

Rising civilian traffic strains IAF airfields as AAI expansion lags

Saurabh Trivedi

NEW DELHI

The Airports Authority of India's failure to expand facilities at Indian Air Force (IAF) airfields which have been opened up for civilian operations is hampering the growing volume of civilian traffic, a senior Defence Ministry official said on Friday.

This could also potentially impact regular IAF activities, as the service is providing significant technical support for the civilian operations, the official added.

To promote regional air connectivity under the UDAN (Ude Desh ka Aam Nagrik) scheme, the Ministries of Civil Aviation and Defence had agreed that the IAF would provide facilities such as runways, air traffic control, and fire-fighting systems, while the AAI would operate the civilian terminals.

Bay shortage

The senior official said that 39 IAF airfields – including Hindon (Ghaziabad), Jodhpur, Kanpur, Leh, Pune, and Srinagar – had been opened for UDAN flights.

“We have been repeatedly asking AAI to develop their own facilities for commercial operations. IAF bases cannot accommodate large numbers of

39 Indian Air Force airfields have been opened for civilian flights under the UDAN scheme

civilian flights as they are not meant for it. Initially, limited parking was provided on the condition that AAI would develop its own, but that hasn't happened. With rising traffic, the shortage of bays is causing delays and turnaround issues,” the official said.

At Hindon airport, for instance, the terminal has a daily capacity of 300 passengers, but handles over 400 passengers each day. The airport operator has two parking bays for ATR aircraft and two for narrow body jets, but the AAI is requesting access to two more parking bays, though it has not developed any parking bays since its civilian operations began in 2019.

Rising demand

While flights were originally meant to operate only from dawn to dusk, operators are now seeking extended hours including during the weekend, further straining facilities and requiring additional manpower to operate the facilities, the official added.

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AMAR UJALA

DELHI

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गंभीर सुरक्षा चूक मिलने पर नांदेड़ एयरपोर्ट बंद डीजीसीए को रनवे पर मिले बड़े-बड़े गड़्डे, बिजली का बैकअप भी नहीं, दमकल की गाड़ियां भी कम

मुंबई। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने गंभीर सुरक्षा चूक पाए जाने के बाद नांदेड़ में श्री गुरु गोविंद सिंह जी एयरपोर्ट को बंद कर दिया है।

अधिकारियों ने बताया कि डीजीसीए ने नांदेड़ एयरपोर्ट में चार गंभीर खामियों पाए जाने के बाद इसे बंद करने का आदेश दिया। एक अन्य अधिकारी ने बताया कि इन खामियों में रनवे पर बड़े-बड़े गड़्डे, बिजली का बैकअप न होना और दमकल की अपर्याप्त गाड़ियां शामिल हैं।

डीजीसीए ने इन खामियों को एल1 श्रेणी में रखा है। डीजीसीए सुरक्षा संबंधी ऑडिट निष्कर्षों को दो स्तरों में वर्गीकृत करता है, स्तर



है। एयरलाइन नांदेड़ से प्रतिदिन 10 उड़ानें संचालित करती है। अधिकारी ने बताया कि डीजीसीए की टिप्पणी थी कि एयरपोर्ट डॉप्लर वीओआर के साथ संचालित होता है, जो उपग्रह आधारित प्रणालियों की तुलना में कम सटीक है। एयरपोर्ट का प्रबंधन करने वाली महाराष्ट्र एयरपोर्ट डेवलपमेंट कंपनी लिमिटेड (एमएडीसी) ने उन्हें भेजे गए प्रश्नों का उत्तर नहीं दिया।

1 (एल1) और स्तर 2 (एल2)। एल1 सबसे गंभीर उल्लंघनों को दिखाता है। इन्हें प्रत्यक्ष सुरक्षा खतरा माना जाता है और इनके लिए एयरलाइन की ओर से तत्काल सुधारात्मक कार्रवाई की आवश्यकता

एयरपोर्ट से रोजाना 10 उड़ानें होती हैं संचालित

नांदेड़ एयरपोर्ट प्रतिदिन सात घंटे संचालित होता है और स्टार एयर इसका एकमात्र एयरलाइन ऑपरेटर

होती है। वहीं एल2 उल्लंघनों में आमतौर पर प्रक्रियागत गैर-अनुपालन या प्रशासनिक चूक शामिल होती है। ये तत्काल खतरा उत्पन्न नहीं करती हैं, लेकिन फिर भी सुधार की आवश्यकता होती है। एजेंसी

यात्रियों और एयरलाइन पर पड़ेगा असर

एक अधिकारी ने बताया कि एयरपोर्ट बंद होने से प्रभावित एयरलाइन स्टार एयर के वरिष्ठ प्रबंधन अधिकारियों ने शुक्रवार को मंत्रालय के अधिकारियों से मुलाकात की। एयरलाइन हर हफ्ते 5,000 यात्रियों को ले जाती है। नांदेड़ में तीर्थयात्रियों की भारी भीड़ के कारण, अग्रिम बुकिंग 1,80,000 तक पहुंच जाती है। एयरलाइन ने बंद होने का असर न केवल यात्रियों पर, बल्कि खुद पर भी पड़ने की बात कही। अधिकारी ने बताया कि एयरलाइन पर कम से कम एक हफ्ते तक असर पड़ने की आशंका है। नांदेड़ सिख समुदाय का एक प्रमुख केंद्र है, जहां पंजाब से तीर्थयात्री आते हैं।

Berigai-Bagalur likely site for Hosur airport

E T B SIVAPRIYAN
CHENNAI, DHNS

Over a year after announcing the plan, the Tamil Nadu government is believed to have zeroed in on a site near Berigai-Bagalur in Krishnagiri for constructing an exclusive airport for Hosur.

This decision followed a detailed study of the Obstacle Limitation Surface (OLS) survey to assess the airspace in Krishnagiri district.

The government will also soon start the process of acquiring land for the project

“The airport will be located near Berigai-Bagalur,” a source familiar with the developments told *DH*, adding that the precise land area required for the airport is still being determined. “The airport is to be situated between Berigai and Bagalur. Berigai is 25 km from Hosur, while Bagalur is about

12 km away,” the source said.

The selected site is also approximately 19 km from Attibele, the entry point to Karnataka from Hosur. The Tamil Nadu government’s move comes amid plans by its Karnataka counterpart to build a second airport for Bengaluru, with three sites currently shortlisted.

Another source said Berigai-Bagalur was ultimately chosen because the OLS survey favoured it over Belagondapalli, where the private airport operated by Taneja Aerospace and Aviation Limited (TAAL) is located.

“The survey highlighted minor differences between Berigai-Bagalur and Belagondapalli. The government felt the former was a better site and decided to proceed with it,” the source said. “If it had been Belagondapalli, we could have coordinated with TAAL and

started work immediately. But since this is a new location, we must begin from scratch,” the source added.

The chosen site is also close to the proposed section of the Bengaluru Satellite Town Ring Road (STRR) in Tamil Nadu, currently under construction by the National Highways Authority of India (NHAI). This road will bring Hosur closer to Bengaluru and other towns.

To proceed with the airport project, the Tamil Nadu government needs a No Objection Certificate (NOC) from BIAL, due to a concessionaire agreement between the airport operator and the Union Government that prohibits such facilities within 150 km until 2033.

The new airport in Hosur is also likely to cater to people living in many areas of south Bengaluru due to their proximity to the Tamil Nadu town.



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HINDUSTAN TIMES

MUMBAI

23 AUGUST 2025

NANDED AIRPORT CLOSED AS DGCA FLAGS VIOLATIONS

Neha LM Tripathi

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NEW DELHI: The civil aviation regulator, the Directorate General of Civil Aviation, has shut down Shri Guru Gobind Singh Ji Airport in Nanded after it found serious safety lapses, officials aware of the matter told HT. The lapses include potholes on the runway, no power back up and inadequate fire tenders. →PTI



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HINDUSTAN TIMES

MUMBAI

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Nanded airport closed as DGCA flags serious safety violations

Neha LM Tripathi

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NEW DELHI: The civil aviation regulator, the Directorate General of Civil Aviation (DGCA), has shut down Shri Guru Gobind Singh Ji Airport in Nanded after it found serious safety lapses, multiple officials aware of the matter told HT.

"The DGCA issued an order to shut down the Nanded airport after it found four serious issues with the airport," an official said.

"The lapses included big potholes on the runway, no power back up and inadequate fire tenders," the second official said. "The lapses have been categorized as L1 by the DGCA," he added.

The DGCA classifies safety-related audit findings into two tiers: Level 1 (L1) and Level 2 (L2). L1 refers to the most serious violations, considered direct safety

THE DISRUPTIONS ARE EXPECTED TO IMPACT THE AIRPORT FOR AT LEAST A WEEK, AN OFFICIAL SAID

hazards that demand immediate corrective action by the airline, while L2 violations typically include procedural non-compliances or administrative oversights that do not pose an immediate danger but still require rectification. The airport operates for seven hours a day and has Star Air as its sole airline operator. The airline runs 10 daily flights to and from Nanded.

"One of the DGCA's observations was that the airport operated with Doppler VOR, which is less accurate than satellite-based sys-

tems," the official added.

Maharashtra Airport Development Company Ltd (MADC), which manages the airport, did not respond to queries sent to them.

People aware of the matter said that senior management officials of Star Air, the airline impacted due to the closure, met with ministry officials on Friday.

"The airline carries 5,000 passengers weekly. Due to heavy footfalls of the pilgrims in Nanded, the advance booking runs up to 180,000. The airline presented the impact of the closure not only on passengers but also on them," one of the people said. "The disruptions are expected to impact the airline for at least a week," the official added.

Nanded is a major centre for the sikh community, drawing pilgrims from Punjab.



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MILLANIUM POST

KOLKATA

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FIR WAS LODGED AGAINST HANDLER FOR 'INCOMPETENCE IN CONTROLLING DOG'

Security agency dog bites boy at airport, family cancels trip

KOLKATA: A sniffer dog belonging to a security agency allegedly bit a four-year-old boy in the Kolkata airport, forcing his family to cancel a trip to Malaysia, a police officer said on Friday.

The child was attacked by the animal between the departure gates 4A and 4B on August 12, while a police complaint in this regard was lodged a week later, the officer said.

The dog, described as a



German Shepherd, was with its handler who was holding

the leash. Suddenly, the animal lunged forward and bit

the child who was accompanied by his parents, accord-

The child was attacked by the animal between the departure gates 4A and 4B on August 12, while a police complaint in this regard was lodged a week later, the officer said

ing to the complaint. The FIR was lodged against the handler for his "incompetence in controlling the dog causing severe injury" to the child leading to cancellation of the family's trip to Malaysia, the officer said.

The family had to cancel the trip as the traumatised child had to undergo anti-rabies vaccination doses spanning a period of about a month, the father said in the complaint.

AGENCIES



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ASIAN AGE

DELHI

23 AUGUST 2025

AI flight suffers tech glitch, stops midway

New Delhi: Passengers on board Air India flight from Mumbai to Jodhpur had a scare on Friday as the pilot aborted takeoff and returned to the bay due to "operational" reasons. Without giving much details of the incident Air India spokesperson said, "Flight AI645 operating from Mumbai to Jodhpur on 22 August returned to bay due to an operational issue. The cockpit crew decided to discontinue the take-off run following standard operating procedures and brought the aircraft back." Air India said alternative arrangements were made to fly. "Air India regrets the inconvenience caused due to this unforeseen delay. Our ground team at Mumbai had extended immediate assistance to minimise the inconvenience. At Air India, the safety and wellbeing of our passengers remain the top priority," the spokesperson added.



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DELHI

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पाकिस्तान के लिए भारत का हवाई मार्ग 24 सितंबर तक बंद

नई दिल्ली। केंद्र सरकार ने भारतीय हवाई क्षेत्र में पाकिस्तानी विमानों के प्रवेश पर लगी पाबंदी 24 सितंबर तक के लिए बढ़ा दी है। पड़ोसी मुल्क ने भी भारतीय विमानों के लिए अपना हवाई क्षेत्र 24 सितंबर तक बंद



करने का एलान किया है। दोनों देशों ने हवाई क्षेत्र को बंद रखने की अवधि बढ़ाने के लिए अलग-अलग नोटिस टू एयरमेन (नोटैम) जारी किए हैं।

जम्मू-कश्मीर में 22 अप्रैल को पहलगाम में हुए आतंकवादी हमले में 26 लोगों की मौत के बाद, भारत ने 30 अप्रैल से पाकिस्तानी एयरलाइनों और ऑपरेटरों के संचालित, स्वामित्व वाले या पट्टे पर दिए गए विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। इनमें सैन्य विमान भी शामिल थे। इसके बाद से भारत ने इस प्रतिबंध को बढ़ा दिया है। हवाई क्षेत्र 23 सितम्बर को 23:59 बजे (यूटीसी) तक बंद रहेगा, जो 24 सितम्बर को 05:30 बजे (आईएसटी) तक होगा। यह प्रतिबंध पहलगाम आतंकवादी हमले के मद्देनजर भारत सरकार की ओर से पाकिस्तान के खिलाफ उठाए गए विभिन्न कदमों का हिस्सा है। यह प्रतिबंध शुरू में 24 मई तक था और बाद में इसे हर महीने बढ़ाया जाता रहा। एजेंसी



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DANIK BHASKAR

DELHI

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पहली बार स्वदेशी उड़ान योग्यता नियम लागू, विदेशी पर निर्भरता घटेगी हवाई सुरक्षा: भारत में अब देसी मानकों से ही उड़ सकेंगे एयर टैक्सी और ड्रोन

एम. रियाज हाशमी | नई दिल्ली

ऐसे हैं नियम: हर विमान का प्रोटोटाइप बनाना होगा

भारत की नागरिक उड़्डयन प्रणाली में ऐतिहासिक बदलाव हुआ है। डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने स्वदेशी उड़ान योग्यता नियम लागू किए हैं। अब भारत में हवाई यात्रियों की सुरक्षा यूरोप या अंतरराष्ट्रीय मानकों पर आधारित नहीं, बल्कि भारतीय परिस्थितियों, तकनीकी जरूरतों के हिसाब से तय की गई है। इससे भारत एक नियम निर्माता राष्ट्र के रूप में भी स्थापित होगा।

स्वदेशी उड़ान योग्यता नियम (एयरवर्दिनेस कोड) के मुताबिक अब तक हमें विमान और उसके पुर्जों के डिजाइन के लिए यूरोपियन एविएशन सेफ्टी एजेंसी (ईएएसए) या जॉइंट एविएशन रिक्वायरमेंट्स (जेएआर-21) से मंजूरी लेनी होती थी। लेकिन, अब इंजन और पुर्जों के मानक भारत ही तय करेगा। देश में इनके निर्माण के लिए फैक्ट्रियां भी लगेगी। इसके अलावा, किसी भी नए

- भारतीय नियमों के मुताबिक हर नए विमान का प्रोटोटाइप (नमूना) बनाना होगा। नया विमान, इंजन या प्रोपेलर होने पर कंपनी को डीजीसीए को एक सर्टिफिकेशन प्रोग्राम देना होगा।
- परीक्षण उड़ानें, फैक्ट्री से ग्राहक तक दिल्लीवरी, निर्यात, एयर शो या मरम्मत कार्य के लिए ही विशेष उड़ान की अनुमति होगी। पहले यह स्पष्ट नहीं थी।
- इलेक्ट्रिक एयर टैक्सी या यात्री ड्रोन के लिए अलग से नियम एईएसी:01-2024 लागू। यानी इनके परीक्षण के लिए भारतीय

इंजन या प्रोपेलर को प्रमाणन से पहले कम से कम 300 घंटे के उड़ान परीक्षण से गुजरना होगा। पहले ईएएसए और जेएआर फ्रेमवर्क में परीक्षण के घंटे विमान के प्रकार, कॉन्फिगरेशन और रिस्क कैटेगरी के अनुसार बदल सकते थे। लेकिन, भारत ने इसे न्यूनतम 300 घंटे फिक्स कर दिया

- स्टार्टअप ईएएसए और जेएआर के मानकों पर सीधे निर्भर हुए बिना भारतीय प्रमाणन के आधार पर काम कर सकेंगे। इससे देश में तेजी से बढ़ रही एडवांस्ड एयर मोबिलिटी (एएम) की अवधारणा को बल मिलेगा। यानी, आने वाले वर्षों में दिल्ली और मुंबई जैसे बड़े मेट्रो शहरों में ट्रैफिक जाम से बचने के लिए एयर टैक्सी की शुरुआत आसानी से हो सकेगी।
- यदि किसी ड्रोन, विमान का डिजाइन नया या अनोखा है तो डीजीसीए अतिरिक्त शर्तें लगा सकता है।

है। किसी भी विमान या उसके हिस्से में खराबी या असुरक्षित स्थिति मिलने पर कंपनी को 72 घंटे के भीतर डीजीसीए को रिपोर्ट करना अनिवार्य होगा। किसी भी विमान कंपनी का डीजीसीए द्वारा दिया गया टाइप सर्टिफिकेट तब तक जारी रहेगा, जब तक वो भारतीय नियमों का पालन करेगी।



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DANIK BHASKAR

JAIPUR

22 AUGUST 2025

दुबई फ्लाइट का शेड्यूल गड़बड़ाया, 1.30 घंटे लेट

जयपुर | एयरपोर्ट पर एक इंटरनेशनल फ्लाइट का शेड्यूल गड़बड़ा गया है। जयपुर से दुबई जाने वाली स्पाइसजेट एयरलाइंस की फ्लाइट गुरुवार को भी निर्धारित शेड्यूल से लगभग 2 घंटे लेट रवाना हुई। वहीं दुबई से जयपुर आने वाली फ्लाइट भी लेट रही। इस वजह से बड़ी संख्या में यात्रियों को परेशान होना पड़ा। जयपुर एयरपोर्ट से मिली जानकारी के अनुसार स्पाइसजेट एयरलाइंस की फ्लाइट संख्या एसजी-58 दुबई से सुबह 8:55 जयपुर आती है। लेकिन गुरुवार को फ्लाइट करीब आधे लेट पहुंची। वहीं वापसी में फ्लाइट संख्या एसजी-57 जयपुर से दुबई के लिए 9:30 बजे की बजाय डेढ़ घंटे लेट करीब 11 बजे रवाना हुई। इस वजह से दुबई से जयपुर आने वाले और जयपुर से दुबई जाने वाले पैसेंजर्स परेशान होते रहे।



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DANIK JAGRAN

DELHI

24 AUGUST 2025

पाक विमानों के लिए 24 सितंबर तक भारतीय हवाई क्षेत्र के प्रयोग पर रोक

नई दिल्ली, प्रेटर : भारत ने पाकिस्तानी विमानों के लिए हवाई क्षेत्र को बंद रखने की अवधि 24 सितंबर तक बढ़ा दी है। पड़ोसी देश ने भारतीय विमानों के लिए भी अपने हवाई क्षेत्र को 24 सितंबर तक बंद कर लिया है। दोनों देशों ने हवाई क्षेत्र बंद रखने की अवधि बढ़ाने के लिए अलग-अलग नोटिस टू एयरमेन (नोटम) जारी किए हैं। सामान्यतः नोटम एक सूचना होती है, जिसमें उड़ान परिचालन में शामिल कार्मिकों के लिए जरूरी जानकारी शामिल होती है।

22 अप्रैल को पहलगांम में हुए आतंकी हमले के बाद भारत ने 30 अप्रैल से पाक के विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। तब से, भारत द्वारा इस अवधि को बढ़ाया गया है।



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ECONOMIC TIMES

DELHI

23 AUGUST 2025

AI Flight Aborts Takeoff

Air India flight from Mumbai to Jodhpur aborted take-off and returned to the bay on Friday due to "operational" reasons. Alternative arrangements were made to fly the passengers to their destination. Tata-owned Air India said in a statement, without sharing further details. "Flight AI845 operating from Mumbai to Jodhpur on August 22 returned to bay due to an operational issue. The cockpit crew decided to discontinue the take-off run following standard operating procedures and brought the aircraft back," the statement added. "Our ground team in Mumbai had extended immediate assistance to minimise the inconvenience," the statement added.—PTI

Corporate Communications Directorate

ECONOMIC TIMES

DELHI

24 AUGUST 2025

Why India's Jet Engine Still Hasn't Taken Off

India's attempt to develop an indigenous jet engine to power fighter aircraft has been a story of lost decades. Will things change now?



MAJOR (RETD)
AMIT
BANSAL

When Prime Minister Narendra Modi spoke from the ramparts of Red Fort about his aspiration for India to develop its own jet engine, his words echoed a deep-seated pain—frustration over four decades in the making. Since the ambitious launch of the Kaveri engine programme in 1986, India has faced repeated setbacks—lost decades, wasted resources and unfulfilled national ambitions.

There is now some momentum to change that. Defence Minister Rajnath Singh has said at ET World Leaders Forum that India's indigenously built fifth-generation fighter aircraft will have indigenously built engines. The plan is to jointly develop them with the French company Safran.

About time too. Originally slated for completion in 1996, the Kaveri project remains unfinished, with its objectives frequently shifting toward secondary applications rather than its initial purpose.

The cost escalation is staggering. What began with an allocation of ₹382 crore in 1986 ballooned to more than ₹1,300 crore by 2004, surpassed ₹2,000 crore by 2014, and officially totalled ₹2,839 crore by 2026—as acknowledged by the then defence minister Manohar Parrikar in the Lok Sabha. Today, it is estimated that over ₹3,000 crore has

been invested, yet India remains without a homegrown operational engine for its fighter aircraft.

Jet engine is the heart of any aircraft as its mission and performance hinge on this singular technology.

Despite years of relentless effort from the Defence Research and Development Organisation (DRDO) and its Gas Turbine Research Establishment (GTRE), India has not produced an engine capable of powering its own Tejas multirole aircraft. Our inability to deliver on this promise has not only resulted in prolonged delays but has also dealt a serious blow to national security. There are various factors that contributed to the programme's persistent failures.

LIMITED EXPERIENCE

When GTRE received the mandate to build an advanced jet engine, its prior experience was minimal. Though it developed the GTX37-J4U turbojet in 1977, this basic engine advanced only to the prototype stage.

The lack of sophisticated testing facilities in India hampered progress, and GTRE was suddenly tasked with developing a modern turbofan engine—demanding cutting-edge materials, advanced technology and constant, accountable effort.

Resources were limited and experience was lacking. So what GTRE could do was to try and deliver whatever possible. That's not how challenges in the aviation industry are met.

LACK OF TECH EXPERTISE

While senior officials at GTRE and DRDO were aware of their limited expertise, no early efforts were made to



The Kaveri engine, under development for decades, displayed at Aero India in Bengaluru

acquire foreign technology or pursue international collaboration.

The reluctance to seek outside assistance caused years of unnecessary delay. Just one example will be sufficient to cement this. When no light was visible at the end of the tunnel, India approached France's Safran (now Safran) for technical help only in 2008, after 22 years of futile efforts and spending over ₹1,500 crore of taxpayers' money.

Even then, bureaucratic hurdles led to a two-year wait to sign a formal agreement and actual collaboration finally began in 2016. Moreover, India's licence raj obstructed private sector

engagement, delaying essential infrastructure development. It wasn't until 2020—three and a half decades later—that meaningful private partnership began.

CHANGING REQUIREMENTS

Kaveri was designed to power the Tejas fighter, then under development. But as Tejas' designs changed, so did engine requirements. Initial specifications called for 32 kilonewton (kN) dry thrust and 41kN afterburner thrust with the engine weight of 1,300 kg.

By the turn of the century, Tejas grew heavier by 1,000 kg, demanding over 90 kN of wet thrust while GTRE's proto-

types fell short, yielding only 49-51kN dry and 70-75kN wet thrust.

Meanwhile, rapidly advancing technology prompted the air force to demand additional features like full authority digital engine control, low-infrared signatures, super-cruise capability, advanced turbine blades, thrust-vectoring nozzles and improved safety.

Unable to meet the original objectives, GTRE eventually shifted its focus to new variants that are proposed to power future advanced medium combat aircraft (AMCA), some of the marine applications and indigenous unmanned systems.

SCARCITY OF MATERIALS & FACILITIES

Producing cutting-edge engines requires superalloys and specialised materials, areas in which DRDO and GTRE lacked expertise. Sourcing these materials was complicated by government inertia and the sanctions imposed on India after the 1998 nuclear tests.

By the time the sanctions eased, crucial years had already slipped away. Testing also posed a major obstacle as India lacked high-altitude testbeds, wind tunnels and stress-testing labs.

These could have been developed over time, but weakened. As a result, even today, India relies on foreign facilities for engine testing and is sending its engines to Russia or elsewhere.

DEFICIT OF WILL

India's political instability between 1989 and 2004, marked by repeated coalition governments, deeply affected the indigenous engine project.

Even after relativist stability returned, official neglect persisted and accountability was rare. The issue simply was not prioritised. India, which is surrounded by formidable adversaries on all sides, should have treated national security with utmost seriousness, but political inertia and bad blood consistently stifled progress.

The Kaveri story is now shining into history, leaving behind hard-earned lessons. For self-reliance, strategic leverage, cost efficiency and global

competitiveness, India must urgently develop its own jet engine.

While private participation has begun—with firms like Godrej developing dry variants for unmanned aerial vehicles—what's needed is national will and a robust partnership between academia, industry and government. State-of-the-art testing, advanced metallurgy and research ecosystems are vital to India hopes to power its next-generation fighter within a desired timeframe.

India faces real threats. China spends nearly 3.7% of its GDP on defence, while Pakistan allocates 2.8%. India, confronting multi-pronged security challenges, lags at just 1.9%—far short

of the recommended 3-3.5%. The time has come for the government to prioritise defence spending, move beyond populist measures, enforce accountability and foster broad collaboration.

The Kaveri experience must serve not as a setback, but as a springboard for a new era of innovation, capability and pride. This transformative journey demands a long-term commitment

not only from the government, but also from industry leaders, engineers and academia across the nation.

By fostering world-class research, investing in advanced manufacturing and encouraging collaboration at every level, India has the potential to achieve true technological independence under tight timelines. With unwavering national will and strategic focus, we can witness Indian fighter aircraft propelled by engines built entirely at home, marking a breakthrough in both national security and global prestige.

Vinayak/personal



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INDIAN EXPRESS

DELHI

24 AUGUST 2025

RECIPROCAL AIRSPACE CLOSURE CONTINUES

India extends ban on Pak's airlines, aircraft until Sept 24

EXPRESS NEWS SERVICE
NEW DELHI, AUGUST 23

INDIA LATE Friday extended the ban on Pakistani airlines and aircraft from entering Indian airspace by a month till the early morning of September 24, according to a fresh notice to air-

men (NOTAM) issued by India's aviation authorities. The new notice comes two days after Pakistan's NOTAM extended the closure of its airspace for Indian aircraft and airlines for the same period. With these extensions, the neighbours' airspace closures for each other's aircraft are set to enter their fifth month.

GMR Aero academy launches national cyber security scholar program



PIONEER NEWS SERVICE

Hyderabad

GMR Aero Academy, the training and capacity-building arm of GMR Group, focusing on aviation, security, and allied domains, has launched the National Cyber Security Scholar Programme (NCSSP), a statement said on Saturday.

The programme under the National Security Database (NSD) platform has been launched in collaboration with the Indian Computer Emergency Response Team (CERT-In) and the Information Sharing and Analysis Centre (ISAC), the statement said. "This program is not just about

producing cybersecurity leaders - it is about shaping national assets who can build resilience for India's critical sectors," ISAC Advisor Group Captain Aanand Naidu said.

Telangana State Council of Higher Education Chairman V Balakista Reddy at the launch event urged scholars to extend their expertise toward national and State capacity-building efforts, the statement said.

The NCSS is an 18-week, 160-hour instructor-led program for emerging cyber leaders. Professionals who complete the program are deemed national assets under the National Security Database.



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STATESMEN

DELHI

23 AUGUST 2025

AI flight faces operational issue:

New Delhi: An Air India bound flight for Jodhpur on Friday discontinued the take-off run after developing an operational issue and returned to the bay. Earlier, the Passengers on board Air India flight from Kochi to New Delhi faced an unexpected delay after a technical snag was detected during the aircraft's take-off roll.



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STATESMEN

DELHI

24 AUGUST 2025

Foreign national held with satellite phone at Varanasi airport

Varanasi: A foreign national was detained at Lal Bahadur Shastri International Airport in Varanasi on Saturday after a satellite phone was found in his possession during a security check. Authorities have begun questioning the individual, as the use of satellite phones in India is strictly regulated and prohibited without prior permission. According to the official sources, the individual has been identified as Alessandra, a citizen of Italy. He was scheduled to board IndiGo flight 6E-6597 from Varanasi to Bengaluru when personnel from the Central Industrial Security Force (CISF) discovered the satellite phone during routine screening.



Corporate Communications Directorate

TIMES OF INDIA

MUMBAI

23 AUGUST 2025

Air India flight returns to bay

Mumbai: An Air India flight from Mumbai to Jodhpur returned to the bay due to an operational problem on Friday. An Air India spokesperson said flight AI645 returned to the bay after the pilots decided to discontinue the take-off run. They followed standard operating procedures and brought the aircraft back. "Alternative arrangements were made to fly the passengers to their destination... Our ground team at Mumbai extended immediate assistance to minimise the inconvenience," the Air India spokesperson added. **TNN**