया जा चुका है। फिलहाल एयरफील्ड संबंधी कोई प्रमुख कार्य लंबित नहीं है और सभी चार रनवे एवं उससे संबंधित टैक्सीवे चालू हैं।'

प्रवक्ता ने कहा, 'पिछले अनुभवों के आधार पर अतिरिक्त अस्थायी पार्किंग की व्यवस्था की गई है। यात्रियों की संख्या में संभावित वृद्धि के मद्देनजर टर्मिनल भवनों में बैठने की अतिरिक्त व्यवस्था की गई है। प्रॉसेसिंग क्षेत्रों में सभी हितधारकों द्वारा पर्याप्त कर्मचारी लगाए गए हैं और सभी हितधारकों के बीच तालमेल पहले से ही किया जा रहा है।'

मगर पिछले महीने की बैठक में वुअलनम को बताया गया था कि दिल्ली हवाई अड्डे पर रनवे 29एल का आरवीआर उपकरण काम नहीं कर रहा था। इस पर वुअलनम ने डायल और मौसम विभाग को उसे तत्काल ठीक करने के लिए कहा था।

डायल के प्रवक्ता से जब पूछा गया कि वुअलनम के उस आदेश का पालन कहां तक किया गया है तो उन्होंने कहा, 'मौसम विभाग ने पुष्टि की है कि रनवे 29एल पर आरवीआर उपकरण को ठीक कर दिया गया है और अब वह चालू है।' भारत के प्रमुख हवाई अड्डों पर आरवीआर उपकरणों की स्थापना एवं रखरखाव के लिए मौसम विभाग जिम्मेदार है। पिछले महीने वुअलनम ने जर्मन हैंगर स्थापित करने के लिए कहा था ताकि कोहरे के कारण घंटों विमान में फंसे रहने वाले यात्रियों को विमान से उतारकर आराम करने के लिए जगह दी जा सके।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 DECEMBER 2024

Delhi airport readies fog plan

DIAL completes airfield construction, sets up German hangar

DEEPAK PATEL

New Delhi, 15 December

GMR Group-led Delhi International Airport Limited (DIAL) has completed airfield construction, ensured the repair of Runway Visual Range (RVR) equipment by the India Meteorological Department (IMD), and set up a



German hangar for deboarded passengers to enhance flight operations during foggy weather conditions. On November 18, Aviation Secretary Vumlunmang Vualnam held a meeting with DIAL, which operates and manages India's largest airport in the national capital, sources told *Business Standard*.

Vualnam told DIAL to obtain the details of the number of planes that were grounded on January 14 this year due to fog and analyse this data to implement necessary remedial measures for the upcoming winter season.

On January 14 this year, a significant number of flights were delayed and diverted due to dense fog, compounded by the then ongoing repair of Runway 28/10.

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No major airfield works currently pending: DIAL

This runway is capable of supporting “CAT III-B operations”, which rely on advanced instrument landing systems and use RVR equipment to provide real-time visibility data to pilots, enabling safe landings even in near-zero visibility.

“DIAL analysed the data and confirmed that all CAT III landing-capable thresholds are available for CAT III operations this year. All airfield construction projects were planned, executed, and completed by the end of November. No major airfield works are currently pending, and all four runways and associated taxiways are operational,” a DIAL spokesperson told *Business Standard* in response to a query on the January 14 event.

“Based on past experiences, additional temporary parking positions have been created to accommodate real-time needs. Additional seating arrangements have been made within the terminal buildings to address potential increased passenger volumes. All processing areas will be fully staffed by all stakeholders, and coordination among these stakeholders has already been established,” the spokesperson added.

However, during last month’s meeting, Vualnam was informed that the RVR equipment of Runway 29L at Delhi airport was not functional. Vualnam then asked DIAL and IMD to ensure its immediate repair.

When asked if Vualnam’s order had been followed, the DIAL spokesperson responded: “IMD has confirmed that the RVR equipment on Runway 29L has been repaired and is now operational.” The IMD is responsible for installing and maintaining RVR systems at major airports in India. These systems provide critical information about visibility on the runway.

During last month’s meeting, Vualnam asked DIAL to set up a German hangar in the apron area of the airport so that the passengers, who get stuck in a plane for hours due to fog, can be deboarded and given a place to rest. When asked if the German hangar has been established, the DIAL spokesperson responded: “Yes, the facility is operational. Trials have been completed successfully, and the facility is capable of offloading a full flight’s worth of passengers in a shorter period, allowing them immediate access to the holding area amenities.”





Corporate Communications Directorate

DESHBANDHU

DELHI

16 DECEMBER 2024

फाइलों से बाहर नहीं आ रही नोएडा हेलीपोर्ट योजना

नोएडा, 15 दिसम्बर (देशबन्धु)। नोएडा प्राधिकरण की हेलीकॉप्टर से चार धाम की यात्रा

चार धाम यात्रा कराने का था प्रोजेक्ट, नियाल से मांगे गए थे सुझाव

कराने की योजना ठंडे बस्ते में जाती दिख रही है। योजना के तहत प्राधिकरण ने नियाल यानी नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड को पत्र लिखकर सुझाव मांगे थे। लेकिन कंपनी ने इस पर कोई जवाब नहीं दिया। प्लानिंग थी कि नियाल से सुझाव मिलने के बाद नोटिस इंडाइटिंग टेंडर (एनआईटी) में बदलाव करके ग्लोबल टेंडर जारी किया जाएगा। लेकिन ऐसा हुआ नहीं। फिलहाल इस मामले में प्राधिकरण शासन से बातचीत करेगी। नोएडा की ये परियोजना सेक्टर-151ए में प्रस्तावित है। इसके निर्माण में 43.13 करोड़ रुपए खर्च कर किए जाने हैं। इसका डिजाइन बेल 412 (12 सीटर) के अनुसार तैयार किया गया है। हेलीपोर्ट में 5 बेल 412 के पार्किंग एप्राण की सुविधा होगी। इस हेलीपोर्ट में वीवीआईपी या

इन वजह से नहीं दिखा रही कंपनियां रुचि

- नोएडा एयरपोर्ट और प्रस्तावित हेलीपोर्ट का नजदीक होना
- जिन स्थानों का हवाई सफर बनाया गया वो महज 100 से 500 किमी के रेंज में हैं।
- यहां सड़क मार्ग से आसानी से पहुंचा जा सकता है।
- शर्तों में जो कंपनी इसका निर्माण करेगी वो सिर्फ 30 साल तक ही संचालन करेगी।
- टेंडर शर्तों में कई ऐसे क्लॉज हैं जिनका पालन करना कंपनियों के लिए मुश्किल है।

आपातकाल के समय 26 सिटर एमआई 172 भी उतारा जा सकेगा। हालांकि दो बार ग्लोबल टेंडर जारी करने के बाद भी सिर्फ एक कंपनी ही आई थी। ऐसे में तीसरी बार से इसकी नोटिस इनवाइटिंग टेंडर (एनआईटी) में बदलाव कर टेंडर निकालने की योजना थी।

कई अन्य कंपनियों के सुझाव के बाद भी नहीं मिली निर्माण कंपनी

हेलीपोर्ट निर्माण व संचालन कंपनियों को ये योजना इकॉनॉमिक रूप से वायबल नहीं लगी। इसमें टेंडर नियम शर्त को उनके सुझाव के आधार पर तैयार नहीं किया गया। जबकि कई बार प्राधिकरण कार्यालय पर हेलीकॉप्टर संचालन करने वाली कंपनियों को बुलाकर सुझाव लिया

गया था, उनके सुझाव पर ठीक से अधिकारियों ने अमल नहीं किया। यही कारण रहा कि कंपनियों ने टेंडर में रुचि नहीं दिखाई। दो बार ग्लोबल टेंडर जारी होने के बाद भी सिर्फ एक ही कंपनी आई।

देश के इन शहरों में होना था हवाई सफर

100 से 200 किमी में मथुरा आगरा, 200 से 300 किमी में मसूरी, यमुनोत्री, पंतनगर, नैनीताल, उत्तरकाशी, श्री नगर, गोचर, अलमोड़ा, न्यू टिहरी, शिमला, हरिद्वार जयपुर, चंडीगढ़, ओली। 300 से 400 किमी बद्रीनाथ, केदारनाथ, गंगोत्री, जोशीमठ, रामपुर, मंडी, अजमेर। 400 से 500 किमी मनाली, चौकानेर, जोधपुर, डलहौजी, अयोध्या।

हवाई अड्डों पर उड़ानों का संचालन बढ़ाने की तैयारी



■ **वीरेंद्र कुमार/मानस पिपलखरे** नई दिल्ली। दिवालिया हो चुकी गोफ़र्ट एयरलाइंस के एयरपोर्ट स्लॉट जल्द ही देश की अन्य एयरलाइंस कंपनियों को आवंटित किए जा सकते हैं। केंद्र सरकार ने इस संबंध में समिति गठित करने जा रही है। इस कवाबद से देश के प्रमुख हवाई अड्डों पर उड़ानों की संचालन बढ़ने की उम्मीद है।

साथ ही हवाई यातायात की बढ़ती मांग के चलते हवाई अड्डों पर यात्रियों के दबाव को भी कम करने में मदद मिलेगी। मामले से जुड़े एक अधिकारी ने बताया कि इन एयरपोर्ट

स्लॉट का आवंटन इंडिगो, एयर इंडिया और अकासा एयर जैसी घरेलू एयरलाइंस कंपनियों को किया जा सकता है। इसके जल्द ही समिति बनाई जाएगी, जो पारदर्शी तरीके से स्लॉट आवंटन को सुनिश्चित करेगी। समिति का नेतृत्व एयरपोर्ट अथॉरिटी ऑफ इंडिया के ऑपरेशंस कार्वकारी निदेशक करेंगे।

इस समिति में नागरिक उड्डयन निदेशालय, नागरिक उड्डयन सुरक्षा ब्यूरो के अधिकारी और रक्षा प्राधिकारी शामिल होंगे। अधिकारी ने कहा कि इससे अन्य एयरलाइंस को भीड़भाड़ वाले मार्गों और प्रमुख हवाई अड्डों पर संचालन को प्रभावी ढंग से प्रबंधित करने का अवसर मिलेगा।

क्या होते हैं एयरपोर्ट स्लॉट



हवाई अड्डों पर सुविधाएं सीमित होती हैं, इसलिए सभी एयरलाइनों को एक ही समय में इनका उपयोग करने की अनुमति नहीं दी जा सकती। स्लॉट का इस्तेमाल करके उनके लिए निश्चित वक्त निर्धारित किया जाता है। इस समय अवधि में ही एयरलाइन कंपनी को रनवे, टर्मिनल और अन्य सुविधाओं के इस्तेमाल का अधिकार मिलता है। भारत में, जो अमेरिका और चीन के बाद दुनिया का तीसरा सबसे बड़ा विमानन बाजार है, ऐसे स्लॉट की मांग बढ़ती जा रही है।

मई 2023 में बंद हुई थी गो फ़र्ट की सेवा

साल 2005 में शुरू हुई गोफ़र्ट एयरलाइन ने मई 2023 में आर्थिक संकट के चलते अपने संचालन को निलंबित कर दिया था। यह एयरलाइन 36 हवाई मार्गों पर 330 दैनिक उड़ानें संचालित करती थी। इसमें 27 घरेलू और 9 अंतरराष्ट्रीय गंतव्य शामिल थे।

जेट एयरवेज के स्लॉट भी बांटे गए थे

इससे पहले साल 2019 में जेट एयरवेज का संचालन बंद होने के बाद उसके 810 एयरपोर्ट स्लॉट अन्य एयरलाइंस को बांटे गए थे। इंडिगो और स्पाइसजेट को 130-130 स्लॉट्स मिले थे। विस्तारा को 110, गोफ़र्ट को 56, एयर एशिया को 42 और एयर इंडिया को 24 स्लॉट्स आवंटित किए गए थे।

यात्रियों की संख्या बढ़ी

भारत में घरेलू हवाई यात्रियों की संख्या लगातार बढ़ रही है। साल 2020 में यह संख्या 4.93 करोड़ से बढ़कर 2024 में 13.2 करोड़ हो गई है।





Corporate Communications Directorate

MILLENNIUM POST

DELHI

16 DECEMBER 2024

IGIA: Agent arrested for helping passenger travel on forged passport

NEW DELHI: The IGI Airport Police team has arrested a Haryana-based agent for arranging someone else's passport for a passenger's journey. Police was informed about the incident after a passenger was apprehended during the immigration checks.

The accused has been identified as Avtar Singh (30), son of Rajkumar, resident of Ismailabad, Kurukshetra, Haryana.

According to the police,



the investigation began when a passenger, Gurvinder Pal Singh (27) from Yamunanagar, Haryana, was deported from Panama and apprehended at IGI

Airport during immigration checks on November 20.

Gurvinder was traveling under a passport issued in the name of Vikramjeet Multani.

After Gurvinder lost his passport in Spain, Avtar arranged a forged passport under a different identity, enabling further illegal travel to Brazil and Panama

Upon scrutiny, it was revealed that he had previously traveled to Qatar, France, Spain, Brazil, and Colombia using falsified documents arranged

by Avtar Singh.

During interrogation, Gurvinder confessed to paying Rs 25 lakh to Avtar Singh for arranging his journey abroad.

The accused agent facilitated the issuance of visas and travel documentation to various countries. After Gurvinder lost his passport in Spain, Avtar arranged a forged passport under a different identity, enabling further illegal travel to Brazil and Panama. How-

ever, Gurvinder was caught by Panamanian authorities and deported to India.

A dedicated team led by Inspector Sushil Goyal tracked Avtar Singh to Kurukshetra, where he was arrested.

Singh admitted to operating as an agent to exploit individuals aspiring to work abroad. He used fake documents and collaborated with other agents to dupe people for quick financial gains.

MPOST



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 DECEMBER 2024

Air India tweaks schedules, eyes bigger share of Europe-Australia traffic

Aneesh Phadnis
Mumbai

Air India is tweaking its schedules on European and Australian routes as it aims to grab a share of traffic to the two markets.

The changes in schedule, which come in the wake of Vistara merger, will be rolled out in phases till March.

Currently, the airline operates twice daily from Delhi to Frankfurt and Paris, and once daily to Melbourne and Sydney.

The Europe-bound flights are being spaced out (morning/evening departure from Delhi) and Australia flights are being retimed to enable smoother connections in both directions via Delhi.

Traditionally, Singapore has been the hub for the

Europe-UK route, also known as the Kangaroo route. Over the years, West Asian carriers such as Emirates and Qatar Airways have grown their presence in the market. Their share is expected to grow even further with Qatar Airways picking up 25 per cent stake in Virgin Australia and Emirates announcing its third daily flight to Melbourne.

SHIFTING FOCUS

With schedule changes and planned refurbishment of fleet, Air India hopes to provide better connections for global travellers. An aviation source said that Air India's international network was heavily focused to the west.

"It was not strong in Asia-Pacific but that is changing now with new flights to Australia, Indonesia, Thailand and Vietnam.

This has also enabled the airline to carry more transit traffic via Delhi," he explained.

Air India has also expanded its code-share partnership with Singapore Airlines gaining greater access to markets in Asia-Pacific region. Its non-stop flights to Australia, however, are not part of the expanded agreement.

Non-stop flights and quicker visa processing has also contributed to growth of Indian tourist arrivals in Australia.

For the 12 months ending October, Australia received over 4.3 lakh Indian tourists, which is 8 per cent higher over the pre-pandemic period. According to Tourism Australia, India is the fifth largest source market for the country behind the UK, the US, China and New Zealand.

अकासा की जांच में मिली खामी

नागरिक विमानन महानिदेशालय (डीजीसीए) ने इस साल अगस्त में बेंगलूरु हवाई अड्डे पर की गई मौका जांच के दौरान 'खराब रखरखाव मानकों' और 'खामियां' पाए जाने के बाद अकासा एयर को कारण बताओ नोटिस जारी किया है। अधिकारियों ने बिजनेस स्टैंडर्ड को यह जानकारी दी। मौके पर जांच के दौरान नियामक ने पाया कि विमान कंपनी के बी737 मैक्स विमानों में से एक पर विमान का रखरखाव करने वाले इंजीनियर ने दाएं नोज व्हील पर टायर प्रेशर इंडिकेटर सिस्टम (टीपीआईएस) ठीक से नहीं लगाया था।

अधिकारियों के अनुसार वह दाएं हाथ के नोज व्हील पर टीपीआईएस-टिप्स सेंसर की 'पॉजिटिव लॉकिंग' करने में विफल रहा, लेकिन फिर भी उसने विमान को उड़ान के लिए फिट प्रमाणित कर दिया और इसे सेवा में वापस आने की अनुमति मिल गई। डीजीसीए के अनुसार ये खामियां इंजीनियर के 'खराब रखरखाव मानकों' और प्रमाणन के कारण हुई थीं। बीएस

DGCA issues notice to Akasa Air over plane maintenance lapses

DEEPAK PATEL

New Delhi, 15 December

The Directorate General of Civil Aviation (DGCA) has issued a show-cause notice to Akasa Air after finding “poor maintenance standards” and “lapses” during a spot check conducted at Bengaluru airport in August this year, officials told *Business Standard*.

The regulator found that on one of the airline’s B737 MAX planes, the tyre pressure indicator system (TPIS) was not properly installed on the right-hand nose wheel by the aircraft maintenance engineer.

He failed to perform the “positive locking” of the TPIS sensor on the right-hand nose wheel but still certified the aircraft as fit to fly, allowing it to return to service, according to officials.

According to the DGCA, these lapses “had occurred due to poor maintenance standards and certification” by the engineer. The DGCA stated that this lapse violated Section 61 of the Aircraft Rules, 1937.

According to these rules, if a licensed engineer issues a certificate permitting an aircraft to



The tyre pressure indicator system was not properly installed in one of the B737 MAX planes

return to service without ensuring the specified maintenance has been completed, he or she may face a warning, admonition, suspension, or permanent revocation of their licence. Akasa Air did not respond to *Business Standard’s* request seeking a statement on this matter.

The show-cause notice was issued to the airline’s engineer on December 9 and he has been given 15 days to respond, according to officials. The regulator will issue

its final order after receiving his reply. The issue arising from the spot check is the second run-in the airline has had with the regulator recently. On December 10, the DGCA instructed Akasa Air to immediately comply with its mandate to deploy only CAT-III-trained pilots at all six major fog-affected airports, even as it reviews the airline’s requests for certain exemptions.

Akasa Air had on November 29 requested the aviation regulator to exempt it from deploying CAT-III-trained pilots on flights to and from two major fog-affected airports, Kolkata and Bengaluru, for specific periods, as there is a shortage of such pilots on its roster, sources stated. The airline had informed the DGCA that without this exemption, its entire flight operations could face a “cascading” impact.

Pilots trained on CAT-III instrument landing systems can land in low-visibility conditions at airports equipped with these systems. The three subcategories — CAT-III A, B, and C — permit landings with minimum runway visibility of 175m, 50m, and zero visibility, respectively.

एयरपोर्ट • फ्लाइट की भीड़ से इंडिगो की उड़ान ने आधे घंटे आसमान में चक्कर काटे शनिवार को 28 फ्लाइट से 4424 यात्रियों ने किया आवागमन, इंडिगो को सर्वाधिक 3050 यात्री मिले

ट्रान्सपोर्ट रिपोर्टर | सूरत

सूरत अंतरराष्ट्रीय एयरपोर्ट पर शनिवार यानी 14 दिसंबर को फ्लाइट मूवमेंट्स सामान्य रही, लेकिन इंडिगो को उम्मीद से ज्यादा यात्री मिले। इंडिगो और एयर इंडिया एक्सप्रेस ने की 28 फ्लाइट्स का आवागमन हुआ। इंडिगो एयरलाइन ने कुल 18 फ्लाइट्स संचालित की, जिनमें 9 फ्लाइट्स अराइव और 9 टेकऑफ हुईं। इंडिगो की फ्लाइट से 3050 यात्रियों ने आवागमन किया। वहीं, एयर इंडिया एक्सप्रेस ने 10 फ्लाइट्स संचालित की, जिसमें 5 अराइव और 5 टेकऑफ हुईं। एआईए की फ्लाइट से 1374 यात्रियों ने आवागमन किया। हालांकि शनिवार को दिल्ली एयरपोर्ट से शाम 7 बजे टेकऑफ हुई इंडिगो की फ्लाइट को सूरत आने के



बाद यहाँ आधे घंटे तक आसमान में चक्कर लगाने पड़े। यह फ्लाइट रात 8.10 बजे सूरत के एयर स्पेस में दाखिल हो गई थी। उसी दौरान पायलट ने यात्रियों को सूचित किया कि सूरत एयरपोर्ट पर अन्य विमानों की कंजेशन के चलते फ्लाइट को 30 मिनट तक गो अराउंड करना पड़ेगा। उसके

बाद जब रनवे फ्री हुआ तो इस फ्लाइट ने रात 8.55 बजे लैंड किया। शनिवार को एयर इंडिया एक्सप्रेस और इंडिगो की कुल 28 फ्लाइट से 4424 यात्रियों ने आवागमन किया। कोई फ्लाइट रद्द नहीं हुई, जो यात्रियों के लिए राहत की बात रही। बता दें कि पिछले दिनों एआईए की उड़ान रद्द हुई थी।

इस्तांबुल में फंसे 400 यात्रियों को दो विशेष विमानों से लाया गया भारत

देर रात दो वजे आइजीआइ एयरपोर्ट पर उतरा विशेष विमान, दूसरा विमान पहुंचा मुंबई

जागरण संवाददाता, नई दिल्ली : तुर्किए स्थित इस्तांबुल में नई दिल्ली व मुंबई की उड़ानों में इंतजार में बृहस्पतिवार शाम से फंसे इंडिगो के 400 यात्री आखिरकार अपने अपने गंतव्य पहुंच गए। यात्रियों को दो अलग-अलग उड़ानों से भारत लाया गया। इनमें एक उड़ान 200 यात्रियों को लेकर नई दिल्ली तो दूसरी उड़ान मुंबई पहुंची। तुर्किए से भारत पहुंचकर यात्रियों ने राहत की सांस ली। एयरपोर्ट पर जब यात्री पहुंचे तो न सिर्फ उनके चेहरे पर राहत का भाव झलक रहा था, बल्कि उन्हें लेने जो स्वजन एयरपोर्ट पहुंचे थे, वे भी काफी खुश थे।

इस्तांबुल से जो दो विमान भारत के लिए रवाना हुए उनमें पहले ने आइजीआइ एयरपोर्ट पर शनिवार देर रात करीब दो बजे लैंडिंग की। लैंडिंग के उपरांत यात्रियों को टर्मिनल से बाहर आने में करीब एक घंटा लगा। इस बीच जो स्वजन उन्हें एयरपोर्ट पर उन्हें लेने पहुंचे थे, वे उनके आगमन को लेकर काफी खुश थे। खासकर ऐसी महिलाएं जिनके साथ छोटे बच्चे थे, उनमें से कड़्यों को रिसीव करने परिवार के सभी सदस्य आए थे। बाहर निकलने वाले यात्रियों का कहना था कि देर शाम ब्रीडिंग के बाद जब तक विमान एयरपोर्ट से रवाना नहीं हो गए, तब तक



इस्तांबुल एयरपोर्ट पर फंसे यात्री • स्रो: इंटरनेट बीडिया

सर्वर डाउन होने से परेशान हुए इंडिगो यात्री

जागरण संवाददाता, नई दिल्ली: इंडिगो का सर्वर डाउन होने से आइजीआइ एयरपोर्ट पर यात्रियों को परेशानी का सामना करना पड़ा। हालांकि इंडिगो का कहना है कि तकनीकी खराबी के कारण सर्वर डाउन नहीं बल्कि स्लो हो गया था जिस कारण दिक्कत हुई। इस बीच एयरलाइंस ने यात्रियों को परेशानी से

उन्हें यकीन नहीं हुआ कि वे अब भारत पहुंचेंगे, क्योंकि पूर्व में एक बार विमान में सवार होने के बाद भी यात्रियों को डिबोर्ड करना पड़ा। इस्तांबुल से रवाना हुआ दूसरा विमान मुंबई एयरपोर्ट पर रविवार तड़के पहुंचा।

उठ रहे कई सवाल: इस्तांबुल प्रकरण के बाद इंडिगो पर यात्री कई सवाल खड़े कर रहे हैं। इनमें सबसे

बचाने के लिए मैनुअली काम करना शुरू किया, लेकिन यात्रियों की संख्या के आगे एयरलाइंस का प्रयास नाकाफी साबित हुआ। चेक इन के लिए यात्रियों की लंबी कतारें लगती रहीं। यह परेशानी करीब एक घंटा तक कायम रही। इस बीच कई विमानों के प्रस्थान में विलंब हुआ।

बड़ा सवाल उन दो विमानों का है जिनमें तकनीकी खराबी हुई और यात्रियों को तीन दिन तक तुर्किए में फंसा रहना पड़ा। बताया जा रहा है कि जिन दोनों विमानों में तकनीकी खामी हुई, दोनों बोइंग विमान हैं और टर्किश एयरलाइंस से लीज पर लिए गए हैं। दोनों विमानों को एक दशक से भी अधिक पुराना बताया जा रहा है।

क्या है पूरा मामला

तुर्किए स्थित इस्तांबुल एयरपोर्ट पर 12 दिसंबर को दो अलग अलग उड़ानों 6ई12 (नई दिल्ली) व 6ई18 (मुंबई) से नई दिल्ली व मुंबई की यात्रा करने वाले 400 यात्री जब तय समय पर एयरपोर्ट पहुंचे तो एयरलाइंस ने पहले अपनी उड़ानों को दो बार विलंबित किया और अंत में बिना टोस कारण बताए रद्द कर दिया। यात्रियों का आरोप है कि कड़ाके की ठंड, इंडिगो के असहयोग व इस्तांबुल एयरपोर्ट कर्मियों के साथ संवाद में भाषाई

दिवकत ने उनके लिए मुसीबतों का पहाड़ खड़ा कर दिया। दोनों उड़ानों को इस्तांबुल से शाम सवा आठ बजे नई दिल्ली व मुंबई के लिए प्रस्थान करना था। करीब आठ से नौ घंटे में इन्हें नई दिल्ली व मुंबई पहुंचना था।

लोगों का कहना है कि एक तरफ इंडिगो अपने बेड़े के विस्तार की बात कहते हुए अंतरराष्ट्रीय रूटों पर आवाजाही बढ़ाने की बात करता है वहीं दूसरी ओर अंतरराष्ट्रीय रूटों पर लीज पर लिए गए पुराने विमानों का इस्तेमाल कर रहा है, यह सही नहीं है। हालांकि इस पूरे प्रकरण पर इंडिगो ने तकनीकी जांच की बात कही है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

16 DECEMBER 2024

इस्तांबुल में फंसे 400 यात्रियों को विशेष विमानों से लाया गया भारत

जागरण संवाददाता, नई दिल्ली

तुर्किये के शहर इस्तांबुल में गुरुवार शाम से फंसे इंडिगो के 400 यात्री आखिरकार भारत आ गए। यात्रियों को दो अलग-अलग उड़ानों से भारत लाया गया। इनमें एक उड़ान 200 यात्रियों को लेकर नई दिल्ली तो दूसरी मुंबई पहुंची। तुर्किये से भारत पहुंचे यात्रियों के चेहरे पर राहत का भाव झलक रहा था।

मालूम हो कि 12 दिसंबर को इस्तांबुल एयरपोर्ट से 400 यात्रियों को इंडिगो की दो उड़ानों 6ई12 से नई दिल्ली व 6ई18 से मुंबई आना था। लेकिन, अचानक एयरलाइंस ने दोनों उड़ानों को पहले विलंबित फिर रद्द कर दिया। तभी से ये लोग इस्तांबुल में ही फंसे थे।

बताया जा रहा है कि जिन दोनों विमानों में तकनीकी खामी हुई, वे बोइंग

12 दिसंबर से तुर्किये के शहर में फंसे थे भारतीय यात्री

आइजीआइ एयरपोर्ट पर उतरा विमान तो ली राहत की सांस

सर्वर डाउन होने से परेशान हुए इंडिगो यात्री

एक अन्य घटना में आइजीआइ एयरपोर्ट पर यात्रियों को तब काफी परेशानी का सामना करना पड़ा, जब उन्हें पता चला कि इंडिगो का सर्वर डाउन हो गया। हालांकि इंडिगो का कहना है कि तकनीकी खराबी के कारण सर्वर डाउन नहीं बल्कि स्लो हो गया था, जिस कारण दिक्कत हुई।

विमान हैं और टर्किश एयरलाइंस से लीज पर लिए गए हैं। दोनों एक दशक से भी अधिक पुराने हैं।

Airbus Taxis into GCC Runway, Picks up 650K sq ft in B'luru

The global aerospace major will be paying rentals topping ₹500 crore for the office space

Kailash Babar & Sobia Khan

Mumbai | Bengaluru: Global aerospace and defence industry major Airbus has picked up over 650,000 sq ft office space in a commercial tower in Bengaluru's Whitefield through a long-term lease of 10 years to set up its global capability centre (GCC), supporting innovation and technology development-related strategic initiatives worldwide, said persons with direct knowledge of the development.

The European multinational company will be paying rentals of over ₹500 crore for this new office space in an entire building of Titanium Tech Park through the lease term.

WAY FORWARD



India's office property market is experiencing a record-breaking wave of net absorption, reflecting robust demand led by GCCs

The Big Picture

- Airbus operates an engineering centre in Bengaluru
- Has partnered with Tata Advanced Systems and HAL for components and aircraft production

- IndiGo and Air India have ordered more than 1,000 aircraft from Airbus

- It has collaborated on defence projects like the C295 aircraft

- The first 'Make in India' C295 will roll out of its Vadodara facility in September 2026

The deal has provision for future scalability to accommodate growth with an additional 150,000 sq ft that can be exercised after a year, taking the total space to 800,000 sq ft. The clause for lease tenure also includes an option to extend the same by an additional five years, making it a 15-year deal.

"The lease deed has been signed. The total rental outgo will increase once the additional space take up is finalised. The fit-out work will commence in the next few weeks," said one of the persons mentioned above. The lease agreement also includes a clause to increase the rentals by 15% every three years.

Airbus has a strong and expanding presence in India, with significant involvement in commercial aviation, defence and aerospace manufacturing. The company operates an engineering centre in Bengaluru and has partnered with Tata Advanced Systems and HAL for components and aircraft production.

MODEST RECOVERY EXPECTED IN 2025

Boeing's Year of Crisis Leaves Investors Wary of Beaten-Up Stock

Bloomberg

What was supposed to be a comeback year for Boeing Co. has turned into its worst stock-market plunge since 2008, and if Wall Street is right, the plane-maker's shares may have only a modest recovery in store in 2025.

The stock is down 35% this year, placing it among the 20 biggest decliners in the S&P 500 Index. The shares have stabilized over the past month, but investors remain wary. They point to the string of crises in 2024 that shook their confidence in Boeing's prospects and the risk that it will suffer should trade friction build anew under President-elect Donald Trump.

"Just staying out of the news would be a win for Boeing at this point," said Eric Clark, portfolio manager of the Rational Dynamic Brands Fund.

Coming into 2024, the company seemed to be emerging from the aftermath of two fatal crashes of its jets in 2018 and 2019 and the collapse of global travel during the pandemic. Boeing had taken a big step toward thawing its strained relations with China, jet orders were surging and shares were the highest in nearly two years. Wall Street was overwhelmingly optimistic, without a single sell recommendation on the stock.

Things started to unravel in January, when a door plug on a Boeing aircraft blew off mid-air during an Alaska Air flight. Then came a public outcry and intense scrutiny of Boeing's corporate practices and its culture, a management overhaul leading to the exit of the chief executive officer, serious allegations from whistle-blowers, a debilitating labor strike and a massive cash burn that the company says will continue in 2025.

The chain of events pummeled Wall Street's profit expectations. Twelve months ago analysts on average expected Boeing to earn \$4.18 a share this year, after four straight annual losses, data compiled by Bloomberg show. They now anticipate a loss of \$15.89 per share, the worst since 2020. At the same time, estimates for 2025, 2026 and 2027 have collapsed by roughly 50% or more from year-ago levels.

It all explains why analysts have dim expectations that the recent recovery in the jet-maker's



shares will extend much further. Their average 12-month price target suggests potential for a roughly 7% gain from Friday's close of \$169.65.

Boeing, which is based in Arlington, Virginia, declined to comment.

TURBULENCE AHEAD

A major worry entering 2025 is that the company's sprawling global supply chain leaves it exposed should Trump follow through on his tariff proposals. Boeing, along with American manufacturing behemoths like Caterpillar Inc. and Deere & Co., is widely seen as being on the front lines of any trade war that might ensue.

Boeing's biggest concern, however, is a production slowdown — first in an effort to improve quality after the Alaska Air incident, and then because of a strike that ended in November. The combination depresses cash flow and erodes its position versus rival Airbus SE, which commanded almost 60% of the global backlog of commercial aircraft last year, according to Bloomberg Intelligence.

On top of that, it's been decades since Boeing worked on an all-new aircraft, and CEO Kelly Ortberg has said that this is one of the key goals. Concrete signs that the company can produce quality aircraft at a steady pace is crucial for investors and analysts in 2025. There's plenty of demand for planes globally — fueled in part by surging air travel in emerging markets.

"The top priority is to execute on this demand by building flawless aircraft at a gradually increasing pace," JPMorgan Chase & Co. analyst Seth Seifman wrote in a report last month. "This is not easy and we won't see immediate results, but we do see potential for Boeing to make progress in 2025 on the road to delivering long-term value."

'Airlines are Price Takers, have no Power over Costs'

PTI

Geneva: Airlines are price takers as they do not have an influence on the prices they pay, International Air Transport Association (IATA) Chief Economist Marie Owens Thomsen said, and highlighted that carriers' need to diversify their revenues is complicated by slim profit margins and balance sheets.

In a fast-growing aviation market like India, where the air traffic demand is on the rise, there are persistent concerns about airfare trajectory and suggestions from various quarters to make air tickets more affordable.

Discussing overall airfares and the costs of airlines, Thomsen said that airlines do not have any influence on the prices they pay.

"There are too few aircraft manufacturers and oil companies. Whatever supplies we are looking at upstream, we are price takers and

downstream, we have the hyper competitive environment where all customers can see all fares from all airlines at all times. So, we always compete in price," she told PTI in an interview in Geneva earlier this week.

Thomsen, who is the Chief Economist and Senior Vice President for Sustainability, said as airlines are price takers upstream and downstream, it leaves them with very little in the middle.

A study published in November by the IATA showed that airfares have risen at a slower pace than consumer prices (measured by the Consumer Price Index, CPI) over the past decade.

"This indicates that air ticket prices have not fully kept up with inflation, especially in comparison to jet fuel costs, which have significantly outpaced consumer inflation," the study said. Currently, jet fuel accounts for around 30% of airlines' operating costs.

When asked whether there can be more transparency in pricing of air tickets, Thomsen argued that if airlines were profiteering, the per passenger profit would have been much higher. "When you have high ticket prices and low airline profits, then the money is going somewhere else," she said, pointing out that a third and a 50% of the airline industry's costs are administrative costs. "The rest (of the costs) is actually for services of flying people or cargo," Thomsen noted.



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Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

16 DECEMBER 2024

Airlines' need to diversify their revenues hit by slim margins: IATA's Thomsen

MANOJ RAMMOHAN
Geneva, December 15

AIRLINES ARE PRICE takers as they do not have an influence on the prices they pay, IATA chief economist Marie Owens Thomsen has said, adding that the need to diversify revenues is complicated by slim profit margins and weak balance sheets.

In a fast-growing aviation market like India where the air traffic demand is on the rise, there are persistent concerns about airfare

trajectory and suggestions from various quarters to make prices more affordable. Discussing overall airfares and the costs of airlines, she said airlines do not have any influence on the prices they pay.

"There are too few aircraft makers and oil firms. Whatever supplies we are looking at upstream, we are price takers and downstream, we have the hyper competitive environment where customers can see fares from airlines at all times. So, we always compete in price," she said. — PTI



Marie Owens Thomsen, IATA chief economist

Jet's liquidation may take off with auctioned planes

SWARAJ BAGGONKAR
Mumbai, December 15

AFTER A DELAY of more than two years, three Boeing 777s, formerly owned by Jet Airways and lying at the Mumbai airport, may finally be transferred to Malta-based Challenge Group.

The airline's senior executives, who spoke exclusively to *FE*, said that there is a positive approach from the lenders and the liquidator of erstwhile Jet Airways. The conclusion of this long-pending deal could be among the first of the several milestones in the liquidation process of Jet Airways.

On orders of the Supreme Court, the final week of November saw the National Company Law Tribunal (NCLT) appoint Satish Kumar Gupta as the liquidator of long-grounded Jet Airways, on the submission of State Bank of India, the lead lender to the airline.

Ace Aviation, an entity belonging to the Challenge Group, was declared the winning bidder in November 2022 for the three wide-body planes, after they were put up for auction by the now-dissolved monitoring committee, led by Ashish Chhawchharia. In addition to the three in Mumbai, the company had placed a bid for two more 777s based in Delhi.

Michael Koish, chief investment officer, Challenge Airlines, said, "We believe we are right now at the turning point. We have been pushing for this deal for almost three years. Now, with the liquidator's involvement, we are optimistic that we will be able to complete the deal."

The Challenge Group had paid \$4.6 million for the planes in Mumbai, which was 10% of the total value of the \$46-million deal. The company had put in \$1 million as the token money for the two planes in Delhi, whose auction process never took place.

The Maltese company intends to convert these multi-seater passenger planes into cargo aircraft. It currently has a mix of Boeing 747 and Boeing 767 planes in its fleet.

The 777s from Jet Airways were supposed to be among the first to join its fleet. However, since there was an unprecedented delay in the acquisition, the Challenge Group

ON THE RUNWAY



■ Transfer of **3 Boeing 777s** from Jet to Challenge Group may finally take shape after a delay of over 2 years

■ Challenge Group entity Ace Aviation was declared the winning bidder in November 2022 for the three wide-body planes

■ In addition, the Challenge Group entity had placed a bid for two more 777s based in Delhi

■ It had paid **\$4.6 million** for the planes in Mumbai – just 10% of the total value of the \$46-million deal

■ The company had put in **\$1 million** as token money for the two planes in Delhi, whose auction process never took place

had to acquire another aircraft to meet the conversion slot, which changes the plane type.

As per industry estimates, the cost of converting a passenger plane the size of a Boeing 777 can range between \$40 million and \$45 million per aircraft.

The cost of making a grounded plane becoming airworthy again could be \$8-10 million per plane.

Eshel Heffetz, CEO, Challenge Airlines, said, "What was supposed to take 45 days, has taken over three years. The delays caused a huge problem for us. Not only did it lead to a significant deterioration in the condition of the assets, which means that the cost of reactivating them would be much higher than budgeted for, we had to find other solutions in the meantime that cost us additional money."





Corporate Communications Directorate

THE HINDU

CHENNAI

15 DECEMBER 2024

IndiGo sends two planes to bring back passengers who were stranded in Istanbul

The Hindu Bureau

NEW DELHI

IndiGo on Saturday sent two aircraft to Istanbul to ferry nearly 500 stranded passengers to New Delhi after its Boeing 777 aircraft developed a technical glitch the previous day, resulting in a flight cancellation.

The airline's flight 6E 12 scheduled to take off from Istanbul at 8.15 p.m. local time was cancelled on Friday after a technical "snag" on the 538-seater Boeing 777 aircraft it has leased from Turkish Airlines. This is the second time this week that this flight was cancelled because of a malfunction.

IndiGo operated two 222-seater Airbus A321s to bring back the passengers. One of these planes also had to make a fuel stop on its way back at Ras al Khai-



The airlines had cancelled flights due to technical snags.

mah because of the aircraft's shorter range. The airline did not mention how many passengers were stranded in Istanbul, nor could it confirm how many were being flown back.

On Thursday, the same flight was cancelled because of a snag, but the airline arranged another Boeing 777 aircraft the following day, it said.

However, some complained of being stuck at the airport for more than 24 hours.

"From past 35 hours there are more than 500

people waiting for flight in Istanbul airport, but still they are not able to board us on flight even after paying lakhs to travel. They are not even providing accommodation and food," @koushikbhuma posted on X.

"People are stuck at Istanbul airport for more than 3 days without any support and help. No action from Indigo," wrote @ait_jitendra on Saturday.

Early in 2023, IndiGo had leased two Boeing 777 aircraft from Turkish Airlines to operate a daily flight each from Mumbai and New Delhi to Istanbul as part of its efforts to overcome the grounding of over 70 planes on its fleet because of issues with Pratt & Whitney engines. These are the only widebodied planes the airline has on its fleet of Airbus A320 and ATR aircraft.

IndiGo flight diverted to Karachi due to emergency

The Hindu Bureau

NEW DELHI

An IndiGo flight from Delhi to Jeddah was forced to divert to Karachi last night following a medical emergency on board.

IndiGo's 6E 63 flight departed from Delhi at 8.30 p.m., but two hours later deviated from its path to turn towards Karachi.

"The captain diverted the flight to Karachi, where a doctor attended to the passenger upon arrival. After completing the necessary formalities, the flight departed Karachi and returned to its origin to provide further assistance to the medical passenger," the airline said in a press statement.

According to *Geo News*, the passenger was a 55-year-old Indian man.

The air traffic control allowed the aircraft to land in Karachi on humanitarian grounds.

Airfares slide on metro routes, rise on smaller ones

Dhanish Arand
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NEW DELHI

Those planning to travel between metro cities this year-end are in for a surprise. According to data from ticket booking portals, airline ticket prices between metropolitan cities have crashed by almost a third this month compared with December 2023.

However, fares between metros and tourist or religious destinations have shot up as demand for year-end holidays and festivities rise.

Travel portal EaseMyTrip reported a 9-28% year-on-year (y-o-y) drop in airfares on key metro-to-metro routes. The highest fall of 28% was between Chennai and Kolkata. Kolkata-Bengaluru was a close second, with fares having dropped 27%. The next three—Delhi to Chennai, Hyderabad to Delhi, and Delhi to Ahmedabad—have seen airfares fall 21%, 21% and 20% y-o-y, respectively.

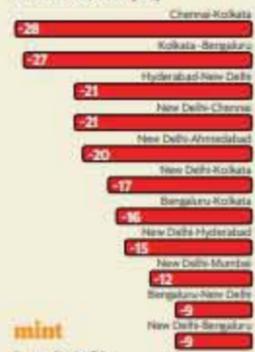
Experts said demand on metro routes is anyway not the best at the end of the year, but demand this year is lower even compared with last year.

"The airfares between metro-to-metro routes have dropped significantly because the fares have been obnoxiously high since the festive season," said Jyoti Singh Mayal, immediate past president of Travel Agents Association of India (TAAI) and chairperson of Tourism & Hospitality Skill Council (THSC). "Pre-bookings are not happening like before. This doesn't mean people are not travelling; hotels are doing much

Fair dip

Airfare between metro cities has fallen in December.

Year-on-year change in airfare on metro-to-metro routes (in %)



Source: EaseMyTrip

SATISH KUMAR/MINT

better than airlines."

She added that people have now started to drive to nearby destinations. "The algorithms on airlines' websites ensure that ticket prices remain high even if you book two to three months in advance."

Nishant Pitti, CEO and co-founder of EaseMyTrip, said the drop in airfares will bring relief to passengers. "The month of December reveals a complex airfare landscape, characterized by significant pricing variations across domestic routes," Pitti told *Mint*. "Recent trends in domestic airfare indicate significant price reduc-

TURN TO PAGE 11

Airfares drop on metro routes, up in non-metro ones

FROM FRONT FLAP

tions across key metro-to-metro routes, offering travellers substantial price benefits."

EaseMyTrip data also highlighted a 17% drop in airfare between Delhi and Kolkata, 16% between Bengaluru and Kolkata, and a 12% drop between Delhi and Mumbai, which is the busiest domestic route.

Airfare between Delhi and Hyderabad has dropped 15% and a 9% drop is observed between flights from Delhi to Bengaluru and vice-versa.

At the same time, there has been a rise in airfares between metros and smaller leisure destinations in the wake of the upcoming year-end festive

season.

Travel portal ixigo reported 3-18% increase in airfares between metro cities and leisure destinations or other smaller cities. For departures between 24 December and 1 January 2025, ticket prices between New Delhi and Srinagar are up 18%, Mumbai and Dehradun up 13%, and Bengaluru and Jaipur, up 11%. Airfares from New Delhi to Pune and Patna are up 9% and from Pune to New Delhi, up 3%.

However, Delhi to Goa flights have seen a marginal 2% increase in airfare in this period.

The rise in airfares has come against the backdrop of a massive surge in flight bookings to tourist and religious destina-



ixigo reported 3-18% rise in airfares between metros and smaller cities.

tions between 20 December 2024 and 2 January 2025. According to ixigo data, flight bookings to Jaipur have risen 146%, and Udaipur 126%. Bookings to Srinagar, Goa, Jai-

pur, and Leh have risen 66%, 52%, 51% and 30%, respectively.

Flight bookings to religious cities have also surged—led by Varanasi with an eye-popping 669% rise in bookings, followed by Tirupati (67%), Amritsar (58%), and Shirdi (22%).

To be sure, Indian airlines carried a record number of 152 million passengers in 2023, as per data from the directorate general of civil aviation (DGCA).

In 2024, they have carried 132 million passengers between January and October.

Meanwhile, Indian carriers are expected to add more than 150 aircraft in their fleet in 2024, according to aviation

consultancy and research firm CAPA India. IndiGo has placed an order of 30 Airbus A350-900 wide-body aircraft this year, a first order of its kind for the airline.

Akasa placed an order of 150 Boeing MAX10 aircraft in January. Earlier this month, Air India placed an order of 100 more Airbus aircraft. Indian airlines have over 1,000 aircraft on order.

As per rating agency Icra, domestic air traffic is expected to grow 7-10% to reach 164-170 million passengers by the end of FY25. The agency also expects the industry to report net losses of ₹2,000-3,000 crore in FY25 and FY2026, which would be lower than previous years.

Hello, 6E: A brand that started a war of words

IndiGo has been using 6E far more than a mere airline call sign. Mahindra names—and then withdraws—its latest electric SUV as BE 6e. Who is right?

Gaurav Ighate
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MUMBAI

In a marketplace where even the simplest code can signal brand identity, low-cost airline IndiGo's tussle with automaker Mahindra and Mahindra over "6E" poses a fundamental question: when does a combination of letters and numbers stop being generic and become proprietary brand turf?

At first glance, the dispute seems unusual. IndiGo, India's largest airline, uses 6E as its call sign, a unique identifier in aviation. Over 16 years, 6E has transcended its role as a flight code, with IndiGo smartly marketing it to promote punctual and affordable services. Mahindra's attempt to use 6e (with 'e' in small case) for its latest electric sport utility vehicle (SUV) spotlights whether a code that originated in one sector can be freely reused in another.

A code that transcends its roots
For IndiGo, 6E isn't just an operational designation; it's woven into the brand's DNA. Harish Bijoor, a business and brand strategy specialist and founder of Harish Bijoor Consults Inc., says, "IndiGo's claim and perspective have been that it has been using 6E in a rather involved manner on its brand. To an extent, its brand identity is defined by 6E which... is pronounced to an extent as 'sexy'... Over the last possibly 16 years or more, IndiGo has been using 6E, and that has become part of its brand identity kit."

"Any other brand using 6E in the same manner as IndiGo does tends to lessen the sole ownership attitude of IndiGo... they've sat up and protested," Bijoor added.

A matter of trademark law
Legally, IndiGo's trademark is in Class 39 which covers transport services, not Class 12 which covers vehicles. Kaushik Moitra, partner at Ilharucha & Partners, explains, "Cars would be under Class 12 for goods, while 6E is registered under Class 39... Had they (IndiGo) registered under Class 12 as well for vehicles, they could claim exclusive rights. Since that's not the case, the likelihood of confusion is fairly low," Moitra added.

With Mahindra agreeing not to use 6e for now, both sides are waiting for a final ruling, likely in April.

Meanwhile, Sandeep Goyal, chairman of Rediffusion, an advertising agency, noted that while registering a code like 6E is tough, IndiGo has done it successfully over the years.

"The moot question is whether the 6E



6E isn't just an operational designation; it's woven into the IndiGo brand's DNA. For now, Mahindra has agreed not to use the '6e' name for its electric SUV.

trademark covers automobiles too. Mahindra must have found an aperture of opportunity. So, it will be an interesting fight. The 6E pronounced as 'sexy' is where the lure is for all brands—so Mahindra too is chasing it," Goyal said.

Proactive brand protection
In a converging marketplace, brands need to think ahead. Ramesh Narayanan, founder of Canco Advertising and director, strategy, at the Asian Federation of Advertising Associations, advises, "One should register a trademark and a design early in the day. Be confident that your trademark and design are such that others might want to copy it."

He adds that covering closely related sectors is sensible... at least "across similar sectors." In really diverse sectors, it may not really make a difference, Narayanan said.

Protecting brand associations
"6E is a symbol that IndiGo uses widely, not just the airline code. It's used in the name of the magazine and most other points. IndiGo is justifiably upset because the areas (aviation and automo-

biles) are mobility-related and quite close," Narayanan said. He added that consumers shouldn't have to decode overlapping brand cues. "A brand should not be seen as a copycat brand. Definitely not a brand as large as Mahindra."

Learning from past conflicts
The IndiGo-Mahindra clash is hardly unique. Indian and global markets offer ample precedents of brands fighting to protect their identifiers.

In some earlier cases, dairy cooperative Amul succeeded in preventing another company from using "Amul Spray," preserving its goodwill in dairy. Similarly, in the Tata Sons vs Hakunamatata Tata case, Tata successfully blocked a cryptocurrency firm from using the Tata name. In the Coca-Cola vs Bisleri case, the global giant secured rights to the "Maaza" trademark globally, stopping Bisleri from using it elsewhere.

But in a similar case, when Tata Motors objected to InterGlobe Aviation using the brand name IndiGo, it failed on the

ground that indigo is a colour, and generic terms are harder to protect.

Controversy as a double-edged sword

Curiously, such disputes may benefit both brands. Bijoor observed, "Controversies are always good for the brands... the controversy is great for IndiGo, the 6E airline, and it's great for Mahindra's BE 6e (now BE6), enough to put both into the spotlight."

As industries overlap—travel, mobility, hospitality and beyond—brands must recognize that even alphanumeric codes can be valuable intellectual property. The IndiGo-Mahindra tussle underscores the importance of proactive trademark strategies and the need to navigate evolving brand ecosystems carefully.

Ultimately, the answer to the question—Whose brand is it anyway?—hinges on how brands stake their claim to simple identifiers. The view held by Rediffusion's Goyal that 6E is a tough code to register yet highly coveted due to its phonetic twist shows that a code's power lies not just in legal documents, but also in the cultural and consumer resonance it attains. In a world where a few characters can define an entire brand persona, every letter and number matters.

When Tata Motors objected to InterGlobe using the brand name IndiGo, it failed on the ground that indigo is a colour

'Airlines are price takers, they don't have influence on prices they pay'

GENEVA: Airlines are price takers as they do not have an influence on the prices they pay. IATA Chief Economist Marie Owens Thomsen has said and highlighted that carriers' need to diversify their revenues is complicated by slim profit margins as well as weak balance sheets.

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Discussing overall airfares and the costs of airlines, Thomsen said airlines do not have any influence on the prices they pay.

"There are too few aircraft manufacturers and oil companies. Whatever supplies we are looking at upstream, we are price takers and downstream, we have the hyper competitive environment where all customers can see all fares from all airlines at all times. So, we always compete in price," she said in Geneva earlier this week.

Thomsen, who is the Chief Economist and Senior Vice President for Sustainability, said as airlines are price takers upstream and downstream, it leaves them with very little in the middle.

A study published in November by the International Air Transport Association (IATA) showed that airfares have risen at a slower pace than consumer prices (measured by the Consumer Price Index,



As per IATA's latest outlook for 2025, airlines are projected to have a net profit of \$1.8 per passenger while overall net profit likely to be \$3.6 bn

CPI) over the past decade.

"This indicates that air ticket prices have not fully kept up with inflation, especially in comparison to jet fuel costs, which have significantly outpaced consumer inflation," the study said.

Currently, jet fuel accounts for around 30 per cent of airlines' operating costs.

To a question on whether there can be more transparency in pricing of air tickets, Thomsen argued that if airlines were profiteering, the per passenger profit would have been much higher.

"When you have high ticket prices and low airline profits, then the money is going some-

where else," she said, pointing out that a third and a 50 per cent of the airline industry's costs are administrative costs.

"The rest (of the costs) is actually for services of flying people or cargo," Thomsen noted.

As per IATA's latest outlook for 2025, airlines are projected to have a net profit of \$1.8 per passenger while the overall net profit expected to be \$3.6 billion.

"You can have a lot of activity and a big market and make no profit because your cost base is too high. Lot of them come from various types of regulatory fees and charges levied on airlines," Thomsen pointed out.

According to her, there is a need for revenue diversification by airlines but the situation is complicated by slim profit margins and weak balance sheets most airlines suffer from. IATA represents around 340 airlines globally, including Indian carriers. The member airlines account for more than 80 per cent of the global air traffic.

‘एयरलाइन कंपनियां कीमतें तय नहीं करतीं भुगतान पर उनका कोई बस नहीं’

जिनेवा, 15 दिसम्बर (एजेंसी): अंतर्राष्ट्रीय हवाई परिवहन संघ (आई.ए.टी.ए.) की मुख्य अर्थशास्त्री मैरी ओवेन्स थॉमसन ने कहा है कि एयरलाइन कंपनियां कीमतें तय नहीं करती हैं, क्योंकि वे जो कीमत चुकाती हैं, उस पर उनका कोई बस नहीं होता।

उन्होंने इस बात का जिक्र भी किया कि एयरलाइंस के लिए कम लाभ मार्जिन और कमजोर बही-खातों के कारण राजस्व में विविधता लाने की जरूरत एक जटिल मुद्दा है। भारत जैसे तेजी से बढ़ते विमानन बाजार में हवाई यात्रा के किराए को लेकर लगातार चिंताएं जताई जाती हैं और हवाई टिकट को अधिक किफायती बनाने के लिए विभिन्न क्षेत्रों से सुझाव मिल रहे हैं।

थॉमसन ने कुल हवाई किराए और एयरलाइन कंपनियों की लागत पर चर्चा करते हुए कहा, “विमान

विनिर्माता और तेल कंपनियां बहुत कम हैं। हम जो भी आपूर्ति देख रहे हैं, उनकी कीमतों पर हमारा कोई बस नहीं है। नीचे की ओर हमारे पास अत्यधिक प्रतिस्पर्धी माहौल है, जहां सभी ग्राहक हर समय सभी एयरलाइंस के किराए देख सकते हैं, इसलिए हम हमेशा कीमत में प्रतिस्पर्धा करते हैं।”

उन्होंने इस सप्ताह की शुरुआत में जिनेवा में एक साक्षात्कार में बताया कि चूंकि एयरलाइंस को आपूर्तिकर्ताओं और ग्राहकों दोनों तरफ बेहतर मूल्य की पेशकश करनी होती है, इसलिए उनके पास बीच में मुनाफे की बहुत कम गुंजाइश बचती है। अंतर्राष्ट्रीय हवाई परिवहन संघ (आई.ए.टी.ए.) के नवंबर में प्रकाशित एक अध्ययन से पता चलता है कि पिछले एक दशक में हवाई किराए, उपभोक्ता मूल्य सूचकांक की तुलना में धीमी गति से बढ़े हैं।



Airlines are price takers, they do not have influence on prices they pay: IATA Chief Economist



PTI ■ GENEVA

Airlines are price takers as they do not have an influence on the prices they pay, IATA Chief Economist Marie Owens Thomsen has said and highlighted that carriers' need to diversify their revenues is complicated by slim profit margins as well as weak balance sheets. In a fast-growing aviation market like India where the air traffic demand is on the rise, there are persistent concerns about airfare trajectory and suggestions from various quarters to make air tickets more affordable. Discussing overall airfares and the costs of airlines, Thomsen said airlines do not have any influence on the prices they pay. "There are too few aircraft manufacturers and oil companies. Whatever supplies we are looking at upstream, we are price takers and downstream, we have the

hyper competitive environment where all customers can see all fares from all airlines at all times. So, we always compete in price," she told PTI in an interview in Geneva earlier this week. Thomsen, who is the Chief Economist and Senior Vice President for Sustainability, said as airlines are price takers upstream and downstream, it leaves them with very little in the middle. A study published in November by the International Air Transport Association (IATA) showed that airfares have risen at a slower pace than consumer prices (measured by the Consumer Price Index, CPI) over the past decade. "This indicates that air ticket prices have not fully kept up with inflation, especially in comparison to jet fuel costs, which have significantly outpaced consumer inflation," the study said. Currently, jet fuel accounts for around 30 per cent of

airlines' operating costs. To a question on whether there can be more transparency in pricing of air tickets, Thomsen argued that if airlines were profiteering, the per passenger profit would have been much higher. "When you have high ticket prices and low airline profits, then the money is going somewhere else," she said, pointing out that a third and a 50 per cent of the airline industry's costs are administrative costs. "The rest (of the costs) is actually for services of flying people or cargo," Thomsen noted. As per IATA's latest outlook for 2025, airlines are projected to have a net profit of USD 1.8 per passenger while the overall net profit expected to be USD 3.6 billion. "You can have a lot of activity and a big market and make no profit because your cost base is too high. Lot of them come from various types of regulatory fees and charges levied on airlines," Thomsen pointed out. According to her, there is a need for revenue diversification by airlines but the situation is complicated by slim profit margins and weak balance sheets most airlines suffer from. IATA represents around 340 airlines globally, including Indian carriers. The member airlines account for more than 80 per cent of the global air traffic.



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THE PIONEER

LUCKNOW

15 DECEMBER 2024

Thousands of passengers impacted by technical issues on IndiGo flights on Istanbul-India sector

RAJESH KUMAR ■ NEW DELHI

Thousands of passengers continue to be impacted by technical issues faced by IndiGo flights on the Istanbul-India sector after their flight to Delhi and Mumbai was cancelled on Friday due to a technical issue, the Consulate General of India, Istanbul, has stepped in to aid passengers. As hundreds of passengers scheduled to fly to India remain stranded, IndiGo despatches two Airbus A321 planes to Istanbul which will likely bring the fliers back in around 20 hours.

The airline's flights on December 11 to both Delhi and Mumbai were delayed by almost two days. Then Istanbul-Delhi of December 13 was also delayed, adding to the number of flyers stranded there. IndiGo has been asked to take care of passengers. Other steps by the government will be



considered after the report of IndiGo is received," a civil aviation ministry official said. The Consulate was in touch with the airlines regularly and responding to all calls from passengers. The passengers were provided lounge, stay, and food. Turkey had abolished visa on arrival for eligible Indian travellers in April 2014. All Indian passport holders need to have an

electronic visa (e-visa) or a sticker visa issued by a Turkish diplomatic or consular mission abroad in order to be able to enter into Turkey. Which means that a significant number of IndiGo passengers stuck at Istanbul airport were not able to leave the airport. Passengers took to social media to express their frustration about the long wait and lack of adequate

facilities at the airport. Meanwhile, another IndiGo flight to Jeddah, Saudi Arabia, was on Saturday forced to make an emergency landing at the Jinnah International Airport in Pakistan's Karachi city following a medical emergency onboard. The aircraft, which departed from New Delhi, was in Pakistani airspace when a male passenger fell seriously ill, according to sources from the Civil Aviation Authority (CAA).

On Thursday, hundreds of IndiGo passengers were stuck at Istanbul airport after their flights to Delhi and Mumbai were delayed. They were stranded for over 24 hours, and many took to social media to complain about the delays and lack of facilities. There was a cascading effect on the airline's scheduled flights on the two routes.

IndiGo, on Friday evening,

said all necessary steps were taken to ensure customers were apprised and provided with refreshments and accommodation, where possible.

On Saturday, IndiGo said its flight 6E 12, operating from Istanbul to Delhi, was cancelled due to a technical issue. The cancellation happened on Friday.

The airline operates two daily flights to Istanbul with leased Boeing 777 aircraft -- one from Delhi and another from Mumbai.

"Alternative aircraft have been arranged to transport passengers to their destination. We sincerely regret the inconvenience caused and appreciate their understanding in this matter," the airline said in a statement on Saturday.

Details about the number of passengers who were booked on the cancelled flight on Friday could not be immediately ascertained.

एयर इंडिया की फ्लाइट मुंबई रनवे पर तीन घंटे फंसी, यात्री परेशान

नई दिल्ली, (पंजाब केसरी) : मुंबई से दिल्ली आ वाली एयर इंडिया की फ्लाइट एआई-2994 को रविवार को गंभीर अव्यवस्था का सामना करना पड़ा। विमान



सुबह 10:25 बजे टर्मिनल 2 से उड़ान भरने वाला था, लेकिन तकनीकी कारणों से यह रनवे पर दोपहर 1:30 बजे तक खड़ा रहा। इस देरी के कारण विमान में सवार यात्रियों को भारी असुविधा का सामना करना पड़ा। रविवार को एयर इंडिया के उक्त विमान ने मुंबई एयरपोर्ट से दोपहर करीब 3.14 उड़ान भरी और शाम 4.55 मिनट पर दिल्ली के आइजीआई एयरपोर्ट पहुंचा।

विमान के अंदर सवार यात्रियों ने शिकायत की कि उन्हें केवल छोटे नाश्ते के पैकेट दिए गए, जो अपर्याप्त थे। भूख और थकावट से परेशान यात्री काफी नाराज दिखे। विमान में सवार कई बुजुर्ग, महिलाएं और बच्चे भी इस स्थिति से प्रभावित हुए। अंदर का माहौल तनावपूर्ण हो गया, और यात्रियों की अधीरता वीडियो के जरिए सोशल मीडिया पर सामने आई। एयर इंडिया के

प्रवक्ता ने बताया कि देरी तकनीकी कारणों से हुई, और यात्रियों को असुविधा के लिए खेद व्यक्त किया गया। हालांकि, यात्रियों ने एयरलाइंस पर कुप्रबंधन का आरोप लगाया। उनका कहना था कि यदि फ्लाइट लंबे समय तक उड़ान भरने में सक्षम नहीं थी, तो यात्रियों को टर्मिनल लाउंज में वापस भेजा जा सकता था। घटना के वीडियो में यात्री विमान के अंदर खड़े होकर फोन पर बात करते और एयरलाइंस के खिलाफ नाराजगी जाहिर करते दिखे। इस घटना ने एयर इंडिया की कार्यशैली पर फिर से सवाल खड़े कर दिए हैं। यात्रियों का कहना है कि ऐसी घटनाओं से न केवल यात्रा का अनुभव खराब होता है, बल्कि एयरलाइंस की विश्वसनीयता पर भी बुरा प्रभाव पड़ता है। एयर इंडिया ने मामले की जांच का आश्वासन दिया है।

IndiGo Istanbul delays: Friday's Delhi flight also hit

TIMES NEWS NETWORK

New Delhi: IndiGo passenger woes at Istanbul continue unabated in this peak travel season. A Turkish Airlines wide-body Boeing 777 wet-leased (hired with operating crew) by IndiGo to operate to Delhi on Friday at 8.15 pm (local time) developed a snag and the flight had to be cancelled. That left about 400 passengers stranded at the airport, with many complaining of getting no food, water, resting place or information of alternate travel plans.

IndiGo sent two 222-seater narrow-body Airbus A321 aircraft from Delhi on Saturday to fly them home. They are expected to take off from Istanbul late Saturday night.

This was the second instance of Turkish Airlines wide-body planes (wet-leased by IndiGo) developing snags. The Istanbul-to-Delhi and -Mumbai flights of Dec 11 were similarly affected, and those passengers arrived at their destinations after a delay of over two days. With hundreds of passenger affected in the last four days, a senior aviation ministry official said: "IndiGo has been asked to take care of passengers. Other steps by govt will be considered after report of IndiGo is received."

Passengers took to social media to highlight their plight. "Shame on IndiGo... from past 35 hours there are more than 500 people waiting for flight in Istanbul airport, but still they are not able to board us even after paying lakhs to travel. They are not



FLIGHT FIASCO

even providing accommodation and food... crew is shouting at us... threatened us by calling police and police threatened us saying 'they will arrest us all'. This is why we booked IndiGo? After what happened from past two days at Istanbul Airport, no one's gonna dare to travel again with IndiGo," said a passenger from his handle @koushikbhuma.

A majority of passengers flying IndiGo between Istanbul and Delhi/Mumbai are transit travellers.

Given mounting passenger woes at a foreign airport, the Indian consulate general in Istanbul had to step in. "The consulate was in touch with airlines regularly and responding to calls from passengers. Flights were delayed due to a technical issue related to safety. Passengers were provided lounge, stay, and food. Flights had finally departed Istanbul after the necessary checks... delays in flight

Delhi-Jeddah flight diverts to Karachi, later returns to IGI

New Delhi: IndiGo's Delhi-Jeddah flight (6E 63) was diverted to Karachi late on Friday night due to a medical emergency. The aircraft had taken off from Delhi at 9.15 pm on Dec 13 and it landed in Karachi at 11 pm (all timings local). The Airbus A321 left Karachi three hours later and returned to Delhi at 3.54 am Saturday. **TNN**

schedule started from Dec 11 due to technical issues related to safety, and still persist," the consulate said on 'X' Saturday. In case of flight delays, diversions or cancellations, passengers often get stuck at airports abroad and are unable to go to nearby hotels if their passport does not entitle them to being granted a visa to leave the airport without meeting certain conditions, like having a valid US or Schengen visa. This meant that a significant number of IndiGo passengers stuck at Istanbul airport were unable to leave the place. "IndiGo flight 6E 12, operating from Istanbul to Delhi, was cancelled due to a technical issue. Alternative aircraft have been arranged to transport passengers to their destination. We sincerely regret the inconvenience caused and appreciate their understanding in this matter," IndiGo said in a statement regarding the latest delay.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

15 DECEMBER 2024

IndiGo Istanbul delays: Friday's Delhi flight also affected

Tans News Network

New Delhi: IndiGo passenger woes at Istanbul continue unabated this peak travel season. A Turkish Airlines wide-body Boeing 777 wet leased (hired with operating crew) by IndiGo to operate to Delhi on Friday at 8.15pm (local time) developed a snag and the flight had to be cancelled. That left about 400 passengers stranded at the airport, with many complaining of getting no food, water, resting place or information of alternate travel plans.

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