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THE FINANCIAL EXPRESS DELHI 22 JULY 2026

GOVT PLAN TO DIVEST GAINS URGENCY AMID WAR

AAI may sell stake in Mumbai, IGI airports

PRASANTA SAHU
New Delhi, July 21

THE CENTRE MAY push the Airports Authority of India (AAI) to sell its minority stakes in Delhi and Mumbai airports this year as part of its strategy to recycle brownfield assets, sources said.

AAI holds 26% stake each in Delhi International Airport (DIAL) and Mumbai International Airport (MIAL).

According to official sources, AAI's stake sale plan has gained urgency amid fiscal pressures stemming from the US-Iran conflict. Geopolitical tensions and the oil supply shock have increased fertiliser subsidy requirements and created new spending commitments to cushion the impact on various sectors.

Under the National Monetisation Pipeline (NMP) 2.0, the Centre plans to divest AAI's stake in one of its subsidiaries and four joint venture airports.

According to sources, the process for sale of AAI's holdings in Delhi and Mumbai airports is likely to be taken up in the coming months. The government expects equity disinvestment from AAI under NMP 2.0 to generate about ₹2,800 crore in FY27 and ₹2,950 crore in FY28. The transactions are likely to be executed through private placements.

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SALE CALL

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»INSIDE« DOMESTIC AIR TRAFFIC DECLINES IN JUNE PAGE 4

AAI may sell stake in Mumbai, IGI airports

SOURCES SAID INVESTOR interest is expected to be strong given the scale and earnings potential of both airports. DIAL, in which GMR Airports holds 64%, Germany's Fraport 10% and AAI 26%, operates one of India's busiest airports, handling around 65 million passengers in FY23 and 74 million in FY24. MIAL, 74% owned by the Adani Group, handled about 53 million passengers in FY24 and 55 million in FY25.

DIAL and MIAL manage the development, operations and commercial activities of Delhi and Mumbai airports respectively, excluding sovereign functions such as security, immigration and air traffic control.

Recent transactions suggest a healthy market for airport assets. In 2025, Fairfax India Holdings acquired an additional 10% stake in Bangalore International Airport (BIAL) from Siemens Project Ventures GmbH for $255 million (around ₹2,116 crore).

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AMAR UJALA DELHI 22 JULY 2026

लेह हवाई अड्डे पर रनवे बाधित

नई दिल्ली। लेह हवाई अड्डे पर रनवे में आई तकनीकी बाधा के कारण लेह से आने और जाने वाली उड़ानें प्रभावित हो गई हैं। आईजीआई ने इस संबंध में एडवाइजरी जारी की है। हवाई अड्डा प्रशासन के अनुसार, लेह एयरपोर्ट पर रनवे में आई रुकावट के कारण कई उड़ानों के समय में बदलाव, देरी या रद्द होने की संभावना है।

एयरपोर्ट ने यात्रियों से अपील की है कि वे अपनी उड़ान की ताजा स्थिति जानने के लिए संबंधित एयरलाइन से संपर्क करें या यात्रा पर निकलने से पहले उड़ान का स्टेटस अवश्य जांच लें। एयरपोर्ट प्रशासन ने भरोसा दिलाया है कि हालात सामान्य होते ही उड़ान सेवाओं को सुचारू करने का प्रयास किया जाएगा। ब्यूरो

BANGALORE MIRROR BANGALORE 20 JULY 2026

Farmers oppose survey for Bengaluru's second airport

Bengaluru's proposed second airport has run into fresh resistance, with farmers in villages near Solur on the Nelamangala–Kunigal Road opposing a feasibility survey being carried out by a Singapore-based consultancy.

Officials attempting drone surveys, land marking and videography were reportedly forced to withdraw after villagers questioned the exercise, fearing it was linked to land acquisition. The backlash comes even as the government faces protests over the Bidadi township survey.

Chief Minister DK Shivakumar has asked officials to finalise the airport site from three shortlisted locations. Farmers alleged survey teams initially claimed they were conducting a road survey, but became suspicious when work was carried out inside agricultural land.

— BMB

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BANGALORE MIRROR BANGALORE 21 JULY 2026

2nd airport land survey triggers fear in South B'luru villages

Farmers worried over loss of fertile land, warn of stir

ASHWIN B M
BENGALURU, DHNS

Fear and anxiety have gripped the villages south of Bengaluru after the state government indicated that land is being identified in the region for the proposed second international airport. Fearing the loss of thousands of acres of fertile agricultural land, local farmers are warning the government of an intensified struggle if the project moves forward.

Residents of Choodahalli, Naganayakanahalli, Kaggalipura, Chinnakurchi, Nelaguli, Kodiyala, Karenahalli and several neighbouring villages have begun organising meetings under the banner of farmers' organisations.

At a meeting held on Sunday, farmers from more than 10 villages resolved not to part with their land for the airport project if proposed and announced plans to hold village-level consultations before intensifying the protest.

Farmers said survey teams have been conducting inspections in parts of Choodahalli and surrounding villages. "The exercise reportedly included drone-based mapping, land markings and soil testing at select locations. According to residents, officials told them this was part of a preliminary assessment and that no final decision had been taken," said Byrappa, a local farmer.

▸ 2nd airport, Page 6

HC dismisses PIL on Bidadi

The Karnataka High Court of on Monday dismissed a public interest litigation (PIL) challenging acquisition notification for the Greater Bengaluru Integrated Township project in Bidadi.

Details on Page 5

2nd airport land survey triggers fear...

2nd airport, from Page 1

The fear follows a recent high-level meeting, where Chief Minister D K Shivakumar indicated that land is being identified in the southern part of Bengaluru. The proposed site, nestled between Kanakapura Road and Mysuru Road, has triggered widespread anxiety regarding displacement among residents of Choodahalli, Naganayakanahalli, Kaggalipuru, Chinnakurchi, and surrounding areas.

According to farmers, nearly 4,655 acres have been identified around Choodahalli, Naganayakanahalli, Uttarahalli, Nelaguli, Kaggalipuru, Chinnakurchi, Seegehalli, Kodiyala, Karenahalli, Doddakuntanahalli and Chikkakuntanahalli.

Several smaller habitations, including Gudipalya, Mallipalya, Dinnepalya, Naukalpalya, Vaddarapalya, Kattalepalya, Mahadevapura, Narayanapura and Thittahalli, are also believed to fall within the broader study area.

According to sources, another site of about 4,376 acres in the Somanahalli region and a third location consisting of 4,695 acres near Gudemaranahalli between Nelamangala and Kunigal are also under consideration.

"We were told they were only carrying out measurements using drones and conducting soil tests. But no one has clearly explained the purpose of the markings or the extent of land that could eventually be acquired," said Satish G, a farmer from Kodiyala village.

He said villagers remain anxious because no official notification has been issued even as survey activities continue.

He estimated that if around 4,600 acres were eventually acquired in the Choodahalli region, between 3,000 and 4,000 farming families across nearly 20 villages could be affected.

The region is predominantly agrarian, with farmers cultivating ragi, jowar, coconut, arecanut, mango and other crops, while dairy farming is also a major source of livelihood.

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DECCAN HERALD BANGALORE 20 JULY 2026

Abu Dhabi airport to increase direct flights to 22 Indian cities

ABU DHABI, PTI: With India being a strong tourism market for Abu Dhabi, the city's Zayed International Airport is to increase direct flights to 22 Indian cities in August, according to a senior executive.

Currently, the airport has 17 direct connections to Indian cities.

"We have now, as we speak, 17 cities which are online with Abu Dhabi Airport and in August that number will go from 17 cities to 22, which is already an amazing growth," Abu Dhabi Airports Chief Commercial Officer Carsten Norland said.

He was speaking at a panel discussion in Abu Dhabi in connection with the launch of new flights to the city by Air India Express.

The Tata Group-owned airline this week started flights to Abu Dhabi from Navi Mumbai, Indore and Lucknow. It will commence services from Guwahati to the Gulf city next month.

"India is a really strong market. The number of passengers coming here from India is growing more than 20 per cent every year. We are running out of traffic rights," Norland said.

According to him, there is a high demand for more capacity and more destinations.

"So we are ready, we have the capacity, and we can only wait to get more traffic rights so that we can increase the connections between India and Abu Dhabi even more," he said.

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THE HINDU CHENNAI 21 JULY 2026

'T.N. govt. yet to request Centre to shift airport site from Parandur'

The Hindu Bureau
CHENNAI

The Tamil Nadu government has yet to request the Central government to change the site of the proposed second airport for Chennai in Parandur, said Union Minister of State for Civil Aviation Murlidhar Mohol in response to a question raised by DMK MP P. Wilson in the Rajya Sabha.

He said the Ministry of Civil Aviation (MoCA) granted in-principle approval to Tamil Nadu Industrial Development Corporation Limited (TIDCO) in April 2025. In the application submitted by TIDCO in September, 2024, the estimated project cost for Phase I was nearly ₹10,500 crore, he said. He added that the responsibility for the implementation of such airport projects, including acquiring land and funding and obtaining environment clearances, lies with the airport developer concerned or the State government.


Murlidhar Mohol

Land acquisition for the Parandur airport project has been paused by the Tamil Nadu government now, and so far, no official Government Order has been issued for dropping the project.

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THE HINDU CHENNAI 21 JULY 2026

Key accused in cyber slavery case arrested at Bengaluru airport

The Hindu Bureau
CHENNAI

The Crime Branch-Criminal Investigation Department (CB-CID) arrested a key accused in a 'cyber slavery' and overseas employment fraud case at the Bengaluru International Airport last week.

The arrested was identified as Jai alias Babu, a native of Theni district who lived in Malaysia. The case pertains to several youth being trafficked to Cambodia, Vietnam, and Laos on the false promise of lucrative jobs and forced to work in cyber scam centres.

The police said the victims were rescued and repatriated to India through the coordinated efforts of the Government of India and the Indian Cyber Crime Coordination Centre (I4C). Based on the statements of those rescued, 26 cases were registered across Tamil Nadu and taken up for investigation by the CB-CID.

The Thanjavur CB-CID registered one such case on August 10, 2024, based on a complaint from Vettrivel, 48, of Thanjavur, who had been rescued from Cambodia. During the investigation, the first accused, Sundar alias Sundararajulu, was arrested on October 3, 2024. Investigators found that he had lured six persons from Thanjavur with promises of call centre jobs with attractive salaries. He allegedly collected several lakhs of rupees from five of them, and with the help of Jai, arranged their travel to Cambodia via Thailand.

The investigation identified Jai as a key recruitment agent. The police alleged that he coordinated with agents in Cambodia and trafficked the six victims to the compounds in exchange for money.

Their passports were confiscated, preventing them from leaving the compounds, and they were subjected to physical and mental abuse if they refused to participate in the fraudulent activities, the police said.

After the investigation, a charge sheet was filed and a lookout circular was issued against him. On July 16, 2026, Jai was arrested by the Thanjavur CB-CID soon after his arrival at the Bengaluru international airport. Further legal action is under way, the police said.

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THE TELEGRAPH KOLKATA 21 JULY 2026

Deluge chokes airport access

OUR BUREAU

Calcutta: Heavy rain on Monday afternoon disrupted flight operations and crippled airport-bound traffic, with congestion persisting long after the showers had subsided.

The area outside the arrival level of the terminal remained flooded for several hours, forcing passengers to wade through water to reach cars and app cabs.

Several passengers missed their flights after getting stuck in traffic snarls on VIP Road, particularly around Haldiram's, Kaikhali and Chinar Park, according to airport sources.

Major General (Retd) V.N. Chaturvedi, secretary-general of the Vidya Mandir Society, which runs Birla High School for Boys, Sushila Birla Girls' School and Birla High School Mukundapur, missed his 7.15pm Air India flight to Delhi because of the congestion.

"I left my home on Loudon Street at 4pm and took the Bypass via Parama. From there, I took VIP Road and reached the airport only at 7.25pm," he said.

Air India later accommodated him on another flight.

The Met office recorded 163mm of rain in Dum Dum between 1pm and 5.30pm. The rain was heaviest between 1.30pm and 3.30pm.

In Met parlance, 60mm of rain in 24 hours qualifies as heavy rain.

"The visibility started dipping from 1.30pm. At least five Calcutta-bound flights were diverted because of the blinding rain and strong winds between 1.30pm and 3pm," said a senior airport official.

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Torrential rain near the Sovabazar Metro station on Monday afternoon.
Picture by Bishwarup Dutta

▶ FROM PAGE 7

Airport chaos

Five incoming flights were diverted because of the weather. A Patna flight was diverted to Ranchi, one from Chennai to Bhubaneswar, another from Hyderabad to Ranchi, and flights from Guwahati and Agartala were diverted to Varanasi, airport officials said.

Around 14 departures were delayed by nearly an hour.

"The area outside the arrival level, parts of the tarmac, the departure area on the first floor and even the parking lot were waterlogged. Pumps had to be used to drain out the water," an airport official said.

Sources said the arrival area and parking lot remained inundated till around 6pm.

"Even the parking lot was under water. I haven't seen this in many years," said a frequent flyer.

Traffic continued to crawl on VIP Road, particularly around Haldiram's and Chinar Park, long after the rain had subsided. Several passengers got stuck in the congestion, causing delays and missed flights.

"Passengers who missed their flights are being accommodated on later services," an airport source said.

At 3.52pm, the airport posted on X: "Heavy traffic reported towards NSCBI Airport from Chingrihata."

A Ballygunge resident who left home around 4pm to receive a relative at the airport was still stuck near Kaikhali at 7pm as vehicles barely moved on VIP Road.

A Salt Lake resident heading to the airport got out of her car near a traffic outpost in Kaikhali and waded through waist-deep water to seek police assistance. She was eventually put on an auto, police said.

Airport officials attributed the waterlogging to ongoing Metro construction and drainage upgrade work in Kaikhali being undertaken by the Bidhannagar Municipal Corporation.

"The water is not draining out as it should. We are coordinating with Metro authorities and the civic body," an official said.

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THE TRIBUNE DELHI 22 JULY 2026

106 airports operating on green energy

New Delhi: As many as 106 airports across the country are now operating on 100% renewable energy, including five in Punjab, three in Himachal Pradesh, two in Jammu and Kashmir and seven in Rajasthan, the Centre informed Parliament. Replying to a question by Rajya Sabha member LK Sudhish, MoS for Civil Aviation Murlidhar Mohol said the ministry had advised all operational airports with scheduled services, as well as upcoming greenfield airports, to achieve carbon neutrality and net-zero emissions in a phased manner by increasing the use of green energy. TNS

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THE ASSAM TRIBUNE GUWAHATI 20 JULY 2026

Air India group to induct 50–60 jets in 18 months

ABU DHABI, July 19: Air India Group expects to get 50-60 new aircraft in the next 18 months and the transformation programme is on track even as the airlines' industry has been impacted by multiple black swan events, according to a senior executive. Loss-making Air India was acquired by Tata Group in January 2022 and the airline is in the middle of an ambitious transformation plan.

Nipun Aggarwal, Chief Commercial Officer of Air India and Chairman of Air India Express, said there have been "tonnes of learning" in the last few years and that it was a complex as well as challenging" project.

"I think this industry itself has gone through several challenges. And we have been hit by multiple black swan events, which I don't think anybody could have forecasted when we started this transformation journey. The supply chain issues, the airspace issues, the oil price volatility, and the geopolitical issues," he said.

Aggarwal, who spoke after a panel discussion in Abu Dhabi on July 15, said the group was dealing with the issues and added that "we are on track with our transformation programme".

Air India has faced multiple headwinds, including the fatal crash of its Dreamliner last June that killed 260 people. – PTI

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BUSINESS STANDARD DELHI 22 JULY 2026

यूएई को उड़ान रोकने की मांग से विमानन क्षेत्र में उथल-पुथल का जोखिम

सुरजीत दास गुप्ता

एयरलाइंस पायलट्स एसोसिएशन ऑफ इंडिया ने ईरान और अमेरिका संघर्ष से उत्पन्न बढ़ते सुरक्षा खतरों के चलते संयुक्त अरब अमीरात (यूएई), खासकर दुबई और अबू धाबी तथा खाड़ी के अन्य प्रभावित क्षेत्रों के लिए उड़ानों को तत्काल निलंबित करने की मांग की है। एसोसिएशन ने यह मांग नागरिक उड्डयन महानिदेशालय (डीजीसीए) को लिखे पत्र में की है। अगर इसे लागू किया जाता है तो यह भारत के विमानन क्षेत्र को प्रतिकूल ढंग से प्रभावित कर सकता है। भारतीय विमानन कंपनियां अभी संघर्ष के बाद धीरे-धीरे उबर रही हैं और सामान्य उड़ान संचालन से काफी दूर हैंइसकी एक स्पष्ट वजह यह है कि भारतीय विमानन कंपनियां अंतरराष्ट्रीय विमानन कारोबार में यूएई पर बहुत अधिक निर्भर हैं।

यूएई भारत का सबसे बड़ा विदेशी बाजार है और वित्त वर्ष 2026 की पहली तिमाही में कुल अंतरराष्ट्रीय यात्रियों का 26.2 फीसदी इसी क्षेत्र से संबंधित था। और बारीकी से देखें तो भारत और दुबई के बीच कुल 13 फीसदी अंतरराष्ट्रीय आवागमन हुआ, जबकि अबूधाबी बाजार का योगदान 8.3 फीसदी रहा। स्पष्ट है कि ये दोनों इस क्षेत्र के सबसे अहम रूट हैं। बहरहाल इन मार्गों पर करीब आधे यात्री एमिरेट्स (दुबई) और एतिहाद एयरवेज (अबूधाबी) का इस्तेमाल करते हैं तो शेष भारतीय विमानन कंपनियों से आते-जाते हैं। अगर ईरान और अमेरिका के बीच तनाव और बढ़ा तो जोखिम खाड़ी के अन्य बाजारों तक पहुंच सकता है जहां भारत से बड़ी संख्या में लोग आवागमन करते हैं।

सऊदी अरब भारत के अंतरराष्ट्रीय यात्री यातायात का 6 प्रतिशत, कतर 4.1 प्रतिशत, और ओमान 3.4 प्रतिशत हिस्सा रखते हैं। भारत और यूएई के बीच चल रही 170 से अधिक दैनिक उड़ानें जो 20 भारतीय शहरों को दुबई और 19 को अबू धाबी से जोड़ती हैं, उनको निलंबित करने से भारतीय विमानन कंपनियों को अपने जहाज खड़े करने पड़ेंगे। इन विमानों को अन्य मार्गों पर पुनः तैनात करने की सीमित संभावना होगी।

एक प्रमुख विमानन कंपनी के वरिष्ठ कार्यकारी ने कहा, 'हम उस क्षमता स्तर के कहीं पास नहीं हैं जो पिछले वर्ष इसी अवधि में था। हम धीरे-धीरे क्षमता का पुनर्निर्माण कर रहे थे लेकिन यदि उड़ानें फिर से रद्द होती हैं तो यह एक और बड़ा संकट पैदा करेगा। हमें जोखिमों का तार्किक मूल्यांकन करना होगा, जैसे अन्य देश कर रहे हैं, और किसी भी जल्दबाजी में निर्णय से बचना होगा।'

यह मांग ऐसे समय में आई है जब भारत-यूएई बाजार अब भी संघर्ष-पूर्व स्तर पर नहीं लौट पाया है, हालांकि ईरान और अमेरिका के बीच नाजुक शांति समझौता हुआ है। आधिकारिक एयर-लाइन गाइड के आंकड़ों के अनुसार जुलाई में भारत-यूएई मार्ग पर सीट क्षमता 21 लाख रही, जो साल दर साल आधार पर 5.9 प्रतिशत कम थी। यह जून की तुलना में सुधार था जब क्षमता साल दर साल 15 प्रतिशत कम थी।

हालांकि जुलाई में मुंबई-दुबई मार्ग शहरों को जोड़ने वाला भारत का सबसे व्यस्त मार्ग बना रहा जिसमें 2.15 लाख सीटें थीं लेकिन इस मार्ग पर क्षमता अब भी पिछले वर्ष के इसी महीने की तुलना में 7 प्रतिशत कम रही।

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BUSINESS STANDARD DELHI 22 JULY 2026

UAE flight halt call threatens fresh turbulence for airlines

Pilot body cites security risks arising from the Iran-US conflict

SURAJEET DAS GUPTA
New Delhi, 21 July

The Airlines Pilots' Association of India's demand for the immediate suspension of flights to the United Arab Emirates (UAE) — especially Dubai and Abu Dhabi — and other affected Gulf destinations because of escalating security threats arising from the Iran-US conflict, made in a letter to the Directorate General of Civil Aviation, could have an adverse impact on India's aviation sector if implemented. Indian carriers are only slowly recovering after the conflict and are still far from returning to normal flight operations.

The reason is simple. Indian carriers are heavily dependent on the UAE market for India's international aviation business. It is the country's largest international market, accounting for 26.2 per cent of total international passenger traffic in the first quarter of calendar year 2026.

Breaking it down further, the India-Dubai market accounts for 13 per cent of total international passenger traffic, while the India-Abu Dhabi market contributes another 8.3 per cent, making them the two key routes in the region.

- UAE is India's biggest overseas aviation market, accounting for 26% of all international passenger traffic
- The fallout could spread, with Saudi Arabia, Oman, and Qatar adding another 13.5% of international traffic if flights are also suspended
- India-UAE seat capacity is 5.9% lower Y-o-Y in July, after a 15% decline in June

However, nearly half the passenger traffic on these two routes is carried by Emirates (Dubai) and Etihad Airways (Abu Dhabi), with the remainder flown by Indian carriers. If tensions escalate further, with renewed attacks involving Iran and the US, the risks could spread to other key Gulf markets where India also has major exposure. Saudi Arabia accounts for 6 per cent of India's international passenger traffic, Qatar for 4.1 per cent, and Oman for 3.4 per cent. Suspending more than 170 daily flights operating directly between India and the UAE — connecting 20 Indian cities with Dubai and 19 with Abu Dhabi — would force Indian carriers to ground aircraft, with limited scope to redeploy that capacity to other routes. Says a senior executive at a leading airline, "We are nowhere close to the capacity levels we had during the same period last year. We were gradually rebuilding capacity, but if flights are cancelled again, it will trigger another major crisis. We have to make a rational assessment of the risks, just as other countries are doing, and avoid any hasty decision."

The pilots' demand comes at a time when the India-UAE market has still not returned to pre-conflict levels, despite the fragile peace agreement between Iran and the US. In July, seat capacity on the India-UAE route stood at 2.1 million, down 5.9 per cent year-on-year (Y-o-Y), according to Official Airline Guide data. That marked an improvement over June, when capacity was down 15 per cent Y-o-Y. Although the Mumbai-Dubai route remained India's busiest international city pair in July, with 215,000 seats, capacity on the route was 7 per cent lower than in the same month last year.

हवाई यात्रियों की संख्या जून में घटकर 1.34 करोड़ हुई

नई दिल्ली, 21 जुलाई (एजेंसियां)। घरेलू विमान सेवा कंपनियों की उड़ानों में सफर करने वाले यात्रियों की संख्या जून में घटकर 1.34 करोड़ रह गयी है। साथ ही वित्तीय संकट से जूझ रही स्पाइसजेट की बाजार हिस्सेदारी घटकर दो प्रतिशत से कम रह गयी है। इस साल मई में एक करोड़ 53 लाख 90 हजार के मासिक रिकॉर्ड के बाद हवाई यात्रियों की संख्या में गिरावट दर्ज की गयी है।

इस साल मई में एक करोड़ 53 लाख 90 हजार के मासिक रिकॉर्ड के बाद हवाई यात्रियों की संख्या में गिरावट दर्ज की गयी

■ **स्पाइसजेट की बाजार हिस्सेदारी दो प्रतिशत से कम हुई**

नागर विमानन महानिदेशालय (डीजीसीए) द्वारा मंगलवार को जारी आंकड़ों में बताया गया है कि जून में एक करोड़ 34 लाख 64 हजार लोगों ने हवाई सफर किया। यह जून 2025 के एक करोड़ 36 लाख चार हजार की तुलना में 1.03 प्रतिशत कम है। मौजूदा कैलेंडर वर्ष के पहले छह महीने में जनवरी से जून के दौरान घरेलू विमान सेवा कंपनियों ने आठ करोड़ 64 लाख चार हजार यात्रियों को सेवा प्रदान की है। पिछले साल की समान अवधि की तुलना में यह 1.44 प्रतिशत अधिक है। साल 2025 की पहली छमाही में आठ करोड़ 51 हजार 74 लोगों ने हवाई सफर किया था। जून में इंडिगो की बाजार हिस्सेदारी मई के 64.9 प्रतिशत से बढ़कर 66.3 प्रतिशत पर पहुंच गयी, यानी कुल यात्रियों में 66.3 प्रतिशत ने उसकी उड़ानों में सफर किया। वहीं, एयर इंडिया समूह की बाजार हिस्सेदारी 25.6 प्रतिशत से घटकर 23.9 प्रतिशत रह गयी। नवोदित विमान सेवा कंपनी अकासा एयर की बाजार हिस्सेदारी एक महीने पहले के 5.8 फीसदी से बढ़कर 6.4 फीसदी हो गयी। स्पाइसजेट की बाजार हिस्सेदारी लगातार घटते हुए अब दो प्रतिशत से कम रह गयी है। यह जून में 1.9 प्रतिशत रही। मई में यह 2.5 प्रतिशत रही थी। देश के 10 बड़े हवाई अड्डों से समय पर उड़ान भरने के मामले में इंडिगो सबसे आगे रही। उसकी 89.4 प्रतिशत उड़ानें समय से रवाना हुईं। इन 10 बड़े हवाई अड्डों में बेंगलुरु, दिल्ली, हैदराबाद, मुंबई, चेन्नई, कोलकाता, अहमदाबाद, कोचीन, गुवाहाटी और लखनऊ शामिल हैं।

एयर इंडिया समूह, जिसमें एयर इंडिया और एयर इंडिया एक्सप्रेस शामिल हैं, 85.9 प्रतिशत के साथ दूसरे स्थान पर रहा। इसके बाद क्रमशः अकासा एयर (82.7 प्रतिशत), अलायंस एयर (74.7 प्रतिशत) और स्पाइसजेट (33.5 प्रतिशत) का स्थान रहा। भरी हुई सीटों के अनुपात (पीएलएफ) के मामले में अकासा एयर का प्रदर्शन सबसे अच्छा बना हुआ है। उसकी 92.2 प्रतिशत सीटें जून में भरी गयीं। स्पाइसजेट 87.8 प्रतिशत के साथ दूसरे और एयर इंडिया समूह 85.5 प्रतिशत के साथ तीसरे स्थान पर रहा।

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DESHBANDHU DELHI 22 JULY 2026

भारत औसत वैश्विक लागत के मुकाबले 40 प्रतिशत कम दाम पर ग्रीन जेट ईंधन का कर सकता है उत्पादन

■ 2030 तक 9 अरब डॉलर और 2040 तक 30 अरब डॉलर के निर्यात अवसर मौजूद होंगे

नई दिल्ली, 21 जुलाई (एजेंसियां)। भारत सस्टेनेबल एविएशन फ्यूल (एसएएफ) के उत्पादन के लिए एक विशिष्ट स्थिति में है और मजबूत रिन्यूएबल एनर्जी क्षमता के दम पर ग्लोबल बेंचमार्क के मुकाबले 40 प्रतिशत तक की कम लागत पर एसएफ का उत्पादन कर सकता है। यह जानकारी यूसी बर्कले के आईईसीसी और एनर्जी इनोवेशन के संयुक्त अध्ययन में दी गई। ऑयलप्राइस डॉट कॉम पर दी गई इस रिपोर्ट में बताया गया कि भारत कच्चे तेल के आयात पर निर्भरता की अपनी कमजोरी को पावर-एंड-बायोमास-टू-लिक्विड्स (पीबीटीएल) तकनीक के जरिए अरबों डॉलर के निर्यात के अवसर में बदल सकता है, जिसमें एसएएफ में 2030 तक 9 अरब डॉलर और 2040 तक 30 अरब डॉलर के निर्यात अवसर मौजूद होंगे।

रिपोर्ट में आगे बताया गया कि भारत में हर साल बड़ी मात्रा में अतिरिक्त फसल अवशेष पैदा होता है, जिसे किसान अकसर जला देते हैं। यदि इस अतिरिक्त फसल अवशेष का सिर्फ 4 प्रतिशत एकत्र कर लिया जाए, तो उससे दुनिया की एसएएफ की कुल जरूरत का 25 प्रतिशत पूरा किया जा सकता है। इससे ग्रामीण क्षेत्रों में किसानों और स्थानीय समुदायों के लिए आय के नए स्रोत भी बनेंगे।

पीबीटीएल तकनीक खाद्यान्न फसलों के बजाय फसल अवशेष और वानिकी अपशिष्ट का उपयोग करती है। इससे पारंपरिक जैव ईंधनों (बायोफ्यूल) पर लगने वाली उस प्रमुख आलोचना से बचा जा सकता है कि वे खाद्य फसलों के साथ प्रतिस्पर्धा करते हैं। यदि इस तकनीक को कार्बन कैप्चर एंड स्टोरेज (सीसीएस) के साथ जोड़ा जाए, तो यह अपने पूरे जीवनचक्र में जितनी कार्बन डाइऑक्साइड उत्सर्जित करती है, उससे अधिक मात्रा वातावरण से हटाने की क्षमता भी रख सकती है। भारत सरकार ने 2030 तक विमान ईंधन में 5 प्रतिशत एसएएफ मिश्रण का लक्ष्य तय किया है।

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DECCAN HERALD BANGALORE 20 JULY 2026

Hubballi-Mumbai daily flight service to resume from September 1

HUBBALLI, DHNS

IndiGo will resume its daily Hubballi-Mumbai flight service from September 1 after operating the route from Navi Mumbai International Airport with reduced frequency for the past several months.

The 180-seater aircraft will depart Mumbai at 6.05 pm and arrive in Hubballi at 7.25 pm. The return flight will leave Hubballi at 8 am and reach Mumbai at 9.20 pm, sources said.

Passengers from the Hubballi region had raised concerns over the inconvenience caused by shifting operations to Navi Mumbai and had been demanding the restoration of flights to Mumbai airport.

Meanwhile, IndiGo had reduced the Hubballi-Navi Mumbai service to five days a week from July 1, citing various reasons.

With passenger response remaining low, the airline has decided to restore the daily Hubballi-Mumbai service from September 1.

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DECCAN HERALD BANGALORE 21 JULY 2026

Jakkur flying school to reopen

3-year wait ends with renewed licence for pilot training

NAVEEN MENEZES
BENGALURU, DHNS

The Government Flying Training School (GFTS) at Jakkur Aerodrome is set to resume flying operations this year after a three-year hiatus, with the Directorate General of Civil Aviation (DGCA) granting fresh approval to the institute amid lingering questions over the future of the heritage flying school.

The development comes about seven months after the Karnataka government proposed shifting the flying school to Mysuru and redeveloping the Jakkur aerodrome into a sports complex — a move that several aviation experts criticised as a "real estate project".

Following widespread opposition, the government shelved the proposal.

On July 16, the DGCA renewed the school's Flying Training Organisation (FTO) approval and issued a fresh Certificate of Approval, valid for five years from July 16, 2026, to July 15, 2031.

The renewed approval allows the institute to conduct training for the Student Pilot Licence (SPL), Private Pilot Licence (PPL), Commercial Pilot Licence (CPL), Flight Radio Telephone Operator's Restricted Licence (FRTOL-R), instructor ratings, and single- and multi-engine aircraft operations.

The Government Flying Training School (GFTS) at Jakkur Aerodrome. DH FILE PHOTO

These programmes had remained suspended for nearly three years after the school's earlier approval lapsed.

The school is expected to begin admitting students within a month, sources said.

Deputy Chief Minister G Parameshwara, who also holds the Youth Empowerment and Sports portfolio, is expected to visit the campus in the coming days, officials added.

The revival comes after months of uncertainty over the future of the Jakkur Aerodrome. One of the country's oldest pilot training institutes, the school had ceased flying operations after its previous DGCA approval expired in 2023, forcing aspiring pilots to enrol in private flying schools elsewhere.

On July 16, the DGCA renewed the school's Flying Training Organisation (FTO) approval and issued a fresh Certificate of Approval, valid for five years from July 16, 2026, to July 15, 2031.

Aviation experts had strongly backed the school's revival, pointing to India's growing shortage of trained pilots and the high cost of commercial pilot training.

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DECCAN HERALD BANGALORE 21 JULY 2026

IndiGo to place order for over 1,000 aircraft engines with CFM International

NEW DELHI, PTI: The country's largest airline, IndiGo, on Monday announced it will place an order with CFM International for more than 1,000 engines to power its 510 A320 neo family planes.

IndiGo and CFM International, an equal joint venture between GE Aerospace and Safran Aircraft Engines, have inked an MoU for the order at the Farnborough International Airshow in the UK.

The order for more than 1,000 LEAP-1A engines to power 510 Airbus A320 neo family aircraft will also be the "largest single order ever placed for LEAP engines and a record for CFM International," a statement said on Monday. Financial details were

not disclosed. A320 neo family planes include A320 neos, A321 neos, and A321 XLRs — all narrow-body aircraft.

CFM International would also provide extensive support to the airline in establishing its engine MRO facility in Bengaluru. Besides, it will provide support to the IndiGo fleet through long-term material services agreement, including supply of spare parts.

Currently, IndiGo has an operational fleet of over 400 planes and over 900 Airbus aircraft are on order.

"CFM has been a trusted partner in our growth journey since 2016, supporting a fleet that now exceeds 375 A320/321Family aircraft. The LEAP engine's industry-leading proven reliability makes it the ideal choice to support our scale, operational resilience and sustainability ambitions," IndiGo CEO-Designate Willie Walsh said.

IndiGo has been a customer of CFM International for 10 years. India is the third-largest market for CFM International, with 5 Indian carriers operating more than 400 LEAP-powered aircraft and 2,000 engines on order.

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DAINIK JAGRAN DELHI 22 JULY 2026

जून में घरेलू हवाई यात्रियों की संख्या 1.35 करोड़ रही

नई दिल्ली, प्रेट्र: जून में घरेलू हवाई यात्रियों की संख्या लगभग 12 प्रतिशत घटकर 1.35 करोड़ रह गई, जबकि मई में विमानन कंपनियों ने 1.53 करोड़ यात्रियों को उनके गंतव्य तक पहुंचाया था। पिछले साल की समान अवधि में 1.36 करोड़ यात्रियों ने हवाई यात्रा की थी। आमतौर पर जून, जुलाई और अगस्त का समय विमानन कंपनियों के लिए यात्रियों की संख्या के लिहाज से सुस्त रहता है।

जून में इंडिगो की बाजार हिस्सेदारी मई के 64.9 प्रतिशत से बढ़कर 66.3 प्रतिशत हो गई, जबकि इसी दौरान एयर इंडिया समूह का बाजार हिस्सा 25.6 प्रतिशत से घटकर 23.9 प्रतिशत रह गया। अकासा एयर की बाजार हिस्सेदारी मई के 5.8 प्रतिशत से बढ़कर 6.4 प्रतिशत हो गया। स्पाइसजेट के मामले में बाजार हिस्सेदारी मई के 2.5 प्रतिशत से घटकर 1.9 प्रतिशत रह गई।

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THE ECONOMIC TIMES DELHI 22 JULY 2026

Ready, Set, IndiGo: Succession Plan Takes Wing

Founder Rahul Bhatia's son Madhav is being mentored by veterans as the airline enters its next phase of growth

Arindam Majumder

New Delhi: Rahul Bhatia, the billionaire cofounder of IndiGo, is initiating his son Madhav Bhatia into the business, laying the groundwork for succession planning at one of the world's largest airlines.

Over the last few months, Madhav — in his mid-20s — has been attending the airline's executive committee meetings besides being paired with senior executives across departments, said people aware of the development.

Since his graduation in 2023, the younger Bhatia has been mentored by Aditya Pande, CEO of InterGlobe Enterprises, the Bhatia family-owned holding company and IndiGo's single-largest shareholder with a 36% stake.

Besides operating India's largest airline, InterGlobe also has a major presence in hospitality, operating around 30 hotels nationwide in partnership with France's Accor under the Ibis, Pullman, and Novotel brands. It also runs India's largest pilot training company in partnership with Canadian firm CAE. Over the last few years, InterGlobe has been looking to enter new businesses such as logistics, air taxis, and AI.

Bhatia's daughter Sumati is pursuing a career in interior design.

"Rahul believes that he (the younger Bhatia) should understand the business closely and prove his own mettle rather than being parachuted into the corner room," said a person close to the group. "InterGlobe has some veteran leaders who have worked for decades with the company. Madhav is being closely mentored by them."

InterGlobe Enterprises and IndiGo didn't respond to ET's queries.

Madhav's more active role comes at a time when IndiGo is facing a leadership transition, with industry veteran Willie Walsh taking charge as CEO next month following the resignation of Pieter Elbers in March.

Senior IndiGo officials said Madhav's grooming also signals greater promoter oversight following the operational meltdown in December, when a shortage of pilots forced the airline to cancel more than 3,000 flights in a week.

While IndiGo has largely been a professionally run company—with the CEO as its public face and full autonomy over business decisions—Rahul Bhatia, 66, has been deeply involved in operations as interim CEO since December. He has been engaging with external stakeholders and institutional investors and has roped in Aloke Singh, former CEO of Air India Express, along with trusted executives from InterGlobe, into key positions at IndiGo.

Kanwal Jeet Singh Bakshi and Kiran Thadimari, who earlier worked at InterGlobe Enterprises, have been brought in as chief human resources officer and deputy chief financial officer, respectively.

"Bhatia takes pride in having built IndiGo into not merely a strong airline but a public utility for the country," said a senior IndiGo executive. "What happened in December was his worst nightmare. It is expected that he will keep a close watch."

Investors are closely watching the transition as the company enters its next phase of growth, inducting wide-body aircraft to foray into transcontinental routes.

"IndiGo has a history of founder-led oversight complemented by professional CEOs, with promoters maintaining strategic control," Prateek Kumar, analyst at Jefferies wrote in a recent note. "Past management changes have not disrupted the operating model, cost leadership, or market share leadership, reflecting strong institutional depth."

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THE ECONOMIC TIMES DELHI 22 JULY 2026

Domestic Air Traffic Falls Nearly 12% in June

NEW DELHI Domestic air traffic fell nearly 12% to 13.5 million in June compared to 15.3 million passengers flown by the carriers in May, according to latest official data. In comparison to the number of 13.6 million recorded in June 2025, decline has been marginal last month. Generally, June, July and August are lean periods for airlines in terms of traffic. IndiGo's market share climbed to 66.3% in June while that of Air India Group to 23.9%, DCGA data showed.

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THE FINANCIAL EXPRESS DELHI 22 JULY 2026

June domestic air traffic slips

NITIN KUMAR
New Delhi, July 21

AFTER REBOUNDING SHARPLY in May on the back of peak summer travel, domestic air passenger traffic eased in June as airlines, particularly the Air India Group, trimmed capacity, helping IndiGo capture a record market share.

According to data released by the Directorate General of Civil Aviation (DGCA) on Tuesday, domestic airlines carried 13.46 million passengers in June, down 1.03% from 13.60 million a year earlier. Traffic also fell 12.5% from 15.39 million passengers in May.

Passenger traffic in the first six months of 2026, however, rose 1.44% year-on-year to 86.4 million passengers from 85.17 million in the corresponding period last year.

The moderation in traffic reflects airlines' continued efforts to align capacity rather than any significant weakening in demand. Several carriers, particularly the Air India Group, reduced frequencies and rationalised schedules amid rising costs, while others have continued to optimise deployment on high-demand routes.

IndiGo emerged as the biggest beneficiary of the capacity realignment, with its domestic market share rising to an all-time high of 66.3% in June from 64.9% in May. The airline flew 8.92 million passengers, accounting for nearly two-thirds of all domestic flyers.

The Air India Group, in contrast, witnessed a sharp drop in market share to 23.9% from 25.6% in May after carrying 3.22 million passengers, down from 3.93 million a month earlier. The decline reflects the impact of the airline's capacity cuts announced through August, including a 22% reduction in domestic operations and a 27% cut in its international network.

Together, IndiGo and the Air India Group accounted for more than 90% of the domestic passenger traffic during the month.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

FREE PRESS JOURNAL MUMBAI 21 JULY 2026

IndiGo to place order for over 1K aircraft engines with CFM Intl

The country's largest airline, IndiGo, announced on Monday that it will place an order with CFM International for more than 1,000 engines to power its 510 Airbus A320 neo family planes.

IndiGo and CFM International, an equal joint venture between GE Aerospace and Safran Aircraft Engines, have inked a memorandum of understanding for the order at the Farnborough International Airshow in the UK.

The order for more than 1,000 LEAP-1A engines to power 510 Airbus A320 neo family aircraft will also be the largest single order ever placed for LEAP engines and a record for CFM International, a release stated on Monday.

Financial details were not disclosed.

Airbus A320 neo family planes include A320 neos, A321 neos and A321 XLRs. All are narrow-body aircraft.

CFM International will also provide extensive support to the airline in establishing its engine maintenance, repair and overhaul facility in Bengaluru. Besides, it will provide support to the IndiGo fleet through a long-term material services agreement, including the supply of spare parts.

Currently, IndiGo has an operational fleet of over 400 planes, and over 900 Airbus aircraft are on order. "CFM has been a trusted partner in our growth journey since 2016, supporting a fleet that now exceeds 375 A320/321Family aircraft.

The LEAP engine's industry-leading proven reliability makes it the ideal choice to support our scale, operational resilience and sustainability ambitions," IndiGo Chief Executive Officer Designate Willie Walsh stated. -PTI

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FREE PRESS JOURNAL MUMBAI 21 JULY 2026

Indian pilots' association seeks suspension of flights to W Asia

Dhairya Gajara
MUMBAI

The Airline Pilots' Association of India (ALPA India) has urged the Ministry of Civil Aviation and the Directorate General of Civil Aviation (DGCA) to immediately ground all commercial flight operations by Indian carriers to the United Arab Emirates and other high-risk Gulf destinations.

In a letter sent on Monday, ALPA India — a member association of the International Federation of Air Line Pilots' Associations — warned regulators that a rapidly deteriorating security environment in the Middle East poses a severe threat to passenger and crew safety. The letter, written by ALPA India President Capt Sam Thomas, highlighted that the security situation across the Persian Gulf has reached a critical juncture. The pilot body cited recent reports of

explicit security threats directly targeting major regional transit hubs, including Dubai and Abu Dhabi, as the primary trigger for its intervention.

The association cautioned that operating commercial airliners into active conflict zones exposes crews and passengers to complex hazards, such as widespread GPS spoofing and jamming, which disrupt precision navigation systems. It added that there is an increased probability of missile engagements or visual misidentification by military forces, along with dynamic restrictions that can leave commercial jets stranded while flight crews operate with limited real-time tactical intelligence.

"The consequences of a misjudgement in such an environment are potentially catastrophic," Thomas wrote, stressing that preventive regulatory intervention must take precedence over reactive measures. ALPA India has requested an immediate temporary suspension of flights until national security agencies, intelligence authorities, and aviation safety experts conduct an independent, comprehensive threat assessment.To safeguard flight crews and the travelling public, the pilot body stipulated five strict conditions before any resumption of commercial flights into the region should be permitted. It demanded an independent security evaluation of airspace risks, demonstrated mitigation measures, operational risk assessments, protection for pilots against commercial pressure, and comprehensive hull and third-party liability insurance coverage.

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GREATER KASHMIR SRINAGAR 20 JULY 2026

Air India Group expects 50-60 new planes in 18 months: Nipun Aggarwal

Press Trust of India
Abu Dhabi, Jul 19

Air India Group expects to get 50-60 new aircraft in the next 18 months and the transformation programme is on track even as the airlines' industry has been impacted by multiple black swan events, according to a senior executive.

Loss-making Air India was acquired by Tata Group in January 2022, and the airline is in the middle of an ambitious transformation plan.

Nipun Aggarwal, Chief Commercial Officer of Air India and Chairman of Air India Express, said there have been "tonnes of learning" in the last few years and that it was a complex as well as "challenging" project.

"I think this industry itself has gone through several challenges. And we have been hit by multiple black swan events, which I don't think anybody could have forecasted when we started this transformation journey.

"The supply chain issues, the airspace issues, the oil price volatility, and the geopolitical issues," he said.

Aggarwal, who spoke after a panel discussion in Abu Dhabi on July 15, said the group was dealing with the issues and added that "we are on track with our transformation programme".

Currently, Air India and Air India Express together have more than 290 planes.

Air India has faced multiple headwinds, including the fatal crash of its Dreamliner last June that killed 260 people.

The airline has embarked on an ambitious five-year transformation plan, and Aggarwal said most of the planned things are pretty much happening, including fleet modernisation and investments in MRO (Maintenance, Repair and Overhaul) activities.

On the other hand, there have been delays in aircraft deliveries and retrofits.

"We have been hit by these external events, which have kind of badly hit us in ways that we could have never imagined. But we are on track, we will get there.

"We are very optimistic. It may take a little longer, but we will get there," he said.

The comments also came amid reports suggesting that the transformation plan could be delayed.

Air India Group has placed orders for almost 600 aircraft, and less than 10 per cent of them have been delivered. The remaining planes will be delivered over a period till the middle of the next decade.

"We will be adding 50 to 60 aircraft every year for the next seven to eight years... the deliveries will pick up pace from the end of this year and then from next year onwards, we have our steady stream of aircraft coming in, both wide-body and narrow-body. About 10-15 wide-bodies and 45 to 50 narrow-bodies every year," Aggarwal said.

In the next 18 months, he said the group should be getting almost 50-60 aircraft.

While Air India Express is expected to complete the retrofitting of all its planes into a single harmonised fleet by March next year, Air India's wide-body aircraft are anticipated to be retrofitted in the next two to three years.

According to Aggarwal, the retrofit of Dreamliners or Boeing 787s would happen by the middle of next year while that of Boeing 777s would take a little longer.

"We are already getting deliveries of (Boeing) MAX 8 that remains on track. We will be amongst the first few customers to get MAX 10 deliveries, and that is awaiting certification. It's in very advanced stages, and hopefully that will start sometime next year, early next year," he said.

Air India has been facing operational issues with some of its legacy wide-body aircraft.

"We have been through that period where we have to sustain the older aircraft, older cabins. That has been a very painful period for us, but now that is behind us. The fleet modernisation and upgradation is picking up pace now.

"Hopefully, by the beginning of the next financial year, we will be in a much better situation," Air India's Chief Commercial Officer said.

In recent months, Air India has curtailed some of its services due to high oil prices and other factors in the wake of the West Asia conflict.

Aggarwal said Air India is restoring the network from the second half of this year.

"We took some curtailment in the network in the first half of this year, but by and large now we are restoring the network from second half of this year, all Middle East already we are back to 90 per cent and in Europe and the US whatever curtailments we have taken, were taken August-September end, most of those flights are already back on sale now...

"We will be back to where we were pre-war in a couple of months from now," he said.

Meanwhile, Air India is investing in improving customer experience across various touch points, such as having new service standards for the crew and the airport staff.

"No matter how much hardware you upgrade, unless you have a good software to run that hardware, it will not mean much. We are investing a lot of money in building system, process, people capability across the organisation so that we can deliver a safe, reliable customer experience," Aggarwal said.

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HINDUSTAN TIMES MUMBAI 21 JULY 2026

IndiGo to place order for 1k aircraft engines with CFM International

Press Trust of India
feedback@livemint.com

NEW DELHI: The country's largest airline IndiGo on Monday announced it will place an order with CFM International for more than 1,000 engines to power its 510 A320 neo family planes.

IndiGo and CFM International, an equal joint venture between GE Aerospace and Safran Aircraft Engines, have inked a Memorandum of Understanding (MoU) for the order at the Farnborough International Airshow in the UK.

The order for more than 1,000 LEAP-1A engines to power 510 Airbus A320 neo family aircraft will also be the "largest single order ever placed for LEAP engines and a record for CFM International," a release said on Monday.

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A320 neo family planes include A320 neos, A321 neos and A321 XLRs. All are narrow-body aircraft.

CFM International would also provide extensive support to the airline in establishing its engine MRO (Maintenance, Repair and Overhaul) facility in Bengaluru. Besides, it will provide support to the IndiGo fleet through long-term material services agreement, including supply of spare parts.

Currently, IndiGo has an operational fleet of over 400 planes and over 900 Airbus aircraft are on order. IndiGo has been a customer of CFM International for 10 years.

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MINT DELHI 22 JULY 2026

IndiGo expands lead over Air India with 66% mkt share

According to DGCA data, the Air India group's share declined from 27.1% a year ago to 23.9%

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NEW DELHI

Air India's loss is IndiGo's gain.

While the Tata group carrier lost domestic market share amid months of operational disruptions and capacity cuts, IndiGo's share climbed to a record high, with nearly two out of every three passengers in India flying on the country's largest airline.

In June, budget carrier IndiGo expanded its domestic market share to 66.3%, while Air India group's share fell to 23.9%, according to data released by the Directorate General of Civil Aviation (DGCA). A year earlier, IndiGo, operated by InterGlobe Aviation Ltd, held a 64.5% share, while the Air India group—comprising full-service carrier Air India and budget airline Air India Express—accounted for 27.1%.

The shift has largely been driven by capacity, with the Air India group operating about 3,900 fewer domestic departures in April and May than a year ago, a fall of around 7%, per DGCA data.

In contrast, IndiGo expanded capacity by 12%, operating more than 13,000 additional domestic departures during the two months.

The June domestic departure data is yet to be released by DGCA.

In a 15 June note, Kotak Institutional Equities said Air India was operating nearly 25% fewer flights year-on-year during the first week of June, affecting both its domestic and international networks.

"Air India's capacity cuts, if sustained through FY27/28, would help stiffen pricing for the sector, even as IndiGo keeps driving volumes and lowers the risk of demand destruction of a material quantum," it said.

Air India, however, expects the weakness to be temporary. On 17 July, its chief commercial officer Nipun Aggarwal said the airline plans to restore capacity across most domestic and international routes from September onwards as operational disruptions ease.

The contrasting fortunes also coincide with leadership transitions at the country's two largest airlines. IndiGo named former British Airways chief 'Willie' Walsh as its chief executive, less than a month after Pieter Elbers resigned in March, while Air India is still searching for a successor to Campbell Wilson, who announced in April that he would leave the airline by September.

Meanwhile, Akasa Air continued to gain traction with steady fleet additions, while SpiceJet remained constrained by financial and operational challenges.

SNV Aviation-promoted Akasa Air has cemented its position as the country's third-largest airline, with its market share rising to a record 6.4%. Ajay Singh-promoted SpiceJet—weighed down by prolonged operational constraints, legal battles, grounded aircraft, and a depleted fleet of just 11 planes, maintained its share at 1.9%—its lowest ever.

Akasa increased domestic departures by 16% during April and May, operating 1,356 more flights than a year ago, while SpiceJet, despite adding 195 departures, or about 3%, continued to lose ground as operational issues outweighed the marginal increase in capacity, showed DGCA data.

Delayed aircraft deliveries, fleet retrofits, aircraft retirements, and supply-chain bottlenecks have reduced aircraft availability at Air India, enabling IndiGo to capture a big portion of the displaced demand and expand its market share to a record high, said Jainam Shah, aviation analyst at Equirus Securities.

"While Air India plans to restore most of its capacity from September, we believe a meaningful recovery in market share is likely to be gradual, keeping IndiGo well positioned to sustain its leadership," he added.

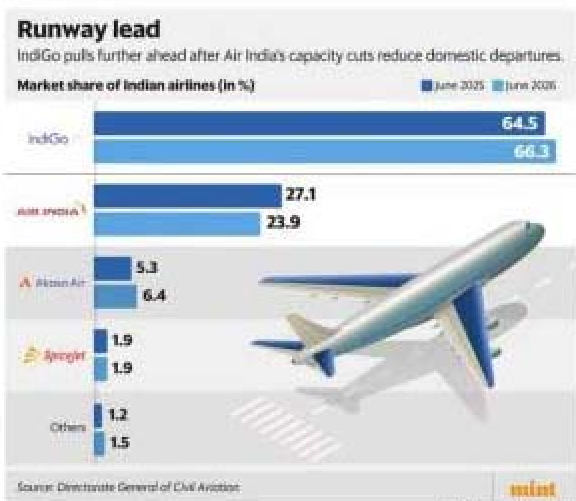
Amit Mittal, aviation expert and director at Aerointellect Aviation, said that June market share data reflects a widening divergence in the country's aviation sector. "The redistribution of market share suggests passengers affected by Air India's reduced capacity and SpiceJet's prolonged operational challenges have largely migrated to IndiGo," he said, adding that "this is further widening the gap between the market leader and its rivals".

A stronger operational performance has supported IndiGo's growing dominance. It reported an on-time performance (OTP) of 89.4% across the country's ten busiest airports in June, ahead of the Air India group's 85.9% and Akasa Air's 82.7%. SpiceJet remained the laggard with an OTP of just 33.5%.

IndiGo also maintained one of the industry's lowest cancellation rates at 0.2%, versus 0.49% for the Air India group and 6.23% for SpiceJet—the highest among scheduled domestic airlines.

Mint's emailed queries to IndiGo, Air India Group, Akasa Air and SpiceJet did not elicit any response till the time of publishing.

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



MANU CHOUDHARY/MINT

CHANGING ALTITUDE

INDIGO expanded capacity by 12% over the period, adding more than 13,000 domestic departures

AIR India's domestic market share fell after flights declined 7% amid operational disruptions

AI expects to restore capacity across most international and domestic routes from September

AKASA Air's market share rose to 6.4%, while SpiceJet's share remained at a record low of 1.9%

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PUNJAB KESARI DELHI 22 JULY 2026

मेक माई ट्रिप और एयर इंडिया के बीच फंसी चार महिलाएं, कन्फर्म टिकट का दोबारा पैसा वसूला

रातभर आईजीआई एयरपोर्ट पर भटकने के बाद मिली फ्लाइट, मेक माई ट्रिप ने कहा कोई बकाया नहीं

नई दिल्ली, (पंजाब केसरी): देश का सबसे बड़ा ऑनलाइन ट्रैवल बुकिंग प्लेटफॉर्म होने का दावा करने वाली मेक माई ट्रिप और एयर इंडिया की लापरवाही ने सोमवार तड़के चार महिला यात्रियों को ऐसी मुसीबत में डाल दिया, जिसकी उन्होंने कल्पना भी नहीं की होगी। पहले टिकट के पूरे पैसे लिए गए, पीएनआर जारी किया गया और फिर मेक माई ट्रिप ने लिखित में भरोसा दिया कि बुकिंग पर कोई बकाया नहीं है। लेकिन जब महिलाएं आधी रात आईजीआई एयरपोर्ट पहुंचीं तो एयर इंडिया ने साफ कह दिया कि पेमेंट पेंडिंग है, दोबारा पैसे दीजिए, तभी फ्लाइट मिलेगी। फ्लाइट छूटने और गोवा की पूरी यात्रा बर्बाद होने के डर से चारों महिलाओं को मजबूरी में 25,012 रुपये दूसरी बार जमा करने पड़े। रातभर वे एक काउंटर से दूसरे काउंटर तक भटकती रहीं, लेकिन दोनों कंपनियों में से किसी ने जिम्मेदारी लेने की जहमत नहीं उठाई। यही नहीं दो दिन बाद भी रिफंड नहीं किया गया और यात्रियों को अनेक बार कॉल कर परेशान किया जा रहा है।

• एयर इंडिया ने एयरपोर्ट पर फिर वसूले 25,012, आधी रात चार महिलाओं को काउंटर-काउंटर भटकाया

जानकारी के अनुसार, दिल्ली के नारायणा विहार निवासी मंजू शर्मा ने अपनी तीन सहेलियों के साथ 14 जुलाई को सिल्की टूर एंड ट्रैवल्स के माध्यम से मेक माई ट्रिप पर एयर इंडिया की दिल्ली-गोवा फ्लाइट बुक कराई थी। 20 जुलाई को सुबह पांच बजे उड़ान निर्धारित थी। टिकट बुक होने के बाद एयर इंडिया का पीएनआर भी जारी कर दिया गया, जिससे यात्रियों को लगा कि उनकी यात्रा पूरी तरह सुरक्षित है।

19 जुलाई की शाम करीब पांच बजे वेब चेक-इन करने की कोशिश की गई, लेकिन बार-बार एरर आता रहा। रात करीब साढ़े ग्यारह बजे फिर प्रयास किया गया, लेकिन तब भी सफलता नहीं मिली। इसके बाद सिल्की टूर एंड ट्रैवल्स ने मेक माई ट्रिप के कस्टमर केयर से संपर्क किया। आरोप है कि वहां से बताया गया कि एयरक्राफ्ट बदलने की वजह से वेब चेक-इन नहीं हो रहा है, एयरपोर्ट पहुंचने पर काउंटर से चेक-इन हो जाएगा।

इतना ही नहीं, रात करीब 12 बजे मेक माई ट्रिप के प्रतिनिधि विकास सक्सेना ने ट्रैवल एजेंसी को ईमेल भेजकर साफ लिखा कि बुकिंग पर किसी तरह का कोई बकाया नहीं है और एयरलाइन के रिकॉर्ड में भी कोई भुगतान लंबित नहीं दिख रहा है। यानी कंपनी ने लिखित में भरोसा दिलाया कि सब कुछ ठीक है।

लेकिन आईजीआई एयरपोर्ट पहुंचते ही पूरा मामला उलट गया। एयर इंडिया के काउंटर पर कर्मचारियों ने कहा कि संबंधित पीएनआर पर भुगतान लंबित है और दोबारा पैसे जमा किए बिना बोर्डिंग पास जारी नहीं होगा। महिलाओं ने टिकट, पीएनआर और मेक माई ट्रिप का 'नो ड्यू' वाला ईमेल दिखाया, लेकिन किसी ने उनकी एक नहीं सुनी। उन्हें साफ शब्दों में कहा गया कि पहले भुगतान करें, तभी यात्रा कर सकेंगी।

गोवा में होटल और अन्य बुकिंग पहले से होने के कारण चारों महिलाएं बेहद परेशान हो गईं। मंजू शर्मा का कहना है कि अगर उस समय दोबारा भुगतान नहीं करतीं तो पूरी यात्रा बर्बाद हो जाती। मजबूरी में उन्होंने रात 3 बजकर 46 मिनट पर 25,012 रुपये दोबारा जमा किए, जिसके बाद उन्हें विमान में बैठने की अनुमति मिली।

मामले को सोशल मीडिया पर उठाए जाने के बाद एयर इंडिया ने जवाब देते हुए कहा कि शिकायत केस आईडी-43242467 के तहत दर्ज कर ली गई है और मामले की जांच की जा रही है। कंपनी ने ईमेल के माध्यम से जल्द जानकारी देने का आश्वासन दिया है। वहीं मेक माई ट्रिप ने अपने जवाब में यात्रियों से डायरेक्ट मैसेज में बुकिंग आईडी और संपर्क विवरण साझा करने को कहा है। नागरिक उड्डयन मंत्रालय ने भी शिकायत संबंधित एयरलाइन को भेजकर आगे कार्रवाई का भरोसा दिया है।

IndiGo places over 1k engines' order for A320s

May Cost $14.5Bn At List Price

Times News Network

New Delhi: IndiGo on Monday placed a record order for over 1,000 engines for its 510 Airbus A320neo family of aircraft.

Original equipment manufacturers (OEM) and airlines don't disclose the deal size as the price is negotiated with the the customer, but based on the list price, the cost of the engines is around $14.5 billion. The airline, which currently has a fleet of over 430 planes, has an order book of almost 1,000 aircraft that are to be delivered over a decade. It plans to double its fleet by 2030.

The order for LEAP-1A engines at the Farnborough Air Show was placed with CFM International, which will set up an engine maintenance repair overhaul (MRO) in the country.

The engine OEMs are going to grow their presence in India, thanks to massive orders from Indian carriers. India is CFM's third-largest market, with five Indian carriers operating more than 400 LEAP-powered aircraft and have 2,000 engines on order. CFM is a 50/50 joint venture between GE Aerospace and Safran Aircraft Engines. Last Nov, Safran had inaugurated an MRO in Hyderabad.

In a statement, IndiGo CEO-designate Willie Walsh said, CFM has been a partner since 2016, and supports IndiGo's fleet of over 375 Airbus planes. "With a strong installed base, manufacturing in Pune, a broad local supplier network, and advanced engineering in Bengaluru, we remain committed to supporting IndiGo's growth and expanding our presence in India," said GE Aerospace chairman & CEO H Lawrence Culp Jr.

Separately, Honeywell Aerospace announced that IndiGo has selected its avionics and power systems for its order of 810 new Airbus A320neo aircraft.

CFM TO SET UP MRO

- IndiGo currently has a fleet of over 430 planes, and has an order book of almost 1,000 aircraft that are to be delivered over a decade
- It plans to double its fleet by 2030
- The order for LEAP-1A engines is placed with CFM International, which will set up an engine MRO here
- India is CFM's third-largest market, with five Indian carriers operating more than 400 LEAP-powered aircraft

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THE TIMES OF INDIA DELHI 22 JULY 2026

IndiGo mkt share at new high as AI reduces flights

New Delhi: IndiGo's domestic market share touched a fresh high of 66.3% last month with Air India group slashing flights, following record losses last fiscal. DGCA domestic air traffic data issued Tuesday showed AI Group share falling to 23.9% — down from 25.6% in May and this Calendar year's high of 27% seen in Feb.

While IndiGo has also suspended flights due to oil prices skyrocketing and the rupee plummeting during the West Asia crisis, that number is less than AI group's.

IndiGo's market share has risen from 63.6% this Jan to an all time high of 66.3% last month.

Akasa is at third spot with 6.4% domestic market share. The remaining 3.4% market share is accounted for by smaller airlines. TNN