HINDUSTAN TIMES MUMBAI 17 JULY 2026

Chennai's airport game must take off post-haste

India's airports have seen a dramatic makeover in almost all metro cities and several tier-II towns, largely due to the entry of the private sector into airport infrastructure and management. Those who flew in the 1970s and 1980s may recall how decrepit airport infrastructure made the risk of a beam or an entire roof collapsing seem higher than an aircraft-related incident. Even major airports had a tired look and feel, a signature of the Airport Authority of India (AAI)'s management.

Now, almost all metropolitan airports — Mumbai and the National Capital Region have two each — have vastly improved facilities. Chennai, however, remains a glaring exception. In 2005-06, when the privatisation of metropolitan airports was in full swing, Tamil Nadu's DMK government of the time rejected privatisation and forced the city to yield to another below-the-mark AAI facility. I recall attending the inauguration of two AAI facilities — Dabolim (Goa) and Chennai — and documenting their pronounced inadequacies.

Anjuli Bhargava

Recently, en route to Colombo from MOPA (Goa), via Chennai, I realised that unless you have a private car receiving you at the domestic arrival, passengers of all ages landing at Chennai airport are forced to haul their luggage and then ride a buggy to a cramped area where they can hail an app-taxi ride or public transport. This is undoubtedly an inconvenience to the lay flyer since the majority of the arrivals use public transport to travel from the airport to their destinations — it is worse when they have to navigate the busy roads outside the airport's perimeter to board a bus.

One way to fix this is to allow taxis to meet flyers at the exit and make those with private cars and drivers tug their luggage and ride buggies. One is sure that this would make the AAI officialdom find a way out of the present mess quicker than one can imagine.

Flyers complain that the airport feels permanently under-construction, owing to its constant need for renovation and upgrades. It lacks sufficient seating, faces prolonged baggage carousel delays, and experiences severe peak-hour gridlocks both within the airport and at the exit. Things are not much better on the airside, with high usage of shuttle buses and trams on the tarmac due to low aerobridge availability. And parking remains just as much a challenge on the airside as on the terminal side.

Not surprisingly, Chennai has been slipping in airport rankings (as recently reported in the media); indeed, once considered a laggard of the metropolitan airport pack, Kolkata airport frequently threatens to unseat its southern cousin in the rankings, thanks to the latter's stagnant traffic growth and cancelled flights.

Tamil Nadu has paid a heavy price for the failure to expand — ministry sources say that over the last several years, Chennai has lost valuable American-West-Coast-bound daily traffic to Bengaluru, Karnataka, where flyers are ferried directly to the international terminal in brand new cars, at nominal cost. Whether this is due to better pricing or wider availability of routes and options is not clear, but the fact remains that traffic that would have earlier flown from Chennai is now choosing Bengaluru.

Many airlines have withdrawn flights from Chennai due to the airport's capacity and infrastructure bottlenecks. It now risks losing the race to Bengaluru and Hyderabad for no other factor than its inability to compete. The damage done by successive administrations in Tamil Nadu and their refusal to cede control is now well-documented.

Expert projection that the airport, as it exists today, will hit saturation by 2028-2032 should be a reason for worry. The site picked by the previous administration for a new airport, at Parandur (70 km from the heart of Chennai), was rejected by the new dispensation in power in Tamil Nadu, after the project was opposed by local farmers and activists (the site hosts many key wetlands).

It is now incumbent upon the new administration to choose from two pathways out of the mess: Identify a brand new site within a reasonable distance from the city, get all clearances, and bid it out to a private player — ideally before 2032 (a Herculean task) — or reverse the rejection of the Parandur site, find ways to mollify the farmers, facilitate solutions to environmental concerns and get the project running at the earliest. A properly conceived and executed public transport linkage must accompany construction, given the distance from the city.

Meanwhile, the new chief minister could send a team (including AAI officials) to visit Colombo airport. Though it doesn't set any groundbreaking standards, the government-run and managed facility should inspire many ideas on how to improve Tamil Nadu's airport game.

Anjuli Bhargava writes on governance, infrastructure, and the social sector. The views expressed are personal

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HINDUSTAN TIMES PATNA 17 JULY 2026

Chennai's airport game must take off post-haste

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DESHBANDHU DELHI 18 JULY 2026

नोएडा एयरपोर्ट से टप्पल तक बनेगा नया इंडस्ट्रियल हब

ग्रेटर नोएडा,17 जुलाई (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के प्रभाव क्षेत्र को देश के प्रमुख औद्योगिक और लॉजिस्टिक्स केंद्र के रूप में विकसित करने की दिशा में यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण (यीडा) ने एक और बड़ा कदम उठाया है। प्राधिकरण एयरपोर्ट से टप्पल तक फैले करीब आठ हजार हेक्टेयर क्षेत्र को योजनाबद्ध तरीके से विकसित करेगा। इसके लिए विस्तृत मास्टर प्लान तैयार कराने की प्रक्रिया शुरू कर दी गई है और सलाहकार एजेंसी के चयन के लिए रिक्वेस्ट फॉर प्रपोजल (आरएफपी) जारी कर दिया गया है।

चयनित सलाहकार एजेंसी क्षेत्र का तकनीकी और आर्थिक अध्ययन करेगी। इसके आधार पर भूमि उपयोग, सड़क नेटवर्क, जल निकासी व्यवस्था, सार्वजनिक परिवहन, औद्योगिक विकास और भविष्य की आवश्यकताओं को ध्यान में रखते हुए विस्तृत मास्टर प्लान तैयार किया जाएगा। रिपोर्ट मिलने के बाद यीडा चरणबद्ध तरीके से विकास कार्य शुरू करेगा।यीडा अधिकारियों के अनुसार प्रस्तावित क्षेत्र वर्तमान में फेज-1 और फेज-2 के बीच स्थित है। यह क्षेत्र अधिसूचित तो है, लेकिन अब तक किसी स्वीकृत मास्टर प्लान का हिस्सा नहीं बन पाया है। नए मास्टर प्लान के लागू होने से दोनों चरणों के बीच बेहतर कनेक्टिविटी के साथ संतुलित और नियोजित शहरी विकास सुनिश्चित होगा।

प्राधिकरण का मानना है कि नोएडा इंटरनेशनल एयरपोर्ट, टप्पल-बाजना शहरी केंद्र और प्रस्तावित मल्टी मॉडल लॉजिस्टिक पार्क के बीच स्थित होने के कारण यह क्षेत्र उद्योग, लॉजिस्टिक्स और व्यावसायिक गतिविधियों का प्रमुख केंद्र बन सकता है। इसी संभावना को देखते हुए अनियोजित निर्माण और अतिक्रमण पर रोक लगाने के लिए समय रहते नियोजित विकास की रणनीति तैयार की जा रही है।

- 8 हजार हेक्टेयर क्षेत्र के विकास की तैयारी
- यीडा ने मास्टर प्लान के लिए जारी किया आरएफपी
- लॉजिस्टिक्स पार्क, एमएसएमई क्लस्टर, उद्योग और आधुनिक शहरी सुविधाएं होंगी विकसित

योजना के तहत यहां लॉजिस्टिक्स पार्क, वेयरहाउस, विनिर्माण इकाइयां, एमएसएमई क्लस्टर, व्यावसायिक परिसर, श्रमिकों के लिए आवास, शिक्षा एवं स्वास्थ्य संस्थान सहित सभी आवश्यक नागरिक सुविधाएं विकसित की जाएंगी।

इससे क्षेत्र में बड़े निवेश आकर्षित होने के साथ रोजगार के नए अवसर भी पैदा होंगे। यीडा के अपर मुख्य कार्यपालक अधिकारी शैलेंद्र भाटिया ने बताया कि चयनित सलाहकार एजेंसी तकनीकी व्यवहार्यता रिपोर्ट और विस्तृत मास्टर प्लान तैयार कर प्राधिकरण को सौंपेगी। इसके आधार पर पूरे क्षेत्र के समग्र और चरणबद्ध विकास की कार्ययोजना को अंतिम रूप दिया जाएगा।

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DECCAN HERALD BANGALORE 17 JULY 2026

Customs joins health ministry in fight over Adani Airport nicotine sales

NEW DELHI, REUTERS: Customs authorities have joined the Union Health Ministry in its fight against the Adani Group over the sale of nicotine pouches at airports, arguing that its duty-free shops only have tax advantages and are not immune from other regulations.

A March inspection by health officials of billionaire Gautam Adani's Mumbai international airport found the sale of nicotine pouches at its duty-free shops was against the law — a decision that his company is now challenging at the Bombay High Court.

"The concept of goods being 'outside customs frontiers' for taxation purposes does not grant immunity from regulatory controls," the Customs Department said in a submission to the HC on June 22.

The Adani Group has argued that shops in the international departure area are outside the reach of domestic regulations, and in a July 13 filing seen by Reuters argued that its legal challenge was valid because customs had asked it to stop the sales without any warning notice.

The group has also asserted that goods sold by duty-free shops to departing passengers are based on legal norms under which they are put in sealed bags and not supposed to be used until they reach outside India.

Customs authorities said that this interpretation was "untenable" as passengers who take possession of duty-free goods can then freely consume them. The Adani Group and Indian authorities did not respond to Reuters queries.

Nicotine pouches — one of the world's fastest-growing nicotine products — have become popular in many countries, but remain unapproved in India. The Adani Group runs eight airports in India.

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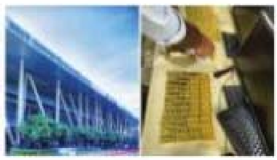
FREE PRESS JOURNAL MUMBAI 17 JULY 2026

₹34 lakh gold bars hidden in burqa seized at A'bad airport

FPJ News Service
AHMEDABAD

In a major crackdown on gold smuggling at Ahmedabad International Airport, the Air Intelligence Unit (AIU) of Ahmedabad Customs intercepted a female passenger and seized 233 grams of 24-carat gold bars worth more than ₹34 lakh. The gold was allegedly concealed inside her burqa in an attempt to evade customs duty.

The passenger had arrived from Abu Dhabi on July 16 on flight number 3L111 when AIU officers stopped her based on passenger profiling and intelligence inputs. During detailed checking, officials recovered two gold 'TT bars' hidden inside her clothes.



According to Ahmedabad Customs officials, the passenger was carrying the gold with the intention of avoiding payment of applicable customs duty. The seized gold has been taken into custody under the provisions of the Customs Act, 1962, and further investigation is underway.

"Passenger profiling plays a crucial role in detecting such cases. Details of travel history, frequency of visits and movement patterns are analysed to identify suspicious activities," a Customs official said.

The department is now investigating the source of the gold and identifying the persons who were supposed to receive the consignment after it entered India.

Amid this scrutiny, the latest seizure has once again highlighted the challenges faced by security agencies in preventing illegal gold movement through international routes.

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FREE PRESS JOURNAL MUMBAI 17 JULY 2026

Snake on runway: new wildlife challenge for Surat Airport

FPJ News Service
SURAT

A new safety concern has emerged at Surat International Airport after a three-foot-long snake was spotted on the runway while an aircraft was preparing for take-off. The incident comes months after jackals were reportedly seen near the airport premises, raising questions over wildlife intrusion management at one of Gujarat's busiest airports.

The snake was noticed by a passenger sitting inside a private aircraft moments before departure. The passenger immediately alerted the pilot, who informed the airport control room and authorities. Quick action by the airport team ensured that the situation was brought under control and flight operations continued without any major disruption.

A video recorded by the passenger from the aircraft window has gone viral on social media. In the video, the passenger can be heard saying in Gujarati that a large snake was moving on the Surat airport runway.

According to officials, the snake appeared frightened by the sound and movement of the aircraft and remained on the runway for some time with its hood raised. The pilot stopped the aircraft temporarily, allowing airport ground staff and security personnel to respond.

"The passenger's alertness helped the airport team take immediate action. Safety of passengers and aircraft movement remains the top priority," an airport official said.

Surat airport has a large open area with greenery and bushes around its operational zone. Wildlife experts believe the snake may have entered the runway area from nearby vegetation.

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FREE PRESS JOURNAL MUMBAI 17 JULY 2026

Shimla needs new airport

Stating that there is little scope for expanding Shimla's table-top airport, Airport Advisory Committee Chairman and Shimla MP Suresh Kashyap on Thursday said an alternative site for a new airport needs to be identified to meet the growing tourism and aviation needs of the state.

HINDUSTAN TIMES MUMBAI 17 JULY 2026

AIRPORT FIRM MANAGER USES BOGUS BILLS TO SIPHON OFF ₹1.34 CRORE

Megha Sood
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MUMBAI: A routine review of accounts has uncovered an alleged ₹1.34 crore fraud at an airport services company, with its finance manager accused of diverting company funds through fake vendors, forged invoices and bank accounts allegedly linked to himself and his wife.

The Sahar police have booked Sandeep Gopal Goriwale, 46, finance manager at Aviserv Airport Services Pvt Ltd, for allegedly siphoning off ₹1.34 crore between December 28, 2023, and April 5, 2025.

Aviserv Airport Services Pvt Ltd operates airport lounges, restaurants, canteens and valet parking services at airports in Mumbai, Navi Mumbai, Hyderabad and Ahmedabad.

The case was registered on the complaint of Bhavik Virjibhai Gajjar, 35, finance director at Aviserv Airport Services, a subsidiary of Joint Trip Hospitality Pvt Ltd and Royal Waltrans Company.

According to the FIR, Gajjar began scrutinising the company's finances after discovering that its transaction records had not been properly updated since 2023. As he attempted to reconcile the accounts, he repeatedly sought transaction details from Goriwale, who allegedly kept evading the requests.

Suspecting irregularities, Gajjar conducted a detailed verification of payments made since 2023. When the company contacted the vendors, they reportedly denied receiving the payments. A deeper audit uncovered what investigators described as a systematic fraud.

Based on the complaint, the Sahar police registered a case of cheating against Goriwale.

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MILLENNIUM POST DELHI 18 JULY 2026

STRATEGIC SKIES

Geoeconomics of Aviation

As aviation reshapes global trade and diplomacy, India must move beyond domestic growth and position itself as the world's next major international hub

KDP RAO

THE WRITER IS A FORMER ADDITIONAL CHIEF SECRETARY OF CHHATTISGARH

Airports are no longer mere gateways; they have become instruments of soft power, connectivity, and economic influence

Global aviation is increasingly becoming an instrument of economic statecraft

Normally, a robust aviation sector acts as a catalyst for exponential growth through multiplier effects in countries with abundant natural resources and assured domestic demand. But, unusually and surprisingly, aviation has become an economic resource in itself for some countries that have neither natural resources nor the quintessential factors of production, boosting their growth phenomenally and making them geopolitical powers. The magic lies in 'geoeconomics'. Today, Dubai in the United Arab Emirates, Singapore in Southeast Asia, and Turkey—the bridge between Europe and Asia—have become geopolitical powers largely due to sustained investment in aviation programmes, building world-class airports catering to 100–200 million passengers globally every year, one-third of whom are transit passengers. While Dubai Airport's (DXB) annual direct revenue is roughly $3.8 billion, its overall economic impact adds approximately $22–26.7 billion annually to Dubai's GDP. Similarly, Singapore's Changi Airport Group's revenue reached US$2.4 billion for FY 2026. As masters of global air connectivity, these countries wield a tremendous amount of political and economic influence in the world.

Can India also leverage its aviation sector to take advantage of geoeconomics? The answer could be in the affirmative, in view of the sector's pre-pandemic growth of more than 10 per cent CAGR. Tremendous growth has been observed in India's aviation sector in recent years. Dozens of modern airports are coming up across the country under UDAN, transporting around 174 million O-D passengers (the third highest globally), though the sector is primarily dominated by domestic travel (78 per cent), which largely sustains the industry (IATA, June 2025). Aviation (airlines, airports, MRO, ground handling, etc.) directly adds to GDP through revenues, taxes, and spending. In India, it contributed cumulatively about USD 53.6 billion and supported 7.7 million jobs overall, as per recent assessments. Delhi is aiming to increase its capacity to 100 million passengers by 2030. But can it replicate the Dubai or Singapore model?

Dubai International (DXB) is an example of turning one's disadvantage into an advantage with the help of vision and strategy. A desert was transformed into an international aviation hub to connect 80 per cent of the world's population within an eight-hour flight radius. Hundreds of secondary cities with no direct international connectivity were provided access by the state-run Emirates Airline. The UAE, through the massive expansion project at Al Maktoum International Airport, has built a system of structural dependency for the world worth billions. Singapore is just a city-state of 5.9 million people, with no noteworthy natural resources or a significant domestic market. Surprisingly, Changi Airport catered to 70 million passengers in 2025. It is not just an airport but a huge national, man-made economic asset facilitating the global flow of people, capital, and cargo. Similarly, Turkey leveraged its strategic location by expanding Istanbul Airport into one of the best-connected airports in the world, providing political and commercial access to markets that other countries could not. In 2025, Istanbul Airport served 84 million passengers, of whom 36 million were transit passengers who never stepped out of the terminal. It connects 309 destinations across 110 countries, including many in Africa that most Western airlines have shied away from. It has surpassed even Heathrow, Charles de Gaulle, and Frankfurt, not to mention major airports in the United States. China handled around 1.5 billion passenger trips in 2025 and is reportedly investing heavily in international aviation as part of its Belt and Road Initiative.

Airports are no longer mere gateways; they are instruments of 'soft power' and influence, along with being drivers of income. Infrastructure investment, operational strategy, and the accumulation of connectivity will determine which country moves ahead of the others in the race. Analysts believe that the future global balance of power will depend not only on military capabilities or political influence but also on who succeeds in building mega aviation networks and world-class terminals, outsmarting the existing aviation hubs.

India, with 65–68 per cent of its population in the working-age group, strong economic fundamentals, and a huge domestic market—not to mention political stability—is definitely poised to emerge as one of the world's major aviation hubs within the next decade. India occupies a central position in South Asia by virtue of its geography and can serve as a bridge between the East and the West. It has proximity to the Middle East, Europe, Africa, and Southeast Asia. Remittances flow from its diaspora, while trade links with Gulf nations ensure natural traffic flows. Projections forecast that India will emerge among the world's top three aviation players in the long term. Reportedly, plans to develop Delhi, Mumbai, and Bengaluru as transit hubs to challenge Gulf carriers are already underway.

Airports in India have doubled from 74 in 2014 to 159 by 2024. Under the UDAN scheme, hundreds of regional routes have become operational, connecting Tier-2 and Tier-3 cities through more than 90 airports and over 600 routes. According to the PIB, ₹4,023.37 crore as Viability Gap Funding (VGF) has been disbursed to promote connectivity to underserved and remote regions. The positive effects are, of course, visible in tourism, healthcare access, and overall trade. Private players like Adani have undertaken major capex projects involving the construction and expansion of multiple airports. GMR's airports in Delhi and Hyderabad are making huge investments in expansion, developing aerocities and cargo terminals that are clearly visible to passengers during take-off or landing. The National Civil Aviation Policy (NCAP) 2016 targets massive growth in passenger traffic and cargo movement. The market continues to be sustained by low-cost flights, whose demand is assured by the growth of the middle class and rising disposable incomes.

However, to compete with Dubai or Singapore, India has to address certain structural challenges in the sector. First, current operations are insufficient even to handle point-to-point domestic traffic efficiently, while transit traffic remains limited, with nearly 85 per cent still routed through Gulf hubs. Second, service quality, immigration and security delays, skill shortages, dependence on overseas MRO services, and high operating costs make the competition stiff. Third, unpredictable profits, fuel price shocks, regulatory issues, and the near monopoly of a few operators such as IndiGo and Air India make airline economics complex and less attractive. Last but not least is the uncertainty arising from policy issues such as ownership rules, taxation, bilateral agreements, and coordination between the Centre and the states.

The ongoing Middle East conflict has dented Dubai's reputation as a secure and invulnerable aviation hub. India, as a peaceful country with zero tolerance for terrorism, commands respect among nations and can emerge as an ideal alternative international aviation transit point. As a fast-growing economy with enormous natural resources, India should embark on a mission to fill this vacuum by creating world-class aviation hubs. Superior infrastructure, coupled with operational efficiency, is the need of the hour to ensure hassle-free connectivity, faster processing, high-end amenities, and large cargo-handling facilities. Open policies are needed to encourage liberal bilateral agreements, tax incentives, and integration with broader ecosystems in tourism, finance, trade, and real estate (including aerotropolises). A route expansion strategy must be pursued aggressively to guarantee enhanced ease of doing business. Needless to say, a far-sighted vision that transforms airports into economic assets capable of fuelling growth and enhancing India's geopolitical influence should be the guiding force. India can do it.

Views expressed are personal

SpiceJet fined for 'deceptive design' on booking site

AGE CORRESPONDENT
NEW DELHI, JULY 17

The Central consumer protection authority (CCPA) has imposed a penalty of ₹1 lakh on Spicejet Airlines for adopting deceptive design practices, commonly known as 'dark patterns', on its flight booking platform.

The CCPA noted that customers were enrolled in the Spice Club Loyalty programme automatically through a pre-ticked checkbox. Consumers were also treated as having agreed to receive promotional messages because the default option was already selected, without any action from them. Even after the CCPA issued notice, the company changed the earlier method to another pre-ticked checkbox for future messages through text messages, WhatsApp and email, continuing the same practice in a different form.

SpiceJet said the issue happened because of a

SpiceJet said the issue happened because of a technical error. The company was asked to give an undertaking confirming that the necessary corrective steps had been taken and would continue permanently.

While flagging concerns, the CCPA noted that the airline used a 'trick question' by using confusing and negatively worded consent language that had the potential to mislead consumers.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

BUSINESS LINE DELHI 18 JULY 2026

CCPA fines SpiceJet ₹1 lakh for dark patterns

The Central Consumer Protection Authority (CCPA) on Friday said it has imposed a penalty of ₹1 lakh on SpiceJet Ltd for deploying deceptive design practices, also know as dark patterns, on its flight booking platform. The CCPA's order flagged three dark patterns: "forced action," automatic enrolment of users into the SpiceClub Loyalty Programme via a pre-ticked checkbox; "Interface interference," which presented the company's preferred option as the default choice to nudge consumer decisions; and a "Trick question", use of confusing, negatively worded consent language likely to mislead users. The company has been directed to submit an undertaking confirming that corrective measures have been implemented and will remain in place permanently. OUR BUREAU

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 18 JULY 2026

Air India to restore most of its suspended capacity

FLEET CRUNCH. Services to Chicago, Washington to stay on hold due to aircraft shortage

Our Bureau
New Delhi

Tata Group-backed Air India expects to restore most of its temporarily suspended domestic and international capacity from September as the network rationalisation undertaken during June, July and August comes to an end, said the airline's Chief Commercial and Transformation Officer Nipun Aggarwal.

However, services to Chicago and Washington are expected to remain suspended because of aircraft availability constraints.

Aggarwal, who also serves as Chairman of Air India Express, was speaking on the sidelines of a tourism conference organised by the Federation of Associations in Indian Tourism & Hospitality (FAITH) here on Friday.

SEPTEMBER BOOKING

Notably, Aggarwal said the airline had planned capacity reductions only during June, July and August, while flights scheduled from September onwards were never withdrawn from the reservation system.

"We have cut the capacity only for June, July and August. From September onwards, most of the flights are already on sale," he said.

Besides, Aggarwal said the continuing closure of Pakistan's airspace remains the biggest operational challenge for the airline, although the reopening of Iranian and Iraqi airspace would provide significant relief. He said the airline continues to rebalance its network wherever possible, but there is little it can do beyond adapting schedules until the geopolitical situation improves.

NIGGLING ISSUES. The closure of Pakistan's airspace remains the biggest operational challenge for the airline

AIRCRAFT ORDER

Furthermore, Aggarwal said the Pakistan airspace closure has no bearing on Air India's aircraft acquisition plans as the airline's orders have already been placed.

On international operations, Aggarwal said Europe-bound operations are expected to return to normal from September, while most frequency reductions across the network will be progressively restored through August. Furthermore, he said that Newark will regain frequencies as capacity returns. However, Chicago will continue to remain suspended, while Washington services will also stay on hold because of aircraft shortages arising from the airline's ongoing fleet retrofit programme.

According to him, Air India currently has fewer aircraft available because several wide-body aircraft are undergoing retrofit, while older Boeing 777-200LR aircraft have been retired and deliveries of new aircraft have been delayed.

"The aircraft that we were supposed to get have been delayed. The old aircraft were retired," he said, adding that deliveries of new aircraft, including the Airbus A350-1000, are expected to commence towards the end of the year. Aggarwal said domestic capacity reductions were around 10-15 per cent at their peak and are already being reduced.

He added that demand continues to remain strong, particularly in the domestic market, and has not been materially affected despite the temporary network rationalisation.

REDUCED CAPACITY

The restoration follows Air India's decision in May to temporarily rationalise services across select domestic and international routes between June and August in response to continued airspace restrictions, elevated international jet fuel prices and operational challenges.

In May, Air India had said the temporary adjustments were aimed at improving network stability and reducing last-minute inconvenience to passengers.

The rationalisation affected several routes across North America, Europe, Australia and Southeast Asia, including temporary suspension of services to Chicago, Shanghai, Chennai-Singapore and Male, besides frequency reductions on routes such as San Francisco, Toronto, Paris, Melbourne, Sydney and Singapore.

Despite the cuts, the airline continued to operate more than 1,200 international flights every month across five continents.

TICKET PRICES

On airfares, Aggarwal said pricing remains market-driven and is expected to moderate as additional capacity returns and fuel prices soften.

"As supply comes back, as oil prices cool down, airfares will cool down as well," he said.

Aggarwal added that Air India has not altered its pricing structure, noting that the airline only determines fare buckets while actual ticket prices are determined by market demand and supply.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS STANDARD DELHI 18 JULY 2026

Govt making efforts for early release of AI-171 crash report: Naidu

Civil Aviation Minister K Rammohan Naidu said here on Friday that the government is making every effort to ensure that the final report of the probe into the June 2025 Air India flight AI-171 crash in Ahmedabad, which killed 260 people, is released as soon as possible. The government has provided the Aircraft Accident Investigation Bureau (AAIB) with all necessary resources, he said. "The investigation is currently ongoing. We are making every effort to complete investigation and get the final report as soon as possible. But we must be mindful that rushing the process could lead us away from the truth," Naidu told reporters PTI

DAINIK BHASKAR DELHI 18 JULY 2026

ब्रिटिश एयरवेज भारत में टैक्स राहत नहीं पा सकती

नई दिल्ली| इनकम टैक्स अपीलेट ट्रिब्यूनल ने ब्रिटिश एयरवेज के पक्ष में फैसला नहीं दिया। कोर्ट ने कहा कि कंपनी भारत में ग्राउंड हैंडलिंग इनकम पर टैक्स ट्रीटी (समझौता) राहत का दावा नहीं कर सकती। यह फैसला विदेशी एयरलाइंस के भारत में टैक्स देनदारियां स्पष्ट करता है। इस फैसले से भारत में विदेशी कंपनियों की टैक्स प्लानिंग प्रभावित हो सकती है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
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DAINIK JAGRAN DELHI 18 JULY 2026

एअर इंडिया विमान हादसे की रिपोर्ट जल्द जारी होगी : उड्डयन मंत्री

वडोदरा, प्रेट्र: केंद्रीय नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि सरकार अहमदाबाद में जून 2025 में हुए एअर इंडिया एआइ-171 विमान हादसे की जांच रिपोर्ट जल्द से जल्द जारी कराने के लिए हरसंभव प्रयास कर रही है। उन्होंने कहा कि हादसे की जांच अभी जारी है और विमान दुर्घटना जांच ब्यूरो (एएआइबी) को सभी जरूरी संसाधन और सहयोग उपलब्ध कराया जा रहा है। 12 जून 2025 को हुए एआइ-171 विमान हादसे में 260 लोगों की मौत हुई थी।

उधर केंद्रीय नागरिक उड्डयन मंत्री राम मोहन नायडू ने शुक्रवार को नमो एयरपोर्ट से एलायंस एयर की दमन-दिल्ली-दमन उड़ान को रवाना करते हुए इसे केंद्र शासित प्रदेश के लिए ऐतिहासिक उपलब्धि बताया।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

RS DAINIK JAGRAN DELHI 18 JULY 2026

विस्तारा एयरलाइंस ने जज का कंफर्म टिकट दूसरे को बेचा, एक लाख जुर्माना

नईदुनिया प्रतिनिधि, रायपुर

छत्तीसगढ़ राज्य उपभोक्ता विवाद निवारण आयोग ने विस्तारा एयरलाइंस को सेवा में गंभीर कमी और अनुचित व्यापारिक व्यवहार का दोषी ठहराते हुए उस पर 1.10 लाख रुपये का जुर्माना लगाया है। इसमें 10 हजार रुपये मुकदमे में लगा खर्च शामिल है। यह राशि शिकायतकर्ता अतिरिक्त जिला एवं सत्र न्यायाधीश भूपेंद्र कुमार वासनीकर को मानसिक क्षतिपूर्ति के रूप में दी जाएगी। आयोग ने साफ किया कि अगर 45 दिनों के भीतर राशि का भुगतान नहीं किया गया, तो एयरलाइंस को इस राशि पर सात प्रतिशत वार्षिक ब्याज भी देना होगा। मामला कांकेर में पदस्थ एडीजे भूपेंद्र कुमार वासनीकर से जुड़ा है। जज अपने परिवार के साथ कश्मीर में छुट्टियां बिताने के बाद 28 मई 2023 को दिल्ली से रायपुर लौट रहे थे। उन्होंने नौ मई को ही 23,156 रुपये का भुगतान कर विस्तारा फ्लाइट के चार टिकट बुक किए थे। 28 मई को उड़ान के समय से चार घंटे पहले (दोपहर दो बजे) वे

45 दिनों के भीतर करना होगा जुर्माने का भुगतान, नहीं तो देना पड़ेगा सात प्रतिशत ब्याज

▶ ओवरबुकिंग का हवाला देकर एयरलाइंस ने रद किया था छत्तीसगढ के एडीजे का टिकट

दिल्ली एयरपोर्ट पहुंच गए थे। इसके बावजूद विस्तारा के कर्मचारियों ने उन्हें तीन घंटे तक बोर्डिंग पास जारी नहीं किया। अंत में उड़ान से एक घंटे पहले ओवरबुकिंग का हवाला देकर जज का टिकट रद कर दिया गया और केवल उनकी पत्नी व बेटे-बेटी को रायपुर भेजा गया।

एडीजे को दिल्ली में ही रुकना पड़ा और अगले दिन उन्हें इंडिगो एयरलाइंस की 18,823 रुपये की टिकट खरीदकर रायपुर आना पड़ा। आयोग के अध्यक्ष प्रशांत कुंडु और सदस्य आनंद वर्गीस की पीठ ने पाया कि जज ने जो टिकट नौ मई को 7,204 रुपये में खरीदा था, उसे एयरलाइन ने 28 मई को किसी अन्य यात्री को 40 हजार रुपये में बेच दिया।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

RS DAINIK JAGRAN DELHI 18 JULY 2026

बेंगलुरु-अहमदाबाद इंडिगो फ्लाइट में बम की झूठी धमकी, एफआइआर दर्ज

बेंगलुरु, एएनआइ : बेंगलुरु से अहमदाबाद जाने वाली इंडिगो की उड़ान को गुरुवार शाम बम होने की झूठी धमकी के बाद पांच घंटे से अधिक समय तक रोके रखा गया। बम होने की झूठी धमकी के मामले में शुक्रवार को एफआइआर दर्ज की गई है।

एयरलाइन के सूत्रों ने बताया कि इंडिगो की उड़ान 6ई 6423, जो शाम 8 बजे अहमदाबाद के लिए रवाना होने वाली थी, नोट मिलने के बाद सुरक्षा जांच के लिए ग्राउंड कर दी गई। प्रेट्र के अनुसार पुलिस ने बताया कि एक क्रू सदस्य को करीब 7:35 बजे आगे के शौचालय में हस्तलिखित नोट मिला, जिसमें लिखा था, "कृपया मत जाओ। बम है!" एक वरिष्ठ पुलिस अधिकारी ने बताया, केआइएएल एयरपोर्ट पुलिस थाने में दर्ज की गई शिकायत में एयरलाइन ने कहा, इस धमकी ने यात्रा में व्यवधान उत्पन्न किया और यात्रियों, क्रू और एयरलाइन की सुरक्षा को लेकर

- अहमदाबाद जाने वाली उड़ान को पांच घंटे से अधिक समय तक रोका
- शौचालय में एक हस्तलिखित नोट मिला,लिखा था, "मत जाओ। बम है!

चिंताएं बढ़ा दीं। हम इस घटना की जांच में आपकी मदद का अनुरोध करते हैं और जिम्मेदार व्यक्ति की पहचान करने व उचित कानूनी कार्रवाई करने के लिए गहन जांच करने की मांग करते हैं। एयरलाइन के सूत्रों ने बताया,"इंडिगो की उड़ान 6ई 6423 (बीएलआर-एएमडी) में झूठा बम नोट पाया गया। सभी मानक संचालन प्रक्रियाओं और सुरक्षा प्रोटोकाल का सख्ती से पालन किया गया।" एक व्यापक सुरक्षा जांच और सभी अनिवार्य सुरक्षा जांचों के पूरा होने के बाद विमान को संचालन के लिए मंजूरी दे दी गई। यह उड़ान अंततः शुक्रवार को सुबह 1:21 बजे अहमदाबाद के लिए रवाना हुई। झूठे संदेश के स्रोत के बारे में और जानकारी का इंतजार किया जा रहा है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

RS DAINIK JAGRAN DELHI 18 JULY 2026

एअर इंडिया विमान हादसे की रिपोर्ट जल्द जारी होगी: नायडू

वडोदरा, प्रेट्र: केंद्रीय नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा, सरकार अहमदाबाद में जून 2025 में हुए एअर इंडिया एआइ-171 विमान हादसे की जांच रिपोर्ट जल्द से जल्द जारी कराने के लिए हरसंभव प्रयास कर रही है। हादसे की जांच जारी है और विमान दुर्घटना जांच ब्यूरो (एएआइबी) को सभी जरूरी संसाधन और सहयोग उपलब्ध कराया जा रहा है।

नायडू ने वडोदरा में गति शक्ति विश्वविद्यालय के चौथे दीक्षा समारोह में के बाद पत्रकारों से कहा, जांच में जल्दबाजी नहीं की जा सकती। सरकार की प्राथमिकता हादसे के वास्तविक कारणों का पता लगाना है। उन्होंने मृतकों के परिवार को भरोसा दिलाया कि न्याय तभी मिलेगा जब पूरी सच्चाई सामने आएगी। कहा, एएआइबी पूरी तरह स्वतंत्र तरीके से जांच कर रहा है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
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THE ECONOMIC TIMES DELHI 18 JULY 2026

'Air India to Stay on Expansion Course Despite Headwinds'

STRATEGIC BET Airline's long-term goal is to connect every major global city with India: CCO Aggarwal

Arindam Majumder

New Delhi: Air India will maintain its ambitious expansion plans including doubling capacity on existing routes and adding new destinations over the next five years despite mounting losses, said Nipun Aggarwal, chief commercial officer.

Tata Group-owned Air India placed combined orders for 470 aircraft from Airbus and Boeing in 2023, followed by another 300 in 2024. Majority of these single-aisle and wide-body jets are yet to be delivered.

"We want to connect every major city in the world with India and make the country a hub for global travel," Aggarwal told **ET** on the sidelines of the FAITH conclave. "We want to build an airline that India can be proud of."

The board of Tata Sons earlier expressed concern over the continued large losses incurred by Air India and discussed the possibility of delaying delivery of some aircraft. The salt-to-software conglomerate acquired the loss-making airline from the government in 2022.

In FY27, Air India posted losses of more than ₹27,000 crore. Losses swelled due to the continuing closure of Pakistani airspace since last year, which forces Air India planes to take longer detours for flights to Europe and America, leading to higher fuel burn and maintenance costs.

Besides the disruptions to international operations, Air India has also been hit by an exponential spike in fuel costs stemming from the West Asia conflict, forcing it to cancel more than 100 daily flights in June, July, and August.

Aggarwal said the airline has started restoring most of those curtailed routes. "The cuts were temporary and we have already reinstated some of those or are in the process of doing so," he said.

He cautioned, however, that if the Pakistani airspace closure continues, it may force Indian carriers to redraw their plans. "Currently, we expect that there will be a solution to this soon as has been the case earlier," he said.

The Tata Group veteran is among the frontrunners to succeed Campbell Wilson as chief executive. Wilson resigned in April and is expected to leave in the next two months.

The delay in appointment of a successor has unsettled employees. While Tata Sons chairman N Chandrasekaran has become more active in the carrier's daily operations, employees say an announcement on the new CEO should be made on urgent priority.

"The chairman has a mandate of running multiple group companies and cannot be expected to run a business like aviation which needs a hands-on approach," said an Air India employee. "The company needs to appoint a CEO fast and empower him fully to run the company."

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THE FINANCIAL EXPRESS DELHI 18 JULY 2026

War cuts Indian airlines' W Asia capacity by 44%

NITIN KUMAR
New Delhi, July 17

Source: OAG

INDIAN AIRLINES SHARPLY scaled back operations on the crucial India-West Asia corridor amid the West Asia conflict, withdrawing nearly 1.73 million seats between March and June. Airspace restrictions and higher operating costs forced carriers to trim schedules.

Foreign airlines, however, largely held capacity steady, enabling them to strengthen their position on one of India's busiest international markets. The shift saw Indian carriers' share of seat capacity on the corridor fall to about 36% during the four-month period from nearly 50% a year earlier, according to an analysis of OAG data.

Indian carriers reduced seat capacity by nearly 44% to 2.20 million seats during March-June from 3.93 million seats in the corresponding period last year. In contrast, foreign airlines operating on the same corridor removed just 10,669 seats in total, leaving their overall capacity virtually unchanged at about 3.99 million seats, down only 0.26%.

The divergence highlights the differing business models of airlines serving the region. Indian carriers, which predominantly operate point-to-point services to Gulf destinations, faced longer flying times, higher fuel burn, additional crew requirements and elevated insurance costs after several West Asian airspaces became inaccessible.

Continued on Page 10

War cuts Indian airlines' W Asia capacity by 44%

GULF CARRIERS, BY comparison, relied on their hub-and-spoke networks to absorb the disruption with limited changes to their overall schedules.

The Air India group accounted for more than half of the capacity withdrawn by Indian airlines. Air India Express, whose international network is heavily dependent on Gulf routes, reduced capacity by nearly 45% to 747,375 seats from 1.36 million, while Air India cut operations by 53.2% to 225,131 seats from 481,382 a year earlier. Together, the two airlines withdrew more than 867,000 seats during the period.

IndiGo reduced West Asia capacity by 38.6%, lowering scheduled seats from 1.74 million to 1.07 million. Akasa Air posted the steepest percentage decline, reducing capacity by 75.5%, while SpiceJet cut its footprint by 44.5%.

Rather than continue operating routes that had become significantly more expensive because of airspace diversions, Indian airlines redeployed aircraft to markets offering greater operational certainty. During March-June, carriers added more than 93,000 seats each to the United Kingdom and Thailand, nearly 89,000 seats to Italy and close to 79,000 seats to China, where direct passenger services have resumed. The redeployment reflects how airlines reallocated capacity to markets with stronger demand visibility and lower operational risks instead of maintaining services on disrupted Gulf routes.

While overall foreign airline capacity remained broadly unchanged, the data points to contrasting strategies among overseas carriers. Major Gulf airlines, including Emirates, Etihad Airways and Air Arabia, largely maintained schedules despite the regional conflict, helping preserve connectivity between India and West Asia.

Several regional carriers expanded operations to capture traffic left behind by Indian airlines. Kuwait Airways increased capacity by 38.9%, adding nearly 60,000 seats despite an overall contraction in the India-Kuwait market. Saudi Arabian low-cost carrier Flynas expanded capacity by 44.2%, while Oman's SalamAir increased seats by 8%. Royal Jordanian also expanded services from a small base as it added flights on routes where Indian carriers had reduced operations.

Despite the recent disruption, West Asia remains India's largest international aviation market, driven by expatriate traffic, business travel and transit passengers connecting through Gulf hubs.

FREE PRESS JOURNAL MUMBAI 17 JULY 2026

Air India revamps mobile app

Air India has revamped its mobile application with new features designed to provide quicker responses to travellers and allow for the deployment of India-specific innovations in the payment system. The main enhancements to the application pertain to assistance during flight disruptions, payment system updates, and an in-house internet booking engine, according to Air India. The enhanced mobile app provides greater ease of booking and allows the airline to respond more quickly to customer needs, Chief Digital and Technology Officer Satya Ramaswamy told PTI. Air India said the app has been downloaded nearly 17 million times and serves over 1 lakh users daily. -PTI

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FREE PRESS JOURNAL MUMBAI 17 JULY 2026

Lucknow Gets Direct Abu Dhabi Flight

UP State Bureau
LUCKNOW

Air India Express has launched a daily non-stop flight between Lucknow and Abu Dhabi, strengthening international connectivity from Uttar Pradesh. The inaugural flight departed on Wednesday with around 80 passengers on board, marking a significant milestone for the city's air network.

The new service is expected to benefit business travellers, tourists, students and the large Indian diaspora in the UAE by offering faster and more convenient travel. Operating daily, the route enhances Lucknow's growing role as an international aviation hub while improving connectivity between northern India and the Gulf region.

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THE HINDU CHENNAI 17 JULY 2026

Windfall tax on diesel, ATF up, levy on petrol exports cut

The Centre has increased the windfall gains tax on exports of diesel and ATF, while lowering the levy on petrol for the fortnight beginning July 16. The Special Additional Excise Duty (SAED) on diesel exports has been hiked to ₹15.5 a litre from ₹8.5 a litre. Similarly, SAED on ATF exports has been raised to ₹14.5 per litre from ₹7.5 per litre. However, the export duty on petrol has been cut to ₹2.5 per litre, from ₹4 per litre. PTI

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LOKSATYA DELHI 18 JULY 2026

एयर इंडिया का नया एप लॉन्च

टिकट बुक करना पहले से कहीं ज्यादा हुआ आसान

नई दिल्ली, लोकसत्य। एअर इंडिया ने सफर आसान बनाने के लिए अपने मोबाइल एप को नए फीचर्स के साथ अपडेट किया है। अब इस एप के जरिए न केवल टिकट बुकिंग पहले से कहीं ज्यादा तेजी से होगी, बल्कि फ्लाइट लेट या कैंसिल होने पर यात्रियों को एयरपोर्ट पर परेशान नहीं होना पड़ेगा ऐसी किसी भी स्थिति में होटल में ठहरने और वहां तक जाने के लिए कैब की पूरी जानकारी सीधे एप की होम स्क्रीन पर ही मिलेगी। इसके साथ ही एप के पेमेंट सिस्टम को भी अपग्रेड किया गया है, जिससे टिकट बुक करना और पेमेंट करना पहले से कहीं ज्यादा आसान हो गया है।

एप में नया इन-हाउस इंटरनेट बुकिंग इंजन जोड़ा गया है। इससे यूजर इंटरफेस काफी तेज हो गया है, जिससे टिकट बुक करते समय एप के धीमे होने या हैंग होने की समस्या खत्म हो जाएगी।

- **फ्लाइट लेट या कैंसिल होने पर होम स्क्रीन पर फ्री होटल-कैब की डिटेल मिलेगी, पेमेंट भी आसान होगा**

एप में नया 'पेमेंट ऑर्केस्ट्रेशन सिस्टम' लाया गया है। इसकी मदद से कंपनी भारतीय यात्रियों की जरूरतों के हिसाब से पेमेंट के नए तकनीकी बदलाव और डिजिटल फीचर्स तेजी से लागू कर सकेगी। नया पेमेंट सिस्टम पहले से ज्यादा ट्रांसपेरेंट है, जिससे ट्रांजैक्शन और पेमेंट फेल होने जैसी दिक्कतों को बेहतर तरीके से ट्रैक किया जा सकेगा।

MINT DELHI 18 JULY 2026

Air India to restore most flights from September

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Air India will begin restoring most of the domestic and international capacity it cut since April from September, as geopolitical tensions ease, jet fuel prices stabilise and more aircraft return to service.

The move marks the airline's first major capacity restoration after months of schedule cuts triggered by airspace closures over Pakistan and West Asia, aircraft shortages, and longer flying times to Europe and North America.

"September onwards most of the flights are already on sale. They were never withdrawn," Air India's chief commercial officer, Nipun Aggarwal, said on Friday, on the sidelines of an event organised by the Federation of Associations in Indian Tourism & Hospitality.

Official data shows the Tata-backed Air India's international departures fell 22% year-on-year during April and May, while domestic departures declined about 5%. This does not include low-cost subsidiary Air India Express's numbers.

Aggarwal said geopolitical uncertainty remains the airline's biggest operational risk. "Pakistan (airspace closure) is the biggest issue. We have no visibility on that. We're trying to rebalance wherever we can," he said, adding that reopening Iran and Iraq airspace would provide significant relief for the carrier's westbound operations.

> The move marks Air India's first major capacity restoration after months of schedule cuts by airspace closures

The closure of Pakistani airspace, followed by the conflict in West Asia, forced Air India to operate longer routes to Europe and North America, increasing fuel consumption and reducing aircraft utilization. Higher aviation turbine fuel prices, which nearly doubled between late February and May, added to the pressure.

Fuel prices, however, have eased in recent weeks. According to the International Air Transport Association's (IATA's) weekly fuel monitor, average jet fuel prices fell to $127.06 a barrel in the week ended 10 July from $138.86 a barrel four weeks earlier.

"It will not be as bad as it was in March and April. Hopefully it doesn't get to that level," Aggarwal said.

Europe is expected to see the biggest restoration, with most of the frequency cuts announced in May likely to be reversed. The airline had earlier reduced services on routes including Delhi-Paris, Delhi-Copenhagen, Delhi-Milan, Delhi-Vienna, Delhi-Zurich and Delhi-Rome.

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

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MILLENNIUM POST DELHI 18 JULY 2026

CCPA slaps ₹1L fine on SpiceJet for using 'dark patterns'

An inquiry found customers were auto-enrolled in SpiceClub through a pre-ticked checkbox

NEW DELHI: The Central Consumer Protection Authority (CCPA) has imposed a penalty of Rs 1 lakh on SpiceJet for using deceptive design practices, or "dark patterns", on its flight booking platform that automatically enrolled users into its loyalty programme and opted them in for promotional messages.

The order followed an inquiry led by Chief Commissioner Nidhi Khare and Commissioner Anupam Mishra, which found that customers were enrolled in the SpiceClub Loyalty Programme through a pre-ticked checkbox. Users

were also deemed to have consented to receive promotional messages because the opt-in option was selected by default.

The CCPA said that even after receiving a notice, SpiceJet replaced one pre-ticked checkbox with another for promotional communication via SMS, WhatsApp and email, effectively continuing the same practice.

CLOSER LOOK

- CCPA noted that even after it issued a notice, SpiceJet merely swapped one pre-ticked checkbox for another
- This time for promotional messages via SMS, WhatsApp, email, effectively continuing the practice in different form

During the proceedings, SpiceJet attributed the issue to a technical error. The airline has been directed to submit an undertaking confirming that corrective measures have been implemented and will remain in place.

The authority identified three dark patterns on the platform: "forced action" through automatic enrolment into the loyalty programme, "interface interference" by presenting the company's preferred option as the default choice, and a "trick question" involving confusing consent language.

CCPA held that these practices violated provisions of the Consumer Protection Act, 2019, relating to unfair trade practices, unfair contract terms and misleading representations.

It also found the airline in breach of the Consumer Protection (E-Commerce) Rules, 2020, and the Guidelines for Prevention and Regulation of Dark Patterns, 2023.

The authority said consent obtained through pre-ticked boxes, default settings or deceptive interface design does not qualify as valid consent under the law and reaffirmed its commitment to ensuring fair and transparent digital business practices. AGENCIES

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THE MORNING STANDARD DELHI 18 JULY 2026

AIRFARES WILL COME DOWN, SAYS AIR INDIA

ENS ECONOMIC BUREAU @ New Delhi

AIRFARES will come down from elevated levels once more capacity is added, and jet fuel prices cool down, said Nipun Agarwal, chief commercial officer of Air India.

Ticket prices have surged sharply over the last 3-4 months in the wake of the West Asia crisis, which pushed up oil prices worldwide. The geopolitical tussle and its impact on energy prices and airspace in the region also forced airlines to cut down their capacity to tide over operational challenges.

"Airfares are market-driven, they move up and down with the demand and supply, and oil prices. So as the flights come back, and the oil prices cool down, airfares will naturally come down as well. We don't fix the airfare. We fix the price points, while the market determines at which price point the ticket is sold," said Agarwal on the sidelines of the FAITH Tourism Conclave in New Delhi. As per Agarwal, demand remains strong in domestic and short-haul routes, but in long haul, demand has been impacted.

NAVBHARAT TIMES DELHI 18 JULY 2026

SpiceJet पर 1 लाख का जुर्माना

पीटीआई, नई दिल्ली: केंद्रीय उपभोक्ता संरक्षण प्राधिकरण (CCPA) ने स्पाइसजेट लिमिटेड (SpiceJet) पर 1 लाख रुपये का जुर्माना लगाया है। CCPA ने शुक्रवार को बताया कि यह कार्रवाई एयरलाइन द्वारा अपने टिकट बुकिंग प्लैटफॉर्म पर डार्क पैटर्न (धोखा देने वाले तरीके) इस्तेमाल करने की वजह से की गई है। अधिकारियों की जांच में पाया गया कि कंपनी ग्राहकों को उनकी मर्जी के बिना ही 'स्पाइसक्लब लॉयल्टी प्रोग्राम' का मेंबर बनाया जा रहा था।

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THE TRIBUNE DELHI 18 JULY 2026

SpiceJet fined ₹1L over 'deceptive' dark patterns

SURYA S PILLAI
TRIBUNE NEWS SERVICE

NEW DELHI, JULY 17

Cash-strapped SpiceJet airlines has been slapped with a Rs 1 lakh penalty for deploying deceptive "dark patterns" on its flight booking platform, the Central Consumer Protection Authority (CCPA) has said.

The airline has been directed to permanently discontinue default consent practices that could mislead consumers and influence their booking decisions. The violations found by CCPA include automatic enrolment into SpiceClub; preselected consent for promotional communications; and deceptive interface design influencing consumer decisions.

"The action reinforces that consumer consent must always be explicit, informed and freely given. Consumer choice must be informed, not manipulated," Union Minister Pralhad Joshi said in a post on social media platform X.

The order follows an inquiry led by Chief Commissioner Nidhi Khare and Commissioner Anupam Mishra, which found that users were automatically enrolled in SpiceJet's SpiceClub loyalty programme through a pre-ticked checkbox.