

India's civilian chopper fleet to double in 5 years: Airbus

Rohit Vaid
New Delhi

Growth in use-case scenarios of choppers in India, such as for heli-ambulances and in disaster relief and law enforcement, will lead to the doubling of the country's civilian helicopter fleet in the next five years, predicts Airbus Helicopters. At present, India has around 250 civil helicopters.

Speaking to *businessline*, Sunny Guglani, Head of Airbus Helicopters for India and South Asia, said, "This (250 civilian chopper fleet) is approximately 1 per cent of the world's global flying fleet for civilian helicopters, civil and para-public helicopters."

"So, if you look at the size of our country, if you look at the geography of our country, we've got so many hill states; unfortunately, we also have (natural) disasters. These are all geographies, and these are all missions that a helicopter is best suited for. If you put the two together, you will see that there is a huge market for civil helicopters in the country."

USE CASES

According to Guglani, the new use cases of choppers in the country, such as heli-ambulances and for disaster management as well as law enforcement, along with traditional segments like commercial air transportation, tourism and others, will lead to the doubling of the current fleet size in India.

"Heli-ambulance is a new



segment in India. A pilot project is going on at AIIMS Rishikesh with an H125 helicopter. We are hearing that the service has saved many lives. That is a sector that we are focusing on," he said.

"The growth will come from mission-specific segments such as flood relief, disaster management, fire-fighting, and all these kinds of missions... Once we start using them (helicopters) for these missions, the numbers will start growing. We already see a lot of growth on the commercial air transportation side as well."

Guglani said the aerospace major is currently working "with all the relevant stakeholders" to usher in growth in these new segments. Besides, he credited the Centre's initiatives for pushing the chopper segment in the country, like the revised UDAN (Modified Udan) scheme, the creation of a new helicopter directorate within the DGCA, and Project Sanjeevani.

In recent times, the Centre has given a growth push to the chopper segment by creating heliports across the country under the initial regional connectivity scheme and plans to carry forward the work under the modified version of the pro-

gramme, which was announced in the Union Budget for FY26.

businessline was the first to report last year that the Centre has decided to create a dedicated "cell" that will make helicopter operations more efficient and smoother.

Moreover, independent programmes at the Centre and State levels, such as 'HEMS (helicopter emergency medical service) Sanjeevani,' are expected to aid in the augmentation of the country's chopper fleet.

HEMS Sanjeevani was the first Central and State government-backed service accessible to the common people.

In addition to the Central-backed programmes, Guglani cited that to sustain the growth momentum, Airbus Helicopter is developing a "full ecosystem" in the country, from design to innovation and manufacturing to maintenance.

"We have an engineering centre in Bengaluru where engineers are developing technologies and designing products that go into our helicopters. We are setting up the final assembly line for the H125 helicopter in India with the Tatas. We have also partnered with Indamer as an MRO service provider for our products," Guglani said.

"So, throughout the value chain, from design to innovation to manufacturing to maintenance, we're looking at the entire ecosystem because this entire ecosystem has to grow, and then growth will take place in helicopters in the country."

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BUSINESS STANDARD

DELHI

17 APRIL 2025

Check in at Mumbai airport, check out the artefacts

With 5,500 pieces, the art museum at Mumbai's T2 is one of Asia's largest public art projects. Ahead of World Heritage Day, a walk through its mural-filled corridors

RAJITA GANESAN
Mumbai, 16 April

Unless they miss a flight or two, many of the 50 million that pass through Mumbai International Airport each year are not likely to take in the 80,000-sq-ft of art contained within Terminal 2. Though it is among Asia's largest-scale public art projects, the 5,500 installations are laid quietly over the terminal's walls, luggage belts, and check-in counters.

It takes a 17-member team to look after the murals, spread out across 3.2 kilometres. The caretakers, equipped with special instructions on how to handle materials as diverse as gold leaf, terracotta and papier-mâché, have had to protect pieces from many threats in the last 10 years, especially dust, pigeons, and free-willed toddlers.

Requiring round-the-clock surveillance are a few Archaeological Survey of India (ASI)-protected figurines, some dating back to the 11th century, embedded in a cave-like display.

Previously called 'Jaya He', the museum was renamed 'The ArtBeat of New India' in 2021 after airport management passed hands from GVK Group to Adani Group. Curated by artist Rajeev Sethi, the pieces span traditional styles, including Tanjore art, Kashmiri wal-



'Moving Constant' by N Ramachandran and V Anamika at art museum at Mumbai Airport's Terminal 2 PHOTO: RAJITA GANESAN

nut wood carving, and Odisha's *patachitra* painting.

The representation of multiple Indian states makes it feel a bit like a Republic Day parade, except the viewer is the one parading past the tableaux. From Maharashtra, a montage pays tribute to the dying art of painted sceneries, which were used as backdrops in theatres and photography studios. A dreamy mural from Kerala features celestial beings, sloping roof temples,

and traditional wrestlers. On the escalator to the international gates, passengers ride past the painting of a Naga shawl, interspersed with larger-than-life sculptures of bison horns.

Most major international airports are now making room for art. The intent is to give those in transit a quick glimpse of local art and involve local artisans in the making. For instance, a large godhadi, or quilt, that shelters one mural

was hand-stitched by women from the nearby slum settlements.

Mumbai, the airport's home city, is also the subject of several pieces: The fact that construction never stops here is commemorated — or parodied — in a skyline with steel bars poking out from everywhere. One of the exhibits celebrates movement and travel, depicting a variety of Indian transportation, including elephants, *arun khutolas*, and *kattumarams*.

They also serve as a means of relaxation, wayfinding, and marketing opportunities. In Mumbai, an app lets people scan art for detailed descriptions. It is said if a passenger looks very keen on learning more about the murals, there are patrolling volunteers who can offer to give them a tour, too.

Some of the commissioned pieces are interactive — a water installation lets you pass your hands across thin jets to make seven musical notes, a Naga-style wooden bed is available for seating — but few try to use them. Duty-free stores and lounges are more popular haunts.

At 60-foot-high, the most stop-in-your-tracks mural is virtually impossible to photograph. Visible from four different levels, 'India Greets' consists of vintage doors and balconies sourced from around the country. It extends into a set of installations by Anjolie Menon, Andrew Logan and Robyn Beeche. A white peacock — which has inspired much of Terminal 2's design — was fashioned out of wire and built to glide in front of this mural for seven minutes every hour. But, after errant crows tore off its delicate feathers, the rare bird's daily flights have been cancelled.



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DAINIK BHASKAR

DELHI

17 APRIL 2025

आईजीआई एयरपोर्ट • यूजर चार्ज में वृद्धि दिल्ली आने-जाने वाले अंतरराष्ट्रीय यात्रियों का यात्रा खर्च महंगा हुआ

इकोनॉमी क्लास वालों को
अब 659 रु. चुकाने होंगे

भास्कर न्यूज | नई दिल्ली

दिल्ली के आईजीआई एयरपोर्ट ने बुधवार से अंतरराष्ट्रीय यात्रियों के लिए यूजर चार्ज में वृद्धि की है। इससे अंतरराष्ट्रीय यात्रियों के यात्रा खर्च में इजाफा होगा। हालांकि, डोमेस्टिक यात्रियों के यूजर चार्ज में कोई बदलाव नहीं किया गया है।

अंतरराष्ट्रीय यात्रियों के लिए यूजर चार्जों में किए गए बदलावों के बाद अब इकोनॉमी क्लास वाले यात्रियों को अब 659 रुपए चुकाने होंगे, जो कि पहले के मुकाबले 404% की वृद्धि है। बिजनेस क्लास के यात्रियों के लिए यूजर चार्ज 810 रुपए निर्धारित किया गया

है, जो 528% की बढ़ोतरी दर्शाता है। इसके साथ ही अराइवल करने वाले अंतरराष्ट्रीय यात्रियों को अब इकोनॉमी क्लास के लिए 275 रुपए और बिजनेस क्लास के लिए 345 रुपए यूजर चार्ज देना होगा। डोमेस्टिक डिपार्चर के लिए यूजर चार्ज अब भी 129 रुपए और अराइवल पर 56 रुपए बना रहेगा।

आईजीआई एयरपोर्ट ने कहा है कि नए यूजर्स चार्ज एयरपोर्ट की फाइनेंशियल जरूरतों को पूरा करने के लिए जरूरी हैं। यह बढ़ोतरी संचालन सुनिश्चित करने, क्वालिटी मेंटेन करने और रेवेन्यू की जरूरतों को पूरा करने के लिए अहम हैं। एयरपोर्ट इकोनॉमिक रेगुलेटरी अथॉरिटी (ईआरए) ने एयरपोर्ट लिमिटेड के प्रस्ताव की समीक्षा के बाद इन बदलावों को मंजूरी दी है।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

16 APRIL 2025

'Delhi airport ranked as world's 9th busiest airport in 2024'

TDG NETWORK
NEW DELHI

Delhi airport has been ranked as the world's ninth busiest airport in 2024, helped by airline expansion, infrastructure growth and enhanced global connectivity.

The top 10 busiest airports list compiled by the Air-

ports Council International (ACI) World is topped by Hartsfield-Jackson Atlanta International Airport (US) which handled 1,08,067,766 passengers in 2024.

Dubai International Airport and Dallas Fort Worth International Airport (US) are at the second and third positions, respectively. They handled 92,331,506 passen-

gers and 87,817,864 passengers, respectively.

The Indira Gandhi International Airport (IGIA), which handled 77,820,834 passengers in 2024, is at the ninth position. The airport's traffic jumped 7.8 per cent and 13.6 per cent compared to 2023 and 2019, respectively.

In 2023, IGIA was ranked

as the tenth busiest airport.

Other airports in the list are Haneda (Japan) at the fourth place, London Heathrow (UK) at the fifth position and Denver at the sixth spot, as per ACI World.

Istanbul Airport (Turkey) and Chicago O'Hare International Airport are at the seventh and eighth posi-

tions, respectively.

For the rankings, ACI World has taken into account total passengers enplaned and deplaned, and passengers in transit have been counted once.

"The unwavering strength of Istanbul Airport and New Delhi International Airport keep them in top ranks, marking significant

progress over 2019. Both airports have been thriving due to airline expansion, infrastructure growth, and enhanced global connectivity," it said in a release on Monday.

In 2025, it said the global passenger traffic is forecast to reach 9.9 billion with a 4.8 per cent year-over-year growth rate.

Govt Reviews Medical Help at Airports After Pilot's Death

Arindam Majumder

New Delhi: The government is set to review emergency medical protocols at airports across the country following the death of an airline pilot after completing a flight.

This comes in the backdrop of an Air India Express pilot suffering a cardiac arrest at the Delhi airport, soon after safely operating a Srinagar-Delhi flight on April 9. An airline spokesperson confirmed the pilot's death.

A senior government official on Wednesday said sector regulator Directorate General of Civil Aviation (DGCA) is likely to review the existing framework for assessing pilot fitness, medical emergency response system at airports, and other related aspects.

"We are looking into whether to set up a protocol on how to respond in such cases," he said.

Following the incident, pilots of Air India Express raised concerns, saying that there was a delay in providing medical attention to the pilot, and that it took 45 minutes for an ambulance to arrive.



An AI Express pilot suffered a cardiac arrest at the Delhi airport shortly after landing a flight on Apr 9

Disputing the pilots' claim, Videh Kumar Jaipurjar, CEO of Delhi Airport, said the airport had made a doctor available in 8 minutes from the time the manager of operations got the information.

"Urgent response was provided and he was sent to a world class medical facility," Jaipurjar said.

"This incident should be a turning point. Safety and security for professionals can no longer be optional," one of the pilots told ET, asking not to be named.

Disputing the pilots' claim, Videh Kumar Jaipurjar, CEO of Delhi Airport, said the airport had made a doctor available in 8 minutes from the time the manager of operations got the information.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

17 APRIL 2025

India's air passenger growth may outpace China's in 2026: ACI

SUKALP SHARMA
New Delhi, April 16

THE GROWTH RATE of India's air passenger traffic appears set to overtake that of China in 2026, and the former is likely to be the world's fastest-growing large aviation market over the next three decades, per projections from global airports industry body Airports Council International (ACI).

While China's size as an aviation market is notably bigger than India, the pace of the latter's growth is expected to gather pace amid rapidly growing air travel demand from a massive population base whose per capita air travel is low, which in turn points to a significant growth potential. China, on the other hand, is already at a level of relative maturity as an aviation market, and the scope of speedy growth may be limited vis-à-vis India.

India to top in CAGR

The compound annual growth rate (CAGR) of India's air passenger traffic for 2023-2027 is pegged at 9.5%, higher than the projection

Terminal 1 at Delhi Airport is now fully operational: DIAL

NITIN KUMAR
New Delhi, April 16

DELHI INTERNATIONAL AIRPORT (DIAL) on Wednesday announced that Terminal 1 at Delhi Airport is now fully operational.

The statement comes a day after passengers reported multiple technical issues related to baggage check-in.

"Terminal 1 at Delhi Airport is now fully operational, offering a bigger space, enhanced amenities, and a smarter travel experience. With upgraded infrastructure and modern technology, T1 is designed to redefine the way you fly," DIAL said.

On Tuesday, technical issues at Terminal 1's baggage check-in area caused a temporary slowdown in the process.

of 8.8% for China.

As for the long-term forecast, ACI expects the CAGR of India's air passenger traffic at 5.5%, identical to that of Indonesia, a relatively smaller market. The CAGR of all other major aviation markets is expected to be lower than that, with that of China pegged at 3.8%. Others in the list of the 10 likely fastest-growing major aviation markets over the next three

decades include Vietnam, the Philippines, Saudi Arabia, Thailand, Qatar, Egypt, and the UAE.

"Why India is moving faster than China in the short term...this is because India is a market that is developing and is in the process of enhancing its infrastructure, and also enhancing its supply side," said Stefano Baronci, director general of ACI Asia-Pacific & Middle East.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 APRIL 2025

No decision on land acquisition for Amaravati yet Farmers have expressed interest in pursuing land pooling 30,000 acres of land would be required to develop international airport

METRO INDIA NEWS | AMARAVATI

The much-discussed land acquisition for the second phase of Amaravati's capital development remains in limbo, with no concrete decisions made yet, according to Minister Narayana. In a recent statement, the Minister clarified that the state government has not yet reached a conclusion regarding the land acquisition process.

Narayana revealed that Chief Minister N. Chandrababu Naidu had earlier decided to earmark 5,000 acres for the construction of an international airport. However,

the Minister emphasized that land acquisition through conventional means would lead to significant losses for farmers. The Minister also conducted a site inspection at the gravel quarries in Ananthavaram, assessing potential resources for the capital's infrastructure needs.

Speaking to the press after the visit, Narayana reiterated the government's vision for Amaravati. He explained that the Chief Minister has plans to create a mega city encompassing the areas of Mangalagiri, Tadepalli, Guntur, and Vijayawada. As part of this ambitious plan, the construction



of an international airport has been proposed to bolster the region's growth.

Regarding the method of land acquisition, Narayana suggested that land pooling — an alternative to traditional land acquisition — could be

more beneficial for farmers. He pointed out that while acquiring land through standard means would result in a registration fee that is 2.5 times higher than market value, land pooling offers farmers a return that would be more ad-

- Tenders for 68 projects completed
- 851 acres of gravel from local quarries have been allocated to the CRDA (Capital Region Development Authority) for construction purposes.

As it stands

- All govt buildings will be completed by next year
- Trunk roads are expected to be finished within 12 months, while layout roads

vantageous in the long run. The Minister confirmed that farmers have expressed interest in pursuing land pooling.

To establish the international airport, Narayana explained, around 30,000 acres

of land would be required. After farmers receive returnable plots of land, a portion of the remaining land would be used for infrastructure like roads, drainage systems, and other facilities. Ultimately,

only about 5,000 acres of land would remain under government control. Therefore, the Minister underscored the necessity of adopting land pooling for acquiring additional land.

Although discussions are still ongoing, no final decision on whether to proceed with land acquisition or land pooling for the airport project has been made. The Minister also reminisced about how, in 2015, farmers voluntarily pooled 34,000 acres of land for the development of Amaravati in just 58 days, highlighting the successful implementation of land pooling in the past.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

HINDUSTAN

DELHI

17 APRIL 2025

टर्मिनल-1 पर सौ विमान देरी से उड़े

परेशानी | 1 |

नई दिल्ली, प्र.सं। दिल्ली एयरपोर्ट के टर्मिनल-1 पर मंगलवार के मुकाबले बुधवार को व्यवस्था में कुछ सुधार देखने को मिला, लेकिन इसके बावजूद टर्मिनल-1 से 100 से ज्यादा विमानों ने देरी से उड़ान भरी।

टर्मिनल-3 से भी लगभग 100 चरैलु विमान और 24 से ज्यादा अंतरराष्ट्रीय विमानों ने देरी से उड़ान भरी। एयरपोर्ट के पास हवा की दिशा में हो रहे बदलाव के चलते दोपहर बाद ज्यादा विमान सेवार् प्रभावित रहें। जानकारी के अनुसार, दिल्ली एयरपोर्ट के टर्मिनल-1 को मंगलवार से पूरी क्षमता के साथ खोला गया है, लेकिन इसके खुलने के साथ ही पहले दिन कई बार बैग ले जाने वाली बेल्ट में तकनीकी खराबी देखने को मिली। दोपहर से लेकर शाम तक तीन बार यह बेल्ट अटक गई, जिसकी वजह से बड़ी संख्या में लोगों का सामान उनके विमान में नहीं चढ़ाया जा सका।

इसे लेकर एक तरफ जहां दिल्ली एयरपोर्ट की तरफ से खेद जताया गया तो वहीं दूसरी तरफ एयरलाइंस की



एयरपोर्ट से मंगलवार को मैंने भोपाल के लिए विमान से सफर किया। भोपाल पहुंचने पर पता चला कि मेरा सामान आया ही नहीं है। 24 घंटे से ज्यादा समय बीतने के बावजूद मेरे बैग को लेकर कोई जानकारी नहीं मिल पाई। -नय्या, यात्री

दिल्ली एयरपोर्ट से विमान से जब अगरतला पहुंचे तो पता चला कि लगभग 70 यात्रियों का सामान नहीं आया है। उन्हें बताया गया कि एयरपोर्ट पर बेल्ट खराब होने के चलते सामान विमान में ही नहीं चढ़ाया जा सका। -निष्ठा, यात्री

तरफ से भी यात्रियों को सहयोग का आश्वासन दिया गया। इस गड़बड़ी के चलते एयरपोर्ट पर मंगलवार को सैकड़ों यात्री परेशान हुए।

बुधवार को इस प्रकार की कोई समस्या एयरपोर्ट के टर्मिनल-1 पर देखने को नहीं मिली, लेकिन इसके बावजूद यहां से लगभग 100 विमानों ने देरी से उड़ान भरी। एयरपोर्ट प्रशासन की तरफ से बुधवार शाम सोशल मीडिया पर लिखा गया कि एयरपोर्ट पर सुरक्षा को ध्यान में रखते हुए सभी नियमों का पालन किया जा रहा है।

इसके साथ ही यात्रियों को उड़ान से संबंधित समय की जानकारी जुटाने के लिए एयरलाइंस से संपर्क करने की सलाह दी गई। इसके चलते बुधवार को भी एयरपोर्ट के विभिन्न टर्मिनलों पर सैकड़ों यात्रियों को परेशानी का सामना करना पड़ा।

एयरपोर्ट से ब्लू स्मार्ट कैब सेवा निर्लंबित : दिल्ली एयरपोर्ट से ब्लू स्मार्ट कैब सेवा को फिलहाल निर्लंबित किया गया है। इसके अलावा अन्य कंपनियों की कैब सेवा सामान्य रूप से उपलब्ध रहेगी।



Corporate Communications Directorate

THE HINDU

DELHI

17 APRIL 2025



CM opens Amravati airport; first commercial flight takes off

Maharashtra Chief Minister Devendra Fadnavis inaugurated the Amravati airport on Wednesday. The first commercial flight took off from the airport. The event also marked the announcement of a new pilot training facility set to begin operations within six months. The training school will have 34 aircraft and produce 180 pilots annually. Mr. Fadnavis said this would be the largest such facility in south-east Asia. A PM Mitra textile park in the area is expected to create 2 lakh jobs. Union Aviation Minister Ram Mohan Naidu, Deputy Chief Ministers Ajit Pawar and Eknath Shinde, and other leaders also attended the event.



Corporate Communications Directorate

PIONEER

DELHI

17 APRIL 2025

जेवर एयरपोर्ट के परिसर में होगी लड़ाकू विमानों की मरम्मत

● जून 2025 तक चालू करने की योजना

पायनियर समाचार सेवा। नोएडा

जेवर एयरपोर्ट को जून 2025 तक चालू करने की योजना है। इसी जेवर एयरपोर्ट के परिसर में दूसरे चरण के तहत एक अनोखा सेंटर खोलने की योजना आगे बढ़ रही है। जेवर एयरपोर्ट के परिसर में खुलने वाले अनोखे सेंटर में लड़ाकू विमानों के रखरखाव यानि कि रिपैर का काम किया जाएगा। साथ ही 10वीं तथा 12वीं पास छत्रों को ट्रेनिंग देकर लड़ाकू विमानों का रख-रखाव करना सिखाया जाएगा। जेवर एयरपोर्ट के निर्माण की जिम्मेदारी का सबसे बड़ा काम यमुना औद्योगिक विकास



प्राधिकरण (योडा) डॉ. अरूणवीर सिंह के हाथों में है। योडा के सीईओ डॉ. अरूणवीर सिंह ने बताया कि जेवर एयरपोर्ट के परिसर में एक खास प्रकार का सेंटर स्थापित किया जाएगा। फ्रांस की विमान निर्माता कंपनी डसॉल्ट के द्वारा जेवर एयरपोर्ट के परिसर में सेंटर ऑफ एक्सीलेंस तथा एक यूनिवर्सिटी की स्थापना करेगी। जेवर एयरपोर्ट के परिसर में

स्थापित होने वाले सेंटर ऑफ एक्सीलेंस तथा यूनिवर्सिटी में विमान क्षेत्र से संबंधित पाठ्यक्रम और अप्रेंटिसशिप प्रदान किए जाएंगे। इस सेंटर से जेवर क्षेत्र में कौशल विकास को बढ़ावा मिलेगा। योजना के अनुसार हाई स्कूल और पॉलिटेक्निक स्तर पर एयरोनॉटिकल पाठ्यक्रम शुरू होंगे। दसवीं पास छात्र तीन साल का डिप्लोमा कोर्स और एक साल का

एमआरओ अप्रेंटिसशिप कर सकेंगे। बारहवीं पास छात्रों के लिए एयरक्राफ्ट मेंटेनेंस एंजिनर और एवियोनिक्स एयरक्राफ्ट्स में चैचलर ऑफ साईस की डिग्री दी जाएगी।

इसके अलावा 10वीं पास छात्रों के लिए एयरक्राफ्ट मेंटेनेंस का छह महीने का शॉर्ट टर्म प्रशिक्षण पाठ्यक्रम भी कराया जाना प्रस्तावित है। जेवर एयरपोर्ट के दूसरे चरण में एमआरओ हब (रखरखाव) मरम्मत और ओवरहाल सुविधा केंद्र विकसित होगा। इसके लिए डसॉल्ट कंपनी को 1365 हेक्टेयर जमीन देने की तैयारी है। योडा के सीईओ डॉ. अरूणवीर सिंह ने बताया कि फ्रांस की डसॉल्ट कंपनी ने सबसे पहले भारत सरकार के कौशल विकास विभाग से बातचीत शुरू की थी। इसके बाद रक्षा मंत्रालय और अंततः उत्तर प्रदेश सरकार इसमें शामिल हुई। कंपनी को

योडा क्षेत्र में भूमि देने पर सहमति बन गई है। यहां पहले से ही 40 एकड़ में एमआरओ प्रस्तावित है जिसमें यात्री विमानों की मरम्मत का कार्य होगा। हालांकि अब डसॉल्ट के आने के बाद एक और एमआरओ हब वहीं पर बनेगा जिसमें लड़ाकू विमानों के रखरखाव और मेंटेनेंस का कार्य किया जाएगा। अगले छह महीने में इसके परिचालन की उम्मीद है। कंपनी धीरे-धीरे अपनी गतिविधियों का विस्तार करेगी। आधिकारिक सूत्रों ने बताया कि फ्रांस की कंपनी पहले तमिलनाडु जा रही थी। इसके बाद कंपनी को उत्तर प्रदेश में निवेश का प्रस्ताव दिया गया। चर्चा के बाद कंपनी यूपी में निवेश करने को सहमत हुई। भारत में एमआरओ उद्योग वर्ष 2021 में 1.7 बिलियन डॉलर का था जो 2030 तक सात बिलियन डॉलर तक पहुंच सकता है।



Corporate Communications Directorate

PUNJAB KESARI

DELHI

17 APRIL 2025

दिल्ली एयरपोर्ट पर इंटरनेशनल यात्रियों के लिए यूजर चार्ज में वृद्धि

नई दिल्ली, (पंजाब केसरी) : दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे (आईजीआई एयरपोर्ट) से विदेश यात्रा करने वाले यात्रियों को अब जब डीली करनी होगी। 16 अप्रैल से इंटरनेशनल पैसेजर्स के लिए यूजर डेवलपमेंट फीस में भारी बढ़ोतरी लागू कर दी गई है। हालांकि डोमेस्टिक यात्रियों पर इसका कोई असर नहीं पड़ेगा। नई दरों के तहत, इंटरनेशनल इकोनॉमी क्लास यात्रियों को अब 659 रुपये देने होंगे, जो पहले की तुलना में 404 फीसदी अधिक है। वहीं, बिजनेस क्लास के यात्रियों के लिए यह शुल्क 810 रुपये कर दिया गया है, जो 528 फीसदी की बढ़ोतरी दर्शाता है। अराइवल (आगमन) करने वाले अंतरराष्ट्रीय यात्रियों से इकोनॉमी क्लास में 275 रुपये और बिजनेस क्लास में 345 रुपये वसूले जाएंगे। डोमेस्टिक यात्रियों के लिए यूजर चार्ज फिलहाल यथावत हैं डिपार्चर पर 129 रुपये और अराइवल पर 56 रुपये। दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) के अनुसार, यह बढ़ोतरी संचालन की लागत, सेवा गुणवत्ता में सुधार और राजस्व आवश्यकताओं को पूरा करने के लिए की गई है। एयरपोर्ट इकोनॉमिक रेगुलेटरी अथॉरिटी (ईआरए) ने प्रस्ताव की समीक्षा के बाद इन नई दरों को मंजूरी दी है।

एयरपोर्ट पर पायलट हेल्थ सुविधाओं की समीक्षा होगी

■ अन्य सुविधाओं के विभिन्न पहलुओं की समीक्षा भी कर सकता है डीजीसीए

नई दिल्ली (भाषा)।

नागर विमानन महानिदेशालय (डीजीसीए) चिकित्सा आपात स्थिति के मामले में हवाईअड्डों पर पायलट के स्वास्थ्य संबंधी पहलुओं और प्रतिक्रिया प्रणाली के लिए मौजूद ढांचे की समीक्षा कर सकता है। एक वरिष्ठ अधिकारी ने यह जानकारी दी।

यह योजना इसी महीने श्रीनगर से उड़ान भरने के तुरंत बाद राष्ट्रीय राजधानी में आपात चिकित्सा स्थिति के कारण एयर इंडिया एक्सप्रेस के पायलट की मौत की पृष्ठभूमि में भी आई है। एक सूत्र ने बताया कि विमान ने श्रीनगर से दिल्ली के लिए उड़ान भरी थी और दिल्ली हवाईअड्डे पर उतरने

के बाद विमान के पायलट की तबीयत खराब हो गई थी। इसके बाद उसे अस्पताल ले जाया गया, जहां उसकी मृत्यु हो गई। वरिष्ठ अधिकारी ने बुधवार को कहा कि डीजीसीए पायलट के स्वास्थ्य, हवाईअड्डों पर

चिकित्सा आपातकालीन प्रतिक्रिया प्रणाली और अन्य संबंधित पहलुओं का आकलन करने के लिए रूपरेखा की समीक्षा कर सकता है। इस संबंध में मानक संचालन प्रक्रियाओं (एसओपी) की समीक्षा नियामक द्वारा की जा सकती है।

पिछले सप्ताह एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया (एएलपीए) ने कहा था कि पारदर्शी नियम लागू करने की तत्काल आवश्यकता है, जो पायलटों के लिए आराम, सुरक्षा और मानवीय इयूटी प्रक्रियाओं को प्राथमिकता देते हैं। संगठन ने कहा था कि एयर इंडिया एक्सप्रेस के पायलट की असामयिक मृत्यु, पायलट कल्याण, मानसिक स्वास्थ्य और भारतीय विमानन उद्योग में कार्य

स्थितियों के बारे में चिंताजनक प्रश्न उठाती है। इस बीच, एयरलाइन कंपनियां एक जुलाई से

चरणबद्ध तरीके से पायलट के लिए इयूटी और आराम के घंटों के संशोधित मानदंडों को लागू करने जा रही हैं, जिससे पायलट को अधिक आराम के घंटे मिलेंगे।

- श्रीनगर-दिल्ली उड़ान के पायलट की मौत के महीनेजर उठाया गया यह कदम
- उड़ान को दिल्ली में उतारने के बाद अस्पताल में पायलट की हो गई थी मौत
- जुलाई से पायलटों के इयूटी व आराम से जुड़े नए मानवंड लागू किए जाएंगे



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

17 APRIL 2025

50 हवाईअड्डा विकास परियोजनाएं शुरू होंगी

नई दिल्ली (भाषा)।

सरकार की अगले पांच वर्ष में 50 हवाईअड्डा विकास परियोजनाएं शुरू करने की योजना है। देश में वर्तमान में 159 हवाईअड्डे हैं और इनकी संख्या 2014 के 74 की तुलना में दोगुनी हो गई है।

नागर विमानन सचिव वुमलुनमंग वुअलनाम ने बुधवार को कहा कि विमानन परिवेश को विकसित करने के लिए समग्र प्रयास किए जा रहे हैं। इसमें विमानन कंपनियों को समर्थन देना और उड़ान प्रशिक्षण संगठनों का विस्तार करना

शामिल है। उन्होंने कहा कि पांच वर्षों में 50 हवाई अड्डा विकास परियोजनाएं शुरू करने की योजना है। सचिव ने हवाईअड्डों के विकास के लिए सरकार के सार्वजनिक निजी भागीदारी (पीपीपी) पर ध्यान देने की बात पर जोर दिया और कहा कि हवाईअड्डा परियोजनाओं के लिए भूमि अधिग्रहण के लिए एक 'सुव्यवस्थित तंत्र' भी मौजूद है।

राष्ट्रीय राजधानी में एसीआई एशिया प्रशांत व पश्चिम एशिया क्षेत्रीय सभा में उन्होंने यह बात कही। एयरपोर्ट काउंसिल इंटरनेशनल (एसीआई) हवाईअड्डों का प्रतिनिधित्व करता है।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

17 APRIL 2025

'50 new airports needed in 5 years'

New Delhi: India will need 50 new, or enhanced, airport over the next five years as aviation growth continues to remain



strong, aviation secretary **Vumlung**

Vualnam said at an Airports Council Inter-

national conference (ACI) here Wednesday.

"India had 74 airports in 2014 and we closed last year at 159. On Wednesday, the number has risen to 160 (with Amravati airport being inaugurated). Over the next five years, we will need 50 new, or enhanced, airports," Vualnam said. TNN

Relief on cards for those flying nonstop to US

CBP HAS 15 PRE-CLEARANCE LOCATIONS IN SIX COUNTRIES

- Dublin and Shannon in Ireland
- Aruba and Bermuda in the Caribbean
- Abu Dhabi
- Nassau in the Bahamas
- Calgary, Toronto, Edmonton, Halifax, Montreal, Ottawa, Vancouver, Victoria, and Winnipeg in Canada



(Source: CBP site)

TIMES NEWS NETWORK

New Delhi: Travellers taking nonstop flights to the US from Indira Gandhi International Airport may soon arrive there as domestic passengers, with their customs and immigration inspections done at IGI Airport itself before boarding the aircraft.

The GMR-backed Delhi International Airport Ltd (DIAL) has asked central govt for a US Customs and Border Protection (CBP) pre-clearance facility at IGIA from where Air India currently operates over 33 weekly direct flights to America, apart from United and American having a daily each to New York — Newark and JFK, respectively.

This direct connectivity is all set to grow as AI will increase its frequencies and American destinations, and IndiGo is also eyeing these long hauls. Delhi is the hub for both these airlines. US carriers will also increase nonstops once the Russia overflying restrictions they face are removed.

GMR Airports executive director (south) SGK Kishore said on Wednesday, "We are looking at a pre-clearance facility for the US."

An airport source said, "We have asked govt for a US CBP pre-clearance facility at IGIA. This is a govt-to-govt process that will take some time." He added, "Given the number of nonstops Delhi will soon have to the US, a CBP at IGIA will offer great convenience as pre-cleared passengers will arrive as domestic passengers in the US. They will just take their bags on arrival and quickly walk out of the airport."

Landing into the busiest US airports like New York, San Francisco, Los Angeles or Chicago at peak arrival times means long queues at immigration, especially for the wide majority of passengers in coach. So running out of planes — something seen in India regularly — is common to avoid being too far back in those queues. Just to skip this, many travellers from India fly Etihad via Abu Dhabi, which has a CBP.

A CBP at IGIA could see many travellers skip their one-stop connecting flights on foreign airlines with their hubs in the Gulf, Europe or Southeast Asia. It will also help the govt aim of establishing IGIA as a global hub, with US-bound passengers from some nearby countries also opting to fly via Delhi.

The US CBP website says pre-clearance is the "strategic stationing of CBP personnel at designated foreign airports to inspect travellers prior to boarding US-bound flights. With pre-clearance, travellers then bypass CBP and Transportation Security Administration inspections upon US arrival and proceed directly to their connecting flight or destination."

CBP currently has over 600 officers at 15 pre-clearance locations in six countries. For Indian travellers, the closest pre-clearance is at Abu Dhabi and Etihad has been adding US nonstops with an eye on India. "In 2019, CBP personnel stationed abroad pre-cleared 2.2 crore travellers, representing over 16% of all commercial air travellers to the US," the website says.

Tree halts opening of taxiway at Surat airport

**Locals Believe
Chopping It Would
Bring Misfortune**

Vishal.Patadiya@timesofindia.com

Surat: A 10-foot-tall tree, believed to be the sacred abode of a Yakshini (a female nature spirit), has brought the inauguration of a crucial infrastructure project at Surat International Airport to a standstill. The parallel taxiway, stretching 2,905 m and constructed at a cost of Rs 63 crore, was ready for use since March 31.

However, it cannot be used until the tree standing adjacent to the new stretch is removed. Authorities must remove it before the Directorate General of Civil Aviation (DGCA) conducts its inspec-



The taxiway, stretching 2,905 m and constructed at a cost of Rs 63 crore, has been ready for use since March 31

tion, expected soon.

What complicates the matter is a deep-rooted local belief: chopping down the tree could invite a curse. Many in the area consider it sacred and warn of misfortune to anyone who attempts to cut it. A senior airport official told TOI that they have decided to transplant the tree instead of axing it.

“Initially, we planned to chop it, but we respect the local sentiments. Instead, we will transplant the tree near the airport fire station before the monsoon so it can naturally adapt and thrive with the rainwater,” the official said.

The officer said that the Directorate General of Civil Aviation (DGCA) has been requested to

commission the taxiway and conduct the mandatory inspection.

Notably, the authorities removed the idol of the ‘Lalbai Mata’ temple on the new taxiway, which was adjacent to this tree, and shifted it to a new temple built nearby two years ago. When the taxiway was planned in 2019, the villagers from nearby Bhipore, Dumas, and Gaviyar opposed demolishing the temple.

At that time, Airports Authority of India allotted Rs 10 lakh to build a new temple inside airport premises so that the villagers could come to worship ‘Lalbai Mata’ anytime during the year.

It is said that the temple was built by a farmer after discovering a red stone from the land while ploughing.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

16 APRIL 2025

Tree halts opening of taxiway at Surat airport

Vishal.Patadiya
@timesofindia.com

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Corporate Communications Directorate

THE TRIBUNE

DELHI

16 APRIL 2025

Das slams Air India over poor service

NEW DELHI: Comedian Vir Das has criticised Air India over a distressing travel experience, alleging subpar service despite paying Rs 50,000 per seat on a recent flight to Delhi. In a post on X on Tuesday, Das said he and his wife — who has a fractured foot — faced multiple issues during the journey. [NS](#)

Karnal's airport still grounded as Hisar's takes off



PARVEEN ARORA

WHILE Prime Minister Narendra Modi inaugurated Haryana's first official airport in Hisar on Monday, the occasion brought mixed emotions for Karnal. The city, home to one of the oldest aviation clubs in the



A file photo of Karnal Aviation Club.

region, continues to wait for its long-promised upgrade into a domestic airport.

Since 1967, Karnal has hosted the Haryana Institute of Civil Aviation, training countless pilots. Despite its legacy and strategic location along NH-44, with easy access to Delhi and Chandigarh, the city's aspirations for an airport remain unfulfilled.

Meanwhile, construction of a new airport in Ambala Cantt — just 70 km away — is nearing completion. This has triggered frustration among Karnal's residents, who feel sidelined despite the city's potential.

"It should not just be developed as a domestic airport but can also be upgraded into a cargo and aircraft maintenance hub, as it has the oldest aviation club in the region," said Col Manbeer Choudhary (retd), president of the Hotel and Restaurant Association of Haryana and former president of the Federation of Hotel and Restaurant Associations of India.

He emphasised that Karnal's airport could serve nearby Panipat — one of India's top exporters — and Kurukshetra, a key religious tourism hub, thus boosting both trade and tourism.

The dream of converting Karnal's airstrip into a full-fledged airport dates back to 2012 when the Congress-led state government first floated the idea. After the BJP came to power in 2014, then Chief Minister Manohar Lal Khattar rekindled hopes by announcing the upgrade of the Civil Aviation Club into a domestic airport on November 8 that year.

However, progress was limited to renovation and runway expansion. In 2021, the High Powered Purchase Committee, chaired by the CM, approved further plans for development. Yet, substantial ground activity remains minimal. A visit by then Civil Aviation Minister Dr Kamal Gupta in June 2024 raised public hope again with a renewed promise, but since then, only a boundary wall has come up.

Authorities state that the area of the facility has expanded from 107 to 171 acres, and the runway is being extended from 3,000 to 5,000 feet to accommodate small and medium-sized aircraft.

Congress MP Deepender Hooda criticised the lack of action, reminding that the Congress had announced upgrades for both Hisar and Karnal airstrips in 2012. "No work has been done on

the Karnal airport in the past 11 years during the BJP regime," he alleged.

Responding to the criticism, Union Power Minister and former CM Khattar recently said land acquisition is complete and further expansion is in the pipeline, though more land is still needed.

Political analysts attribute the delay to shifting political priorities. Hisar, which gained prominence during the BJP-JJP coalition (2019-2024), benefited from the influence of JJP leader and former Deputy CM Dushyant Chautala, who strongly advocated for the Hisar airport.

"Despite being a CM city for 10 years, Karnal deserved better treatment," said Dr Ramji Lal, former Principal of Dyal Singh College. "The domestic airport should have been constructed here earlier. This shows that Karnal has always been secondary for all political parties."

He noted that the city's relatively low political activism might be a factor. "The people of Karnal are not as politically aware or vocal as those in other CM cities," he added.

For now, Karnal continues to wait on the runway, hoping its turn will finally come.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

17 APRIL 2025

विमानन कंपनियों ने कोर्सिया के वित्तीय असर पर आगाह किया

भारतीय विमानन कंपनियों ने साल 2027 में लागू होने वाले नए वैश्विक उत्सर्जन मानकों - कोर्सिया के संबंध में आज चिंता जताई और लक्ष्यों को 'अवास्तविक' बताया। उन्होंने चेतावनी दी कि इन मानदंडों का भारतीय विमानन कंपनियों पर 'खासा' वित्तीय बोझ पड़ सकता है। कोर्सिया (अंतरराष्ट्रीय विमानन के मामले में कार्बन ऑफसेटिंग और कमी की योजना) अंतरराष्ट्रीय विमानन से कार्बन उत्सर्जन को सीमित करने के लिए संयुक्त राष्ट्र से संचालित अंतरराष्ट्रीय नागरिक विमानन संगठन (आईसीएओ) की वैश्विक पहल है। साल 2027 से शुरू होकर यह प्रमुख विमानन वाले अधिकांश देशों के मामले में अनिवार्य हो जाएगी। इसके

तहत विमानन कंपनियों को पात्र कार्बन क्रेडिट खरीदकर साल 2020 के अपने स्तर से अधिक उत्सर्जन की भरपाई करनी होगी।

मेकमाईट्रिप फाउंडेशन के इंडिया ट्रैवल एंड टूरिज्म सस्टेनेबिलिटी कॉन्क्लेव-2025 में पैनल चर्चा के दौरान स्पाइसजेट के सीएमडी अजय सिंह ने कहा, 'कोर्सिया ने असंभव लक्ष्य तय किए हैं। यह वास्तव में देशों को साल 2020 में उनके पास मौजूद विमानों की संख्या के उत्सर्जन स्तर तक सीमित करने की कोशिश है। जाहिर है, इसका विरोध किया जाना चाहिए।' उन्होंने कहा, 'कोर्सिया के साल 2027 के लक्ष्य भारत जैसे देशों के लिए अवास्तविक और अनुचित हैं। बीएस

Airlines fear CORSIA's financial impact may clip their wings

DEEPAK PATEL
New Delhi, 16 April

Indian airlines on Wednesday voiced concerns over the new global emission standards CORSIA, set to take effect in 2027, calling the targets “unrealistic” and warning that the norms could impose a “significant” financial burden on them.

CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) is a global initiative of the United Nations-run International Civil Aviation Organization (ICAO) to limit carbon emissions from international aviation. From 2027, it enters a mandatory phase for most major aviation countries, requiring airlines to offset emissions that exceed 2020 levels by purchasing eligible carbon credits.

“CORSIA has set impossible targets. It tries to limit countries to the emission levels of the number of aircraft that they had in 2020. That has to be opposed,” SpiceJet CMD Ajay Singh said during a panel discussion at Makemytrip Foundation's India Travel and Tourism Sustainability Conclave 2025. “The 2027 CORSIA targets are unrealistic and unfair for countries like India. We will continue to work with



“ CORSIA HAS SET IMPOSSIBLE TARGETS. IT TRIES TO LIMIT COUNTRIES TO THE EMISSION LEVELS OF THE NUMBER OF AIRCRAFT THAT THEY HAD IN 2020”

AJAY SINGH, CMD, SpiceJet



“ WE HAVE TO START PREPARING FOR IT (CORSIA). IT WILL POSE A SIGNIFICANT BURDEN ON AIRLINES”

ALOKE SINGH, MD, Air India Express

Govt reviews medical emergency protocols at airports after pilot's death

The Centre was evaluating existing protocols for managing medical emergencies at airports after a pilot collapsed and died shortly after landing a commercial flight, a senior official said on Wednesday. According to the senior official, the Directorate General of Civil Aviation may soon initiate a review of policies concerning pilot health assessments, emergency medical infrastructure at airports, and other related areas.

ICAO and see that these norms are not unfair to developing countries and not biased towards developed countries,” he said.

Kapil Kaul, chief executive officer and director of aviation

consultancy firm CAPA India, said none of the Indian carriers are ready to meet the targets set under CORSIA. “Given these circumstances, the target could be deferred,” Kaul said. Air India Express Managing

Director Alope Singh said: “CORSIA will pose a significant burden on airlines. If the SAF production gets further delayed, the burdens of carbon offset — due to CORSIA — will rise further.”

Under CORSIA, airlines must also monitor and report their carbon dioxide emissions annually, and reduce their offsetting burden by using sustainable aviation fuel that meet ICAO standards.

Air India Express MD, though, believed that there was a silver lining in CORSIA implementation. “We as an industry are well organised. We have global frameworks. India is a member of ICAO. IATA represents airlines. There is a road map. It might look impossible, it might seem difficult, but there is a road map,” he explained. “There are positives. We, as stakeholders, have to use our collective might to get the SAF production up and get a better buy-in. Once the production is up, the costs will go down,” Alope Singh noted.

SpiceJet CMD stated the issue of boosting SAF production boils down to political will in the country because the money needed is small for oil companies but huge for airlines.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

17 APRIL 2025

चीन के फैसले से फायदा भारतीय एयरलाइंस को बढ़ेगी विमानों की सप्लाई

बिजनेस संवाददाता | मुंबई

टैरिफ वॉर के बीच चीन ने अमेरिका के 145% टैरिफ के जवाब में अपनी एयरलाइंस को बोइंग से विमान न खरीदने का निर्देश दिया है। इसका सीधा फायदा भारतीय एयरलाइंस को मिल सकता है। एअर इंडिया एक्सप्रेस और अकासा जैसी कंपनियां पहले से बोइंग 737 मैक्स और 787 ड्रीमलाइनर की डिलीवरी का इंतजार कर रही हैं। चीन की एयरलाइंस ने करीब 100 बोइंग 737 मैक्स और 11 ड्रीमलाइनर का ऑर्डर दिया था। एक्सपर्ट्स का कहना है कि अब ये विमान भारत की एयरलाइंस को डिलीवर किए जा सकते हैं।

हवा की बिगड़ी चाल ने उड़ानों के आगमन और प्रस्थान को किया प्रभावित

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: मंगलवार को चेक-इन प्रणाली में हुई गड़बड़ी से उड़ानों की बिगड़ी समयसारिणी बुधवार को सुधर ही रही थी कि शाम के समय हवा की चाल बिगड़ गई। एयरपोर्ट व आसपास शाम के समय हवा के रुख में हुए बदलाव के बीच कई उड़ानों के आगमन और प्रस्थान में जबरदस्त असर पड़ा। बाद में जब स्थिति सुधरी, तो फिर दूसरी समस्या एयर ट्रैफिक कंजेशन के तौर पर सामने आई। आलम यह रहा कि देर रात तक कई उड़ानों के प्रस्थान और आगमन में एक से दो या तीन घंटे के विलंब की स्थिति रही। शाम पांच बजे से रात 10



आइजीआइ एयरपोर्ट का टर्मिनल 3 • जागरण

बजे के बीच करीब 200 उड़ानों पर प्रभाव पड़ा। इस दौरान यात्री अपनी परेशानी बयां करते रहे। सामान्य मौसम में आगमन की उड़ानें विलंबित नहीं होती हैं, लेकिन बुधवार को आगमन की कई उड़ानों

में एक से तीन घंटे की देरी दर्ज की गई। सूत्रों का कहना है कि स्थिति बिगड़ने पर देश के अलग-अलग हिस्सों से नई दिल्ली आने के लिए एयरपोर्ट पर तैयार उड़ानों को होल्डिंग पर कर दिया गया। बाद में

शाम को हवा की दिशा में लगातार परिवर्तन होता रहा

स्थिति सुधरने के बाद एयर ट्रैफिक कंजेशन ने डाला असर

चार की जगह तीन ही रनवे चालू होने से गंभीर हुई समस्या

अभी आइजीआइ एयरपोर्ट पर तीन रनवे ही चालू हैं, एक को बंद रखा गया है। रनवे पर उड़ानों का संचालन हवा के रुख पर निर्भर करता है। कोशिश रहती है कि विमानों का उल्टी

दिशा में बह रही हवाओं से सामना न हो। विपरीत स्थिति में तीन या दो रनवे ही चालू रहते हैं, लेकिन इस स्थिति में हवा के रुख में बदलाव से उड़ानों का संचालन प्रभावित हो जाता है।

जब उन्होंने उड़ान भरी और दिल्ली के आसपास पहुंचे, तो सामना ट्रैफिक कंजेशन से होने लगा। शाम पांच के बाद आगमन की काफी उड़ानें विलंबित रहीं। अहमदाबाद से आ रही एअर इंडिया

की उड़ान तो चार घंटे की देरी से पहुंची। गोरखपुर से नई दिल्ली आ रही इंडिगो की उड़ान की लैंडिंग में भी एक घंटे की देरी हुई। शाम को प्रस्थान से जुड़ी उड़ानें भी प्रभावित होने लगीं।

डायल को जारी करनी पड़ी एडवाइजरी

आइजीआइ एयरपोर्ट संचालन एजेंसी डायल ने जब देखा कि हवा के बदल रहे मिजाज के कारण स्थिति सुधर नहीं रही है, तो उसे एडवाइजरी जारी करनी पड़ी। एडवाइजरी में डायल ने यात्रियों को बताया कि हवा के बदल रहे रुख के कारण कुछ एयरलाइंस के आपरेशन पर असर पड़ रहा है। एयर ट्रैफिक प्लो मैनेजमेंट प्रोटोकाल के हिसाब से काम करने में जुटा है। डायल ने यात्रियों से आग्रह किया है कि वे संबंधित एयरलाइंस से अपने यात्रा को लेकर अपडेट लेते रहें।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

17 APRIL 2025

पायलट फिटनेस के लिए मौजूद ढांचे की समीक्षा कर सकता है डीजीसीए

नई दिल्ली, प्रेट: विमानन नियामक डीजीसीए चिकित्सा आपात स्थिति के मामले में हवाई अड्डों पर पायलट के फिटनेस पहलुओं व प्रतिक्रिया प्रणाली के लिए मौजूद ढांचे की समीक्षा कर सकता है। यह व्यवस्था इसी माह श्रीनगर से उड़ान भरने के बाद दिल्ली में आपात चिकित्सा स्थिति के कारण एअर इंडिया एक्सप्रेस के पायलट की मौत के बाद आई है।

वरिष्ठ अधिकारी ने बुधवार को कहा कि डीजीसीए पायलट के स्वास्थ्य, हवाई अड्डों पर चिकित्सा आपातकालीन प्रतिक्रिया प्रणाली व अन्य पहलुओं का आकलन करने के लिए रूपरेखा की समीक्षा कर सकता है। इस संबंध में एसओपी की समीक्षा नियामक द्वारा की जा सकती है। पिछले हफ्ते एयरलाइन पायलट्स एसोसिएशन आफ इंडिया (एएलपीए) ने कहा था कि पारदर्शी नियम लागू करने की आवश्यकता है, जो पायलटों के लिए आराम, सुरक्षा व ह्यूटी प्रक्रियाओं को प्राथमिकता देते हैं। एएलपीए विभिन्न घरेलू एयरलाइन के लगभग 800 पायलट का प्रतिनिधित्व करने का दावा करता है। यह इंटरनेशनल फेडरेशन ऑफ एयरलाइन पायलट्स एसोसिएशन का हिस्सा है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

17 APRIL 2025

2026 में हवाई यात्री यातायात वृद्धि दर में चीन से आगे निकल जाएगा भारत

नई दिल्ली, प्रेट : हवाई अड्डों के समूह एयरपोर्ट्स इंटरनेशनल काउंसिल (एसीआइ) ने बुधवार को कहा कि भारत 2026 में हवाई यात्री यातायात वृद्धि दर में पड़ोसी देश चीन से आगे निकल जाएगा। एसीआइ का अनुमान है कि भारत की हवाई यात्री यातायात वृद्धि दर 10.5 प्रतिशत रहेगी। दुनिया में सबसे तेजी से बढ़ते नागरिक विमानन बाजारों में एक भारत की हवाई यात्री यातायात वृद्धि दर इस साल 10.1 प्रतिशत रहने का अनुमान है, जो चीन के लिए निर्धारित 12 प्रतिशत से कम है।

एसीआइ के एशिया-प्रशांत और मध्य पूर्व के महानिदेशक स्टेफनो बैरोन्सी ने कहा कि भारत एक ऐसा बाजार है जो विकसित हो रहा है और अपने बुनियादी ढांचे को बढ़ाने की प्रक्रिया में है। एसीआइ

एशिया-प्रशांत और पश्चिमी एशिया के 600 से अधिक एयरपोर्ट का प्रतिनिधित्व करता है। इसके अनुमानों के अनुसार, भारत की हवाई यात्री वृद्धि दर 2026 में 10.5 प्रतिशत और 2027 में 10.3 प्रतिशत होगी, जबकि चीन की वृद्धि दर क्रमशः 8.9 प्रतिशत और 7.2 प्रतिशत होगी।

एसीआइ के अनुसार, 2023-27 के लिए भारत में हवाई यात्री यातायात के लिए चक्रवृद्धि वार्षिक वृद्धि दर (सीएजीआर) 9.5 प्रतिशत रहने का अनुमान है, जो चीन के 8.8 प्रतिशत से अधिक है। भारत 2023-2053 की अवधि के लिए 5.5 प्रतिशत सीएजीआर के साथ वैश्विक स्तर पर सबसे तेजी से बढ़ने वाला विमानन बाजार होगा, जबकि चीन का सीएजीआर 3.8 प्रतिशत होगा।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

17 APRIL 2025

Air India Makes \$300m Payment to Plane Lessors via GIFT City Arm

Forum Gandhi

Mumbai: Air India Group has paid around \$300 million to aircraft lessors through its leasing arm at IFSC Gift City in Gujarat over the past two months, a person familiar with the development said.

The wholly owned subsidiary, AI Fleet Services IFSC (AIFS), manages the group's aircraft leasing operations and is being used to route payments to lessors. "Over the past two months, we've made payments of around \$300 million via IFSC GIFT City. The initial payment was of around \$50 million and earlier this month, we have made payments worth \$250 million. These payments have been made to lessors for aircraft," said a person familiar with the matter.

Air India did not respond to ET's query.

The wholly owned subsidiary, AI Fleet Services IFSC (AIFS), manages the group's aircraft leasing operations and is being used to route payments to lessors.

India Must Fly With China's Boeing Bar

More planes lower cost, boost competitiveness

China's restrictions on inducting Boeing aircraft presents an opportunity to Indian airlines that have placed large orders with the US maker of commercial jets. Indian airlines can move ahead in the queue for deliveries. This should speed up India's pace of acquiring a young civil aviation fleet, which ought to raise the competitiveness of the country's airlines. Fuel-efficient aircraft fatten airline profits while shrinking their carbon footprint. These factors matter in price-sensitive domestic aviation and value-conscious international travel. Faster aircraft deliveries have second-order effects on the development of India's aviation ecosystem, for instance, aircraft maintenance, which pulls down airline operating costs. Crucially, having enough seats on international routes avoids having to hand them over to foreign carriers, a considerable opportunity cost for Indian airlines as they expand their fleets.



The size of India's untapped domestic aviation market offers some protection from a global economic slowdown brought on by trade fragmentation. Projected weakness in jet fuel prices over the medium term is another tailwind. The international aviation industry, on its part, may have to rework supply chains, leading to slower aircraft production. There may be further opportunities in vendor development for Indian aviation, given the size of its airlines' orders with Boeing and Airbus. India is negotiating trade agreements with the US and the EU, where aerospace constitutes a leading export industry.

The market dynamics and aeronautical infrastructure build-up make India a growth engine for the global aviation industry for the next couple of decades. The next wave of international travel will be led by Indians. The country needs to move its international aviation hubs onshore. Aircraft acquisition is the first step towards that goal. Indian airlines have made a quick start by placing their orders for jets before global aviation recovered from the pandemic. The tariff wars provide them with an opportunity to build momentum to take on the location, fuel cost and aviation infrastructure advantages of competitors in West Asia and Southeast Asia.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

17 APRIL 2025

IndiGo adds non-stop Europe, Africa flights on travel boom

MIHIR MISHRA
April 16

INDIGO PLANSTO add more direct flights to Europe and Africa amid a boom in outbound tourism in India, as the country's biggest airline taps a long-haul strategy that has historically yielded mixed results for low-cost carriers.

The budget airline will do so using leased wide-body aircraft and inducting new narrow-body planes capable of long-haul trips, Pieter Elbers, chief executive officer of InterGlobe Aviation, which operates IndiGo, said in an email.

Deliveries of twin-aisle 30 Airbus SE 350-900s is expected from 2027, he said, which will aid the global push further.

"Rather than focusing mostly on transit passengers, our goal is to enhance direct international connectivity from multiple Indian cities," Elbers said. Direct flights would also serve to attract more foreign tourists to India, he added.

IndiGo, which started flying abroad nearly 14 years ago, is making direct international flights the cor-

PIETER ELBERS, CEO,
INTERGLOBE AVIATION

Rather than focusing mostly on transit passengers, our goal is to enhance direct international connectivity from multiple Indian cities



■ The airline will use leased wide-body aircraft and induct new narrow-body planes

■ Deliveries of twin-aisle 30 Airbus SE 350-900s is expected from 2027

nerstone of its next phase of expansion after dominating local skies with an almost 64% market share. Its local rival, Air India, is also beefing up its services and fleet in intensifying

competition to lure fliers.

IndiGo's strategy, which bets on winning international fliers looking to save the time and hassle of changing planes and navigating airport transfers, has been a tough test for budget carriers in the past.

While the model has generally worked well for Singapore Airlines's no-frills unit Scoot and Jetstar under the Qantas Group, success has not been mirrored widely.

Profitability has been a struggle for AirAsia X Bhd's longer-haul discount carrier AirAsia X, while Norwegian Air Shuttle ASA ditched its low-cost long-haul business to focus on shorter flights closer to home. Wow Air and Primera Air went under.

IndiGo, which has faced intense competition domestically in the past decade, should be able to compete with the global international carriers, according to Mayur Milak, aviation analyst at Mumbai-based Asian Market Securities.

The airline has been "a cost leader and also has the balance sheet strength to be able to fund" this global push, Milak said.

—BLOOMBERG

INDIA TRAVEL & TOURISM SUSTAINABILITY CONCLAVE

Indian carriers to fly youngest fleet in 5 years, emit the least: Industry

INDIAN CARRIERS WILL be flying the youngest fleet in the world in the next five years and become the least emitters from being the third largest emitter now, top aviation industry leaders said on Wednesday.

Participating in a discussion at the India Travel & Tourism Sustainability Conclave 2025, Akasa Air co-founder Aditya Ghosh said, "Five years from now, I definitely feel when you compare Indian aviation to the rest of the world we will be flying the youngest fleet in the sky, which basically means, by math, that we will be actually emitting the least."

Stating that at present India is the third largest aviation market in the world, Ghosh said, "We're also the third largest emitter. Today, aviation contributes to 1% of emissions in India, which is less than the global average."

Expressing similar views, Air India Express managing director, Aloke Singh said before the merger of AirAsia India and Air India Express in FY23, just 10% of the fleet was new generation.

ADITYA GHOSH,
CO-FOUNDER, AKASA AIR

Today, aviation contributes to 1% of emissions in India



ALOKE SINGH, MANAGING DIRECTOR, AIR INDIA EXPRESS

Before AirAsia India-Air India Express merger, just 10% fleet was new-gen



"We closed the last financial year with 50:50 — 50% new-gen and 50% old. Next year two-thirds will be new gen. So that is rapidly moving," he said, however, adding sustainability is way wider than just fuel, including positively impacting society and embracing the circular economy, among others.

—PTI

SpiceJet to double its fleet in a year: CMD

DOMESTIC CARRIER SPICEJET'S revival plan is "going very well" and the airline is on track to double its current fleet over the next 12 months, chairman and managing director (CMD) Ajay Singh said on Wednesday.

In January, SpiceJet announced plans to bring back into operations 10 of its grounded aircraft, including four Boeing B737 Max, by mid-April. The airline had said it has added 10 planes to its fleet since October 2024 — three grounded aircraft that were brought back into service and seven inducted on lease.

SpiceJet had faced multiple headwinds, including financial woes and legal disputes with lessors. In recent months, the carrier has raised funds and is on the revival path.

Asked about SpiceJet's revival



Ajay Singh, CMD, SpiceJet

plan, Singh said, "It is going very well and by this time next year we expect to have doubled our current fleet and this return to service program that we have, all the aircraft that are on the ground, yet we are doing our very best, seems to be on track and by the next 12 months, we will be double of where we currently are."

—PTI



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

17 APRIL 2025

New pilot duty rules from July; HC closes pilots' pleas

Shruti Kakkar

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NEW DELHI: The Delhi high court has closed petitions filed by the Federation of Indian Pilots and other unions challenging the 2019 Flight Duty Time Limitation (FDTL) norms issued by the Directorate General of Civil Aviation (DGCA), after the regulator committed to a phased implementation of revised FDTL rules starting July 1.

In February, DGCA informed the court it had proposed stricter guidelines to limit pilots' duty hours and enhance rest periods to reduce fatigue. The plan includes increasing weekly rest from 36 to 48 hours beginning July 1 and reducing permissible night flying from November 1. Of the 22 proposed changes, 15 will take effect in July, with the rest—including a redefinition of night duty as hours between midnight and 6 am—

slated for the November roll-out.

In her April 7 ruling, justice Tara Vitasta Ganju acknowledged that the process of notifying the revised Civil Aviation Requirement (CAR) is underway and directed all airlines, including Air India, to submit their updated FDTL schemes to the DGCA within three weeks -- a countdown that formally began on Wednesday after the order uploaded. "This court deems it appropriate to direct that Air India and any other concerned airlines shall file their respective FDTL scheme with DGCA expeditiously," justice Ganju's order stated.

DGCA's phased approach followed stiff resistance from airlines, which claimed the new norms would require a 10-20% increase in pilot hiring and potentially cause flight disruptions. The original June 1, 2024, deadline was deferred after several rounds of mediation

between Air India and pilot unions, facilitated by DGCA and ordered by the court.

Though the court in its four-page order closed the petitions, it granted the pilot unions liberty to approach the judiciary in the future in case of any violation or delay in implementation.

"Needless to add that in the event of any non-compliance, the petitioners shall be at liberty to approach the appropriate forum albeit in accordance with law," the judge noted.

The FDTL overhaul was first announced by DGCA in January 2024, following growing concerns over fatigue-related risks to flight safety. However, after pressure from airlines and directions from the Ministry of Civil Aviation (MoCA), the rollout was delayed, leaving carriers to continue operating under the old norms until their updated schemes receive DGCA's approval.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

17 APRIL 2025

{ PROTOCOLS AT AIRPORTS }

Govt to review pilots' health emergency SoPs

Neha LM Tripathi

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NEW DELHI: The government will re-examine standard operating procedures (SOPs) for handling medical emergencies at airports following the sudden death of a pilot due to cardiac arrest shortly after landing in Delhi last week, officials said on Wednesday.

The ministry of civil aviation (MoCA) plans to evaluate existing health regulations for pilots and review airline-specific emergency protocols in response to the incident.

"There is a need to look at the protocols being followed at the airport while dealing with medical emergencies. We will be reviewing the SOPs followed during such medical situations," a government official told HT, requesting anonymity.

The incident prompted

THE DECISION COMES IN THE WAKE OF THE SUDDEN DEATH OF A PILOT DUE TO CARDIAC ARREST AFTER LANDING IN DELHI LAST WEEK

authorities to take a deeper look into health checks and operational stress, particularly pilots' turnaround times and emergency management in high-pressure aviation environments, according to another official.

Initial reports suggested poor handling of the situation when the 36-year-old Air India Express first officer collapsed minutes after landing on April 9. A group of pilots later alleged the co-pilot had been suffering from fatigue.

A civil aviation ministry official disputed these claims. "According to the incident report, the ambulance reached the pilot well on time, contrary to allegations. The pilot had only operated the Delhi-Srinagar-Delhi sector that day with total duty hours of just 11 hours 40 minutes in the previous seven days," the official said.

"He was rushed to the nearest hospital by the airport medical team while still conscious and communicating. He collapsed after reaching the hospital and could not be revived," the official added.

The official clarified that the pilot operated only as co-pilot when on duty. "As per norms, he was last assessed by the Indian Air Force medical team in January this year and declared fit to fly. However, his flying licence did not permit him to operate without an experienced pilot," a

DGCA official explained.

Mark D Martin, former pilot and founder of Martin Consulting, called for a comprehensive review. "A detailed independent investigation should be initiated. This will shed light on operational realities such as pilot fatigue, the adverse impact of high-altitude operations, post-surgery crew flight response and behaviour, and the effectiveness of Air Force medical exams for line pilots," he said.

"In the interest of morale, safety, and governance, there must be no finger-pointing between the airline, the regulator, and the pilot unions. The root cause findings should be incorporated into case studies and training," Martin added.

He emphasised the need for SOPs "to ensure transparency and clarity surrounding such unfortunate and critical flight-phase crew deaths."

डीजीसीए पायलट स्वास्थ्य और अन्य पहलुओं की रूपरेखा की करेगा समीक्षा

- पारदर्शी नियम लागू करने की तत्काल आवश्यकता है: एएलपीए

नई दिल्ली, लोकसत्य

एक वरिष्ठ अधिकारी के अनुसार नागर विमानन महानिदेशालय (डीजीसीए) हवाई अड्डों पर चिकित्सा आपात स्थितियों से निपटने के लिए पायलटों के स्वास्थ्य संबंधी पहलुओं और प्रतिक्रिया प्रणाली की समीक्षा करने पर विचार कर रहा है। यह योजना इसी महीने श्रीनगर से उड़ान भरने के तुरंत बाद राष्ट्रीय राजधानी में आपात चिकित्सा स्थिति के कारण एयर इंडिया एक्सप्रेस के पायलट की मौत की पृष्ठभूमि में भी आई है। एक सूत्र ने बताया कि विमान ने श्रीनगर से दिल्ली के लिए उड़ान भरी थी और दिल्ली हवाई अड्डे पर उतरने के बाद विमान के



पायलट की तबीयत खराब हो गई थी। इसके बाद उसे अस्पताल ले जाया गया, जहां उसकी मृत्यु हो गई। वरिष्ठ अधिकारी ने बुधवार को कहा कि डीजीसीए पायलट के स्वास्थ्य, हवाई अड्डों पर चिकित्सा आपातकालीन प्रतिक्रिया प्रणाली और अन्य संबंधित पहलुओं का आकलन करने के लिए रूपरेखा की समीक्षा कर सकता है। इस संबंध में मानक संचालन प्रक्रियाओं (एसओपी) की समीक्षा नियामक द्वारा की जा सकती है। इस संबंध में ज्यादा जानकारी नहीं मिल सकी है। पिछले सप्ताह एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया (एएलपीए) ने कहा था कि पारदर्शी नियम लागू करने की तत्काल

आवश्यकता है, जो पायलटों के लिए आराम, सुरक्षा और मानवीय ड्यूटी प्रक्रियाओं को प्राथमिकता देते हैं। एएलपीए विभिन्न घरेलू एयरलाइन के लगभग 800 पायलट का प्रतिनिधित्व करने का दावा करता है। यह इंटरनेशनल फेडरेशन ऑफ एयरलाइन पायलट्स एसोसिएशन (आईएफएएलपीए) का हिस्सा है। संगठन ने कहा था कि एयर इंडिया एक्सप्रेस के पायलट की असामयिक मृत्यु, पायलट कल्याण, मानसिक स्वास्थ्य और भारतीय विमानन उद्योग में कार्य स्थितियों के बारे में चिंताजनक प्रश्न उठाती है। इस बीच, एयरलाइन कंपनियां एक जुलाई से चरणबद्ध तरीके से पायलट के लिए ड्यूटी और आराम के घंटों के संशोधित मानदंडों को लागू करने जा रही हैं, जिससे पायलट को अधिक आराम के घंटे मिलेंगे।



Corporate Communications Directorate

MINT

DELHI

17 APRIL 2025

DGCA may review framework for pilot fitness, other aspects

New Delhi: Aviation regulator DGCA is likely to review the framework in place for pilot fitness aspects and response system at airports in case of medical emergencies, according to a senior official. The plan also comes against the backdrop of the death of an Air India Express pilot due to a medical condition in the national capital earlier this month soon after operating a flight from Srinagar.

PTI

Corporate Communications Directorate

MINT

DELHI

17 APRIL 2025



Ajay Singh, SpiceJet's chairman and managing director.

MINT

SpiceJet to double fleet in a year: CMD

Domestic carrier SpiceJet's revival plan is "going very well" and the airline is on track to double its current fleet over the next 12 months, chairman and managing director Ajay Singh said on Wednesday.

In January, SpiceJet announced plans to bring back into operations 10 of its grounded aircraft, including four Boeing B737 Max, by mid-April. The airline had said it has added 10 planes to its fleet since October 2024—three grounded aircraft that were brought back into service and seven inducted on lease.

SpiceJet had faced multiple headwinds, including financial woes and legal disputes with lessors. In recent months, the carrier has raised funds and is on the revival path.

As on 10 January, of the total 62 aircraft in fleet, SpiceJet had 28 aircraft in operations, comprising 20 B737, six De Havilland Canada DHC-8 Dash 8 and two Airbus A320.

PTI

Welcome aboard! But first, check in that cabin bag

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Every time you go to check in your bags at the airport, you have to dutifully declare that you are not carrying any battery or power bank or any item mentioned in the restricted list. One can lie, but there are detectors that will find out anyway. So, there's no way you can carry them in your checked-in baggage.

You can carry them, though, in your carry-on hand luggage.

Now, it's quite possible that you reach the aircraft's door, and the airline tells you that they are very sorry (even though they are looking more harassed than sorry), that all the overhead bins for stowing luggage are full, and maybe your bag is a little bulky after all, so you will need to check in your luggage. And by the way, are you carrying any battery, power bank, blah

blah, in your hand baggage, ma'am? If you are not carrying any of the restricted items, the matter is settled. You say no and step onto the flight with a clear conscience. Your bag travels a very short distance, from the flight's door to the flight's belly. And you proceed to your seat, to supposedly sit back (often in a seat that you can't recline without hitting the nose of the passenger behind), relax and enjoy the flight (very few do, but somehow all pilots have high expectations of their passengers).



Image: AI

blah blah, in your hand baggage, ma'am?

Now, just supposing you did have a power bank or a battery or two, or any item that could potentially cause chaos mid-flight, what would you do? If you said yes, you might well have to trek back to check in your luggage — a prospect that would seem daunting to professional marathoners. A simple no would save you a lot of bother, and the airline too. The crew wants to take off and pull off yet another on-time landing. And, come to think of it, power banks don't necessarily explode. What's the probability? Well, who knows? You can always ask ChatGPT later. Maybe Chat knows.

DGCA Steps In

But the Directorate General of Civil Aviation (DGCA) is anything but amused about this. It is a dangerous practice, to put it mildly. An overheated battery or a power bank can catch fire in the cargo hold and no one would notice — till it is possibly too late. Whereas in the cabin, if something starts smouldering, it would be immediately spotted and the problem dealt with right away. That's how a smartphone model got banned on flights some years ago. Because of a faulty lithium-ion battery, the phone would overheat and, in some cases, even explode. Now, imagine if this happened in the cargo hold.

For starters, DGCA held meetings with airlines and is trying to work out ways to curb this safety risk. The regulatory body wants airlines to keep an eye on passengers who exit the security-check area. If anyone exits with either too many bags or any luggage that looks bulky, the airline staff can stop them right there and tell them to check it in. And if indeed there's a power bank in the bag to be checked in, that can then be taken out and transferred to the hand luggage.

Overflowing Overhead Bins

Airlines often ask fliers to check in their hand baggage right at the aircraft's door as the overhead bins are full. But people do carry batteries and power banks in their hand baggage, which then goes straight into the cargo hold without checks. These items, however, should not be placed in the cargo hold as they can catch fire

Airlines and aviation authorities have gone blue in the face telling passengers to please board with only one handbag, please. But who's listening? One handbag has been interpreted to mean one handbag and one laptop bag. Some have even interpreted this to mean one handbag, one laptop bag, and one purse.

And since airports have become mini-malls with shops selling everything from shirts to shoes to, well, bags, one can't rule out a passenger making it to the flight door with four, or perhaps more, bags.

Small wonder then that as boarding progresses in a full flight, often overhead bins fill up before everyone is on board. Then the cabin crew sends word that the passenger cabin has no room for more carry-ons, and that is when you are stopped at the flight door and told to check in your hand baggage.

"Taking bags at the flight door and sending them for the regular check-in will mean delaying flights. That's why airlines only ask passengers and take their word for it. So the issue has to be checked before the boarding gate stage and tackled with a protocol that is being worked on. The most workable way is to screen passengers for handbags post-security check itself," said an airline source.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

16 APRIL 2025

TO FORM A MULTI-DEPARTMENT PANEL TO OVERSEE PROJECTS

Gujarat govt to develop vertiports for air taxi services

TIMES NEWS NETWORK

Gandhinagar: The Gujarat govt embarked on an ambitious project to establish vertiports across different cities to facilitate air taxi services. The initiative follows the guidelines set by the Director General of Civil Aviation (DGCA) for promoting air taxi operations.

The state decided to form a multi-department committee, which will include representatives from civil aviation, revenue, urban development, and transport departments, to oversee the project implementation.

The vertiports will accommodate both vertical take-off and landing (VTOL) and short take-off and landing (STOL) aircraft. These specialised facilities require specific in-



frastructure due to their unique operational requirements. The committee will assess existing aviation facilities, including heliports, airports, runways, and airstrips, for potential conversion into vertiports.

The govt plans to allow both private operators and corporate entities to utilise these facilities. It will conduct detailed technical and feasibility studies to evaluate demand patterns and optimise service utilisation. Special attention will be

given to ensure accessibility for common citizens through affordable pricing structures. The govt further plans to incorporate these services into emergency response systems and other essential public services. The committee formed will study implementations of VTOL and STOL operations in other states and countries to adopt the best practices. The govt is also considering a dedicated regulatory agency to oversee these operations.

According to the state govt, authorities will work closely with various stakeholders to ensure the smooth implementation of the project. This includes coordination with local bodies, environmental agencies, and aviation experts to address all aspects of infrastructure development and operational safety.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

16 APRIL 2025

Indian carriers may gain from China's action against Boeing

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New Delhi: Indian carriers, which are grappling with aircraft acquisition, amid global supply chain limitations, may benefit from China's instruction to its airlines to refrain from procuring Boeing aircraft in response to US President Donald Trump's 145% tariffs. Chinese carriers are presently awaiting delivery of approximately 100 B737 MAX — the aircraft Air India Express and Akasa are queued for — and 11 B787 Dreamliners, which features in AI's orderbook.

"We anticipate some of these aircraft, originally destined for Chinese carriers, will be redirected to Indian customers. The previous year or two witnessed a similar occurrence, with white tails (aircraft manufactured for specific customers but acquired by others) being allocated to AI Express and Akasa," said airline industry specialists.



China has told its airlines not to procure Boeing aircraft in response to US tariffs

AI Express acquired 25 white tail MAX last year and was scheduled to receive 25 additional aircraft. Following the recent US-China tariff dispute, the airline might secure additional white tails or purpose-built aircraft. "The Seattle final assembly line capacity designated for Chinese carriers' MAX production will now remain unutilised. Consequently, Indian carriers including AI Express and Akasa might receive additional aircraft, either specifically manufactured or white tails,"

industry sources said.

Regarding Airbus, it maintains two final assembly lines for the prominent single-aisle A320 family. China may now request Airbus to increase aircraft availability for its carriers.

Boeing's delayed aircraft deliveries have significantly impacted India's newest carrier Akasa, as it currently employs substantially more pilots than its present or anticipated near-term requirements, causing dissatisfaction among idle cockpit crew. Both Tata group AI Express and Akasa possess sufficient financial capability to accommodate additional aircraft, if available at present. These budget airlines incorporated white tails featuring several rows of 2x2 business seating arrangements forward, as specified by the original customer. They accepted available aircraft from Boeing, whose MAX production has been considerably affected following successive unfavourable developments.