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T.N. looks at new airport sites instead of Parandur



On January 20, 2025, Vijay went to Kancheepuram and met villagers who were protesting against the project.

“Airports such as those in Bengaluru and Hyderabad are examples of how a city grows and gains from having a large airport. We request the government to hold discussions with the industry bodies before taking a final decision, since it has a significant bearing on all of us,” he added.

It takes a few years to identify a new site for an airport, and at least three to four years to complete the construction. An aviation expert said the government looked at several sites before shortlisting the four and zeroing in on Parandur. “It will take a minimum of a year to identify a site and get the Airports Authority of India to do the pre-feasibility study. Then, getting the site clearance and the in-principle approval could take another two years. And then, the land acquisition, construction, and making the airport operational can take at least five to six years,” he said.

Finding a site for an airport would not be easy, he said. “Air space availability, wind direction, and the type of obstacles play a huge role in deciding a site. The problems cited in Parandur could crop up at other sites too,” he added.

Air passengers, too, feel that dropping Parandur means the wait for the city to have a good airport gets much longer, and they will bear the brunt of it. Vasanthi Kannan, a frequent flyer, said, “Several passengers like me are not at all happy with the present airport because of its maintenance, among other issues. It will be hugely beneficial to the passengers if a new airport is built at Parandur. The privatised airports in the country have already shown that.”



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

19 JUNE 2026

AAI receives new regional executive director for south

Chennai: Muruganandham assumed charge as the Airports Authority of India (AAI) regional executive director (RED) for the southern region on Wednesday. Muruganandham previously was the chief instructor at CATC, Prayagraj. As the RED for southern region, he will manage operations and development of more than 30 airports in TN, Andhra Pradesh, Telangana, Karnataka, Kerala, Pondicherry, and Lakshadweep. He is highly regarded for his leadership during significant operational challenges, such as Chennai floods in 2015, Cyclone Varadah in 2016, and Covid. TNN



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

20 JUNE 2026

Stationary IndiGo plane suffers lightning strike at Kolkata airport

A parked IndiGo aircraft, with more than 140 people onboard, suffered a lightning strike at the Kolkata airport on Friday morning and all are safe, according to sources. The aircraft, which was to operate flight 6E 6068 from Kolkata to Agartala, has been grounded due to the incident, the sources said. The sources told PTI that two ground staff of the airline who were reportedly affected by the lightning were given medical treatment and are now in stable condition. IndiGo declined to comment. The sources also said the boarding had been complete when the lightning strike happened following which the aircraft's power system went off.

PTI

जेवर कार्गो हब व दादरी फ्रेट कॉरिडोर बने उद्योगों की नई ताकत, पश्चिमी यूपी से दुनिया तक पहुंचेगा माल

■ देवेंद्र सिंह

ग्रेटर नोएडा, 19 जून (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट (जेवर) पर कार्गो सेवाओं की शुरुआत और दादरी में वेस्टर्न तथा ईस्टर्न डेडिकेटेड फ्रेट कॉरिडोर (डीएफसी) के जंक्शन ने पश्चिमी उत्तर प्रदेश और एनसीआर के औद्योगिक विकास को नई गति दे दी है। रेल, सड़क और हवाई परिवहन की एकत्रित व्यवस्था अब इस क्षेत्र को देश के सबसे बड़े लॉजिस्टिक्स एवं निर्यात केंद्रों में बदलने की दिशा में आगे बढ़ा रही है।

दादरी देश का एकमात्र ऐसा प्रमुख केंद्र बन चुका है, जहां पश्चिमी और पूर्वी मालवाहक रेल कॉरिडोर आपस में



उत्तर भारत की आर्थिक रीढ़ बनने की तैयारी

विशेषज्ञों का मानना है कि जब जेवर एयरपोर्ट का कार्गो संचालन पूर्ण क्षमता पर पहुंचेगा और दादरी फ्रेट कॉरिडोर से उसका बेहतर एकीकरण होगा, तब पश्चिमी उत्तर प्रदेश उत्तर भारत का सबसे बड़ा औद्योगिक, निर्यात और लॉजिस्टिक्स केंद्र बन सकता है। रेल, सड़क और हवाई परिवहन के इस संगम ने उद्योगों के लिए नई संभावनाओं के द्वार खोल दिए हैं। इससे न केवल मौजूदा उद्योगों की लागत घटेगी, बल्कि नए निवेश, रोजगार और निर्यात वृद्धि के माध्यम से पूरे क्षेत्र की अर्थव्यवस्था को मजबूत आधार मिलेगा।

पड़ता था। ट्रैफिक जाम और लंबी दूरी के कारण परिवहन लागत बढ़ जाती थी। जेवर एयरपोर्ट शुरू होने से फैक्ट्री से कार्गो टर्मिनल तक पहुंचने में कम समय लगेगा। उद्योग विशेषज्ञों का मानना है कि कई सेक्टरों में लॉजिस्टिक्स लागत 20 से 30 प्रतिशत तक कम हो सकती है।

दूसरी ओर, दादरी डीएफसी जंक्शन के जरिए मुंबई के जवाहरलाल नेहरू पोर्ट और देश के अन्य औद्योगिक क्षेत्रों तक माल की आवाजाही तेज होगी। इससे निर्यातकों को कंटेनर उपलब्ध कराने और माल भेजने में आसानी होगी।

क्षेत्र के प्रमुख उत्पादों को मिलेगा बड़ा बाजार

नोएडा और ग्रेटर नोएडा देश के प्रमुख इलेक्ट्रॉनिक्स विनिर्माण केंद्र बन चुके हैं। यहां मोबाइल फोन, एलईडी टीवी, कंप्यूटर उपकरण, इलेक्ट्रॉनिक कंपोनेंट, ऑटो पार्ट्स, इंजीनियरिंग उत्पाद, रेडीमेड गारमेंट्स

और प्लास्टिक उत्पाद बड़ी मात्रा में तैयार किए जाते हैं। यमुना प्राधिकरण क्षेत्र में इलेक्ट्रॉनिक्स, सेमीकंडक्टर, मेडिकल डिवाइस, एयरोस्पेस, खिलौना उद्योग और ऑटोमोबाइल सेक्टर तेजी से विकसित हो रहे हैं। वहीं बुलंदशहर, अलीगढ़, हाथरस और आसपास के जिलों से कृषि उत्पाद, डेयरी उत्पाद, ताले, हार्डवेयर, ग्लास उत्पाद और खाद्य प्रसंस्करण से जुड़े सामान तैयार होते हैं। अब इन उत्पादों को सीधे एयर कार्गो और फ्रेट कॉरिडोर के माध्यम से यूरोप, अमेरिका, मध्य-पूर्व और दक्षिण-पूर्व एशिया के बाजारों तक कम समय में पहुंचाया जा सकेगा।

किसानों और खाद्य उद्योग को भी फायदा

जेवर एयरपोर्ट के कार्गो टर्मिनल में कोल्ड स्टोरेज और तापमान नियंत्रित सुविधाएं उपलब्ध हैं। इससे फल, सब्जियां, डेयरी उत्पाद, फूल, मांस और अन्य शीघ्र खराब होने वाले उत्पादों का



उपलब्ध होगा।

वेयरहाउस और लॉजिस्टिक्स सेक्टर में निवेश बढ़ेगा

जेवर एयरपोर्ट और दादरी जंक्शन के आसपास बड़े पैमाने पर वेयरहाउस, कोल्ड स्टोरेज, लॉजिस्टिक्स पार्क और वितरण केंद्र विकसित होने की संभावना है। इससे हजारों युवाओं को प्रत्यक्ष और अप्रत्यक्ष रोजगार मिलेगा। रियल एस्टेट विशेषज्ञों का मानना है कि अगले कुछ वर्षों में यह क्षेत्र देश के सबसे बड़े लॉजिस्टिक्स और ई-कॉमर्स हब के रूप में उभर सकता है।

नए निवेशकों की पहली पसंद बन रहे क्षेत्र

यमुना प्राधिकरण क्षेत्र में प्रस्तावित सेमीकंडक्टर इकाइयों, इलेक्ट्रॉनिक्स विनिर्माण परियोजनाओं और औद्योगिक पार्कों को अब बेहतर कनेक्टिविटी का लाभ मिलेगा। निवेशकों के लिए यह बड़ा आकर्षण है कि उन्हें एक ही स्थान पर एयर कार्गो, फ्रेट रेल कॉरिडोर और एक्सप्रेस वे नेटवर्क की सुविधा मिल रही है। इसी कारण देशी और विदेशी कंपनियों की रुचि लगातार बढ़ रही है। आने वाले वर्षों में यह क्षेत्र दिल्ली-मुंबई इंडस्ट्रियल कॉरिडोर और राष्ट्रीय लॉजिस्टिक्स नेटवर्क का महत्वपूर्ण केंद्र बनने जा रहा है।



■ निर्यात होगा तेज और सस्ता, कच्चा माल समय पर मिलेगा
■ नोएडा-ग्रेटर नोएडा व यमुना प्राधिकरण क्षेत्र को मिलेगा वैश्विक लॉजिस्टिक्स हब का दर्जा

मिलते हैं। दूसरी ओर, जेवर एयरपोर्ट का आधुनिक कार्गो टर्मिनल तेजी से विकसित हो रहा है। इन दोनों परियोजनाओं के एक साथ सक्रिय होने से उद्योगों को माल मंगाने और भेजने में समय, लागत और संसाधनों की बड़ी बचत होगी।

उद्योगों को मिलेगा सीधा लाभ

अब तक नोएडा, ग्रेटर नोएडा और यमुना प्राधिकरण क्षेत्र की इकाइयों को हवाई कार्गो के लिए दिल्ली के आईजीआई एयरपोर्ट पर निर्भर रहना

निर्यात आसान होगा।

पश्चिमी उत्तर प्रदेश के किसान और कृषि आधारित उद्योग अब अपने उत्पाद सीधे अंतरराष्ट्रीय बाजारों तक भेज सकेंगे। इससे उत्पादों को बेहतर कीमत मिलने और कृषि निर्यात बढ़ने की संभावना है।

कच्चा माल होगा सस्ता और समय पर उपलब्ध

उद्योगों के लिए सबसे बड़ी चुनौती कच्चे माल की समय पर आपूर्ति होती है। दादरी डीएफसी जंक्शन के माध्यम से स्टील, मशीनरी, इलेक्ट्रॉनिक कंपोनेंट, औद्योगिक उपकरण, रसायन और अन्य कच्चा माल देश के बंदरगाहों और औद्योगिक राज्यों से तेज गति से पहुंच सकेगा।

रेल आधारित माल परिवहन सड़क परिवहन की तुलना में सस्ता पड़ता है। इससे उत्पादन लागत कम होगी और उद्योगों की प्रतिस्पर्धात्मक क्षमता बढ़ेगी। उद्योगों को कम समय में अधिक भरोसेमंद आपूर्ति श्रृंखला



Corporate Communications Directorate

DESHBANDHU

DELHI

20 JUNE 2026

एयरपोर्ट के आसपास बसेंगे एयरोपोलिस के 10 सेक्टर

ग्रेटर नोएडा, 19 जून (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के आसपास प्रस्तावित एयरोपोलिस क्षेत्र को वैश्विक कारोबारी और एविएशन केंद्र के रूप में विकसित करने की तैयारी तेज हो गई है। यमुना एक्सप्रेसवे औद्योगिक विकास प्राधिकरण (यीडा) एयरपोर्ट के निकट स्थित 10 सेक्टरों को विशेष जोन में विकसित करेगा, जहां होटल, रेस्त्रां, व्यवसायिक केंद्र, मनोरंजन सुविधाएं, लॉजिस्टिक्स पार्क और एविएशन से जुड़ी गतिविधियां स्थापित की जाएंगी।

यीडा अधिकारियों के अनुसार, एयरपोर्ट से यात्री और कार्गो सेवाएं शुरू होने के बाद अब इसके आसपास आर्थिक गतिविधियों को बढ़ावा देने पर फोकस किया जा रहा है। इसके तहत सेक्टर-30, 31, 23ए, 23बी, 23सी, 23डी, 23ई, 7 और 8 को एयरोपोलिस क्षेत्र के रूप में विकसित किया जाएगा। शुरुआती चरण में यमुना एक्सप्रेस वे से सटे

सेक्टरों में निवेश और व्यवसायिक गतिविधियां बढ़ाने के लिए विशेष कार्ययोजना तैयार की जा रही है।

मास्टर प्लान-2041 के तहत विकसित होने वाला यह एयरोपोलिस क्षेत्र दिल्ली की एयरोसिटी की तर्ज पर बनाया जाएगा, लेकिन इसका दायरा और सुविधाएं उससे कहीं अधिक व्यापक होंगी। जहां दिल्ली एयरोसिटी मुख्य रूप से व्यवसायिक गतिविधियों तक सीमित है, वहीं नोएडा एयरपोर्ट का एयरोपोलिस आवासीय, औद्योगिक और व्यवसायिक जरूरतों का एकीकृत केंद्र बनेगा।

योजना के अनुसार यहां अत्याधुनिक एविएशन हब, टेक्नोलॉजी एवं इनोवेशन सेंटर, कॉर्पोरेट ऑफिस, लॉजिस्टिक्स एवं वेयरहाउसिंग सुविधाएं, होटल, सर्विस अपार्टमेंट, बिजनेस सेंटर और मनोरंजन जोन विकसित किए जाएंगे। सभी सेक्टरों को प्रमुख सड़कों और

■ **दिल्ली एयरोसिटी से कई गुना बड़ा होगा विकास क्षेत्र**

एक्सप्रेस वे नेटवर्क से जोड़ा जाएगा, जिससे निवेशकों और उद्योगों को बेहतर कनेक्टिविटी मिल सके।

विशेषज्ञों का मानना है कि एयरोपोलिस परियोजना के विकसित होने से नोएडा इंटरनेशनल एयरपोर्ट के आसपास एक नया आर्थिक शहर आकार लेगा, जो रोजगार, निवेश और शहरी विकास का बड़ा केंद्र बनकर उभरेगा।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

20 JUNE 2026

IHG Looks to Expand Hotel Biz Tie-up with Adani Airport

Anumeha Chaturvedi

New Delhi: IHG Hotels & Resorts, which signed a five-year deal with Adani Airport Holdings (AAHL) last month, is keen to expand the partnership and launch more hotels at airports and other commercial locations, said Sudeep Jain, MD of Southwest Asia at the chain. AAHL and IHG Hotels & Resorts signed a managed hotel portfolio agreement last month to develop five hotels across 'key' airport-linked and 'high-growth' urban destinations in India. The portfolio is expected to add close to 1,500 keys and includes a Kimpton hotel in Jaipur, as well as Holiday Inn and Holiday Inn Express hotels within upcoming hospitality-led mixed-use developments as part of Adani Airport cities. These hotels are planned across Navi Mumbai, Mangaluru and Thiruvananthapuram.

"There is a massive alignment between their aspirations and ours for the long term. This is centred around growth ambitions and the reliance on the infrastructure growth in the country," said Jain.

"We are in talks to deepen the partnership. AAHL has got many airports, and many more hotels to build at those airports, and the existing ones. They have publicly said they want to do 60 hotels. We have signed five. Not all will come to us, but we are certain we will do more together," he added.

IHG has a fair exposure near airports in locations such as Lucknow, Delhi and Mumbai. "When you land at Heathrow, you see IHG family hotels everywhere, and when you land in Singapore, you see the Crowne Plaza Changi," said Jain. "As more land parcels come up around Jewar airport, and owners are interested, we would like to be in that consideration set. Given the breadth of our portfolio, we could also look at other tier II, tier III and tier IV markets if there is demand," he added.

IHG Hotels & Resorts currently operates 52 hotels across six brands in India and has a pipeline of 96 hotels expected to open over the next three to five years.

Besides announcing the launch of the luxury lifestyle brand Kimpton through the AAHL deal, IHG is also bringing its Vignette Collection brand to India.



The current partnership is expected to add close to 1,500 keys and includes a Kimpton hotel in Jaipur



Corporate Communications Directorate

THE HINDU

CHENNAI

19 JUNE 2026

Customs arrest two Kerala passengers with 11 kg of narcotics at Chennai airport

The Hindu Bureau

CHENNAI

Customs officials at Chennai International Airport busted an alleged international drug trafficking operation and arrested two passengers from Kerala with 11 kg of hydroponic cannabis valued at around ₹11 crore.

The seizure was made by officers of the Air Intelligence Unit, who had been monitoring the suspects based on specific intelligence inputs.

The two passengers were intercepted after they landed at the Chennai airport on a Scoot Airlines flight from Bangkok via Singapore.

Officials grew suspicious of the passengers after they verified their travel history, which

showed that the two had made a brief trip to Thailand and returned within 24 hours.

During interrogation, the duo reportedly provided conflicting explanations regarding their travel and the contents of their luggage, prompting customs authorities to conduct a detailed probe.

A thorough examination of their baggage led to the recovery of 11 kg of hydroponic ganja, which was allegedly concealed inside food packets.

The contraband was seized under the provisions of the NDPS Act, and the two passengers were taken into custody. Further investigations are under way to determine the source of the drugs and identify others linked to the smuggling network, customs officials said.

MINT

DELHI

20 JUNE 2026

A taste of fine-dining at airport lounges

Celebrity-chef curated menus, seasonal produce, and a dash of extravagance are turning airport lounges into fine-dining hubs

Pooja Naik

It's 5am and I'm hunkered down before a bowl of steaming fish ball soup. Moments ago, I watched the chef toss noodles into a boiling vat before adding a handful of fish balls that puffed up instantly. He ladles herbaceous broth into a bowl, adds the springy noodles and fish balls, then gestures towards the toppings: fried shallots, green onions, silken tofu and a few other ingredients I don't recognise. The seafood-rich aroma is enough to make me point at everything on offer.

I grab another plate, skipping past the fruit, patisserie, dairy and buffet spreads in favour of *gyoza*, *siu mai* (pork dumplings) and *har gow* (shrimp dumplings), paired with a steaming cup of TWG's Vanilla Bourbon tea. This isn't some after-hours noodle bar catering to insomniacs and shift workers. I'm at Singapore Airlines' flagship SilverKris Lounge at Changi Airport, and somehow, it's one of the most memorable meals I've eaten in transit.

Ever since, I've been thinking about just how far airport lounge dining, particularly in Business and First Class, has evolved. The days of coffee machines and forgettable brownies are long gone. In their place are caviar service, Champagne bars, celebrity chef-led menus celebrating seasonal produce and local heritage and live noodle stations. Rather than simply serving as stopovers before a flight, lounges are becoming dining destinations in their own right.

Take Qantas' flagship First Lounge in Sydney. The airline's emphasis on premium food and wine comes alive through à la carte dining, attentive barista and cocktail service, and signatures such as chef Neil Perry's award-winning cheeseburger, named Australia's best in the World's 25 Best Burgers Competition in September 2025.

"Australia has some of the world's best producers, and food and beverage are central to how we think about the lounge experience," says Kunal Dewan, country manager, India at Qantas. Menus rotate seasonally, while the wine programme features selections from iconic producers and emerging boutique winemakers across Australian vineyards. The airline offers multiple menus across its global lounge network, each shaped by its location.

In Auckland, the new International Lounge offers local produce through dishes such as crumbed fish and chips alongside Qantas First favourites like salt-and-pepper squid and pavlova.

Elsewhere in Asia, the Hong Kong International Lounge features a signature yum-chai trolley serving dim sum. While Chinese cuisine is often reduced to dumplings and noo-



dles, Cathay Pacific's five First and Business Class lounges at Hong Kong International Airport present a broader picture of the region's culinary heritage.

"Spaces like The Noodle Bar and The Nook at The Bridge showcase signature dishes that tell the story of our home city, alongside regional Chinese delights like *biang biang* noodles—a nod to the breadth of our culinary heritage," explains Verena Hui, the airline's lounge dining and hospitality manager. "These dishes connect global travellers to Hong Kong's vibrant food culture while giving locals a taste of home before they depart."

Cathay's dining programme pairs Chinese specialities with international favourites. Its collaboration with acclaimed restaurant Mott 32 spotlights Cantonese and regional Chinese cuisine through dishes like tiger prawn mapo tofu, alongside Iberico char siu pork, dim sum and signature noodles. International favourites, including Wagyu beef cheeseburgers and lobster rolls, complete the menu.

"Travellers' expectations have evolved significantly. They now seek a dining experience that mirrors a considered restaurant, with greater quality, choice and personalisation. There has also been growing demand for wellness-focused dining, including plant-based options and lighter dishes," Hui notes.

At home, the Adani Business Lounge (West Wing) at Mumbai's Chhatrapati Shivaji Maharaj International Airport takes a distinctly Indian approach. The buffet features regional favourites such as *panner tikka*, *methi machli*, *tamatar*, *arson ka sang*, *dal pakhud* and biryani, alongside sushi, pasta and other international dishes. There's also a dedicated Jain menu and a well-stocked bar.

Further west, Air France's Business and La



(top) Culinary offerings at Cathay Pacific's The Wing, First, in Hong Kong; and at Qantas First Lounge in Sydney.

Première lounges at Paris Charles de Gaulle Airport celebrate the airline's French culinary identity through classics such as beef bourguignon, patisserie counters lined with tarte citron, and rotating wines from Champagne, Bordeaux and the Rhône Valley. "Airport lounges have become an integral part of the journey itself. They are designed to offer two distinct and refined experiences rooted in the French *art de vivre*," says Laure Dayrie, country manager, Air France-KLM India.

La Première's biggest draw is its partnership with Alain Ducasse, whose team curates the lounge's menus and wine and Champagne programme. Past offerings have included his signature ham and black truffle coquillettes, rum or Armagnac baba, and the plant-based "Burgal", made with French cereals and vegetables.

There's been a shift in the way passengers travel, and exceptional food is now an expectation. For Komadhi Marlemootoo, a Mauritius-based lawyer who travels abroad every six to eight weeks, nothing comes close to Emirates' First Class Lounge at Dubai International Airport. Her favourites include lobster rolls, Wagyu steak, fresh sashimi and sushi. "I always get the chicken biryani; it's the best."

The First Class Lounge in Concourse A at Dubai feels like a high-end restaurant, with multi-course dining, an expansive wine list, and indulgent touches such as unlimited caviar and Dom Pérignon. The menu moves between Arabic mezze and made-to-order dishes, including grilled Gulf prawns.

With more lounges embracing ambitious dining programmes, the modern airport has become a movable feast.

Pooja Naik is a Mumbai-based independent travel and culture journalist.

Travelers now seek a dining experience that mirrors a considered restaurant, with greater quality, choice and personalisation

Second airport not at Parandur, says Nirmalkumar; CM to take final call

Protest Group Not Against Industrial Park As Long As It Doesn't Affect Environment

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Chennai: The govt is firmly against the 5,000-acre, ₹20,000-crore pet project of DMK, said minister R Nirmalkumar on Thursday, making clear TVK's stand on the proposed greenfield airport at Parandur for the first time.

"Our chief minister's first protest started at Parandur," said the minister. "He was against the project because it affected the environment and livelihood of hundreds of farmers. He promised to drop the project if elected. TVK is firm on that stand." Experts would be



Part of the land acquired for Parandur airport project

consulted on whether the airport can come up on an alternative land parcel, he said, adding that the final decision rests with the chief minister.

Nirmalkumar, however, said the govt was not against constructing a second airport for Chennai. "We differ on whether we have to sacri-

fice vast agricultural fields and waterbodies for an airport." Sources said chief minister C Joseph Vijay would soon visit Parandur to declare the project has been dropped. The announcement came after DMK said that it had acquired nearly 50% of the land needed for the airport with compensation ranging from ₹35 lakh to ₹1.1 crore/acre.

While govt's decision to look for an alternative site for the second airport has received mixed reactions, the Parandur airport protest group has welcomed it. "Villagers are elated," said the president of the protest group, Subramanian. He

said the group was okay if the govt decided to set up an industrial park on the acquired land as long as it does not harm the environment or affect agriculture.

Retired IAS official Phandindra Reddy, however, said scrapping the project would be a bad decision. "Finding 5,000 acres of land around Chennai is not very easy as most of the landscape is dotted with waterbodies. Pan-nur, near Tiruvallur, one of the other sites that was considered, has industries and a supporting network. Even after selecting a site, getting clearance from airports authority and Air Force will take time," said Reddy.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

20 JUNE 2026

Free parking at Noida airport for 8 minutes

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Noida: Noida International Airport announced its parking tariff, capping the maximum parking fee for 24 hours at Rs 600 for private vehicles and Rs 700 for commercial vehicles. It will allow vehicles free kerbside pick-up and drop-off for up to eight minutes.

After the free window, private vehicles will be charged Rs 150 for the first two hours, while commercial vehicles will pay Rs 200 for the same duration. Beyond that, both categories will be charged an additional Rs 100 for every extra hour.

Airport officials said the kerbside facility is distinct from designated parking zones. Vehicles stopping to drop off or pick up passengers



Umesh Kumar

Parking fee has been capped at ₹600 for 24 hours for private vehicles

must exit within eight minutes to avoid charges. "Vehicles parked in the designated parking zones will be required to buy parking tickets as per the notified tariff," an official said.

The airport also has separate parking facilities for vis-

itors, app-based cab aggregators and premium taxi operators to streamline passenger movement and vehicle circulation within the premises.

Parking rates at Noida airport are broadly comparable with those at Delhi's Indira

Gandhi International Airport. At IGI's Terminal 3, private vehicles get a free window of up to 12 minutes. After that, private vehicles are charged Rs 160 for the next 30 minutes and commercial vehicles Rs 270 for the same period. Terminals 1 and 2 at IGI offer no free parking window — private vehicles are charged Rs 160 and commercial vehicles Rs 270 for up to 30 minutes, rising to Rs 250 and Rs 400, respectively, for up to one hour. Charges between 4 hours and 24 hours have been capped at Rs 600 and Rs 800 for private and commercial vehicles, respectively, at all three terminals.

A significant access gap, remains for passengers travelling to Noida airport by autorickshaw or bus. Both modes of transport are barred from reaching the terminal building



Corporate Communications Directorate

AMAR UJALA

DELHI

20 JUNE 2026

कोलकाता एयरपोर्ट पर इंडिगो विमान पर गिरी बिजली, सभी यात्री सुरक्षित

कोलकाता। प. बंगाल में कोलकाता एयरपोर्ट पर शुक्रवार सुबह बारिश के दौरान इंडिगो के विमान पर बिजली गिर गई। एयरबस ए-320 विमान में 141 यात्री और छह कू सदस्य सवार थे। सभी सुरक्षित हैं।

अधिकारियों के अनुसार, इंडिगो की उड़ान 6ई-6068 अगरतला के लिए

रवाना होने वाली थी। सुबह करीब 9:30 बजे विमान पर बिजली गिरने से उसका पावर सिस्टम प्रभावित हुआ और बिजली आपूर्ति बंद हो गई। घटना में दो ग्राउंड स्टाफ मामूली रूप से प्रभावित हुए। बाद में साढ़े तीन घंटे देरी से यात्रियों को दूसरे विमान से रवाना किया गया। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

20 JUNE 2026

SpiceJet receives ₹150 cr from Bank of India as part of ECLGS funding

Rohit Vaid
New Delhi

Budget carrier SpiceJet has secured the first tranche of funding under the Centre's Emergency Credit Line Guarantee Scheme (ECLGS), with the airline receiving around ₹150 crore from Bank of India earlier this week, industry sources told *businessline*.

Sources said the amount forms part of the ₹500 crore ECLGS funding currently being processed for the airline. "Nearly about ₹150 crore of ₹500 crore under ECLGS has been received by the airline from Bank of India," sources told *businessline*.

"The rest of the amount is expected to be received subsequently," they added.

When contacted, SpiceJet did not give any response.

The development marks the first drawdown by the airline under the government's latest ECLGS framework for the aviation sector.

At present, airlines are grappling with elevated fuel costs, geopolitical uncertainties and operational disruptions. Besides, sources indicated that the proposed fundraising was aimed at strengthening the airline's cash position amid rising operating costs as well as an increasingly challenging industry environment.

JET FUEL PRICE HIKE

The aviation sector has witnessed a sharp increase in operating expenses following higher aviation turbine

fuel (ATF) prices, while airspace restrictions and geopolitical disruptions across certain international corridors have added further pressure on airline operations.

The development assumes significance as airlines increasingly explore liquidity enhancement measures and cost-management initiatives amid a challenging operating environment and elevated fuel costs.

In May, the Union Cabinet approved ECLGS 5.0 to facilitate additional credit flow of ₹2.55 lakh crore with government guarantee support for micro, small and medium enterprises (MSMEs), non-MSME sectors and airlines, including a dedicated ₹5,000 crore allocation for the aviation sector.

Notably, *businessline* had reported in April that the Centre was considering a separate support package of around ₹5,000 crore for airlines under a new version of the ECLGS to cushion the impact of the West Asia crisis on the aviation industry.

Under the scheme, airlines are eligible for additional credit of up to 100 per cent of peak working capital utilised during the fourth quarter of FY26, subject to a cap of ₹1,500 crore per borrower and other prescribed conditions. The scheme also provides a seven-year loan tenure with an option to convert up to 50 per cent of interest into a funded interest term loan, easing immediate repayment pressure and improving cash flows for borrowers.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

20 JUNE 2026

दावा-अहमदाबाद विमान हादसे की वजह थी बिजली सिस्टम में गड़बड़ी

नई दिल्ली, आइएनएस : फेडरेशन आफ इंडियन पायलट (एफआईपी) ने अहमदाबाद में पिछले वर्ष 12 जून को हुए एअर इंडिया विमान हादसे की आधिकारिक जांच पर सवाल उठाए हैं। एफआईपी ने दावा किया है कि नए सिम्युलेटर डाटा से पता चलता है कि एअर इंडिया की उड़ान एआइ 171 हादसा पायलटों की आत्महत्या नहीं बल्कि विमान में बिजली सिस्टम में बड़ी गड़बड़ी की वजह से हुआ था।

एफआईपी के अध्यक्ष कैप्टन सीएस रंधाव ने प्रेस कॉन्फ्रेंस में दावा किया कि जांचकर्ताओं ने महत्वपूर्ण तकनीकी साक्ष्यों की अनदेखी की

फेडरेशन आफ इंडियन पायलट ने जांच पर उठाए सवाल, दावे में कहा, जांचकर्ताओं ने तकनीकी साक्ष्यों की अनदेखी की

और पहले से तय नतीजे को सही साबित करने के लिए भारत के प्रमुख विमानन विशेषज्ञों को जानबूझकर अलग रखा। रंधाव ने कहा, एफआईपी ने हाल में उस प्लाइंट के वजन, संतुलन व उसी तरह के मौसम की स्थितियों को दोहराते हुए व्यापक सिम्युलेटर परीक्षण किए। इसके नतीजों ने आधिकारिक टाइमलाइन को गलत साबित किया है।

HARI BHUMI

DELHI

20 JUNE 2026

अहमदाबाद एआई-171 विमान हादसे पर नई थ्योरी आई सामने विमान क्रैश की वजह बिजली की खराबी थी, सबूत भी दिए

एजेसी नई दिल्ली

फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने अहमदाबाद एयरपोर्ट से उड़ान भरने के कुछ ही सेकंड बाद एयर इंडिया बोइंग फ्लाइट एआई-171 के दुखद क्रैश से जुड़ी आधिकारिक बात को चुनौती दी है। उनका दावा है कि नए सिम्युलेटर डेटा से पता चलता है कि क्रैश की वजह पायलट की अनदेखी नहीं बल्कि सिस्टम में बिजली की बड़ी खराबी थी। एफआईपी के अध्यक्ष कैप्टन सीएस रंधावा ने कहा कि उचित पड़ताल नहीं की गई है।

नए
सिम्युलेटर
डेटा से पायलट
संगठन का
दावा



जान-बूझकर छिपाई गई जानकारी

एफआईपी के अध्यक्ष कैप्टन सीएस रंधावा ने दावा किया कि जांचकर्ताओं ने जरूरी तकनीकी सबूतों को नजरअंदाज किया और नतीजे को सही साबित करने प्रमुख विमानन विशेषज्ञों को जानबूझकर अलग रखा। अंतरिम रिपोर्ट में दावा किया गया था कि फ्लाइट-क्रू ने एक सोची-समझी आत्महत्या की योजना के तहत जानबूझकर इंजन की फ्यूल सप्लाई बंद कर दी थी।

सिम्युलेटर
टेस्ट में
मिले अलग
नतीजे

मैन्युअल रूप से बंद करने की वजह से विमान का 'रैम एयर टर्बाइन' ठीक चार सेकंड बाद नीचे गिर गया। 'रैम एयर टर्बाइन' एक बैकअप पावर सिस्टम है, जो पूरी तरह से बिजली जाने पर अपने आप चालू हो जाता है। हालांकि, रंधावा ने कहा कि एफआईपी ने हाल ही में उस फ्लाइट के वजन, बैलेंस और मौसम की स्थितियों को हूबहू दोहराते हुए विस्तृत सिम्युलेटर टेस्ट किए। उन्होंने कहा कि नतीजों ने आधिकारिक टाइमलाइन को पूरी तरह से गलत साबित कर दिया है।

इंजन बंद होने के पहले
विमान खराब हो गया

एफआईपी का तर्क है कि बैकअप टर्बाइन इतनी तेजी से इसलिए चालू हुआ क्योंकि इंजन बंद होने से पहले ही बिजली की एक बड़ी खराबी ने विमान को बेकार कर दिया था। इसी सिस्टम की खराबी ने इंजन स्वच को ट्रिप किया और आखिरकार विमान क्रैश हो गया। एफआईपी ने यह भी कहा कि एकमात्र व्यक्ति ने बताया था कि विमान के नीचे गिरने से ठीक पहले केबिन की लाइटें टिमटिमा रही थीं और धीमी हो रही थीं, यह जानकारी अचानक और बड़े पैमाने पर बिजली जाने की एफआईपी की थ्योरी से पूरी तरह मेल खाती है।



Corporate Communications Directorate

HINDUSTAN

DELHI

20 JUNE 2026

कोलकाता में यात्री विमान पर आकाशीय बिजली गिरी

कोलकाता, एजेंसी। कोलकाता हवाई अड्डे पर आंधी-तूफान के दौरान अमरतला जा रहे इंडिगो के एक विमान पर आकाशीय बिजली गिर गई। भारतीय विमानपत्तन प्राधिकरण (एएआई) के एक अधिकारी ने यह जानकारी दी।

यह घटना क्षेत्र में आंधी-तूफान और बारिश के बीच हुई। एयरपोर्ट ऑपरेशंस कंट्रोल सेंटर (एओसीसी) ने पहले ही मौसम संबंधी चेतावनी जारी कर चुका था। उन्होंने बताया कि इस घटना में कोई भी यात्री घायल नहीं हुआ। इंडिगो का यात्री विमान 6ई6068 (वीटी-आईपीडब्ल्यू) एयरब्रिज 56एल पर खड़ा था तभी सुबह करीब साढ़े नौ बजे उस पर बिजली गिर गई। उन्होंने कहा कि बिजली गिरने से विमान की विद्युत

दूसरी उड़ान से भेजा गया

एहतियात के तौर पर एयरलाइन ने यात्रियों को विमान से उतार लिया और बाद में उन्हें ए-321 विमान से रवाना किया गया। उन्होंने बताया कि सुबह नौ बजेकर 20 मिनट पर प्रस्थान करने वाली यह उड़ान यात्रियों को लेकर दोपहर 12.50 बजे रवाना हुई। इंडिगो के अनुसार, इस घटना में दो ग्राउंड स्टाफ मामूली रूप से प्रभावित हुए और उन्हें उपचार के लिए अस्पताल ले जाया गया।

प्रणाली प्रभावित हुई, जिससे उसकी बिजली आपूर्ति अचानक बंद हो गई। जब विमान पर बिजली गिरी, उस समय ए-320 विमान में 141 यात्री और चालक दल के छह सदस्य सवार थे।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

20 JUNE 2026

इंडिगो के विमान पर बिजली गिरी

■ पीटीआई, कोलकाता:

कोलकाता एयरपोर्ट पर शुक्रवार सुबह खराब मौसम के बीच इंडिगो के एक विमान पर बिजली गिर गई। यह विमान अगरतला जाने वाला था। घटना में किसी यात्री को चोट नहीं आई और बड़ा हादसा टल गया। एयरपोर्ट अधिकारियों के अनुसार, इंडिगो की फ्लाइट सुबह करीब 9.30 बजे एयरोब्रिज पर खड़ी थी, तभी उस पर बिजली गिरी। इससे विमान का पावर सिस्टम प्रभावित हुआ और अचानक बिजली चली गई। उस समय विमान में 141 यात्री और 6 कू सदस्य सवार थे।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

20 JUNE 2026

'अहमदाबाद विमान हादसे की वजह बिजली की खराबी'

■ आईएनएस, नई दिल्ली:
फेडरेशन ऑफ इंडियन पायलट्स
ने अहमदाबाद में एयर इंडिया की
फ्लाइट एआई-171 के हादसे को
लेकर जांच के निष्कर्षों पर सवाल
उठाए हैं। संगठन का दावा है कि नए
सिम्युलेटर परीक्षणों से संकेत मिलता
है कि दुर्घटना की वजह पायलट की
गलती नहीं, बल्कि विमान के सिस्टम
में बिजली की गंभीर खराबी हो सकती
है। अध्यक्ष कैप्टन सीएस रंधावा ने
कहा, संगठन द्वारा कराए गए परीक्षणों
में आधिकारिक रिपोर्ट की टाइमलाइन
से अलग नतीजे सामने आए हैं।



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

19 JUNE 2026

NEW INTERNATIONAL ROUTES EXPECTED TO BOOST TOURISM, BUSINESS TRAVEL

Soon, direct flights to Colombo, Baku

TIMES NEWS NETWORK

Ahmedabad: Sardar Vallabhbhai Patel International Airport (SVPI) is set to launch direct flights to Colombo and Baku, offering travellers from Gujarat easier access to popular tourism and business destinations across South Asia, the Caucasus and Southeast Asia.

Industry stakeholders said the new routes come amid rising demand for outbound travel from Gujarat and are expected to reduce reliance on connecting flights from Mumbai and Delhi. The additions are also likely to boost passenger traffic at Ahmedabad airport.

Bhavesh Mangalani, managing partner at a city travel



firm, said, "Baku and Colombo are among the most sought-after destinations. This year, summer travel has remained weak due to airspace closures, fewer flights and apprehension around travel amid geopolitical tensions. Therefore, direct flights to these sought-after short-haul destinations will provide good alternatives to travellers over long-weekend breaks." While direct flights to Colom-

bo are beginning this week, those to Baku and Phuket are expected to be operational shortly.

"Both Sri Lanka and Azerbaijan are in demand. Pricing remains a major factor for customers due to rising airfares. People are willing to travel, but airfares have increased significantly over the past few years. At the same time, corporate travel has resumed, which is supporting overall demand," said Virendra Shah, former chairperson of the Travel Agents Association of India (TAAI), Gujarat chapter.

According to tour operators, the demand for short-haul international destinations has picked up in recent weeks, with inquiries and ad-

vance bookings showing positive trends ahead of the festive season.

"Following the easing of geopolitical tensions in West Asia, travel inquiries have increased. We are witnessing strong interest for destinations such as Azerbaijan and Sri Lanka, particularly for travel during the latter half of the year. These are relatively nearby destinations with shorter travel times, which makes them attractive to families and leisure travellers," said Manish Sharma, owner of a city travel firm.

He added that bookings remain healthy and are expected to continue through Oct, supported by positive consumer sentiment and planning for Diwali holidays.



Arushi Jain

Can anything soothe a hassled air traveller, trapped somewhere between turbulence, delays and the purgatory of a long-haul flight? Dark chocolate? A cup of hot tea? Music, perhaps?

In 1978, Brian Eno thought so. The English musician was sitting at a newly built airport near Cologne, Germany. Everything about it, he would later recall, was dazzlingly beautiful. But over the PA system was this really loud "terrible German disco music". Nobody, he realised, had thought about what kind of music belonged to an airport. That irritation produced one of the most influential ambient albums of the 20th century: *Ambient 1: Music for Airports*.

While creating it, Eno ensured that the music "mustn't interfere with communication". In the album's sleeve notes, he also wrote that ambient music "must be as ignorable as it is interesting."

That explains why airlines have begun commissioning their own soundtracks for boarding, in-flight moments and arrivals. Academy Award-winning composer Hans Zimmer has created an original score for Qatar Airways. Shankar Mahadevan, along with Prasoon Joshi and percussionist-composer Taufiq Guresh, gave Air India its signature track, *India Takes Flight*. Akasa Air introduced *SkyBeats* from day one. The genre now has a cult following: Cathay Pacific's tracks have half a million listens on Spotify; Singapore Airlines' have 3.3 million; Eno's *Ambient 1* has more than 70 million.

Naarayan TV, Chief Marketing Officer of Akasa Air, understands the stakes. "It is often the first thing guests hear when they board and the last thing they hear before they leave, making it a subtle but powerful touchpoint in the journey." Akasa's original soundscape, *SkyBeats*, created with independent Indian musicians, is calibrated to the time of day: softer on early and late flights, slightly more energetic through the afternoon.

From Brian Eno's *Music for Airports* to bespoke soundtracks by airlines, in-flight music is becoming part of how carriers calm passengers, build memory and turn flying into a sensory experience

'Music is the first thing guests hear when they board'

To mask disturbing and stressful sounds, such as those from aircraft fuelling, luggage being stowed in overhead bins or passengers taking their places noisily, airlines are increasingly considering music as part of the experience. "Airport music helps you to be more zen, less stressed when there is the sound of the engine blaring into your ears. You can shut your eyes, not your ears," says Laurent Cochini, Managing Director of Sixième Son, a French sonic branding agency that has worked with the Etihad Airways and Cathay Pacific.

From Hans Zimmer to Shankar Mahadevan, airlines are enlisting musical heavyweights to create distinctive sonic identities

A cabin is not a concert hall

The challenge is that airline music has to work in a peculiar environment. It cannot behave like a film song, a jingle or a playlist. It must be present without being pushy, soothing without being sleepy, and memorable without being irritating.

Sageesh Bhandari, who composed IndiGo's *All I Want*

is *Touchdown*, describes the balance as a "fine line between an earworm and annoying". For IndiGo, the goal was not to create a traditional corporate airline jingle but a genuine travel anthem. "The core motif is catchy, but the instruments and textures around it are allowed to breathe."

Singer Srishti Bhatnagar, who performed the track, received a message from a passenger who was terrified while flying with his newborn for the first time. The music, he told her, had helped them both. "I think that is the magic of music," she says.

A brand you can hear

Flight music has quietly become a serious investment in airline branding. "Music is a universal language. You're in New Delhi, I'm in Paris. I work for brands in Hong Kong, Brazil, Abu Dhabi, the US, and I never have to translate anything," says Cochini. For Etihad, Sixième Son built the score the way Emirati craftsmen build the Al-Sadu carpet, start local, before opening

slowly to the world. For Cathay Pacific, the agency composed the track, but National Youth Orchestra of Hong Kong performed it.

Max De Lucia, co-founder of sonic branding agency DLMDD, puts it more visually: "We always describe an aircraft as a tin box in the sky before you fill it with all the sensory elements." For airlines, he says, the brief is often about

"capturing the intersection of brand experience, brand memorability and timelessness, a sound that will work as well 10 years from now as it will today."

Cochini agrees on what the music must never do: call attention to itself. "It's not a 10-second loop. It's 'okay, let's take a moment. Let's breathe, and then we will enjoy the ride.'"

Which brings it back to where it all began. Eno didn't set out to build a commercial category. He set out to answer a simpler, stranger question: "What if you could make a kind of music that made you less worried about the idea of dying? What if you could make a piece of music that made your life seem less the center of your attention?" he told *The New York Times*.

'Calming music creates a feeling that you are in a safe environment'

Air travel is no less than a paranoia drill: a thorough security procedure, an immigration officer's stare, a departure gate that is always farther than it looks. Santosh Ghatpande, certified music therapist, says, "Calming, soothing music can create a feeling in your brain that you are in a safe environment." The pace matters as much as the melody: "If you play faster paced music, people are already in a hurry, so that music can either enhance their speed or jumble them up."

UK-based composer Rohan De Livera, who created the sound of Singapore Airlines, cuts to it: "You aren't creating music for people to listen to - you are creating music for people to feel."

The first movement he wrote, called *Boarding*, is heard at the gate and as passengers enter the aircraft. "The music is slow, graceful and mostly sticks to a tempo of around 80bpm, about the same as an average human heartbeat, so the music guides you into a more relaxed state."

The landing music carries "a sense of longing and excitement for seeing home, and family or for arriving at your destination."



Corporate Communications Directorate

THE TRIBUNE

DELHI

20 JUNE 2026

IndiGo aircraft struck by lightning at Kolkata airport

MUMBAI, JUNE 19

A parked IndiGo aircraft, with more than 140 people onboard, suffered a lightning strike at the Kolkata airport on Friday morning and all are safe, according to sources.

The aircraft, which was to operate the flight 6E 6068 from Kolkata to Agartala, has been grounded due to the incident, the sources said. The sources said two ground staff of the airline who were reportedly affected by the lightning were given

medical treatment and are now in stable condition.

IndiGo declined to comment. There were over 140 people, including operating crew, in the A320 neo aircraft. The plane has been grounded and the passengers were flown to Agartala in another aircraft, the sources said. The sources also said the boarding had been complete when the lightning strike happened following which the aircraft's power system went off. — PTI



Corporate Communications Directorate

THE TRIBUNE

DELHI

20 JUNE 2026

Pilots' body flags 'discrepancy' in AI crash probe, simulator test timelines

SHEKHAR SINGH

TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 19

The Federation of Indian Pilots (FIP) on Friday challenged key findings of the preliminary investigation into the June 12, 2025, Air India Flight 171 crash, claiming that fresh simulator tests have raised serious questions over the official theory that the aircraft went down after the pilots deliberately cut off fuel to both engines.

FIP president Captain CS Randhawa said the federation had conducted 10 tests on an EASA-certified Boeing 787 simulator under conditions replicating the aircraft's weight, balance and operating environment on the day of the crash. He said, "The results do not support the timeline outlined in the Aircraft Accident Investigation Bureau's (AAIB)

Says Ram Air Turbine deployment within seconds suggests electrical malfunction, not manual shut-off

preliminary report."

At the centre of the dispute is the deployment of the Ram Air Turbine (RAT), an emergency backup system that automatically extends to provide hydraulic and electrical power during critical failures.

The AAIB's findings suggested that the RAT was deployed within seconds after fuel supply to the engines was cut off. However, Randhawa claimed the simulator tests showed that a manual fuel shut-off would take around 18 seconds before the RAT could deploy and restore hydraulic pressure. "If our tests are correct, then the timeline mentioned in the preliminary

report simply does not add up," Randhawa said, adding that the four-second interval cited by investigators was not supported by the simulator data.

As per the recorded sequence on the crash day, the aircraft crossed take-off speed at 08:08:33 UTC, achieved rotation at 08:08:35 UTC, and lifted off at 08:08:39 UTC. Within seconds, both fuel cut-off switches moved from 'RUN' to 'CUTOFF' at 08:08:42 and 08:08:43 UTC, followed by the RAT supplying power around 08:08:47 UTC.

The FIP argued that the rapid deployment of the RAT could instead indicate a major electrical malfunction.