

AAI Profit Soars as Small Towns Bring Big Gains

Airports Authority of India profit up 55% in FY25; higher footfalls in big airports boost leasing revenue

Arindam Majumder

New Delhi: Profit for the government-owned airport operator Airports Authority of India (AAI) jumped a record 55% to ₹7,233 crore in FY25 from ₹4,651 crore the year ago, riding the growth of aviation in India.

The profit before tax stood at ₹9,655 crore. The results are yet to be audited by the Comptroller and Auditor General of India (CAG). AAI's revenue soared to ₹20,648 crore from ₹15,979 crore in last fiscal. AAI's record profit comes on the back of increased business at smaller airports across the country that saw an increase in traffic driven by the government's regional connectivity scheme.

"Traffic in smaller airports have increased significantly, due to which AAI could sweat its assets more and earn more revenue from landing and parking charges," the official said.

In 2024-25, Indian airports recorded passenger traffic of 412 million, including 77 million international and 335 million domestic passengers, marking a 9% year-on-year growth.

Simultaneously, the significant increase in footfall at major private airports like Delhi, Mumbai, Lucknow, Ahmedabad, Mangaluru, Jaipur, Guwahati and Thiruvananthapuram led to an increase in leasing revenue for AAI. Under a public-private partnership agreement, Delhi's Indira Gandhi International Airport must share 45.9% of its revenue with AAI every year, while Mumbai International Airport shares 38.7%.

Similarly, six other airports owned by the Adani group also pay AAI based on the number of passenger footfalls.

"Increase in passengers not only leads to aeronautical revenue, but simultaneously leads to a rise in non-aero revenue from major airports," said the official cited above. With the cash cushion in hand, AAI is planning to invest more aggressively to develop airports in the hinterland.

The investments will be made in new airports, expansion and modification of existing terminals,



Cruise Mode

REVENUE SHARE
45.9% Delhi's Indira Gandhi International Airport
38.7% Mumbai International Airport

AAI is planning to invest more aggressively to develop airports in hinterland

Years	Profit After Tax (₹cr)	Revenue (₹cr)
FY25	7,233	20,648
FY24	4,651	15,979
FY23	2,972	12,172

Source: Airport Authority of India

addition of new passenger facilities, new terminals, expansion and strengthening of existing runways, aprons, and air traffic control tower.

Rating agency Acuite last month reaffirmed its long-term rating of AAA for the company.

"The rating factors in the improving scale of operations & profitability, strong financial risk profile and strong liquidity profile supported by improvement in aircraft and passenger movement (pax) for FY25 against FY24. AAI created multiple revenue streams i.e. navigational Services, non-aeronautical revenue services and lease revenue including airports running under PPP model," Acuite said.



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THE TIMES OF INDIA

CHENNAI

16 OCTOBER 2025

Airport sets up free library for intl flyers

TIMES NEWS NETWORK

Chennai: Airport Authority of India (AAI) has set up a library with a diverse set of books aimed at international flyers waiting to board the aircraft.

The library, set up in collaboration with Dr Kalam Foundation, was inaugurated on Wednesday on the 95th birth anniversary of the President APJ Abdul Kalam.

Airport director M Raja Kishore inaugurated the facility near the security hold area of the international terminal. The library is accessible to flyers waiting for transit after long layovers.

Kishore Chandran, founder of Dr Kalam Foundation, said he proposed the idea to Chennai airport authorities, inspired by a similar setup he came across at Bhubaneswar airport.

"They lend books, but we wanted to keep it free for passengers," he said. When Kishore emailed Chennai airport authorities, they instantly agreed. Kis-



READ AS YOU WAIT

hore chose the transit area for better accessibility.

The library has about 100 books on business, spirituality, and women empowerment, apart from the kids' collection. Kishore said that he wants to set up similar libraries in other airports and is in discussion with the officials concerned.



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THE TIMES OF INDIA

MUMBAI

16 OCTOBER 2025

BEST moves to get AAI's nod for Santacruz depot's revamp

Consultant To Help Determine Bldgs' Height; Activists Fear Pvt Players' Entry

Somit.Sen@timesofindia.com

Mumbai: Seeking to redevelop its bus depot and staff quarters in Santacruz, BEST has invited applications to appoint a consultant for obtaining an NOC from Airports Authority of India (AAI) for the structures' height.

The over 13,000sqm bus depot and the staff quarters fall within the Juhu airport's 'funnel zone' on SV Road. The height of buildings falling within this designated airspace around an airport are restricted to ensure clear paths for flight takeoffs and landings. AAI is a statutory

body responsible for the management, development and operation of airports throughout the country.

As per a notice from BEST, the appointed consultant will have to conduct a detailed topography survey. "The consultant will have to conduct a physical site survey for obtaining an AAI NOC determining the permissible height of the proposed structures... The plot has been divided into five parts for obtaining different heights according to the airport funnel zone," it said. It said the survey report, the necessary documents and the NOC application to AAI must be

prepared in two months of issuance of the acceptance letter. "The required NOC determining the permissible height of proposed structures from AAI shall be obtained and submitted to the BEST undertaking within four months."

The redevelopment plan has left many city activists fuming. "BEST is planning to give away all depots to private players like it did with the Mahim and Kurla depots. Both were given to a builder to be developed," said an activist. Another citizen activist, Zoru Bhathena, tweeted: "BEST Santacruz bus depot & staff quarters... on its way for

real estate development."

According to citizen group Aamchi Mumbai Aamchi BEST, BMC and BEST should not monetise their plots because those are assets of BEST. They should look at more land to increase parking capacity so that the fleet can be expanded, it said. A transport activist said that if more plots are redeveloped, there could be less space left for bus parking. BEST plans to increase its fleet to 8,000 buses by 2026-27.

A BEST official said proper procedures were being followed for the Santacruz depot owing to its proximity to the Juhu airport.



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AMAR UJALA

DELHI

17 OCTOBER 2025

विकास

यमुना प्राधिकरण के सीईओ ने कहा, जमीन के विवाद का हुआ समाधान

एयरपोर्ट के शुभारंभ संग हो सकता है फिल्म सिटी शिलान्यास

अतुल भारद्वाज

ग्रेटर नोएडा। यमुना सिटी में प्रस्तावित फिल्म सिटी की जमीन की बाधाएं खत्म हो गई हैं। करीब 230 एकड़ में बनने वाली फिल्म सिटी का निर्माण अब शुरू हो सकेगा।

अधिकारियों के मुताबिक नोएडा एयरपोर्ट के शुभारंभ के साथ ही प्रधानमंत्री नरेंद्र मोदी के हाथों इसका शिलान्यास भी कराया जा सकता है। 30 अक्टूबर को नोएडा एयरपोर्ट के शुभारंभ के लिए प्रधानमंत्री का यमुना सिटी आना प्रस्तावित है। सीईओ

इस तरह बनी फिल्म सिटी की योजना

मुख्यमंत्री के निर्देश पर विप्लवस्तरीय फिल्म सिटी बनाने के लिए पूर्व सीईओ डॉ. अरुणवीर सिंह ने योजना पर काम शुरू कराया। सेक्टर-21 में जमीन चिह्नित किए जाने के बाद पूरी दुनिया से फिल्म निर्माताओं को फिल्म सिटी बनाने के लिए आमंत्रित किया गया। 23 नवंबर 2021 को पहली वैश्विक निविदा जारी की गई। इसमें कंपनी नहीं मिलने के बाद 11 जुलाई 2022 को फिर से एक वैश्विक निविदा जारी की गई। इस बार भी निवेशकों ने रुचि नहीं दिखाई। तीसरा प्रयास 30 सितंबर 2023 को शुरू किया गया।

राकेश कुमार सिंह ने बताया कि फिल्म सिटी का निर्माण शुरू करने में बड़े भूखंड का विवाद बाधा बना हुआ था। कार्रवाही से सहमति नहीं बनने की वजह से इसको यमुना प्राधिकरण

खरीद नहीं पाया था। यमुना प्राधिकरण को उसकी सहमति मिलने के बाद अब समझौता पत्र तैयार किया जा रहा है। इसके बाद जमीन खरीद की प्रक्रिया पूरी कर ली जाएगी। इसे

बनाने वाली बोनी कपूर की कंपनी वेल्थ प्रोजेक्ट्स को भी निर्माण शुरू करने के लिए निर्देश दिए गए हैं।

अधिकारियों के मुताबिक पिछले दिनों यूपी इंटरनेशनल ट्रेड शो के दौरान मुख्यमंत्री योगी आदित्यनाथ ने भी फिल्म सिटी पर जानकारी ली थी। खुद फिल्म निर्माता बोनी कपूर ने जमीन पूरी मिल जाने पर निर्माण शुरू कराने की इच्छा जताई थी। इसके बाद यमुना प्राधिकरण ने भी जमीन का विवाद खत्म कराने में तेजी दिखाई है। जिस कार्रवाही की यह करीब 120 बीघा जमीन है। वह खुद औद्योगिक

भूखंड लेने के लिए इच्छुक था। इसके लिए वह प्राधिकरण की दर पर कीमत का भुगतान भी करने के लिए तैयार है।

उनके इस प्रस्ताव को यमुना प्राधिकरण ने भी स्वीकार कर लिया है। इससे फिल्म सिटी के लिए जमीन मिलने और निर्माण शुरू होने का रास्ता खुल गया।

विप्लवस्तरीय सुविधाओं से लैस होगी फिल्म सिटी: हाल ही में ग्रेने पहुंचे बोनी कपूर ने कहा था कि यमुना सिटी की फिल्म सिटी बॉलीवुड के साथ हॉलीवुड की भी जरूरतें पूरी करेगी।

नोएडा एयरपोर्ट के पास विकसित करने की तैयारी एयरोसिटी की तर्ज पर एयरोपोलिस बसेगी

अच्छी खबर

ग्रैंड नोएडा, वरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के आसपास करीब 5,000 हेक्टेयर में एयरोपोलिस क्षेत्र विकसित होगा। यहां बिजनेस, मनोरंजन, वाणिज्यिक, होटल, रेस्त्रां और एंविपेशन गतिविधियों के जोन बनेंगे। ये सभी जोन क्षेत्र के प्रमुख मार्गों से जुड़े होंगे।

इस योजना पर जल्द काम शुरू करने की तैयारी है। प्राधिकरण के अधिकारी ने बताया कि एयरोपोलिस एक ऐसा क्षेत्र होता है, जो एयरपोर्ट के आसपास बनता है, जो हवाई सेवाओं से जुड़े कामों के कारण एक शहर जैसा बन जाता है। इसे एनसीआर फंक्शनल प्लान 2032 के तहत विकसित किया जाना है। यह परियोजना दिल्ली को एयरोसिटी की तर्ज पर जेवर में नोएडा एयरपोर्ट के आसपास विकसित की जाएगी। हालांकि, इसका आकार दिल्ली की एयरोसिटी की तुलना में कई गुना बड़ा होगा। बताया गया कि दिल्ली की एयरोसिटी में ज्यादातर व्यावसायिक गतिविधियां हैं, जबकि नोएडा एयरपोर्ट के पास एयरोपोलिस रिहायशी और औद्योगिक दोनों जरूरतों को पूरा करेगा। इसका ढांचा

चार चरणों में बन रहा एशिया का सबसे बड़ा एयरपोर्ट



बहुउद्देशीय भूमि उपयोग की अनुमति मिलेगी

परियोजना के तहत विकास कार्यों के लिए बहुउद्देशीय भूमि उपयोग (मल्टीपल लैंड यूज) की अनुमति दी जाएगी, ताकि जरूरत के अनुसार क्षेत्र विकसित हो सके। एयरपोर्ट के पास क्षेत्र के लिए ऊंचाई सीमा 20 मीटर तक तय है, जिससे जमीन के स्तर पर ज्यादा विकास को बढ़ावा मिलेगा। यह एयरोपोलिस योजना सबसे पहले मार्च 2024 में यीडा के मास्टर प्लान 2041 की बैठक में रखी गई थी। इसके अनुसार एयरपोर्ट के आसपास का सिटी-साइड विकास व्यापारियों और पेशेवरों को बाजारों से बेहतर कनेक्टिविटी देना रहा। होटलों और मनोरंजन व खुदरा क्षेत्रों के क्लस्टर यात्रियों और स्थानीय लोगों, दोनों की जरूरतें पूरी करेंगे।

अत्याधुनिक होगा। साथ ही, एंविपेशन हब, नवाचार, टेक हब, व्यावसायिक केंद्र, लॉजिस्टिक, होटल, सर्विस अपार्टमेंट्स, प्रोफेशनल ऑफिस और मनोरंजन जैसी थीम पर कार्य होंगे।

इसी महीने उद्घाटन की तैयारी: नोएडा इंटरनेशनल एयरपोर्ट का काम

अंतिम चरण में है। अधिकारी 30 अक्टूबर को एयरपोर्ट के शुभारंभ की तैयार कर रहे हैं। वहीं, 15 दिसंबर तक व्यावसायिक विमानों की उड़ान शुरू होने का दावा किया गया है। ऐसे में अब एयरोपोलिस की योजना पर काम शुरू करने की तैयारियां शुरू हो गई हैं।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

17 OCTOBER 2025

YEIDA greenlights ₹1,700 cr Airport rd proj

DIPIKA KIROLA

NOIDA: The Yamuna Expressway Industrial Development Authority (Yeida) has approved a ₹1,700 crore project to construct a 25-kilometre-long road connecting Greater Noida West and Ghaziabad to the Noida International Airport.

This new route will offer the first road connectivity to the airport from the eastern side, significantly improving access for thousands of commuters.

The proposed road will originate from the 130-metre-wide road in Greater Noida West near Char Murti and touch the Noida airport near the upcoming aviation and cargo hub. It will pass through key locations including Sirsa, Aleda, and Thora villages, and various newly developed sectors under Yeida (Yamuna City).

The alignment for the route is nearly final, and land acquisition will begin soon, said Yeida CEO RK Singh.

Of the ₹1,700 crore bud-

get, ₹1,400 crore has been earmarked for land acquisition across 812 acres, while over ₹300 crore is estimated for construction.

The project will be executed by the National Highways Authority of India (NHAI), which has been roped in by Yeida for its implementation.

"This new road will decongest the Yamuna Expressway and provide seamless connectivity from Ghaziabad and Greater Noida West to the airport, making travel more

efficient for residents and businesses alike," said Singh.

In addition to the 25-km road, Yeida and the Greater Noida Authority are jointly planning a 3-km link road to further boost inter-corridor connectivity.

The 3-km road from Sirsa to Alauda will skirt the airport hub and link to the proposed Palwal-Khurja Expressway, boosting real estate and industrial growth in Yeida sectors and Yamuna City with direct airport access.



Corporate Communications Directorate

AMAR UJALA

DELHI

17 OCTOBER 2025

दीपावली पर स्पाइसजेट का बिहार के लिए नई उड़ानों का एलान

नई दिल्ली। स्पाइसजेट ने छठ पूजा और दीपावली के मद्देनजर बिहार के लिए नई त्योहारी उड़ानों का एलान किया है। एयरलाइन ने अहमदाबाद, बंगलूरु और हैदराबाद से पटना के लिए नई उड़ानें शुरू की हैं, ज व कि पटना और दरभंगा के लिए प्रमुख शहरों से सेवाएं शुरू दिल्ली और मुंबई से अतिरिक्त उड़ानें बढ़ाई गई हैं।

दिल्ली और मुंबई से दरभंगा के लिए भी सेवाएं बढ़ाई गई हैं। स्पाइसजेट के मुख्य बिजनेस ऑफिसर देबोजो महर्षि ने कहा कि उड़ानों की बढ़ी हुई संख्या त्योहारी यात्रा की बढ़ती मांग को पूरा करेगी। नई उड़ानें 10 से चरणबद्ध तरीके से शुरू हो गई हैं। स्पाइसजेट पहले ही अयोध्या को दिल्ली, बंगलूरु, अहमदाबाद और हैदराबाद से सीधी उड़ानों से जोड़ चुका है। यह सेवाएं 8 अक्टूबर से शुरू हो चुकी हैं। एजेंसी

AMAR UJALA

DELHI

17 OCTOBER 2025

विमान हादसे की जांच पर भरोसा नहीं शीर्ष अदालत पहुंचे पायलट के पिता

नई दिल्ली। अहमदाबाद में जून में दुर्घटनाग्रस्त एअर इंडिया विमान के पायलट-इन-कमांड सुमित सभरवाल के पिता ने घटना की न्यायिक जांच के लिए सुप्रीम कोर्ट का दरवाजा खटखटाया है। कैप्टन सभरवाल के पिता पुष्करराज सभरवाल (91) का कहना है कि उन्हें पूर्व में को गई जांच पर भरोसा नहीं है। पुष्करराज सभरवाल ने अपनी याचिका में कहा कि एअर इंडिया बोईंग 787-8 ड्रीमलाइनर विमान दुर्घटना की निष्पक्ष, पारदर्शी और तकनीकी रूप से सुदृढ़ जांच के लिए सुप्रीम कोर्ट के एक सेवानिवृत्त न्यायाधीश की अध्यक्षता में



■ सभरवाल और फेडरेशन ऑफ इंडियन पायलट्स की तरफ से संयुक्त रूप से दायर याचिका में कहा गया है कि केंद्रीय नागरिक उड्डयन मंत्रालय और नागरिक उड्डयन महानिदेशालय (डीजीसीए) की तरफ से की जा रही जांच और उस जांच के अनुसरण में प्रस्तुत 15 जून की प्रारंभिक रिपोर्ट त्रुटिपूर्ण है। इसमें गंभीर कमियां हैं।

■ याचिकाकर्ताओं ने तर्क दिया है कि रिपोर्ट में दुर्घटना का कारण पायलट की गलती को बताया गया है जबकि अन्य स्पष्ट और प्रणालीगत कारणों को नजरअंदाज किया गया है।

न्यायिक निगरानी वाली समिति का गठन किया जाए। समिति में विमानन क्षेत्र के स्वतंत्र विशेषज्ञ सदस्य शामिल किए जाएं। ब्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

17 OCTOBER 2025

AI pilot's father moves SC for inquiry into Ahmedabad crash

Press Trust of India
New Delhi

Pushkaraj Sabharwal, father of deceased Captain Sumeet Sabharwal, and the Federation of Indian Pilots have moved the Supreme Court seeking a court-monitored inquiry headed by a former apex court judge into the June 12 crash of Air India flight AI171 in Ahmedabad, which killed 260 people.

On September 22, the top court had said that certain aspects of the AAIB preliminary report on the crash indicated lapses on the part of pilots, and had issued notices to the Centre and the Director-General of Civil Aviation on another plea seeking an independent, fair and expeditious probe.



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

15 OCTOBER 2025

दुबई फ्लाइट फिर 6 घंटे लेट, 17 दिन में 85 घंटे से ज्यादा देरी

जयपुर | जयपुर इंटरनेशनल एयरपोर्ट पर पिछले 17 दिनों से दुबई फ्लाइट का संचालन गड़बड़ा गया है। इस वजह से योजना जयपुर से दुबई जाने और दुबई से लौटने वाले करीब 350 यात्रियों को परेशानी का सामना करना पड़ रहा है। स्पाइसजेट की इंटरनेशनल फ्लाइट एसजी-57 जयपुर से सुबह 9:30 बजे दुबई के लिए उड़ान भरती है। मंगलवार को यह फ्लाइट 6 घंटे लेट होकर दोपहर 3:15 बजे रवाना हो सकी। फ्लाइट को सुबह 9:30 बजे जयपुर से उड़ान भरनी थी और दोपहर 12:55 बजे दुबई पहुंचना था, लेकिन इनकमिंग एयरक्राफ्ट की देरी के कारण एयरलाइन ने उड़ान को 3:30 बजे के लिए री-शेड्यूल किया।

28 सितंबर से लगातार लेट : स्पाइसजेट की जयपुर-दुबई फ्लाइट 28 सितंबर से लगातार लेट हो रही है। कई बार अत्यधिक देरी की वजह से उड़ान को आखिरी वक्त पर रद्द भी करना पड़ा। जाट एविएशन इंडिया के सीएमडी कुंवर विजय राज सिंह के अनुसार, कोविड के बाद से एविएशन सेक्टर पूरी तरह सामान्य नहीं हो पाया है। स्पाइसजेट सहित कई एयरलाइंस विमानों की कमी से जूझ रही हैं। एक ही एयरक्राफ्ट को एक दिन में 4 से 6 रूटों पर संचालित किया जाता है, जिससे मेंटेनेंस शेड्यूल प्रभावित होता है।



Corporate Communications Directorate

DESHBANDHU

DELHI

17 OCTOBER 2025

इंडिगो का डिजी यात्रा से करार, बोर्डिंग होगी आसान

नई दिल्ली। विमान सेवा कंपनी इंडिगो ने अपने यात्रियों को बेहतर अनुभव देने के लिए देश के हवाई अड्डों पर बोर्डिंग के लिए बायोमीट्रिक पहचान आधारित इकोसिस्टम प्रदान करने वाली कंपनी डिजी यात्रा के साथ करार किया है। एयरलाइंस ने गुरुवार को एक प्रेस विज्ञप्ति में बताया कि इस समझौते के तहत दोनों कंपनियां अपने ऐप को एक-दूसरे से जोड़ेंगी ताकि इंडिगो के यात्री अपना बोर्डिंग पास डिजी यात्रा के साथ शेयर कर सकें। इससे चेक-इन के दौरान बोर्डिंग पास का क्यूआर कोड स्कैन करने की जरूरत समाप्त हो जाएगी जिससे चेक-इन में लगने वाले समय में कमी आएगी। विज्ञप्ति में कहा गया है कि इंडिगो के यात्री अब वेब चेक-इन पूरा करने के बाद इंडिगो ऐप में 'शेयर विद डिजी यात्रा' पर क्लिक करके अपना बोर्डिंग पास सीधे डिजी यात्रा ऐप के साथ साझा कर सकते हैं।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

16 OCTOBER 2025

Air India Express launches *Xplore More, Xpress More*

DC CORRESPONDENT
HYDERABAD, OCT.15

Air India Express has launched 'Xplore More, Xpress More', a brand campaign across South Asia, the Middle East and South East network.

The campaign comes at a moment for the airline, which now connects 60 destinations across the Middle East, Southeast Asia, and South Asia, with a fleet of 115 aircraft.

Conceptualised in collaboration with the Omnicom Advertising Group (OAG), and directed by acclaimed filmmaker Dibakar Banerjee, the campaign reflects Air India Express' evolving brand narrative, which is rooted in the warmth of Indian hospitality, authentic experiences, and meaningful travel, according to a statement.

At the heart of the campaign is a film that follows

● **AIR INDIA Express** Chief Marketing Officer Siddhartha Butalia highlighted that the airline now connects key regions including South Asia, the Middle East, and Southeast Asia.

● **AIRLINE** is committed to deliver a unique and memorable flying experience every time.

a free-spirited traveller exploring diverse destinations within India and beyond, it added.

Air India Express chief marketing officer Siddhartha Butalia said that the airline now serves South Asia, the Middle East, and Southeast Asia, offering a unique and memorable flying experience.

The campaign showcases Air India Express's key services — hot meals,

comfortable seats, and friendly service — through a 60-second film and shorter versions ending with the line: "I'm from everywhere that's made me feel something special.

I guess I'm a little Air India Express too."

Director Dibakar Banerjee said the campaign breaks away from typical airline ads by focusing on genuine travel experiences.

Russell Barrett from Omnicom Advertising Group said it appeals to travellers seeking meaning, not just movement, turning flying into a more personal and inspiring experience.

With curated fares, 'Gourmair' meals, refreshed interiors, loyalty rewards, and seamless digital services, Air India Express combines technology with heartfelt Indian hospitality.



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

17 OCTOBER 2025

अहमदाबाद विमान हादसे की न्यायिक जांच के लिए पायलट संघ पहुंचा सुप्रीम कोर्ट

नई दिल्ली, प्रेस : अहमदाबाद विमान दुर्घटना में मारे गए पायलट सुमित सभरवाल के पिता पुष्कराज सभरवाल और भारतीय पायलट महासंघ ने सुप्रीम कोर्ट में याचिका दायर कर अदालत की निगरानी में विमान हादसे की न्यायिक जांच कराने की मांग की है। 12 जून को अहमदाबाद से लंदन जा रहा एअर इंडिया का ड्रीमलाइनर विमान उड़ान भरने के कुछ सेकेंड बाद ही हादसे का शिकार हो गया था। इस दुर्घटना में 260 लोग मारे गए थे। विमान दुर्घटना जांच ब्यूरो (एएआइबी) इस हादसे की जांच कर रहा है।

22 सितंबर को शीर्ष अदालत ने स्वतंत्र, निष्पक्ष और त्वरित जांच की मांग वाली एक अन्य याचिका पर केंद्र सरकार और नागरिक उड्डयन महानिदेशक (डीजीसीए) को नोटिस जारी किया था। उस समय अदालत ने कहा था कि एएआइबी की प्रारंभिक रिपोर्ट के कुछ पहलुओं से पायलटों की चूक का संकेत मिलता है। अब 91 वर्षीय पुष्कराज सभरवाल ने सुप्रीम कोर्ट के पूर्व जज की अध्यक्षता में इस दुखद घटना को "निष्पक्ष, पारदर्शी और तकनीकी रूप से सक्षम" जांच की मांग की है।

याचिका में कहा गया है कि दुर्घटना के सटीक कारण की पहचान किए बिना अधूरी और पूर्वाग्रह से ग्रस्त जांच भावी

यात्रियों के जीवन को खतरे में डालती है और व्यापक रूप से विमानन सुरक्षा को कमजोर करती है। 10 अक्टूबर को दायर की गई इस याचिका में केंद्रीय नागरिक

उड्डयन मंत्रालय, डीजीसीए और एएआइबी के महानिदेशक को प्रतिवादी बनाया गया है। इस पर दिवाली की छुट्टी के बाद सुनवाई होने की संभावना है।

DGCA Proposes New Duty, Rest Norms for Cabin Crew

Draft rules limit landings, raise rest norms to enhance flight safety

Press Trust of India

Mumbai: Aviation safety regulator DGCA has released draft norms outlining duty and rest period limits for cabin crew.

As per the draft, a maximum flight duty period of 11 hours will allow up to six landings, while 11.5 hours permits five. For 12- and 12.5-hour duty periods, the limit drops to four and three landings, respectively. The maximum flight time under these norms will be 8 hours.

For longer duty periods, a cabin crew member can make two landings with 9 hours of flying and a 14-hour duty period, and only one landing with 10 hours of flying and a 15-hour duty period.

The draft defines a duty period as the time from when a crew member reports for duty until



they are free from all responsibilities. Flight time is the duration from when an aircraft first moves for takeoff until it stops at the end of the flight, while flight duty time starts at reporting and ends once the aircraft comes to rest and engines are shut down after the final flight.

The DGCA proposes that the maximum duty period within any 24-hour span shall not exceed one hour beyond the maximum allowable flight duty period. Minimum rest before a flight duty must be at least as long as the preceding duty period — 12 hours generally, 18 hours for crossings of up to 7 time zones, and 36 hours for flights spanning more than 7 time zones, according to the draft norms.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

17 OCTOBER 2025

AI crash: Pilot's father moves SC for judicial probe

PRESS TRUST OF INDIA
New Delhi, October 16

PUSHKARAJ SABHARWAL, FATHER of deceased captain Sumeet Sabharwal, and the Federation of Indian Pilots have moved the Supreme Court seeking a court-monitored inquiry headed by a former apex court judge into the on June 12 crash of Air India flight AI171 in Ahmedabad that killed 260 people.

On September 22, the top court said certain aspects of the AAIB preliminary report on the crash indicated lapses on the part of pilots, and had issued notices to the Centre and the Director General of Civil Aviation (DGCA) on another plea seeking an independent, fair and expeditious probe.

Pushkaraj Sabharwal, 91, has sought a "fair, transparent and technically robust" investigation into the tragic incident.

"An incomplete and prejudiced inquiry, without identification of the exact cause of the accident, endangers the lives of future passengers and undermines aviation safety at large, causing a violation of Article 21 of the Constitution," the plea said.

The petition, filed through AP&J Chambers on October 10, made the Union Ministry of Civil Aviation, the DGCA, and the Director General of the Aircraft Accident Investigation Board (AAIB) as respondents, and is likely to come up for hearing after Diwali vacation.

The plea seeks directions for the constitution of an independent committee, comprising aviation and technical experts also, to probe the crash that killed 229 passengers, 12 crew members, and 19 people on the ground.

The ill-fated aircraft had taken off from Ahmedabad for London Gatwick but crashed within minutes, impacting the B J Medical College hostel located less than a nautical mile from the end of runway.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 OCTOBER 2025

Air India arm gets \$215 mn loan from StanChart, Bol for financing 6 Boeing planes

PTI

NEW DELHI

Standard Chartered and Bank of India on Wednesday announced a term loan of USD 215 million to Gujarat Gift City-based Air India's aircraft leasing subsidiary AI Fleet Services IFSC Limited (AIFS).

AIFS has entered into a seven-year amortising term loan facility for financing of six Boeing 777-300 ER aircraft. It will lease the aircraft to Air India, a statement said.

The Tata Group-owned Air India is undergoing a fleet renewal and expansion programme following its privatisation in January 2022.

Standard Chartered played a lead role as a structuring bank.

Both Bank of India and Standard Chartered also jointly underwrote the transaction as mandated lead arranger and bookrunner, the statement said.

Meanwhile, Air India is reportedly in discussions with Airbus and Boeing to acquire more wide-body jets, expanding its planned purchases to include up to 300 aircraft, according to sources familiar with the matter cited by Reuters. Sources told Reuters that the ongoing talks now encompass as many as 80 to 100 wide-body jets.

Chinese airlines flay US plan to ban their flights over Russia

They say it would result in higher costs, elevated fares

AP

HONG KONG

China's biggest state-owned air carriers have hit back at a US proposal to bar them from flying over Russia when travelling to or from the US.

The US side has said such flights give Chinese airlines an unfair cost advantage over American carriers, which cannot cross through Russian airspace. Moscow closed Russian airspace to US air carriers and most European airlines in 2022 in response to Western sanctions for Russia's invasion of Ukraine.

Air China, China Eastern and China Southern are among six Chinese airlines filing complaints over the order proposed last week to prohibit such flights by Chinese carriers.

China Eastern said in its filing this week to the US Department of Transport that the proposed ban would "harm the public interest" and "inconvenience travellers" from both China and the US. The additional flight time would result in higher costs and elevated air fares, which increases the burden on all travellers, it said.

China Southern warned that a Russian airspace ban would adversely affect thousands of travellers. Air China said it estimates at least 4,400 passengers would be affected if the ban takes effect during the Thanksgiving and Christmas season.

Last week, China's foreign ministry spokesperson Guo Jiakun also hit back at the pro-



US prez mulls ban on cooking oil from China

US President Donald Trump said on Tuesday that Washington was considering terminating some trade ties with China, including in relation to cooking oil. "I believe that China purposefully not buying our Soybeans, and causing difficulty for our Soybean Farmers, is an Economically Hostile Act. We are considering terminating business with China having to do with Cooking Oil, and other elements of Trade, as retribution," Trump wrote on social media. "As an example, we can easily produce Cooking Oil ourselves, we don't need to purchase it from China."

US reaches out to India and allies for 'fulsome group response' to China's rare earth controls

US Treasury Secretary Scott Bessent on Wednesday reiterated Washington's desire to build a "fulsome group response" to Chinese export controls on rare earths, including proposed talks with Indian officials. "We are going to be speaking with our European allies, with Australia, with Canada, with India and the Asian democracies, and we're going to have a fulsome group response to this," he told CNBC.

posed ban, saying the move would be "punishing" passengers around the world.

David Yu, an aviation industry expert at New York University Shanghai, said that US carriers' inability to fly over Russian airspace has increased flight paths for

some US-China routes by roughly two to three hours. Longer journeys require more fuel and pressure US carriers' profitability.

"The US-China route historically has been a money-maker for airlines on both sides," Yu said.



Corporate Communications Directorate

HINDUSTAN

DELHI

17 OCTOBER 2025

इंडिगो यात्री बोर्डिंग पास डिजी यात्रा पर दिखा सकेंगे

नई दिल्ली, एजेंसी। हवाई यात्रा को आसान और टेंशन-फ्री बनाने के लिए इंडिगो एयरलाइंस और डिजी यात्रा ने करार किया है। इस समझौते के तहत दोनों कंपनियां अपने ऐप को एक-दूसरे से जोड़ेंगी ताकि इंडिगो के यात्री अपना बोर्डिंग पास डिजी यात्रा के साथ शेयर कर सकें।

ऐसा होने से चेक-इन के दौरान बोर्डिंग पास का क्यूआर कोड स्कैन करने की जरूरत नहीं रहेगी और प्रक्रिया में कम समय लगेगा। इंडिगो के

यात्री अब वेब चेक-इन पूरा करने के बाद इंडिगो ऐप में 'शेयर विद डिजी यात्रा' पर क्लिक करके अपना बोर्डिंग पास सीधे डिजी यात्रा ऐप के साथ साझा कर सकते हैं।

ऐसा होने के बाद यात्रियों को अपने बोर्डिंग पास पर क्यूआर कोड को मैन्युअल रूप से स्कैन करने या उसे डिजिटल रूप से अपलोड करने की आवश्यकता नहीं होगी। इस प्रक्रिया में यात्रियों को अक्सर ज्यादा समय लग जाता था।

{ AIR INDIA CRASH }

Pilot's father, FIP move SC for judicial inquiry

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The father of late Capt. Sumeet Sabharwal, who commanded the Air India Boeing 787 Dreamliner that crashed shortly after take-off from Ahmedabad on June 12, has moved the Supreme Court along with the Federation of Indian Pilots (FIP), seeking a judicially monitored investigation into the accident. He has also sought closure of the ongoing probe by the Aircraft Accident Investigation Bureau (AAIB).

The writ petition, filed on October 10 under Article 32 of the Constitution, requests that a committee headed by a retired Supreme Court judge and comprising independent aviation experts be constituted to conduct a fair and transparent inquiry into the crash. It claims the preliminary report

prepared by the Aircraft Accident Investigation Bureau (AAIB) is "defective, biased, and incomplete", because it attributes the cause of the accident to pilot error while disregarding serious technical and systemic factors that merit independent scrutiny.

On June 12, Air India's Boeing 787-8 aircraft en route to London Gatwick from Ahmedabad crashed into a building soon after take-off, killing 260 people.

A preliminary probe by AAIB into the crash revealed that both engines were inadvertently shut off during the initial climb, leading to a catastrophic loss of thrust and subsequent crash. According to the AAIB report, the initial data of the aircraft indicated the aircraft achieved normal takeoff parameters. However, within seconds of becoming airborne, the fuel control switches for both engines tran-



The June 12 Air India crash claimed 260 lives. HT PHOTO

sitioned from "RUN" to "CUTOFF", halting fuel supply and shutting down the engines. It also, in a line, mentioned that one pilot asked the other why he had done so, to which the other denied.

Capt Sabharwal's father Pushkar Raj Sabharwal and FIP, which counts around 6,000 pilots as its members, have sought that the current probe be set aside and all

records be transferred to a judicially monitored committee. Their plea argues that only an independent, expert-led investigation can ensure accountability, restore public confidence, and prevent recurrence of such tragedies.

The plea states that Capt. Sabharwal, who had over 30 years of incident-free flying and over 15,000 flight hours, was among the most experienced commanders on the Boeing 787 fleet; that the ongoing probe has been prejudiced against the deceased pilot, who is unable to defend himself; and that a one-sided inquiry not only tarnishes his reputation but also poses a threat to public safety by failing to identify the true cause of the crash.

The plea points to several inconsistencies in the preliminary report. The aircraft's Ram Air Turbine (RAT), an emergency power generator which deploy automati-

cally when both primary and backup electrical systems fail, was activated before the pilots could make any control inputs, it says. This, it claims, indicates an electrical or software malfunction rather than any human error. The plea also said the simultaneous failure of the Emergency Locator Transmitter (ELT), which didn't activate after impact, highlighting it as further evidence of a complete electrical collapse.

The composition of the five-member AAIB probe team violates the principle of natural justice since it includes officials from the Directorate General of Civil Aviation (DGCA), whose regulatory oversight is itself under examination, the plea said. The inclusion of representatives from Boeing and GE, whose equipment was involved compromised the probes independence, the petition adds.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

17 OCTOBER 2025

 Hindustan Times

AAIB calls for tighter ATC procedures after near miss

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The Aircraft Accident Investigation Bureau (AAIB) has recommended tighter air traffic control procedures and improved staffing after a serious airprox incident between two aircraft over the Mumbai Flight Information Region (FIR) earlier this year.

The recommendations comes months after the May 4 airprox incident involving Air Arabia flight ABY405 from Sharjah to Mumbai and AeroLogic flight BOX622 from Frankfurt to Mumbai, with both aircraft entering Indian airspace at the same altitude of 35,000 feet with a three minute gap, instead of the mandatory 10-minute separation. Both aircraft were also flying on the same route (near waypoint PARAR) along the Muscat-Mumbai boundary.

An airprox is a situation where two aircraft come dangerously close to each other, leading to a potential risk of collision.

In its final report, dated October 14, AAIB said the separation loss occurred because the Muscat controller failed to climb the Air Arabia aircraft to the coordinated level of 37,000 feet before handover, while the

ON MAY 4, TWO AIRCRAFT ENTERED THE INDIAN AIRSPACE AT THE SAME ALTITUDE OF 35,000 FEET WITH A 3-MINUTE GAP, INSTEAD OF A MANDATORY 10-MINUTE GAP

Mumbai controller, engaged in other coordination tasks, detected the conflict late. The AeroLogic aircraft was also travelling around 40 knots faster, which further reduced the spacing between the two flights, it added.

The report stated that the Mumbai controller subsequently issued corrective instructions via data link, directing BOX622 to change course and descend to 31,000 feet to restore safe separation.

No injuries or damage to both aircraft were reported in the incident.

The AAIB stated that the increased air traffic workload due to the closure of Pakistan's airspace at the time added complexity to the situation. It high-

lighted lapses in coordination between Muscat and Mumbai air traffic units and the non-generation of automated conflict alerts at both control centres.

The investigation concluded that the primary cause of the incident was "coordination failure" between Muscat and Mumbai controllers, compounded by delayed monitoring on the Indian side.

Issuing safety recommendations to prevent recurrence, the AAIB advised that Muscat Air Navigation Services (ANS) should ensure full staffing during high traffic situations and avoid assigning instructors dual roles during training.

"To ensure safety, instructors must not be assigned dual roles during On-the Job Training (OJT), enabling them to focus solely on both training and the management of air traffic," it said.

The AAIB recommended the Airports Authority of India (AAI) to separate hotline communication lines used for different sectors to reduce controller workload, bifurcating system oversight roles to prevent data errors, and creating a standard operating procedure for backup recording mechanisms when primary voice recording systems are unserviceable.

 Hindustan Times

Father of pilot killed in AI crash moves SC

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The father of late Capt. Sumeet Sabharwal, who commanded the Air India Boeing 787 Dreamliner that crashed shortly after take-off from Ahmedabad on June 12, has moved the Supreme Court along with the Federation of Indian Pilots (FIP), seeking a judicially monitored investigation into the accident. He has also sought closure of the ongoing probe by the Aircraft Accident Investigation Bureau (AAIB).

The writ petition, filed on October 10 under Article 32 of the Constitution, requests that a committee headed by a retired Supreme Court judge and comprising independent aviation experts be constituted to conduct a fair and transparent inquiry into the crash. It claims



The June 12 crash in Ahmedabad killed 260 people.

PTI

the preliminary report prepared by the Aircraft Accident Investigation Bureau (AAIB) is "defective, biased, and incomplete", because it attributes the cause of the accident to pilot error while disregarding serious technical and systemic factors that merit independent scrutiny.

On June 12, Air India's Boeing 787-8 aircraft en route to London Gatwick from Ahmedabad crashed into a building soon after take-off, killing 260 people, including 19 people on the ground. Out of the 242 people onboard, one passenger survived.

→P4



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

16 OCTOBER 2025

Air India announces 166 more flights to meet poll and festive rush in Bihar

Neha LM Tripathi

neha.tripathi@htlive.com

NEW DELHI: As Bihar prepares for assembly elections, domestic airlines are, for the first time, adding extra flights to the state to meet rising travel demand during the twin peaks of the “festival of democracy” and Chhath.

Flight bookings usually see a sharp rise around Diwali and Chhath, two of Bihar’s most important festivals, but industry stalwarts say this is the first time airlines are increasing capacity and launching new routes as the festive rush overlaps with the state polls.

Air India and Air India Express on Tuesday announced the addition of 166 flights to and from Patna to meet the surging festive demand around Diwali and Chhath Puja.

Ajay Prakash, owner of Nomad Travels and former president of the Travel Agents Federation of India (TAFI), said, “This is the first time in Indian aviation that domestic airlines are seen adding to their capacity to one specific state due to festival rush.”

The group airlines will operate 38 additional flights each between Delhi and Patna, Mumbai and Patna, and Bengaluru and Patna from October 15 to November 2. Air India Express will also operate 26 additional flights each between Delhi and Patna and between Bengaluru and Patna from October 22 to November 3.

The two-phase Bihar elections

THIS IS THE FIRST TIME AIRLINES ARE INCREASING CAPACITY AND LAUNCHING NEW ROUTES AS THE FESTIVE RUSH OVERLAPS WITH THE BIHAR ASSEMBLY POLLS

are scheduled to take place on November 6 and 11.

Rajji Rai, chairman of Swift Group, one of the country’s largest travel firms, said, “It is true that during this period, the demand for travel goes up. The first choice for most people, especially the common traveller, is still the train. Air travel has become more common now, but it’s still not everyone’s first option, you have to reach the airport hours before, check in, stand in queue, it’s quite a bother. So, the initial rush will always be for trains.”

“However, flights also see an increase in demand, but it’s certainly the first time in my four decades in this field that we are seeing something like this,” he added.

IndiGo launched direct flights connecting Kolkata and Purnea in Bihar on September 15. The airline operates thrice-weekly flights on the route. However, no additional flights have been announced since then.

{ MALLYA VS BANKS } DEBT RECOVERY

Battle over KF airlines' dues to play out in court

Ashis Ray

letters@hindustantimes.com

LONDON: A simmering dispute between the former chairman of the defunct Kingfisher Airlines, Indian businessman Vijay Mallya, and Indian banks who had lent the company money has escalated exponentially and will likely manifest in courtrooms. The sharp disagreement is over Mallya claiming that more than the sum owed has been realised by the banks and accounts not provided; whereas the banks' position is to the contrary.

Kingfisher Airlines, once enjoying a large chunk of market share in Indian civil aviation, closed down in 2012. Mallya, who had given his personal guarantee, against the firm's borrowings, thereby became liable to repay the banks. In 2017, a debt recovery tribunal (DRT) determined ₹6,204 crore was payable.

The current drama began to unfold after a statement by the Indian finance minister, Nirmala Sitharaman, in the Lok Sabha on December 17 last. She told the House that the Indian Directorate of Enforcement (ED) had collected ₹14,131.60 crore from sale of Mallya's properties and assets attached by it and that this amount had been returned to the lender banks.

Mallya's London solicitors Zaiwalla and Company pointed out to the banks' solicitors TLT LLP, "This information was also confirmed in the Annual Report 2024-2025 of the Indian Minis-

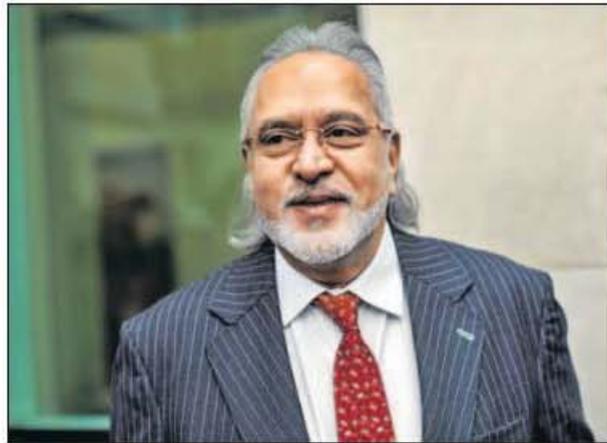
try of Finance..."

Following Sitharaman's submission, Mallya filed a writ petition in the Karnataka high court on February 3 this year, seeking disclosure of details of recoveries by the banks. The banks were served noticed by the concerned judge, but responded only on the 10th of last month with a "Statement of Objections" that said more money was due.

The banks asserted ₹17,471 crore were due, of which ₹10,814.54 crore had been recovered, thereby still leaving ₹6,656.96 crore outstanding. Zaiwalla and Company communicated to TLT LLP, "These figures are inconsistent with the list of recoveries mentioned in... the Statement of Objections itself. They are also inconsistent with the Finance Minister's statement..."

Mallya's interim rejoinder said, "In addition to the ₹14,316.32 crore restored pursuant to the bond undertaking, the Banks have recovered further amounts from the assets attached before various other forums."

He further claimed: "As per the Enforcement Directorate's press release of 24 June 2021, the Enforcement Directorate had transferred shares worth ₹6,600 crore to the Banks as per the Restoration Order. It further stated that, on the same date, the Recovery Officer, on behalf of the Banks, had sold assets of United Breweries Limited (producers of Kingfisher Beer, which was once controlled by Mallya



India has alleged Mallya colluded with senior executives of IDBI Bank to obtain a ₹950 crore loan for Kingfisher Airlines. GETTY IMAGES

and in which he is still a significant shareholder) worth ₹5,824.50 crore. This press release also notes that the Banks shall be realising a total amount of ₹9,041.50 crore through sale of a part of assets attached/seized by the Enforcement Directorate.'

He added: "The Enforcement Directorate's press release of 16 July 2021 records that ₹792.11 crore worth of shares were handed over and realised by the Banks.' And that, 'On 29 August 2022, the Recovery Officer of the Debt Recovery Tribunal in Chennai... recorded that ₹10,040.82 crore was recovered by the Banks against the DRT Judgment."

In a post on X, Mallya on Tuesday said: "The Indian Public Sector Banks who claim

monies from me as a guarantor should be ashamed that they have not yet submitted an accurate statement of account of recoveries made despite the Union Finance Minister clearly stating that ₹14,100 crore have been restored to the very same Banks."

"I will not pursue legal action in England till the Indian Public Sector Banks come clean as I have a justified counter claim that can be adjudicated only in India," he said in another post.

The erstwhile airline owner has moreover challenged the banks' entitlement to levy interest 'on the decretal amount of ₹6,204 crore from the time his assets were frozen in November 2017 by a British court's worldwide freezing order after 13 Indian banks applied for this.

On this, too, he has lodged a writ petition in India.

Zaiwalla and Company's view is that "there are substantial and unresolved issues". It believes the Karnataka high court will decide on such issues. Until this happens - and the writ petition opposing imposition of interest after his assets were frozen in 2019 is disposed of -- Mallya's pursuit of annulment of a 2021 bankruptcy order against him by the High Court of England and Wales, which was scheduled for a preliminary hearing on October 13, will be kept in abeyance.

An email to TLT LLP seeking a clarification went unanswered.

If Mallya has indeed more than repaid his debt, then demands against him constitute a witch-hunt. On the other hand, if the creditor banks are correct, he still has a case to answer. Either way, it will be a relief for Indian taxpayers if the matter is resolved at the earliest.

The Indian government's plea to British courts to extradite Mallya to India was founded on him allegedly colluding with senior executives of IDBI Bank to obtain a loan of around ₹950 crore for Kingfisher Airlines. The petitions succeeded and his extradition was recommended to the British home secretary (as is the standard practice in the United Kingdom) for consideration. In February 2019, Sajid Javid, as home secretary in the then Conservative party government, signed an order authoris-

ing extradition; but this is yet to be implemented.

Meanwhile last month, the Indian Central Bureau of Investigation (CBI), which brought the charge against Mallya and presented it before the UK's judiciary in the extradition trial, closed the case against a deputy managing director of IDBI Bank allegedly involved in this matter. How the new circumstance affects the accusation of collusion against Mallya - and therefore the very grounds for extraditing him - remains to be seen.

Mallya may have received another shot in the arm with a judgment earlier this year by the Court of Appeal in the English and Welsh high court refusing extradition of an Indian arms consultant, Sanjay Bhaduri, wanted in India for allegedly violating India's Prevention of Money Laundering Act 2002 and the Black Money and Imposition of Tax Act 2015.

Lord Justice Timothy Holroyde and Mrs Justice Karen Steyn in a 71-page judgment cited evidence of torture by Indian investigators and in Indian prisons in a dozen instances. But perhaps most damningly, decreed, "The Government of India has failed to ratify the (1984) UN Convention against Torture and Other Cruel, Inhuman and Degrading Treatment or Punishment ("UNCAT"). Mallya is expected to utilise this precedent in a bid to overturn the extradition order against him.

Airlines may face turbulence on weak demand, rising costs

Costlier fuel, tight capacity and softening domestic air travel to weigh down Q2 numbers

Abhishek Law
 abhishek.law@livemint.com
 NEW DELHI

India's aviation sector is headed for a challenging second quarter (Q2FY26), as softening domestic demand, higher fuel prices, and tighter capacity weigh on airlines' post-covid recovery, according to brokerage reports and data from Directorate General of Civil Aviation (DGCA).

The slowdown is most visible in the domestic segment, which accounts for nearly 80% of total air traffic. Domestic passenger traffic fell 3% year-on-year in July to 12.61 million. This was accompanied by a 0.81% overall flight cancellation rate in the month.

The decline is partly attributed to the fatal Air India crash in June, resulting in reduced capacity and a loss of market share for Tata Group firms. August passenger traffic stood at 12.9 million, a 1.4% decrease from the same period last year, according to DGCA data.

According to reports from J.P. Morgan, JM Financial and ratings agency

Icra, daily domestic traffic declined around 1% year-on-year through mid-quarter, compared with a 6.5% expansion a year earlier. Departures also dropped 4% year-on-year to 89,217, and 10% to 89,251 in July and August.

DGCA is yet to release the traffic data for September.

Icra, in a report last month, said air passenger traffic that combines domestic and international traffic, is expected to be at 430-440 million in FY26, up 5-7% year-on-year. "This possibly is the slowest pace of expansion since covid," it said.

Data from GMR Airports suggests further weakness in September. Domestic passengers in Delhi fell 1% y-o-y to 4.2 million. For Q2FY26, domestic traffic declined 9% to 12.6 million, while for the first half of FY26, traffic was down 5.8% to 26.5 million.



Domestic passenger traffic fell 3% y-o-y in July and 1.4% in August, with Q2 FY26 domestic traffic down 9% to 12.6 million. MINT

GMR attributed the drop to runway upgrades at Delhi airport and airspace restrictions due to geopolitical tensions, but traffic is likely to recover with the runway reopening on 16 September 2025. To sustain yield amid weak

y-o-y, driven more by capacity control than demand strength.

IndiGo, which commands 64% of the domestic market, improved its load factors by 50-100 basis points and lifted domestic yields by 6% in Q2, it said.

to support this growth. While fuel cost was a tailwind in Q1, it has moved up in Q2. Oil prices may be benign near-term but rupee depreciation could drive upside risks to costs," it said.

Indigo's ASK was at 4,230 crore in Q1, while Spicejet's was at 218 crore.

Aviation turbine fuel (ATF), which accounts for 40% of airlines' operating costs, rose 3% in October to ₹93,766.02 per kilolitre, up from a nine-month (January-September) average of ₹90,151.44. JM Financial estimates Q2 ATF prices at ₹90,100/kL, compared with ₹85,200/kL in Q1, driven by higher crude oil.

Adding to the cost pressure, the Indian rupee's 2% depreciation since June has increased lease and maintenance costs, which are dollar-denominated and account for nearly half of airlines' total costs.

CHALLENGING Q2

DAILY domestic traffic fell 1% y-o-y through mid-Q2 versus 6.5% growth a year ago, reports say

THE decline is partly attributed to the fatal Air India crash in June, resulting in reduced capacity

GMR attributed the drop to Delhi runway upgrades, airspace restrictions due to geopolitical tensions

WHILE aviation turbine fuel cost was a tailwind in Q1 for airlines, it has moved up in Q2

demand, domestic airlines have reduced available seat kms (ASK)—effectively tightening capacity.

A J.P. Morgan analysis of 19 key domestic routes showed average round-trip fares increased on 15 routes, by mid-to-high-single digits during July-August

J.P. Morgan in a report said, Indigo's FY26 ASK growth guidance is at "low double digits", with Q1 growth being at 16.5% and Q2 guidance being mid-to-high single digits. "It implies H2 9-10% growth on a base of 16%. Domestic demand trends must improve materially



Corporate Communications Directorate

MINT

DELHI

17 OCTOBER 2025

NCLAT asks Jet liquidator to keep sale proceeds in escrow

Funds will remain in the account till dispute over dues payable to MIAL is resolved

Krishna Yadav
krishna.yadav@livemint.com
NEW DELHI

The National Company Law Appellate Tribunal (NCLAT) on Thursday directed the Jet Airways liquidator to keep the proceeds from the sale of three grounded Boeing 777-300ER aircraft to Malta-based Ace Aviation in an escrow account until a dispute over dues payable to Mumbai International Airport Ltd (MIAL) is resolved.

The bench, led by Justice N. Seshasayee (judicial member) and Barun Mitra (technical member), asked the National Company Law Tribunal Mumbai to decide the matter regarding MIAL's airport dues, while granting lenders and the liquidator the liberty to approach NCLT or NCLAT for any clarification.

The appellate tribunal clarified that it is not deciding the entitlement of funds, and the order is solely to keep the money in escrow, leaving the liquidator free to decide the status of MIAL's dues as per the Insolvency and Bankruptcy Code's waterfall mechanism, under which a corporate debtor's debts are paid to stakeholders by following a structured hierarchy.

"Keep the amount in an escrow account until that issue is finally resolved. Full stop," the bench remarked.

MIAL, owned by the Adani Group, approached the NCLAT seeking clarity on its share from the aircraft sale, claiming parking



fees and related dues for planes parked at Mumbai airport since 2018. The airport operator moved the NCLAT in response to a contempt plea filed by Ace Aviation at the NCLT Mumbai, alleging that MIAL had not complied with the 17 September NCLT order, which required it to provide bank details, issue a no-objection certificate and cooperate with the sale within seven days.

Under a 7 August consent order, MIAL had agreed to give up all claims, liens or encumbran-

ces on the aircraft—but only for the buyers and only for the period before the sale.

The three Boeing 777-300ER aircraft, parked at Mumbai airport since 2018, have been embroiled in a longstanding legal dispute over unpaid dues. In 2022, Ace Aviation secured the bid to purchase the aircraft for 1400 crore, but the sale was delayed due to a deadlock within the monitoring committee.

For an extended version, go to [livemint.com](https://www.livemint.com).



Corporate Communications Directorate

MILLENNIUM POST

DELHI

17 OCTOBER 2025

DGCA issues draft duty and rest period norms for cabin crew

MUMBAI: Aviation safety regulator DGCA has issued draft duty and rest period norms for the cabin crew.

As per the draft rules, for a maximum flight duty period of 11 hours, as many as six landings have been allowed, while for 11.30 hours, the maximum limit for landings has been kept at five. Similarly, for 12 hours and 12.30 hours flight duty period, the number of landings allowed stands at four and three landings, respectively.

The maximum flight time for this would be 8 hours, as per the proposed norms. Similarly, for a total of 9 hours of fly-

ing, and a maximum flight duty period of 14 hours, a cabin crew member can perform two landings, while for 10 hours of flying time, and a maximum duty hour of 15 hours, only one landing has been allowed.

A period which starts when a cabin crew member is required by an operator to report for, or to commence a duty and ends when that person is free from all duties. Flight time is total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight while the flight duty time commences when a

cabin crew member is required to report for duty and finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight.

The maximum duty period during any 24 hours shall not be more than one hour beyond maximum allowable flight duty period, as per the draft norms.

The minimum rest, which must be provided before undertaking a flight duty period will be at least as long as the preceding duty period, 12 hours and 18 hours for crossing 3 time zones, up to 7 time zone and 36 hours for crossing 7 time zones, DGCA proposed norms said. #



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

17 OCTOBER 2025

DGCA

Rest facility for cabin crew on flights mooted

S LALITHA @ New Delhi

IN a first major revision in many years, the Directorate General of Civil Aviation (DGCA) has proposed changes to flight duty time rules for cabin crew and proper rest facilities during flights. The move aims to enhance both flight safety and crew health.

A month ago, the DGCA had released a draft on cockpit crew, mainly on fatigue management. The new draft, released on Wednesday extends similar steps to cabin crew. To ensure safe operations, the guidelines lay out updated duty time and flight limitations for airlines to follow.

A key proposal is to provide independent rest areas on board with horizontal bunks, creating an environment conducive to sleep. The DGCA specifies that bunks or sleeping surfaces should allow a flat or near-flat position, recline to at least an 80-degree back angle, and be located separately from the passenger cabin with control over light and noise. It has also called for the provision of a basic rest seat for the crew that would recline at least 40 degrees from the vertical.

Airfares soar ahead of Diwali weekend travel

SANJAY MANDAL

Calcutta: Airfares to Calcutta have more than doubled from some cities this weekend, as many Calcuttans are flying home for a long Diwali break.

On Wednesday afternoon, a one-way economy class ticket from Mumbai to Calcutta for a Thursday evening flight was priced above ₹27,000 — compared to the usual ₹7,000 to ₹8,000 range. Business class fares on the same flight showed ₹70,000, more than double the usual ₹30,000 to ₹35,000, according to tour operators.

The directorate general of civil aviation (DGCA) has asked airlines to increase flight capacity and cap fares during the festive season. The ministry of civil aviation had earlier directed the DGCA to monitor prices and intervene if there was a surge. Airlines have informed the DGCA that they are adding more than 1,700 extra flights to meet demand.

Despite these measures, airfares to Calcutta remained significantly higher than normal over the weekend.

“Many people working or studying in other cities return to Calcutta to celebrate Diwali with their families. This time, demand surged from Thursday onward because of

FOR ONE-WAY TRIP TO CITY...

From Mumbai

Thursday: ₹27,000

Saturday: ₹26,500

Usual: ₹8,000 (approx)

From Bangalore

Thursday: ₹15,500

Saturday: ₹18,500

Usual: ₹8,000

From Delhi

Thursday: ₹15,000

Saturday: ₹15,000

Usual: ₹7,000 to 8,000

From Hyderabad

Thursday: ₹18,500

Saturday: ₹18,000

Usual: ₹7,000

Source: Travel industry

the long weekend,” said Anil Punjabi of the Travel Agents Federation of India (Eastern Region). Diwali falls on Monday, October 20.

Compared to last year, fares have eased somewhat. “Last year, Mumbai-Calcutta one-way fares peaked at ₹40,000. This year, they have hovered around ₹27,000 until Sunday,” Punjabi added.

Travel agents noted sharp fluctuations in fares from cities such as Mumbai, Bangalore, and Delhi.

“I was booking tickets for clients from Delhi and Mumbai this weekend. On one day, the fares spiked to nearly ₹30,000 for Mumbai-Calcutta. The previous day, it was about ₹8,000,” said Manav Soni, national managing committee member of the Travel Agents Association of India (TAAI) for the eastern region.

He said the DGCA’s fare cap directive lacked clarity. “The DGCA mandated fare caps for the festive season but did not specify the limits, so it has not been effective,” he explained. As a result, fares remain high in many sectors, he said.

Airport officials said the number of aircraft operating in and out of Calcutta remains almost unchanged from last year. On Wednesday, 342 domestic flights operated, carrying 53,732 passengers, officials said.

Punjabi said another factor was influencing fares: “Many passengers are opting for higher-tier seats after airlines introduced premium economy classes and IndiGo launched IndiGoStretch seats. Because of this, the number of economy class seats has decreased, pushing up fares.”