



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

19 MARCH 2025

Tamil Nadu to announce Hosur airport location soon

**Airports Authority
of India has found
both shortlisted
sites suitable**

E T B SIVAPRIYAN
CHENNAI, DHNS

Tamil Nadu Industries Minister T R B Raaja on Tuesday said the government would “very soon” decide on the location for the Hosur airport with the Airports Authority of India (AAI) submitting a detailed report on its study of the two shortlisted sites.

Sources told *DH* that the AAI found both sites—villages close to the private airport owned by Taneja Aviation and Aerospace Limited (TAAL) in Belagondapalli and another located close to the highway connecting Chennai with Bengaluru—suitable for building the greenfield airport.

The AAI, in its report, has spoken about the merits and demerits of both the locations shortlisted for the study.

“AAI has said both the sites are suitable for the construction of airport. The ball is now in the state government’s court,” a source said.



T R B RAAJA
Tamil Nadu Industries Minister

“Very soon, there will be a decision on the location of the airport proposed in Hosur. We are committed to building an airport in Hosur.”

Industry bodies in Hosur have been pushing for Belagondapalli on the Hosur-Thalli road, contending that it was located in the plains and hence, suitable for building the airport.

They also told *DH* in January that the state government should devise a “proper plan” on how it intends to acquire land for the ambitious project.

Responding to a question in the Assembly, Raaja said after Chief Minister MK Stalin made the announcement about Hosur airport in June 2024, five sites were chosen for a study by AAI.

The government, after going through the study, shortlisted two sites from the five and asked the AAI to make a detailed analysis.

“Very soon, there will be a decision on the location of the Hosur airport. We are committed to building an airport in Hosur,” Raaja added.

Though the AAI has suggested both locations for the facility likely to come up in an area of 2,000 acres, the

government will have to undertake a series of studies, including assessing the extent of government land available in each location, before finalizing the site.

“We will choose one site from the two shortlisted locations after considering several factors, including airspace. The decision will be final in about a month,” a source said.

Once the site is chosen, the Tamil Nadu government will inform the Union Civil Aviation Ministry about its decision, following which a No Objection Certificate is needed from the Bengaluru International Airport Limited (BIAL) since the new facility will come within a radius of 150 km of the Kempegowda International Airport.

A green signal from BIAL is necessary to build an airport in Hosur due to the concessionaire agreement signed between the airport operator and the Union government that no such facility should come up within 150 km till the year 2033.



Corporate Communications Directorate

THE HINDU

CHENNAI

19 MARCH 2025

Airport's international terminal to get additional check-in counters

To make the check-in process smoother amid an uptick in air passenger traffic, as many as 48 more check-in counters will be opened at the international terminal of the Chennai airport by next week, say Airports Authority of India officials

Sunitha Sekar
CHENNAI

By next week, the check-in process may become a bit more faster and smoother for international air passengers at the Chennai airport as the Airports Authority of India (AAI) plans to open additional check-in counters at the international terminal.

According to AAI officials, at present, nearly 30 airlines are operating from the international terminal, including several large carriers and low-cost carriers, to various destinations across the world.

In January, the international terminal handled a total of 3,435 aircraft movement and 5,43,281 passengers.



Improving connectivity: Nearly 30 airlines are operating from the international terminal, say officials. FILE PHOTO

“Two years ago, the new international terminal was inaugurated. It has been operating with 72 check-in counters. When we opened it, these check-in counters were sufficient. But now, as the air passenger traffic is gradually going up, we wanted to add

more [check-in counters]. Hence, by the last week of March, 48 more check-in counters will be available for passengers,” an official of the AAI said.

Baggage scanners

Over the last few months, a decision was made to open

In January, the international terminal handled 5,43,281 passengers

more check-in counters. But it took time as the inline baggage scanner machines had to be installed, officials said.

“Only if the baggage scanners are ready, the counters would become functional. This is because the baggage that the passengers hand over to the airlines have to be scanned through these machines and, then, sent to the aircraft. We expedited the installation process and wanted it to be ready before the summer. It will be convenient for both the airlines as well as the passengers,” he said.

The construction of the second part of the international terminal is in progress.

Sources said that nearly 12% of the construction has been completed, and they expect the work to get over in March next year.

AAI would require another three months to complete a few checks and some additional provisions, following which passengers would be able to use the second part of the terminal.

More counters planned

Meanwhile, officials said that once the second part of the terminal becomes functional, another 48 check-in counters (in addition to the ones coming up next week) will be made available.

HC seeks response on shutting abattoirs near IGI

TIMES NEWS NETWORK

New Delhi: Delhi High Court on Wednesday sought the response of various authorities on a PIL seeking the closure of abattoirs within 10km of Indira Gandhi International Airport on the grounds that it poses a threat to the lives and safety of birds and passengers.

A bench of Chief Justice D K Upadhyaya and Justice Tushar Rao Gedela issued notices to the Directorate General of Civil Aviation, Airports Authority of India, MCD, DDA and others on the petition, seeking their stand. The court also sought responses from Food Safety and Standards Authority of India, Delhi govt, Delhi Pollution Control Committee and Delhi Police on the petition.

HC said the agencies must not only furnish “para-wise replies to the averments made in the PIL”, but also include the “details of the steps taken” on the concerns raised. It gave six weeks’ time to file the affidavits and posted the hearing on May 14.

HC was hearing a plea by Gauri



File Photo

GUARDING AGAINST BIRD HITS

Maulekhi, an animal rights activist, who highlighted that the aircraft rules and the Bharatiya Vayuyan Vidheyak, 2024, prohibit the slaughter or flaying of animals or disposal of any garbage related to it, which is likely to attract birds or animals, within a radius of 10km from the aerodrome reference point (ARP).

“A contravention of the rule

constitutes a cognisable penal offence. While the respondents have acknowledged that such causes have increased bird aircraft strike hazards (BASH) accidents, no effective measures or steps have been taken by the respondents to curb the menace,” it said.

The plea recommended shutting down all illegal slaughterhouses, me-

at shop clusters and other unauthorised establishments within the 10km radius of the ARP of IGI Airport.

The PIL, filed through Karanjawala and Company, said the encounter of birds or wildlife with aircraft at IGI Airport not only posed a threat to the life and safety of the passengers in the aircraft, but also put locals at risk in the event of a crash. It sought a direction to the authorities to take immediate and effective measures to prevent BASH and implement the “bird avoidance model” (BAM) at IGI Airport, whose absence allegedly led to serious accidents in the past. The primary reason behind such incidents, the plea said, was the presence of slaughterhouses, meat shops, dairy farms and environmental pollution in the vicinity of the airport.

The petition said between 2018 and 2023, the number of bird strikes at IGI - 705 - outnumbered the combined bird hit incidents reported at 29 airports in six different states. Several representations to the authorities for action against such establishments fell on deaf ears, said the petitioner.

आईजीआई एयरपोर्ट के पास बूचड़खाने बंद करने की याचिका पर केंद्र से मांगा जवाब

दिल्ली सरकार और विमानपत्तन प्राधिकरण को भी नोटिस

नई दिल्ली। हाईकोर्ट ने इंदिरा गांधी अंतरराष्ट्रीय (आईजीआई) हवाईअड्डे के पास बूचड़खानों और मांस की दुकानों को बंद करने की मांग वाली जनहित याचिका (पीआईएल) के संबंध में केंद्र सरकार समेत कई निकायों से जवाब मांगा है। वन्यजीव कार्यकर्ता गौरी मौलेखी की ओर से दायर याचिका में पक्षियों के टकराने के बढ़ते जोखिम का हवाला दिया गया है, जो हवाई यातायात और स्थानीय सुरक्षा दोनों के लिए खतरा पैदा करता है।

बुधवार को मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय और जस्टिस तुषार राव गेडेला की पीठ ने नागरिक उड्डयन महानिदेशालय (डीजीसीए), भारतीय हवाईअड्डा प्राधिकरण, भारतीय खाद्य सुरक्षा और मानक प्राधिकरण, दिल्ली सरकार, प्रदूषण नियंत्रण समिति, नगर निगम, दिल्ली विकास प्राधिकरण और पुलिस सहित कई प्रतिवादियों को नोटिस जारी किए।

पीठ ने जनहित याचिका में बताई गई चिंताओं को दूर करने के लिए उठाए गए उपाय की विस्तृत रिपोर्ट, हलफनामा 14 मई तक प्रस्तुत करने को कहा। याचिका में परेशान करने वाले



कई बार ज्ञापन देने के बाद भी नहीं हुई ठोस कार्रवाई

मौलेखी ने अधिकारियों को कई बार ज्ञापन दिया, जिसमें न केवल निर्धारित दायरे में अवैध दुकानों को बंद व आईजीआई हवाईअड्डे पर पक्षी परिहार मॉडल (बीएएम) के प्रभावी कार्यान्वयन की भी मांग की। इनके बावजूद ठोस कार्रवाई नहीं की गई है, जिसके कारण उन्हें न्यायिक हस्तक्षेप की मांग करनी पड़ी है।

आंकड़े पर भी प्रकाश डाला गया है। 2018 से 2023 के बीच, आईजीआई हवाईअड्डे पर पक्षियों के विमानों से टकराने के 705 घटनाएं हुई हैं। यह संख्या छह राज्यों के 29 अन्य हवाईअड्डों पर दर्ज की गई संयुक्त घटनाओं से अधिक है। एजेंसी

नोएडा एयरपोर्ट के पांच गांवों में रुकवाए 60 पक्के निर्माण

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट के अधिसूचित क्षेत्र में अवैध निर्माण कर रहे 60 से अधिक नए पक्के निर्माण को प्रशासन ने बुधवार रुकवा दिए। प्रवर्तन टीम ने भू-स्वामियों को चेतावनी जारी करते हुए प्राधिकरण की ओर से ध्वस्तीकरण का आदेश जारी कराया। उधर, यमुना प्राधिकरण ने इन अवैध निर्माण पर कार्रवाई के लिए पुलिस उपायुक्त मुख्यालय से पुलिस बल की मांग की है। उम्मीद है कि इस सप्ताह ध्वस्तीकरण की कार्रवाई हो जाएगी।

नोएडा एयरपोर्ट के नोडल अधिकारी दुर्गेश सिंह ने बताया, बुधवार को प्रशासनिक टीम नीमका, थोरा, बनवारी बास, किशोर, मुक्तिपुर शिवारा गांव पहुंची। यहां पर 60 नए घरों को चिह्नित किया गया। बताया गया है कि जिलाधिकारी मनीष कुमार वर्मा के आदेश पर एयरपोर्ट के अधिसूचित क्षेत्र से निर्माण हटाने और रोकने के लिए ग्रामवार चार टीमों का गठन किया गया है। प्रत्येक टीम में अलग-अलग गांवों में जाकर निर्माण कार्य कर रहे भू-स्वामियों को चेतावनी पत्र जारी कर रही हैं। व्यरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

20 MARCH 2025

Govt 'framing benchmarks for airport service'

EASE OF TRAVEL. Move caters to growing calls for service standard accountability as airports struggle to keep pace with traffic surge

Rohit Vaid
New Delhi

The Centre is drafting "robust, objective-based, measurable quality services benchmarks" for passenger convenience, to be used in calculating future airport tariffs, sources told *businessline*.

The current tariff determination system does take some "very subjective" service standards into account.

However, sources claimed these standards are not "entirely" measurable.

Consequently, sources said there was a need to make the current system more robust by adopting "precise, objective-based service quality benchmarks

or standards" to the calculation matrix that can be measured.

Besides, the airport's operational efficiency, coupled with initiatives taken by the operator to boost the economic viability of the facility, will be accounted for in the new tariff determination system.

As of now, tariffs at airports depend on many parameters, including expected traffic growth trends, operators' expansion plans and capex requirements, along with services rendered, among others, under a regulatory oversight mechanism overseen by the Airport Economic Regulatory Authority (AERA).

These charges are first reviewed and scrutinised by

AERA, and only then are allowed to be collected by airport operators, so as to provide them with a "fair rate of return" on the investment they made while constructing, operating and maintaining the airport.

"There was a need to have a more robust system that took into account objective-based measurable service standards for maximising passenger convenience at the airport," sources told *businessline*.

PENALTY PROVISION

"The new, overarching system will have provisions for penalties if the operator comes short in providing the minimum service benchmarks," they said.

This marks a significant



RIGHT PATH. Industry watchers say that linking tariffs to performance could expose long-hidden inefficiencies GETTY IMAGES

shift in India's aviation economics, sources said, adding that not only the size of the airport but also the type of passenger conveniences will be a major determinant in calculating future charges.

According to sources, the

new 'services benchmarks' will reward operators for efficient operations — like swift baggage handling, minimal queuing delays at entry or exit, and other facilities. "The initiative will apply to all airports across the coun-

try, aiming to elevate service quality amid booming passenger traffic."

The move caters to the growing calls for service standard accountability as airports struggle to keep pace with India's air traffic surge, which has seen passenger numbers climb past pre-pandemic levels.

Industry watchers say linking tariffs to performance could expose long-hidden inefficiencies, though airport operators worry about tighter profit margins in an already competitive sector. Presently, AERA has been asked to determine tariffs that are charged to airlines and departing passengers during the 'control period,' of five years.

AERA was set up in 2009.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

20 MARCH 2025

डीटीसी और जेवर एयरपोर्ट के बीच एमओयू दिल्ली से जेवर तक चलेंगी इलेक्ट्रिक बसें

भास्कर न्यूज़ | नई दिल्ली

दिल्ली सरकार ने यात्रियों को सस्ती और सुविधाजनक यात्रा प्रदान करने के लिए जेवर एयरपोर्ट तक दिल्ली परिवहन निगम (डीटीसी) की बसों के संचालन की योजना तैयार की है।

दिल्ली सरकार में परिवहन मंत्री डॉ. पंकज सिंह ने कहा, दिल्ली के 3

प्रमुख बस अड्डों आनंद विहार, सराय रोहिल्ला और कमला मार्केट से जेवर इंटरनेशनल एयरपोर्ट के लिए डीटीसी की इलेक्ट्रिक बसों का संचालन किया जाएगा। यह सेवा फिलहाल पायलट प्रोजेक्ट के रूप में शुरू की जाएगी। इसके लेकर डीटीसी और जेवर एयरपोर्ट के बीच एक एमओयू (समझौता ज्ञापन) भी साइन हो चुका

है, जिससे दोनों पक्षों के बीच सहयोग की स्थिति स्पष्ट हो गई है। इसका उद्देश्य यात्रियों को दिल्ली से जेवर एयरपोर्ट तक पहुंचने के लिए सस्ता व पर्यावरण के अनुकूल विकल्प प्रदान करेगा। अन्य डीटीसी बस रूटों की तरह महिलाओं को इस रूट पर भी यात्रा के लिए पूरी तरह से मुफ्त यात्रा की सुविधा दी जाएगी।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

20 MARCH 2025

Mumbai Airport proposes to collect User Development Fee

TDG NETWORK
MUMBAI

Mumbai International Airport has proposed to collect a User Development Fee (UDF) of Rs 325 for departing domestic passengers and Rs 650 for departing international travellers to enable it to undertake infrastructure development and technological enhancement projects at the airport.

In a statement Tuesday, Mumbai International Airport Limited (MIAL), a subsidiary of Adani Airport Holdings Limited (AAHL), and the operator of Chatrapati Shivaji Maharaj International Airport (CSMIA), said that it is taking a strategic step to transform passenger amenities.



A proposal has been placed before the Airport Economic Regulatory Authority (AERA), the statement added.

The Mumbai airport's proposal, as per the statement, attempts to offset this change and mitigate the impact on passengers by simultaneously

reducing airline landing and parking charges by about 35 per cent.

It believes that this reduction is expected to positively impact airfares from Mumbai, enabling airlines to manage costs more efficiently and maintain competitive ticket prices.

The Daily Guardian

epaper.thedailyguardian.com
19 Mar 2025 - Page 8

The hidden toll of aviation: How air travel contributes to climate change

OPINION

CAPTAIN INDIRA VASHISHTA



All three realms that humans inhabit—land, sea, and sky—have been thoroughly polluted. This pollution is causing us to reconsider our very existence. One realm that is often overlooked, however, is aerosol pollution from jet aircraft. Unlike pollution at ground level, which we share right across the world, the part of our atmosphere that rises right up over our borders remains, for the most part, pristine. Jet engines are cleaner and more efficient than they were, say, a couple of decades ago. Yet the sheer volume of air traffic makes

aircraft a significant source of aerosol pollution.

Tens of thousands of tons of greenhouse gases are contributed to the atmosphere by airplanes, the major ones being carbon dioxide (CO₂) and nitrogen oxides (NO_x). Aircraft emissions are a major source of nitrogen oxides in the environment. Unlike most power plants, which exhaust emissions at ground level, airplanes release their pollutants at high altitudes, where their effects are magnified.

THE ROLE OF GREENHOUSE GASES

A source of CO₂ emissions, the primary greenhouse gas that traps heat in the atmosphere, is aviation. Engines also emit NO_x, which reacts with other pollutants to create ozone, a key component of smog. These emissions, when they happen at high altitudes, yield contrails—ice crystals that can persist in the atmosphere and behave like clouds, intensify-

ing the greenhouse effect.

In addition, the aviation industry emits ultrafine particles (UFPs) and soot, which can harm human health. UFPs are able to penetrate deeply into the lungs, and they have been associated with an array of respiratory problems. However, soot is even worse because, in addition to creating local pollution problems, it is also linked to a number of serious health effects, especially for people with preex-

isting conditions.

THE IMPACT OF CONTRAILS

Studies suggest that contrail clouds might warm the planet more than any car-

bon dioxide emissions from aircraft produced in the last century. Contrails may hang in the atmosphere for a long time, and some may even say that they constitute a form of atmospheric

geoengineering, which is “a deliberate and large-scale intervention to counteract the undesirable effects of global warming.” Unlike CO₂, which can remain in the atmosphere for centu-

ries, studies have also suggested that the carbon produced by aircraft is a more potent warming agent in the atmosphere, particularly when it comes to the formation, duration, and hanging around of the clouds that we call contrails.

When an aircraft flies through a cold atmosphere, water vapor from the jet engines condenses around particles of soot and forms ice crystals that become contrails. Studies show that unlike low-level clouds that help cool the atmosphere, contrails may warm it up. One study from 2011 predicted that the cloud of contrails our planes leave behind could cause climate warming equivalent to three times as much carbon dioxide by 2050.

THE NEED FOR CHANGE

Although many initiatives exist to reduce carbon emissions from aircraft, and myriad treaties and regulations purport to manage countries’ emissions, the comprehensive climate impact from aviation is largely ignored.

Take, for instance, a program from the United Nations designed to manage nations’ carbon emissions. This program attempts to

align countries’ CO₂ emissions—with somewhat mixed results—but wholly overlooks the significant, and in many ways, much more dangerous, warming impact of contrails.

A few researchers advocate changing the way planes fly to reduce contrail formation. But doing this could cause them to burn even more fuel and produce even more CO₂. In the end, the best way to address the contrail issue is not to beat up on the planes or the pilots that fly them, but to find cleaner-burning fuels.

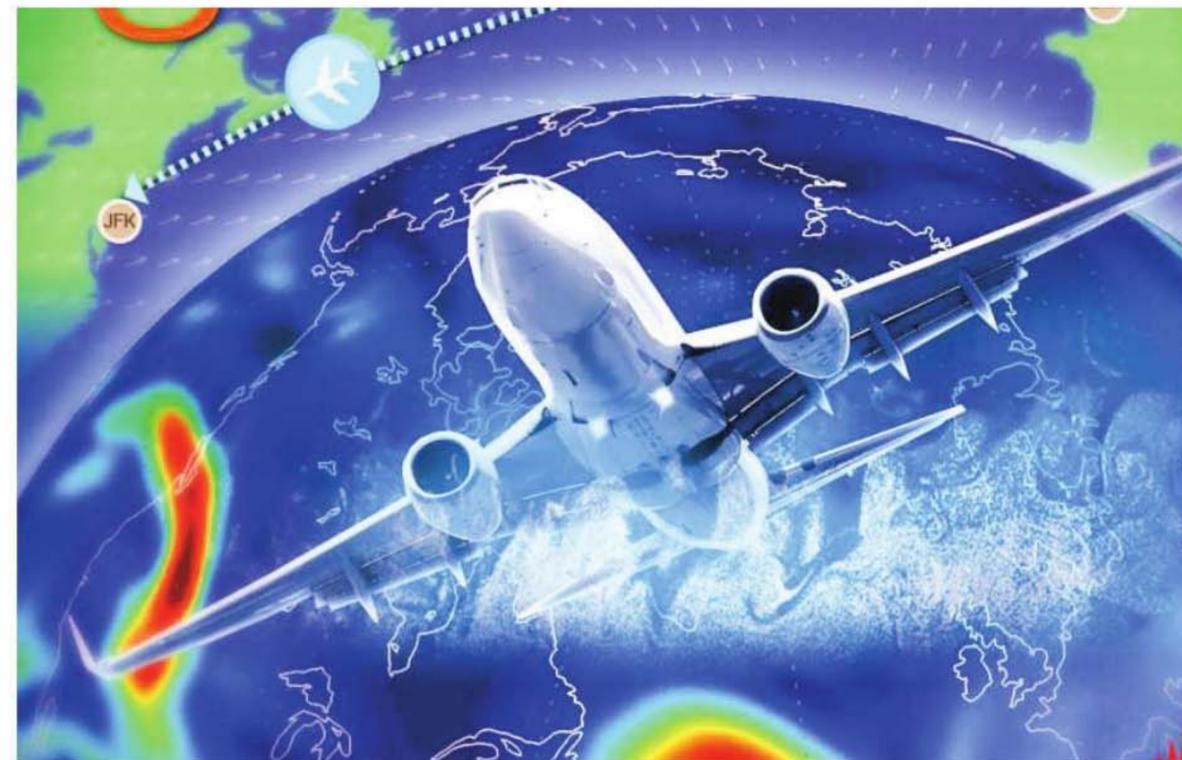
Without a doubt, the aviation sector contributes to worldwide climate change. The justification is obvious:

- Climate science is complex, but the warming effect of aviation is clear.
- We are living in an era of climate change, and to safeguard our atmosphere, we have to grasp the complete ramifications of flying.

Tackling the aviation climate crisis calls for exciting new ideas and a firm commitment to an emerging sustainable aviation industry. This is not an airspace problem; it is a planetary problem.

Capt Indira Vashishta is an ex-airline pilot, motivational speaker and an eminent columnist.

When an aircraft flies through a cold atmosphere, water vapor from the jet engines condenses around particles of soot and forms ice crystals that become contrails. Studies show that unlike low-level clouds that help cool the atmosphere, contrails may warm it up.





Corporate Communications Directorate

DAINIK JAGRAN

DELHI

20 MARCH 2025

एयरपोर्ट के पास बूचड़खाने बंद करने की मांग पर मांगा जवाब

जासं, नई दिल्ली: आइजीआइ हवाई अड्डे के पास बूचड़खानों को बंद करने की मांग वाली याचिका पर दिल्ली हाई कोर्ट ने नागरिक उड्डयन महानिदेशालय (डीजीसीए) और अन्य सरकारी विभागों व निकायों से जवाब मांगा। याचिका में कहा गया है कि इनसे पक्षियों के विमान से टकराने का खतरा है और यात्रियों की सुरक्षा भी खतरे में है। मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय व न्यायमूर्ति तुषार राव गेडेला की पीठ ने डीजीसीए, भारतीय खाद्य सुरक्षा और मानक प्राधिकरण, दिल्ली सरकार, दिल्ली प्रदूषण नियंत्रण समिति (डीपीसीसी), दिल्ली नगर निगम (एमसीडी), दिल्ली विकास प्राधिकरण (डीडीए) और दिल्ली पुलिस को नोटिस जारी कर समस्या को कम करने वाले उपायों पर जवाब मांगा है। मामले में अगली सुनवाई 14 मई को होगी।

याचिकाकर्ता गौरी मुलेखी ने याचिका में कहा कि एयरपोर्ट पर पक्षियों या वन्यजीवों के विमान से टकराने से न केवल विमान में सवार यात्रियों की जान और सुरक्षा को खतरा होता है, बल्कि दुर्घटना की स्थिति में स्थानीय निवासियों को भी खतरा है।

उन्होंने कहा कि विमानन नियमों के अनुसार एयरपोर्ट से 10 किलोमीटर के दायरे में जानवरों की हत्या या खाल उतारने या इससे संबंधित किसी भी कचरे के निपटान पर रोक लगाने का प्रावधान है।

SKY-HIGH PRICES? | Airport operator submits revised proposal seeking to impose user development fee on airlines

MIAL proposal to likely hit air fares from June

Dhairya Gajera
MUMBAI

Mumbai International Airport Ltd (MIAL), operator of Chhatrapati Shivaji Maharaj International Airport, has submitted a revised proposal to the Airports Economic Regulatory Authority of India (AERA) seeking to impose a user development fee on airlines.

If accepted, this might result in passengers having to pay more for tickets, according to an official.

Last week, AERA had rejected MIAL's proposal for a 675% increase in UDF. The revised proposal suggests introducing a UDF of Rs325 for domestic passengers and increasing the fee for international passengers from Rs187 to Rs650.

The proposal is for the fourth control period (five-year plans for which tariffs are decided) of the airport – from April 1, 2024, to March 31, 2029.

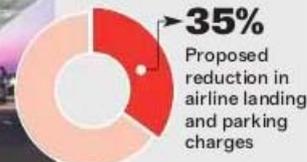
According to the proposal document, accessed by The Free Press Journal, this is the first time that MIAL has demanded tariff revision since the Adani Group took over the operations of Mumbai



KEY FIGURES

₹325
User development fee for domestic pax

₹650
UDF for international passengers



₹10,000cr

MIAL has claimed to invest over the next five years in infrastructure

₹7,600cr

MIAL will seek to recover in revenue from an expected 229 million passengers

₹285

Current yield per passenger

₹332

YPP under new proposal, an 18% increase

Airport in February 2021.

MIAL said it has tried to strike a balance by proposing to reduce airline landing and parking charges by 35%.

AERA will conduct due diligence and consider the views of various stakeholders before taking a decision on the proposal. The stakeholders will meet at Indian Aviation Academy in Delhi on March 25 to finalise the decision.

If the AERA accepts the proposals, passengers will

have to pay more for flight tickets, as carriers seek to pass on the extra burden to the consumers.

While the charges will be applicable on tickets issued on or after June 1, passengers including children under the age of two as well as on-duty diplomats, airline crew, defence personnel and United Nations officials will be exempt from the fee.

MIAL said tariff revision will enable it to undertake infrastructure development

and technological enhancement projects at Mumbai airport. While the current yield per passenger (YPP) at the airport stands at Rs285, the proposal aims to revise the YPP to Rs332, representing an 18% increase.

Over the next five years, the airport operator has claimed to invest Rs10,000 crore to create infrastructure and recover a total revenue of Rs7,600 crore from an expected 229 million airline passengers.



Corporate Communications Directorate

HINDUSTAN

DELHI

20 MARCH 2025

एयरपोर्ट के पास बूचड़खाने को लेकर जवाब तलब

अदालत से

नई दिल्ली, प्रमुख संवाददाता। दिल्ली उच्च न्यायालय ने बुधवार को नागरिक उड्डयन महानिदेशालय (डीजीसीए) और अन्य से इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे के 10 किलोमीटर के भीतर बूचड़खानों को बंद करने की मांग वाली याचिका पर जवाब मांगा है। याचिका में कहा गया है कि इससे पक्षियों और यात्रियों के जीवन को खतरा है।

मुख्य न्यायाधीश डीके उपाध्याय और न्यायमूर्ति तुषार राव गेडेला की पीठ ने याचिका पर कई अधिकारियों को नोटिस जारी किए हैं। पीठ ने जनहित याचिका की चिंताओं को कम करने वाले उपायों पर केन्द्र और

डीजीसीए से जवाब मांगा है। जवाबों में न केवल जनहित याचिका में किए गए कथनों के पैरा-वार उत्तर शामिल करने का निर्देश दिया गया, बल्कि याचिका में उठाई गई चिंताओं को हल करने के लिए किए जा रहे प्रयासों का भी ब्योरा मांगा है। पीठ ने हलफनामे दाखिल करने के लिए छह सप्ताह का समय दिया है। मामले में अगली सुनवाई 14 मई को होगी।

पशु अधिकार कार्यकर्ता गौरी मौलेखी ने याचिका में कहा कि विमान नियम और भारतीय वायुयान विधेयक, 2024, हवाई अड्डे के संदर्भ बिंदु (एआरपी) से 10 किलोमीटर के दायरे में जानवरों के वध या खाल उतारने और इससे जुड़े किसी भी कचरे के निपटान पर रोक लगाते हैं।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

20 MARCH 2025

FLIER OPENS EVACUATION SLIDE OF PLANE AT IGI, OFFLOADED

HT Correspondent

letters@hindustantimes.com

NEW DELHI: An IndiGo flight from Delhi to Leh was delayed by more than three hours on Wednesday after a passenger on board opened an evacuation slide — an inflatable slide that is used during emergencies to quickly evacuate an aircraft — while the plane was still on the tarmac at the Indira Gandhi International (IGI) airport, officials said.

The passenger was promptly handed over to the authorities, the officials said.

According to flight tracking website Flightradar24, the flight that was scheduled to take off at 8.10am, finally took off at 11.43am.

An IndiGo spokesperson confirmed the incident and said, "A slide was deployed inadvertently on flight 6E-5161 from Delhi to Leh before take-off. Following standard operating procedures, the crew reported the incident, and the customer was offloaded and handed over to concerned authorities."

An airport official aware of the incident said the man said he thought it was a bathroom door. "The man said that he is not a frequent flier," the official said, requesting anonymity.

Meanwhile, deputy commissioner of police (IGI) Usha Ranjani said they received a complaint regarding an unruly passenger. "Due legal action will be initiated against the man," she said.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

20 MARCH 2025

DM: WASTE BEING ILLEGALLY DUMPED IN S DELHI, POSES RISK TO AIRCRAFT

NEW DELHI: The district magistrate (DM) of New Delhi has written to the Municipal Corporation of Delhi and Delhi Police, seeking action against illegal dumping of Municipal Solid Waste in south Delhi's Rangpuri Pahari, stating that this is attracting birds and may pose a risk to flights at the Indira Gandhi International (IGI) airport.

In the letter dated March 10, shared on Wednesday, the DM has also sought a clearance drive for removal of existing waste and to take action against private landowners "who have unauthorisedly rented their land for such illegal dumping as well unauthorised vendors involved in the said process". The DM said this waste dumping could lead to aircraft accidents, health hazards, and national security threats.

"We have received complaints from DIAL regarding the illegal dumping of waste at Rangpuri Pahari, which falls under the line of sight of aircraft landing," the letter adds, stating even waste from the airport, especially from airlines, was allegedly ending up in the same area.

HTC

Delhi airport's traffic growth to taper, Mumbai expects rebound

Daanish Anand

daanish.anand@livemint.com

NEW DELHI: Passenger traffic growth at the GMR Group-managed Delhi International Airport (DIAL) is expected to slow down over the coming years, due to capacity constraints and emerging competition.

DIAL expects the slowdown to stem from two factors: the airport is nearing its peak capacity as well as the impending launch of Noida International Airport (NIA) in Jewar, Uttar Pradesh, which is expected to divert some traffic from the Indira Gandhi International (IGI) Airport in the national capital.

"As the capacity constraints limit Delhi Airport's ability to accommodate rising demand, certain traffic is expected to be spilled over to NIA. The NIA is expected to compete for IGIA's market share, and is expected to have more passengers from eastern Uttar Pradesh and parts of Haryana with lesser travel time to the upcoming airport in comparison to Delhi airport," said DIAL in its consultation paper.

Delhi Airport projects domes-



Delhi Airport projects domestic passenger growth at 5.26% year-on-year in FY26. MINT

tic passenger growth at 5.26% year-on-year in FY26 and 6.72% in FY27. However, the pace is expected to taper to 5.74% in FY28 and further down to 4.63% in FY29.

Similarly, growth in international passenger footfalls is pegged at 4.84% in FY26, which is expected to increase to 5.37% as the airport plans to upgrade the infrastructure for international flights. However, the growth in international passengers is expected to slow down to 4.70% in FY28 and 3.99% in FY29, according to the Delhi airport's multi-year tariff proposal for fourth control period.

"The only way to increase the traffic is by increasing capacity

which can only be achieved by building a Terminal 4," said Mark Martin, the founder and chief executive officer of Martin Consulting.

Meanwhile, Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA), managed by Adani Group, expects a dip in passenger traffic only during FY26 and FY27 by 12.93% and 6.30%, respectively, due to planned renovations of Terminal 1. A rebound is projected from FY28 onwards, with domestic traffic increasing by 21.36% in FY28 and 1.04% in FY29 and international traffic rising by 4.09% and 14.01% over the same period, according to the Mumbai airport's multi-year tariff proposal for fourth control period.

Unlike Delhi, Mumbai is less concerned about competition from its upcoming second airport at Navi Mumbai International Airport (NMI) since it is also managed by Adani Group. By FY30, Mumbai Airport's capacity is projected at 65 million passengers annually, while Navi Mumbai International Airport's capacity will be about half of that.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

19 MARCH 2025

Flying out of city could cost more as MIAL proposes user fee

Yogesh Naik

yogesh.naik@hindustantimes.com

MUMBAI: Flying out of Mumbai airport could cost more, with Mumbai International Airport Limited (MIAL), which operates the Mumbai airport, proposing to introduce a User Development Fee (UDF) for domestic

passengers and a steep increase in the fee for international passengers.

MIAL has submitted a proposal to the Airport Economic Regulatory Authority (AERA), for the imposition of ₹325 for departing domestic passengers and a ₹463 increase in the fee for international travellers. The

fee, says MIAL, will enable it to undertake infrastructure development and technological enhancement projects at the Mumbai airport.

At present, there is no UDF for domestic travellers, while international travellers will have to pay ₹650, up from ₹187 at present. The fee relates to

departing passengers only. MIAL, a joint venture between Adani Airports and the Airports Authority of India, is planning a makeover of Mumbai's Terminal 1.

MIAL sources, however, claimed the proposed UDF will not impact ticket prices as it will be offset by a simultaneous

reduction in airline landing and parking charges by about 35%. All these charges are factored into airline tickets.

An MIAL spokesperson said that, over the next five years, MIAL will invest ₹10,000 crore in the creation of airport infrastructure and recover a total

continued on →11

AIRPORT USER FEE

revenue of ₹7,600 crore from an expected 229 million passengers. "The new tariff structure proposes to strategically shift the revenue mix, with an increase in UDF, while reducing landing and parking charges by 35%. This proposal aligns with the tariff structures of other major airports in India and will enhance revenue stability as well as improve the overall passenger experience, ensuring that CSMIA remains a competitive and attractive aviation hub for travellers," the spokesperson said.

MIAL said it has launched many new initiatives, including the Domestic-to-Domestic Transfer Facility at T2; new Taxiway Z to improve on-time performance; the introduction of eGates to manage congestion at entry points to the terminal; free inter-terminal coach transfers; and FASTag-enabled parking, among other passenger-centric advancements.

Steps being taken to set up Hosur airport, says T.R.B. Rajaa

The Hindu Bureau

CHENNAI

Tamil Nadu Minister for Industries T.R.B. Rajaa assured the Assembly on Tuesday that steps were being taken towards establishing airports in Hosur and Rameswaram. He was responding to concerns raised by AIADMK legislator Sellur K. Raju in the House.

The Minister said five locations were initially identified and were sent to the Centre, which shortlisted two of them. Underlining the steps being taken by the DMK government in this regard, the Industries Minister said the works would be completed soon.

Expansion projects

During the debate on the Budget for 2025-26 in the House, Mr. Rajaa and Leader of the Opposition Edappadi K. Palaniswami traded charges on the land acquisition process for the airport expansion projects in Madurai and Coimbatore.

When Mr. Palaniswami said the AIADMK government took steps towards land acquisition for the airport expansion project in Coimbatore, Mr. Rajaa said the steps taken by the previous regime were not complete.

He further said the DMK government was actively working on new airports and expansion projects.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

20 MARCH 2025

Plea for steps to curb bird hits at airport: HC seeks govt reply

SOHINI GHOSH
NEW DELHI, MARCH 19

THE DELHI High Court on Wednesday sought a response from the Centre and others on a PIL seeking immediate measures to prevent bird-aircraft strikes and implement a bird avoidance model at Delhi's Indira Gandhi International Airport (IGIA).

A division bench of Chief Justice DK Upadhyaya and Justice Tushar Rao Geda sought responses from the Centre through the Directorate General of Civil Aviation, Airports Authority of India, Food Safety and Standards Authority of India, the Delhi government and its municipal corporation, Delhi Pollution Control Committee, Delhi Development Authority, and Delhi Police.

The bench said that the authorities in their reply must indicate steps taken to implement relevant rules and state whether regular inspections are being conducted. "Let replies be filed by all respondents, not only on para-wise reply to the petition but also details of the steps taken in respect

of concerns raised in the writ petition," the bench said while listing the matter for May 14.

The PIL filed by animal welfare activist Gauri Maulekhi has highlighted that the total number of bird strikes at IGIA between 2018 and 2023 stood at 705, outnumbering combined bird strike incidents reported across 29 airports in six states.

While bird strike events numbered around 100 from 2018 until 2021, the events saw a significant spike from 2022 onwards, when 183 such events were reported, followed by 169 such events reported between January and October 2023.

According to Maulekhi, the primary reason for such incidents is the "presence of slaughterhouses/meat shops/ dairy farms and environmental pollution around the IGIA", the operation of which is otherwise contrary to various statutes. Maulekhi, highlighting Aircraft Rules 1937, also sought closure of illegal slaughterhouses, meat shop clusters, and other prohibited establishments within a 10-km radius of the aerodrome point of IGIA.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

20 MARCH 2025

IGIA waste 'illegally dumped' near flight path creates safety risk, govt sounds alarm

**MAHENDER SINGH
MANRAL**
NEW DELHI, MARCH 19

UNTREATED WASTE from the Indira Gandhi International Airport (IGIA) is being dumped at Rangpuri Pahari in Vasant Kunj, which falls in the line of sight of aircraft landing, the Delhi government has informed the Municipal Corporation of Delhi (MCD), flagging safety risks and the alleged involvement of unauthorised vendors and illegal immigrants.

Two separate letters were written by the District Magistrate (DM) of New Delhi earlier this month, days after a conditional order was issued by the Sub-Divisional Magistrate (Vasant Vihar) to the MCD, the Delhi Development Authority (DDA), and the Forest Department, asking them to prevent the illegal dumping of waste.

In one of his letters sent to the MCD, Najafgarh Zone, on

March 10, the DM said the issue of illegal dumping of waste at Rangpuri Pahari has severe consequences, including aircraft accidents, health hazards, and national security threats. "We have received complaints from Delhi International Airport Limited regarding the illegal dumping of waste at Rangpuri Pahari, which falls under the line of sight of aircraft landing," the DM said in his letter.

The government has sought a checkpoint set up by the civic body and the Delhi Police to prevent the entry of unauthorised vehicles transporting such waste, impound illegal trucks engaged in such operations, and initiate strict action against unauthorised vendors and private landowners who have rented their land for illegal dumping.

Following the conditional order, a joint site inspection was conducted by the DM, New Delhi, along with the Deputy Conservator of Forests, representatives of MCD, Najafgarh

Zone, and the DDA on March 8, which revealed "mass-scale illegal dumping by trucks", according to officials.

"During the inspection, it was also noticed that untreated waste generated out of IGIA, especially connected with the airlines, was also found to be, allegedly being dumped at Rangpuri Pahari," the letter said.

The DM also said that the Aerocity area, which has commercial installations such as hotels and restaurants, was being inspected to review waste management.

"During the inspection, it was noticed that the waste generated in the Aerocity area is also not being disposed of as per the prescribed norms", especially the segregation at source is not being conformed with and there is likelihood that such waste being unscientifically dumped in unauthorised manner which may equally pose a significant danger to public health and safety," the DM said in his communication to the municipal

corporation.

A copy of the letter has been sent to the Revenue Department, the CEO of DIAL, and Delhi Police.

"... Needless to mention, there is a strong possibility of solid waste being generated out of commercial operations of hotels, malls, and health units in Mahipalpur and surrounding areas as well as of bordering Gurgaon which are unlawfully being dumped in Rangpuri Pahari area. During the inspection, the inspection team had detected waste with tags of hotels and commercial establishments being dumped in the Rangpuri Pahari area," the letter said.

The DM said they have learnt that unauthorised vendors were involved in transporting the waste and the dumping. "As per reports of local agencies, there is a strong likelihood of some illegal immigrants allegedly being involved in the conduct of this entire unlawful activity of waste dumping and subsidiary activities," the DM said.



Corporate Communications Directorate

MINT

DELHI

20 MARCH 2025

DIAL's traffic growth to taper

Launch of Noida International Airport and capacity constraints to curb Delhi airport's growth in coming years

Daanish Anand
daanish.anand@livemint.com
NEW DELHI

Passenger traffic growth at the GMR Group-managed Delhi International Airport (DIAL) is expected to slow down over the coming years, due to capacity constraints and emerging competition.

DIAL expects the slowdown to stem from two factors: the airport is nearing its peak capacity as well as the impending launch of Noida International Airport (NIA) in Jewar, Uttar Pradesh, which is expected to divert some traffic from the Indira Gandhi International (IGI) Airport in the national capital.

"As the capacity constraints limit Delhi Airport's ability to accommodate rising demand, certain traffic is expected to be spilled over to NIA. The NIA is expected to compete for IGI's market share, and is expected to have more passengers from eastern Uttar Pradesh and parts of Hary-



Delhi airport likely to see 5.26% growth in FY26, slowing to 4.63% by FY29. MINT

ana with lesser travel time to the upcoming airport in comparison to Delhi airport," said DIAL in its consultation paper.

Delhi Airport projects domestic passenger growth at 5.26% year-on-year in FY26 and 6.72% in FY27.

However, the pace is expected to

taper to 5.74% in FY28 and further down to 4.63% in FY29.

Similarly, growth in international passenger footfalls is pegged at 4.84% in FY26, which is expected to increase to 5.37% as the airport plans to upgrade the infrastructure for international flights.

However, the growth in international passengers is expected to slow down to 4.70% in FY28 and 3.99% in FY29, according to the Delhi airport's multi-year tariff proposal for fourth control period.

"The only way to increase the traffic is by increasing capacity which can only be achieved by building a Terminal 4," said Mark Martin, the founder and chief executive officer of Martin Consulting.

Meanwhile, Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA), managed by Adani Group, expects a dip in passenger traffic only during FY26 and FY27 by 12.93% and 6.30%, respectively, due to planned renovations of Terminal 1.

A rebound is projected from FY28 onwards, with domestic traffic increasing by 21.36% in FY28 and 104% in FY29 and international traffic rising by 4.09% and 14.01% over

the same period, according to the Mumbai airport's multi-year tariff proposal for fourth control period.

Unlike Delhi, Mumbai is less concerned about competition from its upcoming second airport at Navi Mumbai International Airport (NMI) since it is also managed by Adani Group. By FY30, Mumbai Airport's capacity is projected at 65 million passengers annually, while Navi Mumbai International Airport's capacity will be about half of that.

Considering strong passenger demand in the National Capital Region (NCR) and Mumbai Metropolitan Region (MMR), the new airports will thrive on spillover traffic in the beginning, which can be quite substantial, Manish Chheda, managing partner & India CEO at YCP Auctus, told *Mint*. "Even if the capacities are planned that way, it is more consequential than competing," he added.

3.99%
Global passenger
growth in FY29 vs
4.70% in FY28



Corporate Communications Directorate

MILLENNIUM POST

DELHI

20 MARCH 2025

Illegal dumping of IGI Airport waste at Rangpuri Pahari triggers govt action

AIMAN FATIMA

NEW DELHI: The Delhi government has called for immediate action against the illegal dumping of untreated waste from Indira Gandhi International (IGI) Airport at Rangpuri Pahari in Vasant Kunj. Authorities have raised concerns over the involvement of unauthorised vendors and illegal immigrants in this activity and directed the municipal corporation (MCD) and Delhi Police to intervene.

In a series of letters issued earlier this month, the District Magistrate (DM) of New Delhi urged the Municipal Corporation of Delhi (MCD), Delhi Development Authority (DDA), and the forest department to curb the ongoing violations. The DM also emphasised the need for preventive measures, including setting up a police checkpost, seizing unauthorised



trucks engaged in the dumping, and taking legal action against those renting out private land for these illegal operations.

According to officials, the illegal waste dumping poses multiple risks, including environmental damage, public health hazards, and aviation safety threats. The dumped waste reportedly falls within the line of sight of incoming aircraft, potentially increasing the risk of accidents. "We have received complaints from Delhi International Airport Limited (DIAL) regarding the illegal dumping at Rangpuri Pahari, which could interfere with aircraft operations," the

DM stated in one of his letters to the authorities.

Following the conditional order from the sub-divisional magistrate (Vasant Vihar), a joint inspection was carried out on March 8 by officials from the DM's office, MCD's Najafgarh Zone, the deputy conservator of forests, and the DDA. The inspection revealed large-scale dumping by trucks, reinforcing the need for immediate intervention.

DM stated in one of his letters to the authorities.

Following the conditional order from the sub-divisional magistrate (Vasant Vihar), a joint inspection was carried out on March 8 by officials from the DM's office, MCD's Najafgarh Zone, the deputy conservator of forests, and the DDA. The inspection revealed large-scale dumping by trucks, reinforcing the need for immediate intervention.

Additionally, concerns have been raised about waste management practices in Aerocity, an area with numerous commercial establishments, including hotels and restaurants. The

DM's letter pointed out that the waste generated in Aerocity was not being properly segregated and disposed of, increasing the likelihood of unscientific dumping. "Improper waste management in Aerocity is equally hazardous, posing a significant risk to public health and safety," the communication noted.

The Delhi government has now urged all relevant departments to ensure compliance with waste disposal norms and prevent further environmental degradation. Authorities are expected to take stringent measures to address the issue and prevent future violations.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

19 MARCH 2025

MIAL unveils vision to ageing modernise infra and facilitate development at CSMIA

MUMBAI: Mumbai International Airport Ltd (MIAL), a subsidiary of Adani Airport Holdings Ltd (AAHL), operator of Chatrapati Shivaji Maharaj International Airport (CSMIA) is taking a strategic step to transform passenger amenities for a harmonious and streamlined experience.

In a proposal placed before the Airport Economic Regulatory Authority (AERA), MIAL has suggested a User Development Fee (UDF) of Rs 325 for departing domestic passengers and Rs 650 for departing international travellers to enable MIAL to undertake infrastructure development and technological enhancement projects at Mumbai airport.

MIAL's proposal attempts to offset this change and mitigate the impact on passengers by



simultaneously reducing airline landing and parking charges by about 35 per cent, in order to strike a balance between infrastructure enhancement and sustain world-class airport operations. The current Yield Per Passenger (YPP) at CSMIA stands at Rs 285.

The proposal submitted to AERA aims to revise the YPP to approximately Rs 332, representing an 18 per cent increase, in line with Consultation Paper issued by AERA on 10 March 2025. MIAL to Strengthen

Over next five years, the airport will invest Rs 10,000 crore in creation of airport infra

Mumbai's Position as a Global Aviation Hub.

Over the next five years, the airport will invest Rs 10,000 crore in creation of airport infrastructure and recover a total revenue of Rs 7,600 crore from an expected 229 million passengers. The new tariff structure proposes to strategically shift the revenue mix, with an increase in UDF while reducing landing and parking charges by 35 percent.

This proposal aligns with the tariff structures of other

major airports in India and will enhance revenue stability as well as improve the overall passenger experience, ensuring that CSMIA remains a competitive and attractive aviation hub for travellers.

MIAL has been committed to consistently improving passenger convenience, operational efficiency, and the long-term sustainability of one of India's landmark aviation hubs.

Key initiatives include the Domestic-to-Domestic Transfer Facility at T2, the new Taxiway Z to improve on-time performance and support sustainable airport operations introduction of eGates to manage congestion at entry to the terminal, free inter-terminal coach transfers, and FASTag-enabled parking, among other passenger-centric advancements.

MPOST



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

20 MARCH 2025

EV bus service to Jewar airport, DTC to make travel free for women

ASHISH SRIVASTAVA @NewDelhi

REACHING the upcoming Noida International Airport from Delhi may get a lot easier with the Delhi Transport Commission (DTC) set to launch direct electric bus services to Jewar airport, offering seamless and affordable journeys for flyers. In a major move to boost connectivity, Delhi government has signed an MoU with the airport authorities to introduce these buses in select routes and depots in the city.

On a trial basis, buses will operate from three locations - Anand Vihar, Sarai Rohilla, and Kamla Market - providing direct connectivity to the airport. Women, along with specially-challenged individuals, will be able to travel for free, continuing the Delhi government's welfare initiative.

"Bus passes for persons with disabilities and pink slips for women passengers will be continued on this route as well. Male passengers and others would have to pay," said a trans-

port department official.

Officials said the buses would operate up to the airport, ensuring easy connectivity. "Passengers won't face any hassle. We have taken care of all aspects, and this agreement marks an important step toward improv-

ing public transport options for Jewar airport," he said.

The project is currently in its pilot phase, and officials will assess its success before increasing the number of buses.

The buses, dedicated exclusively to the Delhi-Jewar route, will be equipped with modern technology, including fully air-conditioned cabins, GPS-enabled tracking systems, CCTV cameras, and live monitoring. "If the trial run proves

successful, more depots in the capital could be added to further enhance connectivity between Delhi and Jewar airport," an official said.

On ticket price, officials said the fare structure is still under discussion, but the government is committed to making the service cost-effective.



If the trial run proves successful, more depots could be added to further enhance connectivity between Delhi and Jewar airport

DTC official

Corporate Communications Directorate

THE MORNING STANDARD

DELHI

20 MARCH 2025

HC seeks reply on illegal slaughterhouses

Citing aviation safety risks, PIL says the establishments near IGI not only violate regulatory norms but also attract large flocks of birds

PETITION AFTER SITE VISITS

Over 500 establishments where the slaughter of animals takes place continue to operate illegally within 10 km of the ARP (Airport Reference Point) of IGI Airport. The Petitioner and her team conducted on-ground site visitations of 19 such establishments in March 2023 and July 2024. The following areas were visited by the Petitioner and her team: Chanakyapuri, Rama Krishna Puram, Dabri, Dwarka Mor, Kishangarh, Kusumpur Pahadi, Mahipalpur, Manglapuri, Mehrauli, Mohammadpur, Moti Bagh, Munirka, Rajokri, Rangpuri, Sadar Bazaar and Vasant Kuni, all of which fall within 10 kms of Delhi ARP, according to plea.

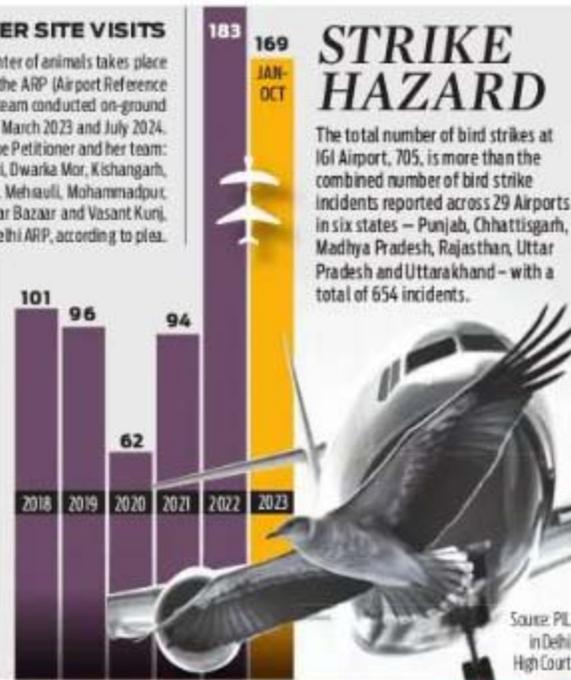
SHEKHAR SINGH @ New Delhi

THE persistent menace of bird strikes at Indira Gandhi International (IGI) Airport has once again landed in the courtroom: the Delhi High Court on Wednesday issued notices to authorities on a PIL demanding urgent action to mitigate aviation hazards linked to illegal slaughterhouses operating in the vicinity of airports.

The PIL, filed by activist Gauri Maulekhi, highlights the alarming frequency of bird-aircraft collisions, attributing them to unchecked proliferation of meat shops and slaughterhouses near the airport. Citing aviation safety risks, the plea argues that these establishments not only violate regulatory norms but also attract large flocks of birds, significantly increasing the likelihood of collisions.

STRIKE HAZARD

The total number of bird strikes at IGI Airport, 705, is more than the combined number of bird strike incidents reported across 29 Airports in six states – Punjab, Chhattisgarh, Madhya Pradesh, Rajasthan, Uttar Pradesh and Uttarakhand – with a total of 654 incidents.



Busiest Airports in 2023	Strikes from 2018-Oct 2023
Mumbai	352
Bangaluru	271
Hyderabad	186
Chennai	200

A division bench comprising Chief Justice Devendra Kumar Upadhyaya and Justice Tushar Rao Gedela sought responses from multiple authorities, including the Directorate General of Civil Aviation, Airports Authority of India, Food Safety and Standards Authority of India (FSSAI), Delhi Government, Delhi Pollution Control Committee, Municipal Corporation of Delhi, Delhi Development Authority and Delhi Police.

The court emphasised the need for concrete action and directed respondents to provide details on the enforcement of relevant regulations, particularly Aircraft Rules, 1937. "Given the concerns raised, replies must not only address the allegations but also outline the steps taken to tackle the issue," the bench said, listing the matter for hearing on May 14.

The plea demands stringent measures against unauthorised meat shops and slaughterhouses within a 10-kilometer radius of the IGI Airport. It calls upon FSSAI and the Delhi Government to conduct rigorous inspections, collect samples, and initiate legal action against violators.

It also urges the Delhi Police to register FIRs and launch investigations against slaughter facilities operating illegally.

"The primary reason for occurrence of such incidents is presence of slaughterhouses/

meat shops/dairy farms and environmental pollution around IGI Airport... Aircraft Rules, 1937, and the Bharatiya Vayuyan Vidheyak, 2024 prohibit slaughter of animal or disposal of any garbage related thereto, likely to attract birds/animals, within a radius of 10 km from the aerodrome reference point," the plea read.

It further said a contravention of the said Rule constitutes cognizable penal offence. "While the respondents have acknowledged the said six causes have increased BASH (Bird/Wildlife Aircraft Strike Hazard) accidents, no effective measures/steps have been taken by the respondents to curb the menace," the plea alleged.

Highlighting the broader implications, the petition underscores the catastrophic consequences a bird strike can have – not just for aircraft and passenger safety, but also residents of surrounding areas in the event of accident.

"During 2018-2023, the total number of bird strikes at IGI Airport, standing at 705 incidents, outnumbered combined bird strikes incidents reported across 29 airports in six different States," the plea states.

The PIL also calls for implementation of a Bird Avoidance Model at IGI Airport, stressing the need for coordinated action through the Airfield Environment Management Committee.



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

20 MARCH 2025

आईजीआई हवाई अड्डे के पास बूचड़खानों को बंद करने की याचिका पर केंद्र से जवाब मांगा

नई दिल्ली, 19 मार्च (एजेंसी): दिल्ली उच्च न्यायालय ने बुधवार को नागरिक उड्डयन महानिदेशालय (डीजीसीए) और अन्य से इंदिरा गांधी अंतर्राष्ट्रीय हवाई अड्डे के 10 किलोमीटर के दायरे में बूचड़खानों को बंद करने के अनुरोध वाली याचिका पर जवाब मांगा।

याचिका में कहा गया है कि इससे पक्षियों और यात्रियों के जीवन एवं सुरक्षा को खतरा हो सकता है। मुख्य न्यायाधीश डीके उपाध्याय और न्यायमूर्ति तुषार राव गंडेला की पीठ ने याचिका पर कई विभागों को नोटिस जारी किए और उनसे जनहित याचिका की चिंताओं को कम करने वाले उपायों पर उनका रुख जानना चाहा। जवाबों में



न केवल 'पीआईएल' में किए गए कथनों के पैरा-वार उत्तर' शामिल करने का निर्देश दिया गया, बल्कि याचिका में जाहिर चिंताओं पर 'उठाए गए कदमों का विवरण' भी शामिल करने का निर्देश दिया गया। अदालत ने हलफनामे दाखिल करने के लिए छह सप्ताह का समय दिया और सुनवाई 14 मई के लिए तय की।

पशु अधिकार कार्यकर्ता एवं याचिकाकर्ता गौरी मौलेखी ने कहा कि विमान नियम और भारतीय वायुयान विधायक, 2024 से 10 किलोमीटर के दायरे में पशुओं के वध या इससे संबंधित ऐसे किसी भी कचरे के निपटान पर प्रतिबंध लगाते हैं।



Corporate Communications Directorate

PIONEER

DELHI

20 MARCH 2025

नोएडा एयरपोर्ट के काम में तेजी लाने को बनेगी रणनीति



● 15 मई से पलाइंट उड़ान भर सकती है, पहले डोमेस्टिक और कार्गो पलाइंट शुरू होगी

● अगली बैठक में पूरा प्रोजेक्शन दिखाया जाएगा, बाद में फाइनल तारीख तय की जाएगी

पायनियर समाचार सेवा। नोएडा

नोएडा इंटरनेशनल एयरपोर्ट से 15 मई को डोमेस्टिक और कार्गो फ्लाइट 15 जून से 25 जून के बीच इंटरनेशनल फ्लाइट शुरू हो सकती है। ये जानकारी नोएडा एयरपोर्ट अथॉरिटी लिमिटेड के सीईओ अरुण चौर सिंह ने दी। मंगलवार शाम एयरपोर्ट की निर्माण कंपनी के अफसरों, यमुना इंटरनेशनल एयरपोर्ट लिमिटेड (यापल) और नोएडा एयरपोर्ट अथॉरिटी लिमिटेड

(नायल) के अफसरों के बीच बैठक में ये तय हुआ। हालांकि तीन दिन बाद यापल और नायल के अधिकारियों के बीच एक और बैठक होगी। इसमें पूरा प्रजेंटेशन दिखाया जाएगा।

उसके बाद फाइनल तारीख तय की जाएगी। हाल ही में सीएम योगी ने बैठक में अफसरों को काम जल्द पूरा करने के निर्देश दिए थे। निर्माण कार्य जल्द पूरा हो, इसके लिए 8500 मजदूर लगाए गए हैं। तीन महीने पहले ट्रायल रन के दौरान एयरपोर्ट पर पहली बार फ्लाइट की सफल लैंडिंग हुई थी। दिल्ली से पहुंची फ्लाइट को वाटर कैनिन से सलामी दी गई। तीन महीने पहले

ट्रायल रन के दौरान एयरपोर्ट पर पहली बार फ्लाइट की सफल लैंडिंग हुई थी। दिल्ली से पहुंची फ्लाइट को वाटर कैनिन से सलामी दी गई। अरुण चौर सिंह ने बताया 15 मई तक नागरिक उड्डयन महानिदेशालय से एयरोड्रम लाइसेंस यानी उड़ान की परमिशन मिलने की संभावना है। इसके मिलते ही डोमेस्टिक और कार्गो सेवा शुरू की जाएगी। नेविगेशन, कम्युनिकेशन और

सर्विलांस ये तीनों महत्वपूर्ण हैं। इन तीनों का काम चला रहा है। एयर ट्राफिक कंट्रोल यानी कुछ कमरे बनाए जाने हैं। ये एयरकंडीशन होंगे। वो इसलिए क्योंकि एटीसी टावर में लगाए जाने वाले उपकरणों में डस्ट नहीं आनी चाहिए। सारे इक्वूपमेंट आ चुके हैं। 31 मार्च तक।

टावर में ग्लास इंस्टालेशन का काम पूरा करने के निर्देश हैं। 20 अप्रैल तक टावर में नेवीगेशन सिस्टम पूरी तरह से इंस्टॉल कर लिया जाएगा। उन्होंने बताया कि टर्मिनल बिल्डिंग में छिले हुए लेकिन अच्छी बात ये है कि डोमेस्टिक और इंटरनेशनल दोनों का लेवल अलग-अलग है। छह एयरो ब्रिज और चार

बस गेट के साथ डोमेस्टिक और कार्गो को शुरू किया जाएगा। हालांकि 10 एयरोब्रिज के साथ शुरू करना था। संचालन के पहले दिन ही यमुना विकास प्राधिकरण की ओर से 150 बस यात्रियों के लिए चलाई जाएंगी। इसके अलावा राज्य सरकार की ओर से भी 150 बसों का संचालन उड़ान शुरू होने के साथ शुरू होगा। इससे यात्रियों को एयरपोर्ट तक पहुंचने में आसानी होगी।

From smelly poo to a scorpion sting

U-turns in the sky: Unusual cases of planes turning back mid-flight

What happened

A Delhi-bound Air India flight was forced to return to Chicago's O'Hare Airport after five hours due to a 'technical snag.' Passengers on board the Chicago-to-Delhi flight endured a 10-hour journey to nowhere after all but one of its toilets became clogged and inoperable.

The flight - Air India Flight 126 - was flying over Greenland on March 5 when 11 out of its 12 toilets stopped functioning. The only working toilet was in the business class section, leaving nearly 300 passengers with limited restroom access, The New York Post reported.

This is not the first time when a flight was returned soon after takeoff. From an heiress throwing a tantrum mid-air to a pungent smell in the aircraft, here are some of the bizarre incidents why flights were forced to head back.

Delhi-bound Air India flight returns to Chicago's O'Hare after 5 hours due to 'technical snag'



Bird strike left a dent in an American Airlines plane

Last month, an American Airlines aircraft bound for Dallas, Texas, had to turn back mid-flight after a bird strike left a large dent in its nose. The plane, which had departed from Seattle-Tacoma International Airport, landed safely back at the same airport. A photo of the damaged aircraft showed a deep indentation in the nose.

BA flight turned back due to smelly poo

In March 2015, a British Airways flight from Heathrow to Dubai had to return shortly after takeoff due to an unbearable smell coming from one of the toilets. Passenger Abhishek Sachdev tweeted, "Insane. Our BA flight to Dubai returned back



to Heathrow because of a smelly poo in the toilet." Cabin crew were unable to resolve the issue, and the smell became so overwhelming that the plane had to turn around near Brussels, landing back at Heathrow within 30 to 40 minutes. In a statement, British Airways said, "A decision was taken to return for the safety and comfort of our customers on board. We're very sorry for the discomfort caused."

In-flight karaoke

In 2013, an American Airlines flight from Los Angeles to New York made an unscheduled stop in Kansas City when a passenger would not stop singing Whitney Houston's hit - *I Will Always Love You*.



Maggots raining down

In 2024, a Delta Airlines flight from Amsterdam to Detroit had to turn around mid-air after maggots started falling onto passengers from an overhead compartment. Passengers in economy class complained as the insects began dropping on them. It was later discovered that a passenger had stored rotting fish in their carry-on luggage, which had been placed in the overhead bin. The plane turned around an hour after takeoff. Once it landed, passengers were de-boarded, and the infested suitcase was removed and destroyed.

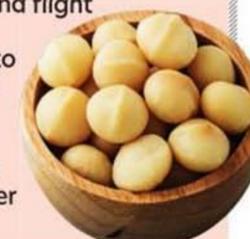
Passenger stung by a scorpion

An Alaska Airlines flight from Los Angeles to Portland was forced to return after a passenger was stung by a scorpion mid-flight in 2015. Airline officials stated that it was unclear how the scorpion got on board.



The infamous nut rage incident

In 2018, a Korean Air heiress threw a tantrum when a stewardess served her macadamia nuts in a bag instead of a bowl on a Seoul-bound flight from New York. She ordered the aircraft to return to the gate so the flight attendant responsible could be removed from the plane. Korean Air later issued an apology.





Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

20 MARCH 2025

T1 may be fully operational from April 16, T2 to be shut soon after

Saurabh.Sinha@timesofindia.com

New Delhi: The expanded Terminal 1 (T1) of Delhi Airport could finally start functioning at 100% of its 4 crore passengers annually (CPA) capacity from April 16, and T2 could be shut for repairs as soon as the next day.

Sources said DIAL has informed IndiGo and SpiceJet — the two airlines operating from T2 — as their flights will be shifted to the all-domestic T1. The final date is subject to clearance from Bureau of Civil Aviation Security (BCAS).

“T2 apron needs to be strengthened and the terminal spruced up. So, it will be closed soon after T1 is put to use fully. T2 is likely to reopen in Aug-Sept after repairs that are estimated to take about 4.5 months. Closer to the reopening, a call will be taken on how to use T2 as its proximity to IGIA’s only international terminal, T3, means it should be used for better domestic-to-international and vice-versa transfer traffic,” said a source.

Air India Group and IndiGo are the Indian carriers with the maximum flights, both domestic and international. With no air train in sight even after years of planning, airlines have raised the issue of poor connectivity between the about 8km-apart T1 and T3/2 as being an impediment to smooth transfers. Accordingly, more domestic flights of these airlines are likely to operate from T2 when it reopens.

Currently, DIAL doesn’t have any plan to reconvert T2 to an international terminal. This terminal could continue as it is for three-four years, said sources.

Currently, DIAL doesn’t have any plan to reconvert Terminal 2 to an international terminal. This terminal could continue as it is for three-four years, say sources. IGIA’s Terminal 3 and expanded Terminal 1 will together have a capacity of almost 9.5 CPA

Greater Noida Airport, with a capacity of 1.2 CPA, is expected to be operational later this summer. IGIA’s T3 and expanded T1 will together have a capacity of almost 9.5 CPA. In 2024, IGIA saw 7.8 crore flyers. Once Noida Airport gets operational, IGIA could see an impact on its footfalls. The expanded 4 CPA T1 was inaugurated last March, but a canopy of its 2010-era portion collapsed three months later during monsoon, killing a person. An expert panel formed by govt blamed faulty design, poor construction and upkeep for the tragedy. Following the collapse, T1 was shut fully and later a portion was allowed to be used for a few flights. It is only now that the expanded terminal will be used fully.

“Govt wants to make IGIA India’s first hub. Air India and IndiGo are massively expanding their international flights and transfer traffic will grow. It is baffling why DIAL has been so slow in improving connectivity between T1 and T2/3 by providing an air train. Passengers suffer as they need to travel by buses between these places,” said an airline official.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

20 MARCH 2025

Delhi residents to get AC e-bus link to Noida airport soon

TIMES NEWS NETWORK

New Delhi: Residents of Delhi are set to get convenient access to Noida International Airport (NIA) through AC electric buses.

Delhi govt and NIA on Tuesday signed a memorandum of understanding (MoU) to formalise the arrangement. Transport minister Pankaj Kumar Singh said the e-bus service will operate from Sarai Rohilla, Anand Vihar and Kamla Market. The frequency and the routes will be decided later, a senior official said.

“The buses will not drop passengers at a location near the airport, but will go to the airport terminal,” he added.

At present, Delhi Transport Corporation (DTC) operates bus services to Indira Gandhi International (IGI) Airport. It also maintains bus services between Delhi and Noida across 12 routes, extending to Electronic City.

The administration plans to introduce buses initially as a trial run to assess daily passenger traffic. More buses will be added after one or two months of evaluation. Women can travel without charge using ‘pink passes’ while men may face a modest fare increase. The authorities will finalise ticket prices shortly. Existing concessions for differently-abled persons will remain valid on the airport routes.

The service will operate from three Delhi locations: Sarai Rohilla, Anand Vihar and Kamla Market. The frequency and the routes will be decided later

The buses will be equipped with air-conditioning, GPS, panic buttons and fire extinguishers to ensure passenger safety. The transport department will retire 200 ageing buses by the end of the month and incorporate 900 e-buses into the fleet.

Meanwhile, UP govt has directed the NIA concessionaire to expedite work so that domestic flight operations can begin from May 15 and international flights by June 25. The directive was issued on March 10 during a review meeting held by CM Yogi Adityanath with stakeholders.

Currently, the airport is running six months behind schedule. Its original deadline was Sept 29, 2024, which was revised to April 2025. Since it’s set to miss the April date, officials said CM told them to follow the terms of the contract agreement on delay penalties and impose the stipulated fine of Rs 10 lakh per day on concessionaire YIAPL.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

19 MARCH 2025

'Work on for Jhalod airport'

State civil aviation minister Balvantsinh Rajput told the assembly on Tuesday that work was in progress for developing an airport at Jhalod in Dahod district. In response to a question by AAP MLA Chaitar Vasava during question hour, the minister said no budgetary allocation was made for the project in the past, but work was ongoing, and the state govt has not made provision for any land acquisition for the project. Rajput said the airport will come up on govt land.

Mumbai airport proposes user devpt fee hike, fares may rise

Manju.V@timesofindia.com

Mumbai: Flying out of Mumbai airport is likely to cost more in the coming months. The airport, in a proposal sent to the govt, has sought the introduction of a User Development Fee (UDF) of Rs 325 for domestic embarking passengers. For international passengers, it has sought an upward revision of the existing UDF from Rs 187 to Rs 650.

Like taxes and fuel surcharges, UDF is embedded in the cost of an airline ticket. In the past, when airports introduced or hiked such fees, airlines have passed them down to the passenger. The proposal sent to the Airport Economic Regulatory Authority (AERA) will be taken up for discussion at a stakeholder consultation meeting on March 25.

Mumbai International Airport Ltd (MIAL), in a press statement, said it has attempted "to mitigate the impact on passengers by simultaneously reducing airline landing and parking charges by about 35 percent". "This reduction is expected to positively impact airfares from Mumbai, enabling airlines to manage costs more efficiently and maintain competitive ticket prices," said MIAL. Whether airlines will pass on the savings to the passengers remains to be seen.

MIAL said it plans to "strengthen Mumbai's position as a global aviation hub".

"Over the next five years, the airport will invest Rs 10,000 crore in the creation of airport infrastructure and recover a total revenue of Rs 7,600 crore from an expected 229 million passengers, which translates to a balanced approach in revenue recovery," said MIAL.

The current Yield Per Passenger (YPP) at Mumbai airport stands at Rs 285. The proposal submitted to AERA aims to revise the YPP to approximately Rs 332, representing an 18% increase, in line with the consultation paper issued by AERA on March 10, 2025, it added.

Mumbai airport, the second busiest in the country, operates out of a single runway and two terminal buildings, handling about 55 million passengers per annum. In Nov, MIAL plans to demolish terminal 1, which handles 15 mil-

PLAN: ₹325 UDF FOR DOMESTIC, ₹650 INT'L FLYERS

What is User Development Fee

► UDF is typically embedded in airline ticket prices and collected by airlines on behalf of the airport and remitted to the operator

► Airport operator collects UDF to fund maintenance and modernisation of airport infrastructure

► In India, this fee is governed under Rule 89 of the Aircraft Rules, 1937

► Its rates for major airports are determined by Airports Economic Regulatory Authority (AERA) established in 2009

UDF VARIES WIDELY ACROSS AIRPORTS IN INDIA

► GMR-run Delhi, for instance, has proposed a UDF levy for both departing and arriving passengers

► Currently, UDF at Delhi is among the lowest at ₹129 for domestic and international departing passengers

► Delhi airport has proposed a peak-hour and class-based UDF between Apr 2025 and Mar 2029

► For smaller airports, ministry of civil aviation sets the rates



When it was first introduced

► Pre-privatisation, Airports Authority of India (AAI) operated Indian airports

► Development funds came from govt budgets and modest passenger fees such as Passenger Service Fee

► After major airports were privatised, UDF was introduced in 2008-09 to recover capital investments and operational costs; Hyderabad and Bengaluru first airports to levy UDF on embarking flyers

Meta Analysis

Levying an airport development fee is a common practice worldwide. For instance, Singapore's Changi Airport charges an Airport Development Fee of about ₹660. London's Heathrow Airport has a passenger service charge ranging from about ₹3,200 to ₹4,500, depending on the terminal and destination, while Hong Kong charges an Airport Construction Fee of ₹1,900—all from departing passengers, that is. But globally, developed markets have standardized, transparent frameworks for passenger fees, which then are more tightly linked to projects such as new runway, terminal building, etc. In Jan 2025, India's Parliamentary Public Accounts Committee (PAC) criticized the "arbitrary" nature of UDF, demanding transparency from AERA on its calculation, revenue use, and passenger benefits.

Mumbai airport handled 55m passengers last year



► For disembarking passengers it is ₹140 in off-peak hours, ₹210 in peak hours

► For international departing economy class passengers, it has proposed a fee of ₹810 and ₹1,620 for business class

► For arriving economy class passengers it is ₹280 and for business class ₹570

► For smaller airports such as Mangaluru, UDF rose from ₹150 to ₹560 for domestic departures in 2023, with arriving passengers now charged as well



lion passengers per annum, to build a new terminal with a 20 million annual passenger handling capacity Mumbai airport's terminal 2, along with Navi Mumbai International Airport, scheduled to be operational later this year, will manage the capacity gap created by the

demolition of T1. The airport is managed and operated by MIAL, a joint venture company comprising Adani group (74% stake) and the govt-owned Airports Authority of India (36%). In June last year, MIAL submitted a Multi-Year Tariff Proposal

(MYTP) document to AERA seeking revision of tariffs for aeronautical services at the airport from April 1, 2024, to March 31, 2029. The last date for stakeholders to submit their comments and counter-comments on the proposal to AERA is April 9 and 19, respectively.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

19 MARCH 2025

'City airport in talks for lifting hrly-flight cap'

New Delhi: Mumbai airport is in talks with aviation authorities to lift the cap on hourly flight movements, said sources.

Last Feb, the ministry of civil aviation had capped the peak hour flight movements to ease the congestion at the city airport. The ministry asked the airport operator to reduce their flight operations from 46 to 44 per hour during "high intensity runway operations" or peak periods from 8am to 11am and 5pm to 8pm. For non-peak hours, the reduction was from 44 to 42 aircraft movements per hour.

— Saurabh Sinha



Corporate Communications Directorate

BUSINESS LINE

DELHI

20 MARCH 2025

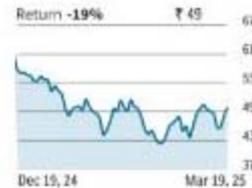
SpiceJet promoter hikes shareholding to over 33%

Our Bureau
New Delhi

SpiceJet's promoter group has hiked its stake in the passenger carrier to 33.47 per cent from 29.11 per cent via capital infusion — through conversion of 13.14 crore warrants into an equal number of equity shares.

Through this, the airline's founder and promoter, Ajay Singh, via Spice Healthcare Private Ltd (a promoter group company), infused ₹294.09 crore as equity.

According to the airline, the latest capital infusion underscores the promoter group's unwavering confidence in SpiceJet's long-term



growth potential and strategic vision.

Besides, the fund infusion marked the completion of an overall ₹500 crore support from Ajay Singh in equity infusion.

"This investment will further strengthen the company's financial position, drive growth, and enhance our operations," said Ajay Singh.



Corporate Communications Directorate

BUSINESS LINE

DELHI

20 MARCH 2025

VietJet flight service from Hyderabad to Vietnam



Hyderabad:GMR Hyderabad International Airport Ltd (GHIAL) announced direct flight services from Rajiv Gandhi International Airport (RGIA), Hyderabad to Tan Son Nhat International Airport in Ho Chi Minh, Vietnam through VietJet. The new service, with a flight time of about 4 hours and 35 minutes, will operate twice a week on Tuesday and Saturday. OUR BUREAU



Corporate Communications Directorate

BUSINESS LINE

DELHI

20 MARCH 2025

IndiGo plans to add 14 destinations in FY26

Our Bureau
Mumbai

IndiGo expects low double digit growth in passenger traffic as it plans to add 14 destinations in FY26, the airline said in an investor presentation.

In CY24, IndiGo flew 113 million passengers, a growth of 10 per cent on a year-on-year basis.

IndiGo will be receiving its Airbus A321XLR aircraft



In CY2024, IndiGo flew 113 million passengers

in the coming fiscal, allowing it to launch new routes in Asia and Europe.

These aircraft will be configured with 12 business class and 183 economy class seats and have a flying range of 7.5-8.5 hours. IndiGo will recruit around 3,000 employees in FY26 for its expansion, it said.

SERVICES TO EUROPE

Currently, the airline has 439 aircraft in its fleet, which includes 33 aircraft under wet lease. IndiGo is planning to acquire three additional Boeing 787s on wet lease to ex-

pand its European operations from the second half of CY25. It plans to add new destinations, such as Amsterdam and Manchester.

ONE AIRCRAFT A WEEK

IndiGo will induct one aircraft every week and will focus on international expansion for revenue enhancement.

The carrier aims to have a fleet of more than 600 plus aircraft factoring for lease returns by 2030.



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

19 MARCH 2025

Domestic fight turns fatal

A case of domestic violence resulted in the death of a woman in Rachamanahalli village of Anekal Taluk. The victim, identified as Anita, was allegedly beaten to death by her husband, Babu, following a heated argument over an alleged extramarital affair.

According to sources, Anita and Babu had been married for

seven years and had two children, a son and a daughter. Anita, originally from a small market area in Mysore, had left her marital home a month ago due to ongoing disputes. However, Babu's family recently convinced her to return. Despite this, the couple continued to argue frequently over the same issue.

On the night of the inci-

dent, a quarrel escalated, leading Babu to assault Anita before going to sleep. When he woke up at around 7 am, he discovered that his wife had died. The incident was reported to the Attibele Police Station, where a case has been registered. Authorities visited the crime scene and have launched an investigation into the circumstances surrounding Anita's death. Further legal action is expected.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

20 MARCH 2025

एयर न्यूजीलैंड के साथ टीसीएस ने की साझेदारी

आईटी सेवा क्षेत्र की दिग्गज कंपनी टाटा कंसल्टेंसी सर्विसेज (टीसीएस) ने ऐलान किया है कि उसने एयर न्यूजीलैंड के डिजिटल बुनियादी ढांचे को आधुनिक बनाने और इसे एआई संचालित नवाचार के मामले में अग्रणी रखने के लिए एयर न्यूजीलैंड के साथ पांच साल की साझेदारी की है। इस सहयोग का उद्देश्य एयर न्यूजीलैंड की डिजिटल क्षमताओं को बढ़ाना, ग्राहक अनुभव को बेहतर बनाना और इसके कारोबार के विभिन्न पहलुओं में परिचालन दक्षता बढ़ाना है जिसमें बेड़े का प्रबंधन, चालक दल की समय-सारिणी और ग्राउंड सेवाएं शामिल हैं। इस सौदे के वित्तीय विवरण का खुलासा नहीं किया गया।

बीएस



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

20 MARCH 2025

दिल्ली हाई कोर्ट ने 6 हफ्ते में रिपोर्ट मांगी विमानों से पक्षियों के टकराने की घटनाओं पर नोटिस भेजा

भास्कर न्यूज़ | नई दिल्ली

दिल्ली हाई कोर्ट ने राष्ट्रीय राजधानी में आईजीआई एयरपोर्ट पर पक्षी विमान हमले के खतरों (बीएसएच) को कम करने के लिए प्रभावी उपायों के कार्यान्वयन और पक्षी परिहार मॉडल (बीएम) को अपनाने के लिए एक याचिका के संबंध में नोटिस जारी किया है। याचिका में इस बात पर जोर डाला गया है कि आईजीआई एयरपोर्ट पर विमान के साथ पक्षियों और वन्यजीवों की मुठभेड़ न केवल यात्रियों के जीवन और सुरक्षा को खतरे में डालती है, बल्कि विमान दुर्घटना की स्थिति में आसपास के इलाकों में रहने वालों के लिए भी बड़ा खतरा पैदा करती है। पशु कल्याण कार्यकर्ता गौरी मौलेखी ने याचिका में कहा कि एयरपोर्ट के

10 किलोमीटर के दायरे में स्थित बूचड़खानों की वजह से पक्षी मंडराते रहते हैं, जिनके विमानों से टकराने के खतरा बना रहता है। याचिका के अनुसार, 2018 और 2023 के बीच आईजीआई एयरपोर्ट पर पक्षी हमले की 705 घटनाएं हुईं। यह संख्या 6 अलग-अलग राज्यों के 29 एयरपोर्ट के कुल पक्षी हमलों से अधिक है। जस्टिस देवेन्द्र कुमार उपाध्याय और जस्टिस तुषार राव गेडेला की बेंच ने केंद्र सरकार, भारतीय खाद्य सुरक्षा एवं मानक प्राधिकरण, एमसीडी, दिल्ली प्रदूषण कंट्रोल बोर्ड और दिल्ली पुलिस को नोटिस जारी कर 6 हफ्ते में डिटेल्ड हलफनामा दाखिल कर इस बारे में रिपोर्ट देने को कहा है। इस मामले में अगली सुनवाई 14 मई को होगी।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

19 MARCH 2025

TECH & TRADE PARTNERSHIP

Cape Town holds talks with Air India for direct flights from city

BENGALURU, DHNS

Direct flights might soon connect Indian cities, including Bengaluru, with Cape Town as a delegation from the South African city explores a collaboration with Tata Group-owned Air India to boost tourism, trade, and business partnerships.

Addressing the press in a closed-door interaction on Tuesday, Alderman James Vos, Mayoral Committee Member for Economic Growth, stated that the delegation will be engaging with the airline in Mumbai to attract new investors and tourists.

Mumbai and New Delhi are also being considered as potential locations for direct connections to Cape Town, he said.



Alderman James Vos

Over the next two days, the delegation will meet tour operators to promote their Trusted Tour Operators' Scheme in India, which enables tourists to apply for visas through registered operators. On Monday, the delegation met

How it overcame acute water crisis

The delegation also shared key strategies that helped Cape Town overcome its severe water crisis, which peaked in 2017.

Measures include replacing several hundred kilometres of water pipelines, drilling aquifers, undertaking desalination projects, and expanding wastewater treatment facilities to prevent future shortages.

The government also partnered with citizens to monitor water usage, introducing a live dashboard that allowed the public to track water levels in real time.

Karnataka IT-BT Minister Priyank Kharge to discuss marine manufacturing and technology, along with

potential collaborations in business process outsourcing (BPO), financial services, and tourism.

Kharge proposed including Cape Town as Bengaluru's partner in the Global Innovation Programme and praised the Bengaluru-based company MoveInSync for its office commute solutions, which are being implemented in Cape Town.

The delegation also visited several Global Capability Centres (GCCs) and tech parks in Bengaluru to explore business opportunities. They noted that India — particularly Bengaluru — is a strategic choice to tap into the tech ecosystem and the GCC presence in the city to adopt growth strategies for Cape Town.

"India's dynamic BPO and tech industries complement Cape

Town's strengths, and by joining forces, we can unlock investment, create jobs, and enhance trade and tourism between our regions," said Vos.

He added that the delegation is exploring a Memorandum of Collaboration (MoC) between the two governments.

"The energy, innovation, and business opportunities in this city are remarkable, and it is clear that there is strong interest in strengthening ties," he added.

Vos also highlighted that the Cape Town government is looking at various cities for a smart city approach to safety and mobility solutions. This includes investments in drone and CCTV surveillance, renewable energy generation, and an integrated transport system.

PIETER ELBERS SPEAKS TO ET

Plan to Fly Where no Indian Carrier has Operations at Present: IndiGo CEO

Forum Gandhi & Arindam Majumder

Mumbai | New Delhi: IndiGo, India's largest airline, will launch flights to unique global destinations and connect more Indian cities as part of its long-haul expansion strategy, pitting it against Air India and global rivals such as Emirates, Etihad and Qatar Airways.

The airline, which will take delivery of its first Airbus A321XLR aircraft in FY26, will fly to destinations "where no other Indian carriers fly to at this point of time," IndiGo chief executive officer (CEO) Pieter Elbers told ET in an interview.

IndiGo's destinations could include Athens, Rome, Venice, Seoul, Tokyo and Bali, leveraging its ubiquity in India. As much as 90% of India's population is within 100 km of an IndiGo flight, Elbers said.

"First, it will allow us to operate to destinations which we already serve today from particular places in India, but not from other places," said Dutchman Elbers, 54, formerly

CEO of KLM. "Then, we have a great opportunity to connect a whole set of destinations in Europe and Asia for Indian tourists or even Indian business or family travelers."

Since Elbers joined IndiGo in 2022, the airline has doubled its international destinations to 40. The airline, which currently operates 28% of its international capacity, will increase it to 40% by 2030. His choice as CEO was underpinned by the long-term strategy of transforming the low-fare carrier with a single-class configuration and two main aircraft types (A320s and ATR72s) into one with a more diverse fleet, a wider overseas network and broader seating choices.

To be sure, IndiGo's services are still relatively frugal. Full-service rival Air India offers hot food, alcohol and a cabin with up to four classes on a few of its routes, especially the new A350-900s it has. AI's older planes, which have decre-

pit interiors, are undergoing upgrades. The Gulf carriers, besides offering a full range of services, leverage their hub-and-spoke model to pick up a big share of outbound traffic. IndiGo's A321XLRs will be fitted with 197 seats, including 12 business class, less dense than the airline's other planes, allowing it to fly to destinations within 8.5 hours from Delhi or Mumbai.

Industry sources said that the airline has an orderbook of around 70 XLR aircraft, which it can increase in future. It has also placed an order

Since Elbers joined IndiGo in 2022, the airline has doubled its international destinations to 40



for 30 Airbus A350 aircraft, which will join the fleet in FY28.

Elbers described IndiGo's international network expansion as a continuous

process, with India at its core. "I put India in the centre of our operation," he said. "From there, you can expand the circle all the time, almost like a balloon." He added that recent additions like Krabi in Thailand and the Seychelles demonstrate this regional growth, while the introduction of widebody aircraft will enable flights to "Amsterdam and Manchester... our first points in Europe"

In April last year, Elbers had said 87% of India's population was within 100 km of IndiGo flights. Today, "It's sub-90-ish%."

Despite IndiGo now servicing 91 destinations, some airports are still at a distance from sections of the population, hence the number is stable.

"That will keep creeping up, so we've pretty much covered the entire country," he said.

IndiGo has an order book of 1,000 aircraft, including 40 A321s. "Around 8-10% of the fleet will be premium-configured planes—about 40 aircraft out of a projected 400-plus," he said.



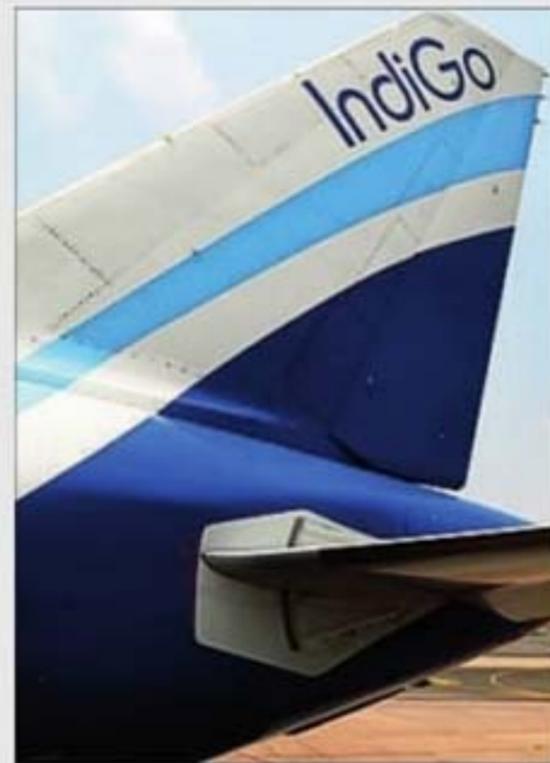
Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

20 MARCH 2025

IndiGo Parent may Replace Hero Moto in Nifty: Nuvama



MUMBAI Nuvama Alternative sees a 'high chance' of InterGlobe Aviation being included in the Nifty on NSE's index rejig. The brokerage said IndiGo's parent company could take the place of Hero MotoCorp.

"We believe the stock should continue to do well and can slowly head towards ₹5,600-5,700," said Abhilash Pagaria, head of alternative and quantitative research, Nuvama Alternative.

InterGlobe shares gained 3.5% to close at ₹4,978 on Wednesday after the company guided for strong fourth-quarter results at its analyst meet. — **Our Bureau**

Plans to increase aircraft fleet from current 437 to over 600 by 2030

IndiGo looks to spread wings, eyes 40% international capacity

NITIN KUMAR
New Delhi, March 19

INDIGO PLANS TO significantly expand its international footprint, with an aim to increase the share of seats allocated for overseas flights to 40% by FY30, up from the current 28%. The move is part of a broader strategy to secure a larger share of India's international aviation market, where it currently holds a 19% share.

The carrier, which outlined its growth plans in an investor presentation filed with the stock exchanges on Wednesday, said that international expansion will be its key focus area. The no-frills airline, which has already doubled its international capacity share over the past seven years, expects to further boost its presence through fleet expansion, route addi-

FLIGHT PLAN

IndiGo expects to carry **118 mn** passengers in FY25

It plans to add around **14 new destinations** in FY26

Airline expects early double-digit growth in FY26
Also plans to add over 3,000 employees to workforce

PIETER ELBERS
CEO, INDIGO

There is a great opportunity to address the global market with our planes



tions, and the introduction of premium seating options.

The carrier's ambitious road map includes increasing its aircraft fleet to over 600 by 2030 from the current 437. It anticipates receiving more than one new aircraft per week in FY26, supporting its goal of meeting growing demand in both domestic and international markets. IndiGo expects to carry 118

million passengers in FY25, with early double-digit growth projected for FY26.

Pieter Elbers, CEO of IndiGo, said the international air travel from India has long been dominated by non-Indian airlines. "There is a great opportunity to address that market with our planes," he said, signalling the company's intent to become a major player in the long-haul space.

The airline plans to introduce new routes across Asia and Europe, leveraging its upcoming Airbus A321XLR aircraft, which is expected to join the fleet this year.

IndiGo recently took a major step towards long-haul expansion by leasing a Boeing 787-9 Dreamliner from Norse Atlantic Airways.

Continued on Page 7

IndiGo to spread wings

ADDITIONALLY, THE CARRIER aims to introduce business class seats on select Airbus A321XLR and A350 aircraft to cater to the rising demand for premium travel. The decision follows IndiGo's successful launch of business class seats on domestic routes last year.

IndiGo's aggressive expansion comes as domestic airlines scramble

to keep pace with surging air travel demand amid ongoing aircraft supply constraints. The airline, which already commands nearly 60% of the domestic market, plans to add around 14 new destinations in FY26 to further strengthen its network.

As part of its broader growth strategy, IndiGo also plans to expand its workforce by over 3,000 employees,

signaling confidence in the post-pandemic recovery of the aviation industry. Domestic air travel market is poised for significant growth, with passenger numbers expected to double from 252 million to 510 million by 2030, according to IndiGo's estimates. On Wednesday, shares of IndiGo, which runs IndiGo, closed 3.54% up at ₹4,978.15 on the BSE.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

19 MARCH 2025

IndiGo has great opportunity to address long haul market: CEO

PTI
NEW DELHI

With internationalisation as a key focus area, IndiGo chief Pieter Elbers on Tuesday said the airline has a great opportunity to address the long haul flight services market from India.

IndiGo, which has more than 400 planes in its fleet, is taking wide-body Boeing 787 aircraft on damp lease and is set to start services to Amsterdam and Manchester later this year.

"International air travel in India probably for quite a long time was very much taken care of by non Indian airlines... there is a great oppor-



tunity to address that market (long haul) with our planes," Elbers said.

Generally, long haul flights are those having a duration of more than nine hours.

The airline expects to take delivery of long range A321 XLR planes this year and wide-body A350 aircraft in 2027.

Speaking at the Skift India Forum, he also said that its order book for aircraft is an "incredible asset".



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

19 MARCH 2025

'Air India expects to complete refit of wide body planes by mid 2027: CEO'

PTI
GURUGRAM

Air India, which has embarked on a transformation path, expects to complete the upgradation of all legacy wide body aircraft by mid 2027, its chief Campbell Wilson said on Tuesday and mentioned that the aviation market worldwide is likely to remain "supply constrained" for another four to five years.

The Air India CEO and MD also said the repainting and refurbishing of Vistara aircraft is expected to be completed in one-and-a-half years.



Full service carrier Vistara was merged with Air India last year.

Asserting that refit of aircraft is the number one priority for the airline, Wilson said refit of the legacy Boeing 777 planes was supposed to start last year but there were seat supply issues. "We are now pulling these aircraft through heavy refresh programme." "By early mid 2027, all of the

legacy wide body aircraft will be upgraded... still slower than we would have liked," Wilson said and pointed out that there are supply chain constraints as well as challenges with respect to the number of aircraft that can be taken out of service at any point of time.

Meanwhile, Air India plans to have first class cabin in some of the new aircraft in the coming years, with Wilson saying, "we do see a place for first class... and it is work in progress".

At present, some of the legacy B777 planes of Air India have first class cabins.



Corporate Communications Directorate

THE HINDU

DELHI

20 MARCH 2025

IndiGo to get A321 XLRs from FY2026

Jagriti Chandra
NEW DELHI

Following a delay, IndiGo will receive its A321 XLRs in the financial year 2026, according to IndiGo CEO Pieter Elbers

The exact number of the planes to be delivered is still under discussion with Airbus, he told *The Hindu*.

The airline has 69 A321 XLRs on order, a part of 300 A320 neo family aircraft ordered in 2019. The XLRs provide extended range capabilities, making them the longest-range single-aisle aircraft.

They were previously expected to join IndiGo's fleet in financial year 2024-2025 but the aircraft's entry into service was de-

layed due to certification issues faced by Airbus.

The airline is marking its foray into non-stop flights to Europe from July with services to Manchester and Amsterdam. The airline will use Boeing 787-9s wet leased from Norse Atlantic till its own widebody Airbus A350s, ordered last May, start to join the fleet from mid 2027.

Mr. Elbers mentioned Athens and Geneva in Europe as a set of possible destinations that XLR can help the airline connect, along with other destinations like Denpasar in Indonesia, which is connected with Bengaluru but not with Delhi because of range restrictions of the A320 neo, the airline uses.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

20 MARCH 2025

BY 2028-END

Air India, Air New Zealand want to launch direct flights

ENS ECONOMIC BUREAU
NEW DELHI, MARCH 19

INDIA AND New Zealand could see direct air connectivity within the next three years as Air India and Air New Zealand will explore the introduction of a direct service by the end of 2028 as part of an agreement between the two airlines to boost connectivity between the two countries. Air India and Air New Zealand have inked a memorandum of understanding (MoU) to establish a new code-share partnership along with exploring direct flights between India and New Zealand.

Currently there is no direct flight service between the two countries and flyers have to transit via airports in Southeast Asia

and Australia with an overall travel duration of around 17 hours or more. The two airlines—both members of the Star Alliance—see significant demand potential for travel between India and New Zealand for tourism, trade, and education. New Zealand also has a sizable Indian population and people of Indian origin form the third-largest ethnic group in that country.

“The MoU includes the establishment of a new codeshare partnership on 16 routes between India, Singapore, Australia, and New Zealand, conferring travellers more choice and convenient access between the two countries ...,” the two airlines said in a joint release after the MoU was inked in Mumbai. **FULL REPORT ON**

www.indianexpress.com



Corporate Communications Directorate

MINT

DELHI

20 MARCH 2025

IndiGo set to raise international seats

IndiGo plans to significantly increase the number of seats it allocates for international flights by fiscal year 2030 to secure greater market share, it said on Wednesday.

The no-frills airline expects to increase its international capacity share, or the proportion of its total available seat kilometers for international routes, to 40% from 28% currently, it said in an investor presentation.

The airline reached its current capacity share in seven years, from 14% in fiscal year 2018.

The airline currently flies to 40 international destinations, and has about 19% share of India's international flight market, according to the latest data from the country's aviation regulator. Shares of the company were up 4.2% following the announcement.

The firm had in January said it plans to boost its international operations, which currently account for about 10% of revenue.

REUTERS



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

19 MARCH 2025

Air India expects to complete refit of wide body planes by mid 2027, says CEO Campbell Wilson

GURUGRAM: Air India, which has embarked on a transformation path, expects to complete the upgradation of all legacy wide body aircraft by mid 2027, its chief Campbell Wilson said on Tuesday and mentioned that the aviation market worldwide is likely to remain “supply constrained” for another four to five years.

He also said the repainting and refurbishing of Vistara aircraft is expected to be completed in one-and-a-half years. Full service carrier Vistara was merged with Air India last year.

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‘Repainting and refurbishing of Vistara planes is likely to be completed in one-and-a-half years’

mid 2027, all of the legacy wide body aircraft will be upgraded... still slower than we would have liked,” Wilson said and pointed out that there are supply chain

constraints as well as challenges with respect to the number of aircraft that can be taken out of service at any point of time.

Meanwhile, Air India plans to have first class cabin in some of the new aircraft in the coming years, with Wilson saying, “we do see a place for first class... and it is work in progress”. At present, some of the legacy B777 planes of Air India have first class cabins.

“First class is actually less profitable product than business class... We are obviously positioning ourselves as a Tier 1 airline,” he said while speaking at the Skift India Forum here.

Skift is a travel industry intelligence platform. Since Tata Group started piloting Air India, the airline has placed orders for 570 new aircraft.

While talking about the supply situation, the airline chief

said there are pinch points everywhere such as there are no engines for some narrow body aircraft, there are issues with seat suppliers as well as availability of components and parts of fuselage. “Reality is that it is going to remain a supply-constrained market, not just for Air India, India, (I am) talking about worldwide... for another 4-5 years,” Wilson said.

Air India expects to refit all of the 27 A320 neo aircraft by the third quarter of this year.

Under the \$400 million retrofit programme for narrow body and wide body planes, the first retrofitted A320 neo plane is back in operations. The retrofit schedule will see more legacy aircraft, including 40 wide body B787 and B777 planes, undergoing makeover with the first B787 flying out for retrofit next month, the airline said. **PTI**



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एयर इंडिया को सुप्रबंधित करने की जरूरत

भारत की आजादी के साथ एक नए महाराजा ने आसमान पर विजय पाई। लंबी कुका द्वारा डिजाइन किया गया एयर इंडिया का शुभंकर यानी उमेठी गईं मुँहें और सजी हुई पगड़ी आसमान में भारत के स्वागत की पहचान बन गई, लेकिन बाद के वर्षों में सार्वजनिक क्षेत्र के भाई-भतीजावाद और असहमति के माहौल में एयर इंडिया की छवि को धक्का लगा और इसका कुल घाटा बढ़ते-बढ़ते 70,000 करोड़ रुपये हो गया, ऐसे में, प्रधानमंत्री नरेंद्र मोदी ने वह किया, जिसका वादा पहले के प्रधानमंत्रियों ने किया था। उन्होंने अधिक वजनी महाराजा को उसकी अकुशलता और घाटे से आजाद कर दिया।

लगभग 17,000 कर्मचारियों वाली एयर इंडिया को भारतीय उद्योग जगत के सबसे पुराने महाराजा टाटा ने खरीद लिया। सबको उम्मीद थी कि आसमान का महाराजा नई चमक और नई भावनाओं से लैस होगा, पर दुर्भाग्य से हुआ इसका उल्टा, एयर इंडिया का सम्राट और वजनी हो गया। शायद ही कोई दिन होता होगा, जब कुप्रबंधन के कारण उसे पैसेजर्स की नाराजगी का सामना न करना पड़ता हो। उड़ान के दौरान अपर्याप्त और बेहद खराब सेवाओं से लेकर तकनीकी खामियों तक, उड़ान में देरी से कर्मचारियों के उग्र स्वभाव तक-देश की सबसे अच्छी एयरलाइन अनेक बीमारियों से ग्रस्त है। एयर इंडिया के अधिग्रहण के एक साल बाद शेयरधारकों को भेजे गये संदेश में कंपनी के चेयरमैन एन चंद्रशेखरन ने लिखा था, "एयर इंडिया की टीम इस 'राष्ट्रीय संस्था' को 'राष्ट्रीय प्रेरणा' के रूप में रूपांतरित करने के लिए कठिन परिश्रम कर रही है। बोर्ड की तरफ से मैं उनके और अपने साथी निदेशकों के प्रयासों के बारे में आपको बता रहा हूँ। इस बीच बहुत कुछ हासिल किया गया है, पर बहुत कुछ हासिल करना अभी शेष है। नई एयर इंडिया के प्रति उम्मीदें बहुत अधिक हैं, तो उसे हासिल

करने की प्रतिबद्धता, उत्साह और फोकस उससे कहीं ज्यादा है।" पर अधिग्रहण के तीन साल बाद भी एयर इंडिया प्रेरणा के बजाय अलग-थलग पड़े रहने का ही उदाहरण है।

एयर इंडिया के नये मालिक के बड़े-बड़े अधिकारी जब इसकी गड़बड़ियाँ दूर करने में लगे हैं, तब कई नई और बड़ी गड़बड़ियाँ सामने आ रही हैं। इस महीने की शुरुआत में केंद्रीय कृषि मंत्री शिवराज सिंह चौहान यह देखकर स्तब्ध रह गये कि विमान में उन्हें मिली सीट टूटी है। चौहान की छवि भड़क जाने वाले मंत्री की नहीं हैं। इसके बावजूद वह इतने तिलमिला गये कि एयर इंडिया

कर दी है। इसके बड़े में आई कठिनाइयों के कारण इसकी उड़ानों में बार-बार होते विलंब तथा उड़ानों के रद्द होने समेत अनेक चुनौतियों ने इसके विकास और वैश्विक प्रतिस्पर्धा का सामना करने जैसी इसकी महत्वाकांक्षी योजना पर पानी फेर दिया।

एयर इंडिया की सेवाओं में कमी ने पैसेजर्स को लगातार क्षुब्ध किया है। केबिन की पुरानी साज-सज्जा, कमतर सुविधाएं तथा खराब सेवा के कारण टाटा द्वारा अधिग्रहीत एक ऐसी एयरलाइन की छवि हमारे सामने है, जो आधुनिक बनने के लिए संघर्ष कर रही है। पांच मार्च को

जल्दी करना संभव नहीं।

एयर इंडिया के प्रशंसकों का मानना है कि इन इक्का-दुक्का मामलों के जरिये उस एयरलाइन के दर्द को महसूस नहीं किया जा सकता, जो रूपांतरण के दौर से गुजर रही है। एयर इंडिया की परेशानी की मुख्य वजह उसके विमानों की कमी है। उसके बड़े में लगभग 140 विमान हैं, जो कि उसके प्रतिद्वंद्वी इंडिगो, जिसके बड़े में 425 से अधिक विमान हैं, तथा एमिरेट्स जैसे वैश्विक खिलाड़ियों की तुलना में बहुत कम हैं। यही नहीं, एयर इंडिया की विरासत मानी जाने वाली बोइंग 777 और पुराने विमान ए320 अब कालातीत हो चुके हैं। बेशक इस दौरान एयर इंडिया की कुछ उपलब्धियाँ भी रही हैं। टाटा के नेतृत्व में इसके संचालन में सुधार हुआ है : इसके राजस्व में 25 फीसदी वृद्धि हुई है, घाटे में 50 प्रतिशत कमी आई है और बड़ी संख्या में नए विमानों का ऑर्डर दिया जाना इसकी वित्तीय सेहत में सुधार के बारे में बताता है। घरेलू बाजार में इसकी हिस्सेदारी 2022 के 8.7 फीसदी से बढ़कर 2023 में 9.7 हो गई, परंतु टाटा समूह अब भी सार्वजनिक कंपनी की मानसिकता से बाहर नहीं निकल पाया है।

एयर इंडिया के पुराने कर्मचारियों द्वारा आंतरिक रूप से नुकसान पहुंचाने की आशंका से इनकार नहीं किया जा सकता। एक बीमार सरकारी कंपनी को पटरी पर लाने के लिए टाटा ने भले ही एक प्रतिष्ठित विदेशी को जिम्मेदारी सौंपी हो, लेकिन यह स्पष्ट है कि कंपनी के पास उस ढाँचे का अभाव है, जो इसके प्रबंधन को उसकी सही तस्वीर दिखा सके।

एयर इंडिया दूसरे अंतरराष्ट्रीय उड़ानों की तुलना में लाभ की स्थिति में है, चूंकि इसने इंटरनेशनल स्लॉट्स के अपने हिस्से का पूरा इस्तेमाल नहीं किया है, ऐसे में, सुप्रबंधित एयर इंडिया भारतीय मुसाफिरों के एक बड़े हिस्से की पसंदीदा एयरलाइन बन सकती है। अगर हवाई उड्डयन के क्षेत्र में इसे वैश्विक पहचान बनानी है, तो अपने घुटनों पर चल रहे 79 साल के इस बच्चे में टाटा की संस्कृति कूट-कूटकर भरनी होगी।



को टाटा को सौंपने के औचित्य पर ही उन्होंने सवाल उठा दिया। उन्होंने एक्स पर पोस्ट किया, "मैं मानता था कि टाटा द्वारा अधिग्रहण के बाद एयर इंडिया की सेवा सुधरेगी, पर मेरी सोच गलत साबित हुई। यात्रा के दौरान हुई असुविधा की मैं फिक्र नहीं करता, पर पैसेजर्स को टूटी सीट देकर उनसे पूरा किराया वसूल करना मेरी समझ से अनैतिक है। क्या यह पैसेजर्स के साथ धोखा नहीं है?" यह कहते हुए चौहान दरअसल एयर इंडिया के 4.5 करोड़ पैसेजर्स की पीड़ा ही बता रहे थे।

देश की इस अग्रणी एयरलाइन और उसके शुभंकर को गर्व की निशानी माना जाता था, परंतु टाटा द्वारा अधिग्रहण के बाद संचालन और सेवाओं में आयी गड़बड़ियों ने इसकी छवि धूमिल

शिकागो से दिल्ली आ रही एआई, 126 को अचानक ओ' हेयर अंतरराष्ट्रीय हवाई अड्डे पर उतारना पड़ा, क्योंकि उसके शौचालय काम नहीं कर रहे थे, ऐसा ही बुरा अनुभव 2024 के अंत में तब हुआ था, जब अमेरिका की लंबी उड़ान के दौरान विरासती पहचान वाले बोइंग 777 के मुसाफिरों ने खराब मनोरंजन सिस्टम और खराब सीटों की शिकायत की थी।

इससे एयर इंडिया के इस दावे की हवा निकल गई कि 2025 के मध्य तक वह अपने विमानों को नये सीट कवर, कुरान और कालीनों से सुसज्जित कर देगी। इससे यह भी पता चलता है कि सरकारी नियंत्रण के दौरान दशकों तक एयर इंडिया में निवेश न होने की भरपाई टाटा के लिए

एयर इंडिया का सुप्रबंधन हो

भारत की आजादी के साथ एक नये महाराजा ने आसमान पर विजय पायी. बाँबी कुका द्वारा डिजाइन किया गया एयर इंडिया का शुभंकर यानी उमेटो गयी मूँछें और सजी हुई पगड़ी आसमान



-प्रभु चावला-

में भारत के स्वागत की पहचान बन गयी. लेकिन बाद के वर्षों में सार्वजनिक क्षेत्र के भाई-भतीजावाद और असहमति के माहौल में एयर इंडिया की छवि को धक्का लगा और इसका कुल घाटा बढ़ते-बढ़ते 70,000 करोड़ रुपये हो गया. ऐसे में, प्रधानमंत्री नरेंद्र मोदी ने वह किया, जिसका वादा पहले के प्रधानमंत्रियों ने किया था. उन्होंने अधिक वजनी महाराजा को उसकी अकुशलता और घाटे से आजाद कर दिया. लगभग 17,000 कर्मचारियों वाली एयर इंडिया को भारतीय उद्योग जगत के सबसे पुराने महाराजा टाटा ने खरीद लिया. सबको उम्मीद थी कि आसमान का महाराजा नयी चमक और नयी भावनाओं से लैस होगा. पर दुर्भाग्य से हुआ इसका उल्टा. एयर इंडिया का सम्राट और वजनी हो गया. शायद ही कोई दिन होता होगा, जब कुप्रबंधन के कारण उसे पैसेजरो को नाराजगी का सामना न करना पड़ता हो. उड़ान के दौरान अपर्याप्त और बेहद खराब सेवाओं से लेकर तकनीकी खामियों तक, उड़ान में देरी से कर्मचारियों के उग्र स्वभाव तक-देश की सबसे अच्छी एयरलाइन अनेक बीमारियों से ग्रस्त है. एयर इंडिया के अधिग्रहण के एक साल बाद शेयरधारकों को भेजे गये संदेश में कंपनी के चेयरमैन एन

चंद्रशेखरन ने लिखा था, +एयर इंडिया की टीम इस 'राष्ट्रीय संस्था' को 'राष्ट्रीय प्रेरणा' के रूप में रूपांतरित करने के लिए कठिन परिश्रम कर रही है. बोर्ड की तरफ से मैं उनके और अपने साथी निदेशकों के प्रयासों के बारे में आपको बता रहा हूँ. इस बीच बहुत कुछ हासिल किया गया है, पर बहुत कुछ हासिल करना अभी शेष है. नयी एयर इंडिया के प्रति उम्मीदें बहुत अधिक हैं, तो उसे हासिल करने की प्रतिबद्धता, उत्साह और फोकस उससे कहीं ज्यादा है.+ पर अधिग्रहण के तीन साल बाद भी एयर इंडिया प्रेरणा के बजाय अलग-थलग पड़े रहने का ही उदाहरण है. एयर इंडिया के नये मालिक के बड़े-बड़े अधिकारी जब इसकी गड़बड़ियाँ दूर करने में लगे हैं, तब कई नयी और बड़ी गड़बड़ियाँ सामने आ रही हैं. इस

इंडिया के 4.5 करोड़ पैसेजरो को पीड़ा ही बता रहे थे. देश की इस अग्रणी एयरलाइन और उसके शुभंकर को गर्व की निशानी माना जाता था. परंतु टाटा द्वारा अधिग्रहण के बाद संचालन और सेवाओं में आयी गड़बड़ियों ने इसकी छवि धूमिल कर दी है. इसके बेड़े में आयी कठिनाइयों के कारण इसकी उड़ानों में बार-बार होते विलंब तथा उड़ानों के रद्द होने समेत अनेक चुनौतियों ने इसके विकास और वैश्विक प्रतिस्पर्धा का सामना करने जैसी इसकी महत्वाकांक्षी योजना पर पानी फेर दिया. एयर इंडिया की सेवाओं में कमी ने पैसेजरो को लगातार क्षुब्ध किया है. केबिनों की पुरानी साज-सज्जा, कमतर सुविधाएँ तथा खराब सेवा के कारण टाटा द्वारा अधिग्रहित एक ऐसी एयरलाइन की छवि हमारे सामने है, जो आधुनिक बनने के लिए संघर्ष

लिए जल्दी करना संभव नहीं. एयर इंडिया के प्रशासकों का मानना है कि इन इक्का-दुक्का मामलों के जरिये उस एयरलाइन के दर्द को महसूस नहीं किया जा सकता, जो रूपांतरण के दौर से गुजर रही है. एयर इंडिया की परेशानी की मुख्य वजह उसके विमानों की कमी है. उसके बेड़े में लगभग 140 विमान हैं, जो कि उसके प्रतिद्वंद्वी इंडिगो, जिसके बेड़े में 425 से अधिक विमान हैं, तथा एमिरेट्स जैसे वैश्विक खिलाड़ियों की तुलना में बहुत कम हैं. यही नहीं, एयर इंडिया की विरासत मानी जाने वाली बोइंग 777 और पुराने विमान ए320 अब कालातीत हो चुके हैं. बेशक इस दौरान एयर इंडिया की कुछ उपलब्धियाँ भी रही हैं. टाटा के नेतृत्व में इसके संचालन में सुधार हुआ है = इसके राजस्व में 25 फीसदी वृद्धि हुई है, घाटे में 50 प्रतिशत कमी आयी है और बड़ी संख्या में नये विमानों का ऑर्डर दिया जाना इसकी वित्तीय सेहत में सुधार के बारे में बताता है. घरेलू बाजार में इसकी हिस्सेदारी 2022 के 8.7 फीसदी से बढ़कर 2023 में 9.7 हो गयी. परंतु टाटा समूह अब भी सार्वजनिक कंपनी की मानसिकता से बाहर नहीं निकल पाया है. एयर इंडिया के पुराने कर्मचारियों द्वारा आंतरिक रूप से नुकसान पहुंचाने की आशंका से इनकार नहीं किया जा सकता. एक बीमार सरकारी कंपनी को पटरी पर लाने के लिए टाटा ने भले ही एक प्रतिष्ठित विदेशी को जिम्मेदारी सौंपी हो, लेकिन यह स्पष्ट है कि कंपनी के पास उस ढाँचे का अभाव है, जो इसके प्रबंधन को उसकी सही तस्वीर दिखा सके. एयर इंडिया दूसरे अंतरराष्ट्रीय उड़ानों की तुलना में लाभ की स्थिति में है. चूंकि इसने इंटरनेशनल स्लॉट्स के अपने हिस्से का पूरा इस्तेमाल नहीं किया है, ऐसे में, सुप्रबंधित एयर इंडिया भारतीय मुसाफिरों के एक बड़े हिस्से की पसंदीदा एयरलाइन बन सकती है. अगर हवाई उड्डयन के क्षेत्र में इसे वैश्विक पहचान बनानी है, तो अपने घुटनों पर चल रहे 79 साल के इस बच्चे में टाटा की संस्कृति कूट-कूटकर भरनी होगी।



महीने की शुरुआत में केंद्रीय कृषि मंत्री शिवराज सिंह चौहान यह देखकर स्तब्ध रह गये कि विमान में उन्हें मिली सीट टूटी है. चौहान की छवि भड़क जाने वाले मंत्री की नहीं है. इसके बावजूद वह इतने तिलमिला गये कि एयर इंडिया को टाटा को सौंपने के औचित्य पर ही उन्होंने सवाल उठा दिया. उन्होंने एक्स पर पोस्ट किया, +मैं मानता था कि टाटा द्वारा अधिग्रहण के बाद एयर इंडिया की सेवा सुधरेगी, पर मेरी सोच गलत साबित हुई. यात्रा के दौरान हुई असुविधा की मैं फिक्र नहीं करता, पर पैसेजरो को टूटी सीट देकर उनसे पूरा किराया वसूल करना मेरी समझ से अनैतिक है. क्या यह पैसेजरो के साथ धोखा नहीं है?+ यह कहते हुए चौहान दरअसल एयर

कर रही है. पांच मार्च को शिकागो से दिल्ली आ रही एआइ, 126 को अचानक ओ' हेयर अंतरराष्ट्रीय हवाई अड्डे पर उतारना पड़ा, क्योंकि उसके शौचालय काम नहीं कर रहे थे. ऐसा ही बुरा अनुभव 2024 के अंत में तब हुआ था, जब अमेरिका की लंबी उड़ान के दौरान विरासती पहचान वाले बोइंग 777 के मुसाफिरों ने खराब मनोरंजन सिस्टम और खराब सीटों की शिकायत की थी. इससे एयर इंडिया के इस दावे की हवा निकल गयी कि 2025 के मध्य तक वह अपने विमानों को नये सीट कवर, कुशन और कालीनों से सुसज्जित कर देगी. इससे यह भी पता चलता है कि सरकारी नियंत्रण के दौरान दशकों तक एयर इंडिया में निवेश न होने की भरपाई टाटा के



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THE TELEGRAPH

KOLKATA

19 MARCH 2025

Alert on global aircraft shortage

New Delhi: Air India CEO Campbell Wilson on Tuesday said the global aircraft shortage hampering airline growth will persist for four to five years as supply snags hobble production at jetmakers Boeing and Airbus.

Speaking at an event organised by travel news website Skift, Wilson said he sees pinch points in the supply of narrowbody jet engines, business and first class seats, and some elements of aircraft fuselages.

Air India is in the midst of an ambitious turnaround strategy two years after the Tata group took control of the airline, but its restructuring efforts have been complicated by jet delivery delays.



Campbell Wilson

These setbacks have forced the airline to operate older jets longer than planned, increasing maintenance costs and slowing its modernisation and expansion drive.

When asked about how Air India plans to navigate delays, Wilson told reporters: "There is not a lot we can do. We are victims of circumstance, as is every other airline."

"If you are capacity constrained, you need to be a little bit more ruthless with respect to where you deploy aircraft to maximise the return," he added. "It means you can't expand to places you would otherwise like to expand."

The competition among airlines to lease aircraft and the different configurations available make leasing aircraft challenging, Wilson added.

In 2023, as a part of the multi-billion-dollar revamp, Air India ordered 470 jets from Airbus and Boeing, including 10 of the US planemaker's much-delayed 777X aircraft and 190 Boeing 737 MAX jets.

Late last year, the airline ordered 100 more Airbus aircraft.

When asked about deliv-

ery timelines for 777X, Wilson said, "Who knows?". His comment underlined uncertainty among airlines that have ordered the jet that is considered a successor to Boeing's 777, one of the most commercially successful long-haul airliners.

Last month, Wilson told Reuters that Air India was holding off on exercising its outstanding options to buy additional Boeing jets until the plane maker cleared its backlog. Boeing is recovering from a near two-month crippling worker strike last year. The plane maker cannot produce more than 33 737 MAX aircraft per month because of a cap set by the US Federal Aviation Administration.

Reuters



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THE TIMES OF INDIA

CHENNAI

19 MARCH 2025

Pilot with HIV to challenge DGCA rider on experienced hand beside him in cockpit

Rosy Sequeira | TNN

Mumbai: A US-trained commercial pilot with HIV on Tuesday told Bombay high court that regulator Directorate General of Civil Aviation's (DGCA) certification deeming him fit to fly as a commander but only with a more experienced pilot beside him was "discriminatory"

He now plans to file a fresh petition challenging the rider on his licence only because of his HIV status.

"If the petitioner has any grievance of the subsequent developments and the fresh certification ... it is for the petitioner to challenge the same as may be permitted in law," said Justices Girish Kulkarni and Advait Sethna. They allowed him to

withdraw his petition with liberty to challenge DGCA's fresh certification.

The pilot filed the petition last year through his father. In July 2021, a medical test deemed him fit to serve as a pilot in command. He had cleared DGCA exams to become a civil commercial pilot. In Oct 2021, he was informed of the HIV diagnosis and issued a 'temporary unfit for flying' medical certificate. In Dec 2021, DGCA informed him he was 'permanently unfit for flying' as a pilot in command. On appeal, in May 2022, DGCA deemed him 'fit for flying as P2 (co-pilot) only' Thereafter, he left for the US.

DGCA's Dec 18 reply said the petitioner is on anti-retroviral therapy (ART), including medicines which have sev-

eral adverse effects. It cited the International Civil Aviation Organisation's Manual of Civil Aviation Medicine on the risk of progression of the disease after commencing ART. "Considering repercussions of disease progress, unpredictable side effects of ART, and frequent monitoring constraints, an aeromedical disposition is made declaring him fit to fly as pilot in command with qualified experienced pilot," it stated.

DGCA's advocate Piyush Shah said the petitioner applied for medical certificate and "in respect of that we have allowed him as pilot in command" rostered along with a more experienced pilot. The pilot's advocates, Bhoomika Vyas and Sangram Chinappa,

said if he required a pilot with more flying hours to be alongside, no one would hire him. "This would render him unemployable," said Vyas, adding, "similarly placed persons, who do not have HIV" face no such rider on their licence. Further, such a provision would leave him unable to apply as an instructor for even fly small planes operated by a single pilot.

To the judges' query, Vyas said her client has now returned from the US. The judges said the petitioner's grievance that the DGCA was not considering him because of his status as an HIV+ person "in our opinion, would stand redressed." For any other grievance, he must file a fresh petition "making out a case."



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THE TIMES OF INDIA

MUMBAI

19 MARCH 2025

Pilot with HIV to challenge DGCA rider on certification

Rosy Sequeira | **NEWS**

Mumbai: A US-trained commercial pilot with HIV told Bombay HC on Tuesday that aviation regulator DGCA's certification deeming him fit to fly as a commander, but only with a more experienced pilot beside him was "discriminatory." He now plans to file a fresh petition challenging the rider on his licence only because of his HIV status.

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3 get death for 1981 massacre of 24 Dalits

A court sentenced 3 men to death for killing 24 Dalits in Managuri district's Dehull in 1981. The villagers were shot dead in retribution against Jatav families who had allegedly informed police about movement of upper-caste brigands. **P 9**

Kulkarni and Advait Sethna. They allowed him to withdraw his petition, filed last year through his father, with liberty to challenge DGCA's fresh certification.

► **'Unemployable', P 6**

Pilot claims rider will render him 'unemployable'

► **From P 1**

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