



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

23 JUNE 2026

15 years on, Madurai airport runway expansion in limbo

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Madurai: Madurai airport's runway expansion remains stalled by road diversion, land acquisition and water-body reclassification issues, 15 years after the plan to extend the runway from 7,500ft to 12,500ft was initiated.

The delay has kept the airport from adding capacity for larger aircraft and more international services at a time when other tier-II airports in Tamil Nadu have moved ahead with expansion. Airport director P Muthu Ku-

mar said the airport has 1,045 acres, but acquisition of 89 acres involving two ponds is still in the final stage. A govt order was passed by water resources dept before the election, but follow-up action is yet to be completed.

Airports Authority of India has completed 13.3km of the boundary wall at a cost of ₹28.98 crore. Another 2.37 km remains pending because the ring road and village roads passing through the expansion area have to be closed or diverted. The State Highway 235 diversion requires land acquisition in seven villages.

Six have been completed, while compensation in one village in Sivaganga district is not over. "The diversion work could take eight months after that process is completed," Muthu Kumar said.

According to official data, aircraft movements fell from 13,800 in 2024-25 to 13,100 last year, while passenger traffic declined from 13.98 lakh to 13.88 lakh during the period. Madurai once had Singapore services, but none are scheduled now, leaving Colombo as its only international connection at present.



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BANGALORE MIRROR

BANGALORE

23 JUNE 2026

Smuggling bust at airport

Bengaluru Customs officials have seized 427.67 grams of gold ornaments valued at Rs 64 lakh on Sunday. According to officials, the gold was concealed in the pants pocket of a passenger who was coming from Kuala Lumpur. In a similar smuggling bust, Customs officials seized 32,000 foreign cigarette sticks and 576.6 grams of gold amounting to a total of Rs 89.40 lakhs on Saturday.

— BMB

एयरपोर्ट विस्तार को मिली रफ्तार

8 हजार किसानों को मिला 5500 करोड़ का मुआवजा

ग्रेटर नोएडा, 23 जून (देशबन्धु)। नोएडा अंतरराष्ट्रीय एयरपोर्ट के विस्तार की महत्वाकांक्षी योजना तेजी से जमीन पर उतर रही है। परियोजना के तीसरे चरण के लिए 2053 हेक्टेयर भूमि अधिग्रहण का कार्य तेज गति से चल रहा है। जिला प्रशासन अब तक करीब 8000 किसानों को 5500 करोड़ रुपये का मुआवजा वितरित कर चुका है, जबकि शेष किसानों को भी जल्द भुगतान किए जाने की तैयारी है।

प्रशासन के अनुसार एयरपोर्ट के तीसरे और चौथे चरण की आवश्यकताओं को ध्यान में रखते हुए भूमि अधिग्रहण की प्रक्रिया समानांतर रूप से संचालित की जा रही है। इसके तहत नीमका शाहजहाँपुर, ख्वाजापुर, पारोही, किशोरपुर, बनवारीबांस, जेवर बांगर, मुकौमपुर शिवारा, साबौता, अहमदपुर चवरीली, दयानतपुर, रोही, बंकापुर, थोरा और रामनेर सहित कई गांवों की भूमि अधिग्रहित की जा रही है।

इस पूरी प्रक्रिया से लगभग 12 हजार किसान प्रभावित हैं। अधिकारियों के मुताबिक किसानों को कुल 8500 करोड़ रुपये का मुआवजा दिया जाना है। इनमें से 5500 करोड़ रुपये का भुगतान किया जा चुका है, जबकि शेष करीब 3000 करोड़ रुपये जल्द वितरित किए जाएंगे। मुआवजा वितरण पूरा होने के बाद जिला प्रशासन भूमि का कब्जा लेकर उसे नागरिक



- तीसरे चरण में 2053 हेक्टेयर भूमि का अधिग्रहण
- दो नए रनवे और विमानन उद्योगों के विकास का रास्ता साफ

उड्डयन विभाग को हस्तांतरित करेगा।

एयरपोर्ट विस्तार के इस चरण में दो नए रनवे विकसित किए जाएंगे। साथ ही विमानन क्षेत्र से जुड़ी औद्योगिक इकाइयों, लॉजिस्टिक्स सुविधाओं और अन्य आधुनिक बुनियादी ढांचे का भी विकास किया जाएगा। परियोजना पूर्ण होने पर यह क्षेत्र यात्री सेवाओं, कार्गो संचालन, विमान रखरखाव (एमआरओ) और एविएशन इंडस्ट्री से जुड़ी गतिविधियों का प्रमुख केंद्र बनकर उभरेगा। एडीएम भूमि अधिग्रहण

बच्चू सिंह ने बताया कि अधिकांश किसानों को मुआवजा वितरित किया जा चुका है। शेष भुगतान प्रक्रिया भी जल्द पूरी कर ली जाएगी, ताकि एयरपोर्ट विस्तार के अगले चरण का कार्य निर्धारित समयसीमा के भीतर शुरू किया जा सके।

- ❖ 8500 करोड़ रुपये- कुल प्रस्तावित मुआवजा
- ❖ 5500 करोड़ - अब तक वितरित राशि
- ❖ 8000 किसान- मुआवजा प्राप्त कर चुके
- ❖ 2053 हेक्टेयर- तीसरे चरण में अधिग्रहित भूमि
- ❖ 2 नए रनवे- विस्तार योजना का प्रमुख हिस्सा
- ❖ 12 हजार किसान- अधिग्रहण से प्रभावित परिवारों की संख्या।



Corporate Communications Directorate

DESHBANDHU

DELHI

24 JUNE 2026

अडानी के मुंद्रा एयरपोर्ट से शुरू हुई वाणिज्यिक उड़ानें

मुंद्रा। अडानी समूह के मुंद्रा एयरपोर्ट से मंगलवार को मुंबई और गोवा को जोड़ने वाली पहली निर्धारित उड़ान सेवा शुरू हुई। स्टार एयर ने यहां से उड़ानों की शुरुआत की है। हवाई अड्डा शुरू होने के बाद मुंद्रा पूर्ण रूपेण एकीकृत मल्टी-मॉडल लॉजिस्टिक्स और व्यावसायिक केंद्र के रूप में विकसित होगा। स्टार एयर मुंद्रा को हिंडन, सूरत, वेलगावी, वेंगलुरु, कोल्हापुर और नंदेड़ सहित अन्य शहरों से भी जोड़ेगी। इससे व्यापार, वाणिज्य, लॉजिस्टिक्स और पर्यटन के लिए एक तेज संपर्क गलियारा विकसित होगा, परिवहन के समय में उल्लेखनीय कमी आयेगी और मुंद्रा बंदरगाह की आर्थिक गतिविधियों को नयी गति मिलेगी। मुंद्रा एयरपोर्ट का रनवे 1,900 मीटर लंबा है।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 JUNE 2026

Mundra Airport opens to commercial flights

● Adani enters regional aviation

AKBAR MERCHANT
Mundra, June 23

ADANI GROUP-OWNED MUNDRA AIRPORT on Tuesday commenced scheduled commercial operations, marking the entry of the conglomerate into the regional airport segment, with Star Air launching services connecting the airport to Mumbai, Ahmedabad, Surat, Goa and Hindon.

The launch expands Adani Group's airport portfolio, which

already includes operations at Mumbai, Navi Mumbai, Ahmedabad, Guwahati, Mangaluru, Thiruvananthapuram, Jaipur and Lucknow. Developed from a private airstrip into a commercial aviation facility, Mundra Airport becomes the group's first regional airport. The airport is expected to improve connectivity to one of India's largest port and industrial hubs and support business travel linked to the region's growing economic activity.

Speaking at the inauguration, Jeet Adani, chairman of Adani Airports, said the airport would gradually expand its



route network in line with demand. "For Mundra, we will be gradually adding flights here. We need our own connectivity as partners and employees frequently visit the city. There will also be tourism travel, which will add to demand," he said.

Describing the launch of direct connectivity to Mumbai as a major breakthrough for Mundra, Adani said stronger links with metro cities would provide a significant boost to the region's economic development. "Right now there will be regional flights and then we will see how the demand grows. It is too early to talk about air traffic or expansion plans," he added.

Adani said studies had been conducted to assess potential passenger demand and added that the airport's runway is capable of handling narrow-body aircraft such as the Airbus A320 and Boeing 737. Initially, Star Air

will be the only airline operating from the airport. Star Air MD and CEO Simran Singh Tiwana said Mundra has become the carrier's 32nd destination in India. "This area has been heavily supported by the Adani Group to facilitate port movement. We are proud to associate with Mundra and support regional air connectivity," he said. Tiwana added that the airline currently maintains an on-time performance of 92% and expects strong operational efficiency at Mundra due to low congestion.

(The correspondent was in Mundra at the invitation of the Adani Group)



Corporate Communications Directorate

HINDUSTAN

DELHI

24 JUNE 2026

अंतरराष्ट्रीय टर्मिनल अक्टूबर तक पूरा होगा



ग्रेटर नोएडा, प्रमुख संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के अंतरराष्ट्रीय टर्मिनल का काम सितंबर-अक्टूबर तक पूरा होगा। साल के अंत में ही अंतरराष्ट्रीय उड़ानें शुरू हो सकेंगी। नायल की लखनऊ में आयोजित बोर्ड बैठक में टर्मिनल के निर्माण कार्यों की समीक्षा की गई।

नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नायल) की मंगलवार को लखनऊ के लोक भवन में आयोजित 27वीं बोर्ड बैठक की अध्यक्षता

एमआरओ के लिए करार हो चुका

दूसरे चरण की 1365 हेक्टेयर जमीन पर एमआरओ हब बनेगा, इसके लिए अकासा एयर के साथ समझौता हो चुका है। इसी जमीन पर 490 एकड़ में दूसरा रनवे, सर्विस रनवे बनेगा और करीब 800 एकड़ में एविएशन इंडस्ट्री भी लगेगी। वर्ष 2031 तक देश में 1800 विमानों की संख्या होने का अनुमान है।

उत्तरप्रदेश के मुख्य सचिव एसपी गोयल ने की। बैठक में नायल के निदेशक मंडल में निदेशक नागरिक उड्डयन निखिल टी. फुंडे एवं सचिव वित्त विभाग संदीप कौर को निदेशक के

'नायल' के निदेशक मंडल में संदीप कौर शामिल

वित्त विभाग की सचिव संदीप कौर एवं नागरिक उड्डयन विभाग के निदेशक निखिल टी. फुंडे को नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नायल) के निदेशक मंडल में बोर्ड के निदेशक के रूप में अनुमोदन प्रदान किया है। मंगलवार को मुख्य सचिव एसपी गोयल की अध्यक्षता में हुई एयरपोर्ट लिमिटेड की 27वीं बोर्ड बैठक में यह निर्णय किया गया।

रूप में अनुमोदन प्रदान किया गया।

वहीं, प्रथम चरण के तहत शुरू की गई घरेलू और कार्गो सेवाओं के शुभारंभ और प्रतिदिन फ्लाइटों की स्थिति को भी जाना। अधिकारियों ने

बताया कि अंतरराष्ट्रीय टर्मिनल का निर्माण जारी है, इसे अक्टूबर में पूरा कर लिया जाएगा। अब फिनिशिंग का काम बचा है। इसमें तीन से चार महीने का समय लगेगा। हालांकि अधिकारियों की ओर से दावा यह भी किया गया है कि इसी वर्ष के अंत में ही अंतरराष्ट्रीय उड़ानें शुरू हो जाएंगी।

बैठक में अपर मुख्य सचिव आलोक कुमार, नायल सीईओ राकेश कुमार सिंह, नोडल अधिकारी शैलेन्द्र कुमार आदि शामिल रहे। वहीं, नोएडा और ग्रेनो सीईओ समेत अन्य अधिकारियों ने वर्चुअल प्रतिभाग किया। एयरपोर्ट पर अब दूसरे रनवे और विमानों के इंजन बनाने वाली कंपनियों को लगाने की तैयारी तेज हो गई है।



Corporate Communications Directorate

HINDUSTAN

DELHI

24 JUNE 2026

अदाणी मुंद्रा हवाई अड्डे से उड़ानें शुरू हुईं

मुंद्रा (गुजरात)। अदाणी मुंद्रा हवाई अड्डे से मंगलवार को गोवा से पहली उड़ान के आगमन के साथ वाणिज्यिक संचालन शुरू हो गया। अदाणी समूह ने कहा कि स्टार एयर के साथ रणनीतिक साझेदारी में शुरू की गई यह हवाई सेवा कच्छ क्षेत्र की आर्थिक संभावनाओं को नई गति देगी।



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THE HINDU

DELHI

24 JUNE 2026



Adani opens Mundra airport for flights to four cities

Adani Group has thrown open its captive airport at Mundra for scheduled commercial flight operations to four destinations which are being operated under the Regional Connectivity Scheme. Star Air owned by Kolhapur-based Sanjay Ghodawat Group started operating flights from the Mundra airport from Tuesday. The four destinations, which are now available for regular air connectivity with Mundra include Mumbai, Goa, Surat, and Hindon (Delhi NCR).



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

24 JUNE 2026

Adani's Mundra Airport starts ops

Mundra: Adani Mundra Airport on Tuesday announced the launch of its inaugural scheduled flight service connecting Mumbai and Goa. The

launch of eight new air services by Star Air from the state-of-the-art terminal beginning Tuesday, will create an express corridor, reducing travel time for trade, commerce, logistics and tourism, fuelling the economic engine of India's largest port Mundra. ENS

‘Commercial flights from Mundra Airport will boost connectivity’

Earlier in the day, regional carrier Star Air became the first airline to start scheduled commercial flights at the airport

OUR CORRESPONDENT

MUNDRA (Gujarat): The launch of commercial flights from Adani Mundra Airport will boost connectivity and interface from Mundra, Adani Airport Holdings Director Jeet Adani said on Tuesday.

The airport will help unlock unprecedented economic potential for the Kutch region, Adani Group said in a statement.

This is the third airport in the region, other two being at Kandla and Bhuj.

Earlier in the day, regional carrier Star Air became the first airline to start scheduled commercial flights at the airport, with the inaugural flight landing from Goa.

As part of the current operations, Adani Mundra Airport, fully owned and operated by Adani Group, will connect Goa, Mumbai, Hindon and Surat. As of now the airport does not have a heavy schedule, Jeet Adani said adding that “we have a couple of flights connecting...Goa, Surat, Mumbai, and we’ll be starting Ahmedabad soon as well.”

The new airport, with a 1,900-metre runway, was inaugurated by Jeet Adani.

“We see that this (Adani



The airport will help unlock unprecedented economic potential for the Kutch region, Adani Group said in a statement. This is the third airport in the region, other two being at Kandla and Bhuj

Mundra Airport) will open up a significant amount of connectivity and interface from Mundra, our ‘karmabhoomi’, to the rest of India,” he said.

When asked if the facility would also be looking at airlines operating narrow-body (single aisle) aircraft, he said it is too early to comment on this and to start with, it will be only regional flights.

“The supply chain is

extremely tight and most of the narrow-bodies that they already have are near full. So we are also not pushing for getting a narrow-body because we are letting the economics work for themselves. So right now only Star Air we are starting with. And then as demand grows, we believe that others will follow,” Jeet Adani said.

The airport also plans to have flights from Belagavi, Bengaluru, Kolhapur

Highlights

» As part of the current operations, Adani Mundra Airport, fully owned and operated by Adani Group, will connect Goa, Mumbai, Hindon and Surat

» As of now the airport does not have a heavy schedule, Adani Airport Holdings Director Jeet Adani said

» “We have a couple of flights connecting...Goa, Surat, Mumbai, and we’ll be starting Ahmedabad soon as well,” he added

and Nanded.

The air route is a calculated move to fuel the economic engine of India’s largest private port Mundra, and the country’s largest SEZ at Mundra, the airport operator said.

The launch of eight new air services by Star Air from Tuesday will create an express corridor, reducing travel time for trade, commerce, logistics and tourism, fuelling the economic engine at Mundra port.

Adani Group to invest up to ₹90K-₹1L cr in airports in next five years

NEW DELHI: The Adani Group plans to invest Rs 90,000 crore to Rs 1 lakh crore across its airport portfolio over the next five years, Jeet Adani, Director at Adani Airport Holdings, said on Tuesday.

He said the group’s previously announced five-year investment plan remains unchanged.

Jeet Adani also said the group would participate aggressively in the government’s upcoming bidding process for 11 new airports.

While there is no specific target for the number of airports it aims to secure, he said the company wants to expand its role in India’s aviation sector and continue its growth in the industry.

AGENCIES

PROPOSED GREENFIELD AIRPORT AT KALYANI

Budget: Second Kolkata airport, deep-sea port in Bengal's infra push

OUR CORRESPONDENT

KOLKATA: The BJP government in Bengal, in its maiden Budget, announced a slew of infrastructure projects, including new airports, an integrated deep-sea port in East Midnapore, mini indoor stadiums in all Assembly constituencies and plans for an IIT and an IIM in North Bengal.

Presenting the Budget in the Assembly on Monday, Finance minister Swapan Dasgupta said new airports would be developed in Purulia, Balurghat and Malda under the Centre's UDAAN scheme, while the existing airport at Cooch Behar would be expanded.

He also unveiled plans for a second airport for the Kolkata region, stating that 1,000 acres would be identified in Kalyani for a greenfield airport to ease congestion at Kolkata airport. The proposed facility, he said, would be part of a broader effort to strengthen connectivity across the state.

Dasgupta said the gov-



CM Suwendu Adhikari, Finance minister Swapan Dasgupta and MoS Anandamoy Barman display copies of the Budget

PIC/PTI

Highlights

- » New airports will be developed in Purulia, Malda and Balurghat districts
- » The existing airport at Cooch Behar will be expanded under connectivity enhancement plans
- » Kalyani will host a proposed greenfield airport serving the greater Kolkata region

ernment had drawn up plans to develop a deep-sea port at Dandanpatrabarh in East Midnapore through the PPP model. The project will include an integrated port estate for cargo handling, storage and ancillary industries, along with dedicated multimodal road and rail connectivity. The minister noted that the existing Kolkata

and Haldia ports suffer from low draft and high turnaround time, necessitating a strategic deep-sea port.

The government also announced the Bhagirathi Major Bridge connecting Kalna and Santipur at an estimated cost of Rs 1,200 crore, aimed at boosting trade and socio-economic growth in the region.

Other major projects include a 7.41-km Chin-grighata-New Town elevated corridor linking EM Bypass and Salt Lake Sector V at an estimated cost of Rs 900 crore. The corridor will feature ramps, elevated parking bays, noise barriers, a bridge health monitoring system and CCTV surveillance.

The Budget further proposed a 35-km road corridor between Dankuni Junction and Mogra in Hooghly at an estimated cost of Rs 1,850 crore, and a new four-lane bridge over the Mayurakshi river on NH-14, along with four-lane bridges over the Right Bank Main Canal (RBMC) and Left Bank Main Canal (LBMC) in Birbhum, at a cost of Rs 800 crore. The Suwendu Adhikari government will also undertake techno-economic feasibility studies for metro links between Durgapur-Asansol and Siliguri-Jalpaiguri.

In addition, the budget proposed Rs 100 crore for improvement of jetties along the Hooghly river, development of link roads to rural markets, upgradation of those markets and promotion of fisheries in adjoining areas. The government also plans to build Ro-Ro terminals along the Shalimar-Garden Reach stretch to reduce traffic pressure on Vidyasagar Setu and key arterial roads in Kolkata and Howrah.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

23 JUNE 2026

Malda happy to get new airport, 2 municipalities

OUR CORRESPONDENT

MALDA: Several important announcements for Malda in the West Bengal State Budget have been warmly welcomed by residents, business leaders and civic authorities. The budget presented by Finance minister Swapan Dasgupta includes plans for a new airport under the UDAN scheme, the creation of two new municipalities in the district, measures to tackle the persistent problem of Ganga erosion, support for mango growers and improvements in education, healthcare and emergency services.

To improve regional connectivity and make air travel more affordable, the minister announced that new airports would be developed in Purulia, Balurghat and Malda under the Centre's UDAN scheme. He said: "To make air travel easier and more affordable and to strengthen regional tourism, new airports will be developed under the UDAN scheme."

An allocation of Rs 10 crore has been proposed in the current financial year for the initiative. The announcement comes at a time when efforts are underway to operationalise the existing Malda airstrip.

The budget further announced that Gazole and Chanchal would be upgraded into municipalities, while a new fire station would be established at Manikchak, strengthening civic and emergency infrastructure in the district.

The budget also stated that land would be provided by the state government for setting up Navodaya Vidyalayas, with Malda among the four districts identified in the first phase. In the health sector, the existing hospital in Baman-

gola will be upgraded to improve healthcare services in the area.

A major highlight for the district was the focus on Ganga erosion. Referring to the river's vulnerable stretch, the minister said: "The 163-km stretch of the Ganga flowing through Malda, Murshidabad and Nadia is highly vulnerable to floods and erosion. Erosion-control and flood-management works will be undertaken at identified vulnerable locations." He further announced dredging and activation of the Sakari-gali palaeo channel along the Bengal-Bihar-Jharkhand border to help shift the main flood flow towards the more stable southern bank. Further, describing Malda as the "mango capital of India", the minister said: "To increase the income of mango farmers and strengthen the value chain system, modern post-harvest technological facilities will be encouraged. Emphasis will be placed on mango exports by setting up vapour heat treatment plants and integrated pack houses." For this purpose, the government has allocated Rs 50 crore.

Welcoming the announcements, chairman of English Bazar Municipality Krishnendu Narayan Choudhury said: "...The airport project, anti-erosion measures and civic infrastructure upgrades will open new avenues for development and employment in the district."

Ujjwal Saha, president of Malda Merchant Chamber of Commerce and industry, said: "The proposed airport will significantly improve connectivity and attract investment. The allocation for mango infrastructure and export facilities is particularly encouraging and will benefit thousands of growers, traders and workers associated with the sector."



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

23 JUNE 2026

Major Budget boost for Cooch Behar: Airport expansion and women's college announced

SHASHIKESH ROY

COOCH BEHAR: The announcement of Cooch Behar Airport's expansion in the first budget of the new state government has generated optimism among residents and the business community. Locals believe the move will revive air connectivity and accelerate the district's overall development.

At present, the airport's runway is 1,059 metres long and previously accommodated only nine-seater aircraft. Residents hope that the planned expansion of the runway and airport infrastructure will enable larger aircraft operations, improving connectivity and boosting sectors such as trade, tourism, education, healthcare and industry.

Built during the reign of the Maharajas of Cooch Behar, the

The government allocates Rs 50 cr for Rajbanshi community's welfare

airport once had regular flight services but became virtually non-operational in 1996. Several attempts were made to restore services after 2011. A significant breakthrough came on February 21, 2023, when a nine-seater air service was launched under the Centre's UDAN scheme. Operated by IndiaOne Air, the service continued under a three-year agreement before ending in February this year.

Residents claim the service received an overwhelming response, with tickets often booked weeks in advance, highlighting the demand for air con-

nectivity in the district. The latest budget announcement has therefore renewed hopes of regular commercial flight operations. Former secretary of the Cooch Behar District Business Association, Suraj Ghosh, said: "The airport expansion would greatly benefit business and trade and help attract investment to the region."

The budget has also brought good news for the Rajbanshi community. The government has allocated Rs 50 crore for the promotion of the Rajbanshi language, the development of the Rajbanshi Academy and the welfare of Rajbanshi folk artists. Community leaders have welcomed the move, describing it as a significant step towards preserving and promoting Rajbanshi culture.

Banshi Badan Barman, sec-

retary of the Greater Cooch Behar People's Association, thanked the government for the allocation, saying it reflects greater recognition of the community's needs.

In another major announcement, the state government has proposed the establishment of a women's college in Tufanganj, a long-standing demand of residents. Welcoming the initiative, minister and Tufanganj MLA Malti Rava Roy said: "The budget reflects a comprehensive vision for development and that the proposed college would play an important role in expanding educational opportunities for women in the region."

With key announcements in aviation, education and community welfare, the state Budget has raised fresh hopes for Cooch Behar's development.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

24 JUNE 2026

T-3 पर जल्द मिलेगी एक्स-रे की सुविधा

■ NBT रिपोर्ट, नई दिल्ली: IGI एयरपोर्ट के टर्मिनल-3 पर यात्रियों के लिए चिकित्सा सुविधाओं को और बेहतर बनाने की तैयारी शुरू हो गई है। टी-3 के अराइवल मेडिकल सेंटर में एक नई एक्स-रे सुविधा शुरू की जाएगी, जिसके लिए वहां एक नए कमरे का निर्माण भी किया जाना है। इसके तहत मेडिकल सेंटर में आधुनिक एक्स-रे मशीन लगाने के लिए जरूरी इन्फ्रस्ट्रक्चर को विकसित किया जा रहा है। ताकि इमरजेंसी या जरूरत के वक्त यात्रियों की जांच एयरपोर्ट पर ही तेजी से की जा सके।

किसी भी इमरजेंसी में एयरपोर्ट पर ही हो सकेगा एक्स-रे

एयरपोर्ट के एक अधिकारी ने बताया कि यहां एक्स-रे जैसी कोई सुविधा नहीं है। मेदांता हॉस्पिटल की एक टीम यहां तैनात रहती है। इमरजेंसी के वक्त टीम ही यात्रियों की जांच करती है। अगर किसी को कोई गंभीर परेशानी होती है, तो उसे मेदांता हॉस्पिटल शिफ्ट कर दिया जाता है। उन्होंने कहा कि इसका उद्देश्य चोट के वक्त लोगों की जांच कर उन्हें उपचार देना है। अधिकतर मामलों में यात्री या स्टाफ के सदस्य को चोट लगने पर हॉस्पिटल भेजना पड़ता था। वहां उनकी एक्स-रे कौशल की जांच हो पाती थी। लेकिन, अब ऐसा नहीं होगा।

इमरजेंसी के दौरान किसी यात्री को चोट लगती है या कोई स्टाफ घायल होता है, तो फौरन उसका एक्स-रे किया जा सकेगा और जरूरी उपचार उसे मुहैया कराया जाएगा। फिटनेस प्रक्रिया शुरू की गई है। इस काम को पूरा करने के लिए योग्य एजेंसियों से वॉलियां आमंत्रित की जा रही हैं।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

24 JUNE 2026

नोएडा एयरपोर्ट से इसी साल शुरू होगी इंटरनैशनल उड़ानें

■ NBT रिपोर्ट, ग्रेटर नोएडा

नोएडा एयरपोर्ट से इसी वर्ष अंतरराष्ट्रीय उड़ानों का संचालन शुरू होने का रास्ता साफ होता दिख रहा है। मंगलवार को लखनऊ के लोक भवन में मुख्य सचिव एस.पी. गोयल की अध्यक्षता में हुई नोएडा इंटरनैशनल एयरपोर्ट लिमिटेड (नायल) की 27वीं बोर्ड बैठक में बताया गया कि अंतरराष्ट्रीय टर्मिनल का निर्माण और फिनिशिंग कार्य सितंबर-अक्टूबर तक पूरा हो जाएगा। इसके बाद इसी वर्ष अंतरराष्ट्रीय सेवाओं का संचालन

8 हजार किसानों को 5500 करोड़ का मुआवजा भी बांटा गया

शुरू करने की तैयारी है।

नोएडा एयरपोर्ट प्रॉजेक्ट के तीसरे चरण के लिए 12

हजार किसानों की 2053 हेक्टेयर जमीन अधिग्रहीत की जा रही है। अब तक आठ हजार किसानों को करीब 5500 करोड़ रुपये का मुआवजा बांटा जा चुका है। बचे हुए चार हजार किसानों को जल्द मुआवजे का वितरण कर दिया जाएगा। इसके बाद जिला प्रशासन जमीन पर कब्जा लेकर सिविल एविएशन डिपार्टमेंट को सौंप देगा। प्रॉजेक्ट के इस फेज में दो रनवे और सिविल एविएशन इंडस्ट्री लगाई जाएंगी।





Corporate Communications Directorate

NAVODAYA TIMES

DELHI

24 JUNE 2026

मेट्रो से जुड़ेगा एयरपोर्ट टर्मिनल-3 व टर्मिनल-1

नई दिल्ली, 23 जून (नवोदय टाइम्स): आईजीआई एयरपोर्ट के टर्मिनल-3 को टर्मिनल-1 से जोड़ने के लिए जल्द ही मेट्रो की गोल्डन लाइन का विस्तार तैयार किया जाएगा। गोल्डन लाइन का विस्तार से 2.3 किलोमीटर लंबे एयरोसिटी-टर्मिनल1 दिल्ली मेट्रो कॉरिडोर, आईजीआई एयरपोर्ट के आसपास मेट्रो कनेक्टिविटी को बेहतर बनाएगा।

यह टर्मिनल-1 को मैजेंटा लाइन से जोड़कर एक इंटरचेंज स्टेशन में बदल देगा। यह कॉरिडोर एयरपोर्ट एक्सप्रेस लाइन, गोल्डन लाइन और

प्रस्तावित आरआरटीएस की दिल्ली-अलवर कॉरिडोर को जोड़कर एयरोसिटी को बड़ा ट्रांजिट हब बनायाएगी। अभी, एयरपोर्ट

गोल्डन लाइन 2028 तक हो जाएगी तैयार

एक्सप्रेस (ऑरेंज लाइन) एयरोसिटी और टर्मिनल-3 मेट्रो स्टेशनों को सर्विस देती है, जबकि टर्मिनल-1 मैजेंटा लाइन से जुड़ा है। नया कॉरिडोर शुरू होने के बाद, एयरोसिटी और टर्मिनल-1 दोनों इंटरचेंज स्टेशन के तौर पर काम

करेंगे, जिससे यात्रियों को टर्मिनल-3 समेत एयरपोर्ट के अलग-अलग हिस्सों तक आसानी से पहुंचने की सुविधा मिलेगी। अभी दोनों टर्मिनल के बीच सीधी मेट्रो कनेक्टिविटी न होने की वजह से शटल बसों पर निर्भर रहना पड़ता है जो लगभग हर 20 मिनट में चलती हैं। यात्री मेट्रो का इस्तेमाल करके एयरपोर्ट के अलग-अलग हिस्सों के बीच यात्रा कर सकेंगे। गोल्डन लाइन और प्रस्तावित आरआरटीएस कॉरिडोर एक-दूसरे को लगभग तिरछा (डायगोनली) पार करेंगे।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

23 JUNE 2026

WW-II airstrip to be developed as regional airport in Purulia

STATESMAN NEWS SERVICE
Purulia, 22 June

Finance minister Swapan Dasgupta has announced plans to convert the abandoned Charra airstrip into a regional connectivity airport under the UDAN scheme. Located barely eight kilometres from Purulia town, the project aims to transform this World War II relic into a driver of economic growth.

Purulia MP Jyotirmoy Singh Mahato welcomed the announcement in the state Budget, saying it would significantly boost tourism and act as a catalyst for the local economy.

The airstrip was originally built by the British during World War II in Purulia's Mofussil Thana area for emergency landings. It has remained unused for decades, with extensive infrastructure lying idle.

Recently, senior officials from the transport department, aircraft engineers, RITES and the Land and Land Reforms



Government employees and supporters celebrate inside the West Bengal Legislative Assembly after the state Budget announced a 20 per cent increase in Dearness Allowance (DA), in Kolkata on Monday. BISWAJIT GHOSHAL

department inspected the site. The runway measures 1,722 metres in length and 350 metres in width. Initial technical assessments flagged challenges, including a railway line on one side and high-tension wires across the runway, which would prevent larger aircraft from operating.

The team suggested removing the wires to allow 19-seater aircraft to land on the western side. With a modest extension of the runway, 42-seater planes could also operate. An air training school has been proposed as an alternative

use.

Strategically located near the Jharkhand border, the site is close to industrial centres such as Raghunathpur and Asansol, enhancing its potential importance for the regional economy.

The land, once under the defence ministry, was later transferred to the state government through the initiative of former Baghmundi MLA Nepal Mahato. The project will now proceed under the civil aviation ministry's UDAN initiative to improve regional connectivity.

Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

23 JUNE 2026

Airports, Metro, roads: Boost for infrastructure

SNEHAMOY CHAKRABORTY

Calcutta: The Suvendu Adhikari government's first budget on Monday pushed infrastructure development, riding the "double-engine" model to raise the capital expenditure allocation by 55 per cent over the previous year and announcing dozens of road, rail and waterway projects.

While the previous government spent ₹26,886 crore on capital expenditure in 2025-26 (revised estimates), this year's proposed outlay is ₹41,699 crore.

Presenting the budget, finance minister Swapan Dasgupta stressed several key projects, particularly those aimed at boosting connectivity, crucial to industrial growth and the linking of major destinations with rural areas.

Dasgupta said Bengal's first BJP government would harness the Narendra Modi government's Scheme for Special Assistance to States for Capital Investment to secure

more infrastructure

AT A GLANCE

- 20% hike raising DA to 38% (from Oct. 1)
- Pledge to fill 1 lakh govt posts, with 33% women's reservation
- ₹3,000 monthly dole for jobless graduate youths; ₹2,000 for non-graduates
- ₹50,000 as one-time higher-education grant to unmarried women
- Airport in Kalyani
- Additional 650 MBBS and 450 PG seats
- North Bengal to get an AIIMS, cancer hospital, IIT and IIM
- Five regional medical hubs in private partnership
- Five new districts of Kolkata, Basirhat, Sundarbans, Jangipur, Arambagh; Contai to be a police district
- Review of urban land ceiling law; land bank for industry
- Law to prevent 'syndicate' extortion
- Revival of Calcutta Stock Exchange
- Semiconductor unit at Durgapur proposed
- Revenue receipt to rise 30%, aided by threefold jump in central grant

funds. The state plans to seek ₹10,000 crore from the Centre for capital-intensive projects.

Airports

Dasgupta said his government would identify 1,000-1,500 acres of land near Kalyani for a new airport.

"Kolkata airport is facing significant passenger congestion, and there is a need for a second airport (near) Kolkata to boost the regional econo-

my," he told the Assembly.

He also proposed new airports in Purulia, Balurghat and Malda under the Centre's Udan (Ude Desh ka Aam Nagrik) scheme, apart from the expansion of Cooch Behar airport.

Government sources said that having airports in the district towns was crucial to promoting robust industrialisation.

► FROM PAGE 1

The state is prioritising air connectivity in regions boasting ample land and potential for new industries.

The government will also provide 25 acres and 37 acres of land to the Hasimara and Kalakunda air force stations, respectively, for expansion and development.

Elevated corridor

Dasgupta proposed a ₹900 crore, 7.41km Chingrighata-New Town Elevated Corridor as a way of easing the chronic traffic congestion near Chingrighata.

The allocation covers elevated parking facilities, noise barriers, bridge health monitoring systems and CCTV surveillance, among others.

Metro

Techno-economic feasibility studies will be carried out for Metro links between Durgapur and Asansol, and be-

tween Siliguri and Jalpaiguri — both longstanding demands from residents.

An Asansol-Durgapur Metro will improve connectivity in one of south Bengal's biggest industrial hubs. A Metro in north Bengal can boost tourism and urban mobility.

Freight corridor, roads

"The Eastern Dedicated Freight Corridor linking Dankuni with Ludhiana has been implemented by the Government of India. Our government will take proactive measures to resolve bottlenecks, including issues related to land acquisition, complete the final linkage between Andal and Dankuni, and develop Dankuni as a multi-modal logistics hub," Dasgupta said.

"In addition, the state government will take proactive measures to implement the Dankuni-Surat Dedicated Freight Corridor."

Dasgupta also announced a strategic 35km road corridor pro-



Chief minister Suvendu Adhikari and finance minister Swapan Dasgupta at a media conference in Calcutta on Monday after the budget presentation. (PTI)

ject between Dankuni Junction and Mogra in Hooghly district. The project will include a three-lane Baktyabati road overbridge apart from multiple flyovers, underpasses and other supporting infrastructure. The total cost is estimated at ₹1,850 crore.

The finance minister said his government had sanctioned ₹800 crore for a new four-lane bridge over the Mayurakshi on NH14 in Birbhum that will span both the

river's main canals. The bridge will improve connectivity between central and north Bengal.

A sum of ₹1,200 crore has been proposed for building a bridge over the Bhagtrathi, connecting Kalna in East Burdwan with Santipur in Nadia. It will link the agrarian belts of Burdwan and Birbhum with the river's eastern bank. The government has also allocated ₹100 crore for building a bridge between Nandigram and Haldia.

Waterways

Dasgupta proposed ₹100 crore for improving the jetties along the Bhagtrathi and the Hooghly and develop connecting roads from the jetties to rural markets.

"This will have a positive impact on the rural economy and on the transportation of goods through waterways," he said.

The state also plans to encourage a shift of freight transport to rivers, which could reduce road congestion in Calcutta and lower emissions and

transport costs.

Dasgupta proposed the construction of roll-on/roll-off terminals — which allow cargo to be driven directly onto and off a vessel via ramps — along the Shalimar-Garden Reach stretch. The idea is to reduce traffic pressure on the Vidyasagar Setu and key roads in Calcutta and Howrah.

Solar energy

A large floating solar photovoltaic project will be set up with a Battery Energy Storage System at Bakreswar Dam in Birbhum at an estimated ₹2,000 crore. The government also plans rooftop solar power systems in 2 lakh households across the state.

Sundarbans

The government will prioritise infrastructure development in the Sundarbans, 54 of whose 104 islands are inhabited. Dasgupta proposed a budget allocation of ₹100 crore for building pontoon-based jetties and related connectivity infrastructure.



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 JUNE 2026

Akasa Air eyes 30% capacity growth in FY27, on track for IPO in 2-3 years

ROSY OUTLOOK. Airline on 'certain and deterministic' path to profitability driven by fleet inductions, says CFO

Rohit Vaid
New Delhi



Akasa's international operations could rise to nearly 40 per cent over the next few years

ANKUR GOEL
CFO, Akasa Air



international network.

Notably, the airline ended FY26 with a fleet of 37 aircraft, up from 27 aircraft a year earlier, after adding 10 Boeing 737 MAX aircraft during the year.

All additions, Goel pointed out, were brand-new aircraft and not leased or second-hand planes.

Meanwhile, Akasa's capacity, measured in available seat kilometres (ASKs), grew by around 30 per cent year-on-year in FY26 and is expected to increase by more than 30 per cent again in FY27.

The airline, Goel said, expects to continue expanding at a compounded annual growth rate of 30-40 per cent

over the next five years.

FINANCIAL PROFILE

According to Goel, the growth had come alongside an improving financial profile. In terms of financials, excluding the impact of accounting changes related to foreign exchange liabilities under Ind AS 116, the airline's losses in FY26 were lower than in FY25 despite the 30 per cent increase in capacity.

"This was a year that re-defined us. Capacity improved by 30 per cent year-on-year and our loss numbers were actually better compared to FY25," he said.

Besides, the airline's unit

revenues (RASK) improved by about 10 per cent on an adjusted basis despite rapid capacity additions, while its total unit cost, or cost per available seat kilometre (CASK), declined by 4 per cent year-on-year.

Excluding fuel, unit costs remained broadly stable despite currency depreciation and other external pressures, he said.

As a result, Akasa's EBITDA margins improved by a staggering 60 per cent during the year, bringing the airline closer to full-year operational profitability.

Goel noted that the unprecedented spike in aviation turbine fuel (ATF) prices earlier this year had posed a significant challenge for airlines. However, government measures, including capping fuel price increases and reducing charges at certain airports, had helped maintain the viability of airline operations.

CAPACITY DEPLOYMENT

On capacity deployment, Goel said Akasa's interna-

tional operations now account for around 25 per cent of its total capacity and could rise to nearly 40 per cent over the next few years.

Additionally, the airline plans to deepen its presence in Southeast Asia, with Hanoi set to become its latest international destination in September.

The carrier currently operates a fleet of 39 aircraft and plans to have 226 aircraft by 2032.

In addition, Goel said Akasa had no plans to alter its business model by introducing premium cabins or leasing older aircraft, and it remained committed to operating a single-class, all-economy fleet.

On a potential IPO, he reiterated the airline's earlier timeline of two to four years.

Despite short-term headwinds, Goel said Akasa's long-term growth plans remained intact, with the airline continuing to hire pilots, cabin crew and engineers while taking deliveries of new aircraft and expanding its network.

Connectivity boost for Gujarat as Star Air starts Mundra flights

Aneesh Phadnis
Mundra



An Embraer E175 aircraft from Goa touched down at the Mundra airport on Tuesday, marking the launch of scheduled passenger services. The launch of Star Air services follows the development of a passenger terminal to boost air connectivity in the Kutch region of Gujarat.

While Bhuj and Kandla airports in Kutch handle regular passenger flights, traffic at Mundra has been limited to non-scheduled operations. These include business jets and an air taxi service from Ahmedabad, operated by three-seater Tecnam aircraft.

From Tuesday, Mundra is being linked to Mumbai, Hindon and Surat in addition to Goa by Star Air. "We will be gradually adding flights here. We need our own connectivity as partners and employees frequently visit the city. There will also be tourism travel, which will add to demand," said Jeet Adani, Director, Adani Airport Holdings Ltd.

Adani described the

launch of direct connectivity to Mumbai as a "major breakthrough" for Mundra and said improved links with metro cities would provide a significant boost to the region's economic development.

HUGE POTENTIAL

Star Air Chief Executive Officer Simran Singh Tiwana doesn't see Mundra airport cannibalising traffic from Bhuj. While Bhuj is connected with Delhi, Star Air is flying to Hindon. "We are also connecting Mundra with Goa. I think Mundra has a huge potential," he added.

According to local MLA Aniruddha Dave, the Mundra airport will also benefit residents who are settled in West Asia and the UK.

Bhuj airport handled 2.8 lakh passengers last fiscal. Though it is an established market, it has limitations as it is controlled by the IAF.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

24 JUNE 2026

Akasa retains 30-40% growth target despite headwinds

DEEPAK PATEL

New Delhi, 23 June

Akasa Air expects to maintain a 30-40 per cent growth trajectory over the next five years, even as the West Asia conflict and a sharp rise in aviation turbine fuel (ATF) prices have created short-term headwinds for the aviation industry, the airline's Chief Financial Officer, Ankur Goel, said on Tuesday.

The airline also aims to expand its passenger handling capacity by more than 30 per cent year-on-year (Y-o-Y) in financial year 2027 (FY27).

The airline's net loss narrowed in FY26, compared to FY25, despite a 30 per cent increase in capacity during FY26, Goel said during a press conference here. He did not reveal the exact loss numbers.

"For six months, which is September till March... we were actually Ebitda positive," he said, adding that the milestone reinforced the airline's confidence that its path to profitability was "certain".

Earnings before interest, taxes, depreciation and amortisation (Ebitda) is a measure of operating profitability that

excludes financing and accounting costs.

Akasa Air's standalone net loss widened 18.7 per cent Y-o-Y to approximately ₹1,983 crore in the FY25, driven by rising employee costs, aircraft maintenance and airport charges, and a sharp increase in forex expenses.

According to Goel, Akasa was also targeting an initial public offering (IPO) within the next two to four years, although he stressed that listing plans would follow business performance rather than drive it.

"IPO will happen for us. It's not a question of if, it's a question of when. We are not creating an airline to do an IPO. We are creating an airline that really creates value," he said.

Milestones such as sustained Ebitda positivity, positive cash flows and overall profitability would guide the timing of the listing, according to the CFO.

As of FY26, Akasa had a fleet of 37 aircraft after adding 10 new Boeing 737 MAX aircraft during the financial year. The airline currently operates 39 aircraft and is expected to have 226 aircraft by 2032.



अकासा एयर : 30 प्रतिशत से अधिक वृद्धि के रनवे पर

दीपक पटेल
नई दिल्ली, 23 जून

अकासा एयर साल 2025-26 (वित्त वर्ष 27) में अपनी यात्री क्षमता में पिछले साल के मुकाबले 30 प्रतिशत से अधिक की बढ़ोतरी और अगले पांच साल में 30 से 40 प्रतिशत की वृद्धि दर बरकरार रखने की उम्मीद कर रही थी। लेकिन पश्चिम एशिया की जंग और विमान ईंधन (एटीएफ) की कीमतों में तेज उछाल ने भारतीय विमानन उद्योग के लिए थोड़े समय के लिए बाधाएं पैदा कर दी हैं। विमानन कंपनी के मुख्य वित्तीय अधिकारी (सीएफओ) अंकुर गोयल ने आज यह जानकारी दी।

गोयल ने यहां संवाददाता सम्मेलन में बताया कि वित्त वर्ष 26 के दौरान क्षमता में 30 प्रतिशत वृद्धि के बावजूद विमानन कंपनी का शुद्ध घाटा वित्त वर्ष 25 की तुलना में कम रहा। अलबत्ता उन्होंने घाटे के सटीक आंकड़ों का खुलासा नहीं किया।

उन्होंने कहा, 'लगातार छह महीने यानी

सितंबर से मार्च तक हम असल में एबिटा के लिहाज से लाभ में आ गए थे।' उन्होंने कहा कि इस उपलब्धि से विमानन कंपनी का यह भरोसा और मजबूत हुआ कि मुनाफे की राह पक्की है। एबिटा परिचालन से होने वाले लाभ का आंकड़ा होता है जिसमें वित्त और लेखा की लागत शामिल नहीं होती है। कर्मचारी लागत, विमानों के रखरखाव और हवाई अड्डा शुल्क में वृद्धि तथा विदेशी मुद्रा खर्च में तेज उछाल के कारण वित्त वर्ष 25 में अकासा एयर का एकल आधार पर शुद्ध घाटा एक साल पहले के मुकाबले 18.7 प्रतिशत बढ़कर लगभग 1,983 करोड़ रुपये हो गया था।

गोयल के अनुसार अकासा अगले दो से चार साल के भीतर आरंभिक सार्वजनिक निर्गम (आईपीओ) की योजना भी बना रही है। अलबत्ता उन्होंने इस बात पर जोर दिया कि शेयर बाजार में सूचीबद्धता की योजनाएं कारोबार के प्रदर्शन पर आधारित होंगी, न कि वे कारोबार के प्रदर्शन को तय करेंगी।

उन्होंने कहा, 'हमारा आईपीओ जरूर



अकासा अगले दो से चार साल के भीतर आईपीओ की भी योजना बना रही है।

आएगा। सवाल यह है कि कब आएगा। हमने कोई आईपीओ लाने के लिए विमानन कंपनी नहीं बनाई है। हम ऐसी विमानन कंपनी बना रहे हैं जो वास्तव में मूल्य सृजित करे।' उन्होंने कहा कि लगातार एबिटा लाभ, धनात्मक नकदी प्रवाह और कुल मिलाकर मुनाफे जैसी उपलब्धियों से ही सूचीबद्धता

के समय का फैसला होगा।

अकासा ने वित्त वर्ष 26 में 10 नए बोइंग 737 मैक्स विमान शामिल किए जिससे उसका बेड़ा 37 विमानों का हो गया। कंपनी फिलहाल 39 विमानों का संचालन करती है। उम्मीद है कि साल 2032 तक उसके पास 226 विमान होंगे।

गोयल ने कहा कि तेजी से विस्तार के बावजूद वित्त वर्ष 2026 में विमान कंपनी का यूनिट राजस्व लगभग 10 प्रतिशत बढ़ा। यूनिट राजस्व वह पैमाना होता है, जो प्रति सीट भरी गई उड़ान से होने वाली कमाई बताता है। साल के दौरान यूनिट लागत में 4 प्रतिशत तक की कमी आई, जबकि एबिटा मार्जिन में 60 प्रतिशत तक का सुधार हुआ।

वित्त वर्ष 26 के दौरान विमानन कंपनी की कुल क्षमता में अंतरराष्ट्रीय परिचालन की हिस्सेदारी लगभग 25 प्रतिशत रही। अकासा ने इस साल फुकेत के लिए सेवा शुरू की और वह हनोई के लिए उड़ानें शुरू करने की तैयारी कर रही है। कंपनी दक्षिण-पूर्व एशिया और खाड़ी देशों में पहुंच बढ़ा रही है।

गोयल ने कहा, 'वित्त वर्ष 27 में हमारी कुल क्षमता फिर से 30 प्रतिशत से ज्यादा बढ़ने की उम्मीद है। इस बात की संभावना है कि अगले 5 साल तक हम लगातार 30 से 40 प्रतिशत के दायरे में बढ़ते रहेंगे।'

Corporate Communications Directorate

DESHBANDHU

DELHI

24 JUNE 2026

कच्चे तेल की कीमतों में नरमी के बाद भारतीय एयरलाइंस हटाएंगी फ्यूल सरचार्ज!

नई दिल्ली, 23 जून (एजेंसियां)। कच्चे तेल की कीमतों में आई नरमी के बाद भारतीय एयरलाइंस फ्यूल सरचार्ज (ईंधन अधिभार) हटाने पर विचार कर रही हैं। एक रिपोर्ट के अनुसार, अगर ऐसा होता है तो आने वाले महीनों में हवाई यात्रियों को किराए में राहत मिल सकती है। एनडीटीवी प्रॉफिट की रिपोर्ट के मुताबिक, एयरलाइंस फ्यूल सरचार्ज वापस लेने की संभावना पर सक्रिय रूप से विचार कर रही हैं। इस संबंध में अंतिम फैसला चालू वित्त वर्ष की दूसरी तिमाही के अंत या तीसरी तिमाही की शुरुआत तक लिया जा सकता है। यह समीक्षा ऐसे समय में हो रही है जब वैश्विक बाजार में कच्चे तेल की कीमतें हाल के ऊंचे स्तर से काफी नीचे आ गई हैं।

हालांकि ईंधन की लागत में काफी कमी आई है, लेकिन एयरलाइन कंपनियों के अधिकारी अभी यह आकलन कर रहे हैं कि यह गिरावट कितनी टिकाऊ है। वैश्विक ऊर्जा बाजार में लगातार उतार-चढ़ाव को देखते हुए कंपनियां कोई जल्दबाजी में फैसला नहीं लेना चाहतीं।



रिपोर्ट में कहा गया है कि फिलहाल एयरलाइंस 'वेट एंड वाच' की रणनीति अपना रही हैं। कंपनियां इस बात पर चर्चा कर रही हैं कि फ्यूल सरचार्ज को पूरी तरह खत्म किया जाए या फिर इसे चरणबद्ध तरीके से हटाया जाए, ताकि यात्रियों को राहत देने के साथ-साथ मुनाफे पर भी असर न पड़े। सूत्रों के अनुसार, अंतरराष्ट्रीय उड़ानों की तुलना में घरेलू मार्गों पर फ्यूल सरचार्ज पहले हटाया जा सकता है। इसकी वजह यह है कि अंतरराष्ट्रीय उड़ानों में ईंधन लागत और परिचालन खर्च अभी भी अपेक्षाकृत अधिक बने हुए हैं। एयर इंडिया, इंडिगो और अकासा एयर जैसी प्रमुख एयरलाइंस ने मार्च में फ्यूल सरचार्ज लागू किया था। उस समय कच्चे तेल और एविएशन टरबाइन

- आने वाले महीनों में हवाई यात्रियों को किराए में राहत मिल सकती है
- वैश्विक बाजार में कच्चे तेल की कीमतें ऊंचे स्तर से काफी नीचे आ गई

फ्यूल (एटीएफ) की कीमतों में तेज बढ़ोतरी के कारण एयरलाइंस की परिचालन लागत काफी बढ़ गई थी। बढ़ी हुई ईंधन लागत की भरपाई करने के लिए कंपनियों ने मूल टिकट किराए में बड़ा बदलाव किए बिना अतिरिक्त फ्यूल सरचार्ज लगाया था। अब जब ईंधन की कीमतों में कमी आ रही है, तो एयरलाइंस ने इस अतिरिक्त शुल्क को वापस लेने के समय और उसके दायरे पर आंतरिक चर्चा शुरू कर दी है। रिपोर्ट के अनुसार, पूरे विमान उद्योग में फ्यूल सरचार्ज को धीरे-धीरे हटाने पर विचार किया जा रहा है, ताकि हवाई यात्रा अधिक प्रतिस्पर्धी और किफायती बन सके, वहीं एयरलाइंस की लाभप्रदता भी बनी रहे।

AS CAMPBELL WILSON READIES FOR DEPARTURE

Chandra Enters the Cockpit at Air India

Urges better coordination as he reviews ops weekly to maintain stability until new CEO comes in

Kala Vijayraghavan & Arindam Majumder

Mumbai | New Delhi: Tata Sons chairman N Chandrasekaran has stepped in to conduct weekly reviews at Air India as the carrier navigates a turbulent business environment and leadership uncertainty, with chief executive Campbell Wilson set to depart.

Chandrasekaran has called for closer coordination across the airline's departments. Key divisions such as flight operations, commercial strategy and finance have been directed to submit weekly progress reports directly to the chairman, according to people familiar with the matter. The aim is to ensure stability until the appointment of a new CEO, they said.

Chandra has appointed former civil aviation secretary Pradeep Singh Khrola as executive advisor. He will be part of the management team and his experience will be invaluable in ensuring smooth leadership transition, Wilson said in an internal memo that was reviewed by ET. Tata Sons did not comment.

Turbulent Times

Key business decisions await CEO appointment

Costs surge and disruptions hit airline

Over 350 daily flights cut as jet fuel prices rise

Employee morale affected

Air India turnaround remains strategic priority

Capacity rationalisation planned through faster retirements

N Chandrasekaran
Chairman, Tata Sons



TaMo Plans up to ₹40kcr Investment Over 5 Yrs



Tata Motors Passenger Vehicles plans to invest ₹37,500-40,000 crore over the next five years to expand capacity by nearly 45%. It expects new models to help double annual sales to more than 1.2 million units. >> 5

■ **Mundra Plant will Now Run Till September: Tata Power >> 5**

No Consensus Yet over CEO Name

>> From Page 1

Chandrasekaran's intervention underscores the importance of Air India's multi-billion-dollar turnaround strategy for India's biggest conglomerate. The airline, which Tata acquired through privatisation in 2022, has had to contend with a plane crash that killed 280 last year, surging costs due to the Iran war that's forced flight cancellations, and an interior refit programme that's lagging.

Wilson's unexpected resignation came as the carrier is struggling to maintain the momentum of its aggressive fleet expansion plan and service upgrades. While chief commercial and transformation officer Nipun Agarwal and former Vistara chief executive Vinod Kannan remain in the race for the CEO's position, there is no consensus within Tata group's top echelons, said the people cited above.

Air India executives said indecision over the CEO's position is holding up key business decisions and lowering the morale of employees.

"The chairman has a mandate of running multiple group companies and cannot be expected to run a business like aviation, which needs hands-on approach," said one of

them. "The company needs to appoint a CEO fast and empower him fully to run the company."

Air India has also been the subject of intense discussions at recent Tata Sons board meetings, with Noel Tata, chairman of the Tata Trusts, raising the matter of its increasing losses — Rs 27,000 crore in FY26. That forced a further infusion of funds from Tata group and 26.1% co-owner Singapore Airlines.

The airline has cut over 350 daily flights as jet fuel prices have shot up due to the West Asia conflict. The impact is heavier on the airline compared with rival IndiGo as closure of Pakistani airspace has forced Air India's Europe and North America flights to take longer routes, sharply increasing fuel consumption and crew costs.

The board is currently taking another look at its aircraft delivery pipeline, though any deferment in the near term is unlikely as this will attract a penalty from manufacturers. The airline will take delivery of seven more wide-body aircraft in FY27 while budget arm Air India Express will induct around 10 Boeing 737 Max planes in this fiscal.

There will be capacity rationalisation, with older planes being retired faster as they consume more fuel, executives said.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

24 JUNE 2026

Akasa Air Plans to Hike Capacity by 30%

New Delhi: Akasa Air plans a capacity growth of around 30% in FY27, and the long-term plans have not gone through any rethink amid the geopolitical uncertainties, the airline's chief financial officer Ankur Goel said. The airline, which currently has a fleet of 39 Boeing 737 MAX planes, deploys around 25% of its capacity on international routes. In the 2025-26 fiscal year, airline's operating revenue increased by 37%. —Our Bureau

Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 JUNE 2026

Akasa Air targets over 30% capacity growth in FY27

● Airline eyes IPO within 2-4 years

NITIN KUMAR
New Delhi, June 23

AKASA AIR EXPECTS to grow capacity by more than 30% in FY27 and significantly expand its international footprint, with overseas routes projected to account for around 40% of total capacity over the next few years, according to Chief Financial Officer Ankur Goel. The airline is also targeting an initial public offering (IPO) within the next two to four years.

International operations currently contribute about 25% of Akasa's overall capacity. Since commencing operations in August 2022, the carrier has steadily expanded across domestic and overseas markets, with international routes emerging as a key pillar of its long-term strategy.

Despite near-term challenges facing the aviation industry, including elevated aviation turbine fuel (ATF) prices and disruptions linked to the West Asia conflict, Akasa expects to sustain annual

SPREADING WINGS

■ International operations currently contribute about 25% of Akasa Air's overall capacity

■ The airline expects to sustain annual growth of 30-40% over the next five years



■ Reported a 37% y-o-y increase in operating revenue in FY26

growth of 30-40% over the next five years.

"Our overall capacity in FY27 is likely to grow by more than 30%. We expect to continue growing in the range of 30-40% for the next five years," Goel said.

As part of its international expansion plans, Akasa launched services to Phuket in FY26 and is preparing to commence flights to Hanoi. The airline is also looking to deepen its presence across Southeast Asia and the Gulf region.

Akasa reported a 37% year-on-year increase in operating revenue in FY26, while capacity, measured in available seat kilometres (ASKs), rose 30% during

the period. Goel said the airline narrowed its net loss in FY26 compared with FY25 despite the significant capacity expansion, though he did not disclose the exact figures.

"For six months, from September till March, we were Ebitda positive," he said, adding that the achievement reinforced management's confidence in the airline's path to profitability.

Akasa had reported a stand-alone net loss of nearly ₹1,983 crore in FY25, primarily due to higher employee costs, aircraft maintenance expenses, airport charges and a sharp increase in foreign exchange-related costs.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JUNE 2026

Akasa Air adds 39th plane to its fleet Akasa

Akasa Air, which has been flying for nearly four years, on Monday received its 39th Boeing 737 MAX aircraft.

So far in 2026, the airline has added eight aircraft to its fleet. About the 39th plane, Akasa Air said the first leg of the aircraft's delivery flight commenced from Seattle, USA, to Reykjavik, Iceland, and concluded with the final leg from Cairo, Egypt, to Bengaluru. Bearing registration number VT-YBP, the Boeing 737 MAX 8-200 aircraft arrived at Kempegowda International Airport in Bengaluru on Monday, it said in a release.

-PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JUNE 2026

Former civil aviation secy Kharola joins Air India's sr mgmt team

PTI

NEW DELHI

Former Civil Aviation Secretary Pradeep Singh Kharola has joined as an Executive Advisor to Air India Chairman N Chandrasekaran and as a full-time member of the management committee of the airline, according to an internal communication.

Kharola, who served as Air India's Chairman and Managing Director for over two years during government ownership, is joining the senior management team with immediate effect.

Air India, acquired by the



Tata Group in January 2022, is facing multiple headwinds and heavy losses.

The airline's Chief Executive Officer and Managing Director Campbell Wilson has resigned and will leave in the coming months.

Kharola served as the Managing Director between 2017 and 2019 prior to assuming the role of civil aviation secretary, where he was deeply involved in the privatisation process of the airline,

Wilson said in an internal communication on Monday.

"As Executive Advisor to the Chairman, he will be a full member of Air India's Management Committee where, with my tenure in its final months, his experience will be invaluable in ensuring a smooth leadership transition to a new CEO," Wilson said.

Post privatisation, Tata Sons Chairman N Chandrasekaran is chairing the Air India board. In recent weeks, the airline has taken various cost-saving measures, including introducing a no-meals fare and temporarily trimming its flight network.

Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

23 JUNE 2026

Air India weighing more flight reductions

Neha LM Tripathi

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NEW DELHI: Air India is considering a long-term reduction in the number of flights it operates, by up to 30%, as part of its effort to return to profitability, officials at the Tata Group-owned airline said.

The Air India group, as per data by Cirium- an aviation analytics company, has already reduced the number of flights it operates since March, from 34481 flights to 27736 in June, a nearly 20% reduction, but these cuts were expected to be temporary. The officials said the airline will now restructure its flights, perhaps restart some of the ones it has suspended since March, but suspend others. Overall, an up to 30% reduction would mean its monthly flights go down by around 10,344 flights.

Air India group runs full service Air India and low cost Air India Express.



Air India's loss is estimated at nearly ₹27,000 cr in FY26. MINT

Air India is expected to declare a loss of almost ₹27,000 crore in 2025-26, a year in which it saw the unfortunate crash of AI 171 that killed 260 people, and a spike in operational costs on account of fuel prices and flight path diversions forced upon it by the war in West Asia.

HT learns that Tata Sons, the holding company, has pushed Air India to cut costs and focus on profitability.

"The plan to restructure operations was discussed as one of

the options in the Tata Sons board meeting," one of the officials cited above said, asking not to be named.

A detailed query sent to Air India and Tata Sons on Friday did not elicit a response.

As part of the plan, the airline will also look at gradually phasing out of older planes or use them for fewer flights because those are expensive to operate as compared to newer ones, a second official said, asking not to be named. On many key routes, the airline is also considering merging flights, this person added. "Focus, essentially, is on profitability."

A third official said the airline was prioritising operational stability over growth. "The focus is on strengthening the network by flying routes that generate better returns. Expansion can resume once the airline is financially stable," the official said on condition of anonymity.

Bloomberg reported on June 12 that the airline is also in talks

with Airbus and Boeing to defer deliveries to a later date; the airline has orders of around 500 aircraft with the two companies, and its peak deliveries were scheduled in 2027-28.

A reduction in the number of flights operated by Air India, will impact passenger growth and fares.

As per latest data by the Directorate General of Civil Aviation, the Air India group has a domestic market share of 24.7%.

Kapil Kaul, CEO & director CAPA India said, "Cost pressures continue to remain severe due to factors such as currency depreciation, high fuel costs and airspace closures. With demand also softening and Q2 being an off-season period, short-term network rationalisation is both imperative and logical. Continued geopolitical uncertainty adds to the challenges. Reducing losses and conserving cash will need to be the key focus areas driving decisions across airlines."



Corporate Communications Directorate

MILLENNIUM POST

DELHI

24 JUNE 2026

Akasa Air plans IPO in next 2-4 yrs

NEW DELHI: Akasa Air plans to launch an initial public offering (IPO) within the next two to four years, subject to achieving key financial milestones, Chief Financial Officer Ankur Goel said on Tuesday.

Speaking at a media briefing, Goel said an IPO is inevitable for the airline. "It is not a question of if, but when," he said, adding that the carrier is focused on creating long-term value rather than pursuing a listing for its own sake.

The timeline will depend on factors such as achieving EBITDA positivity, improving cash flows and attaining profitability. Akasa Air was EBITDA positive during the September 2025-March 2026 period and reported lower losses compared with the previous year.



Goel said the airline remains "cautiously optimistic" despite industry headwinds, including higher fuel costs and disruptions linked to the West Asia conflict. He added that all key operating metrics, including revenue, unit costs, EBITDA and cash burn, continue to improve as projected.

The airline aims to increase capacity by 30 per cent in the current financial year and expects annual growth of 30-40 per cent over the next four to five years. It also plans

to expand internationally, with Southeast Asia identified as the next growth market.

Akasa Air currently operates a fleet of 39 aircraft and serves 34 destinations, including seven international cities. The carrier has ordered 226 Boeing 737 MAX aircraft, with the remaining 187 scheduled for delivery over the next six years.

For FY26, operating revenue rose 37 per cent while capacity, measured by available seat kilometres (ASKs), increased 30 per cent. Revenue per available seat kilometre (RASK) improved 10 per cent, while cost per available seat kilometre (CASK) declined 4 per cent. The airline said EBITDAR margins improved 60 per cent, driven by scale, operational efficiency and disciplined execution. AGENCIES

Corporate Communications Directorate

THE MORNING STANDARD

DELHI

24 JUNE 2026

AVIATION

AKASA AIMS 30-40% YOY CAPACITY ADDITION OVER NEXT 5 YEARS

Focus is on Southeast Asia

After building a strong presence in the Gulf, Akasa said its next phase of international expansion will focus mainly on Southeast Asia. The airline will continue to add more capacity



Airline is well capitalised

Ankur Goel, Akasa Air CFO, said the airline is well capitalised to face short-term headwinds and is optimistic. He said despite the challenges, passenger demand remains strong

ARSHAD KHAN @New Delhi

AKASA AIR plans to increase capacity by 30% (available seat kilometres, (ASKs)) in the financial year 2027 and aims to sustain aggressive growth of 30-40% year-on-year over the next five years, a senior airline executive said on Tuesday.

After building a strong presence in the Gulf, Akasa said its next phase of international expansion will focus mainly on Southeast Asia.

"We are likely to add one-third or about 30% of the capacity this fiscal year over the capacity we ended with in FY26. Last fiscal year, we added about 30% of capacity over FY25 capacity. These are very big numbers. The capacity is likely to continue growing in the range of 30% to 40% over the next 5 years. So this growth is not ending, it will get carried on, and we will continue to add more capacity," said Akasa Air Chief Financial Officer, Ankur Goel, on Tuesday.

Akasa's plan to expand its capacity comes as larger players in the Indian aviation market – Air India and IndiGo – have curtailed operations in the wake of the West Asia crises, which triggered a sharp jump in jet fuel prices and led to operational challenges.

Goel said that Akasa is well capitalised to face short-term headwinds and is cautiously optimistic. He said that despite the challenges, passenger demand continue to remain strong. Goel also stated that the airline would like to launch an initial public offering (IPO) in 2-4 years, provided they achieve certain financial milestones, such as turning profitable and having a robust cash flow.

GE sends AI 171 engine analysis, final AAIB report likely in 2 mths

All Eyes Now On Bureau: Can It Pinpoint Exact Cause Of Crash?

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New Delhi: American major GE Aerospace has sent the engine analysis reports of Air India's ill-fated Boeing 787 Dreamliner, which crashed last June 12 in Ahmedabad. This was among the crucial inputs awaited by the Aircraft Accident Investigation Bureau (AAIB) for preparing the final report on the AI-171 crash that left 260 people dead.

"The engines were sent to the US for analysis by GE, and their reports are in. All inputs awaited have been received now. The AAIB will now analyse all factors, do the sequencing and the final report should

be out in about two months," said a person in the know.

Now, all eyes are on the AAIB to see if it can pinpoint what exactly caused the crash. The report is going to be scrutinised very closely globally and could also be challenged in courts across multiple countries.

"What we know is that the engines had stopped owing to fuel supply cut. What we don't know is why this happened. Air accident investigations have to eliminate all probabilities and zero in on what could have happened. What the final report should definitely not do is resort to obliquely blaming someone or something if the exact cause is not zeroed in



CRASH MYSTERY

on," said an expert who has been probing air accidents for decades.

This expectation stems from a controversial line in AAIB's first prelim report issued last July. It read: "In the cockpit voice recording, one of the pilots is heard asking the other why he cutoff. The other pilot responded that he did not do so." AAIB had to de-

fend itself a lot after a furore over the first prelim report.

Senior investigators say the engine report will likely be on expected lines — that there was nothing wrong with them and that they stopped after being starved of fuel for some reason, which is not yet known.

"It will be lazy and easy to blame the dead pilot who can't defend himself. The AAIB report has to have a very solid reason to say what it does in the final report. Whether they have the technical capacity for a probe of this dimension will be known soon," said another experienced investigator.

The first prelim report said "engine 1 and engine 2 fuel cutoff switches transitioned from RUN to CUTOFF position one after the other with a time gap of 01sec(ond)", causing the aircraft to rapidly lose altitude.