

Two contractors pull out of T3 terminal project; only 40% of work completed so far

The airport modernisation project, which faced multiple delays, now has a revised deadline of December 2026; AAI officials say work progressing on schedule, despite contractors' departure owing to financial challenges; fresh bids for T3 have been floated and contracts will be awarded soon

PORT CALL

Sunitha Sekar
CHENNAI

Two contractors have exited the Chennai airport's T3 International Terminal construction project, which has been under way for two years now.

These contractors were responsible for carrying out interior work in this terminal.

So far, only about 40 per cent of the construction work has been completed and the project looks at a delayed and revised deadline of December 2026.

One of the most important components of the

phase II modernisation project includes the construction of the integrated terminal building, which will serve the international flight operations. It spans 2,20,972 sq. m. and commenced almost seven years ago in two phases with an estimated cost of ₹2,467 crore.

Delay due to pandemic

After being riddled by delays due to the COVID-19 pandemic and other reasons, the first phase of the integrated building, the T2 International Terminal, was inaugurated in 2023 and subsequently flight operations were initiated in this building.

The following year, work on the second phase



Work under way at the T3 International Terminal of the Chennai airport. B. VELANKANNI RAJ

of the integrated building, the T3 International Terminal, took off, but is yet to be completed.

While the original date of completion for the phase II project was 2022

(as mentioned in the Rajya Sabha), it has suffered constant setbacks and after repeated delays, the latest revised deadline is December 2026.

Officials of Airports

Authority of India (AAI) said the civil work is on track, and they are reviewing the project every week. Officials said they will ensure that there are no further delays. The most challenging part of the construction has been completed and after this, they don't expect any issues.

'Deadline will be met'

"The work has gained speed and will meet the December deadline. Two firms that bagged the contracts for doing the interior works in the terminal left the project sometime back. But we have already floated fresh bids for this work. The contract will be awarded soon, and it will not af-

fect the project in any way," an official said.

As the project continued to reel under multiple delays, the two contractors found it financially unviable to continue in the project, sources said. When they bagged the project some years ago, the prices were different. Now, with rising costs and delays, they were unable to cope and hence decided to leave the project, sources added.

The exit of these two contractors too could add a bit of delay to the T3 Terminal construction. If these contractors were in place, alongside the civil work, some of the interior work could have begun now, sources said.



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

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KIA crosses big passenger milestone

Kempegowda International Airport Bengaluru crossed the 400 million passenger mark since the start of its operations and recorded growth in passenger and cargo traffic during FY 2025-26. The airport handled 44.47 million passengers and 5.32 lakh metric tonnes of cargo during the financial year. International passenger traffic increased by 23.9 per cent to 7.23 million passengers, while domestic traffic rose by 3.3 per cent to 37.24 million passengers, resulting in an overall annual passenger growth of 6.2 per cent. The airport currently operates non-stop flights to more than 78 domestic and 34 international destinations.

The airport recorded 2.8 lakh air traffic movements during the year, marking a 4.5 per cent increase compared to the previous financial year. Average daily aircraft movements stood at 769, while the highest single-day movement touched 837 flights. Daily passenger traffic also reached a high of 1.39 lakh passengers on a single day.

Cargo operations were supported by 15 cargo airlines operating across 38 destinations, including Chicago, Singapore, London Heathrow, Frankfurt, Shenzhen and Hong Kong. KIA remained India's largest perishable export gateway, handling 60 million rose stems annually.

-BMB

REACH SANS RIGOURS Planners for seamless access to, clutter-free infra around new facility

KIA went above its head, city hopes its 2nd airport won't

ASRA MAVAD
BENGALURU, DHNS

Bengaluru's proposed second airport is being framed as an answer to the city's future aviation needs.

As passenger traffic at Kempegowda International Airport (KIA) continues to rise sharply, planners argue that another airport is inevitable for a metropolis expected to expand further in the next two decades. But beneath the aviation narrative lies a larger and more pertinent urban question: has Bengaluru learnt anything from the way the city grew around its first airport?

'Yes' is the instinctive answer, but for a burgeoning city, there are far too many metrics to consider.

Beyond aircraft movement or passenger capacity, the second airport is about the model of urban expansion Bengaluru continues to pursue.

The city risks repeating the same planning failures that followed the development of KIA in the north: development heavily driven by speculative real estate, while public transport, drainage, roads and civic services struggle to keep pace.

While Industries Minister M B Patil told *DH* that the second airport was being planned to accommodate the city's growth and has little to do with the existing airport's shortcomings, urban experts feel it is prudent to learn from mistakes.

Before Kempegowda international airport (KIA) opened in 2008, Bengaluru's aviation needs were handled by the HAL airport in the heart of the city.

As air traffic surged alongside IT boom, the airport struggled with limited runway capacity, congestion and restrictions on expansion.



With no alternative route to the airport, everyone from everywhere ends up at Hebbal, creating a major chokepoint.

DH FILE PHOTO

New learnings, no comparison

A comparison between Devanahalli and the new airport location would be unfair because of the varied terrain and settlement patterns, said Dayanand Bhandari, special deputy commissioner, Karnataka Industrial Areas Development Board.

The shortlisted locations include Chudahalli and Somanahalli (Kanakapura Road) and villages between Kunigal and Nelamangala near Tumakuru Road.

"When the airport was built in Devanahalli, it was a near-barren land, with barely any settlements. In comparison, the locations in

south Bengaluru are more developed, have settlements and also have some vegetation."

"The location in Nelamangala has more vegetation than the Kanakapura Road locations, and also a hillock which cannot be removed. Groundwater levels too are different. Devanahalli had minimal groundwater availability, that's not the case with the Kanakapura Road locations. All of these things matter. So if it comes up in south Bengaluru, its planning will be very different, because of these varied factors," he elaborated.

The shift to Devanahalli marked more than an airport relocation — it fundamentally altered Bengaluru's urban geography.

Growth began moving northwards, triggering large-scale real-estate development, new business corridors and infra-

structure investments around the airport region.

But it also deepened car dependency and long commutes, exposing how rapidly Bengaluru expanded without matching public transport and civic infrastructure.

Even today, the airport

remains deeply dependent on private vehicles and taxis, contributing to congestion and long commutes.

Urban planners warn that the second airport could create another economic node before the city resolves the structural issues exposed by the first one.

R K Misra, urban expert and independent director at B-SMILE, likens KIA to an island. "An airport brings people from other places to the city and takes people from the city to other places, but how does one reach the airport in Bengaluru? What we have today is an island, which is far removed from the city," he said.

Citing the example of the newly opened Navi Mumbai international airport, he mentions how it was built keeping metro connectivity in mind.

"In Bengaluru, we're yet to get metro connectivity, 18 years after the airport started. Once you're at the airport, everything is beautiful, but reaching there is the biggest hurdle. This shouldn't repeat at the new airport," he said.

Urban planners and policymakers predominantly highlighted the traffic chokepoint at Hebbal.

"There's no alternative route to the airport. With Begur and Budigere roads in such horrible condition, everyone from everywhere ends up at Hebbal, creating a major chokepoint. The new airport, irrespective of where it comes up, must be well connected to all parts of the city," Misra said.

Bengaluru police commissioner Seemant Kumar Singh said the airport plan must include road infrastructure with maximum number of lanes possible.

"We shouldn't wait till

phase 2 or 3 of expansion to improve road infrastructure. We can plan ahead and mitigate potential traffic chokepoints. Also, it is very important that the proposed airport has ample connectivity with arterial roads such as satellite town ring road and outer ring road. The planning, if possible, should include a double flyover," he elaborated.

Connectivity within

An accessibility report must remain at the core of the proposed second airport, believes Ashish Verma, convener of the sustainable transportation lab at Indian Institute of Science.

"The focus must be on how much you reduce distances to the airport. And how much are you pushing for shared, electric and active mobility," he said, highlighting the need for accessibility within airport premises.

"Currently, the KIA operator is planning one metro station for both terminals as well as the proposed terminal 3. The distance to the metro station itself often becomes a deterrent for many when it comes to adopting public transport. This is a common problem at quite a few Indian airports. Setting up a shuttle service is not a solution. Instead, similar to Dubai airport, each terminal must internally have access to the metro," he said.

Both getting into the airport and out of it must be equally an accessible and streamlined process, which is currently not the case at KIA, he said.

Urban planners stressed the need for a more planned residential development around the new airport, in comparison to "haphazard and one-way" development around KIA, where accompanying infrastructure came in years after the airport was developed.

Bengaluru airport crosses 400-million passenger mark since its opening

Clocks 6.2%
year-on-year
increase

BENGALURU, DHNS

Bengaluru's Kempegowda International Airport (KIA) has crossed the 400-million passenger mark since its opening.

India's third-busiest airport recorded strong growth in international traffic and cargo movement during 2025-26, Bangalore International Airport Limited (BIAL), the airport operator, stated.

At BIAL's 134th board meeting, chaired by Chief Secretary Shalini Rajneesh, the airport operator reviewed performance and expansion initiatives undertaken during the financial year.

The airport handled 44.47 million passengers, marking a 6.2% year-on-year increase. International traffic rose by 23.9% to 7.23 million passengers, while domestic traffic grew 3.3% to 37.24 million passengers. The airport currently offers direct connectivity to over 78 domestic and 34 international destinations.

BIAL said air traffic movements also increased during



Kempegowda International Airport currently offers direct connectivity to over 78 domestic and 34 international destinations. DH FILE PHOTO

the year, reaching 2.8 lakh flights, up 4.5% compared to the previous year. On average, the airport handled 769 aircraft movements daily, with the highest single-day traffic recorded at 837 movements. Passenger footfall peaked at 1.39 lakh in a day.

Cargo onboard

Cargo operations witnessed steady growth as well, with the airport handling 5.32 lakh metric tonnes of cargo, a 6% year-on-year rise.

BIAL attributed the increase to growing international cargo demand and

expanding trade in sectors like pharmaceuticals, perishables, auto parts, electronics and e-commerce.

KIA retained its position as India's leading gateway for perishable exports for fifth straight year. In 2025-26, it handled around 60 million rose stems, while mango exports rose 12% to a five-year high, BIAL said.

The board also reviewed the ongoing infrastructure and capacity expansion projects aimed at improving passenger convenience and strengthening Bengaluru's position as an aviation hub.



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THE ECONOMIC TIMES

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UNDER 30-YR BOT MODEL

Sri Lanka Reopens Hambantota Airport Bid, Eyes Strategic Investors

Dipanjana Roy Chaudhury

New Delhi: Sri Lanka has reopened bidding for the Hambantota airport under a flexible 30-year build-operate-transfer (BOT) structure, reviving opportunities for Indian investors seeking strategic assets in the Indian Ocean region.

The Mattala Rajapaksa International Airport in Hambantota has struggled since opening in 2013. Built at a cost of \$329 million, largely financed by China's Export-Import Bank, the airport failed to attract sufficient passenger traffic or airline interest to become commercially viable. Its prolonged underutilisation earned it the tag of the 'world's



Its prolonged under-utilisation earned it the tag of the 'world's emptiest airport'

emptiest airport'. The Sri Lankan government has now issued a fresh expression of interest (Eoi), inviting domestic and international investors to operate and develop the airport. The deadline for submissions is June 9, ET has learnt.

The Eoi offers two separate investment tracks. The first covers airside and aerodrome operations under a management contract for civil airport services. The second covers landside operations under a BOT model with a 30-year lease and extension provisions, Colombo-based sources told ET.

"India's aviation sector is the world's fastest growing. Mattala's long runways, uncongested airspace and generous land footprint make it a natural candidate for an MRO hub serving Indian carriers, reducing turnaround times and costs while establishing a genuine Indian Ocean base. A flying school here makes equal sense and Mattala's uncongested skies are an asset, not a liability," a source said.



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CIDCO Invites Bids for Navi Mumbai Logistics Park

Kailash Babar

Mumbai: CIDCO, Maharashtra's town planning and infrastructure development authority, has invited bids for the first phase of its proposed integrated logistics park (ILP) spread across 925 acres at Pushpak Node in Navi Mumbai, marking one of the largest planned logistics infrastructure developments in the Mumbai Metro-

politan Region (MMR).

The authority has floated an expression of interest (EOI) to lease about 174 acres comprising 12 plots in Phase I of the project, which forms part of a larger logistics park planned near Chirle village.

The project is aimed at supporting large-scale warehousing, cargo handling, distribution and logistics operations amid rising demand from e-commerce, manufacturing and port-led

trade activities.

The proposed logistics park is located near key infrastructure projects including Jawaharlal Nehru Port, the upcoming Navi Mumbai International Airport, the Mumbai Trans Harbour Link (MTHL) and major highway corridors, positioning it as a multimodal logistics hub.

"With JNPT, Navi Mumbai airport, MTHL and key highway corridors converging around it, CIDCO's pro-

posed logistics park reflects how Navi Mumbai is fast evolving from a satellite city into one of India's most strategic logistics and warehousing hubs," Vijay Singhal, VC & MD at CIDCO, told ET. "The scale of participation from global and domestic players also underlines rising investor appetite for industrial and logistics assets as infrastructure-led growth reshapes the Mumbai Metropolitan Region's real estate landscape."

KIA soars past 400mn flyer milestone

GLOBAL TAKEOFF: International Traffic Powers Record Passenger, Cargo Growth At Airport

TIMES NEWS NETWORK

Bengaluru: Marking a major milestone in its aviation journey, Kempegowda International Airport (KIA) surpassed the 400-million passenger mark in April since the start of its operations, cementing its position as one of the country's most dynamic air hubs. The achievement comes on the back of a robust surge in international passenger traffic and sustained cargo growth in FY 2025-26.

According to Bangalore International Airport Ltd (BIAL), the airport handled 44.4 million passengers and 5.3 lakh tonnes of cargo during the year. International passenger traffic grew 24% to 7.2 million, while domestic traffic rose 3% to 37.2 million passengers. Overall passenger traffic increased 6% year on year.

"This performance, despite geopolitical and sectoral headwinds, reflects Bengaluru's increasing global relevance as a business and innovation hub. KIA currently offers non-stop connectivity to more than 78 domestic and 34 international destinations," a statement from the



GOING STRONG: Cargo and overseas travel helped produce a robust year for KIA despite the West Asia conflict having an impact



chief minister's office (CMO) said. The figures were reviewed at the 134th board meeting of BIAL chaired by chief secretary Shalini Rajneesh.

The airport also climbed from 48th to 41st place in the Skytrax World Top 100 Airports rankings. It won the 'Best Regional Airport in India and So-

uth Asia' award for the third consecutive year and 'Best Airport at Arrivals Globally' at the ACI ASQ Awards for the fourth straight year.

Steady cargo activity

Cargo operations posted steady growth, supported by exports of flowers, fruits, pharmaceuti-

cals and electronics. The airport retained its position as India's leading gateway for perishable exports for the fifth consecutive year. Officials said the airport handled nearly 60 million rose stems during the year, with volumes rising 38%. Mango exports grew 12% to a five-year high, while coriander

shipments increased 13%. Meanwhile, operational activity also touched record levels. The airport recorded 2.8 lakh air traffic movements during the year, up 5%, with average daily flight movements at 769. On its busiest day, the airport handled 1.4 lakh passengers and 837 flight movements.

'Meet and fleece' service at city airport

Paying Extra Is Almost Mandatory Now: Flyer

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Chennai: Staff providing the meet-and-greet service, outsourced by the airport authority, were removed from service after they demanded money over and above the prescribed charges for offering escort and trolley services to a customer.

A family recently sought portage service for senior citizens. Though the family paid ₹1,000, the personnel de-



File Photo

OVERCHARGED: A family recently sought portage service for senior citizens. Though the family paid ₹1,000, the personnel demanded another ₹1,000 for pushing the trolley to the exit

manded another ₹1,000 for pushing the trolley to the exit. After the issue was escalated on social media, Chennai airport authorities respon-

ded that the personnel had been identified by the licensee and removed from service.

Airport sources said that

A representative of Promedia, the licensee, speaking on condition of anonymity, said the company had taken over meet-and-greet service only two months ago and that the lapse was committed by a worker who was employed with the previous licensee

the licensee was warned that such incidents should not recur. However, frequent flyers say that the meet-and-greet personnel have become a nuisance over time. "The moment we politely refuse their service, their behaviour changes. Paying them extra

has become almost mandatory," said A Sam, who recently visited her daughter in the UK.

A representative of Promedia, the licensee, speaking on condition of anonymity, said the company had taken over the meet-and-greet service only two months ago and that the lapse was committed by a worker who was employed with the previous licensee. "Two people have been removed and such incidents will not occur again," said the representative.

Airport authority officials said that they were making efforts to keep the airport friendly for senior citizens and the differently abled by providing cab pickup at the terminal itself and extending the toll-free time for cabs to 15 minutes, instead of 10 minutes.



Corporate Communications Directorate

AMAR UJALA

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एटीएफ पर टैक्स कटौती पर कांग्रेस का हमला

नई दिल्ली। प्रदेश कांग्रेस अध्यक्ष देवेन्द्र यादव ने एविएशन टर्बाइन फ्यूल (एटीएफ) पर वैट 25 प्रतिशत से घटाकर सात प्रतिशत करने के दिल्ली सरकार के फैसले की आलोचना की है।

उन्होंने आरोप लगाया कि भाजपा सरकार एयरलाइंस और अमीर वर्ग को राहत दे रही है, जबकि आम लोग महंगे पेट्रोल-डीजल का बोझ उठा रहे हैं। देवेन्द्र यादव ने कहा कि बढ़ती ईंधन कीमतों से आम जनता पहले ही परेशान है, जिसका असर परिवहन, किराये और जरूरी वस्तुओं की कीमतों पर पड़ रहा है। सरकार पेट्रोल-डीजल पर वैट कम करने की मांग पर राजस्व घाटे का हवाला देती है। ब्यूरो



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DESHBANDHU

DELHI

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दिल्ली सरकार के एटीएफ पर वैट घटाने से किफायती होगा सफर : नायडू

नई दिल्ली, 17 मई (एजेंसियां)। महाराष्ट्र के बाद अब दिल्ली सरकार की ओर से विमान ईंधन या एविएशन टरबाइन फ्यूल (एटीएफ) पर वैल्यू एडेड टैक्स (एटीएफ) को 25 प्रतिशत से घटाकर 7 प्रतिशत करने से यात्रियों के लिए सफर किफायती होगा और मध्य पूर्व संकट के समय एयरलाइंस को राहत मिलेगी। यह बयान रविवार को केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने दिया।

केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने सोशल मीडिया प्लेटफॉर्म एक्स पर लिखा कि महाराष्ट्र की तरह एटीएफ पर वैट 25 प्रतिशत से घटाकर 7 प्रतिशत करने का दिल्ली की मुख्यमंत्री रेखा गुप्ता का निर्णय सराहनीय है। उन्होंने पोस्ट में आगे लिखा कि यह निर्णय ऐसे समय पर लिया गया है, जब पूरा एविएशन सेक्टर ग्लोबल ऑपरेशन में चुनौतियां और लागत दबाव महसूस कर रहा है। सरकारों की ओर से लिए गए ऐसे कदम

एयरलाइंस को जरूरी सपोर्ट देंगे और यात्रियों के लिए सफर को किफायती बनाएंगे। केंद्रीय मंत्री ने आगे लिखा कि देश के सबसे व्यस्त विमानन केंद्रों में से एक होने के नाते, दिल्ली को इस निर्णय से विशेष रूप से लाभ होगा, क्योंकि इससे परिचालन स्थिरता में सुधार होगा और प्रतिदिन लाखों यात्रियों के लिए सस्ती कनेक्टिविटी जारी रहेगी।

दिल्ली सरकार की ओर से यह फैसला, केंद्र सरकार की उस अपील के बाद लिया गया है, जिसमें मध्य पूर्व में तनाव के समय ऊंची विमान ईंधन की कीमतों को नियंत्रण रखने के लिए राज्यों से वैट कम करने की आग्रह किया गया था।

दिल्ली सरकार की ओर से जारी नोटिफिकेशन में कहा गया कि अब एटीएफ पर लगने वाला वैट 'एक रुपए में सात पैसे' होगा, जो कि पहले 25 पैसे था। नया वैट नोटिफिकेशन जारी होने की तारीख से अगले छह महीने तक के लिए मान्य होगा।



मध्य पूर्व संकट के समय एयरलाइंस को मिलेगी राहत



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

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Chartered flights cost govt ₹62 crores

NT Correspondent

BENGALURU

The Karnataka government has spent a staggering ₹62 crore on helicopter and chartered aircraft services over the past three years for the travel of Chief Minister Siddaramaiah, the Governor and other top dignitaries, according to official data that has now come into the public domain.

The figures show that between 2023 and 2026, the state government availed helicopter and special flight services on 239 occasions for official tours within Karnataka and outside the state.

The expenditure has witnessed a sharp increase every year. In 2023-24, the government reportedly spent ₹12.23 crore for 48 trips.

The following year, 85 trips were undertaken at a cost exceeding ₹21.11 crore. During 2025-26, the number of trips rose further to 106, resulting in expenditure of around ₹29.47 crore.

Officials said the flights were mainly used for district visits, administrative reviews, emergency travel and official engagements involving senior constitutional authorities.

Chief Minister Siddaramaiah is understood to have frequently used helicopter services for travel to districts including Mysuru, Belagavi, Hubballi, Ballari and Mangaluru. Chartered aircraft were also used for visits to Delhi, Goa and other destinations outside Karnataka. The services have been provided by Bengaluru-based aviation company

GMP Air Charters, which specialises in helicopter rentals, charter operations and aviation logistics.

Government sources said the arrangement falls under the exemption provisions of Section 4(G) of the Karnataka Transparency Act. Under this provision, the government can directly procure helicopter and chartered aircraft services for the official travel of the Governor, Chief Minister and Chief Justice without regular tender formalities.

The company, established in 2017, has reportedly been managing VVIP aviation services for Karnataka since 2023. Reports suggest that between May 2023 and November 2025 alone, it facilitated around 181 helicopter and chartered flight operations for the Chief Minister and other dignitaries.

The revelation is likely to intensify political discussion over government expenditure, especially amid ongoing debates on austerity and responsible public spending. While officials defend the use of air services as necessary for administrative convenience, time management and security considerations, critics may question whether such high expenditure is justified at a time when the government continues to face pressure over developmental spending and welfare commitments.

The issue is expected to become a major talking point in Karnataka's political circles in the coming days.



Corporate Communications Directorate

HARI BHUMI

DELHI

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दिल्ली सरकार एयरलाइंस और अमीरों को दे रही तोहफा, गरीब टैक्स की मार से बेहाल : यादव

हरिभूमि न्यूज ॥ नई दिल्ली

दिल्ली प्रदेश कांग्रेस कमेटी के अध्यक्ष देवेंद्र यादव ने आरोप लगाया है कि दिल्ली की रेखा गुप्ता सरकार एयरलाइंस और अमीरों को तोहफा दे रही है। जबकि आम लोगों पर ऐसे टैक्स का बोझ डाल रही है जिन्हें चुकाना उनके लिए मुमकिन नहीं है। यादव ने कहा कि दिल्ली की भाजपा सरकार अमीर वर्ग के लिए जेट ईंधन पर टैक्स कम करके खुश हो रही है। क्या सीएम रेखा गुप्ता गरीबों को राहत देने के लिए पेट्रोल और डीजल पर भी वैट में कटौती करेंगी, शायद नहीं करेगी। क्योंकि भाजपा को गरीबों से

कोई मतलब नहीं है, उन्हें केवल अमीरों को खा करना है। यादव ने कहा कि कांग्रेस मांग करती है कि सीएम रेखा गुप्ता तुरंत पेट्रोल और डीजल पर भी वैट में कटौती करें। उन्होंने कहा कि पहले से ही एयरलाइंस कंपनियां किराए के नाम पर अत्याधिक कीमत वसूल रही है।

ऐसे रेखा सरकार द्वारा वैट कम करने से यह कंपनियां टिकटों की कीमतें भी कम करेंगी। उन्होंने कहा कि कांग्रेस, दिल्ली की भाजपा सरकार द्वारा एक्विशन टर्बाइन फ्यूल (एटीएफ) पर वैट 25 प्रतिशत से घटाकर 7 प्रतिशत करने की कड़ी निंदा करती है। क्योंकि भाजपा सरकार ने अमीरों का श्याल



कया है जबकि पेट्रोल और डीजल की आसमान छूती कीमतों को पूरी तरह से नजरअंदाज कर दिया गया है। महंगा पेट्रोल डीजल व सीएनजी गरीबों, मध्यम वर्ग, छोटे ट्रांसपोर्टों और किसानों के जीवन को बुरी तरह

प्रभावित कर रही हैं। यादव ने कहा कि दिल्ली में मौजूदा वैट दरें रेखा सरकार की दोहरी टैक्स नीति को उजागर करती हैं, जो अमीरों के पक्ष में और गरीबों के खिलाफ है। उन्होंने कहा कि मौजूदा कीमतों पर, अकेले दिल्ली राज्य का वैट ही पेट्रोल पर लगभग 15-16 प्रति लीटर और डीजल पर 12-13 है। जिससे दिल्ली पिछले कुछ वर्षों से पेट्रोल और डीजल पर वैट से सालाना लगातार लगभग 4,000-4,600 करोड़ की कमाई कर रही है। यादव ने कहा कि जहां दिल्ली का आम नागरिक ईंधन की ऊंची कीमतों से जूझ रहा है— जिसका सीधा असर रोजाना के आवागमन, घर के बजट, ऑटो-रिक्शा

के किराए और जरूरी सामानों की दुलाई पर पड़ता है—वहीं दिल्ली की भाजपा सरकार जेट ईंधन पर टैक्स कम करने में व्यस्त रही है, जो कि अमीर वर्ग के प्रति खुला पक्षपात है। उन्होंने कहा कि पेट्रोल और डीजल पर वैट के भारी बोझ को कम करके आम नागरिकों को तत्काल राहत देने के बजाय, रेखा गुप्ता के नेतृत्व वाली भाजपा सरकार ने विमानन ईंधन पर टैक्स में कटौती करके एयरलाइंस और अमीर वर्ग को टैक्स रियायत देने का रास्ता चुना है। उन्होंने कहा कि यह फैसला भाजपा सरकार की गरीब-विरोधी और अमीर-समर्थक मानसिकता को उजागर करता है।



Corporate Communications Directorate

HINDUSTAN

DELHI

18 MAY 2026

डीजीसीए अफसर को जमानत नहीं

नई दिल्ली, का. सं.। राउज एवेन्यू कोर्ट ने भ्रष्टाचार के एक मामले में नागरिक उड्डयन महानिदेशालय (डीजीसीए) के उप-महानिदेशक मुदावत देवुला की नियमित जमानत अर्जी खारिज कर दी।

विशेष न्यायाधीश छवि कपूर की अदालत ने कहा कि आरोपी के कब्जे से मिले 100 बैंक डिपॉजिट स्लिप और विभिन्न खातों में जमा रकम के बीच संबंध स्थापित करना अभी बाकी है। ऐसे में अभी जमानत देने का कोई आधार नहीं बनता।

एटीएफ पर वैट घटाने से यात्रियों के लिए किफायती होगा सफर: राम मोहन नायडू

नई दिल्ली, (पंजाब केसरी): महाराष्ट्र के बाद अब दिल्ली सरकार की ओर से विमान ईंधन या एविएशन टरबाइन फ्यूल (एटीएफ) पर वेल्यू एडेड टैक्स (एटीएफ) को 25 प्रतिशत से घटाकर 7 प्रतिशत करने से यात्रियों के लिए सफर किफायती होगा और मध्य पूर्व संकट के समय एयरलाइंस को राहत मिलेगी। यह बयान रविवार को केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने दिया। केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने सोशल मीडिया प्लेटफॉर्म एक्स पर लिखा कि महाराष्ट्र की तरह एटीएफ पर वैट 25 प्रतिशत से घटाकर 7 प्रतिशत करने का दिल्ली की मुख्यमंत्री रेखा गुप्ता का निर्णय सराहनीय है।

उन्होंने पोस्ट में आगे लिखा कि यह निर्णय ऐसे समय पर लिया गया है, जब पूरा एविएशन सेक्टर ग्लोबल ऑपरेशन में चुनौतियां और लागत दबाव महसूस कर रहा है। सरकारों की ओर से लिए गए ऐसे कदम एयरलाइंस को जरूरी सपोर्ट देंगे और यात्रियों के लिए सफर को किफायती



बनाएंगे।

केंद्रीय मंत्री ने आगे लिखा कि देश के सबसे व्यस्त विमानन केंद्रों में से एक होने के नाते, दिल्ली को इस निर्णय से विशेष रूप से लाभ होगा, क्योंकि इससे परिचालन स्थिरता में सुधार होगा और प्रतिदिन लाखों यात्रियों के लिए सस्ती कनेक्टिविटी जारी रहेगी। दिल्ली सरकार की ओर से यह फैसला, केंद्र सरकार की उस अपील के बाद लिया गया है, जिसमें मध्य पूर्व में तनाव के समय ऊंची विमान ईंधन की कीमतों को नियंत्रण रखने के लिए राज्यों से वैट कम करने की आग्रह किया गया था। दिल्ली सरकार की ओर से जारी नोटिफिकेशन में कहा गया कि अब एटीएफ पर लगने वाला

- मध्य पूर्व संकट के समय एयरलाइंस को राहत मिलेगी
- महाराष्ट्र के बाद दिल्ली सरकार ने घटाये हैं एटीएफ

वैट एक रुपए में सात पैसे होगा, जो कि पहले 25 पैसे था। नया वैट नोटिफिकेशन जारी होने की तारीख से अगले छह महीने तक के लिए मान्य होगा। इससे पहले महाराष्ट्र सरकार ने एयर टरबाइन फ्यूल (एटीएफ) पर वेल्यू एडेड टैक्स (वैट) को 18 प्रतिशत से घटाकर 7 प्रतिशत कर दिया था। महाराष्ट्र सरकार की ओर से जारी नोटिफिकेशन में कहा गया कि महाराष्ट्र वेल्यू एडेड टैक्स एक्ट, 2002 के तहत एटीएफ पर वैट को 15 मई, 2026 से लेकर 14 नवंबर, 2026 तक के लिए 18 प्रतिशत से घटाकर 7 प्रतिशत कर दिया गया है।



Corporate Communications Directorate

THE STATESMAN

DELHI

18 MAY 2026

Cong criticises VAT cut on aviation fuel, demands relief on petrol and diesel

UNITED NEWS OF INDIA
New Delhi, 17 May

The Delhi Congress on Sunday criticised the BJP-led Delhi government over its decision to reduce Value Added Tax (VAT) on Aviation Turbine Fuel (ATF), alleging that the move benefits airlines and affluent travellers while offering no relief to common citizens struggling with high fuel prices.

Delhi Congress president Devender Yadav said the reduction in VAT on ATF from 25 per cent to 7 per cent comes at a time when petrol and diesel prices continue to impact household budgets, transport costs, and small businesses.

He alleged that the government had ignored demands for reducing VAT on petrol and diesel despite rising inflation.

Referring to existing VAT rates in Delhi, Yadav said petrol currently attracts 19.40 per cent VAT while diesel is taxed at 16.75 per cent. He claimed that the Delhi government earns thousands of crores annually through VAT collection on fuel.

The Congress leader alleged that the BJP government was prioritising tax relief for the aviation sector instead of providing relief to the middle class, daily commuters, transporters, and farmers. He also claimed that the reduction in ATF tax would largely benefit airlines and higher-income travellers.

The Delhi Congress demanded that the government announce a reduction in VAT on petrol and diesel to provide relief to consumers affected by rising living costs.