



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 APRIL 2026

Namma Yatri cabs to soon serve Bengaluru airport

Jyoti Banthia
Bengaluru

Mobility platform Namma Yatri is set to launch operations at Kempegowda International Airport, according to a source close to the development, marking its entry into a tightly regulated and high-demand airport mobility segment.

The development comes shortly after Rapido announced its airport foray. At present, the airport cab ecosystem includes aggregators such as Ola and Uber, along with Quick Ride, OHM Mobility and the airport's licensed taxi fleet.

According to the source, Namma Yatri is expected to follow a hybrid operating model, working with a mix of onboarded fleet partners as well as its existing open network of driver partners.

Upfront pricing, relatively affordable fares and designated pick-up zones are expected to be part of the offering, with a focus on improving coordination between riders and drivers on the ground. Importantly, the source said, the company is not looking to aggressively scale its airport operations in the initial phase.



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 APRIL 2026

International flights from Navi Mumbai delayed, expansion plans on track

Aneesh Phadnis
Mumbai

The ongoing conflict in West Asia has pushed back the start of international flights from Navi Mumbai airport, but domestic flights are seeing an increase in loads, a senior executive said on the sidelines of Airports 360 Expo on Thursday.

Domestic flights at Navi Mumbai began last Christmas and frequency has now increased to 156 services daily.

The airport is handling around 20,000 passengers daily, with the number of passengers per flight increasing from around 155 to 170. Daily traffic is expected to grow to 50,000 passengers by December, he said.

International flights from Navi Mumbai were expected to start from March-end, but plans have now got postponed due to the ongoing Iran-US conflict and the resultant increase in jet fuel price.

The senior executive said IndiGo was planning to start international flights from Navi Mumbai from March 29 but that has been deferred now. "I can't put an exact



GEARING UP. Daily traffic at the Navi Mumbai airport is expected to grow to 50,000 passengers by December.

date for the start of international flights," he said.

AIRPORT EXPANSION

The airport expansion, however, remains on track and is not impacted by the conflict. Planning and design work for the second terminal is underway and construction is expected to start after the monsoon season. The second terminal will increase passenger handling capacity from 20 million to 50 million. "We are looking at simplified designs and standardised equipment. Wherever possible, we will use precast material," he added.

As per the master plan, the

Navi Mumbai airport will be developed in five phases with an eventual handling capacity of 90 million passengers per year. According to the executive, the Adani Group will invest around ₹80,000 crore in the project, covering both airport expansion and land-side development.

The Navi Mumbai airport has also requested the Maharashtra government to reduce value-added tax on aviation turbine fuel to 1 per cent from the existing 18 per cent. "Greenfield airport like ours have their own challenges and hand-holding from the government is required to support growth," he said.

‘एयरलाइंस नवी मुंबई हवाई अड्डा जाने की इच्छुक नहीं’

दीपक पटेल

नई दिल्ली, 23 अप्रैल

एयर इंडिया ग्रुप ने हवाई अड्डा आर्थिक नियामक प्राधिकरण (एईआरए) को सूचित किया है कि एयरलाइंस मुंबई अंतरराष्ट्रीय हवाई अड्डे से नए शुरू हुए नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे (एनएमआईए) पर अपना परिचालन स्थानांतरित करने में शायद दिलचस्पी न दिखाएं। अधिक टैरिफ, सड़क और मेट्रो कनेक्टिविटी की कमी और दोनों हवाई अड्डों के बीच परिचालन को विभाजित करने से लागत वृद्धि इसके मुख्य कारण हैं।

एईआरए को लिखे 16 अप्रैल के अपने पत्र में एयरलाइन ने कहा कि वह ‘एनएमआईए में परिचालन स्थानांतरित करने के लिए एयरलाइन की जोरदार मांग की धारणा से शिष्टतापूर्वक असहमत है, जिससे यह उम्मीदें सीधे तौर पर खारिज हो गईं कि एयरलाइन नए हवाई अड्डे पर तेजी



से परिचालन बढ़ाएंगी।

मुंबई के दोनों हवाई अड्डों का संचालन अदाणी समूह द्वारा किया जाता है। एईआरए वर्तमान में साल 2025 से 2030 की अवधि के लिए नवी मुंबई हवाई अड्डे के वास्ते विमान किराया - विमान लैंडिंग शुल्क, पार्किंग शुल्क आदि निर्धारित करने के लिए विमानन क्षेत्र के हितधारकों के साथ परामर्श कर रहा है।

एयर इंडिया द्वारा उठाए गए प्रमुख मसलों में से एक मसला है दो हवाई अड्डों से एक साथ परिचालन करने की आवश्यकता है। चूंकि मुंबई का मौजूदा हवाई अड्डा नवी मुंबई के साथ-साथ काम करता रहेगा, इसलिए एयरलाइंस को दोनों के बीच उड़ानों को विभाजित करना पड़ सकता है।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

24 APRIL 2026

Airlines in no hurry to move to Navi Mumbai airport: A-I

DEEPAK PATEL
New Delhi, 23 April

Air India Group told the Airports Economic Regulatory Authority of India (Aera) that airlines may not be inclined to shift operations from Mumbai's existing airport to the newly inaugurated Navi Mumbai International Airport (NMIA), citing higher tariffs, inadequate road and Metro connectivity, and increased costs from split operations.

In its April 16 letter to Aera, the airline said it "respectfully disagree[s] with the assumption of strong airline demand to shift operations to NMIA", pushing back against expectations that carriers would scale up quickly at the new airport. *Business Standard* reviewed the letter.

Both Mumbai airports are operated by Adani Group. Aera is currently consulting aviation stakeholders to determine aeronautical tariffs, such as aircraft landing and parking charges, for NMIA for the 2025-2030 period.

One key issue Air India raised is the need to run operations from two airports



HIGH TARIFFS, PATCHY ACCESS, AND SPLIT OPERATIONS KEEP PLANS TAXIING

simultaneously. As Mumbai's existing airport will continue to function alongside NMIA, airlines may have to split flights between the two.

"Split operations leads to increased costs," Air India said, observing that airlines would need duplicate manpower, ground handling, and support systems at

both locations. This reduces efficiency and raises expenses until traffic at NMIA reaches sufficient scale.

Aera flagged the same concern earlier during an April 2 meeting. At the meeting, an Air India executive said airlines "may not be inclined to shift operations" as this would require "maintaining dual operational setups... thereby leading to increased costs, including manpower".

In its April 16 letter, Air India also raised concerns about "significantly" higher aeronautical charges proposed by Adani Group for the new airport. Connectivity remains another major constraint. The airline said "insufficient connectivity limits traffic catchment", meaning fewer passengers are likely to choose NMIA due to access challenges.

Until projects such as direct Metro links are completed, the "majority" of passengers in the Mumbai Metropolitan Region will continue to prefer the existing airport, especially those travelling from the western parts of the city, the airline said.

More on [business-standard.com](https://www.business-standard.com)



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 APRIL 2026

Mumbai may need a third airport, says Navi Mumbai airport CEO

AKBAR MERCHANT
Mumbai, April 23

MUMBAI MAY REQUIRE a third airport as passenger demand in the Mumbai Metropolitan Region (MMR) continues to outpace existing and planned capacity, according to B V J K Sharma, CEO of Navi Mumbai

International Airport (NMIA). Speaking at the Airport 360 Expo held in Mumbai, Sharma said 'there is still room for a third airport', flagging a widening gap between demand and infrastructure in one of India's busiest aviation markets.

The MMR is estimated to generate passenger demand of

around 180 million, while capacity from the two airports, the NMIA and the existing airport is expected to reach about 150 million at full utilisation. NMIA alone is being developed with a planned capacity of 90 million passengers, complementing the existing airport's roughly 60 million.

कवायद | दिल्ली-वाराणसी हाईस्पीड ट्रेन परियोजना की डीपीआर का काम शुरू, ट्रैक के आसपास पानी और गैस पाइपलाइन की रिपोर्ट तैयार होगी

नोएडा एयरपोर्ट तक हाईस्पीड ट्रेन चलाने की तैयारी तेज



प्रोजेक्ट
अपडेट

ग्रेंटर नोएडा, प्रमुख संवाददाता। दिल्ली से वाराणसी तक चलने वाली हाईस्पीड ट्रेन से नोएडा एयरपोर्ट को जोड़ने की प्रक्रिया तेज हो गई है। परियोजना के प्लाइनमेंट समेत एयरपोर्ट के आसपास के इन्फ्रास्ट्रक्चर समेत ट्रैक के आसपास बिछी बिजली, पानी और गैस की पाइपलाइन की रिपोर्ट बनाने का काम

शुरू हो गया है।

यमुना एक्सप्रेसवे औद्योगिक विकास प्राधिकरण (यीडा) के अधिकारी ने बताया कि दिल्ली-वाराणसी हाईस्पीड ट्रेन परियोजना की डिटेल प्रोजेक्ट रिपोर्ट (डीपीआर) का काम शुरू हो गया है। इस परियोजना के तहत गौतमबुद्ध नगर में दो स्टेशन प्रस्तावित हैं। इनमें एक स्टेशन नोएडा के सेक्टर-125 से 148 के बीच बनेगा, जबकि दूसरा नोएडा एयरपोर्ट के ग्राउंड ट्रांसपोर्टेशन सेंटर में भूमिगत बनेगा। गुरुवार को नेशनल हाईस्पीड रेल कॉर्पोरेशन लिमिटेड के अधिकारियों को ट्रैक के आसपास आ

ग्रेंडो एक्सप्रेसवे के ऊपर से ट्रैक गुजरेंगा

दावा है कि हाईस्पीड ट्रेन परियोजना से दिल्ली के सराय काले खां से नोएडा एयरपोर्ट का 70 किलोमीटर का सफ़र मात्र 21 मिनट में पूरा हो सकेगा। रेलवे ट्रैक नोएडा और ग्रेंडो एक्सप्रेसवे के ऊपर से बीचोबीच यानी सड़क के दोनों लेन के बीच के हिस्से (सेटर वर्स) पर एलिवेटेड बनेगा। इसी तरह यमुना एक्सप्रेसवे से होता हुआ एयरपोर्ट के जीटीसी तक जाएगा। हाईस्पीड ट्रेन चलने पर दुनियाभर से नोएडा इंटरनेशनल एयरपोर्ट आने वाले यात्रियों को बेहतर कनेक्टिविटी मिलेगी।

रही पाइपलाइन को लेकर यीडा अफसरों के साथ बैठक हुई, ताकि परियोजना का प्लाइनमेंट तय करते समय किसी तरह की दिक्कत न आए। ट्रैक के रास्ते में पानी, गैस, सीवर की लाइनें बिछी हैं तो इसकी जानकारी

वहां के स्थानीय प्रशासन को होती है, टीम ने यीडा अफसरों से इसकी रिपोर्ट मांगी है। बता दें कि यीडा का छह जिलों तक फैला है। इनमें गौतमबुद्ध नगर के अलावा बुलंदशहर, अलीगढ़, मथुरा, हाथरस और आगरा शामिल है।



हाईस्पीड ट्रेन परियोजना की डीपीआर पर काम हो रहा है। इस मुद्दे पर नेशनल हाईस्पीड रेल कॉर्पोरेशन लिमिटेड की टीम के साथ बैठक हुई। टीम ने ट्रैक के पास आ रही जल-सीवर समेत अन्य पाइपलाइन की रिपोर्ट मांगी है। -आरके सिंह, सीईओ, यीडा

टीम इन क्षेत्रों की रिपोर्ट तैयार करेगी। नोएडा एयरपोर्ट हाईस्पीड ट्रेन से सीधे जुड़ने वाला पहला अंतरराष्ट्रीय एयरपोर्ट होगा। एयरपोर्ट को मेट्रो, नमो भारत, हाईवे से जोड़ने का काम किया जा रहा है।



Corporate Communications Directorate

MINT

DELHI

24 APRIL 2026

Navi Mumbai airport delays int'l operations

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Travellers will have to wait a while longer to fly overseas from Navi Mumbai International Airport (NMIA) as the Adani Group-owned facility has postponed the start of its international operations due to the ongoing war in West Asia, a senior executive familiar with the development told *Mint* on the sidelines of the Airport 360 Expo in Mumbai.

International flights were originally meant to commence at the airport from 29 March,

in line with the start of the 2026 summer flight schedule in India. However, the US-Iran war has forced a rethink, causing the launch to be pushed further into the season, said the executive, on the condition of anonymity.

"It is difficult to specify an exact start date at this point, but we expect international departures to commence once the Gulf situation stabilizes," the executive added.

Airlines had lined up nearly

20 daily international departures from the airport for the summer schedule, reflecting strong anticipated demand for overseas travel, particularly to

Gulf destinations that are key routes for Indian carriers, the executive said.

International flights from NMIA, originally meant to start on 29 March, have been put off due to the US-Iran war

However, Indian airlines have limited or no flights to West Asia since the start of the Iran war, which has also led to higher fuel prices and longer flying hours for airlines. Several major airports in the region have halted or

severely limited foreign flights for the foreseeable future. Dubai International Airport has limited foreign flights until May, *Reuters* reported, citing a private email to airlines on 27 March that said carriers would be allowed one round trip per day. From the start of the war on 27 February to 29 March, Indian and foreign carriers have brought back 559,952 stranded Indian passengers from West Asia, the civil aviation ministry said in a reply in the Lok Sabha on 2 April.

Emails sent to NMIA did not elicit a response.

For an extended version of this story, go to [livemint.com](https://www.livemint.com).



Corporate Communications Directorate

THE PIONEER

DELHI

24 APRIL 2026



PM Narendra Modi with the President of France, Emmanuel Macron in Mumbai on February 17, 2026 [WIKIMEDIA COMMONS](#)

France lifts airport transit visa rule for Indian

ASHOKE RAJ ■ New Delhi

In a major boost to travel convenience, France has officially lifted the airport transit visa requirement for Indian nationals, effective April 10, the MEA in India announced on Thursday. Under the new rule, Indian citizens holding ordinary passports will no longer need an airport transit visa when passing through the international zones of French airports during layovers en route to a third country. The move is expected to significantly simplify travel logistics and reduce paperwork for thousands of Indian passengers transiting through France each year.

The decision follows a decree amending France's 2010 regulations on foreign entry requirements. The updated rules were formally adopted and published in the French Official Gazette on April 9, 2026.

The Ministry of External Affairs welcomed the development, calling it a positive step in strengthening India-France ties. MEA spokesperson Randhir Jaiswal said the move fulfills an understanding reached earlier this year between Prime Minister Narendra Modi and French President Emmanuel Macron.

"We welcome the operationalisation of visa-free transit for Indian nationals transiting through French airports," Jaiswal said, noting that the decision reflects growing cooperation and trust between the two nations.

The visa-free transit facility applies specifically to Indian travellers who remain within the international transit zone of airports in mainland France and do not enter French territory.

The policy change follows President Macron's announcement during his visit to India in February, where he emphasized measures to make travel smoother and more accessible for Indian citizens.

With this step, France joins a growing list of countries easing travel norms for Indians, marking another milestone in enhancing mobility, tourism, and people-to-people connections between the two countries.



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

22 APRIL 2026

सुरक्षा में सेंध की कोशिश: सीआइएसएफ ने युवक को जयपुरिया अस्पताल में करवाया भर्ती इंटरनेशनल एयरपोर्ट दीवार फांदते समय पैर टूटा

जयपुर@पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट पर सुरक्षा में सेंध लगाने का मामला सामने आया है। सोमवार देर रात एक युवक ने जगतपुरा क्षेत्र की ओर से एयरपोर्ट की दीवार फांदकर अंदर घुसने का प्रयास किया। हालांकि, सतक सुरक्षा व्यवस्था के चलते केंद्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) के जवानों ने उसे तुरंत पकड़ लिया और

बड़ी घटना टल गई। एयरपोर्ट बनाप्रभारी रूप नारायण के अनुसार पकड़ा गया युवक भरतपुर निवासी अमित कुमार है, मानसिक रूप से कमजोर बताया जा रहा है।

प्रारंभिक जांच में सामने आया कि वह देर रात जगतपुरा की तरफ पहुंचा और वहीं से एयरपोर्ट परिसर में प्रवेश करने की कोशिश करने लगा। इसी दौरान दीवार फांदते समय

उसका पैर फिसल गया, जिससे उसके में फ्रैक्चर हो गया।

छुट्टी मिलने के बाद की जाएगी पूछताछ

घटना के दौरान घायल हुए युवक को सीआइएसएफ के जवानों ने उपचार के लिए जयपुरिया अस्पताल में भर्ती करवाया। फिलहाल उसका

इलाज जारी है। पुलिस का कहना है कि अस्पताल से छुट्टी मिलने के बाद युवक से पूछताछ की जाएगी, जिसके बाद कानूनी कार्रवाई की जाएगी। एयरपोर्ट प्रशासन ने इस घटना को गंभीरता से लेते हुए स्पष्ट किया है कि सुरक्षा व्यवस्था पूरी तरह मजबूत और सतर्क है। किसी भी संदिग्ध गतिविधि पर तुरंत कार्रवाई की जाती है।



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

23 APRIL 2026

Poll rush pushes up arrivals at Trichy airport

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Trichy: Passenger traffic at Trichy International Airport has surged over the past week, driven by a combination of assembly elections and the summer vacation season, with a notable rise in arrivals, particularly among NRIs returning home to vote. With polling scheduled for April 23, arrivals have consistently outnumbered departures in recent days, as many travellers planned their trips to coincide with voting.

“Due to the Iran-Israel con-

flict in the Middle East, I postponed my trip to my native place in Trichy. After the election date was announced and the situation improved, I planned my journey to cast my vote,” said A Sulaiman, an NRI returning from Saudi Arabia.

While connectivity from Singapore and Kuala Lumpur remains unaffected, several flights to UAE continue to be cancelled. Many NRIs from Gulf countries are instead flying into Chennai or Mumbai and taking domestic connections to Trichy to reach their

Airport data shows a sharp rise in arrivals from 1,969 passengers on April 13 to 2,712 on April 21

hometowns across central districts.

Airport data shows a sharp rise in arrivals from 1,969 passengers on April 13 to 2,712 on April 21 — a 38% increase within a week — even as the number of incoming flights rose marginally from 21 to 22.

“The occupancy rate has increased across domestic and

international flights arriving here. The numbers could have been higher, but many NRIs are reluctant to travel as ticket fares have surged following the West Asia conflict,” said H Ubaidullah, an independent aviation analyst.

Airport authorities also confirmed the trend. “International arrivals have seen a marginal increase. Domestic services are performing well too. High occupancy is typical during summer, but the elections have also contributed,” a senior airports authority of India official said.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

24 APRIL 2026

■ Move will make layovers via French airports cheaper, easier France lifts transit visa rule for Indians

AGE CORRESPONDENT
NEW DELHI, APRIL 23

France on Thursday announced that it has lifted airport transit visa requirements for Indian nationals, with the move being welcomed by India.

France said that with "effect from April 10, Indian nationals possessing an ordinary passport are no longer required to hold an airport transit visa when passing through the international zone of airports located on French territory".

The French Embassy in New Delhi also said "this measure applies to passengers remaining in the international zone during a layover at a French airport en route to a third country".

Nepal levies duty on Indian goods

AGE CORRESPONDENT
NEW DELHI, APRIL 23

India on Thursday said Nepal has levied customs duty on Indian goods exceeding Nepalese ₹100 carried by cross-border travellers to crack down on smuggling but pointed to statements by a senior Nepalese official that people carrying household goods for personal use will not be stopped.

New Delhi is in touch with Kathmandu on the matter. The action by the Nepalese government led

At his weekly briefing on Thursday evening, MEA Spokesperson Randhir Jaiswal welcomed the French move.

The French Embassy

by PM Balendra Shah has led to anger among Nepalese staying in border areas and has reportedly triggered protests.

At his weekly briefing, MEA Spokesperson Randhir Jaiswal said, "We are aware of reports about enforcement by Nepali authorities of a pre-existing provision that outlines collection of customs duty from cross-border travelers in case they carry items purchased in India, worth more than 100 NPR."

said, "During his recent visit to India in February, French President Emmanuel Macron had announced that measures would be taken to ease

Indian nationals' travel via France. ... Subsequent to President Macron's statement, a decree amending that of 10 May 2010 regarding the documents and visas required for the entry of foreigners into French territory was adopted, and published in the Official Gazette (Journal Officiel) on 9 April 2026."

In its reaction, New Delhi said, "The visa free transit for Indian nationals transiting through French airports in the European territory has now been operationalised by the French Government.

This follows an announcement made by Prime Minister Modi and President Macron during the latter's visit to India in February 2026."



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 APRIL 2026

Air India mulls potential workforce reduction

Rohit Vaid
New Delhi

The Tata Group-backed Air India is reviewing workforce rationalisation proposals as part of a broader effort to stabilise finances amid mounting operating pressures, sources told *businessline*.

Accordingly, the airline's board is expected to take a final call on measures linked to lower flight operations, workforce restructuring and overall cost rationalisation.

When contacted, Air India did not respond to queries on the reported proposals for workforce rationalisation.

businessline on Wednesday reported that the airline is evaluating a 15-20 per cent reduction in flight operations while at the group level, the curtailment may be restricted to 10-15 per cent.

BENCHING CREW

Consequently, workforce reduction has emerged as a key proposal under review after internal deliberations on network rationalisation gathered pace.

Speaking to *businessline*, sources said that the airline is evaluating measures, including benching around 10 per cent of crew and a potential reduction of 5-7 per cent



of the overall workforce as part of its cost-control efforts.

Presently, the Air India Group employs around 24,000 professionals.

As per sources, these proposals were reviewed by the airline's managing committee and are likely to be placed before the board next month.

The review follows reported losses of around ₹20,000 crore for FY26, which have intensified internal deliberations around expenditure control and operational efficiency.

Notably, elevated aviation turbine fuel prices, airspace closures and a depreciating rupee have significantly strained the airline's balance sheet.

According to sources, the current financial environment may also affect ongoing investments in fleet induction and service upgrades.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

24 APRIL 2026

Singapore Airlines deepens role at Air India amid record losses

Singapore Airlines Ltd is deepening its operational involvement in Air India Ltd, as the carrier battles record losses and recent safety lapses draw increasing concern, according to people familiar with the matter.

SIA has moved some of its employees into Air India, placing its executives in key roles across flight operations, engineering

and maintenance in recent months — areas where the Singaporean carrier has long been considered a global benchmark, said the people, who asked not to be identified as they aren't allowed to speak to the media.

While relying on its minority shareholder for operational support, Tata Group, which owns 74.9 per cent of Air

India, is focusing on commercial, human resources, finance and information technology functions, the people said.

The shift, the people said, marks a notable escalation in SIA's engagement since the deadly Dreamliner crash, moving it from a strategic partner to a far more hands-on presence inside India's flag carrier.

BLOOMBERG



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

24 APRIL 2026

एअर इंडिया के कॉकपिट में अब सिंगापुर एयरलाइंस

बिजनेस संवाददाता | मुंबई

एअर इंडिया को रिकॉर्ड घाटे और सुरक्षा संबंधी गंभीर चूकों से उबारने के लिए सिंगापुर एयरलाइंस ने अब कमान संभाल ली है। टाटा समूह के मालिकाना हक वाली इस एयरलाइंस में अब फ्लाइट ऑपरेशंस, इंजीनियरिंग और मेंटेनेंस जैसे तकनीकी विभागों की कमान सिंगापुर एयरलाइंस के अधिकारियों को सौंपी गई है। टाटा समूह, जिसके पास एअर इंडिया की 74.9% हिस्सेदारी है, अब केवल फाइनेंस, आईटी और मानव संसाधन जैसे कार्यों पर ध्यान देगा। दरअसल पिछले साल एअर इंडिया को 2.4 अरब डॉलर (करीब 22,562 करोड़ रुपए) का भारी घाटा हुआ है। इसके साथ ही

एअर इंडिया के कारण ही सिंगापुर एयरलाइंस घाटे में

सिंगापुर एयरलाइंस की एअर इंडिया में 25.1% हिस्सेदारी है। एअर इंडिया के खराब प्रदर्शन से सिंगापुर एयरलाइंस को दिसंबर तिमाही में करीब 1,673 करोड़ रुपए का नुकसान हुआ। एअर इंडिया कब मुनाफे में आएगी, इसे लेकर फिलहाल कोई स्पष्टता नहीं है। इसी संकट पर चर्चा के लिए टाटा समूह के चेयरमैन और सिंगापुर एयरलाइंस के सीईओ ने बैठक की है।

डीमलाइनर क्रैश और बिना फिटनेस सर्टिफिकेट के विमान उड़ाने जैसी घटनाओं ने कंपनी की साख बिगाड़ दी थी।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

24 APRIL 2026

24 मई तक भारतीय हवाई क्षेत्र का उपयोग नहीं कर सकेगा पाक

नई दिल्ली, 24 मई: पाकिस्तानी विमानों के भारतीय हवाई क्षेत्र के उपयोग पर लगे प्रतिबंध को भारत ने नोटम जारी कर 24 मई तक के लिए बढ़ा दिया है। यह कदम पहलगांम आतंकी हमले के कुछ दिनों बाद उठाया गया था। पिछले साल अप्रैल से दोनों देश एक-दूसरे के विमानों के लिए हवाई क्षेत्र को बंद रखने की अवधि बढ़ाते रहे हैं। पाकिस्तान ने मंगलवार को हवाई क्षेत्र को 24 मई तक बंद रखने की घोषणा की थी।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 APRIL 2026

Singapore Airlines deepens role at AI amid record losses

MIHIR MISHRA
April 23

SINGAPORE AIRLINES (SIA) is deepening its operational involvement in Air India, as the carrier battles record losses and recent safety lapses draw increasing concern, according to people familiar with the matter.

SIA has moved some of its employees into Air India, placing its executives in key roles across flight operations, engineering and maintenance in recent months — areas where the Singaporean carrier has long been considered a global benchmark, said the people, who asked not to be identified as they aren't allowed to speak to the media.

While relying on its minority shareholder for operational support, Tata Group, which owns 74.9% of Air India, is focusing on commercial, human resources, finance and information technology functions, the people said.

The shift, the people said, marks a notable escalation in SIA's engagement since the deadly Dreamliner crash, moving it from a strategic partner to a far more hands-on presence inside India's flag carrier. Singapore Airlines stepped up

ACTIVE ROLE

■ Singapore Airlines (SIA) has moved some of its employees into Air India, placing its executives in key roles across flight operations, engineering and maintenance

■ Tata Group, which owns 74.9% of Air India, is focusing on commercial, human resources, finance and information technology functions

its involvement last year with engineering and has since then expanded across other functions at Air India.

"We have been working closely with our partner Tata Sons to support Air India's transformation programme" since the Singaporean carrier became a significant minority partner in the carrier, a spokesperson for Singapore Airlines said in an emailed statement. The representative declined to comment on specific queries on Air India's finances and operations.

Spokespersons for Tata Sons — the group's holding



■ The shift marks a notable escalation in SIA's engagement since the deadly Dreamliner crash, moving it from a strategic partner to a far more hands-on presence inside the flag carrier

firm — and Air India did not comment on emailed queries.

The deeper role comes at a time when Air India's revival — one of the most ambitious turnaround efforts in global aviation — is proving far more complex and costly than the Tata Group expected when it won the bid to acquire the airline from the Indian government in 2021.

With losses swelling to roughly \$2.4 billion last year, repeated regulatory lapses, and a series of external shocks disrupting operations, Singapore Airlines now has both the incentive and the urgency to

step in.

Its own earnings have been hit by Air India's performance, and the Southeast Asian carrier is keen to check further deterioration of its 25.1% stake. The airline earlier said that losses from associated companies, mostly from Air India, were \$5178 million (\$139 million) in the December quarter but that it's "firmly committed" to working with Tata to support Air India's transformation.

The lack of visibility on when Air India can turn a profit is an issue of growing worry for Singapore Airlines, the people said. —BLOOMBERG

भारत ने किया फ्रांस द्वारा इस अनिवार्यता को समाप्त करने के निर्णय का स्वागत

अब फ्रांस के रास्ते हवाई यात्रा करने पर भारतीयों को नहीं पड़ेगी 'ट्रांजिट वीजा' की जरूरत

हरिभूमि ब्यूरो नई दिल्ली

पश्चिम-एशिया सहित खाड़ी क्षेत्र में जारी युद्ध के बीच फ्रांस से भारत के लिए एक अच्छी खबर सामने आई है। जिसमें यह पता चला है कि अब देश के लोगों को फ्रांस के रास्ते हवाई यात्रा करने पर 'एयरपोर्ट ट्रांजिट वीजा' की जरूरत नहीं पड़ेगी। क्योंकि फ्रांस ने ट्रांजिट वीजा से जुड़ी इस अनिवार्यता को पूरी तरह से खत्म करने का निर्णय लेते हुए उसे 10 अप्रैल से लागू कर दिया है। भारत ने फ्रांस के इस फैसले का स्वागत किया है। यह जानकारी गुरुवार को विदेश मंत्रालय के प्रवक्ता रणधीर जायसवाल ने राजधानी में आयोजित साप्ताहिक मीडिया ब्रीफिंग के दौरान दी है।



राष्ट्रपति मैक्रों, पीएम मोदी के बीच बनी सहमति

उन्होंने कहा कि इस मामले को लेकर फ्रांस के राष्ट्रपति इमैनुएल मैक्रों की फरवरी-2026 में हुई भारत यात्रा के दौरान मुंबई में प्रधानमंत्री नरेंद्र मोदी के साथ हुई उच्च-स्तरीय बैठक में सहमति बनी थी। जिसके बाद फ्रांस की तरफ से यह महत्वपूर्ण पहल की गई है। रणधीर ने कहा, फ्रांस का यह फैसला दोनों देशों के बीच संबंधों में बढ़ती मजबूती को प्रदर्शित करता है। जिसे फ्रांस के राष्ट्रपति की भारत यात्रा के दौरान विशेष वैश्विक रणनीतिक साझेदारी के स्तर तक बढ़ाया गया था। ट्रांजिट वीजा की आवश्यकता को खत्म करने से भारत, फ्रांस के बीच आम लोगों की आवाजाही और अधिक आसान हो जाएगी।

यूरोप या अन्य देशों की फ्लाइट ले सकेंगे

वहीं, फ्रांस के दूतावास ने बताया कि फ्रांस का यह निर्णय खासतौर पर उन भारतीय लोगों के लिए बड़ी राहत लेकर आएगा। जो यूरोप, अमेरिका के साथ-साथ दुनिया के अन्य देशों की कनेक्टिंग फ्लाइट्स फ्रांस के हवाईअड्डों से ट्रांजिट वीजा के माध्यम से पकड़ते हैं। अब उन्हें हवाईअड्डे के अंतरराष्ट्रीय ट्रांजिट जोन से गुजरते समय ट्रांजिट वीजा की कोई जरूरत नहीं होगी। यह बदलाव राष्ट्रपति मैक्रों की भारत यात्रा के जुड़े फैसलों से संबंधित है। जिसके लिए फ्रांस की सरकार ने 10 मई 2010 के अपने पुराने नियमों में संशोधन किया और फिर इसे लेकर एक नया परामर्श जारी किया। 9 अप्रैल 2026 को इस संशोधन को फ्रांस के आधिकारिक गजट में प्रकाशित किया गया। 10 अप्रैल से यह नियम लागू हो गया है।



Corporate Communications Directorate

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‘छोटे शहरों से भी अंतरराष्ट्रीय उड़ानें’

नई दिल्ली। विशेष संवाददाता, केंद्रीय नागरिक उड्डयन मंत्री राम मोहन नायडू ने गुरुवार को इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा पर उच्च स्तरीय बैठक की अध्यक्षता की।

इस दौरान बैठक में मंत्री ने उच्च अधिकारियों के साथ हब-एंड-स्पोक (मॉडल) व्यवस्था लागू करने की तैयारियों पर चर्चा की। इस मॉडल में छोटे शहरों के एयरपोर्ट को अंतरराष्ट्रीय उड़ानों से जोड़ा जाएगा। इससे समय बचेगा और देशभर में बने एयरपोर्ट का बेहतर उपयोग किया जा सकेगा।

मंत्री ने बताया कि सरकार की राष्ट्रीय नागरिक उड्डयन नीति-2016 के तहत

■ मंत्री ने हब-एंड-स्पोक मॉडल को लागू करने के लिए समीक्षा बैठक की

भारत को 2030 तक प्रमुख एविएशन हब और 2047 तक वैश्विक केंद्र बनाने का लक्ष्य है। इसी दिशा में सरकार ने इंटरनेशनल एविएशन हब रणनीति तैयार की है, जिसमें विदेशी एयरलाइंस को सीमित पॉइंट ऑफ कॉल देना, द्विपक्षीय समझौतों में सुधार और घरेलू एयरलाइंस को बढ़ावा देने जैसे कदम शामिल हैं। मंत्री ने कहा कि फिलहाल भारत से करीब 35 प्रतिशत अंतरराष्ट्रीय यात्री दुबई, लंदन और

सिंगापुर जैसे विदेशी हब के जरिए यात्रा करते हैं। सरकार का लक्ष्य मौजूदा स्थिति को बदलकर दिल्ली, मुंबई, बेंगलुरु, हैदराबाद, कोलकाता और चेन्नई जैसे भारतीय शहरों को वैश्विक हब बनाना है।

बोर्डिंग पास व्यवस्था में होगा बदलाव : छोटे शहरों से आने वाले यात्रियों को बड़े हब एयरपोर्ट पर एकत्र कर अंतरराष्ट्रीय उड़ानों से जोड़ा जाएगा। इसके लिए बोर्डिंग पास की व्यवस्था में भी बदलाव किया जाएगा। घरेलू यात्रियों को (डी) और अंतरराष्ट्रीय (आई) के अलग-अलग बोर्डिंग पास दिए जाएंगे।

Amid the global churn, flying into turbulence

Over the past few weeks, several news reports have detailed the position in which SpiceJet finds itself. It desperately needs capital infusion, is trying to lay off at least 15% of its 6,000-strong employee base, and is struggling for survival. And, just 13 of its aircraft are still operational — less than half of its fleet size of close to 30 aircraft (including wet leases).

After the pandemic — and the consolidation that the Indian airline industry has seen in recent years — SpiceJet turned into a cash guzzler. In the third quarter of financial year 2025-26 (FY26), the airline reported a net loss of ₹268 crore, an improvement from the ₹635-crore loss in the previous quarter.

The airline continues to face significant financial headwinds, including accumulated losses of almost ₹9,000 crore (as of September 2025), raising auditor concerns about its ability to continue as a going concern.

No matter which quarter one looks at, the company's balance sheet is in the red, burdened by the carrying costs of a grounded fleet, vendor dues and various outstanding legal payments. In effect, liabilities far outstrip its tangible or valued assets.

As of September 2025, the airline reported a negative net worth of ₹2,801.9 crore. A court in the United Kingdom recently ordered SpiceJet to pay \$8 million (~₹70 crore) of unpaid dues to an engine lessor. Ongoing liabilities include a \$120-million lawsuit filed by Irish leasing firms and roughly ₹400 crore still owed to former promoter Kalanithi Maran, who had divested his entire stake in the airline in early 2015.

As if this were not enough, earlier this month, a SpiceJet Boeing 737 was involved in a ground collision with an Akasa Air plane at Delhi airport, grounding both aircraft for repairs.

Prior to this, some SpiceJet aircraft experienced technical glitches. Some have a tired feel to them. The airline's on-time performance has slipped dramatically.

Miraculously, however, its loads are still holding up. A certain resilient and loyal Spi-

ceJet customer base is responsible for the latter.

Industry insiders and observers argue that SpiceJet's luck has run its course. Although the airline could still survive and stay around for a while longer — the government is extending another line of credit from its emergency credit line guarantee scheme (ECLGS) — the wider consensus is that the SpiceJet story is fraying. With a negligible 3% market share, some aviation experts say authorities are not particularly concerned about whether the airline will make it or will go the Go First and Kingfisher route.

If it does go under, it would be the third airline to meet this fate over the last decade. The billion-dollar question is whether the brand and the airline will just fade away or if its management — led by chairman and managing director Ajay Singh — can resuscitate the carrier.

Over the past few years, Singh has been on an unrelenting fundraising exercise. Fresh capital infusion has occurred from time to time, but all of it vanishes quickly due to the airline's past dues and liabilities. In 2023, the airline restructured over \$100 million in dues to Carlyle Aviation Partners, converting a significant portion into a 7.5% equity stake for the lessor.

In January 2024, the airline completed a tranche of capital raising that totalled ₹744 crore — part of a larger plan to raise over ₹2,250 crore. It also accessed ECLGS during and after the pandemic, and received approximately ₹1,000 crore under the revised scheme in late 2022.

In September 2024, the company managed to raise ₹3,000 crore through a qualified institutional placement (QIP). The issue was oversubscribed and backed by prominent global investors such as Goldman Sachs and Morgan Stanley. These funds went into getting the grounded part of its fleet into the skies, clearing statutory dues including GST, and settling creditor liabilities.

In March 2025, Singh himself infused ₹500 crore into the business, increasing the promoter-and-associates' stake to 33% in the process. Attempts to bring in foreign airline investment have not borne fruit so far. Airline industry experts argue that the business is weighed down by unresolved legal battles. This makes it particularly unattractive to any new investors.

Although there have been several claims about the airline seeking to increase its operational fleet to 100 aircraft by 2026-2027, the fleet has, in fact, only dwindled.

Some airline insiders and industry observers argue that unless the present management steps down and allows a new investor with deep pockets to take over the reins, this saga might come to an unhappy end.

That said, there are two redeeming factors — a strong brand recall and a fairly loyal customer base. These ensure that only a few seats, if any, remain empty, even as the airline faces turbulence everywhere else.



Anjali Bhargava



The billion-dollar question is whether the brand and the airline will just fade away or if its management can resuscitate the carrier.

Anjali Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

23 APRIL 2026

Akasa Air taps Hajj travel to offset flight cuts

Dipali Banka

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MUMBAI: Akasa Air, India's third largest airline, is tapping into the month-long demand for Hajj travel to deploy its aircraft capacity left underutilized after services to parts of West Asia were scaled back due to the ongoing war in the region, according to a person aware of the development.

"About five to six airplanes

were used on the West Asia route, which are now being used majorly for Hajj travel," said the person quoted above, requesting anonymity as this plan is part of business strategy.

Flights to and from Doha, Riyadh, and Kuwait have been suspended until April 30, according to the airline's April 21 post on X. While it continues to operate flights to Jeddah in Saudi Arabia—the main gateway for pilgrims going to Mecca—from Ahmedabad, Bengaluru,

Mumbai, Kochi and Kozhikode, Akasa is evaluating resumption of flights to Abu Dhabi, the post said.

Akasa Air did not respond to *Min's* queries on aircraft utilization, Hajj travel and the impact of the West Asia crisis.

The airline has inducted seven new aircraft in 2026, taking the fleet size to 38. However, one of them is undergoing maintenance after a collision at Delhi's Indira Gandhi International Airport with a SpiceJet plane on

April 16.

Experts believe this diversion of idle aircraft can be a temporary fix in the situation, but is not a sustainable option.

Airlines deploying their underutilized aircraft for Hajj travel is a "practical and sensible move" amid the West Asia disruption, but it is only a short-term fix, said Ashish Chhawchharia, partner and aviation industry leader at Grant Thornton Bharat.

"While Hajj traffic is huge and

provides a strong, concentrated burst of demand, it is limited to a short window of around four to six weeks. That makes it a useful but temporary cushion. Such deployments help mitigate immediate losses, but they are unlikely to fully offset the sustained impact of reduced West Asia operations," he said.

Hajj 2026 travel to Mecca in Saudi Arabia begins in April, with the first flights carrying pilgrims having landed in Jeddah on April 18.

Singapore Airlines eyes bigger say in Air India

SIA has moved executives to key roles as the carrier battles record losses

Bloomberg
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Singapore Airlines Ltd (SIA) is deepening its operational involvement in Air India Ltd, as the carrier battles record losses and recent safety lapses draw increasing concern, according to people familiar with the matter.

SIA has moved some of its employees into Air India, placing its executives in key roles across flight operations, engineering and maintenance in recent months — areas where the Singaporean carrier has long been considered a global benchmark, said the people, who asked not to be identified as they aren't allowed to speak to the media.

While relying on its minority shareholder for operational support, Tata Group, which owns 74.9% of Air India, is focusing on commercial, human resources,

finance and information technology functions, the people said.

The shift, the people said, marks a notable escalation in SIA's engagement since the deadly Dreamliner crash, moving it from a strategic partner to a far more hands-on presence inside India's flag carrier. Singapore Airlines stepped up its involvement last year with engineering and has since then expanded across other functions at Air India.

"We have been working closely with our partner Tata Sons to support Air India's transformation programme" since the Singaporean carrier became a significant minority partner in the carrier, a spokesperson for Singapore Airlines said in an emailed statement. The representative declined to comment on specific queries on Air India's finances and operations.

Spokespersons for Tata Sons Pvt. Ltd — the group's holding firm — and Air India did not comment on emailed queries.

The deeper role comes at a time when Air India's revival — one of the most ambi-



SIA owns a 25.1% stake in Air India.

BLOOMBERG

tious turnaround efforts in global aviation — is proving far more complex and costly than the Tata Group expected when it won the bid to acquire the airline from the Indian government in 2021.

With losses swelling to roughly \$2.4 billion last year, repeated regulatory lapses, and a series of external shocks disrupting operations, Singapore Airlines now

with Tata to support Air India's transformation. The lack of visibility on when Air India can turn a profit is an issue of growing worry for Singapore Airlines, the people said.

But poor financial performance is not the only challenge facing Air India. It's contending with setbacks including aircraft flown without airworthiness certificates,

European regulators flagging compliance issues, and the plane crash that forced the airline to cut services and triggered closer scrutiny of engineering practices.

Geopolitical disruptions — from the closure of Pakistani airspace to the conflict in West

Asia — have further inflated costs by forcing longer, more expensive routes at a time of surging jet fuel prices.

SIA CEO Goh Choon Phong and Tata Group Chairman Natarajan Chandrasekaran met in Mumbai last week to discuss a funding road map and the search for a new chief executive officer after Campbell Wilson announced his resignation, the *Economic Times* newspaper reported.

DEEPENING ROLE

SIA stepped up its involvement in Air India last year with engineering and has expanded further

LOSSES, lapses and operational shocks at Air India give SIA the incentive and the urgency to step in

LACK of visibility on when Air India can turn a profit is an issue of growing worry for SIA

has both the incentive and the urgency to step in.

Its own earnings have been hit by Air India's performance, and the South-east Asian carrier is keen to check further deterioration of its 25.1% stake. The airline earlier said that losses from associated companies, mostly from Air India, were \$178 million (\$139 million) in the December quarter but that it's "firmly committed" to working



Corporate Communications Directorate

MILLENNIUM POST

DELHI

24 APRIL 2026

'Indian aviation sector to handle about 500 mn passengers by 2030'

OUR CORRESPONDENT

MUMBAI: The Indian aviation sector is estimated to handle about 500 million passengers annually by 2030 and reach nearly 1 billion by 2047, supported by sustained demand and fleet expansion, with over 1,000 aircraft orders in place, a top industry executive said on Thursday.

Speaking at the Airport 360 Expo 2026, which commenced at Bombay Exhibition Centre, the executive said that India is already among the top three domestic aviation markets globally, with passenger traffic reaching around 412 million in 2025, reflecting strong growth momentum.

"We are already one of the top three domestic aviation markets in the world, and we are continuing to grow rapidly. In 2025 itself, we handled about 4 million passengers and 3.5 million of cargo, which is around 20 per cent higher than the pre-COVID levels," Navi Mumbai International Airport Ltd CEO BVJK Sharma said at the event.

The growth would be rapid, but considering that the historical growth has been 10-12 per cent, it could taper down to 5.6 per cent by 2044, he said.

"But, nevertheless, we will see about 500 million passengers very soon, probably before 2030 and a billion passengers by 2047. Our domestic air travel is expected to grow at 17 per cent to start with, year-on-year and also show a steady, very healthy demand," he said.



At Navi Mumbai International Airport, capacity is being developed in phases to reach 90 million passengers by 2032

Infrastructure expansion is progressing at pace, with over 160 operational airports and continued investments under National programmes, he said, adding that aviation contributes nearly \$54 billion to the economy and supports millions of jobs, with emerging segments, such as MRO, expected to play a significant role in strengthening the ecosystem.

At Navi Mumbai International Airport, capacity is being developed in phases to reach 90 million passengers by 2032, supported by strong connectivity, digital infrastructure, and integrated planning, he said.

As demand continues to rise, the focus will remain on building scalable, efficient, and

future-ready airport ecosystems to support India's next phase of aviation growth, Sharma added.

Addressing the conference, Sharad Kumar, Chief Advisor, Airports Authority of India, said that India's aviation sector is entering a defining phase where growth must be supported by clear strategic choices.

"Globally, the industry is being shaped by digital transformation, sustainability, and deeper integration across aviation, logistics, tourism, and trade. At the same time, recent geopolitical developments have highlighted the sector's vulnerability, impacting routes, costs, and operational efficiency," he said.

In this context, India has a strong advantage with rising demand, expanding infrastructure, and a clear vision to scale to around 350 airports by 2047, he said, adding that initiatives, such as UDAN, have strengthened regional connectivity, and the next phase will focus on long-term viability, efficiency, and network integration.



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THE TELEGRAPH

KOLKATA

23 APRIL 2026

Lufthansa to cut 20,000 flights

ESHE NELSON

London: Lufthansa Group, the German airline, said it would cut 20,000 flights over the next six months to save jet fuel as the pressure builds on companies to address surging prices and declining supplies of energy caused by the war in Iran.

The airline said on Tuesday that it had already announced which flights it had trimmed through May. Overall, the cuts would save 40,000 metric tons of jet fuel through the end of October. The company added that it has secured its fuel supply for "the coming weeks".

Airlines across Europe have warned that the prolonged closure of the Strait of Hormuz, the narrow artery off Iran's southern coast that is a critical route for energy supplies, would lead to fuel shortages and severe disruptions. Aviation operations in many parts of Asia were already affected by the war, leading to flight reductions and fuel surcharges on ticket prices.

Europe is the largest consumer of jet fuel shipped through the strait. Those shipments account for about 41 per

cent of the region's jet fuel imports. Global prices of jet fuel have risen more than 70 per cent since the start of the war at the end of February, according to the Platts Jet Fuel Price Index.

Last week, Fath Birol, the head of the International Energy Agency, said that Europe had about six weeks of jet fuel supplies. European transportation ministers met on Tuesday to discuss the energy crisis.

Apostolos Tzitzikostas, the European commissioner for transport, said officials were working to secure alternative fuel supplies, including from the US.

"And if real supply issues arise, our emergency stocks must be put to the best use," he added. The European Commission will make jet fuel its first priority as it increases coordination of the distribution of fuel across Europe, he said on Wednesday.

Lufthansa said it would cancel short-haul flights, focusing on unprofitable routes from Frankfurt and Munich, but would expand routes from its other hubs in Zurich, Vienna and Brussels.

New York Times News Service



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THE TIMES OF INDIA

BANGALORE

23 APRIL 2026

Flight held up for 1.5 hrs over Hubballi

TIMES NEWS NETWORK

Hubballi: Fly91 flight from Bengaluru to Hubballi, with 21 passengers on board, was held in the air for over one hour due to bad weather on Tuesday night. It landed safely at 9.40pm at Hubballi.

Confirming the same, airport director Rupesh Kumar said monsoon weather was a hurdle for the flight's landing.

"Flight IC3412 Bengaluru to Hubballi was scheduled to land here at 8.15pm, but it landed by 9.42pm. Except bad weather, no other hurdle was witnessed," he added.

Sources in FLY91 too said only bad weather was the reason to hold the flight in the air.

It may be recalled here that another FLY91 flight, arriving from Hyderabad on April 19, was diverted to Bengaluru after three hours hovering in the sky.



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THE TRIBUNE

DELHI

24 APRIL 2026

Cong flags ethanol risks as aviation fuel rules revised

TRIBUNE NEWS SERVICE

NEW DELHI, APRIL 23

After the Centre amended the Aviation Turbine Fuel (Regulation of Marketing) Order, 2001, under the Essential Commodities Act, 1955, allowing blending of conventional aviation turbine fuel with ethanol and synthetic alternatives, the Congress has attacked the move, calling it a dangerous experiment and warning that the aviation sector could not afford trial and error.

The notification issued by the Ministry of Petroleum and Natural Gas on April 17 takes effect immediately, but the change is legal, not operational. No air-

line is being asked to switch fuel yet, and no blending targets have been mandated. What has changed is the definition, opening the door for alternative fuels to enter India's aviation system without requiring fresh legislation.

In a strongly worded response, the Congress' Kerala unit said pushing fuels like ethanol into aviation could have serious consequences. It pointed out that ethanol delivers far less energy than conventional jet fuel, about 26.8 megajoules/kg as compared to roughly 43.2 MJ/kg for ATF, and said this gap could directly affect thrust in critical phases of flight. — TNS