



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

21 MARCH 2025

## HC rejects Adani's plea against Kolkata airport cargo terminal bid

The Delhi High Court has dismissed a plea moved Adani Global Air Cargo Solutions challenging the bidding process of Kolkata Airport's new cargo terminal development. The court was hearing a petition by Adani Global Air seeking cancellation of an e-tender issued by ACLASCL, a subsidiary of Airport Authority of India, for the development of New Cargo Terminal at Kolkata Airport on design, build, finance, operate and transfer basis. Adani said they were excluded from participating in the said bidding process on account of a technical glitch(es), which prevented them from logging its online bid.

**BS REPORTER**

# A-I explores buying jets from Airbus, Boeing

REUTERS

New Delhi/Paris, 20 March

Air India (A-I) is exploring a multi-billion dollar order for dozens of widebody jets from Boeing and Airbus, industry sources said, furthering the former state carrier's transformation under new owner Tata Group.

The deliberations involve 30 to 40 aircraft split between the Airbus A350 and Boeing 777X models, with one source suggesting the potential deal could exceed 50 jets. Details have not been finalised, the sources added.

“Things should become clearer closer to the Paris Air Show (in June),” one of the sources said, asking not to be named.

Air India did not respond to an email seeking comment.

Boeing and Airbus declined to comment.

The planned expansion comes on top of a mammoth deal in 2023 for 470 planes from both suppliers and another 100 Airbus jets last year — but most were for single-aisle aircraft. The latest widebody deal could boost Air India's ambitious modernisation plans to re-capture market share lost to global rivals.

The airline has 50 Airbus A350s, 10 Boeing 777Xs and 20 787 Dreamliners on order between the two deals.

The potential new order comes as international passenger traffic from India is surging, expected to grow 15-20 per cent in the current financial year ending March 31.

The  
multibillion  
dollar deal  
could involve  
30-40  
aircraft



# GPS spoofing hitting aircraft in Indian airspace: Govt in LS

465 Cases  
Reported  
Since Nov '23

TIMES NEWS NETWORK

**New Delhi:** GPS spoofing, so far seen primarily in West Asia's conflict zones, is now affecting aircraft in Indian airspace close to the Pakistan border, Parliament was informed on Thursday.

Airlines have reported 465 incidents of GPS interference and spoofing — which impact aircraft navigation systems — in and around Amritsar and Jammu between Nov 2023 and Feb 2025, junior civil aviation minister Murlidhar Mohol told the Lok Sabha.

According to aviation site Skybrary, GPS spoofing is the broadcasting of counterfeit satellite signals to deceive Global Navigation Satellite System (GNSS) receivers, causing them to compute incorrect position, navigation, and timing data. These issues particularly affect the geographical areas surrounding conflict zones



Airlines are facing the problem in and around Amritsar & Jammu

like the Black Sea and West Asia, the website adds.

Directorate General of Civil Aviation had issued a circular in Nov 2023 instructing airlines to report cases of such interference. Govt has since taken steps to address the issue, including issuing Notice to Airmen (NOTAM) in areas where GPS disruptions are frequent, the minister said. Additionally, airlines have been following standard operating procedures to manage these challenges, he added.

To counter the threat, International Civil Aviation Organisation and European Union Safety Agency guidelines are being implemented. Govt is also ensuring that

ground-based navigation systems remain operational, allowing pilots to switch to alternative methods in case of GPS interference, Mohol said.

Airports Authority of India (AAI), responsible for managing air navigation services, has been continuously upgrading air traffic management systems to enhance safety. DGCA's Nov 2023 circular outlines a detailed action plan for pilots, aircraft operators, and air traffic controllers to deal with GPS-related disruptions.

Several pilots operating to the West say GPS spoofing and jamming is worsening by the day. "The moment we cross the Iran-Pakistan border, jamming and spoofing start. This continues right till we clear Turkey. The Russian airspace also has this issue, especially closer to the troubled regions," said a pilot.

Many senior pilots said they inform ATCs on the way when they encounter the problem, and ask them to monitor aircraft position on radar. "We are using the alternative DME-DME update that uses the plane's last location to keep track of its location," said a pilot.

# एयरपोर्ट का टी-1 तैयार, विमानों की आवाजाही 15 अप्रैल से होगी

विश्वस्तरीय सुविधाओं से किया लैस, टर्मिनल-2 से संचालित होने वाले सभी विमान होंगे स्थानांतरित

अमर उजाला ब्यूरो

नई दिल्ली। विश्वस्तरीय सुविधाओं से लैस दिल्ली एयरपोर्ट का टर्मिनल-1 बनकर तैयार है। यहां से अगले माह विमानों की आवाजाही शुरू हो जाएगी। टर्मिनल-2 से संचालित होने वाली सभी उड़ानों को यहां स्थानांतरित किया जाएगा।

करीब 280 विमान इस टर्मिनल पर स्थानांतरित होंगे जिनमें अकासा व इंडिगो भी शामिल हैं। प्रतिदिन 46,000 से अधिक यात्री यहां से आवागमन करेंगे। इसे पिछले साल मार्च में राष्ट्र को समर्पित किया गया था। योजना के तहत टर्मिनल-1 के आगमन और प्रस्थान टर्मिनलों को मिलाकर क्षेत्रफल 55,740 वर्गमीटर से बढ़ाकर 206,950 वर्गमीटर किया गया है।

दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) के सीईओ विदेह कुमार जयपुरियार ने बताया कि 15 अप्रैल से एयरपोर्ट का टर्मिनल-1 पूरी तरह चालू हो

कि 15 अप्रैल से एयरपोर्ट का टर्मिनल-1 पूरी तरह चालू हो जाएगा। यह यात्रियों के अनुभव को बेहतर बनाने और हवाई यात्रा की बढ़ती मांग का समर्थन करने के प्रयासों में एक महत्वपूर्ण कदम है। टी-2 से वर्तमान में संचालित सभी उड़ानें टी-1 पर स्थानांतरित कर दी जाएंगी। प्रत्येक यात्री को बेहतर सुविधा दी जाएगी। पिछले साल जून में इसी टर्मिनल की छत गिरी थी।

हादसे में एक व्यक्ति की मौत हो गई थी और 8 लोग घायल हुए थे। कई वाहन दब गए थे। इसके बाद इसे बंद कर फिर से निर्माण किया गया है। अब यह नए रूप में दिखेगा।

46,000

से अधिक यात्री रोजाना करेंगे आवागमन

280

विमान टर्मिनल-1 पर स्थानांतरित होंगे



दिल्ली एयरपोर्ट टर्मिनल-1

## पर्यावरण के अनुकूल डिजाइन

एयरपोर्ट के इस टर्मिनल को पर्यावरण अनुकूल डिजाइन किया गया है। टर्मिनल ग्रीन बिल्डिंग है जिसमें प्राकृतिक

किया गया है। टर्मिनल ग्रीन बिल्डिंग है जिसमें प्राकृतिक प्रकाश के व्यापक उपयोग के साथ पर्यावरण के प्रति जागरूक करने की पहल की गई है। विस्तारित पार्किंग और मीट एंड ग्रीट जोन भी है। प्राकृतिक प्रकाश ज्यादा से ज्यादा क्षेत्र को रोशन करेगा। देशभर के पारंपरिक और लोककला चित्र पूरे टर्मिनल में लगाए गए हैं। पुराने और नई संरचनाओं को मिलाकर आकर्षक डिजाइन बनाने के साथ ही दो स्तरीय आगमन-प्रस्थान गेट बनाया गया है।

## टर्मिनल-1 पर मिलने वाली यात्री सुविधाएं

- सभी प्रवेश द्वारों पर चेहरे की पहचान प्रणाली (डिजी यात्रा)।
- सुरक्षा जांच के लिए 20 स्वचालित ट्रे रिट्रोवेल सिस्टम (एटीआरएस)।
- बैगेज हैंडलिंग के लिए व्यक्तिगत वाहक प्रणाली (आईसीएस)।
- चेक-इन और स्वयं-सेवा के लिए 108 कॉमन यूसेज सेल्फ-सर्विस (सीयूसएसएस) कियोस्क।
- चेक-इन और स्वयं-सेवा के लिए 108 कॉमन यूसेज सेल्फ-सर्विस (सीयूसएसएस) कियोस्क।
- 100 चेक-इन काउंटर, जिनमें 36 सेल्फ बैगेज ड्रॉप कियोस्क शामिल हैं।
- यात्रियों के लिए 29 प्रवेश गेट बनाए गए हैं। शॉप और डाइन इन की सुविधा, जहां खानपान के साथ खरीदारी कर सकेंगे यात्री।
- टर्मिनल पर आराम के लिए प्रार्थना कक्ष बनाया गया है। योग करने के लिए भी अलग से जगह बनाई गई है।
- लाउंज, ग्रुप में बैठने के लिए जगह और लैपटॉप व मोबाइल चार्जिंग स्टेशन बनाए गए।
- चिकित्सा कक्ष और शिशु देखभाल कक्ष का भी इंतजाम किया गया है।
- आधुनिक सुविधाओं से लैस वॉशरूम की सुविधा।
- आगमन और प्रस्थान दोनों समय मेट्रो से सीधा कनेक्शन।

## बैगेज हैंडलिंग :

- 10 बैगेज रिक्लेम कैरोसेल, प्रत्येक 70 मीटर लंबा, प्रतीक्षा समय कम हो जाएगा। बैगेज हैंडलिंग क्षमता में वृद्धि, 3,240 से बढ़ाकर 6,000 बैग हर घंटे।
- चेक-इन काउंटर बढ़ाकर पांच किए गए।



## Corporate Communications Directorate

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BUSINESS LINE

DELHI

21 MARCH 2025

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### **Delhi Airport T1 to be fully operational from Apr 15**



**New Delhi:** Delhi airport's new Terminal 1 (T1) will be fully operational from April 15, and Terminal 2 (T2) will be temporarily shut for refurbishment work next month. The Delhi International Airport Ltd said with T1 resuming full operations from April 15, that all flights currently operating from T2 would be shifted to T1. PTI



# Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

20 MARCH 2025

## Unauthorised taxi operators at KIA refuse to leave



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**B**engaluru's Kempegowda International Airport (KIA) has been grappling with the persistent issue of unauthorised taxi operators aggressively soliciting passengers. Despite regulations prohibiting such activities, these illegal ride brokers continue to operate, often leading to confrontations with airport security personnel. The situation recently escalated into violence, highlighting the growing challenge of enforcing airport transport rules.

### Recent incident turns violent

On March 13, around 9:30 am, a group of unauthorised taxi operators, identified as Jagdish, Gangadhar, Sagar, and Theertha, were caught soliciting passengers near Terminal-1's arrival second-line footpath.

When security personnel from Bengaluru International Airport Limited (BIAL) intervened and asked them to leave, the operators refused, resorting to verbal abuse and physical aggression.

The situation deteriorated when S&IB security personnel joined the effort to remove them, leading to an altercation in which the operators attacked a security guard.

The matter escalated further when the accused were being escorted to the police station. Jagdish allegedly attempted to attack BIAL staff with an iron rod, intensifying the conflict. Later, around 12:10 am on March 14, Jagdish's wife, Indra, arrived at the police station, claiming her husband had been assaulted.

She accused BIAL security personnel and another officer, of verbally abusing her and snatching her gold chain. Indra has since filed a counter-complaint demanding legal action. The BIAL police have registered a case and are investigating

both complaints.

### Larger problem

This incident is not isolated. Over the past year, KIA has seen a rise in unauthorised taxi operators who frequently solicit passengers, creating security concerns and inconvenience for travellers. Such operators often pose as legitimate drivers, luring passengers with seemingly lower fares, only to overcharge them or take them on longer routes.

Instances of harassment, aggressive solicitation, and altercations with passengers and security personnel have been reported multiple times. Airport authorities have attempted to curb the menace through stricter monitoring, regular patrols, and collaboration with local law enforcement. However, these efforts have only had limited success, as unauthorised operators quickly return despite periodic crackdowns.

### Awareness effort

One of the primary difficulties in addressing this issue is the lack of stringent penalties that would deter unauthorised taxi operators from operating in restricted airport zones. Additionally, many of these operators exploit loopholes, such as parking in areas outside of designated taxi zones and approaching passengers before they exit the terminal.

A BIAL source told BM, "Our staff actively raises awareness about authorised cabs through social media, on-ground interactions, and within terminal areas. We guide passengers to designated cab locations and ensure they have the necessary information to choose safe and legal transport options."

Airport authorities continue to urge passengers to use only authorised taxi services or app-based cabs to ensure safety and fair pricing. While KIA's security teams have ramped up surveillance, the recurrence of such incidents suggests that a more coordinated approach, possibly involving heavier fines and legal action, may be required to curb the problem effectively.



# Corporate Communications Directorate

DESHBANDHU

DELHI

21 MARCH 2025

## एयरपोर्ट की अधिसूचित जमीन बने निर्माण पर चलेंगे बुलडोजर, ध्वस्तीकरण आदेश जारी



ग्रेटर नोएडा, 20 मार्च (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के अधिसूचित क्षेत्र में अवैध निर्माणों पर प्रशासन जल्द ही बुलडोजर चलाने की तैयारी में है। प्रवर्तन टीम ने 113 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।

डीएम मनीष कुमार वर्मा के आदेश पर जेवर की तहसील टीम ने अवैध निर्माणों पर नकेल कसने के लिए चार टीमों का गठन किया है। यह टीमों नौमका, थोरा, बनवारी बास, मुक्तिपुर शिवारा, किशोरपुर और रामनेर गांवों में जाकर पक्के निर्माणों को रुकवा रही हैं। प्रत्येक टीम में अलग-अलग गांवों में जाकर निर्माण कार्य कर रहे भू-स्वामियों को चेतावनी पत्र जारी कर रही है। उसके बावजूद काम न रोकने वालों के खिलाफ प्राधिकरण की ओर से डीओ जारी किया जा रहा है। गुरुवार को कुछ गांवों में ध्वस्तीकरण की कार्रवाई की तैयारी थी, लेकिन किसी कारण वजह कार्रवाई नहीं हो सकी। बता दें कि अवैध अतिक्रमण व निर्माण के खिलाफ जिला प्रशासन की सोमवार से कार्रवाई जारी है। अब तक अधिसूचित क्षेत्र में 100 से अधिक नए भवनों के निर्माण पर रोक के लिए चेतावनी जारी की जा चुकी है। इन निर्माणों को ध्वस्त करने के लिए धारा-11 के तहत पत्र भेजे हैं। जिला प्रशासन और यमुना प्राधिकरण के अधिकारी चेतावनी के बाद भी निर्माण न हटाने वाले



भूस्वामियों के खिलाफ कार्रवाई की ध्वस्तीकरण की कार्रवाई करेगी। एयरपोर्ट के तीसरे और चौथे चरण के लिए 14 गांवों की 2053 हेक्टेयर जमीन का अधिग्रहण किया जाना है।

### किसानों को मिलेगा मुआवजा

अधिग्रहण की इस प्रक्रिया में साढ़े नौ हजार किसानों को विस्थापित करने की आवश्यकता होगी। प्रशासन ने यह सुनिश्चित करने का प्रयास किया है कि विस्थापित किसानों को उचित मुआवजा मिले।

खाली जमीन पर तय प्रतिकर के हिसाब से मुआवजा दिया जाएगा, जबकि पक्के निर्माण के मामले में किसानों को अतिरिक्त मुआवजा भी मिलेगा। कुछ गांवों में किसान अधिसूचित क्षेत्र की जमीन पर मकान समेत पक्का निर्माण कर रहे हैं। ऐसा इसलिए हो रहा है क्योंकि किसान समझते हैं कि जब तक उनका निर्माण रहेगा, उन्हें मुआवजा मिलने की संभावना बढ़ जाएगी।

प्रशासन ने इस स्थिति को रोकने के लिए सख्त कदम उठाने का निर्णय लिया है। हमारी टीम ने 113 भू-स्वामियों को चेतावनी जारी करते हुए प्राधिकरण की ओर से ध्वस्तीकरण का आदेश जारी कराया। यमुना प्राधिकरण ने इन अवैध निर्माण पर कार्रवाई के लिए पुलिस उपायुक्त मुख्यालय से पुलिस बल की मांग की है। इसी सप्ताह ध्वस्तीकरण की कार्रवाई हो जाएगी : दुर्गेश सिंह, नोडल अधिकारी, नोएडा एयरपोर्ट।

## टर्मिनल-2 पर 15 अप्रैल से शुरू होगा मरम्मत कार्य

जागरण संवाददाता, नई दिल्ली : आइजीआइ एयरपोर्ट का टर्मिनल-1 अगले महीने की 15 तारीख से पूरी तरह शुरू हो जाएगा। 15 अप्रैल से ही टर्मिनल-2 से संचालित होने वाली सभी उड़ानें टर्मिनल-1 पर स्थानांतरित हो जाएंगी। इसके बाद टर्मिनल-2 के नवीनीकरण का कार्य शुरू होगा। पिछले वर्ष मार्च में एकीकृत टर्मिनल-1 का प्रधानमंत्री नरेन्द्र मोदी ने उदघाटन किया था। उस समय टर्मिनल के कुछ हिस्से को खोला गया था, लेकिन अब लगभग एक वर्ष बाद टर्मिनल-1 के नवनिर्मित पूरे हिस्से को यात्रियों के लिए खोला जा रहा है। अभी इस टर्मिनल से रोजाना करीब 80 उड़ानों का संचालन हो रहा था।

आइजीआइ एयरपोर्ट संचालन एजेंसी डायल का कहना है कि चरण 3ए विस्तार परियोजना के तहत टी-1 का विस्तार और

**15** अप्रैल से पूरी क्षमता के साथ काम करेगा टर्मिनल-1, टर्मिनल 2 की उड़ानें टर्मिनल-1 से होंगी संचालित



आइजीआइ का टर्मिनल-1 अगले महीने की 15 तारीख से पूरी तरह शुरू हो जाएगा • सौ: इवत

आधुनिकीकरण पूरा हो चुका है। टर्मिनल-1 के आगमन एवं प्रस्थान क्षेत्र को 55740 वर्ग मीटर से बढ़ाकर 2,06,950 वर्ग मीटर किया गया है। यहां अत्याधुनिक तकनीकों का इस्तेमाल किया गया है, जिससे यात्रियों का सफर आसान बनेगा। फेस रिफ्रिगरेशन सिस्टम आधारित डिजिटल सुविधा से टर्मिनल-1 के सभी प्रवेश द्वार लैस हैं। सुरक्षा जांच को आसान बनाने के लिए

20 आटोमेटेड ट्रे रिट्राइवल सिस्टम लगाए गए हैं। 108 कामन यूसेज सेल्फ सर्विस कियोस्क चेक इन एवं सेल्फ सर्विस के लिए लगाए गए हैं। 100 चेक इन काउंटर और 36 सेल्फ बैगेज ट्राय कियोस्क लगाए गए हैं। बैगेज हैंडलिंग क्षमता को 3240 से बढ़ाकर 6000 प्रति घंटा किया गया है। 29 प्रवेश द्वार बनाए गए हैं ताकि यात्रियों को आसानी से प्रवेश मिल सके। डायल के मुख्य

टी-1, 2 से सिर्फ घरेलू उड़ानें

आइजीआइ एयरपोर्ट पर अभी तीन टर्मिनल हैं। इनमें टर्मिनल-1 व टर्मिनल-2 का इस्तेमाल सिर्फ घरेलू उड़ानों के लिए होता है। टर्मिनल-1 से प्रत्येक वर्ष लगभग 4 करोड़ यात्री सफर कर सकते हैं। टर्मिनल-2 से प्रत्येक वर्ष डेढ़ करोड़ जबकि टर्मिनल-3 से लगभग 4.5 करोड़ यात्री प्रत्येक वर्ष आसानी से सफर कर सकते हैं।

कार्यकारी अधिकारी विदेह कुमार जयपुरियार ने कहा कि आइजीआइ एयरपोर्ट पर यात्रियों की सुविधा को लेकर किए जा रहे कार्यों में यह बेहद महत्वपूर्ण कदम है। एयरपोर्ट पर बढ़ रही यात्रियों की संख्या के बीच इस शुरुआत से उनका सफर आसान एवं सुविधाजनक बनेगा। हमारा प्रयास है कि दिल्ली एयरपोर्ट पर प्रत्येक यात्री को सबसे बेहतर सुविधा मिले।



### JUST IN JEST

A Pakistani 'visits' India minus a visa – and it was smooth sailing

## Airport Tourism, the Latest Travel Hack

India and Pakistan's relations aren't exactly chai-and-pakoda cosy these days, and so getting a visa can be trickier than peeling a mango with a spoon. Leisure trips? Ah, c'mon — you must be joking! But some folks can find perfectly legal ways to land in India without visas — and it's smooth sailing all the way.

Meet Pakistani entrepreneur Waqas Hassan, who cracked the code using an age-old airline hack: layovers. Flying from Singapore to Saudi Arabia, Hassan booked a flight with an Indian carrier that came with a six-hour pit stop in Mumbai, neatly sidestepping the usual visa hurdles. No cloak-and-dagger stuff — just a perfectly valid transit trick. The catch? He couldn't leave the airport, so it was more 'airport tourism' than a proper visit. But did that stop him? Not a chance. Hassan lounged in style, snagged some souvenirs, snapped a few airport selfies and enjoyed Mumbai's iconic vada pav — all without technically entering India. 'It's a pretty fun feeling,' he said, proving adventure can thrive even between gates 43 and 44. And, then, he did the most touristy thing of all: shared it on social media. Travellers like Hassan prove that travel isn't just about the destination — so make the most of the journey. And if that journey involves snacks, comfy lounges and a taste of India at 30,000 ft, that's a win in any traveller's book.

# Delhi Terminal 1 to Operate Fully From April 15

PTI

**New Delhi:** Delhi airport's new Terminal 1 (T1) will be fully operational from April 15 and Terminal 2 (T2) will be temporarily shut for refurbishment work next month.

Delhi International Airport Ltd (DIAL), the operator of the Indira Gandhi International Airport (IGIA), on Thursday, said with T1 resuming full operations from April 15, all flights currently operating from T2 will be shifted to T1.

At present, IndiGo and Akasa Air have flights from T2, which handles around 270-280 air traffic movements and serves over 46,000 passengers per day.



"The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project. The expanded world-class integrated T1 of Delhi airport was dedicated to the nation in March last year," DIAL said in a release.

On Thursday, DIAL did not mention the temporary closure of T2.

DIAL, on January 10, said the four-decade-old T2 will be closed for four to six months in the next financial year for refurbishment works that are expected to be completed in the September quarter.

## बीते साल मार्च में प्रधानमंत्री ने किया था उद्घाटन, तब कुछ हिस्से को खोला गया था टर्मिनल-1 अप्रैल में पूरी तरह खुलेगा

### हि अच्छी खबर

नई दिल्ली, प्रमुख संवाददाता। दिल्ली एयरपोर्ट का टर्मिनल एक 15 अप्रैल को पूरी क्षमता के साथ यात्रियों के लिए खुल जाएगा। इसके खुलने से टर्मिनल-2 की 270 उड़ानों को टर्मिनल-1 पर स्थानांतरित कर दिया जाएगा। इसके लिए अकासा और इंडिगो एयरलाइंस को सूचित कर दिया गया है।

फिलहाल, टर्मिनल-2 से रोजाना औसतन 46 हजार यात्री सफर करते हैं। टर्मिनल-1 के पूरी तरह खुलने से टर्मिनल-2 और टर्मिनल-3 पर भीड़ कम होगी और यात्रियों का सफर आसान होगा। डायल के अनुसार दिल्ली एयरपोर्ट के टर्मिनल-1 को विश्वस्तरीय सुविधाओं के साथ तैयार किया गया है। टी-1 के विस्तार के साथ उसे आधुनिक बनाने का काम पूरा हो चुका है। मार्च 2024 में इसका उद्घाटन प्रधानमंत्री नरेन्द्र मोदी ने किया था। उस समय टर्मिनल के कुछ हिस्से को खोला गया था, लेकिन अब लगभग एक साल बाद टर्मिनल-1 के नवनिर्मित पूरे हिस्से को खोला जा रहा है। अभी इस टर्मिनल से लगभग 45 विमान उड़ान भर रहे थे। नए टर्मिनल-1 से प्रत्येक वर्ष करीब 4 करोड़ यात्री सफर कर सकेंगे।



हवाई अड्डे के टर्मिनल एक को आधुनिक सुविधाओं से सुसज्जित किया गया है।

**15** अप्रैल से यात्रियों के लिए खुल जाएगा

**270** उड़ानों को यहां स्थानांतरित किया जाएगा

### यात्रियों को सहूलियत होगी

डायल के सीईओ विदेह कुमार जयपुरियार ने कहा कि दिल्ली एयरपोर्ट पर यात्रियों की सुविधा को लेकर किए जा रहे कार्यों में यह बेहद महत्वपूर्ण कदम है। एयरपोर्ट पर बढ़ रही यात्रियों की भीड़ के बीच इस शुरुआत से उनका सफर सुविधाजनक बनेगा। हमारा प्रयास है कि प्रत्येक यात्री को सबसे बेहतर सुविधा का एहसास हो।

### प्रमुख बदलाव

- एयरपोर्ट के टर्मिनल-1 के आगमन एवं प्रस्थान क्षेत्र को 55740 वर्ग मीटर से बढ़ाकर 2,06,950 वर्ग मीटर किया गया है।
- एयरपोर्ट पर अत्याधुनिक तकनीकों का इस्तेमाल किया गया है जिससे यात्रियों का सफर आसान बनेगा।
- फेस रिकॉग्निजेशन सिस्टम (डीजी यात्रा) टर्मिनल-1 के सभी प्रवेश गेटों पर लगाया गया है।
- सुरक्षा जांच को आसान बनाने के लिए 20 ऑटोमेटेड ट्रे रिट्राइवल सिस्टम लगाए गए हैं।
- बेगेज को हैंडल करने के लिए इंडियन जेट्स कैरियर सिस्टम लगाए गए हैं।
- 108 कॉमन यूसेज सेल्फ सर्विस बयोस्क चेक इन एवं सेल्फ सर्विस के लिए लगाए गए हैं।
- 100 चेक इन कार्डर और 36 सेल्फ बेगेज ड्रॉप बयोस्क लगाए गए हैं।
- एयरपोर्ट के टर्मिनल-1 पर प्रति घंटे बेगेज हैंडलिंग क्षमता को 3240 से बढ़ाकर 6000 किया गया है।
- 29 प्रवेश द्वार बनाए गए हैं ताकि यात्रियों को आसानी से प्रवेश मिल सके।
- प्रार्थना कक्ष के अलावा योगा कक्ष भी बनाया गया है।
- लाउंज, मेंडिकेशन रूम, बेबी केयर रूम, शीवालय एवं चार्जिंग स्टेशन की सुविधा भी मौजूद है।
- एयरपोर्ट के आगमन एवं प्रस्थान दोनों ही स्थान मेट्रो सेवा से जुड़े हुए हैं।

# Full-fledged ops at T1 to begin from Apr 15

Jasjeev Gandhiok

htreporters@hindustantimes.com

**NEW DELHI:** A fully renovated Terminal 1 (T1) of the Indira Gandhi International (IGI) airport will become operational from April 15, paving the way for initiation of renovation work at Terminal 2 and relocation of its flight operations to T1, the Delhi International Airport Limited (DIAL) announced on Thursday.

At present, T2 handles approximately 270-280 daily air traffic movements, and caters to over 46,000 passengers every day, primarily from Akasa Air and IndiGo airlines. These flights will be shifted to T1 starting April 15, DIAL said.

"This shift is a key milestone in Delhi Airport's ongoing modernisation efforts, designed to maintain world-class services. The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project. The expanded world-class integrated Terminal 1 of Delhi Airport was dedicated to the nation in March last year," said a DIAL spokesperson.

Currently, T1 is only partially operational — while it was virtually inaugurated by Prime Minister Narendra Modi in March last year, a canopy collapse that



All six gates at T1 will be operational from next month. ARCHIVE

killed one person on June 28 led to starting of only partial operations in August which included opening of gates 5 and 6.

Next month, gates 1 to 4 will be opening too. "So now, all gates from 1 to 6 and the entire T1 building will be fully operational," an airport official said.

DIAL also said that it has notified airlines of the transition. Currently, only IndiGo and SpiceJet operate out of T1.

The total area at T1 has increased from 55,740 sqm to 206,950 sqms. It combines both arrivals and departures under one roof, as compared to two separate buildings — T1 (D) and

T1 (C) earlier. DIAL CEO Videh Kumar Jaipuria said the opening will support the growing demand for air travel. "We are committed to maintaining seamless operations throughout this transition and ensuring that every passenger continues to receive the highest level of service and comfort," he said.

Once T2 becomes operational after renovation, the Delhi airport will be India's only airport to have the capacity to handle over 100 million passengers annually. While T1 can accommodate 40 million passengers per year, T2 can hold 15 million, and T3 can handle 45 million.



## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

20 MARCH 2025

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

**Daanish Anand**

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**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

PATNA

20 MARCH 2025

# Delhi airport braces for slower growth, Mumbai sees rebound

Daanish Anand

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

Delhi International Airport expects the slowdown to stem from two factors: the airport nearing its peak capacity and the impending launch of Noida International Airport (NIA) in Jewar, Uttar Pradesh, which is expected to divert some traffic.

"As capacity constraints limit Delhi Airport's ability to accommodate demand, certain traffic is expected to be spilled over to NIA. The NIA is expected to compete for IGIA's market share, and it is expected to have more passengers from eastern Uttar Pradesh and parts of Haryana with lesser travel time to NIA 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 4.63% in FY29.

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Given the 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*.



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

21 MARCH 2025

## Airport's Terminal 1 to resume full operations from April 15

**EXPRESS NEWS SERVICE**  
NEW DELHI, MARCH 20

FROM APRIL 15 onwards, Terminal 1 of the Indira Gandhi International Airport (IGIA) is set to be fully operational and will see all existing flights from Terminal 2 being shifted here, the Delhi International Airport Limited (DIAL) said on Thursday. In January, the airport oper-

ator announced that T2 will be shut temporarily for four to six months for refurbishments, allowing it to accommodate anticipated surge in domestic passengers. T2 handles around 270-280 air traffic movements daily, with over 46,000 passengers. These flights, operated primarily by Akasa Air and IndiGo, will be shifted to T1, with airlines being informed in advance to plan for the transition, DIAL said.

DIAL CEO Videh Kumar Jaipuriar said: "We are pleased to announce that Delhi Airport's Terminal 1 will be fully operational from April 15, 2025.. As part of this transition, all existing flights from Terminal 2 will be shifted to Terminal 1."

With this, IGIA will become the only airport in India to cater to over 100 million passengers annually, with T1 alone accommodating up to 40 million.

## Delhi Airport T1 fully reopens Apr 15; T2 closes for renovation works

### Flights operating from T2 will be shifted to T1

#### OUR CORRESPONDENT

**NEW DELHI:** Delhi airport's new Terminal 1 (T1) will be fully operational from April 15, and Terminal 2 (T2) will be temporarily shut for refurbishment work next month.

Delhi International Airport Ltd (DIAL), the operator of the Indira Gandhi International Airport (IGIA) in the national capital, on Thursday, said with T1 resuming full operations from April 15, all flights currently operating from T2 will be shifted to T1.

At present, IndiGo and Akasa Air have flights from T2, which handles around 270-280 air traffic movements and serves over 46,000 passengers per day.

"The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project. The expanded world-class integrated T1 of Delhi Airport was dedicated to the nation in March last year," DIAL said in a release.

On Thursday, DIAL did not mention the temporary closure of T2.

DIAL, on January 10, said the four-decade-old T2 will be



closed for four to six months in the next financial year for refurbishment works that are expected to be completed in the September quarter.

IGIA, also the country's busiest airport, has three terminals – T1, T2 and T3. Currently, T1 and T2 are used only for domestic flights.

The new T1 will have 100 check-in counters, including 36 Self Baggage Drop (SBD) kiosks, 108 Common Usage Self-Service (CUSS) kiosks for check-in and self-service, and 20 Automated Tray Retrieval Systems (ATRS) for smoother security checks, the release said. Among other facili-

#### TAKEAWAYS

» At present, IndiGo and Akasa Air have flights from T2, which handles around 270-280 air traffic movements and serves over 46,000 passengers per day

» The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project'

ties, there will be 10 baggage reclaim carousels, and the baggage handling capacity will be increased from 3,240 to 6,000 bags per hour.

The terminal area has been expanded from 55,740 sq m to 2,06,950 sq m, combining arrival and departure terminals for enhanced passenger experience, the release said.

Delhi airport's T1 can handle 40 million passengers annually, T3 can accommodate 45 million, and T2 has a capacity of 15 million, DIAL said on Thursday. Airlines have been notified of terminal changes and advised to plan accordingly for the transition.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 MARCH 2025

## Airport T1 to be fully operational from April 15 as T2 shuts

EXPRESS NEWS SERVICE @ New Delhi

TERMINAL 1 of the Delhi Airport will be completely opened from April 15, while Terminal 2 (T2) will be closed from next month due to mandatory refurbishment work. The announcement was made by the Delhi International Airport Ltd (DIAL) on Thursday. With T1 resuming full operations from April 15, all flights currently operating from T2 will be shifted to T1.

DIAL has notified the airlines of the change with respect to the terminals and has requested them to plan accordingly for the transition. At present, IndiGo and Akasa Air have flights from T2, which handles around 270-280 air traffic movements and serves over 46,000 passengers per day and 1.5 crore passengers annually.

The Terminal 3 serves 4.3 cores already. DIAL expects T1 to serve 4 crore passengers annually since the building has been expanded from 55,740 sq m to 2.6 lakh sq m. Along with the increased area, the authorities have also installed advanced equipment to enhance the passengers' experience.

"The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project. The expanded world-class integrated T1 of Delhi Airport was dedicated to



### Facilities at Terminal 1

- Direct connection to Delhi Metro at both Arrivals and Departures
- Facial Recognition System (DIGIYATRA) at all entry gates
- 100 check-in counters, including 36 Self Baggage Drop (SBD) kiosks

the nation in March last year," DIAL said in a release. The new T1 will have 100 check-in counters, including 36 Self Baggage Drop (SBD) kiosks, 108 Common Usage Self-Service (CUSS) kiosks for check-in and self-service, and 20 Automated Tray Retrieval Systems (ATRS) for smoother security checks, the release said.

Among other facilities, there will be 10 baggage reclaim carousels, and the baggage handling capacity will be increased from 3,240 to 6,000 bags per hour. The DIAL did not mention the T2 closure in the Thursday release. However, the operator on Jan 10 had announced that the four-decade-old T2 will be closed for four to six months in the next financial year.

## दिल्ली से जेवर एयरपोर्ट के बीच चलेंगी इलेक्ट्रिक बसें

### महिलाओं के लिए फ्री होगा सफर

डीटीसी बसों की ही तरह इन बसों में भी महिलाएं फ्री में सफर कर सकेंगी। साथ ही, दिल्ली के बुजुर्ग और दिव्यांग भी इन बसों में डीटीसी बस की तरह सरकार द्वारा जारी पास पर सफर कर सकेंगे। जेवर एयरपोर्ट की दूरी कर्नाट प्लेस से करीब 70 किलोमीटर है।

नई दिल्ली, 20 मार्च (नवोदय इम्प्रेस): दिल्ली सरकार राष्ट्रीय जधानी से जेवर एयरपोर्ट तक लेक्ट्रिक बस सेवा शुरू करेगी। इस खत दिल्ली सरकार और उत्तर देश सरकार के बीच एक समझौता एमओयू) हस्ताक्षर किया गया है। डीटीसी के प्रबंध निदेशक सचिन शिंदे ने बताया कि दिल्ली के किस-किस इलाके से इलेक्ट्रिक बसें जेवर एयरपोर्ट के लिए चलाई जाएंगी,



इसके लिए सर्वे का काम शुरू किया गया है। इन बसों का परिचालन जेवर एयरपोर्ट के शुरू होने पर किया जाएगा। माना जा रहा है कि अगले महीने से इसकी शुरुआत हो जाएगी। अभी इस योजना को पायलट प्रोजेक्ट के रूप में शुरू किया जाएगा। इससे बड़ी संख्या में यात्रियों को फायदा मिलने की उम्मीद है। सर्वेक्षण में अभी तक आईएसबीटी कश्मीरी गेट, आईएसबीटी आनंद विहार व

नई दिल्ली रेलवे स्टेशन को बस सेवा शुरू करने के लिए चिन्हित किया गया है। इसके अलावा सराय रोहिल्ला व कमला नगर मार्केट की भी पहचान की गई है। डीटीसी के प्रबंध निदेशक ने साफ किया कि लाभ वाले रूटों पर ही बसों का परिचालन किया जाएगा। वहीं, दिल्ली सरकार के एक वरिष्ठ अधिकारी ने कहा कि नई सरकार आने के बाद से सार्वजनिक परिवहन

### कैब से आना-जाना काफी महंगा

दिल्ली से जेवर एयरपोर्ट तक आने-जाने के लिए लोगों को अच्छा-खासा पैसा खर्च करना पड़ता है। सीधी बस सेवा नहीं होने के कारण लोगों को जेवर



एयरपोर्ट तक पहुंचने में काफी मशक्कत का सामना करना पड़ता है। इसमें कई घंटे का समय भी लग जाता है। ऐसे में दिल्ली से ग्रेटर नोएडा स्थित जेवर एयरपोर्ट तक

कनेक्टिविटी ठीक रहे और लोगों को परेशानियों का सामना न करना पड़े। इसके लिए दिल्ली सरकार ने डीटीसी बसें चलाने का विचार किया।

को मजबूत करने पर विशेष ध्यान दिया जा रहा है। सरकार चाहती है कि ज्यादा से ज्यादा लोग बसों का इस्तेमाल करें, जिससे निजी वाहनों की संख्या कम हो और ट्रैफिक जाम की समस्या से राहत मिले। बसें सीधे जेवर एयरपोर्ट तक जाएंगी।

जेवर में बन रहे नोएडा इंटरनेशनल एयरपोर्ट के अप्रैल में शुरू होने की उम्मीद है। एयरपोर्ट बनने के बाद

दिल्ली-एनसीआर, उत्तर प्रदेश और आसपास के राज्यों के लोगों को अंतरराष्ट्रीय उड़ानों के लिए नई सुविधा मिलेगी। इसी को देखते हुए सरकार ने जेवर एयरपोर्ट तक इलेक्ट्रिक बसें चलाने का फैसला किया है। माना जा रहा है कहा कि इस फैसले से न केवल यात्रियों को राहत मिलेगी, बल्कि सार्वजनिक परिवहन को भी बढ़ावा मिलेगा।



# Corporate Communications Directorate

THE PIONEER

DELHI

21 MARCH 2025

## Delhi airport's T1 to be fully operational from April 15

PIONEER NEWS SERVICE ■ New Delhi

Delhi airport's new Terminal 1 (T1) will be fully operational from April 15 and Terminal 2 (T2) will be temporarily shut for refurbishment work next month.

Delhi International Airport Ltd (DIAL), the operator of the Indira Gandhi International Airport (IGIA) in the national capital, on Thursday, said with T1 resuming full operations from April 15, all flights currently operating from T2 will be shifted to T1.

At present, IndiGo and Akasa Air have flights from T2, which handles around 270-280 air traffic movements and serves over 46,000 passengers per day. "The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project. The expanded world-class integrated T1 of Delhi Airport was dedicated to the nation in March last year," DIAL said in a release.

On Thursday, DIAL did not mention the temporary closure of T2.

DIAL, on January 10, said the four-decade-old T2 will be closed for four to six months in the next financial year for refurbishment works that are expected to be completed in the September quarter. IGIA, also the country's busiest airport, has three terminals — T1, T2 and T3. Currently, T1 and T2 are used only for domestic flights.

The new T1 will have 100 check-in counters, including 36 Self Baggage Drop (SBD) kiosks, 108 Common Usage Self-Service (CUSS) kiosks for check-in and self-service, and 20 Automated Tray Retrieval Systems (ATRS) for smoother security checks, the release said.

Among other facilities, there will be 10 baggage reclaim carousels, and the baggage handling capacity will be increased from 3,240 to 6,000 bags per hour. The terminal area has been expanded from 55,740 sq m to 2,06,950 sq m, combining arrival and departure terminals for enhanced passenger experience, the release said.

According to the release on Thursday, T1 can accommodate 40 Million passengers, and T3 can handle 45 Million passengers annually. T2 has an annual capacity to handle 15 Million passengers. DIAL has notified the airlines of the change with respect to the terminals and has requested them to plan accordingly for the transition.



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

21 MARCH 2025

**टर्मिनल-2 को मरम्मत और उन्नयन के लिए अस्थायी रूप से बंद कर दिया जाएगा...**

## 15 अप्रैल से पूरी क्षमता के साथ संचालित होगा दिल्ली एयरपोर्ट का नया टर्मिनल-वन

नई दिल्ली, (पंजाब केसरी): इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे (आईजीआई) का विस्तारित टर्मिनल-वन (टी-1) 15 अप्रैल 2025 से पूरी क्षमता के साथ काम करना शुरू कर देगा। जीएमआर एयरपोर्ट की सहायक कंपनी दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने गुरुवार को यह जानकारी दी। नए टी-1 टर्मिनल की वार्षिक क्षमता 4 करोड़ यात्रियों को संभालने की होगी। 15 अप्रैल के बाद वर्तमान में टर्मिनल-2 (टी-2) से संचालित सभी उड़ानें टी-1 से उड़ान भरेंगी। वर्तमान में टी-2 से रोजाना 46,000 से अधिक यात्री सफर करते हैं और 270-280 उड़ानें संचालित होती हैं, जिनमें मुख्य रूप से अकासा एयर और इंडिगो की उड़ानें शामिल हैं।

डायल ने एयरलाइंस को इस



बदलाव की जानकारी दे दी है और उनसे योजना के अनुरूप बदलाव करने को कहा गया है। 15 अप्रैल से टर्मिनल-2 (टी-2) को मरम्मत और उन्नयन के लिए अस्थायी रूप से बंद कर दिया जाएगा। इस दौरान टर्मिनल

का एप्रन (जहां विमान खड़े होते हैं) मजबूत किया जाएगा, नई फर्श बिछाई जाएगी, आधुनिक वॉशरूम बनाए जाएंगे और बोर्डिंग ब्रिज अपग्रेड किए जाएंगे। इस पूरी प्रक्रिया पर करीब 80 करोड़ की लागत आएगी। टी-2 के

2025 की दूसरी छमाही में दोबारा शुरू होने की संभावना है।

डायल के अनुसार टी-1 के विस्तार के तहत कई महत्वपूर्ण बदलाव किए गए हैं। टर्मिनल क्षेत्र को 55,740 वर्ग मीटर से बढ़ाकर 206,950 वर्ग मीटर किया गया। सभी एंटी गेट्स पर फेसियल रिकग्निशन सिस्टम लगाया गया।

बैगज हैंडलिंग क्षमता 3,240 बैग प्रति घंटे से बढ़ाकर 6,000 बैग प्रति घंटे कर दी गई।

टी-1 का एक हिस्सा 17 अगस्त 2024 से संचालन में आ चुका था। यह टर्मिनल डायल के फेज-3ए

विस्तार प्रोजेक्ट के तहत विकसित किया गया था, जिसका प्रधानमंत्री नरेंद्र मोदी ने 10 मार्च 2025 को उद्घाटन किया था।

हालांकि टी-1 का वह हिस्सा जिसे जून 2024 में छत गिरने की घटना के कारण बंद किया गया था, अभी भी बंद रखा जाएगा। केंद्र सरकार ने डायल को निर्देश दिया था कि टी-1 के किसी भी सुधार योजना को सरकार से अनुमोदन लेना होगा। गौरतलब है कि 28 जून 2024 को दिल्ली में भारी बारिश और खराब मौसम के कारण टी-1 के डिपार्चर फोस्कोर्ट की छत का एक हिस्सा गिर गया था। मलबा एंटी के पास खड़ी टैक्सियों पर गिरा जिससे 45 वर्षीय एक कैब ड्राइवर की मौत हो गई थी। इसके बाद से टी-1 से सभी उड़ानें निलंबित कर दी गई थीं।



# Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

21 MARCH 2025

**प्रभावित नहीं होगा फ्लाइट ऑपरेशन**

## जयपुर एयरपोर्ट: रनवे री-कारपेंटिंग स्थगित... यात्रियों को मिली राहत

पत्रिका न्यूज नेटवर्क  
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जयपुर. जयपुर एयरपोर्ट प्रबंधन ने इस महीने के अंत से शुरू होने वाले एयरपोर्ट के रनवे की री-कारपेंटिंग कार्य को स्थगित कर दिया है, जिससे यहां पर फ्लाइट ऑपरेशन पूर्व की तरह ही जारी रहेंगे। इससे यात्रियों को बड़ी राहत मिलेगी। दरअसल, 30 मार्च से एयरपोर्ट के रनवे का री-कारपेंटिंग कार्य शुरू होने वाला था, जो तीन महीने तक चलने की संभावना थी। इस दौरान सुबह 9:30 बजे से शाम 6 बजे तक फ्लाइट ऑपरेशन प्रभावित होने की संभावना थी और करीब दो दर्जन से ज्यादा फ्लाइट्स को रि-शेड्यूल या रद्द करना पड़ सकता था। लेकिन, अब इस कार्य को एयरपोर्ट प्रबंधन ने एक साल के लिए स्थगित कर दिया है।

### यह बताई जा रही है वजह

एयरपोर्ट प्रबंधन का कहना है कि उत्तर भारत के कुछ प्रमुख एयरपोर्ट्स जैसे लखनऊ और अमृतसर में वर्तमान में रनवे की री-कारपेंटिंग कार्य चल रहा है। यदि जयपुर को भी इसमें शामिल किया जाता, तो यात्रियों को बहुत समस्याएं होती। इसलिए इसे अगले साल के लिए स्थगित कर दिया गया है। गाइडलाइन्स के अनुसार हर दस साल में रनवे की री-कारपेंटिंग जरूरी होती है।

### यह कार्य जारी रहेंगे

एयरपोर्ट प्रबंधन के अनुसार, इस री-कारपेंटिंग कार्य के साथ प्रस्तावित अन्य कार्य जारी रहेंगे। इनमें गाउंड लाइटिंग को हेलोजन से एलईडी में बदलना, नए रैपिड एग्जिट टैक्सी-वे का निर्माण और टर्मिनल-1 के एघन को जोड़ने के लिए लिंक टैक्सी-वे का निर्माण शामिल है।



# Corporate Communications Directorate

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THE TELEGRAPH

KOLKATA

20 MARCH 2025

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## Airport query

■ **NEW DELHI:** Delhi High Court has sought responses from multiple agencies on a plea seeking the closure of illegal slaughterhouses near Indira Gandhi International Airport. The PIL argues that they attract birds, increasing the risk of collisions with aircraft. PTI



## Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

21 MARCH 2025

### IGI's T2 flights to move to T1 from April 15, DIAL notifies airlines

TIMES NEWS NETWORK

**New Delhi:** All flights operating from Terminal 2 (T2) of Indira Gandhi International Airport will be relocated to Terminal 1 from April 15, the airport operator GMR-led Delhi International Airport Limited (DIAL) said on Thursday.

T1 will resume full operations from April 15. Currently, T2 handles 270-280 air traffic movements and serves over 46,000 passengers a day, primarily from Akasa Air and IndiGo Airlines.

"These flights will be shifted to T1 starting April 15. DIAL has notified the airlines of the change and requested them to plan accordingly," DIAL said.

The new expanded T1 was inaugurated on March 10 last year, but the new portion was not operational.

After the portion of a canopy collapsed at T1 in June last year, all operations from T1 were suspended. Partial operations from the new T1 began in Aug last year, but the remaining portion of T1 will also become operational on April 15.

DIAL said this shift is a milestone in Delhi airport's ongoing modernisation effort, designed to maintain world-class services. The expansion and modernisation of T1 have been completed as part of the Phase 3A expansion project.

CEO-DIAL Videh Kumar Jaiipuriar said: "As part of this transition, all flights currently operating from T2 will be shifted to T1. We are committed to maintaining seamless operations throughout this transition and ensuring that every passenger continues to receive the highest level of service and comfort." He added that this move "aligns with our vision of transforming Delhi airport into an aviation hub that meets the evolving needs of travellers".

DIAL said the airport will be India's only airport to have a capacity for 100 million passengers annually. T1 can accommodate 40 million passengers per year, T2 15 million, and Terminal 3 (T3) 45 million.

T2, constructed 40 years ago by Airports Authority of India (AAI), is set to undergo a comprehensive refurbishment in the 2025-26 fiscal after T1 becomes fully operational. T2 will see a temporary shutdown for four to six months for the improvements, DIAL announced in Jan.



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

20 MARCH 2025

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## Gold worth ₹1.23 crore seized at airport

TIMES NEWS NETWORK

**Chennai:** Customs officials have seized 1.5kg of gold paste worth ₹1.23 crore smuggled from Dubai, concealed in a flask, and detained a Chennai-based flyer.

Officers intercepted a male passenger who landed in

Chennai in the early hours of Sunday. Evasive answers from him led to a search. Initially, nothing suspicious was

### IN PASTE FORM

found with him, but officials noticed an unusually heavy water bottle in his possession.

Upon examining it, they discovered gold paste in the bottle. The smuggled gold, valued at ₹1.23 crore, was confiscated, and the passenger detained for further investigation.

DRI in Feb seized 3.5kg of gold in paste form from two people who reached Chennai from Mumbai.

## IndiGo hits a new high on growth hopes

**Madhu Balaji**

Bengaluru

Shares of InterGlobe Aviation (IndiGo) soared to a new peak as the airlines' growth strategy attracted investors' confidence. The airline operator expects early double-digit capex growth.

IndiGo stock ended 2.31 per cent higher on the BSE at ₹5,093.05, after touching a high of ₹5,187. On the NSE, it peaked at ₹5,190.35 before setting at ₹5,090.

The pricing environment, fleet expansion plans and operational efficiency have led brokerages to adopt cautiously optimistic calls.



Nuvama Institutional Equities raised its FY25-27 EPS estimates by 8-13 per cent on positive guidance. The brokerage retained a 'hold' call on IndiGo at a target price of ₹4,768 on the back of balanced risk-reward due to premium valuations.

Motilal Oswal reiterated a neutral rating at a target price of ₹4,660. It believes IndiGo is well-positioned to capitalise on the growing domestic air travel trend. It is set to double by the calendar

year 2030, driven by the rising middle class, increasing disposable income and government-led infra projects.

Analysts' positive guidance also leans on IndiGo plan to add more destinations and take its international capacity share from 28 per cent now to 40 per cent by FY30, plans to lower overall leasing costs and PAX growth. IndiGo has been expanding its non-ticketing revenue sources, including IndiGo Stretch (Business class seating), BluChip (Loyalty programme) and a growing cargo division, aimed at increasing per-passenger revenue.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

21 MARCH 2025

## Air India teams up with Air New Zealand to tap into growing traffic demand

**Aneesh Phadnis**  
Mumbai

Air New Zealand expects continued growth in traffic from India, driven by an increase in leisure travel and business ties, the airline said as it announced a codeshare partnership with Air India on Wednesday. However, non-stop flights between the countries are expected to start only by 2028 with deliveries of new long range aircraft.

As per industry data, around 3,50,000 passengers flew between India and New Zealand in 2024. "The new codeshare partnership with Air India will further strengthen our offering by providing improved connectivity and more seamless travel options for passengers. By leveraging Air India's vast domestic network in India, we provide more options for Indians to travel

to New Zealand and, in turn, drive additional demand," an Air New Zealand spokesperson said.

"Travel between India and New Zealand has experienced strong growth and we have seen over 90 per cent growth in passenger volumes out of India onto the Air New Zealand network since 2019."

The codeshare partnership with Air India was announced in the presence of New Zealand Prime Minister Christopher Luxon. This comes as India and New Zealand negotiate a free trade agreement and aim to increase bilateral trade by 10 times in a decade.

Speaking on the sidelines of the codeshare signing event, Air New Zealand CEO Greg Foran said non-stop flights to India were dependent on deliveries of long range aircraft. "Our best view at this stage is that the aircraft will become avail-

able by 2028," Foran said. He said the plan is to have a combination of Air India and Air New Zealand flights between Auckland and Delhi. "If that works well, the next port might be Mumbai," he said.

Air New Zealand is retrofitting its existing fleet of Boeing 787 with new premium seats and hopes to receive new 787 planes from April-May 2026.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

21 MARCH 2025

## ‘Air India in talks with Airbus, Boeing for dozens of widebody jets’

**Reuters**

New Delhi/Paris

Air India is exploring a fresh multi-billion dollar order for dozens of wide-body jets from Boeing and Airbus, industry sources said, furthering the former state carrier's transformation under new owner Tata Group.

The deliberations involve 30 to 40 aircraft split between the Airbus A350 and Boeing 777X models, with one source suggesting the potential deal could exceed 50 jets. Details have not been finalised, the sources added.

“Things should become clearer closer to the Paris Air Show (in June),” one of the sources said, asking not to be named.

Air India did not respond to an e-mail seeking comment. Boeing and Airbus declined to comment. The



planned expansion comes on top of a mammoth deal in 2023 for 470 planes from both suppliers and another 100 Airbus jets last year, but most were for single-aisle aircraft.

### MODERNISATION PLAN

The latest wide-body deal could boost Air India's ambitious modernisation plans to re-capture market share lost to global rivals.

The airline has 50 Airbus A350s, 10 Boeing 777Xs and 20 787 Dreamliners on order between the two deals. The potential new order comes as international passenger

traffic from India is surging, expected to grow 15-20 per cent in the current fiscal year ending March 31, outpacing domestic travel growth of 7-10 per cent, according to ICRA, Moody's local ratings agency.

It also comes as airlines are rushing to get in line for limited production slots of wide-body jets after a run on supplies of smaller work-horse narrow-body jets from fast-growing airlines like India's largest carrier IndiGo.

Air India's turnaround efforts under Tata are being closely watched by investors, manufacturers and lessors.

# वाइडबॉडी विमान खरीदने की तैयारी में एयर इंडिया

रॉयटर्स

नई दिल्ली, 20 मार्च

**प्रमुख** विमानन कंपनी एयर इंडिया बोइंग और एयरबस से दर्जनों वाइडबॉडी विमान खरीदने के लिए कई अरब डॉलर के नए ऑर्डर की संभावनाएं तलाश रही है। उद्योग सूत्रों ने यह जानकारी दी। उन्होंने कहा कि इससे टाटा समूह के तहत एयर इंडिया में बदलाव को रफ्तार देने में मदद मिलेगी।

सूत्रों ने बताया कि नए ऑर्डर में एयरबस ए350 और बोइंग 777एक्स जैसे मॉडलों के 30 से 40 विमान शामिल हो सकते हैं। एक सूत्र ने तो यह भी कहा कि सौदा 50 से अधिक विमानों का हो सकता है। ऑर्डर के विवरण को फिलहाल अंतिम रूप नहीं दिया गया है। नाम जाहिर न करने की शर्त पर एक सूत्र ने कहा, 'पेरिस एयर शो ( जून में)



**नए ऑर्डर में एयरबस ए350 और बोइंग 777एक्स से 30 से 40 विमान हो सकते हैं**

के आसपास चीजें स्पष्ट हो जाएंगी।' इस बाबत जानकारी के लिए एयर इंडिया को भेजे गए ईमेल का खबर लिखे जाने तक कोई जवाब नहीं आया। बोइंग और एयरबस ने इस मुद्दे पर टिप्पणी से इनकार किया।

एयर इंडिया ने 2023 में दोनों विमान आपूर्तिकर्ताओं से 470 विमान खरीदने के लिए भारी-भरकम ऑर्डर दिया था। पिछले साल 100 अन्य एयरबस विमानों का

ऑर्डर दिया गया था। मगर उनमें अधिकतर विमान नैरोबॉडी वाले थे।

वाइडबॉडी विमानों के इस ऑर्डर से एयर इंडिया को वैश्विक बाजार में अपनी खोई हिस्सेदारी वापस हासिल करने के लिए आधुनिकीकरण योजनाओं को आगे बढ़ाने में मदद मिलेगी। दोनों विमान आपूर्तिकर्ताओं के लिए एयर इंडिया के इस ऑर्डर में 50 एयरबस ए350, 10 बोइंग 777एक्स और 787 ड्रीमलाइनर के 20 विमान शामिल हैं। एयर इंडिया ऐसे समय यह ऑर्डर देने जा रही है जब भारत से अंतरराष्ट्रीय मार्गों पर यात्रियों की आवाजाही बढ़ रही है। मूडीज की स्थानीय रेटिंग एजेंसी इक्रा के अनुसार चालू वित्त वर्ष के अंत तक इसमें 15-20 फीसदी वृद्धि की उम्मीद है। यह घरेलू हवाई यात्रा में दर्ज 7-10 फीसदी की वृद्धि से अधिक है।



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

21 MARCH 2025

## आईजीआई एयरपोर्ट के टी2 की सभी उड़ानें 15 अप्रैल से टी1 में होंगी शिफ्ट

भास्कर न्यूज़ | नई दिल्ली

आईजीआई एयरपोर्ट का टर्मिनल 1 (टी1) पूरी तरह संचालित होगा और 15 अप्रैल से टर्मिनल 2 (टी2) की सभी उड़ानें टी1 में शिफ्ट हो जाएंगी। वर्तमान में टर्मिनल 2 प्रतिदिन 270-280 हवाई यातायात संचालित करता है और 46 हजार से अधिक यात्रियों को सेवा देता है, जिसमें मुख्य रूप से अकासा एयर और इंडिगो की उड़ानें शामिल हैं।

आईजीआई एयरपोर्ट ऑपरेटर डायल ने एयरलाइंस को इस बदलाव की सूचना दे दी है और उन्हें इसके लिए योजना बनाने को कहा है। यह कदम दिल्ली एयरपोर्ट के आधुनिकीकरण का हिस्सा है, जिसका उद्देश्य विश्वस्तरीय सेवाएं



प्रदान करना है। टी1 का विस्तार फेज 3ए परियोजना के तहत पूरा हुआ, जिसे पिछले साल मार्च में राष्ट्र को समर्पित किया गया था। डायल के सीईओ विदेह कुमार जयपुरियार ने कहा, यह बदलाव यात्री अनुभव को बेहतर करेगा और बढ़ती हवाई यात्रा की मांग को पूरा करेगा। दिल्ली एयरपोर्ट भारत का पहला एयरपोर्ट होगा, जो सालाना 100 मिलियन से अधिक यात्रियों को संभाल सकेगा।

टी1 की क्षमता 4 करोड़, टी2 की 1.5 करोड़ और टी3 की 4.5 करोड़ यात्री प्रतिवर्ष है। टी1 का क्षेत्रफल 55,740 वर्ग मीटर से बढ़कर 206,950 वर्ग मीटर हो गया है, जिसमें आगमन और प्रस्थान टर्मिनल एकीकृत हैं। बैगेज हैंडलिंग क्षमता 3,240 से बढ़कर 6 हजार बैग प्रति घंटे हो गई है। यह बदलाव सुचारू संचालन और बेहतर यात्री सुविधा सुनिश्चित करेगा।



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

21 MARCH 2025

## एविएशन • बोइंग और एयरबस से चल रही बातचीत एअर इंडिया 30-40 वाइडबॉडी विमान खरीदने की कर रही तैयारी

< नैस संवाददाता | मुंबई

एअर इंडिया 30 से 40 वाइडबॉडी जेट खरीदने के लिए बोइंग और एयरबस से बातचीत कर रही है। सौदा 50 से ज्यादा विमानों के लिए भी हो सकता है। इसमें एयरबस ए350 और बोइंग 777एक्स मॉडल शामिल हैं। इस सौदे से एअर इंडिया के आधुनिकीकरण की योजना को मजबूती मिलेगी। मामले से जुड़े लोगों के मुताबिक सौदे की अंतिम रूपरेखा जून में होने वाले पेरिस एयर शो तक स्पष्ट हो सकती है। एअर इंडिया 2023 में पहले ही 470 विमानों का बड़ा ऑर्डर दे चुकी है। इसके अलावा, पिछले साल

अकासा की उड़ान पर संकट,  
बोइंग टाल रही जेट सप्लाई

अकासा एयर को बोइंग 737 मैक्स विमानों की डिलीवरी में देरी के कारण गंभीर संकट का सामना करना पड़ रहा है। कंपनी ने 226 विमान ऑर्डर किए हैं, लेकिन देरी के चलते इसका संचालन प्रभावित हो रहा है। इस वजह से सैकड़ों पायलट बेकार बैठे हैं।

100 एयरबस जेट का ऑर्डर दिया गया था। हालांकि, इनमें से ज्यादातर सिंगल-आइल विमान थे। नया सौदा वाइडबॉडी विमानों के लिए होगा।



# Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

21 MARCH 2025

## VietJet launches direct flights from India to Vietnam

**TDG NETWORK**  
HYDERABAD

Hyderabad and Ho Chi Minh will now be directly connected via VietJet flight, reducing the time needed to fly between the Vietnamese city and the Indian city.

Other airlines operating on this route have connected flights with a layover.

The inaugural flight took off amid much excitement in the presence of senior officials from GMR Hyderabad International Airport Ltd (GHIAL), VietJet, and other key stakeholders.

The new service will operate twice a week on Tuesday and Saturday, with a flight time of about 4 hours and 35 minutes.

"This new route marks a significant milestone in strengthening air connec-



tivity between India and Vietnam, fostering tourism, business collaborations, and regional accessibility," Hyderabad Airport said in a statement.

Pradeep Panicker, CEO of GMR Hyderabad International Airport Ltd, said this new route will play a pivotal role in fostering tourism and trade between Hyderabad and international destinations.

"At GMR Hyderabad In-

ternational Airport, we are committed to transforming the airport into a world-class global hub by enhancing infrastructure, integrating cutting-edge technology, and fostering strategic partnerships. This development marks another step in our vision to position Hyderabad as a premier gateway for international travel, business and commerce," Panicker said.

"We are pleased to an-

nounce the launch of VietJet's direct service to Ho Chi Minh City, further strengthening Hyderabad's global presence," Panicker added.

VietJet Vice President Do Xuan Quang stated, "India is a key market for VietJet, and we are thrilled to launch this direct route between Hyderabad and Ho Chi Minh City. Hyderabad has been recognized as India's most livable city for six consecutive years and is also the country's fastest-growing city." "With RGIA serving as a major gateway to South India, this new route will enhance convenience for travellers while strengthening cultural, tourism, and economic ties between the two regions. Beyond offering affordable flights, VietJet takes pride in its extensive international network.



# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

21 MARCH 2025

## IndiGo chases top customers for expansion

SWARAJ BAGGONKAR  
Mumbai, March 20

**INDIGO, THE COUNTRY'S** largest carrier, is expanding its business class offerings with long-haul international flights.

The no-frills carrier is set to have a minimum of 11% of pending-for-delivery plane order in the form of wide-bodies which will help it operate on routes where the Tata group-controlled Air India has a monopoly as the sole home-grown carrier.

Earlier this month, it announced plans to start direct long-haul flights to Manchester and Amsterdam starting July, making them the carrier's farthest destinations till date. While these routes will be serviced by the leased Boeing 787-9 aircraft, the upcoming Airbus A321 XLR (in FY26) and Airbus A350-900 (in FY28), which will be IndiGo's very own, will help the carrier spread its wings even further.

"Wide-bodied mid-long haul XLRs are set to be inducted from FY26 to service European markets with IndiGo set to establish its network with damp-leased B787s. Long-haul A350s are set to be delivered from FY28 to undertake long-haul flights, likely to North America," Nuvama Institutional Equities said.

IndiGo targets to raise international capacity share – measured as total available seat kilometers (ASK) on international routes – to 40% by FY30 from 28% currently.

## AI in talks for dozens of new widebody jets from Airbus, Boeing

ADITI SHAH, ABHINAV GANAPAVARAM & TIM HEPHER  
New Delhi/Paris, March 20

**AIR INDIA IS** exploring a fresh multi-billion dollar order for dozens of widebody jets from Boeing and Airbus, industry sources said, furthering the carrier's transformation under new owner Tata Group.

The deliberations involve 30 to 40 aircraft split between the Airbus A350 and Boeing 777X models, with one source suggesting the potential deal could exceed 50 jets. Details have not been finalised, the sources added.

"Things should become clearer closer to the Paris Air Show (in June)," one of the sources said, asking not to be named.

Air India did not respond to an email seeking comment. Boeing and Airbus declined to comment.

The planned expansion comes on top of a mammoth deal in 2023 for 470 planes from both suppliers and another 100 Airbus jets last year – but most were for single-aisle aircraft. The latest widebody deal could boost Air India's ambitious modernisation plans to re-capture market share lost to global rivals.

The airline has 50 Airbus A350s, 10 Boeing 777Xs and 20 787 Dreamliners on order between the two deals.

The potential new order comes



as international passenger traffic from India is surging, expected to grow 15-20% in the current fiscal year ending March 31, outpacing domestic travel growth of 7-10%, according to ICRA, Moody's local ratings agency.

It also comes as airlines are rushing to get in line for limited production slots of widebody jets after a run on supplies of smaller work-horse narrowbody jets from fast-growing airlines like India's largest carrier IndiGo.

Air India's turnaround efforts under Tata are being closely watched by investors, manufacturers and lessors after decades of decay under state ownership, but are being hindered by aircraft delivery delays.

—REUTERS

**LOW-COST CARRIER HAS A FLEET OF 27 PLANES, BUT HAS 226 737 MAX JETS ON ORDER**

## Akasa hits air pocket with Boeing delivery delays leaving pilots idle

ADITYA KALRA &  
ABHIJITH GANAPAVARAM  
New Delhi, March 20

**FRUSTRATION IS BUILDING** inside the country's newest airline, Akasa Air, with top executives privately criticising Boeing for delayed plane deliveries and scrambling to assuage hundreds of anxious pilots who remain idle without work. Troubles at Akasa are among the starkest examples of how Boeing's woes are crippling airlines globally and having a ripple effect on their planned expansions.

The Mumbai-based low-cost airline, which started operations about three years ago, has a fleet of 27 planes, but has 226 jets — all Boeing 737 MAXs — on order. Deliveries have been delayed as Boeing's 737 programme faced regulatory scrutiny after a mid-air cabin panel blowout last year and suffered from the effects of a seven-week workers' strike.

Just as Akasa has expressed confidence in Boeing publicly, its executives voiced optimism about US planemaker's turnaround in a private February town hall with pilots, but top executives did not shy away from candidly revealing the operational stress they face, according to an audio recording reviewed by Reuters.

During the previously unreported meeting, Akasa's chief of strategic acquisitions, Priya

### TURBULENT TIMES

#### JET ISSUES

- In February, co-founder Aditya Ghosh said it would take 16-20 months to double Akasa's fleet size

- That would mean Akasa will have roughly **54 PLANES** by October 2026



- Though the airline had earlier estimated it would have **72** by March 2027



Mehra, described Boeing as the "elephant in the room" whose workers' strike caused "sleepless nights". Co-founder Aditya Ghosh referred to the company as "Boeing bloody... retarding our speed". "We just don't have enough aircraft to fly... nobody wants to sit at home and twiddle their thumbs," CEO Vinay Dube told the gathering of pilots.

Akasa did not comment over the remarks made in the town

hall, but said it is in "continuous talks with Boeing" and is "fully aligned with the steps they are taking to enhance quality and streamline resources".

As a small player, the stakes are high for Akasa, a loss-making carrier on an expansion spree. Compared to Air India and market leader IndiGo's combined 90%-plus market dominance, Akasa, the third-largest, has just a 4.7% domestic market share.

#### GROUNDING PILOTS

- Of its **775** pilots hired for flying, **60%**, or **465**, are able to log flying hours

- That means **310 pilots** are currently grounded due to the lack of planes

- Akasa said most of the remaining **300 pilots** will also be able to fly by the end of 2025

- Quitting would also force repayment of training bond of **₹36 lakh**

- Pilots earn basic annual pay of **₹30-96 lakh** for flying 40 hours a month

- Employee costs at Akasa more than tripled to **\$90 million** last year

Ghosh told the town hall that it would take 16-20 months to double its fleet size. That would mean Akasa will have roughly 54 planes by October 2026, though it had earlier estimated it would have 72 by March 2027.

Akasa went on a hiring spree and launched international routes to Qatar and Saudi Arabia within two years of its launch. Despite challenges, Akasa in February raised an undisclosed amount of new capital.

Of its 775 pilots hired for flying, 60%, or 465, are able to log flying hours, Akasa said. That means 310 pilots are currently grounded due to the lack of planes. Akasa said "most of the remaining 300 pilots will also be able to fly by 2025-end", without explaining how.

Three pilots said on condition of anonymity there was widespread frustration among those who joined the company months ago and still are not flying. "I am making peanuts sitting at home," said one pilot who cannot clock incentives and has lost out on career progression, both of which come with flying hours. Quitting would also force repayment of training bond of \$41,700. Pilots earn basic annual pay of \$35,000 to \$111,000, depending on rank, for flying 40 hours a month.

Employee costs at Akasa more than tripled to \$90 million last year. — REUTERS



# Air India's flight into training turbulence

In the last few weeks, Air India (AI) added a few more black marks to its not so stellar report card. The Tata-owned airline was in the news after a flight bound for Delhi had to return to Chicago airport after eight out of its 12 lavatories were found clogged and unusable, an embarrassing state of affairs by any yardstick and one that reeks of some kind of sabotage. AI was also in the news for having denied a wheelchair to an elderly passenger, prompting the civil aviation minister to say a show-cause notice would be issued to the carrier.

Almost no week goes by without a minister, politician, celebrity, senior media persons, or regular fliers complaining about the airline's service standards or poor handling. Many of these incidents blow up, thanks to social media.

But a more serious incident received much less attention than it deserved, compared to the clogged toilets — AI fired a simulator trainer-instructor and removed 10 pilots trained under him from flying duty after finding evidence of poor training practices and flouting of standard procedures earlier this month. Whistleblower complaints led to an internal investigation and the incident was reported suo motu to the directorate general of civil aviation (DGCA). Actions against the officials involved has ostensibly been taken by the airline. This is by far the most worrisome problem the airline faces, given ensuring passenger safety is the cornerstone of the business.

What is disturbing is that many in the airline and outside argue that this is just the tip of the iceberg as far as training practices and safety norms in the airline are concerned. Former and serving commanders and airline insiders say that this did not happen overnight and has been building up for a few years. In short, AI's training standards have not been on a par with most competitors for a while. Three or four legacy allegations have been made over a period, some of which might have been resolved; others might require a more thorough investigation, just like the case with the simulator training.

One, unlike IndiGo and Jet Airways, AI has no fixed prescription of how many sessions its trainees need before they take command of a new aircraft type. DGCA prescribes a syllabus for full flight simulator (FFS) training for a co-pilot who hopes to take command. This involves a co-pilot flying a particular type moving from the right seat to the left seat. But when pilots are moving from one type of aircraft to another, the operator can also add a few Fixed Base Simulator (FBS) sessions to familiarise trainees before commencing the more expensive FFS sessions.

**THE ALLEGATION THAT SOME INSTRUCTORS SEE TRAINING AS AN AVENUE FOR ADDITIONAL INCOME AND LITTLE ELSE HAS PERSISTED. A DGCA AUDIT FOUND THAT SOME TRAINERS WERE LOGGING IN HOURS BUT WERE NOT IMPARTING ANY TRAINING**

This is left to the discretion of the airline; in AI's case, it has been left to what the head of training deems appropriate at that point in time. This has led to varying pilot competencies, based on how rigorous their training was or wasn't. A senior airline commander said that, at times, he is wary of letting the co-pilot do one leg of the journey as he is not fully convinced of his abilities! While this is understandable in inclement weather or other complicated situations, it is unacceptable in the normal course of things. Real-time practice is critical for a co-pilot who is poised to take command, as a simulator cannot replicate real flying experience.

A second worrying aspect is the change in the process even as the syllabus for training remains unchanged. Earlier, the entire simulator training was conducted by a dedicated instructor who also supervised line flying.

This ensured continuity and accountability as each instructor would consider trainees as their responsibility. In 2017, a circular had been issued internally to this effect.

But, over time, this was watered down, and the concept of a dedicated instructor was done away with. As a result, no one assumes any responsibility or can be held accountable. Moreover, the hand-over of a trainee lacks due diligence as the reports of their abilities are not very detailed. Even in other airlines, a trainee can end up being assigned to more than one instructor, but in more professionally managed airlines, even if a trainee is assigned to more than one instructor, the instructor will write detailed reports about the trainee's performance, giving a good insight to the next instructor. In AI, instructors rarely write such detailed reports. Whether that has changed under the new management remains unclear.

The allegation that some instructors see training as an avenue for additional income and little else has persisted. It may be more an aberration than a rule, but a recent DGCA audit found that some trainers were logging in hours but were not imparting any training since they are paid on an hourly basis. The airline has consistently denied this charge, reiterating that trainers log in training hours only when training is conducted. But as was the case with the simulator trainer who was sacked, only a thorough investigation will reveal the facts.

Lastly, senior managers in the airline argue that after privatisation, there has been a "rush-hour" approach taken by the new management that is focussed on expansion. Aggressive training of batches is on, and this, many argue, is a concern since safety could be compromised.

The airline has consistently maintained that its trainee pilots are released as co-pilots only after they have flown under the supervision of qualified trainers for the duration deemed adequate and successfully completed training sessions on the simulator. They are authorised to perform take-offs and landings only if their performance is found satisfactory. Yet, the recent sacking of the trainer based on the airline's own internal investigation leaves observers with many doubts.



Anjali Bhargava



## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

20 MARCH 2025

# Air India, Air New Zealand forge new partnerships

**Yogesh Naik**

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**MUMBAI:** Air India and Air New Zealand on Wednesday signed a Memorandum of Understanding (MoU) to boost air connectivity between India and New Zealand.

The MoU was signed at an event in Mumbai in the presence of the Prime Minister of New Zealand, Christopher Luxon, and other dignitaries.

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. A codeshare partnership allows an airline to book its passengers on its partner carrier on a single ticket.

Customers will now be able to travel from Delhi, Mumbai, Bengaluru and Chennai on Air

India, and connect at Sydney, Melbourne or Singapore to board Air New Zealand-operated flights to Auckland, Christchurch, Wellington and Queenstown.

Air India and Air New Zealand will also explore the introduction of a direct service between the two countries by the end of 2028, subject to new aircraft deliveries and approvals from relevant government regulators.



The two airlines signed an MoU on Wednesday.

SATISH BATE/HT



## Corporate Communications Directorate

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THE HINDU

CHENNAI

20 MARCH 2025

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# 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.

# Valuations clip IndiGo's wings

Manish Joshi  
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The Interglobe Aviation Ltd stock (IndiGo) soared to a 52-week high of ₹5,190 on Thursday on the management's upbeat commentary and growth plans.

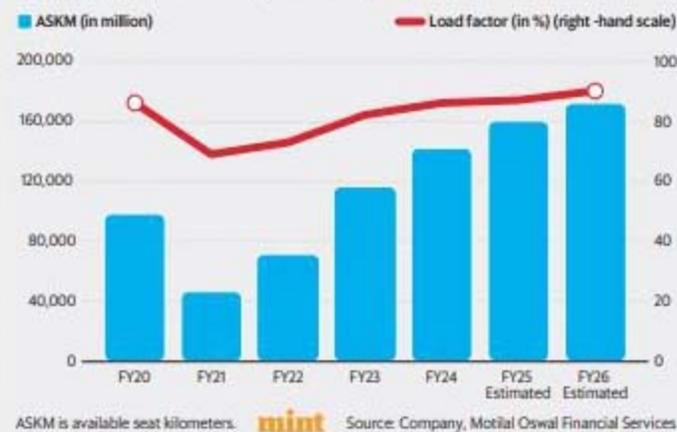
A key highlight at its analyst day was that the air travel boom led by Mahakumbh and an extended wedding season could boost its profit in the March quarter (Q4FY25). The quarter is likely to be better than anticipated due to higher passenger revenue per available seat kilometre (PRASK) on a 17% year-on-year growth in the number of passengers.

Since the Mahakumbh event, which began in Uttar Pradesh on 13 January, the IndiGo stock has risen by 25%. Last year, it fetched 58% returns, beating the benchmark Nifty 50 by a wide margin.

The share surge has meant that IndiGo is more expensive than global peers, with a valuation of EV/Ebitdar of 9.5x based on FY26E, ahead of Air China's 8.8x, according to a Nuvama Research report on 19 March. Ebitdar

## On cloud nine

Barring the dip in Covid period, IndiGo has clocked consistently high load factor even as ASKM capacity was on the rise.



ANIL KUMAR/MINT

is earnings before interest, tax, depreciation, amortization and rent or lease cost of aeroplanes. IndiGo's multiple is at a significant premium to the average valuation of global aviation stocks at 5.5x, added the report.

Indigo is expanding on margin-accretive international routes and increasing its brand awareness. Cur-

rently, the airline's capacity as denominated in available seat kilometre (ASKM) (similar to installed capacity in a manufacturing company) in aviation terminology is skewed in favour of the domestic market at 72% for FY25. The remaining 28% is in the international market that is likely to move up to 40% by

FY30, the management said.

International routes are more competitive than domestic ones, with many airlines operating. Interglobe has managed to keep its profitability high by keeping the cost per available seat kilometre (excluding fuel and forex cost) low at \$3.37.

That's one of the lowest among the top ten low-cost carriers globally. However, it remains to be seen whether the company is able to maintain the low-cost advantage on global routes even as yields (ticket prices) might be higher.

The company has guided for early double-digit growth in ASKM capacity and the number of passengers in FY26.

ASKM growth is expected on the back of the delivery of an aeroplane a week and a reduction in grounded aircraft from over 60 to around 40.

The company expects passenger growth to be a repeat of FY25, which saw an 11% rise to 118 million. But the base for FY26 is higher, and the

exceptional benefit from the Mahakumbh in FY25 has to be factored in.

"The 15% domestic industry traffic CAGR in FY15-20 has come off in FY20-25F (3%). While IndiGo is hopeful of 16% CAGR in FY25-30F, we expect a lower 8-10% CAGR," said

IncRed Research Services Pvt. Ltd's 19 March report. IndiGo has grown ahead of the industry over the last decade, but we expect it to grow at closer to the industry rate over FY25-30, it said.

Even if one takes into account IndiGo's strategic growth initiatives, a robust balance sheet and positive tailwinds from benign aviation turbine fuel price outlook, valuations seem lofty. Broker-

ages Motilal Oswal Financial Services Ltd and Nuvama say the stock's rich valuation does not leave room for a near-term upside in the stock.

Consequently, their target prices for the stock at ₹4,660 and ₹4,768, respectively, are lower than the current market price of ₹5,086.

## UPBEAT FORECAST

**INDIGO** expects passenger growth to be a repeat of FY25, which saw an 11% rise to 118 million

**BUT** the base for FY26 is higher, and the benefit from the Mahakumbh in FY25 has to be factored in

MINT

DELHI

21 MARCH 2025

## IndiGo targets 200 mn fliers

Airline plans global expansion with 600 aircraft, more business seats and a 40% share of India's outbound traffic

Daanish Anand  
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NEW DELHI

India's largest airline IndiGo expects to fly 200 million passengers annually by 2030, an 80% increase from the 113 million passengers it flew in 2024, led by its fleet expansion from 439 aircraft to 600 by the end of the decade.

Top executives of InterGlobe Aviation, IndiGo's parent company, told analysts in Gurugram on Wednesday that the airline would expand beyond its domestic network to lucrative international routes, taking its share of international outbound traffic to 40% from the current 28%. It will also focus on premiumization by adding more business class seats.

Long-haul routes are likely to drive IndiGo's international expansion, analysts said. "Its focus is on bringing down the cost of aircraft ownership and improving fuel efficiency by 5% in the next five years," Kotak analysts wrote in a 20 March note.

On Thursday, shares of InterGlobe ended 2.3% higher at ₹5,093, giving it a market capitalization of ₹1,96,807



India's largest airline plans to boost passenger traffic by 80% by 2030 from 113 million in 2024, and expand its fleet from 439 aircraft by the end of the decade.

crore (\$22.8 billion). This makes IndiGo the world's third most valuable airline, behind United Airlines Holdings Inc. (\$24.5 billion) and Delta Air Lines Inc. (\$30.8 billion).

However, in terms of revenue, the budget carrier is much smaller than full-scale airlines like Delta - IndiGo's \$9.2 billion revenue is one sixth of

Delta's \$61.6 billion in 2024.

However, IndiGo's higher profitability—\$930 million net income compared to Delta's \$3.5 billion profit—and 62% share in the world's fastest-growing aviation market have made investors reward the airline with a premium valuation.

Founded in 2006, IndiGo has built

a commanding lead with a 61.9% market share by passenger count, leaving the No.2 airline Air India far behind with 16.4%. IndiGo's overseas focus also helps as a hedge against a depreciating rupee, especially as its lease liabilities are dollar-denominated.

In the October-December period, a 2% depreciation of the rupee against the dollar led to a foreign exchange loss of ₹1,456.4 crore for the airline.

Ongoing premiumization and global push are expected to test the carrier, which has built its dominance by operating as a budget carrier, and its current chief executive officer, Pieter Elbers, the former KLM chief executive who joined the airline in 2022.

However, IndiGo, like many global airlines, faces the twin challenges of engine problems and the availability of new planes. Faulty engines supplied by Pratt and Whitney led to the grounding of many of its planes, forcing it to lease aircraft. Grounded aircraft is down from 60s in 2023 to 40s

in the October-December period.

The other challenge is whether it could continue to receive one plane from Airbus every week in the coming decade. "We note the recent comments coming in from Air India, IATA and Boeing related to a prolonged

### GAINING ALTITUDE

ON Thursday, the InterGlobe stock rose 2.3% to ₹5,093, with a market cap of ₹1,96,807 crore

INDIGO is now the world's third most valuable airline, after United Airlines and Delta Air Lines

demand-supply mismatch globally, more so in India," Kotak analysts said in a note. "The key message: it will be difficult to expect a delivery of an aircraft globally within five years of ordering."

"IndiGo has outstanding order book of 925 airplanes, ensuring delivery of one aircraft per week up to FY30E. Wide-bodied mid-long haul XLRs are set to be inducted

from FY26E to service European markets with IndiGo set to establish its network with damp-leased B787s Jul-26 onwards. Long-haul A350s are set to be delivered from FY28E to undertake long-haul flights, likely to North America," Nuvama analysts Jal Irani, Tanay Kotecha and Akshay Mane wrote in a note dated 19 March.

## Air India eyes fresh widebody jets to boost global footprint

Reuters  
feedback@livemint.com

**A**ir India is exploring a fresh multi-billion dollar order for dozens of widebody jets from Boeing and Airbus, industry sources said, furthering the former state carrier's transformation under new owner Tata Group.

The deliberations involve 30 to 40 aircraft split between the Airbus A350 and Boeing 777X models, with one source suggesting the potential deal could exceed 50 jets. Details have not yet been finalised, the sources added. "Things should become clearer closer to the Paris Air Show (in June)," one of the sources said, seeking anonymity.

An Air India spokesperson said it does not comment on speculation. Boeing and Airbus declined to comment.

The move comes on top of a mammoth deal in 2023 for 470 planes from both suppliers and another 100 Airbus jets



Air India chief executive officer Campbell Wilson.

last year, but most were for single-aisle aircraft. The latest widebody deal could boost Air India's ambitious modernisation plans to re-capture market share lost to global rivals.

The airline has 50 Airbus A350s, 10 Boeing 777Xs and 20 787 Dreamliners on order between the two deals. The potential new order comes as international passenger traffic from India is surging, expected to grow 15-20% in this fiscal

year, outpacing 7-10% domestic travel growth, according to ICRA, Moody's local ratings agency. It also comes as airlines are rushing to get in line for limited production slots of widebody jets after a run on supplies of smaller workhorse narrowbody jets from fast-growing airlines like India's largest carrier IndiGo.

The turnaround efforts under Tata are being closely watched by investors, manufacturers and lessors after decades of decay under state ownership, but are being hindered by aircraft delivery delays.

The airline, which was once considered a world-class service, saw its image tarnished since the mid-2000s due to financial troubles, an ageing fleet and poor service. Earlier this week, CEO Campbell Wilson said global aircraft shortages will persist for at least four years as supplies of engines and first and business class seats and some fuselage elements remain under pressure.



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

21 MARCH 2025

## घरेलू हवाई यात्रियों की संख्या में 13 प्रतिशत की बढ़ौतरी

नई दिल्ली, 20 मार्च (एजेंसी): भारत में हवाई यात्रा की निरंतर बढ़ती मांग की बदौलत इस वर्ष फरवरी में घरेलू हवाई यात्रियों की संख्या 13.1 प्रतिशत की सालाना बढ़ौतरी के साथ 143 लाख तक पहुंच गई।

अनुसंधान और रेटिंग कंपनी इक्रा की जारी रिपोर्ट के अनुसार चालू वित्त वर्ष 2024-25 के पहले 11 महीनों में घरेलू हवाई यात्री यातायात 7.7 प्रतिशत की वृद्धि के साथ 1551 लाख तक पहुंच गया, जो हवाई यात्रा की निरंतर बढ़ती मांग को दर्शाता है।

फरवरी 2025 में एयरलाइनों की क्षमता तैनाती फरवरी 2024 की तुलना में 5.1 प्रतिशत अधिक रही। जनवरी 2025 की तुलना में यह 7.2 प्रतिशत कम रही। फरवरी में यात्री भार कारक (पी.एल.एफ.) 95.3 प्रतिशत रहने का अनुमान है, जो फरवरी 2024 के 89 प्रतिशत और कोविड-पूर्व फरवरी 2020 के 87.7 प्रतिशत से अधिक है।



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

21 MARCH 2025

## अंतर्राष्ट्रीय हवाई यातायात में भी उल्लेखनीय वृद्धि

भारत से अंतर्राष्ट्रीय हवाई यातायात में भी उल्लेखनीय वृद्धि देखी गई। वित्त वर्ष 2025 के पहले 10 महीनों में भारतीय विमानों के लिए अंतर्राष्ट्रीय यात्रियों की संख्या 280.9 लाख तक पहुंच गई। यह आंकड़ा पिछले साल की तुलना में 14.8 प्रतिशत अधिक है और कोविड-पूर्व 198.8 लाख यात्रियों से 41.3 प्रतिशत अधिक है।

रिपोर्ट में यह भी कहा गया कि भारत उन गिने-चुने देशों में से एक है, जहां घरेलू विमानन कंपनियों की अंतर्राष्ट्रीय बाजार में प्रमुख हिस्सेदारी नहीं है।



# Corporate Communications Directorate

THE PIONEER

DELHI

21 MARCH 2025

## Lisa Ray Claims Airline Refused Medical Waiver

PIONEER NEWS SERVICE ■ NEW DELHI

Where's the empathy," asked actor-model Lisa Ray after Air India "denied" her a waiver when she had to change her travel plans due to her 92-year-old father's ill health.

In its response, Air India said Ray's claim that the airline didn't display empathy for her unwell father is "unfounded". Ray, known for starring in movies such as "Kasoor", "Water" and "Bollywood/Hollywood", tagged the air carrier in a post on X on Wednesday. Her travel destination was not known. "Here we go again @airindia My father is 92, unwell and I have to cancel travel due to his ailing condition. Submitted doctors letter and the waiver was denied? How is that possible?

Where is the empathy from an airline that is claiming to care about passengers???" she wrote. On Thursday, an AI spokesperson issued statement: "The claim that Air India did not display empathy for her unwell father is unfounded, as the passenger herself mentioned that she is booked to fly Air India along with two other co-passengers that does not include her father, whose medical documents she has submitted."

According to the airline, Ray had purchased the ticket from "a travel agent and had first reached out to the travel agent, and not to Air India". "After the passenger raised the matter to Air India, the Air India team reached out to her and, as an exception, offered solutions that included a free date change or a one-year period to utilise the tickets for future travel.



# Corporate Communications Directorate

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THE TELEGRAPH

KOLKATA

20 MARCH 2025

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## IndiGo to raise foreign seat share

**Mumbai:** IndiGo plans to significantly increase the number of seats it allocates for international flights by fiscal year 2030 to secure greater market share.

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 per cent from 28 per cent currently, it said in an investor presentation, opens new tab.

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

The airline currently flies to 40 international destinations, and has about 19 per cent 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 per cent following the announcement.

Reuters

## Delhi HC seeks govt response to PIL calling closure of slaughter houses near IGI Airport

TRIBUNE NEWS SERVICE

NEW DELHI, MARCH 19

The Delhi High Court on Wednesday issued notices to the Delhi Government, Directorate General of Civil Aviation (DGCA), Airports Authority of India (AAI), the Food Safety and Standards Authority of India (FSSAI), Municipal Corporation of Delhi (MCD) and Delhi Pollution Control Committee (DPCC) on a plea, highlighting the rising number of bird strikes at Indira Gandhi International (IGI) Airport here.

The petition, filed by social activist Gauri Maulekhi, cited data showing that between 2018 and 2023, the IGI Airport recorded 705 bird-strike incidents, surpassing the combined total of 654 across 29 airports in Punjab, Chhattisgarh, Madhya Pradesh, Rajasthan, Uttar Pradesh and Uttarakhand.

The plea noted a sharp increase in such incidents from 2022, with IGI reporting 183 bird strikes that year, compared to 94 in

2021 and 62 in 2020. It also pointed out that Delhi's wildlife strike numbers exceeded those at Mumbai and Bengaluru airports combined (623) during the same period.

Maulekhi attributed the surge in bird strikes to the presence of slaughterhouses, meat shops, dairy farms and environmental pollution near the airport. She contended that such opera-

To prevent bird-aircraft strikes



FILE PHOTO

tions violated the Aircraft Rules, 1937, and the Bharatiya Vayuyan Vidheyak, 2024, which prohibited activities attracting birds within a 10-km radius of an airport.

She urged the court to direct the authorities to implement preventive measures, including the Bird Aircraft Strike Hazard (BASH) programme and the Bird Avoidance Model

(BAM), to mitigate risks.

Maulekhi further alleged that over 500 illegal slaughterhouses continued to operate within 10 km of IGI Airport. She sought the court's directives for inspections, penalties on violators and stringent enforcement of regulations to curb untreated waste disposal. The high court has scheduled the next hearing for May 14.