



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

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AAI seeks 'phased demolition' of Mumbai airport Terminal 1

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New Delhi, 18 April

Government-run Airports Authority of India (AAI) has opposed Mumbai International Airport Limited's (MIAL's) plan to demolish the entire Terminal 1 (T1) in one go and wants the demolition to be carried out in a "phased" manner, *Business Standard* has learnt.

Moreover, the global airlines body, the International Air Transport Association (IATA), has said that MIAL has not consulted airlines or provided sufficient information about T1's redevelopment so that flight disruptions could be minimised. Major Indian carriers such as IndiGo, Air India, and SpiceJet are members of the IATA.

Navi Mumbai International Airport (NMIAL), which is building the Navi Mumbai airport, is slated to begin commercial operations in June. NMIAL is a subsidiary of Adani Group-led MIAL.

Last month, the Airports Economic Regulatory Authority of India (AERA) said the demolition of T1 was "necessary" for public safety. This came after a site visit and an IIT Bombay audit that revealed corrosion, seepage, and cracks in the structure.

However, the question remains on whether the demolition should be done in one go or in phases to minimise flight disruption.

MIAL did not respond to *Business Standard's* request



Mumbai airport's T1 would be demolished in October this year and its reconstruction is expected by September 2028

DGCA orders probe into pilot's death at Delhi airport

The Directorate General of Civil Aviation (DGCA) has ordered a detailed investigation into the death of an Air India Express pilot, who died of a cardiac arrest at the Delhi airport shortly after flying in from Srinagar on April 9. According to the regulator's order dated April 17, the investigation will examine whether the crew reported any sickness to Air Traffic Control (ATC) while airborne, if so, whether ATC responded appropriately. The probe will assess the medical history of the deceased pilot and determine if adequate precautions were taken during rostering. It will further evaluate whether any additional medical checks are necessary for pilots with known health risks. **DEEPAK PATEL**

for a statement on this matter.

Mumbai airport currently has two terminals — T1 and T2 — with an annual passenger handling capacity of 15 and 40 million, respectively. Mumbai Airport's T1 comprises three buildings — T1A, T1B, and T1C.

Last month, MIAL said T1 would be demolished in October this year and its reconstruction is expected by September 2028.

During the reconstruction phase, about 5 million passengers of T1 would be shifted to T2, while the remaining 10 million would be shifted to Navi Mumbai airport opens.

This phased approach could help manage costs and respond to changing demand.

However, MIAL said that due to space limitations and the shape of the available land, modular construction is not possible.



Corporate Communications Directorate

AMAR UJALA

DELHI

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रनवे पर दरार, पीएम के प्रधान सचिव मिश्रा का विमान डायवर्ट भुवनेश्वर। झारसुगुड़ा एयरपोर्ट के रनवे पर दरार के चलते प्रधानमंत्री के प्रधान सचिव पीके मिश्रा समेत 178 यात्रियों को लेकर जा रहे एक विमान को भुवनेश्वर डायवर्ट किया गया। दरार के चलते विमान झारसुगुड़ा एयरपोर्ट पर नहीं उतर सकता था। अधिकारियों ने बताया कि मिश्रा शनिवार को आईआईएम संबलपुर के दीक्षांत समारोह में हिस्सा लेने के लिए आए थे। एजेंसी

गंगा बेल्ट में अवसरों की उड़ान

शुभमय भट्टाचार्य

भारत के तीन सर्वाधिक जनसंख्या वाले राज्यों उत्तर प्रदेश, बिहार और पश्चिम बंगाल में लॉजिस्टिक्स बेहतर होने से देश की अर्थव्यवस्था में तेज वृद्धि होने का अनुमान है। इसका सबसे अच्छा उदाहरण दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे से मात्र 88 किलोमीटर की दूरी पर जेवर (उत्तर प्रदेश) में नोएडा इंटरनेशनल हवाई अड्डा है, जिसका इसी गर्मी में उद्घाटन होना है।

गंगा के मैदानों में शीघ्र ही कई अन्य हवाई अड्डे भी तैयार हो रहे हैं। इसके बाद इस पूरे क्षेत्र में हवाई मार्ग से आवाजाही काफी आसान हो जाएगी। हालांकि यह भी सच है कि यह सभी कुछ अनियोजित ढंग से हो रहा है। यह ऐसा क्षेत्र है जहां हवाई अड्डे और मेट्रो की सेवाओं का विस्तार हो रहा है, लेकिन देश के सर्वाधिक घनी आबादी वाले इस इलाके की क्षमता का लाभ उठाने में रेलवे बहुत पीछे है। यहां सर्वाधिक घनी आबादी वाले तीनों राज्यों का कुल क्षेत्रफल 4.24

गंगा के मैदानों में हवाई अड्डों का जाल बिछने से बदलेगी यात्रा व व्यापार की रंगत

लाख वर्ग किलोमीटर है और इनमें अनियमित राज्यों व गैर कृषि कार्यों की 75 प्रतिशत से अधिक पुरुष आबादी वाले कस्बों (सेन्स टाउन) की भरमार है। इन तीन राज्यों का क्षेत्रफल दक्षिण भारत के चार राज्यों के बराबर है।

नोएडा हवाई अड्डे के बाद पश्चिम बंगाल में पहले से ही परिचालित अंडाल हवाई अड्डा भी अवसरों की उड़ान भर सकता है। जेएसडब्ल्यू समूह की योजना अंडाल हवाई अड्डे को विकसित करने की है। इन राज्यों में सबसे पिछड़ा बिहार है, पर इस साल के अंत में यहां भी पटना हवाई अड्डे का जीर्णोद्धार होगा। इसके अलावा कई अन्य हवाई अड्डे भी सिलसिलेवार ढंग से इस क्षेत्र के यातायात को गति देने के लिए प्रस्तावित हैं। नए हवाई अड्डों के अस्तित्व में आने से इन तीनों राज्यों का आर्थिक भूगोल भी बदल जाएगा।

हवाई अड्डे की पट्टी से आगे का सफर

इन परियोजनाओं में सबसे बड़ा नोएडा इंटरनेशनल एयरपोर्ट है। इस परियोजना के ठेकेदार टाटा प्रोजेक्ट्स के अनुसार ज्यूरिख एयरपोर्ट इंटरनेशनल ने इस हवाई अड्डे को विकसित किया है। नोएडा इंटरनेशनल हवाई अड्डे की सालाना यात्री क्षमता 1.2 करोड़ होगी। बाद में इसकी क्षमता सालाना 7 करोड़ यात्री तक बढ़ाई जाएगी। नोएडा इंटरनेशनल हवाई अड्डे के पहले चरण का संचालन नवंबर 2024 से प्रस्तावित था, फिर भी इसने ज्यादा इंतजार नहीं कराया और बहुत कम देरी के साथ तैयार कर लिया गया। पश्चिम बंगाल के अंडाल हवाई अड्डे से रोजाना 16 उड़ानें संचालित हो रही हैं। यह हवाई अड्डा कोलकाता से करीब 80 किलोमीटर दूर है। पश्चिम बंगाल के अत्यधिक घनी आबादी वाले इस दक्षिण क्षेत्र के लिए यह हवाई अड्डा वरदान साबित हुआ है। हाल में जेएसडब्ल्यू के चेयरमैन सज्जन जिंदल ने यह कहकर सुर्खियां बटोरीं कि वह इस हवाई अड्डे में हिस्सेदारी खरीदेंगे। जिंदल ने कोलकाता में कहा था, 'यह उनका हवाई अड्डा कारोबार में पहला कदम होगा।'

बिज़नेस स्टैंडर्ड की रिपोर्ट के अनुसार जेएसडब्ल्यू समूह की कंपनी जेएसडब्ल्यू इन्फ्रास्ट्रक्चर के निवेश का अर्थ यह है कि वह इस कंपनी का परिचालन करने वाली कंपनी बंगाल एरोट्रोपोलिस प्रोजेक्ट्स लिमिटेड (बीएपीएल) के निजी निवेशकों से हिस्सेदारी खरीदेगा। बीएपीएल में पश्चिम

बंगाल सरकार की 26 प्रतिशत और सिंगापुर के चांगी हवाई अड्डे की 33 प्रतिशत हिस्सेदारी है। इस राज्य ने हवाई अड्डे के अन्य विकल्पों को भी तलाशना शुरू कर दिया है। इस क्रम में दार्जिलिंग और गंगटोक दोनों को जोड़ने वाले बागडोगरा से जहाजों का परिचालन बढ़ा दिया गया है।

बिहार में पटना के अलावा दो पूरी तरह विकसित हवाई अड्डे गया और दरभंगा में हैं। इन दोनों हवाई अड्डों से बौद्ध धार्मिक स्थलों के लिए अंतरराष्ट्रीय उड़ानें बैंकाक और यांगून के लिए उपलब्ध हैं। इन्होंने प्रवासी आबादी की यात्रा के समय की भी काफी बचत की है। पूर्णिया क्षेत्र में प्रवासियों की आवाजाही अधिक है। अब इन लोगों को पांच घंटे का सफर तय कर पटना हवाई अड्डे से उड़ान नहीं पकड़नी पड़ती। वे दरभंगा से हवाई जहाज में यात्रा शुरू करते हैं। दिल्ली से अहमदाबाद के बीच आम दिनों में टिकट का किराया 5,000 रुपये है लेकिन यह किराया रेलगाड़ी एसी स्लीपर श्रेणी (1,100 रुपये) से कहीं अधिक है। बहरहाल रेलवे से सफर करने में अधिक समय लगता है और टिकट भी कई हफ्ते बाद का मिलता है।

पुरानी चुनौतियां कायम

अंडाल हवाई अड्डे के करीब खनिज संपदा संपन्न भूमि है। इसके करीब कोयले की गहरी खानों की पट्टी है। इसके दूसरी तरफ बड़े शहर हैं जहां सघन आबादी है और यह अपने पूर्व में स्थित कोलकाता या पश्चिम में स्थित दिल्ली आने जाने के लिए रेल संपर्क पर निर्भर है। इस क्षेत्र में अपार संभावनाएं हैं लेकिन पुराने जोखिम बदस्तूर जारी हैं। इससे यह परियोजना काफी कारगर साबित हो सकती है। जिंदल ने पहले भी चेतावनी दी थी कि भूमि का मुद्दा चुनौतीपूर्ण हो सकता है। वैसे, उन्होंने कहा, 'हम सभी मुद्दों का हल चाहते हैं।' पश्चिम बंगाल में सैन्य हवाई पड़ियों भी हैं और इनको वाणिज्यिक रूप से व्यवहार्य बनाने के लिए भूमि उपलब्ध नहीं है। लिहाजा इन्हें बंद कर दिया गया है। नदी के करीब पटना हवाई अड्डे का विस्तार भी भूमि संबंधित मुद्दों के कारण लंबित है। इसका संचालन करने वाले भारतीय हवाई अड्डा प्राधिकरण भी इस निष्कर्ष पर पहुंचा है कि वह मात्र दो किलोमीटर लंबी इस हवाई पट्टी का विस्तार नहीं कर सकता है। इसके बावजूद हवाई अड्डे पर जहाजों को उतरने या उड़ान भरने के लिए समानांतर टेक्सी ट्रेक की सुविधा दी गई है।

सरकारी स्वामित्व वाली इस कंपनी ने पटना हवाई अड्डे के टर्मिनल का जीर्णोद्धार कर दिया है और यह एक तरह से बिल्कुल नया सा बन गया है। इस हवाई अड्डे की सालाना यात्री क्षमता 30 लाख से बढ़कर 1 करोड़ हो गई है। इसका उद्घाटन इस साल जनवरी में होना था लेकिन फिर इसे अप्रैल कर दिया गया। राज्य के लोगों की लंबे समय से मांग रही है कि अंतरराष्ट्रीय उड़ानें शुरू की जाएं। अब उनकी यह मांग पूरी होने की उम्मीद है।

बीएपीएल और पटना दोनों को बड़े कार्यों संचालन के लिए स्थान मुहैया कराने की जरूरत होगी। इसका कारण यह है कि क्षेत्र के शहरों में कम लॉजिस्टिक्स लागत की मांग तेजी से बढ़ रही है। नैशनल काउंसिल ऑफ एप्लाइड इकनॉमिक रिसर्च (एनसीईआर) ने दिसंबर 2024 में 'भारत में लॉजिस्टिक्स लागत के आकलन के मसौदे' शीर्षक से अध्ययन किया है। इसमें कहा गया है, 'लॉजिस्टिक्स लागत का देश के विनिर्माण क्षेत्र, निर्यात प्रतिस्पर्धात्मकता और वैश्विक स्थिति पर प्रभाव पड़ता है।' इस लागत को कम करने का एक तरीका सहजता से भूमि खंड उपलब्ध कराना है।

वाणिज्य एवं उद्योग मंत्रालय की लॉजिस्टिक्स ईज एक्रास डिफ्रंट स्ट्रेट्स 2024 के नवीनतम संस्करण में बिहार और पश्चिम बंगाल को प्रदर्शन और लॉजिस्टिक्स के मामले में क्रमशः दूसरे व तीसरे पायदान पर रखा गया है। सभी तरफ जमीन से घिरे हुए राज्यों में उत्तर प्रदेश के साथ हरियाणा, तेलंगाना व उत्तराखंड ने भी अच्छा प्रदर्शन किया है। लेकिन बेहतर यातायात संपर्क के लिए अभी इन राज्यों को लंबा सफर तय करना है।

हवाई अड्डों के वाणिज्यिक रूप से व्यवहार्य बनने के लिए लॉजिस्टिक्स संचालन की जरूरत होती है और उसके लिए जमीन की आवश्यकता होती है। बिहार और उत्तर प्रदेश में दो-दो हवाई कार्गो टर्मिनल हैं जबकि पश्चिम बंगाल में एक हवाई कार्गो टर्मिनल है।

क्रिसिल के आंकड़ों से पता चलता है कि सरकार ने देश में क्षेत्रीय संपर्क को मजबूत करने के लिए योजना 'उड़े देश का आम नागरिक' के तहत 84 हवाई अड्डों और 579 मार्गों को चालू कर दिया था। इससे हवाई यात्रा करने वाले आम लोगों की संख्या में काफी वृद्धि हुई है। क्रिसिल ने कहा, 'अभी इसका प्रभाव कम है, इन हवाई अड्डों का घरेलू हवाई यातायात में लगभग दो प्रतिशत योगदान है। ये हवाई मार्ग महत्त्वपूर्ण हैं क्योंकि इनसे महानगरों के हवाई अड्डे तक यात्री आते हैं।'

क्या कार्गो हब ?

कार्गो हब के लिए भी परिदृश्य में धीरे-धीरे बदलाव की उम्मीद है। पटना और अयोध्या में हाल ही में शुरू किए गए एयरपोर्ट मुख्य रूप से यात्रियों के लिए हैं। दरअसल, जेवर भारत का सबसे बड़ा कार्गो हब बनने की उम्मीद है। इसका कारण यह है कि उत्तर प्रदेश स्वयं को विनिर्माण केंद्र के रूप में आगे बढ़ा रहा है। बिहार के बिहटा में भी कार्गो पर ध्यान केंद्रित किए जाने की उम्मीद है। बिहार को बिहटा कार्गो से खाद्य प्रसंस्करण क्षेत्र में अपनी क्षमता को साकार करने का मौका मिलेगा। वित्त वर्ष 2026 के बजट में केंद्रीय वित्त मंत्री निर्मला सीतारमण ने घोषणा की थी कि बिहार में एक खाद्य प्रसंस्करण संस्थान स्थापित किया जाएगा। अंडाल का महत्त्व भी कार्गो हब के रूप में होगा। कार्गो व्यवसाय के विस्तार से अहम बाधा दूर होने की उम्मीद है। अभी भारतीय एयर कार्गो का लगभग 90 प्रतिशत केवल छह हवाई अड्डे संचालित करते हैं और ये सभी महानगरों में हैं।

ट्रेड एंड ट्रांसपोर्ट ग्रुप की लॉजिस्टिक्स कंसल्टिंग फर्म 'ट्रेड डेटा सर्विसेज' की रिपोर्ट 'एयर कार्गो आउटलुक 2025-2029' में अनुमान जताया गया है कि भारत का इस दशक के अंत तक एयर कार्गो लगभग 60 लाख टन (एमटी) तक पहुंच जाएगा जबकि यह वर्ष 2025 में लगभग 37 लाख टन से अधिक है।

हालांकि, डेटा ई-कॉमर्स के विकास के अनुमानों पर आधारित है। इसमें उत्तर भारतीय मैदानों के हवाई अड्डों का प्रमुख व्यवसाय शामिल नहीं किया गया है। दुबई स्थित सोलिटएयर जैसी कार्गो कंपनियां भारतीय कार्गो बाजार में प्रवेश करने की योजना बना रही हैं और इस क्रम में दिल्ली, मुंबई और अमदाबाद पर ध्यान केंद्रित कर रही हैं। बहरहाल एनसीईआर की पिछले साल की रिपोर्ट में कहा गया है, 'भारत में लॉजिस्टिक्स लागत असंगत रूप से अधिक मानी जाती है, जो विनिर्माण विकास और आर्थिक प्रतिस्पर्धात्मकता को प्रभावित करती है।' इन आंकड़ों को प्रभावी रूप से बदलने में गंगा के मैदानों के श्रृंखलाबद्ध हवाई अड्डे महत्त्वपूर्ण योगदान दे सकते हैं।



Corporate Communications Directorate

DESHBANDHU

DELHI

19 APRIL 2025

हैदराबाद हवाईअड्डा को एसीआई से मिली स्तर पांच मान्यता

हैदराबाद, 18 अप्रैल (एजेंसियां)। जीएमआर हैदराबाद अंतरराष्ट्रीय हवाईअड्डा लिमिटेड (जीएचआईएल) से संचालित राजीव गांधी अंतरराष्ट्रीय हवाईअड्डे को एसीआई के हवाईअड्डा कार्बन मान्यता (एसीए) कार्यक्रम के सबसे ऊंचे स्तर पांच की मान्यता प्राप्त हुई है, जो इसे एशिया-प्रशांत और मध्य पूर्व क्षेत्र के उन चार अग्रणी हवाईअड्डों में शामिल करती है, जिन्होंने कार्बन प्रबंधन के इस उच्चतम स्तर को हासिल किया है।

एसीए कार्यक्रम वैश्विक स्तर पर हवाईअड्डों द्वारा कार्बन उत्सर्जन को मापने, कम करने और प्रबंधित करने के प्रयासों का आकलन करता है। इसमें कुल सात स्तर होते हैं, जिनमें स्तर पांच ट्रांसफॉर्मेशन को सबसे ऊंचा



स्थान प्राप्त है। इस मान्यता के लिए आरजीआईए ने स्कोप एक और दो उत्सर्जनों के लिए शुद्ध-शून्य कार्बन उत्सर्जन बनाए रखा है और वर्ष 2050 या उससे पहले स्कोप तीन उत्सर्जन को शुद्ध शून्य करने के लक्ष्य की ओर अग्रसर है। जीएसआर हवाईअड्डा के कार्यकारी निदेशक और मुख्य नवाचार अधिकारी एस. जी. के. किशोर ने इस उपलब्धि पर प्रतिक्रिया देते हुए कहा कि आरजीआईए जलवायु परिवर्तन से निपटने और वर्ष 2015 के यूएनएफसीसीसी पेरिस समझौते के तापमान लक्ष्यों को प्राप्त करने के लिए अपने भागीदारों के साथ मिलकर काम करता रहेगा।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

19 APRIL 2025

एक रनवे के बंद होने का उड़ानों पर दिख रहा है असर

जागरण संवाददाता, नई दिल्ली: मौजूदा मौसम और पूर्वी हवा के कारण आइजीआइ अंतरराष्ट्रीय एयरपोर्ट पर उड़ानों के उतरने और उड़ान भरने से जुड़ी समस्याएं पिछले तीन दिनों से यात्रियों के लिए परेशानी का कारण बनी हुई हैं। आलम यह है कि शुक्रवार को प्रस्थान से जुड़ी करीब 88 प्रतिशत उड़ानें विलंबित रहीं। वहीं आगमन से जुड़ी उड़ानों की बात करें तो विलंबित उड़ानों की तादाद करीब 83 प्रतिशत रहीं। प्रस्थान की विलंबित उड़ानों का यदि औसत निकालें तो यह करीब पौने घंटा रहा। वहीं आगमन के मामले में यह औसत करीब एक घंटा रहा। इस बीच डायल द्वारा समय समय पर यात्रियों के एडवाइजरी जारी कर एयरपोर्ट पर एयर ट्रेफिक फ्लो मैनेजमेंट प्रोटोकाल लागू किए जाने की बात कही जाती रही।

आइजीआइ एयरपोर्ट के चार

- शुक्रवार को प्रस्थान की करीब 88% तो आगमन की 83 प्रतिशत उड़ानें वहीं विलंबित
- मौजूदा मौसम और पूर्वी हवा के कारण आगमन व प्रस्थान दोनों पर दिख रहा असर

रनवे में अभी तीन रनवे ही आपरेशन हैं। रनवे संख्या 10/28 को रखरखाव से जुड़े कार्यों के लिए अगले आदेश तक बंद कर दिया गया है।

एक रनवे के बंद होने से प्रति घंटे उड़ान आगमन क्षमता 45 से घटकर करीब 31 विमानों तक सीमित हो गई है। दूसरी बाधा हवा का बदल रहा रुख कर उत्पन्न कर रहा है। पूर्वी हवाओं के कारण मौजूदा मौसम उड़ानों के संचालन में बाधा डाल रहा है। हालांकि डायल का दावा है कि एयरपोर्ट के तीनों रनवे सामान्य रूप से कार्य कर रहे हैं।

पायलट की मौत मामले में डीजीसीए ने विस्तृत जांच के लिए आदेश

जागरण संवाददाता, नई दिल्ली : एयर इंडिया एक्सप्रेस के पायलट अरमान की हाल ही में हुई मौत के मामले में उड़ान नियामक संस्था डीजीसीए ने विस्तृत जांच के आदेश दिए हैं। जांच में मृतक पायलट का मेडिकल इतिहास, आपात स्थिति से निपटने के दिशानिर्देश और अन्य पहलुओं की समीक्षा की जाएगी।

इस मामले में नौ अप्रैल को श्रीनगर से दिल्ली आ रही उड़ान के संचालन के दौरान प्रथम अधिकारी (फर्स्ट ऑफिसर) की मृत्यु हो गई थी। जांच के दौरान यह देखा जाएगा कि क्या चालक दल ने उड़ान के दौरान बीमारी की सूचना एयर ट्रेफिक कंट्रोलर (एटीसी) को दी और यदि दी, तो क्या एटीसी ने उचित कार्रवाई की जांच में देखा

जाएगा कि मेडिकल कारणों से उड़ान प्रतिबंध वाले चालक दल के रोस्ट्रिंग में उचित सावधानी बरती गई थी या नहीं। क्या ऐसी उड़ानों से पहले पायलटों के लिए विशिष्ट मेडिकल जांच अनिवार्य है और क्या अन्य चालक दल ने पायलट के अस्वस्थ होने की सूचना पर त्वरित कार्रवाई की। यह भी देखा जाएगा कि पायलट को एयरपोर्ट के मेडिकल सेंटर तक पहुंचाने में कितना समय लगा। एयरपोर्ट के मेडिकल सेंटर की ऐसी आपात स्थितियों से निपटने की तैयारियों और मौजूदा दिशानिर्देशों में बदलाव की आवश्यकता की भी समीक्षा होगी। एयर सेफ्टी के डिप्टी डायरेक्टर विशाल यादव जांच के प्रमुख होंगे, छह महीने के भीतर रिपोर्ट सौंपने के निर्देश दिए गए हैं।

Airports Want Govt to Let Int'l Carriers Spread Their Wings

Global airlines keen to gain from int'l travellers in India, say protectionist steps hurting progress

Arindam Majumder

New Delhi: Indian airports are pushing the government to shed its protectionist stance and grant flying rights to foreign airlines as they are eager to gain from an increase in international travellers.

"In today's increasingly complex economic landscape, we need the continuous support of governments to further liberalise air transportation and streamline visa policies across region. These are proven drivers of economic development. In contrast, protectionist measures ultimately hinder progress and limit opportunity," Stefano Baronci, director general of lobby group Airports Council International Asia-Pacific & Middle East.

International flying rights are allocated on a bilateral reciprocal basis. Since assuming power in 2014, successive governments led by Narendra Modi have taken a hawkish stance over extending flying rights to international airlines, primarily those from the Middle East.

This, the government said, was to protect Indian airlines and to con-

Sky's the Limit

Govt has always taken a hawkish stance on extending flying rights to int'l airlines to protect Indian airlines

In 2016, govt said unless utilisation from Indian side reaches **80%**, add'l flying rights will not be granted

Growth is being severely curtailed due to govt stance

Increasing access & options for flyers are crucial for transforming airports: Experts

vert airports into transit hubs like Dubai, Changi. In 2016, India in its national civil aviation policy framed the guidelines saying that unless the utilisation from the Indian side reaches 80%, additional flying rights will not be granted.

"Increasing access and options for passengers are crucial aspects of transforming Indian airports into global hubs and that should not just depend on when Indian airlines are ready to compete. The government is mindful of this as they are very open to suggestions," SGK Kishore, executive director (South) at GMR Airports said. GMR owns Delhi, Hydera-

bad and the second airport in Goa.

Paul Griffiths, CEO of Dubai Airport added that India has become the largest source market for the airport but growth is being severely curtailed due to the government's stance of not increasing flying rights to Dubai's airlines like Emirates and Flydubai.

"The problem is when you try to protect something, I would argue you cause more damage to the economy. Other countries have attempted this like Canada, where they have tried to restrict the capacity, and that led to consumers end up paying significantly high-

her prices," Griffiths said in an interview with ET.

"The right way round is to concentrate on making the airlines. It would be beneficial for India's economy and passengers if they liberalise access between India and UAE," he said.

The issue of international flying rights has become a flash point among airlines too. Air India CEO Campbell Wilson has called for limiting market access for foreign carriers.

"Indian carriers have recently ordered more than 1,000 aircraft. We have an appetite for more," Wilson said.





Corporate Communications Directorate

HARI BHUMI

DELHI

19 APRIL 2025

संसदीय स्थायी समिति ने जताई थी चिंता

दिल्ली हवाई अड्डों से फ्लाइट्स लेट हुईं तो जिम्मेदारी तय की जाएगी, मंत्रालय की कड़ी नजर



हरिभूमि ब्यूरो ►► नई दिल्ली

संसद की स्थायी समिति ने दिल्ली हवाई अड्डों से उड़ानों की लेटलतीफी पर गंभीर चिंता जताई है। प्रतिदिन दिल्ली से उड़ने वाली 240 फ्लाइट देरी से उड़ रही हैं। जिससे हवाई परिचालन में औसतन 320 घंटे की दर से देरी रिकार्ड की गई है। दिल्ली हवाई अड्डे से प्रतिदिन 1200 फ्लाइट्स विभिन्न डेस्टिनेशन्स के लिए उड़ान भरती है। हर घंटे 46 हवाई जहाज लैंड करते हैं। इन सब ऑपरेशन्स के लिए चार रनवे में से एक 28 नंबर रनवे बंद होने से पूरी व्यवस्था पर कुप्रभाव पड़ा है। संसदीय समिति ने मामले में कड़ाई बरतने की समझाइश नागर विमानन मंत्रालय को दी है।

सूत्रों ने बताया कि समिति की सिफारिशों के आधार पर मंत्रालय ने विभिन्न एजेंसियों से हवाई जहाज परिचालन में हो रही देरी पर लिखित सफाई मांगी है। सूत्रों ने बताया कि यात्रियों की समय कीमती मानते हुए किसी भी तरह की हीलाहवाली पर जिम्मेदारी तय कर ►► शोध पेज 5 पर

दिल्ली हवाई अड्डों से...

उचित कानूनी कार्रवाई की जाएगी। दिल्ली हवाई अड्डे पर रनवे 28 के रखरखाव या अन्य कारणों से बंद होने के कारण उड़ानों में देरी की समस्या बढ़ी। इसने न केवल दिल्ली, बल्कि देश के अन्य हवाई अड्डों पर भी असर डाला, क्योंकि दिल्ली एक प्रमुख विमानन केंद्र है। इस रनवे की अनुपलब्धता ने एयर ट्रैफिक कंट्रोल (एटीसी) को उड़ानों के प्रबंधन में कठिनाई पैदा की, जिसके परिणामस्वरूप कई उड़ानें अपने विधार्जित समय से घंटों देर से चलीं। मत 12 अप्रैल को दिल्ली और एनसीआर क्षेत्र में मौसम में अचानक बदलाव (धूल मरी आंधी और खराब दृश्यता) के कारण 205 उड़ानें देरी से चलीं और 15 उड़ानों को डायवर्ट करना पड़ा। इसने स्थिति को और जटिल बना दिया। इसके अलावा, 18 अप्रैल, 2025 को दिल्ली अंतरराष्ट्रीय हवाई अड्डे ने हवा के पैटर्न में बदलाव के कारण समावित उड़ान देरी की चेतावनी जारी की, और दोपहर 12:30 से 4:30 बजे तक एयर ट्रैफिक प्रबंधन लागू किया गया। उड़ानों में देरी के कारण यात्रियों को लंबे समय तक हवाई अड्डों पर इंतजार करना पड़ रहा है। समिति में शामिल एक सांसद ने बताया कि 13 अप्रैल को बाबतपुर हवाई अड्डे (वाराणसी) पर एयर इंडिया एक्सप्रेस की उड़ान 12 घंटे देरी से चली, जिसके कारण 150 यात्रियों ने हंगामा किया। सांसदों और जनप्रतिनिधियों ने भी इस मुद्दे पर नाराजगी जताई है। उदाहरण के लिए, एनसीपी सांसद सुप्रिया सुले ने 22 मार्च को एयर इंडिया की उड़ान में 1 घंटे 19 मिनट की देरी पर खाल उठाए और इसे बिरंतर प्रवृत्ति करार दिया।



Corporate Communications Directorate

HINDUSTAN

DELHI

19 APRIL 2025

दिल्ली हवाईअड्डे से 200 विमानों ने देर से उड़ान भरी

नई दिल्ली, प्रमुख संवाददाता। दिल्ली एयरपोर्ट से विमानों की उड़ान में देरी का सिलसिला जारी है। शुक्रवार को भी दिल्ली एयरपोर्ट से लगभग 200 विमानों ने देरी से उड़ान भरी।

दिल्ली एयरपोर्ट के टर्मिनल-1 से लगभग 110 विमानों ने देरी से उड़ान भरी। गुरुवार को यहां से 75 विमानों ने देरी से उड़ान भरी थी। एयरपोर्ट के टर्मिनल 3 से लगभग 90 विमानों ने देरी से उड़ान भरी जिसमें लगभग 25 अंतर्राष्ट्रीय उड़ान शामिल हैं। बीते मंगलवार को एयरपोर्ट के टर्मिनल-2 से सभी उड़ानों को टर्मिनल-1 पर

स्थानांतरित किया गया था। इसके बाद से ही टर्मिनल-1 से विमानों की उड़ानों पर असर देखने को मिल रहा है।

टर्मिनल-1 से जहां पहले केवल 40 विमान उड़ान भर रहे थे तो वहीं अब 250 से ज्यादा विमान प्रतिदिन यहां से उड़ान भर रहे हैं। लेकिन इस दौरान 100 से ज्यादा विमानों की उड़ान में देरी देखने को मिल रही है।

संसद की एक समिति ने दिल्ली हवाई अड्डे पर उड़ानों में क्लंब को लेकर चिंता जताई है। समिति के सदस्यों ने कहा है कि यह भयावह स्थिति है, जिससे यात्रियों को असुविधा हो रही है।

India's airport expansion plans require revised seat pacts: Dubai Airport CEO

Jagriti Chandra
NEW DELHI

The development of airport infrastructure in India and fulfilling the country's ambitions to grow them into hubs that can transfer passengers from different connecting points must be supported by a revision in seat capacities permitted between two countries, said Dubai Airport CEO Paul Griffiths.

"The development of airport infrastructure in India is obviously going to be welcomed because there will be many more points where it will be possible to have direct service to the UAE, particularly to Dubai. Of course, the bilaterals will need some revisions to be able to make the points possible," he told *The Hindu* on the sidelines of a Airports Council International event.

He was addressing a question on the Centre's efforts to develop Indian airports as hubs to reduce traffic leakage to major international airports.

The Centre plans to take up 50 airport development projects in the next five years. These include new airports, as well as expansion of existing ones.

Additional seats

The UAE has been pushing for an additional 50,000 weekly seats for Dubai in the bilateral air service agreement. It currently allows 66,000 seats a week between the UAE and India, a quota fully utilised by airlines of both sides. The proposal includes a 4:1 seat allocation formula, allowing Indian carriers to operate four additional seats for every extra seat



Small is good: Evolution of aircraft technology allows smaller planes to connect remote airports cost-effectively, says Griffiths. AP

Indian government plans to take up 50 airport development projects in the next five years

granted to UAE airlines. This ratio would gradually shift to 3:1, 2:1, and eventually 1:1 over a specified period, phasing in the changes systematically.

Smaller aircraft

Mr. Griffiths is also of the opinion that the world is moving away from a hub approach for developing airports as the evolution of aircraft technology allows smaller aircraft to connect remote airports in a cost-effective manner.

This, he said, will mean that in the years to come the number of aircraft with very large capacities will be fewer compared with the number of smaller aircraft capable of flying long distances.

The UAE's second airport - Dubai World Central (DWC), or Al Maktoum International Airport, will replace Dubai International Airport (DXB) as its main hub by the mid-2030s. A

\$35 billion expansion, approved in April 2024, targets 260 million passengers annually by 2050 with five runways, 400 gates, and eight concourses. When it opens after phase one of expansion in 2027, it will have three runways, nearly 120 gates, and a 150 million passenger capacity.

Theme-based terminals

Mr. Griffiths said DWC could have different terminals based on country themes such as an India or America. This would entail one terminal for airlines with same destinations.

So an Indian theme terminal "would not mean only Indian airlines, but it will cluster flights [of different airlines] in the most effective ways, so the tracks are optimised, as we would want to minimise walking distances." Similarly, there could be Europe and Australasia terminals.

In 2024, Dubai International Airport, the world's busiest travel hub, logged 92 million passengers of which 12 million travelled to India. 55% of airport users visited Dubai as a final destination while 45% used it as a connecting hub.

प्रगति

480 करोड़ रुपये की लागत से 80 प्रतिशत निर्माण कार्य पूरा हो गया है

जोधपुरवासियों को नए एयरपोर्ट का तोहफा मिलेगा: शेखावत

1

नया टर्मिनल व्यस्त समय में 2,500 यात्रियों और प्रति वर्ष 3.5 मिलियन यात्रियों को संभालने में सक्षम होगा

2

यह नया टर्मिनल हैरिटेज लुक में बनाया गया है और इसमें जोधपुर पत्थर का उपयोग किया गया है



को संभालने में सक्षम होगा। 480 करोड़ रुपये की लागत वाले इस नए टर्मिनल का क्षेत्रफल 24,000 वर्ग मीटर है जबकि व्यस्त समय में 2,500 यात्रियों और प्रति वर्ष 3.5 मिलियन यात्रियों को संभालने में सक्षम होगा।

यह नया टर्मिनल हैरिटेज लुक में बनाया गया है और इसमें जोधपुर पत्थर का उपयोग किया गया है। वर्तमान में जोधपुर हवाई अड्डे में 5690 वर्ग मीटर में फैला एक टर्मिनल भवन है जो प्रति घंटे 430 यात्रियों को संभाल सकता है। नया

टर्मिनल भवन 37 एकड़ में फैला होगा और इसमें 6 एरो ब्रिज, 40 चेक-इन काउंटर, 16 सेल्फ चेक-इन मशीनें और 3 कन्वेयर बेल्ट होंगे। यह टर्मिनल भवन दीपावली तक बनकर तैयार हो जाएगा। नए टर्मिनल भवन के निर्माण के बाद जोधपुर एयरपोर्ट पर बोइंग और एयरबस जैसे बड़े यात्री विमान भी उतर सकेंगे। केंद्रीय संस्कृति और पर्यटन मंत्री गजेन्द्रसिंह शेखावत ने अवलोकन के बाद मीडिया से बातचीत करते हुए देश के प्रधानमंत्री नरेन्द्र मोदी और पूर्व रक्षामंत्री

मनोहर पारिकर को धन्यवाद दिया। उन्होंने कहा कि नए एयरपोर्ट प्रोजेक्ट के प्रति पीएम नरेन्द्र मोदी की पूरी गम्भीरता रही है। पूर्व रक्षामंत्री मनोहर पारिकर के प्रयासों से जमीन संबंधी समस्या का समाधान हुआ। इस साल दिवाली तक जोधपुरवासियों को नए एयरपोर्ट का तोहफा मिलेगा।

जोधपुर की स्थपत्य कला के अलावा पार्किंग मामले का पूरा ध्यान रखा गया है। हर पहलू को ध्यान में रखकर नए एयरपोर्ट का निर्माण हुआ है। अब 12 एयरक्राफ्ट पार्क हो सकेंगे। 300 से अधिक कारें भी पार्क हो सकेंगी। एविएशन क्षेत्र में नई क्रांति का सूत्रपात हुआ है। गजेन्द्रसिंह सिंह शेखावत ने एयरपोर्ट अथॉरिटी से लेकर जोधपुर नगर निगम और जोधपुर विकास प्राधिकरण अन्य एजेंसियों का आभार जताया।

जोधपुर, लोकसत्या

जोधपुर में एयरपोर्ट विस्तार का सपना पूरा होने के साथ लगभग 480 करोड़ रुपये की लागत से 80 प्रतिशत निर्माण कार्य पूरा हो गया है और दीपावली के अवसर पर तोहफे के रूप में जोधपुरवासियों को नया एयरपोर्ट मिल जाएगा। जोधपुर के सांसद और केंद्रीय पर्यटन संस्कृति मंत्री गजेन्द्र सिंह शेखावत ने बाकायदा इसका अवलोकन करने के साथ देश के प्रधानमंत्री नरेन्द्र

मोदी से लेकर पूर्व रक्षा मंत्री मनोहर पारिकर का आभार जताया और विश्वास व्यक्त किया कि इस सुविधा के बाद आर्थिक रूप से जोधपुर और अधिक विकास की ओर आगे बढ़ सकेगा।

जोधपुर एयरपोर्ट पर एक नई टर्मिनल बिल्डिंग का निर्माण किया जा रहा है। यह नया टर्मिनल 24,000 वर्ग मीटर में फैला होगा और व्यस्त समय में 2,500 यात्रियों और प्रति वर्ष 3.5 मिलियन यात्रियों



Corporate Communications Directorate

MILLENNIUM POST

DELHI

19 APRIL 2025

Delhi Airport: Air traffic flow mgmt measures in place

To prevent possible flight delays

NEW DELHI: The current weather conditions and disturbances due to easterly winds are likely to cause issues during landing and departure of flights at the Delhi airport, with the authorities putting in place air traffic flow management measures to prevent possible delays.

Also, the temporary closure of runway RW 10/28 at the Indira Gandhi International Airport (IGIA) has resulted in reduced flight arrival capacity at the airport on an hourly basis.

IGIA, operated by the Delhi International Airport Ltd (DIAL), is the country's largest and busiest airport, handling around 1,300 flight movements daily. "Due to shifting wind patterns in the vicinity of the airport, certain airline operations may experience delays.

"Air Traffic Flow Management measures for flight arrivals will be implemented from

1630 IST till 2030 IST today by ATC authorities to ensure safe operations, in accordance with international and regulatory protocols, keeping passenger safety as the highest priority," DIAL said in a post on X on Friday afternoon. Similar advisories were issued by the airport operator earlier in the day and on Thursday.

A senior Air Traffic Controller (ATC) explained that Air Traffic Flow Management (ATFM) measures are generally implemented to ensure that there is no delay for aircraft before landing at an airport.

Delhi airport's RW 10/28 is temporarily closed for maintenance, reducing arrival capacity to 31-32 aircraft per hour, down from 45. Despite disturbances from easterly winds, all other operations across terminals and runways continue normally. Maintenance is expected to finish by September. AGENCIES



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

MILLENNIUM POST

DELHI

19 APRIL 2025

Counterfeit visa racket busted at Delhi Airport

NEW DELHI: The IGI Airport Police have arrested a 36-year-old agent for facilitating a forged Schengen visa on a passenger's passport, following the deportation of an Indian national from the United States.

Naresh Kumar, son of Dhrampal and a resident of Matoulli, Patiala (Punjab), was apprehended after an investigation into the deportation of Gursahib Singh (39), who arrived at IGI Airport as a deportee on the night of April 4-5. Immigration officials discovered glue marks and a missing visa page on Singh's passport, indicating tampering. A case was registered at

IGI Airport Police Station on April 5 under the BNS and the Passport Act. Singh, who had worked in Singapore for several years, admitted to paying 20 lakh rupees to an agent named Gurdev Singh alias "Gurri" to reach the USA illegally. His route included the UK, Spain, Guatemala, Mexico, and Tijuana, where a forged Schengen visa was added.

Naresh Kumar's bank account had received Rs 3 lakh, leading to his arrest. He confessed to being part of the illegal immigration network. Efforts to apprehend the absconding agent and associates remain underway. **MPOST**

DGCA orders probe into pilot's death at IGI just after operating flight from Srinagar

Saurabh.Sinha@timesofindia.com

New Delhi: Directorate General of Civil Aviation (DGCA) has ordered a thorough investigation into the death of Air India Express first officer **Armaan** at IGI last Wednesday, just after safely operating a flight from Srinagar.

DGCA chief Faiz Ahmed Kidwai has formed a two-member panel to examine Armaan's medical history, whether he received timely aid, and the preparedness of the IGI medical centre. The panel is expected to "preferably" submit its report within six months. The govt is also reviewing whether current guidelines need revision.



"(Did) the crew report (Armaan's) sickness to air traffic control (ATC) while in air and if so, did ATC initiate action appropriately; whether due precaution was taken during rostering of such crew who has flying restriction due to medical reasons; (are there) any specific medical checks required for such pilots to undergo before undertaking the flights," Kidwai's order states. The late captain reportedly had a medical restriction on his licence. AI Express says the pilot was operating "as per DGCA rules regarding such cases."

Investigators will also assess "if the remaining crew acted promptly when Armaan reported feeling unwell" and "time taken to move Armaan to the airport's medical centre and then to a hospital". The panel includes DGCA deputy director (air safety) Vishal Yadav as investigator-in-charge and Group Captain Murtaza, a subject matter expert, as a member.

First officer Armaan, 35, suffered a "sudden cardiac arrest" while operating flight IX-1153 from Srinagar on April 9. After safely landing in Delhi, he vomitted in the lavatory and collapsed in the forward galley. He was taken to the airport medical centre by cabin crew and ground staff. Later, he was taken to a private hospital in Vasant Kunj but could not be saved. He had joined AI Express in 2023 from SpiceJet and had flown under 12 hours in the last seven days, it is learnt.

Following his death, the Airline Pilots' Association of India, which represents over 800 pilots of various Indian carriers, issued a statement that sought transparent rules prioritising pilot rest, humane scheduling practices, and robust mental health support systems.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

18 APRIL 2025

Fire drill conducted at city airport

TIMES NEWS NETWORK

Chennai: The city airport conducted a hot fire drill as part of the Fire Service Week, being observed from April 14 to 20. The drill assessed the readiness and coordination of firefighters and first responders at Chennai airport in a simulated emergency scenario.

Chennai airport authorities have planned a series of awareness sessions and practical demonstrations for AAI officials, contract staff, and stakeholders, focused on familiarizing them with different classes of fire and providing hands-on training in the use of fire extinguishers placed across the terminals, enhancing overall readiness for emergency situations.



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 APRIL 2025

TruJet seeks Centre's nod to restart operations

Rohit Vaid
New Delhi

Over three years after shutting operations, regional airline TruJet (erstwhile Turbo Megha Airways) has sought the Centre's nod to restart operations, industry sources told *businessline*.

TruJet was a regional low-cost airline, which operated from 2015 to 2022 and was shut down following a financial crisis sparked by the Covid pandemic. It was based out of the Rajiv Gandhi International Airport in Hyderabad.

The airline initially received approval to operate 'Scheduled Air Transport (Regional) Services' from the Union Ministry of Civil Aviation (MoCA) in 2014.

According to sources, the airline has applied for the renewal of the no objection certificate (NOC) from MoCA and has made representations to the Ministry officials about its plans.

"The Ministry's NOC is expected to be granted soon, after which the airline would

The airline plans to start with a few turboprop aircraft from Hyderabad by Aug-Sept, and participate in the UDAN scheme

be required to renew its air operators permit (AoP) from the DGCA," sources told *businessline*.

"The AoP renewal is expected to take up to 180 days."

SECURITY CLEARANCE

Besides, to begin operations, TruJet would require security clearance of its key personnel, including the board of directors.

However, sources said the airline has proposed to restart operations with a few ATR turboprop aircraft from Hyderabad by August-September 2025.

Further, the airline plans to participate in the Centre's regional connectivity UDAN

scheme. Apart from ATRs, TruJet plans to induct narrow-body aircraft to enlarge its domestic network.

"Though the plan is in initial stages, the airline plans to purchase some second hand Airbus A320 aircraft from markets in Africa and other places," sources said. "These narrow-body aircraft will be based out of Vishakhapatnam airport."

The plan to introduce narrow-body aircraft is expected to be put into action by the end of this year or early 2026.

Additionally, sources said that the airline representatives claimed to have "solid" financial backing from a set of new investors.

INITIAL INVESTMENT

"For the ATR operations with five aircraft, the airline plans to initially invest about ₹100 crore and hire some 600 people," sources said, adding that the industry had lately attracted players due to its high growth rate; however, heavy taxation still hinders many from entering the industry.

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

18 APRIL 2025

Flying commutes: Air taxis set for takeoff

Imagine a future where busy commuters soar above congested roads in sleek, electric-powered air taxis, reaching their destinations in minutes rather than hours. From Gurugram to Connaught Place, and from Mumbai Airport to Nariman Point, a new dimension of urban transport is set to unfold as electric-Vertical-Take-off-and-Landing (eVTOLs) aircraft, also known as air taxis, prepare to transform city travel.

According to the Directorate General of Civil Aviation (DGCA), VTOLs are defined as aircraft powered by unconventional energy sources, with a maximum takeoff weight of less than 5,700 kg, operated by a pilot, and restricted to daytime operations under visual flight rules.

Such eVTOLs look like large drones and evoke images of floating bubbles. Unlike conventional aircraft that require runways, they can take off and land vertically, making them well-suited for dense urban environments where space is limited. These aircraft use electric propulsion, making them quieter and more environment-friendly than traditional helicopters. Advanced air traffic management systems aim to ensure safe and efficient operations. In time, pilotless capabilities are expected to take over.

Internationally, the air-taxi business is evolving rapidly. Dubai is set to begin full-scale commercial operations with four vertiports by 2026. Other cities actively gearing up for commercial operations include Los Angeles, New York, Chicago, Paris and Singapore. Some could start as early as the last quarter of 2025.

India's regulatory landscape is also preparing to accommodate eVTOLs. The DGCA has formed six dedicated working groups to develop rules and establish an operational framework. Each group focuses on a specific area: Vertiports (take-off and landing points), aircraft type certification, crew licensing, operating permits, air traffic management, and MRO (maintenance, repair, overhaul) and safety. Reports from these working groups have been sub-

mitted, and in September 2024, the DGCA issued comprehensive guidelines on its website, which are publicly accessible. However, no operational licenses have been issued to date.

Along with the DGCA, the Indian private sector is already actively engaged with this technology. The IIT Madras-incubated ePlane Company has made history by becoming the first private Indian firm to secure Type Certification approval from the DGCA for its eVTOL aircraft, the e200X.

Similarly, InterGlobe Enterprises, the parent company of IndiGo, and US-based Archer Aviation are getting set to launch their eVTOL services by 2026. Other Indian startups, including Ubifly Technologies and Nalwa Aero, are also developing eVTOL solutions, while global players like SkyDrive and JetSetGo are working on commercial eVTOL routes in India. Ubifly Technologies is the first private Indian company to receive Design Organisation Approval from the DGCA for an electric aircraft.

In step with these developments, major Indian airports are preparing to develop vertiports as specialised hubs for VTOL aircraft, complete with dedicated airspace corridors, advanced air traffic management systems, and charging stations. A new cadre of dedicated air traffic controllers may also be needed to coordinate low-altitude craft, such as drones and air taxis.

A key problem area is that the development of supporting infrastructure remains underdeveloped, which is a source of concern. The sector's growth depends on the strategic selection of vertiport locations. These takeoff and landing sites must be situated in high-demand areas, primarily urban centres and their surrounding regions. However, limited urban space, high real estate costs, and air traffic restrictions around sensitive areas pose challenges for building multiple landing zones and parking facilities.

Another challenge is power supply. Unlike electric vehicles, eVTOLs rely on larger and heavier bat-

teries. To keep operations viable, these aircraft require rapid turnaround times, necessitating ultra-fast charging within a 10-12-minute window. Additionally, various eVTOL manufacturers use different battery configurations, each designed to optimise flight range and efficiency. These varying charging needs must be accommodated.

Thus, establishing this new category of base-infrastructure to support eVTOLs requires a multi-disciplinary approach, combining urban planning, energy management, vertiport construction, and regulatory expertise.

But rolling out the technology is only half the battle; the other half lies in gaining public acceptability. With fares expected to be significantly higher than conventional transport options, will even time-stressed commuters find eVTOLs worth the premium? Preliminary studies suggest that a seven-minute flight from Connaught Place to Gurugram could cost around ₹4,500 for a single passenger, whereas an Uber ride today takes about two hours and costs around ₹1,700.

Then there's the charge of "elitism". Critics may accuse the establishment of pandering to the elite in a situation where mass urban transportation is struggling. The debate here would echo some of the negative sentiments expressed during the introduction of the Bullet Train project. The saving grace is that the air taxi initiative is expected to be a 100 per cent private enterprise with no public expenditure. The UDAAN scheme has already shifted the perspective, viewing air travel not as a luxury but as a necessity for providing connectivity. Additionally, medical emergency transportation will be a big boon.

Finally, the eVTOL evolution needs to be seen as another futuristic part of an integrated transport ecosystem. If it can, even partly, ameliorate the pain of urban commuting, eVTOLs will have done their job.

Get set for the first Air Taxi ride in 2026!

The author is an infrastructure expert. He is also the founder & managing trustee of The Infravision Foundation. Research inputs from Vrinda Singh



INFRATALK

VINAYAK CHATTERJEE



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 APRIL 2025

पायलट की मौत की जांच कराएगा डीजीसीए

डीजीसीए ने एयर इंडिया एक्सप्रेस के एक पायलट की मौत के मामले में जांच का आदेश दिया है। इस पायलट की 9 अप्रैल को श्रीनगर से उड़ान भरने के तुरंत बाद दिल्ली हवाई अड्डे पर हृदयाघात से मृत्यु हो गई थी। नियामक के 17 अप्रैल के आदेश के अनुसार, जांच में पता लगाया जाएगा कि क्या चालक दल ने उड़ान के समय एटीसी को किसी बीमारी की सूचना दी थी, यदि हां, तो क्या एटीसी ने उचित प्रतिक्रिया दिखाई थी या नहीं।

बीएस



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

18 APRIL 2025

कैलाश मानसरोवर यात्रा जल्द शुरू होगी, शर्तों पर सहमति बनी

एजेंसी/नई दिल्ली। भारत और चीन के बीच कैलाश मानसरोवर यात्रा शुरू करने को लेकर जारी तकनीकी बातचीत पूरी हो गई है और जल्द ही सरकार यात्रा की शर्तों और अन्य विवरण

सार्वजनिक करेगी। विदेश मंत्रालय के प्रवक्ता रणधीर जायसवाल ने गुरुवार को यहां नियमित ब्रीफिंग में एक सवाल के जवाब में कहा कि भारत सरकार कैलाश मानसरोवर यात्रा को लेकर जल्दी

ही एक नोटिस जारी करेगी। दोनों देशों के बीच यात्रा के तौर तरीकों और शर्तों आदि को लेकर जारी तकनीकी बातचीत में सहमति बन गई है। उन्होंने भारत और चीन के बीच सीधी उड़ानें शुरू करने

के बारे में एक सवाल के जवाब में कहा कि इस बारे में दोनों देशों के उड़्डयन विभागों के बीच तकनीकी बातचीत जारी है और जैसे ही सहमति बनती है, वैसे ही जानकारी साझा की जाएगी।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

19 APRIL 2025

China's Diesel, Jet Fuel Exports at Multi-month High

Beijing: China's fuel exports rebounded in March as jet fuel shipments and diesel exports rose to multi-month highs, though weak profit margins kept exports below levels of a year earlier, customs data showed on Friday.



Imports of liquefied natural gas fell 24.5% year-on-year to 4.97 million tons in March

Aviation fuel exports were down 11.9% year on year at 1.75 million metric tons (13.79 million barrels) and diesel exports were down 47.2%, data from the General Administration of Customs showed. China's gasoline exports, at 930,000 tons, were down 19.1% from a year earlier but represented a recovery from February's 12-year low of 200,000 tons. First-quarter diesel, gasoline and aviation fuel exports fell 44.8%, 40% and 8% respectively. Total exports of refined oil products were down 12.9% at 5.24 million tons. The data also showed that imports of liquefied natural gas fell 24.5% year-on-year to 4.97 million tons in March. **Reuters**



Corporate Communications Directorate

THE HINDU

DELHI

19 APRIL 2025

DGCA orders probe into Air India Express pilot's death

The Directorate General of Civil Aviation (DGCA) has launched an investigation into the death of an Air India Express pilot who suffered a heart attack aboard an aircraft shortly after landing in Delhi last week. The probe will examine allegations of delayed medical response and poor preparedness at the Indira Gandhi International Airport. Armaan, a 36-year-old First Officer, died aboard the plane on April 9 after flying the Air India Express Srinagar-Delhi flight IX 1153. Armaan's family has claimed that it took nearly 40 minutes for the emergency response team to rush him to the medical facility at the airport.



Corporate Communications Directorate

THE HINDU

DELHI

19 APRIL 2025

Australia seeks to boost Air India, IndiGo direct flights to Sydney

Lalatendu Mishra

MUMBAI

With the number of Indian tourists to Australia rising in high double digits, Australian authorities are talking to Air India and IndiGo to offer more direct flights from India to Sydney, an Australian official said.

“The Western Sydney International Airport, located in Western part of Sydney, has done trial runs with the first runway. It will be operational towards end 2026. Discussions are on with Air India and IndiGo to operate direct flights to this airport once they get new aircraft,” said Samar Chokshi, country



manager-India, destination NSW in an interview.

“The location of the new airport is interesting because it is close to Parramatta, where a lot of the Indian community stays. It is going to be very good for

them when they travel to Sydney and New South Wales (NSW),” he added.

“It is going to be NSW’s first ever 24-hour airport, so we would not have the issues of flights arriving late at night or early morning. Due to aviation rules flight operations are banned at the existing Sydney airport from 11 pm to 6 am every night,” he said.

Currently, two direct flights operate between India and the Sydney airport. These include Air India operating a daily flight from New Delhi to Sydney using Dreamliners and Qantas operating daily in the Bengaluru-Sydney sector using the A330-300s.

So with the new airport coming into operation in 2026 and as and when Air India and IndiGo commence flights, the number of direct flights would double from now to Sydney.

Aside from the direct flights to Sydney, Indian travellers also fly by Singapore Airlines, Malaysia Airlines, Thai Airways, Cathay Pacific, Scoot, Vietnam Airlines, Vietjet and Sri Lankan Airlines, which provide connectivity from multiple Indian cities to Sydney via one stopover.

“Travel to Australia from India is growing exponentially, we are growing in high double digits,” he said.

DGCA orders probe into AIX pilot's death

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The Directorate General of Civil Aviation has ordered a detailed investigation into the death of an Air India Express pilot after a flight from Srinagar to Delhi on April 9, including a verification of his medical history, as well as examining if the guidelines for dealing with such emergencies need to be changed.

The investigation will be conducted under the Aircraft (Investigation of Accidents and Incidents) Rules, 2017, said the order issued on Thursday by DGCA director general Faiz Ahmed Kidwai. HT has seen a copy of the order.

On April 9, the 36-year-old first officer died during treatment at a



Final investigation report is expected within six months.

hospital after he collapsed a few minutes after landing Flight IX-1153 from Srinagar to Delhi. Soon after the incident, a group of pilots alleged in the media that the situation was poorly handled and that the deceased pilot was fatigued.

Kidwai has appointed deputy director of Air Safety, Vishal Yadav, as the investigator-in-charge, and Group Capt Murtaza,

Director of Medical Services (Counter Air), as subject matter expert and member for carrying out the investigation.

Kidwai has asked the team to investigate whether the crew reported any sickness to air traffic control (ATC) while in the air and, if so, whether the ATC initiated appropriate action.

The team will also check the medical history of the deceased crew member and whether the airline took due precautions while rostering (or scheduling) the crew member with flying restrictions.

The DG further directed the team to investigate whether any specific medical checks are required for such pilots before undertaking flights, and whether fellow crew members took appropriate action when the co-pilot reported feeling unwell.

To be sure, medical examination of pilots with pre-existing medical conditions are done by a team of the Air Force.

The DGCA team has also been asked to assess the preparedness of the airport's medical centre in handling such emergencies. "...examine the existing guidelines/circulars in this regard and suggest changes if needed," the order stated.

The order asked the team to submit the final investigation report as early as possible, preferably within a period of six months.

The deceased pilot was last assessed by the Indian Air Force medical team in January this year, under the norms, and declared fit to fly, but his flying licence did not permit him to operate without an experienced pilot, people cited above said.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

19 APRIL 2025

SAMIR SINHA TO HEAD CIVIL AVIATION

Arvind Shrivastava appointed Revenue Secretary

OUR CORRESPONDENT

NEW DELHI: In a significant administrative reorganisation, the Centre has appointed senior IAS officers Arvind Shrivastava and Samir Kumar Sinha as Revenue and Civil Aviation Secretaries respectively, among several other high-level bureaucratic changes announced Friday.

The Appointments Committee of the Cabinet (ACC) approved the appointment of Shrivastava, a 1994 batch Karnataka cadre Indian Administrative Service officer, who is currently serving as Addi-

Govil will now serve as Secretary (Coordination) in the Cabinet Secretariat

tional Secretary in the Prime Minister's Office (PMO), to head the Department of Revenue in the Ministry of Finance.

Sinha, from the same 1994 batch but belonging to the Assam-Meghalaya cadre, will replace Vumlunmang Vualnam as Civil Aviation Secretary. Vualnam hasn't left government service but

has been reassigned as Secretary in the Department of Expenditure, taking over from Manoj Govil.

Govil will now serve as Secretary (Coordination) in the Cabinet Secretariat.

The reshuffle, coming just days before Civil Services Day on Monday, involves 18 IAS officers, including two currently working in the PMO, who have been appointed to various central government departments.

Vivek Aggarwal, a 1994 batch IAS officer from Madhya Pradesh cadre who currently serves **Continued on P4**

"The officer will take over as Secretary, Department of Sports, Ministry of Youth Affairs and Sports vice Ms. Sujata Chaturvedi, IAS (BH:89) upon her superannuation on 30.06.2025."

Several appointments involve officers who will take over upon the retirement of current incumbents:

Anuradha Thakur, currently Additional Secretary in the Corporate Affairs Ministry, will first serve as OSD in the Department of Economic Affairs before taking over as Secretary after Ajay Seth retires on June 30.

Rajesh Agarwal from the Commerce Ministry has been promoted to Special Secretary and will assume the role of Secretary, Department of Commerce, following Sunil Barthwal's retirement on September 30.

Nikunja Bibhari Dhal from Odisha cadre has been appointed as Secretary, Ministry of Parliamentary Affairs, and will take charge after Umang Narula's retirement on June 30.

Other notable appointments include K Moses Chalat as Secretary of the Department of Public Enterprises, and Vandana Gurmani as Secretary of the Ministry of Labour and Employment.

Ashish Srivastava, currently Adviser at the Inter-State Council Secretariat, has been promoted to Secretary of the same organisation.

Youth Affairs Secretary Meeta R Luchan will move to become Secretary of the National Commission for Backward Classes under the Ministry of Social Justice and Empowerment, succeeding A Neeraja who retires on May 31. Rajit Punhani from the Rajya Sabha Secretariat will take over as Secretary of the Ministry of Skill Development and Entrepreneurship when Atul Kumar Tiwari retires on June 30.

The government has also appointed Santosh Kumar Sarangi as Secretary of the Ministry of New and Renewable Energy, and Pallavi Jain Govil as Secretary of the Department of Youth Affairs.

Additionally, the ACC approved an extension for Bharat Lal as Secretary General of the National Human Rights Commission for one year beyond June 30, 2025.

Two officers have received in-situ upgradation to Special Secretary level: Rajesh Kumar Sinha in the Ministry of Ports, Shipping and Waterways, and Ranjana Chopra in the Culture Ministry, who will now serve as Special Secretary and Financial Advisor.

Arvind...

as Additional Secretary in the Department of Revenue and heads the Financial Intelligence Unit-India (FIU-IND), has been appointed as Secretary of the Ministry of Culture.

Another significant appointment is that of Hari Ranjan Rao, also from the 1994 batch Madhya Pradesh cadre and currently Additional Secretary in the PMO. Rao has been named as Officer on Special Duty (OSD) in the Department of Sports, Ministry of Youth Affairs and Sports.

According to the official order,



Corporate Communications Directorate

MILLENNIUM POST

DELHI

19 APRIL 2025

DGCA orders probe into death of Air India Express pilot

NEW DELHI: Aviation watchdog DGCA has ordered a detailed investigation into the circumstances that led to the recent death of an Air India Express pilot, including checking the medical history of the deceased crew member and examining the existing guidelines to deal with such emergencies.

The Air India Express pilot, who was the first officer, died due to a sudden cardiac arrest while operating the flight IX1153 from Srinagar to Delhi on April 9.

Ordering the probe, the Directorate General of Civil Aviation (DGCA) investigation team will check whether the crew reported the sickness to the Air Traffic Controller (ATC) while in air and if so, whether the ATC initiated action appropriately.

Apart from checking the medical history of the deceased crew member, the team will probe whether due precaution was taken during rostering of such crew who have flying restriction due to medical reasons, as per the DGCA order issued on April 17.

Among other aspects, the regulator will investigate whether any specific medical checks are required for such pilots to undergo before undertaking flights and whether the remaining onboard crew took action when the crew member reported feeling unwell.

According to DGCA, the probe will also look at the time taken in taking the crew member to the medical centre at the airport. Further, the probe

The pilot died due to a sudden cardiac arrest while operating the flight from Srinagar to Delhi on April 9

team will check the level of preparedness of the medical centre at the airport in handling such emergencies as well as examine and suggest changes with respect to existing guidelines in this regard. Deputy Director of Air Safety Vishal Yadav will be the Investigator-in-Charge and Group Captain Murtaza as a subject matter expert will carry out the probe.

The team has been directed to submit its final investigation report as early as possible, preferably within a period of six months, as per the order.

In a statement on April 10, an Air India Express spokesperson said it deeply regrets the loss of a valued colleague due to a medical condition.

Without providing specific details, the spokesperson also said, "we request all concerned to respect privacy at this time and avoid unnecessary speculation, while we commit to assisting the relevant authorities in due process".

Last week, the Airline Pilots' Association of India said there is an urgent need to put in place transparent regulations that prioritise rest for pilots, safety and humane scheduling practices.

MPOST



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

19 APRIL 2025

Light rain, dust storms bring brief respite from scorching heat in capital

EXPRESS NEWS SERVICE @ New Delhi

DELHITES saw some respite from the sizzling heat late on Friday evening, as the capital's weather took a turn. Parts of the city witnessed strong winds, light rain, and thunderstorms.

The India Meteorological Department (IMD) predicted a "generally cloudy sky towards the evening, accompanied by drizzle and dust storms. Sustained surface winds, with speeds reaching up to 60 km/h, are also expected."

Friday began with the minimum temperature settling at 25.6°C, which was four degrees above the normal temperature. The maximum temperature reached 41°C, 4.2 degrees above

normal. Humidity ranged between 32% and 57%.

Meanwhile, the Delhi Airport issued an advisory in the morning, warning that flights may experience delays of up to several hours due to the wind shift. "Due to the shifting wind pattern in the vicinity of the airport, certain airline operations may experience delays. Air traffic flow management measures for flight arrivals will be implemented from 12:30 to 4:39 pm by ATC authorities to ensure safe operations, in accordance with international and regulatory protocols," the advisory read.

On April 19 and 20, Delhiites can expect cloudy skies with occasional light showers.



Corporate Communications Directorate

THE PIONEER

DELHI

19 APRIL 2025

DGCA orders investigation in pilot's death

PIONEER NEWS SERVICE ■ New Delhi

The Directorate General of Civil Aviation (DGCA) has ordered a detailed investigation into the circumstances that led to the recent death of an Air India Express pilot, including checking the medical history of the deceased crew member and examining the existing guidelines to deal with such emergencies.

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According to DGCA, the probe will also look at the time taken in taking the crew member to the medical centre at the airport.

Further, the probe team will check the level of preparedness of the medical centre at the airport in handling such emergencies as well as examine and suggest changes with respect to existing guidelines in this regard.

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Without providing specific details, the spokesperson also said, "we request all concerned to respect privacy at this time and avoid unnecessary speculation, while we commit to assisting the relevant authorities in due process".

Last week, the Airline Pilots' Association of India (ALPA) said there is an urgent need to put in place transparent regulations that prioritise rest for pilots, safety and humane scheduling practices.

ALPA, which claims to represent around 800 pilots of various domestic airlines, is part of the International Federation of Airline Pilots' Association (IFALPA). The association had also said the untimely death of the Air India Express pilot raises troubling questions about pilot welfare, mental health, and working conditions in the Indian aviation industry.



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

18 APRIL 2025

हवाई यात्री यातायात में बोलेगी भारत की तृती

नई दिल्ली। हवाई अड्डों के समूह एयरपोर्ट्स इंटरनेशनल काउंसिल (एसीआइ) ने कहा है कि भारत 2026 में हवाई यात्री यातायात वृद्धि दर में पड़ोसी देश चीन से आगे निकल जाएगा। एसीआइ का अनुमान है कि भारत की हवाई यात्री यातायात वृद्धि दर 10.5 प्रतिशत रहेगी। दुनिया में सबसे तेजी से बढ़ते नागरिक विमानन बाजारों में एक भारत की हवाई यात्री यातायात

2026 में चीन छूट जाएगा पीछे

वृद्धि दर इस साल 10.1 प्रतिशत रहने का अनुमान है, जो चीन के लिए निर्धारित 12 प्रतिशत से कम है। भारत की तुलना में पड़ोसी देश का विमानन बाजार काफी बड़ा है। एसीआइ के एशिया-प्रशांत और मध्य पूर्व के महानिदेशक स्टेफनो बेरोन्सी ने कहा कि भारत एक ऐसा बाजार है जो विकसित हो रहा है और अपने बुनियादी ढांचे को बढ़ाने की प्रक्रिया में है। एसीआइ एशिया-प्रशांत और पश्चिमी एशिया के 600 से अधिक एयरपोर्ट का प्रतिनिधित्व करता है। इसके अनुमानों के अनुसार, भारत की हवाई यात्री वृद्धि दर 2026 में 10.5 प्रतिशत और 2027 में 10.3 प्रतिशत होगी, जबकि चीन की वृद्धि दर क्रमशः 8.9 प्रतिशत और 7.2 प्रतिशत होगी।

4 new secys in finmin amid major reshuffle

New Delhi: In the biggest such reshuffle in economic ministries in several years, govt Friday appointed four new secretaries in the finance ministry — expenditure, economic affairs, revenue and public enterprises — while naming new heads for commerce, labour and civil aviation. In all, 18 new secretaries were na-

► Govt appoints 4 new CBDT members, P 17

med across departments.

Aviation secretary V Vualnam is expenditure secretary, replacing Manoj Govil, who moves as secretary (coordination) in cabinet secretariat. PMO's Arvind Srivastava will head revenue. TNN

► Top-deck changes, P 15

Finmin continues to see changes in top deck

► Continued from P 1

Anuradha Thakur will take charge of department of economic affairs once finance secretary Ajay Seth retires at the end of May. K Moses Chalai, currently in Inter State Council, is the new public enterprises secretary.

Rajesh Agrawal, additional secretary in commerce department and India's chief negotiator for the proposed trade deal with the US, has been designated commerce secretary and will take over once Sunil Barthwal retires at the end of Sept. The appointment is meant to signal continuity at a time when the global economy has been pushed into turmoil by US President Donald Trump's tariff announcements. Agrawal, also from the 1994 batch, has been dealing with crucial negotiations including those with Asean, and farm trade.

It is virtually unprecedented to name new secretaries for the three core departments in the finance ministry, revenue, expenditure and DEA, on the same day. In recent months, the finance ministry has seen several changes in the top deck, but the latest round appears to put a team in place to work with finance minister Nirmala Sitharaman. Thakur and Srivastava have over five years of service, while Vualnam has more than three years to go.

Vualnam from the 1992 batch has

had stints in DEA, including as additional secretary, while Srivastava was handling economic issues in PMO after heading the budget division in the finance ministry. Even in Karnataka, he handled the budget for years and had a short stint in the Asian Development Bank. Anuradha Thakur, will move to DEA after being additional secretary in the corporate affairs ministry. During her stint in DIPAM, the Himachal cadre officer, had done the groundwork for Air India privatisation.

BUREAUCRATIC RESHUFFLE

Samir Sinha, a 1994 batch officer of the Assam-Meghalaya cadre, was named aviation secretary, while Santosh Kumar Sarangi, from Odisha, who is currently the director general for foreign trade, has been appointed new and renewable energy secretary.

Vandana Gurnani, a 1991-batch officer from Karnataka, will move from cabinet secretariat to the labour ministry, and Rajit Punhani from Bihar will be skill development secretary. Madhya Pradesh cadre officers from 1994 batch were also appointed secretary Vivek Agrawal (culture), Pallavi Jain Govil (youth affairs) and Hari Ranjan Rao (sports).

Nidhi Chhibber from Chhattisgarh has been appointed OSD in food processing industries ministry and will take over as secretary in May.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

18 APRIL 2025

Arts & commerce pass-outs soon to become pilots in India

Once Finalised, Recommendation Will Be Sent To Ministry

Saurabh.Sinha
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New Delhi: Class 12 pass-outs from arts and commerce streams may soon be allowed to become commercial pilots in India. In a major reform, the Directorate General of Civil Aviation (DGCA) is considering removing the current eligibility requirement of a student having physics and maths in class 12 for commercial pilot licence (CPL) training. Of course, medical fitness criteria will remain for all.

In India, this field has been open only for science and maths students since mid-1990s. Before that, class 10th pass was the only educational requirement for doing CPL. "Once finalised, this recommendation will be sent to the Union aviation ministry. When they approve it, CPL training will be open for eligible students across streams," said people in the know.



FROM DESK TO JET: In India, this field has been open only for science and maths students since mid-1990s. Before that, class 10th pass was the only educational requirement for doing CPL.

Veteran pilot Captain Shakti Lumba, who retired as IndiGo VP-flight operations and headed Alliance Air before that, says no country other than India has the requirement of physics and maths at class 12 level as eligibility criteria for CPL training. "This is an archaic requirement. The physics and maths taught in 12th is not needed by pilots. They already have the required understanding of these sub-

jects from whatever they have studied in junior classes," he said.

If anything, this rule has been an impediment for arts and commerce students who want to become commercial pilots. "Such students have to give Class 12 exam for physics and maths from open school to become eligible to enrolling for the course. Many have done so," Captain Lumba, who flew as a pilot for 31 years, says.

Several flying school operators also questioned the current rule. "If you are a rich person and want to fly your own plane, having physics and maths in class 12 is not a prerequisite for getting a personal pilot licence in India. But for CPL, that is needed. This simply doesn't make sense," said a flying school owner.

Now, finally this condition may go as the aviation ministry is looking at various options to streamline pilot training in India to meet the manpower requirement of its booming airline industry. DGCA is also working on ranking flying schools in India on various parameters like safety and time taken for CPL completion so that trainees can make an educated choice for choosing from among them. So far due to concerns primarily on these two fronts, a large number of Indian students go abroad for their pilot licence training.

Arts, commerce +2 passouts set to be eligible to fly planes

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New Delhi: Class 12 passouts from arts and commerce streams may soon be allowed to become commercial pilots in India. In a major reform, the Directorate General of Civil Aviation (DGCA) is considering removing the current eligibility requirement of a student having physics and maths in class 12 for commercial pilot licence (CPL) training. Of course, medical fitness criteria will remain for all.

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