भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

FREE PRESS JOURNAL MUMBAI 21 AUGUST 2026

Nagpur airport upgrade gives land plans wings

Dhairya Gajara

MUMBAI

Nagpur's Dr Babasaheb Ambedkar International Airport is set to see rapid development in its vicinity as the plan to monetise the surrounding 271 hectares of land has been set in motion by Multi-modal International Cargo Hub and Airport at Nagpur (MIHAN).

The move to monetise the vast city-side land follows the Union Cabinet's clearance to modernise the airport.

In May, the Union Cabinet approved the extension of Airports Authority of India's (AAI) land lease to MIHAN India Ltd (MIL) to align directly with the 30-year concession period granted to GMR Nagpur International Airport Limited (GNIAL). Commencing from its commercial operation date, GNIAL is tasked with turning the facility into a gateway capable of handling 30 million passengers annually.

MIL commenced work to capitalise on the momentum and floated a tender inviting empaneled consultancy firms to execute a feasibility study and preparation of a master plan for monetising 271 hectares of city-side land. This includes 122 hectares under AAI lease regulations and 149 hectares under Maharashtra Airport Development Company regulation.

BUSINESS LINE DELHI 22 AUGUST 2026

Bengaluru departures to get cheaper, arrival fee rises

Our Bureau
Bengaluru

Flying out of Bengaluru is set to become cheaper from September 1 as AERA's new tariff order cuts the user development fee (UDF) for departing passengers by nearly 45 per cent.

Domestic flyers will pay ₹300, down from ₹550, while the international fee falls to ₹997 from ₹1,500.

However, the relief comes with a new charge for passengers flying into Bengaluru — ₹125 for domestic arrivals and ₹426 for international arrivals.

The revised tariff applies for 2026-31 and could reduce the airport-related cost of departing journeys, while adding a new expense for arriving passengers.

The change effectively shifts Bengaluru airport's UDF model from one largely borne by departing passengers to a structure that also charges those arriving at the airport.

AERA justified the move on the grounds that airport infra is used by passengers at both ends of a journey

AERA has justified the move on the grounds that airport infrastructure is used by passengers at both ends of a journey. Facilities such as aerobridges, travelators and baggage conveyor systems, for instance, serve both arriving and departing traffic.

The revised structure is part of a broader reset of airport charges for the new control period, which runs until March 31, 2031. While the lower UDF could make outbound travel marginally cheaper, passengers arriving in Bengaluru will now have an additional airport charge built into their travel costs.

The order also introduces a significant change in how BIAL will recover the cost of some of its large upcoming infrastructure projects.

Under the incremental aggregate revenue requirement framework, the cost of identified high-value projects, including the proposed new terminal building and associated airside infrastructure such as a runway, apron and taxiway, will not be factored into the baseline tariff from the first year of the five-year control period.

Instead, the airport will be allowed to recover these costs through an incremental tariff once the respective assets are completed, commissioned and put to use. The approach is intended to prevent passengers and airlines from paying upfront for infrastructure that is yet to become operational, while also linking tariff recovery to the actual delivery of the projects.

The framework was revised following concerns raised by the airport operator and other stakeholders, including over funding requirements, certainty around future incremental tariffs and the possibility of a sharp increase in tariffs when major projects are commissioned.

FINAL ORDER

AERA said it had addressed these concerns in the final order, with the incremental tariff to be introduced through an addendum once the relevant projects become operational.

The regulator has also changed the charges levied on airlines. From September 1, domestic aircraft will be charged ₹325 per metric tonne for landing, while international aircraft will attract ₹455 per metric tonne, under the approved tariff framework.

For passengers departing on international flights, the airport will also levy $1 towards common use terminal equipment, common use self-service and baggage reconciliation service facilities. Domestic departing passengers will pay ₹75 towards these facilities. The charges relate to shared terminal infrastructure, self-service systems and baggage reconciliation equipment.

AERA has, meanwhile, sought to use the tariff structure to support Bengaluru's international connectivity. It has permitted a variable tariff plan under which airlines can receive landing-charge incentives if they meet specified conditions.

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BUSINESS STANDARD DELHI 22 AUGUST 2026

B'luru airport cuts user development fee for domestic flyers

Regulator AERA on Friday steeply slashed the user development fee (UDF) at the Bengaluru international airport to ₹ 300 for domestic and ₹997 for international passengers for the five-year control period till March 2031. For the first time, the watchdog implemented the incremental ARR (Average Revenue Requirement) framework wherein the cost borne by the Bengaluru airport operator can be recovered from the passengers only after completing the high-value capex projects. UDF for departing domestic passengers has been fixed at ₹300 per passenger, lower than the existing amount of ₹550 and also lower than ₹450 proposed by the airport operator BIAL, Airports Economic Regulatory Authority of India (AERA) said on Friday. PTI

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THE ECONOMIC TIMES DELHI 22 AUGUST 2026

ORDER APPLIES TO ALL

AERA Slashes User Tariffs for B'luru Airport Passengers

Our Bureau

Mumbai: Passengers flying out of Bengaluru's Kempegowda International Airport will pay a lower user development fee (UDF) from September 1, while arriving passengers will face a new charge under a tariff order approved by the Airports Economic Regulatory Authority of India (AERA). The UDF for departing domestic passengers will fall to ₹300 from ₹550, while the international fee will drop to ₹997 from ₹1,500. Arriving passengers will pay ₹125 on domestic flights and ₹426 on international flights.

The revised tariffs form part of AERA's order for Bengaluru airport's fourth control period, running from September 1, 2026, to March 31, 2031. The order applies UDF to both arriving and departing passengers, with AERA citing shared use of infrastructure such as aerobridges, travelators and baggage conveyor belts. It said the approach would ensure a "more equitable distribution of the tariff burden."

Bangalore International Airport (BIAL), which operates the airport, said the change did not increase the base UDF. Under the new structure, the combined UDF for a domestic passenger travelling in and out of Bengaluru will be ₹425, compared with the existing ₹550 charged on departure.

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FREE PRESS JOURNAL MUMBAI 21 AUGUST 2026

Cab drivers block airport entry ramp; 11 detained

Megha Kuchik
MUMBAI

App-based cab drivers allegedly blocked an entry ramp to the parking area at Chhatrapati Shivaji Maharaj International Airport (CSMIA) on Wednesday morning while protesting against aggregator policies, including premium services such as Uber Black and Uber Green. The blockade, which affected vehicle movement between the P5, P4 and P6 parking areas for around 30 minutes, began around 8.30am.

Sahar police impounded 11 cabs, detained their drivers and registered an FIR under Bharatiya Nyaya Sanhita provisions relating to wrongful restraint and common intention. Vehicle details were also sent to the Regional Transport Office for possible action, including suspension of permits.

The drivers have demanded closure of Uber Green and Uber Black services at the airport, implementation of fares prescribed by the RTO and limiting aggregator categories to Mini, Sedan and SUV. Cab operators have also sought revised payouts and fixed fares, restrictions on carpooling and action against commercial bike-taxi services, citing shrinking earnings, platform commissions and rising fuel and operating costs.

A similar flash strike by app-based cab drivers on Tuesday caused minor disruption at CSMIA. Passengers at Terminal 2 faced longer waits, fewer cabs at pickup bays and higher ride-hailing fares, though flight operations remained unaffected.

Sahakar Taxi Cooperative Ltd founder Mohd Rizwan Shaikh said drivers' concerns over unequal fares were not addressed by the company despite attempts at talks.

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FREE PRESS JOURNAL MUMBAI 21 AUGUST 2026

Larsen & Toubro bags ₹5,000 cr order for Dubai airport project

FPJ News Service

MUMBAI

Larsen & Toubro (L&T) has secured an order worth up to ₹5,000 cr for Dubai's Al Maktoum International Airport, extending a string of major contract wins, the engineering group said.

L&T, in collaboration with Japan's Mitsubishi Heavy Industries (MHI), will design and build the Automated People Mover (APM) system for Phase 1 of the airport.

"Once fully developed, Al Maktoum International Airport will become the world's largest airport, with a capacity of 260 million passengers and 12 million tonnes of freight annually," the company said. Developed by Dubai Aviation City Corporation and implemented through Dubai Aviation Engineering Projects, the contract forms a key part of the airport's long-term expansion.

L&T will undertake design, procurement, delivery and integration of critical APM infrastructure, including guideways, DC traction substations, power distribution, signalling, telecommunications, onboard communication systems, platform screen doors and depot equipment. The company said the project combines challenging execution milestones, advanced technologies and multiple system interfaces, with safety and quality central to delivery.

Third major win: The Dubai contract marks L&T's third consecutive major order. Earlier this week, L&T Energy Hydrocarbon Offshore secured an Ultra Mega order exceeding ₹15K cr from a Middle Eastern client to develop multiple offshore facilities. On August 13, L&T announced orders worth up to ₹15K cr under a strategic partnership with Together AI to build an NVIDIA B300 AI Factory in India.

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FREE PRESS JOURNAL MUMBAI 21 AUGUST 2026

NEW DELHI

Gold paste seized at Delhi airport

Customs officers at Delhi's IGI Airport seized 745.8 gram of gold paste and apprehended the carrier and alleged receiver on Thursday.

Acting on intelligence inputs, officers intercepted an Indian passenger arriving from Riyadh at the green channel. Suspicious images were detected during X-ray screening of his baggage, prompting a thorough examination.

Officers recovered two oval-shaped capsules containing gold paste weighing 745.8 gram from the baggage, according to a Customs statement.

THE HINDU CHENNAI 21 AUGUST 2026

L&T-MHI wins up to ₹5,000 cr. order for APM at Dubai airport

Larsen & Toubro's (L&T) Transportation Infrastructure business, in consortium with Japan's Mitsubishi Heavy Industries (MHI), has secured a large order worth between ₹2,500 crore and ₹5,000 crore to design and build the Automated People Mover (APM) System for Phase 1 of Al Maktoum International Airport in Dubai. Once fully developed, Al Maktoum International Airport is expected to handle 260 million passengers and 12 MT of freight annually.

भारतीय विमानपत्तन प्राधिकरण
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MILLENNIUM POST KOLKATA 21 AUGUST 2026

L&T-MHI consortium wins large Dubai Airport transit system order

OUR CORRESPONDENT
New Delhi, August 20

Infrastructure major L&T on Thursday said its transportation infrastructure vertical, in consortium with Japan's Mitsubishi Heavy Industries (MHI), has secured a 'large' order to design and build a fully driverless, grade-separated mass transit system for Phase 1 of Al Maktoum International Airport in Dubai.

According to the company, the valuation of a large order ranges between Rs 2,500 crore and Rs 5,000 crore.

In a regulatory filing, L&T said, "The transportation infrastructure business vertical of L&T, in consortium with Japan's Mitsubishi Heavy Industries (MHI), has secured a large order to design and build the Automated People Mover (APM) System for Phase 1 of Al Maktoum International Airport in Dubai."

The scope of work includes delivery of a fully integrated system, encompassing design, construction, supply, testing, commissioning and operational readiness of all associated infrastructure and systems.

"Under the design-and-build contract, L&T will undertake the design, procurement, delivery and integration of critical APM infrastructure and systems, including guideways, DC traction substations, power distribution, signalling and telecommunication, onboard communication systems for vehicles, platform screen doors and depot equipment," it said.

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AMAR UJALA DELHI 22 AUGUST 2026

इंडिगो वेबसाइट हफ्ते में दूसरी बार ठप

नई दिल्ली। घरेलू एयरलाइन इंडिगो की वेबसाइट शुक्रवार को फिर ठप हो गई। यात्री फ्लाइट बुक नहीं कर पाए। कुछ यूजर्स को मोबाइल एप में लॉगिन करने में भी दिक्कत आई। यह इस हफ्ते दूसरा मौका है जब इंडिगो की वेबसाइट बाधित हुई। एजेंसी

भारतीय विमानपत्तन प्राधिकरण
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AMAR UJALA DELHI 22 AUGUST 2026

सामान खोने से परेशान रहे घरेलू यात्री एयरलाइंस को मिलीं 31% शिकायतें

नई दिल्ली। जुलाई में घरेलू एयरलाइंस के यात्रियों की समस्या का सबसे बड़ा कारण सामान (बैगेज) का गुम होना, देरी से मिलना या गलत तरीके से रखरखाव रहा।

नागर विमानन महानिदेशालय (डीजीसीए) के मुताबिक, पिछले महीने विमानन कंपनियों को कुल 2,196 शिकायतें मिलीं, जिनमें से करीब 31.3 फीसदी (लगभग 687) शिकायतें सिर्फ सामान से जुड़ी थीं। इसके बाद उड़ान से जुड़ी समस्याओं (20.6 फीसदी) और रिफंड से जुड़े मुद्दों (18.4 फीसदी) का स्थान रहा।

जुलाई में लगभग 120 लाख यात्रियों ने घरेलू उड़ानों में सफर किया। हालांकि, यात्रियों की इतनी बड़ी संख्या के बावजूद कुल शिकायतें अपेक्षाकृत कम रहीं। आंकड़ा प्रति 10 हजार यात्रियों पर महज 1.83 शिकायतों का रहा। डीजीसीए ने बताया कि जुलाई में निर्धारित घरेलू उड़ानों में से 1.26 फीसदी दो घंटे से अधिक की देरी से चलीं। सबसे अधिक स्पाइसजेट की करीब 28 फीसदी उड़ानें देरी से उड़ीं। ब्यूरो

क्यों बढ़ रहे सामान गुम होने के आंकड़े

एयरलाइंस में सामान गुम होने या देरी से मिलने के मामलों के बढ़ने के मुख्य कारण हैं, बढ़ता यात्री ट्रैफिक, स्टाफ की कमी और पुराने बैगेज ट्रैकिंग सिस्टम। इसके अलावा, दो कनेक्टिंग फ्लाइट के बीच कम समय और एयरपोर्ट पर

तकनीकी खराबी भी इसमें अहम भूमिका निभाते हैं। एअर इंडिया के सूत्रों के मुताबिक, यात्रियों की भारी भीड़ सबसे बड़ी वजह है। इससे एयरपोर्ट और एयरलाइंस का सिस्टम दबाव में आ जाता है।

- कई बार बैगेज लोडिंग के लिए पर्याप्त कर्मचारी नहीं होते हैं, जिससे सामान समय पर विमान तक नहीं पहुंच पाता। एयरपोर्ट पर पुरानी बेल्ट और ऑटोमेटेड बैगेज सॉर्टिंग सिस्टम भी इसके लिए जिम्मेदार है। कई बार लगेज टैग पर बारकोड खराब होने या गीले होने की वजह से स्कैनर उसे पढ़ नहीं पाते और सामान इधर से उधर हो जाते हैं।

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BUSINESS LINE DELHI 21 AUGUST 2026

Against 10% norm, IndiGo tests 20% of pilots annually for substance abuse: CEO

OPERATIONAL FOCUS. Says airline has strengthened its SOPs, augmented manpower for handling disruptions

Aneesh Phadnis
Mumbai

IndiGo tests 20 per cent of its pilots for substance abuse annually, which is higher than the Directorate General of Civil Aviation's (DGCA's) prescribed limit, Chief Executive Officer Willie Walsh said on Thursday. The DGCA requires airlines to randomly test at least 10 per cent of their pilots annually.

Responding to shareholder questions at the company's annual general meeting, Walsh said the airline has a comprehensive fitness for duty framework covering alcohol, substance abuse, fatigue and mental well-being.

"Substance testing is done at induction. We've been doing this since 2015. All new employees are subject to substance testing at induction and then randomly thereafter. We exceed the recommended levels of testing where we routinely achieve about 20 per cent of random testing," Walsh said.

> All new employees are subject to substance testing at induction and then randomly thereafter
>
> **WILLIE WALSH**
> Chief Executive Officer, IndiGo

Substance abuse by pilots is in focus after an Air India pilot recently tested positive for marijuana consumption. Subsequently, Air India is testing all its pilots and the DGCA, too, is working on tighter anti-doping rules.

At the AGM, the IndiGo management also faced questions on steps taken to prevent flight disruption, last financial year loss, long-haul network plans, among others.

INDIGO OPERATIONS

Walsh, who took over as the CEO earlier this month, said the airline has taken remedial measures to ensure disruptions like the one witnessed last December do not recur. This includes strengthening of manpower planning and roster process, improved oversight, predictive dashboards and early warning systems enabling rostering staff to take preemptive actions.

Walsh said the airline has established a disruption management group for handling disruptions. "We have strengthened our SOPs and we have augmented manpower and crew resources in our operations control centre. We have enhanced real-time monitoring processes to track forward-looking key performance indicators measuring our operational status, crew health and all other operational metrics that can give us an indication of problems occurring," he said.

IndiGo's revenue from operations grew 5 per cent to over ₹84,000 crore, but the airline swung to ₹2,393-crore net loss in FY26 due to rupee depreciation. The airline continues to face headwinds related to supply-chain disruption, increased fuel price and airspace closures. "These realities require us to remain agile, disciplined and resilient. Yet, they don't change our direction," Walsh said.

Cost control will remain a focus area for IndiGo and the airline will ensure profitable operations on long-haul routes with the introduction of Airbus A350 aircraft from 2028.

"We continue to invest in hiring, training and capability building to support our growth while maintaining our operational reliability and service standards," he said.

Walsh said sustaining customer confidence will remain paramount for the airline. "Our ambition is for IndiGo to be chosen not only for the scale of our network, but also the convenience of our services, the reliability we deliver and the consistent high-quality experience our customers can expect every time they travel with us," he said in his address.

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BUSINESS LINE DELHI 21 AUGUST 2026

Domestic air passenger traffic declines 4.8% in July

Our Bureau
New Delhi

This was due to a seasonal slowdown in travel and calibrated capacity deployment by airlines

India's domestic air passenger traffic moderated in July 2026 on a year-on-year basis as airlines continued calibrated capacity deployment despite resilient travel demand.

According to data released by the Directorate General of Civil Aviation (DGCA), scheduled domestic airlines carried around 1.20 crore passengers during July, compared with around 1.26 crore passengers during the corresponding period of last year, a decline of about 4.8 per cent.

Industry observers attributed the decline to the seasonal slowdown in travel as well as calibrated capacity deployment by airlines.

Besides, the data showed that passenger load factors remained robust across most airlines, indicating healthy seat utilisation despite lower passenger traffic.

OPERATIONAL METRICS

Airline-wise, Akasa Air recorded the highest passenger load factor at 91.9 per cent, followed by SpiceJet (84.1 per cent), the Air India Group (83.2 per cent) and IndiGo (82.4 per cent).

In terms of market share, IndiGo held its dominant position among domestic carriers after carrying 80.82 lakh passengers, accounting for 67.4 per cent of the market. Furthermore, the Air India Group — comprising Air India and Air India Express — accounted for a combined market share of 24 per cent after carrying 28.75 lakh passengers. Meanwhile, Akasa Air saw its market share decline to 5.5 per cent after carrying 6.65 lakh passengers.

Other airlines such as SpiceJet accounted for a market share of 1.6 per cent, while Star Air, Fly91, Alliance Air and IndiaOne Air accounted for 0.7 per cent, 0.5 per cent, 0.4 per cent and less than 0.1 per cent respectively. In addition, the overall cancellation rate of scheduled domestic airlines stood at 0.62 per cent, with technical reasons accounting for the largest share of cancellations at 39.9 per cent, followed by operational reasons (27.4 per cent) and weather-related disruptions (22.7 per cent).

COMPLAINT DATA

The DGCA data also showed that airlines received 2,196 passenger complaints, translating into around 1.83 complaints per 10,000 passengers carried.

In terms of operational performance, IndiGo recorded the highest on-time performance (OTP) among major domestic airlines at the country's 10 busiest airports at 91.2 per cent, followed by Akasa Air (90.8 per cent), the Air India Group (88.5 per cent), Alliance Air (76 per cent) and SpiceJet (34.6 per cent).

Across airports, Chennai recorded the highest overall OTP at 96.7 per cent, followed by Bengaluru (94 per cent) and Hyderabad (92.4 per cent). The DGCA attributed the majority of flight delays to reactionary reasons, which accounted for 65 per cent of all delays, followed by operational and air traffic control constraints (7 per cent each), technical and weather-related factors (6 per cent each), passenger-related reasons (3 per cent), airport-related (2 per cent), ramp-related (1 per cent) and miscellaneous (3 per cent).

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BUSINESS LINE DELHI 22 AUGUST 2026

ANA extends suspension of Narita-Chennai flights

Chennai: All Nippon Airways (ANA) has extended its suspension of the Narita-Chennai flight until March 27, 2027. It had suspended its operations from March 29 to October 24, 2026, and this has been extended, the airline said while announcing its revised flight schedule for the second half of FY26 that includes more international flights. OUR BUREAU

'नो री-स्क्रीनिंग' एयर कार्गो ट्रांसशिपमेंट के ट्रायल के नतीजे उत्साहजनक

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: भारतीय विमानन क्षेत्र को दुनिया का प्रमुख लाजिस्टिक्स और ट्रांसशिपमेंट हब बनाने की दिशा में केंद्र सरकार का बड़ा नीतिगत बदलाव रंग लाने लगा है। नागरिक उड्डयन सुरक्षा ब्यूरो द्वारा शुरू किए गए 'नो री-स्क्रीनिंग' एयर कार्गो ट्रांसशिपमेंट के ट्रायल के शुरुआती नतीजे दिल्ली एयरपोर्ट पर बेहद उत्साहजनक सामने आए हैं। इस नई व्यवस्था के तहत घरेलू शहरों से आने वाले अंतरराष्ट्रीय कार्गो को दिल्ली जैसे बड़े एयरपोर्ट्स पर ट्रांजिट के दौरान दोबारा खोलकर सुरक्षा जांच (पीस-लेवल री-स्क्रीनिंग) नहीं करनी पड़ रही है। 90-दिवसीय पायलट प्रोजेक्ट के तहत चेन्नई-दिल्ली-फ्रैंकफर्ट मार्ग पर 20 जून से जारी इस प्रयोग के सकारात्मक परिणामों को देखते हुए सरकार अब इसका विस्तार देश के अन्य प्रमुख शहरों में किया जा रहा है। फिलहाल इस 90-दिवसीय पायलट प्रोजेक्ट को लागू करने का जिम्मा एअर इंडिया के पास है।


विमान में कार्गो किया जा रहा लोड • सौ. एअर इंडिया

• चेन्नई-दिल्ली-फ्रैंकफर्ट रूट पर दैनिक कार्गो वाल्यूम 2.2 टन से बढ़कर सीधे 4.5 टन प्रति दिन पहुंच गया है

90-दिवसीय ट्रायल के शुरुआती आंकड़ों ने इस नीतिगत बदलाव की सफलता साबित कर दी है। चेन्नई-दिल्ली-फ्रैंकफर्ट रूट पर दैनिक कार्गो वाल्यूम 2.2 टन से बढ़कर सीधे 4.5 टन प्रति दिन पहुंच गया है। इसके अलावा समय की भी भारी बचत हो रही है। दिल्ली एयरपोर्ट पर जहां पहले कनेक्टिंग फ्लाइट के लिए सामान को 36 से 48 घंटे रोके रखना पड़ता था, वहीं अब यह ट्रांजिट टाइम घटकर महज 5 से 8 घंटे रह गया है यानी समय में लगभग 80 प्रतिशत की सीधी कटौती दर्ज की गई है। इन उत्साहजनक नतीजों को देखते हुए अब अहमदाबाद, बेंगलुरु, हैदराबाद और मुंबई से आने वाले माल को भी दिल्ली के रास्ते कोपेनहेगन, फ्रैंकफर्ट और लंदन (हीथ्रो) भेजने के लिए प्रक्रिया का विस्तार किया जा रहा है।

दरअसल, अब तक भारत के किसी शहर (जैसे चेन्नई या मुंबई) से विदेश जाने वाले सामान को जब आइजीआइ एयरपोर्ट पर कनेक्टिंग फ्लाइट में शिफ्ट किया जाता था, तो वहां कस्टम और सुरक्षा कारणों से पूरे माल को अनपैक करके एक-एक पैकेट जांचना पड़ता था। इस झंझट, देरी और सामान खराब होने या चोरी होने के डर से भारतीय निर्यातक अपना माल दुबई या दोहा जैसे विदेशी ट्रांसशिपमेंट हब्स के जरिये भेजते थे। लेकिन नए सिस्टम में अगर माल सुरक्षित 'यूनिट लोड डिवाइस' यानी सीलबंद एयरलाइन्स कंटेनर में आ रहा है, तो उसे दिल्ली में बिना खोले सीधे अंतरराष्ट्रीय उड़ान में लोड कर दिया जाता है।

विमानन विशेषज्ञों का मानना है कि ट्रायल के ये सफल नतीजे भारत की लाजिस्टिक्स क्षमता को नई ऊंचाई पर ले जाएंगे। अकेले दिल्ली एयरपोर्ट में 95 से अधिक अंतरराष्ट्रीय कार्गो कारिडोर के माध्यम से सालाना 20 लाख मीट्रिक टन अतिरिक्त ट्रांसशिपमेंट संभालने की क्षमता है। इससे न केवल निर्यातकों की लागत घटेगी, बल्कि दुबई और दोहा जैसे विदेशी एयरपोर्ट्स पर भारत की निर्भरता भी खत्म होगी। सरकार की योजना इस नीति को तीन चरणों (घरेलू-से-अंतरराष्ट्रीय, अंतरराष्ट्रीय-से-घरेलू और अंतरराष्ट्रीय-से-अंतरराष्ट्रीय) में लागू करने की है। हालांकि शुरुआती नतीजे मजबूत हैं, लेकिन व्यापक रोल-आउट से पहले देश भर के अन्य एयरपोर्ट्स पर इसके अनुरूप इंफ्रास्ट्रक्चर तैयार करना और सुरक्षा प्रोटोकाल को बिना किसी चूक के बनाए रखना नागरिक उड्डयन मंत्रालय के लिए मुख्य परीक्षा होगी।

भारतीय विमानपत्तन प्राधिकरण
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उड़ान योजना के विस्तार के लिए 28,840 करोड़ का निवेश : नायडू

नई दिल्ली, आइएएनएस : नागरिक उड्डयन मंत्री किन्जरापु राम मोहन नायडू का कहना है कि केंद्र सरकार उड़ान परियोजना के अगले चरण के तहत 28,840 करोड़ रुपये के आवंटन के साथ इस महत्वाकांक्षा को नए स्तर पर ले जा रही है। 'उड़ान' के अगले चरण का उद्देश्य क्षेत्रीय हवाई कनेक्टिविटी को मजबूत करना, फ्लाइंग ट्रेनिंग आर्गनाइजेशन पारिस्थितिकी तंत्र में सुधार करना व इंदिरा गांधी राष्ट्रीय उड़ान अकादमी (आइजीआरयूए) का रूपांतरण करना था।

नागरिक उड्डयन मंत्रालय की संसदीय परामर्श समिति की बैठक शुक्रवार को कर्नाटक के मैसूरु में आयोजित की गई, जिसकी अध्यक्षता नागरिक उड्डयन मंत्री किन्जरापु राम मोहन नायडू ने की। मंत्री ने समिति को संबोधित कर कहा, "पिछले 10 वर्षों में हवाई अड्डे के विकास और एयरलाइनों के लिए वायबिलिटी गैप फंडिंग में लगभग 10,000 करोड़ रुपये का निवेश किया है।" भारत ड्रोन और ईविटोल्स के माध्यम से उड्डयन नवाचार की अगली लहर का नेतृत्व कर रहा है, जबकि एमआरओ और एयर कार्गो जैसे क्षेत्रों में सुधार को

- नागरिक उड्डयन मंत्रालय की संसदीय परामर्श समिति की बैठक में घोषणा
- 10 वर्षों में हवाई अड्डे के विकास में 10,000 करोड़ रुपये का निवेश किया गया

आगे बढ़ा रहा है। समिति को प्रशिक्षित पायलटों की उपलब्धता बढ़ाने के लिए फ्लाइंग ट्रेनिंग आर्गनाइजेशन (एफटीओ) पारिस्थितिकी तंत्र में सुधारों के बारे में भी जानकारी दी गई। एफटीओ पारिस्थितिकी तंत्र 2020 में 32 एफटीओ से बढ़कर 2026 में 41 हो गया है, जबकि उड़ान आधार 32 से बढ़कर 63 हो गए हैं। एफटीओ रैंकिंग ढांचे की शुरुआत ने पारदर्शी जवाबदेही को सक्षम किया है, जिससे युवाओं को पायलट बनने के पहले कदम पर निर्णय लेने में मदद मिल रही है।

दो कंपनियों का वर्चस्व खत्म करने की नीति दूर की कौड़ी

जयप्रकाश रंजन • जागरण

नई दिल्ली : भारतीय नागरिक उड्डयन बाजार में एकाधिकार और द्वयधिकार तोड़ने की केंद्र सरकार की योजना फिलहाल आगे बढ़ती नजर नहीं आ रही। पिछले साल दिसंबर में इंडिगो के बड़े आपरेशन संकट के बाद नागरिक उड्डयन मंत्री के.राममोहन नायडू ने देश की जरूरत को देखते हुए कम से कम पांच बड़ी एयरलाइनों (प्रत्येक के पास करीब 100 विमान) को बढ़ावा देने की बात कही। नागरिक उड्डयन मंत्रालय ने शंख एयर, अल हिंद एयर और फ्लाईएक्सप्रेस को अनापत्ति प्रमाण पत्र (एनओसी) जारी कर बाजार में प्रतिस्पर्धा बढ़ाने का प्रयास भी किया। लेकिन ताजा स्थिति यह है कि पिछले कुछ महीनों में सबसे ज्यादा हिस्सेदारी रखने वाली इंडिगो की बाजार हिस्सेदारी 63.6 फीसद से बढ़कर 67.4 फीसद हो गई है। जिन कंपनियों की शुरुआत की गई, वो प्रतिस्पर्द्धी बाजार में ठीक से संचालन भी शुरू नहीं कर पाई हैं।

- पिछले कुछ महीनों में इंडिगो की बाजार हिस्सेदारी और बढ़ी
- एअर इंडिया व इंडिगो की संयुक्त बाजार हिस्सेदारी 91 फीसद
- तीन कंपनियों को मिली मंजूरी पर शुरू नहीं हो पाया संचालन

इंडिगो की आनलाइन टिकट बुकिंग में परेशानी

नई दिल्ली, प्रेट्र : देश की सबसे बड़ी एयरलाइंस इंडिगो में इस महीने दूसरी बार आनलाइन टिकट बुकिंग सिस्टम में दिक्कत दे रही है। शुक्रवार को लोग इस एयरलाइंस की आनलाइन सेवाएं हासिल न्हीं कर सके। विगत बुधवार को भी एयरलाइंस की बुकिंग प्रणाली में परेशानी हो रही थी।

दिसंबर 2025 में शंख एयर उत्तर प्रदेश से, अल हिंद केरलम से और फ्लाईएक्सप्रेस तेलंगाना/हैदराबाद से क्षेत्रीय सेवाएं शुरू करने वाली थीं। जुलाई, 2026 तक इनमें से कोई भी कंपनी व्यावसायिक उड़ानें शुरू नहीं कर पाई है। एक कारण पश्चिम एशिया संकट बताया जा रहा है जिसकी वजह से इन नई कंपनियों को अंतरराष्ट्रीय बाजार में लीज पर विमान नहीं मिल पा रहे। शंख एयर कई बार सेवाएं शुरू करने की योजना आगे बढ़ा चुकी है। अब वित्त वर्ष 2027 की चौथी तिमाही का लक्ष्य रख रही है। जानकार बता रहे हैं कि नई एयरलाइनों को एटीआर-72 जैसे छोटे विमान भी लीज पर नहीं मिल पा रहे।

डीजीसीए के ताजा आंकड़ों के अनुसार इंडिगो की घरेलू बाजार हिस्सेदारी 67.4 फीसद पहुंच गई है, जो जून के 66.3 व साल की शुरुआत के करीब 63.6 फीसद से ज्यादा थी। एअर इंडिया ग्रुप (एअर इंडिया और एअर इंडिया एक्सप्रेस) की हिस्सेदारी करीब 24 प्रतिशत रही। दोनों मिलाकर 91.4 प्रतिशत बाजार पर काबिज हैं। अकासा एयर की हिस्सेदारी 5.5 प्रतिशत और स्पाइसजेट की महज 1.6 प्रतिशत रह गई। विशेषज्ञों के अनुसार, मौजूदा हालात में छोटी कंपनियों का टिकना लगभग असंभव है।

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दूर की कौड़ी है एविएशन बाजार में दो कंपनियों का वर्चस्व खत्म करने की नीति

पिछले कुछ महीनों में इंडिगो की बाजार हिस्सेदारी और बढ़ी

एअर इंडिया व इंडिगो की संयुक्त बाजार हिस्सेदारी 91 फीसद

तीन कंपनियों को मिली मंजूरी पर शुरू नहीं हो पाया संचालन

प्रतीकात्मक

जयप्रकाश रंजन • जागरण

नई दिल्ली : भारतीय नागरिक उड्डयन बाजार में एकाधिकार और द्वयधिकार तोड़ने की केंद्र सरकार की योजना फआगे बढ़ती नजर नहीं आ रही। गत वर्ष दिसंबर में इंडिगो के बड़े आपरेशन संकट के बाद नागरिक उड्डयन मंत्री के.राममोहन नायडू ने देश की जरूरत को देखते हुए कम से कम पांच बड़ी एयरलाइनों (प्रत्येक के पास करीब 100 विमान) को बढ़ावा देने की बात कही। नागरिक उड्डयन मंत्रालय ने शंख एयर, अल हिंद एयर और फ्लाईएक्सप्रेस को अनापत्ति प्रमाण पत्र (एनओसी) जारी कर बाजार में प्रतिस्पर्धा बढ़ाने का प्रयास भी किया। पर ताजा स्थिति यह है कि पिछले कुछ महीनों में इंडिगो की बाजार हिस्सेदारी 63.6 से बढ़कर 67.4 फीसद हो गई है। जिन कंपनियों की शुरुआत की गई, वो प्रतिस्पर्द्धी बाजार में ठीक से संचालन भी शुरू नहीं कर पाई हैं।

दिसंबर 2025 में शंख एयर उत्तर प्रदेश से, अल हिंद केरलम से और फ्लाईएक्सप्रेस तेलंगाना/हैदराबाद से क्षेत्रीय सेवाएं शुरू करने वाली थीं। जुलाई, 2026 तक इनमें से कोई भी कंपनी उड़ानें शुरू नहीं कर पाई है। एक कारण पश्चिम एशिया संकट बताया जा रहा है जिसकी वजह से नई कंपनियों को अंतरराष्ट्रीय बाजार में लीज पर विमान नहीं मिल पा रहे। शंख एयर कई बार सेवाएं शुरू करने की योजना आगे बढ़ा चुकी है। अब वित्त वर्ष 2027 की चौथी तिमाही का लक्ष्य रख रही है। जानकार बता रहे हैं कि नई एयरलाइनों को एटीआर-72 जैसे छोटे जहाज भी लीज पर नहीं मिल पा रहे। वैसे एनओसी के बाद तीन साल का समय मिलता है,पर वैश्विक विमानन सेक्टर की स्थिति को देखते हुए आगे की राह काफी कठिन है। ये कंपनियां कब संचालन शुरू करेंगी और कब इंडिगो या एअर इंडिया ग्रुप को चुनौती देने में सक्षम होंगी, यह कहना मुश्किल है।

डीजीसीए के आंकड़ों के अनुसार इंडिगो की घरेलू बाजार हिस्सेदारी 67.4 फीसद पहुंच गई है, जो जून के 66.3 व साल की शुरुआत के करीब 63.6 फीसद से ज्यादा थी। एअर इंडिया ग्रुप (एअर इंडिया और एअर इंडिया एक्सप्रेस) की हिस्सेदारी करीब 24 प्रतिशत रही। दोनों मिलाकर 91.4 प्रतिशत बाजार पर काबिज हैं। अकासा एयर की हिस्सेदारी 5.5, स्पाइसजेट की महज 1.6 प्रतिशत रह गई।

विशेषज्ञों के अनुसार, मौजूदा हालात में छोटी कंपनियों का टिकना लगभग असंभव है। सबसे बड़ा कारण भारी पूंजी की जरूरत बताया जा रहा है। एक किफायती व सीमित सेवा देने वाली एयरलाइन शुरू करने के लिए पहले पांच साल में कम से कम एक अरब डालर (8000-9000 करोड़ रुपये) की जरूरत पड़ती है। छोटी कंपनियों के पास इतना फंड जुटाना मुश्किल है। विमान लीज महंगा व जटिल हो गया है। पायलट उपलब्धता भी सीमित है। प्रमुख कंपनियां पहले से स्लाट व प्रमुख रूटों पर कब्जा जमाए बैठी हैं। वैश्विक अस्थिरता भी प्रभावित करती है। पहले यूक्रेन-रूस युद्ध,हाल के ईरान-अमेरिका-इजरायल युद्ध ने एविएशन टरबाइन फ्यूल (एटीएफ) को काफी महंगा कर दिया है। इसकी चुभन हर एयरलाइन महसूस कर रही है। एयरलाइन संचालन में 40-50 फीसद तक हिस्सा सिर्फ एटीएफ का होता है। एविएशन सेक्टर में सलाह देने वाली कंपनी सीएपीए इंडिया का कहना है कि भारतीय बाजार में मुनाफा में आने के लिए किसी भी एविएशन कंपनी को कम से कम 10 फीसद बाजार पर कब्जा करना होगा। यह छोटी कंपनियों के लिए दूर की कौड़ी है।

इंडिगो की आनलाइन टिकट बुकिंग में परेशानी

नई दिल्ली, प्रेट्र : देश की सबसे बड़ी एयरलाइंस इंडिगो इस महीने दूसरी बार आनलाइन टिकट बुकिंग सिस्टम में दिक्कत दे रही है। शुक्रवार को लोग इस एयरलाइंस की आनलाइन सेवाएं हासिल करने में नाकामयाब रहे। विगत बुधवार को भी एयरलाइंस की बुकिंग प्रणाली में परेशानी हो रही थी।

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THE ECONOMIC TIMES DELHI 22 AUGUST 2026

IndiGo Website Faces Booking Glitches Again

NEW DELHI: India's largest airline IndiGo was experiencing intermittent issues with its core reservation platform on Friday, the second such disruption this week, as users again faced problems booking flights online. IndiGo's website on Friday displayed an advisory identical to one it issued on Wednesday, citing "intermittent issues" with its core reservation platform. It was not immediately clear whether the problems were linked to Wednesday's disruption or whether the earlier issue had been fully resolved, and IndiGo did not respond to an email seeking more details.

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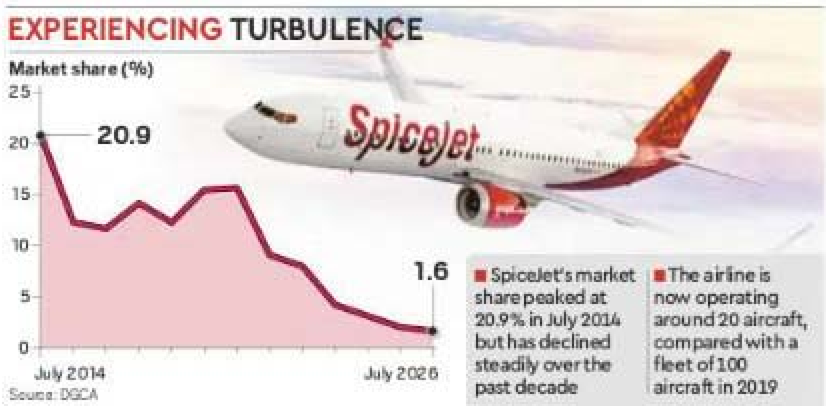
THE FINANCIAL EXPRESS DELHI 22 AUGUST 2026

INABILITY TO MAINTAIN CAPACITY PRIMARY REASON

SpiceJet market share hits decade-low of 1.6% in July

NITIN KUMAR
New Delhi, August 21



SPICEJET'S DOMESTIC MARKET share fell to 1.6% in July, its lowest level in more than a decade, as the financially stressed airline continued to grapple with constrained capacity and a significantly reduced fleet. The carrier's market share declined from 1.9% in June and 2.5% in May, according to data released by the Directorate General of Civil Aviation (DGCA).

The latest figure marks a dramatic erosion in SpiceJet's position in India's domestic aviation market. The airline's market share peaked at 20.9% in July 2014, according to DGCA data, but has declined steadily over the past decade, falling below 10% in 2022 and to 5% or lower from late 2023. It touched 1.9% in September 2025 before briefly recovering to 4.3% in December following the induction of wet-leased aircraft.

The recovery, however, proved short-lived. SpiceJet's market share fell from 4.3% in December to 3.9% in April 2026, 3.4% in May, 2.5% in June and 1.6% in July. The latest figure represents a decline of more than 92% from its July 2014 peak.

The decline has been primarily driven by the airline's inability to maintain capacity rather than a collapse in demand for air travel. Earlier this year, all 16 aircraft inducted under wet-lease arrangements exited the fleet after SpiceJet chose not to extend the agreements amid weak seasonal demand, elevated aviation turbine fuel prices and rising operating costs.

At the same time, several of its aircraft were undergoing scheduled maintenance, including routine checks and C-checks, further reducing the number of aircraft available for commercial operations.

The airline is now operating around 20 aircraft, compared with a fleet of 58 aircraft in FY14 and 100 aircraft in 2019.

SpiceJet had earlier said it expected capacity to gradually recover as aircraft returned from maintenance. It had planned to bring back three aircraft in July, followed by two in August and two each in September and October. The airline had also planned to induct additional leased aircraft ahead of the festive travel season, with plans for 10 aircraft each in October and November.

The airline has since taken some steps to rebuild capacity. In July, SpiceJet inducted three Airbus A320 aircraft on damp lease from Cambodia-based Sky Angkor Airlines. The aircraft are expected to help the airline restore capacity and expand its network as demand typically strengthens during the festive and winter travel period.

However, the capacity rebuilding exercise comes against the backdrop of prolonged financial stress. SpiceJet reported a consolidated net loss of around ₹1,125 crore during the first three quarters of FY26, while its accumulated losses have crossed ₹8,600 crore.

The airline's financial position has also affected its ability to secure aircraft on conventional long-term leases, increasing its dependence on wet- and damp-lease arrangements to maintain operations.

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THE FINANCIAL EXPRESS DELHI 22 AUGUST 2026

A hedge that can save our skies

V SHUNMUGAM
Partner, MCQube

THIS JUNE, AS oil prices surged during the Hormuz crisis, McKinsey issued a cautious warning to global airlines, not just India's. It pointed out that fuel costs about a third of a ticket, and most increases are passed on to consumers, potentially raising fares worldwide by 20-25%. India shares this impact. However, the reassuring part of McKinsey's message — that airlines which hedged fuel costs will mostly safeguard their margins — does not apply to India. Since Indian carriers have not hedged, ICRA predicts they will lose between ₹36,000 and ₹38,000 crore this year. The world's airlines raise fares and continue; India's airlines suffer. The key difference? Hedging.

Hedging isn't an exotic gamble; it's a response to a structural peculiarity. Airlines sell tickets for future flights, such as a Diwali trip in June, and collect payment now, but they only buy fuel closer to the departure date in October. This allows them to set a price before knowing their biggest expense. A hedge simply stabilises the future cost tied to tickets already sold. Here, not hedging is a gamble an airline is making.

The refusal to manage fuel price risk is ingrained in their practices. Look at the annual report of IndiGo or any major Indian airline, and you will see a section mandated by regulators titled "disclosure of commodity price risk and hedging activities". It mentions the threat of fuel price fluctuations, but when asked about their positions, they discuss only currency hedging. Each year, Indian airlines disclose this risk yet choose not to hedge against it, passing the jet fuel spot price directly to passengers or shareholders. Conversely, airlines praised by McKinsey, like Ryanair, locked in fuel costs at around $67 per barrel for the following year; Lufthansa and British Airways' parent, IAG, hedged most of theirs; and they all endured the spike with minimal impact on fares. Southwest, with the longest profit streak, employed similar discipline and only hedged when the risk was significant, showing that hedging is a strategic tool to address looming danger, not a constant commitment.

The refusal has its supporters. Choosing not to hedge has benefitted IndiGo for 10 years, avoiding hedge management issues and accounting complications; hedging can cause harm, and Indian airlines have faced setbacks before. Even major American carriers now don't hedge. However, this suggests the need for smart hedging rather than outright refusal, and for developing the market that would enable effective hedging.

> **A hedge simply stabilises the future cost tied to tickets already sold. Here, not hedging is a gamble an airline is making**

India's airlines start with a heavier burden. Jet fuel accounts for about 40-50% of their operating costs, compared to roughly 25% globally, mainly due to taxes. Since aviation turbine fuel (ATF) is outside the GST system, it incurs both central excise and a state value-added tax, which can reach up to 30% in some regions. This tax-on-tax policy makes Indian fuel prices about a third higher than those at Gulf or Southeast Asian hubs. For airlines already spending half on fuel, each price increase hits twice as hard. Those without hedging feel the impact acutely, with no buffer in between.

Even airlines seeking to hedge face difficulties due to the lack of a substantial market. Although India trades crude oil futures, these are a limited rupee-based proxy: most liquidity concentrates in the front month, with distant contracts trading very little. Hedging a year ahead involves rolling over the near month repeatedly, incurring costs from a contango, trading fees, and the commodity transaction tax each time. Participating in a foreign derivative would introduce the same currency risk they try to avoid. Moreover, they track crude oil prices rather than jet fuel, leaving the crack spread — highlighted by McKinsey as unusually wide this year — exposed. Essentially, there is no liquid market in the actual fuel that airlines use.

The government has begun handling hedging directly. Recently, the Cabinet approved a ₹10,000-crore ATF Price Stabilisation Fund, which keeps fuel prices at ₹115 per litre for up to three years and compensates oil companies if market prices rise. Essentially, this amounts to the government providing a fuel hedge for private airlines. We have seen similar risks before, such as the sovereign gold bonds from 2015, which aimed to reduce gold imports and the associated foreign exchange drain. The government ended up bearing the gold price risk, and as gold prices trebled, the liabilities exceeded ₹1 lakh crore until the scheme was quietly discontinued in 2024. Likewise, the ATF fund is a bet on oil prices, and if oil prices remain high, taxpayers will bear the cost. That's a public subsidy to stabilise the private balance sheet.

A better solution exists, involving two interconnected steps. First, expand the market by developing a comprehensive, cleared, and margined market for jet-fuel risk, transforming crude-oil futures into this space. License major natural counterparts — such as Reliance, ExxonMobil, and bank treasuries — to operate under Sebi and RBI oversight, enabling them to enter into these contracts. Since refineries profit during months when airlines struggle, they are ideally positioned to serve as protection sellers. Second, mandate that all scheduled carriers adopt this approach by implementing a board-approved hedging programme, disclosed and audited quarterly, similar to how they currently manage currency risk.

Aviation has become a crucial pillar of India's economy, ranking as the third-largest air market worldwide. It is highly concentrated, with two major groups accounting for nearly 90% of domestic passengers. When one of these dominant players collapses, it doesn't just redistribute travellers; it also results in lost connectivity. India has experienced the collapse of several carriers, such as Kingfisher, Jet, and Go First, illustrating how swiftly a low-margin industry can fail. Ultimately, an airline doesn't just sell seats; it offers time — the assurance that allows an exporter to promise next-day delivery or a surgeon to perform operations across cities by morning. This certainty is what hedging provides, yet India's skies still lack that assurance.

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HINDUSTAN DELHI 22 AUGUST 2026

इंडिगो की टिकट बुकिंग प्रणाली फिर बाधित हुई

नई दिल्ली, एजेंसी। देश की सबसे बड़ी एयरलाइन इंडिगो की टिकट बुकिंग प्रणाली में शुक्रवार को कुछ समय के लिए समस्या आ गई और लोग ऑनलाइन सेवाओं का इस्तेमाल नहीं कर पाए। एयरलाइन की बुकिंग प्रणाली में बुधवार को भी दिक्कतें आई थीं।

इंडिगो ने शुक्रवार को अपनी वेबसाइट पर एक संदेश में कहा, 'अभी हमारे टिकट आरक्षण से संबंधित मुख्य रिजर्वेशन मंच में रुक-रुक कर दिक्कतें आ रही हैं जिससे कुछ ग्राहकों को हमारी ऑनलाइन सेवाओं का इस्तेमाल करने में परेशानी हो सकती है। टीम इस समस्या को ठीक करने के लिए प्राथमिकता के आधार पर काम कर रही है। 'हालांकि एयरलाइन के अधिकारी ने बताया कि कुछ समय बाद समस्या को ठीक कर लिया गया।

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HINDUSTAN TIMES MUMBAI 21 AUGUST 2026

Domestic air pax traffic down 4.8% sequentially in Jul

Neha LM Tripathi
letters@hindustantimes.com

NEW DELHI: Domestic air passenger traffic fell 4.8% to 12 million in July from 12.6 million in June, with most major airlines also reporting lower passenger load factors, according to Directorate General of Civil Aviation (DGCA) data released on Thursday.

Despite the month-on-month decline, passenger traffic during the first seven months of 2026 remained marginally higher than in the corresponding period last year. Indian airlines carried 98.4 million passengers during January-July, compared with 97.78 million a year earlier, an increase of 0.64%.

IndiGo, India's largest airline, carried 8.08 million passengers in July, down from 8.92 million in June. The Air India Group, comprising Air India and Air India Express, carried 2.88 million passengers, compared with 3.22 million in June.

Akasa Air carried 665,000 passengers in July, down from 861,000 in June, while SpiceJet carried 187,000, compared with 263,000 in the previous month.

Despite the fall in passenger numbers, IndiGo's market share rose to 67.4% in July from 66.3% in June, while the Air India Group's share edged up to 24% from 23.9%.

Akasa Air's market share fell to 5.5% from 6.4%, while SpiceJet's declined to 1.6% from 1.9%.

DESPITE THE MONTH-ON-MONTH DECLINE, PASSENGER TRAFFIC DURING THE FIRST SEVEN MONTHS OF 2026 REMAINED SLIGHTLY HIGHER THAN IN THE CORRESPONDING PERIOD LAST YEAR

The passenger load factor — the proportion of available seats occupied — declined for IndiGo, the Air India Group and Akasa Air during the month. SpiceJet was the exception, with its load factor rising to 74.7% in July from 73.2% in June.

The overall cancellation rate of scheduled domestic airlines was 0.62% in July. Technical issues accounted for 39.9% of cancellations, followed by operational reasons at 27.4% and weather-related disruptions at 22.7%, according to the DGCA.

IndiGo recorded the highest on-time performance (OTP) among scheduled domestic airlines at 10 major airports, at 91.2%, followed by Akasa Air at 90.8% and the Air India Group at 88.5%. Alliance Air recorded an OTP of 76%, while SpiceJet had the lowest at 34.6%.

The airports covered in the OTP assessment were Delhi, Mumbai, Bengaluru, Kolkata, Hyderabad, Chennai, Ahmedabad, Cochin, Guwahati and Lucknow.

IndiGo site faces booking problems again; restored

Reuters
letters@hindustantimes.com

NEW DELHI: The reservation system of India's largest airline IndiGo was restored on Friday, hours after it faced intermittent issues that prevented people from making ticket bookings for a second time this week.

The repeated glitches are an early headache for CEO Willie Walsh, who took charge on August 3, less than five months after his predecessor Pieter Elbers resigned following scrutiny over a major operational breakdown at the airline.

Earlier on Friday, IndiGo's website displayed an advisory identical to one it issued on Wednesday, citing "intermittent issues" with its core reservation platform. It was not immediately clear whether the problems were linked to Wednesday's disruption or whether the earlier issue had been fully resolved. IndiGo did not respond to an email seeking more details.

Reuters journalists in four cities were unable to book tickets through the website, which displayed a "no data available" message when they searched for flights, while some were also unable to log in to the app.

Multiple users complained on IndiGo's X handle on Friday about failed bookings, problems completing web check-ins and payment confirmations.

IndiGo came under scrutiny last December after pilot rostering problems forced it to cancel around 4,500 flights, leaving tens of thousands of passengers stranded and disrupting travel across the country.

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THE HINDU DELHI 22 AUGUST 2026

IndiGo plane grounded after tail-strike in Gorakhpur

Jagriti Chandra
NEW DELHI

An IndiGo Airbus A321's fuselage scraped the runway during landing at Gorakhpur earlier this week, according to industry sources, marking at least the 8th tail-strike incident involving the airline's A321 fleet.

The aircraft has remained grounded since the incident, which came to light in Gorakhpur on August 19. Its last recorded operation was a Delhi-Gorakhpur flight.

The aircraft involved was an Airbus A321neo. According to industry sources, this is at least the 10th tail-strike incident involving an IndiGo aircraft since 2023, with at least eight of these incidents involving A321s. One incident involved the smaller-sized, regional aircraft, an ATR, and another an A320. There is no official data available on the number of tail-strike incidents involving the airline.

The airline said the aircraft aborted a landing, and made a landing on second attempt on August 19 while arriving in Gorakhpur from Delhi. It was grounded after "scratches were found around the inlet of the auxiliary power unit (APU)", located at the rear of the aircraft.

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THE HINDU DELHI 22 AUGUST 2026

New tariff formula cuts air passenger fee at Bengaluru by 33%

Jagriti Chandra
NEW DELHI

For the first time, the airport tariff regulator has applied a new formula at Bengaluru airport, cutting the passenger fee by 33% from ₹450 to ₹300 and ensuring travellers pay only for commissioned infrastructure available for use, rather than large projects such as runways and passenger buildings to be built in the future.

The new formula comes amid scrutiny of the Airports Economic Regulatory Authority (AERA) by a Parliamentary panel earlier this year over recent increases in airport user charges, which also raised questions about how the fees were being calculated.

On August 20, 2026, the Airports Economic Regulatory Authority (AERA) issued the tariff order for Bengaluru's Kempegowda International Airport's fourth five-year tariff cycle, setting the charges payable by airlines and passengers to recover the airport's capital expenditure.

The tariff order will come into effect on September 1, 2026 and will be applicable until March, 2031. Passengers departing from Bengaluru airport will now pay a User Development Fee (UDF) of ₹300, down from ₹550 earlier. Passengers arriving at the airport will pay ₹125. International passengers departing from the airport will pay ₹997, and those landing will pay ₹426. The fee for disembarking passengers is being introduced for the first time at Bengaluru in line with tariff orders for other airports. Bengaluru's proposal before AERA suggested a UDF of ₹450. This fee is a component of airfares collected by airlines. Further, landing charges levied on airlines that also impact airfares have also been rationalised. The formula implemented is called the incremental Aggregate Revenue Requirement.

The formula ensures travellers pay only for commissioned infrastructure available for use

This framework links the recovery of cost through airport charges with actual date of completion, commissioning and putting to use of few identified high value capex projects like new terminal buildings, runways, taxiways which are likely to become operational only in the latter half of the tariff cycle. "As the airport tariff is based on user-pay principle, linking recovery of costs with commissioning of projects ensures that travellers only pay for the infrastructure that is ready for use by them," AERA Chairman S.K.G. Rahate explained to *The Hindu*.

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THE INDIAN EXPRESS DELHI 22 AUGUST 2026

• FALL IN INTERNATIONAL PASSENGER TRAFFIC DRIVEN BY INDIAN AIRLINES, WHILE OVERSEAS CARRIERS SAW A RISE IN FLYER NUMBERS ON FLIGHTS TO AND FROM INDIA

Pakistan factor: Why West Asia war hurt Indian airlines more than foreign ones

Sukalp Sharma
New Delhi, August 21

THE WEST Asia conflict, which resulted in major airspace disruptions in the Gulf region, led to a 9% year-on-year (y-o-y) decline in international air passenger traffic to and from India in the first quarter of the current financial year. While the fall in overall volumes was expected, notably, it was entirely driven by Indian airlines as they collectively lost a significant share of international passenger traffic. Overseas carriers, on the other hand, cumulatively made large market share gains, with their combined passenger numbers even higher than the year-ago period.

The odds were stacked against Indian airlines owing to a combination of factors. These include the heavy curtailment of flights to the United Arab Emirates and other West Asian markets — the biggest destinations for Indian airlines — and Indian carriers being forced to cut flights to destinations even beyond West Asia owing to the the war-related financial headwinds and the ban on them from flying over Pakistan since late April of 2025. While the West Asia conflict-related challenges, like surging jet fuel prices, were also faced by overseas carriers, many of them had one key competitive advantage — availability of the Pakistani airspace.

Data on international air passengers

As per an analysis of the latest international passenger traffic data released by the Directorate General of Civil Aviation (DGCA), total international air passenger volume (to and from India) fell by 9.1% y-o-y in April-June to 1.72 crore. Indian carriers' combined international passenger numbers declined by 26.6% to 64.2 lakh, while foreign airlines expanded their cumulative passenger base by 6% to 1.08 crore from 1.02 crore a year ago. Consequently, foreign operators expanded their market share to 62.7% from 53.8%, while domestic carriers dropped to 37.3% from 46.2%.

• HITTING TURBULENCE

	Passengers*			Market Share(%)	
	APR-JUN 2026	APR-JUN 2025	CHANGE (%)	APR-JUN 2026	APR-JUN 2025
INDIAN AIRLINES	6414896	8734038	-26.6	37.3	46.2
FOREIGN AIRLINES	10785244	10178560	6.0	62.7	53.8
TOTAL	17200140	18912598	-9.1		

Source: DGCA; *based on air passengers carried by commercial airlines to and from India

With the West Asia war leading to airspace closures in the region, Air India and IndiGo were forced to curtail their west-bound network as the unavailability of Pakistani airspace made it financially and operationally unviable to maintain some flight services. Even before the West Asia war began late February, the two leading Indian carriers were reeling under pressure as the Pakistani airspace closure forced them to take longer routes, and even introduce refuelling halts, on some of their West-bound routes from their major hub Delhi. Some routes also had to be suspended.

This provided an opportunity to overseas airlines, which became sweeter with the West Asia conflict. Once the war started, some carriers from Europe and other regions to the West of India increased flight operations to and from the country by deploying aircraft capacity that became spare owing to the curtailment in flights to West Asia.

Indian airlines' loss is foreign carriers' gain

IndiGo remained the largest Indian carrier for international routes but saw a 15.4% decline to 33.4 lakh international flyers in April-June. Its international market share slipped to 19.4% from 20.9%. Air India saw a 27.2% drop, falling to 19.3 lakh passengers, with the airline's international market share contracting to 11.2% from 14% a year ago. Air India Express, whose network is highly concentrated in West Asia, saw its international passenger footfall halve to 8.34 lakh. Its market share in the June quarter was 4.8%, sharply down from 8.9% a year ago.

In all, the Air India group's international passenger traffic in the first quarter declined by 36.3% y-o-y to 27.61 lakh. SpiceJet, which has been struggling financially as well, saw the sharpest percentage decline at 56%, falling to 1.38 lakh flyers on its international flights, the analysis shows. The embattled carrier's international market share contracted to 0.8% from 1.7%.

The only Indian airline that registered higher international passenger numbers was Akasa Air, which has been growing its international network on a low base through its expanding fleet.

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MILLENNIUM POST KOLKATA 21 AUGUST 2026

Domestic air passenger traffic slips 4.80% to 1.20 cr in July

PRESS TRUST OF INDIA
Mumbai, August 20

Domestic air passenger traffic slipped 4.80 per cent to 1.20 crore in July from 1.26 crore recorded in the year-ago month, with all major Indian airlines seeing a drop in the load factor, data released on Thursday by DGCA showed.

Passengers carried by domestic airlines during January-July 2026 increased to 984.03 lakh against 977.79 lakh a year ago, thereby registering an annual growth of 0.64 per cent, according to the DGCA.

IndiGo carried 80.82 lakh passengers during the previous month against 89.20 lakh in June; Air India group flew 28.75 lakh passengers during the reporting period compared to 32.22 lakh in June 2026, DGCA data showed.

The total number of passengers transported by Akasa Air stood at 6.65 lakh in July against 8.61 lakh in June. Passenger volumes at SpiceJet were seen at 1.87 lakh in the previous month against 2.63 lakh passengers in June, it said.

IndiGo raised its market share in the previous month to 67.4 per cent from 66.3 per cent, and Air India group market share also rose marginally to 24 per cent from 23.9 per cent in June. Akasa and SpiceJet saw their market share falling to 5.5 per cent (from 6.4 per cent) and 1.6 per cent (from 1.9 per cent) in June, according to data.

In on-time performance, IndiGo had the highest percentage of its flights (91.2 per cent) departing and arriving on time, followed by Akasa Air (90.8 per cent) to and from 10 domestic airports – Bengaluru, Delhi, Hyderabad, Mumbai, Chennai, Kolkata, Ahmedabad, Cochin, Guwahati and Lucknow – during the previous month, according to the aviation safety regulator.

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THE MORNING STANDARD DELHI 22 AUGUST 2026

Scandinavian Airlines to resume ops to India, first flight to take off on Oct 1

S LALITHA @ New Delhi

SCANDINAVIAN Airlines (SAS) is set to resume operations in India after a 17-year hiatus, following the Directorate General of Civil Aviation (DGCA) granting the airline the required authorisation. SAS will operate its first flight from Copenhagen to Mumbai on October 1.

SAS had earlier attempted to operate flight SK 969 to India on June 2 without securing the necessary clearance. The airline turned the Airbus A330 back to Copenhagen midway through the journey as it approached Azerbaijan. This newspaper was the first to report the incident.

It was denied regulatory permission to enter the Indian airspace due to improper documentation submitted by the airline for clearance. A source at DGCA said, "The airline has submitted all the requisite documents for authorisation. The DGCA has given it the permission for operations."

Under the Aircraft Act 1934 and the Aircraft Rules 1937, an operating authorisation from the DGCA is mandatory for any foreign airline. The airline later announced a temporary suspension in operations for a few days, which then extended into many weeks.

In an official statement, Scandinavian Airlines announced it would restore operations from October 1, 2026, and would run direct, non-stop flights between Mumbai and Copenhagen five times a week. "The route restores SAS' presence in India after 17 years, expanding its intercontinental network and opening access to one of the world's fastest-growing economies," it said.

DGCA gives approval

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NAVBHARAT TIMES DELHI 22 AUGUST 2026

एयर इंडिया फुकेत फ्लाइट की जांच के बीच पायलटों का नया कारनामा

एयर इंडिया के इंजिनियरों ने ढाबे पर खाना खाया, अपने घर में रुके और बिल लगाया होटल का?

Maneesh.Aggarwal
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■ अकाउंट्स डिपार्टमेंट ने कुछ स्टाफ पर जताया शक

■ सूत्रों ने कहा, ऐसे स्टाफ को अभी ड्यूटी से हटाया गया है

■ **नई दिल्ली:** थाईलैंड के फुकेत से दिल्ली आ रही ट्रेन में हुई दिक्कत की जांच के बीच एयर इंडिया के पायलटों का नया कारनामा सामने आया है। कंपनी के कुछ इंजिनियरों ने ढाबों पर खाना खाया, अपने घर में रुके, लेकिन कई गुना ज्यादा बिल होटल और रेस्टोरेंट का लगा दिया।

एयर इंडिया के अकाउंट्स डिपार्टमेंट को शक है कि कुछ इंजिनियरों और अन्य स्टाफ ने अपने घर होते हुए किराये पर रहने के फर्जी बिल लगाए। हालांकि, इस मामले में एयर इंडिया की तरफ से कोई अधिकारिक टिप्पणी नहीं की गई। लेकिन सूत्रों का कहना है कि ऐसे फर्जी बिल लगाने वाले इंजिनियरों को जांच पूरी होने तक फिलहाल डी-रोस्टर यानी ड्यूटी से हटा दिया गया है। फर्जीवाड़ा अगर जांच में सही नहीं पाया गया तो इन्हें नौकरी पर वापस ले लिया जाएगा, अगर जो आरोप है सही मिले तो सख्त कार्रवाई की तैयारी है।

पायलटों का कराया सिम्युलेटर टेस्ट

फुकेत से दिल्ली फ्लाइट मे घटना की जांच के लिए एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो ने दोनो पायलटो का सिम्युलेटर टेस्ट कराया। सूत्रों के मुताबिक, पायलट-इन-कमांड और को-पायलट से पहले अलग-अलग पूछताछ की गई। फिर सिम्युलेटर पर घटना का पूरा सीन रीक्रिएट कराया गया।