

Corporate Communications Directorate

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CM Invites Suggestions From Oppn To Strengthen Infra Projects ■ Cabinet Approves Advocates Protection Bill

AAI Nod For Begumpet Airport Underpass: CM

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Hyderabad: The state govt has secured permission from the Airports Authority of India (AAI) to construct a multi-lane underpass going below the Begumpet Airport as part of an elevated corridor project connecting Suchitra Junction and Paradise Circle, chief minister A Revanth Reddy informed the legislative council on Monday.

The underpass, which would go below the Begumpet airport runway, was first mooted by the state govt back in 2024. "It is a unique infrastructure initiative and the first-of-its-kind project in the country. Our aim is to ensure motorists spend as little time at traffic signals as possible," he said during question hour.

Calling for cooperation, the CM urged opposition parties not to politicise development initiatives and invited constructive suggestions to strengthen projects like the Musi revival project. He reiterated that the govt is committed to transforming Hyderabad into a more liveable, efficient and globally competitive city while preserving its historical identity.

ASSEMBLY IN SESSION

Citing pollution and traffic congestion woes faced by Delhi, Mumbai, Chennai and Bengaluru, Revanth said the Congress govt aims to ensure Hyderabad does not go down a similar path.

"An ambitious roadmap for Hyderabad's development, with focus on infrastructure expansion, traffic decongestion, and sustainable urban planning, has been prepared under the 'Telangana Rising 2047' vision. To meet this goal, the govt has planned relocation of industries outside Outer Ring Road (ORR), construction of a network of roads,

INFRA UPGRADE FOR CITY'S ARTERIAL ROUTES

Following studies and critical evaluation of existing traffic loads and congestion levels in the city, the GHMC has developed an infrastructure development plan. The plan includes construction of key infra under the H-CITI Project



- Flyovers**
 - Flyover and underpass at Road No. 45, Jubilee Hills
- Multi-level flyovers, grade separators at Khajaguda junction, IIT jn & Wipro jn
- First-level one-way flyover at NFCL junction, Jubilee Hills

3-lane uni-directional

- Underpass from Lingampally to Gachibowli
- Underpass at TV9 junction, Jubilee Hills
- Flyover on LHS (towards Ameerpet) and 3-lane flyover on RHS of NH 65 (towards Miyapur) at Kukatpally Y Junction

6-lane bi-directional

- Flyover at Miyapur X Road to Allwyn X Road
- Flyover crossing at TKR College Jn, Gayathrinagar Jn & Manda Mallamma Jn
- Grade separator from Hafeez Baba Nagar Junction to 100-foot Balapur-Church Road Junction

Road widening

- 215-ft road from Cyberabad CP office to Gachibowli Junction
- 150-ft road from Anjalaha Nagar to Ramky Tower Road
- 100-ft road from Shastripuram Junction to Engine Bowli & Tulasi Nagar to Ghouse Nagar

Elevated Corridor-I

- Paradise Junction to Dairy Farm Road (NH-44) at ₹1,487cr

Elevated Corridor-II

- Paradise Jn to ORR Jn near Shamirpet (SH-01) at ₹4,263cr

Elevated Corridor-III

- Banjara Hills Rd. No. 12 (ICCC) to Shilpa Layout at ₹1,656cr

GOVT TO INTRODUCE GIG WORKERS' BILL

Hyderabad: Labour minister G Vivek Venkataswamy said the govt would introduce the gig workers bill in the ongoing assembly session. Responding to a question raised by Mahbubnagar MLA Yennam Srinivas Reddy, Vivek said the govt has decided to introduce the bill to protect the rights of gig workers. The proposed bill will be discussed in a cabinet meeting and subsequently introduced in assembly, the minister said. He stated that once the bill is passed in the assembly, a dedicated board would be constituted for gig workers. **14x**

underpasses and elevated corridors and clearing of encroachments along pavements," he said.

Parking facility

Dedicated zones would be set up for street vendors, multi-level parking facilities would be built, and metro rail expansion works would be taken up to make Hyderabad a more liveable city, Revanth said. A new automated multi-level rotary parking facility is opera-

tional near KBR Park, and several such facilities have been planned across Hyderabad, the CM said. "We have divided road development into three categories: underpasses, surface roads and elevated corridors. Road and elevated corridor development works will be taken up at 29 locations. The Hyderabad Industrial Lands Transformation (HILT) policy is to ensure that Hyderabad does not face air pollution like Delhi. We are re-

classifying land from industrial zones to multi-use zones," Revanth said.

Speaking on the Musi rejuvenation project, the chief minister said the govt will ensure that not a single person would be rendered homeless. An elevated corridor running through the heart of the city, alongside the Musi, has been planned from Gandipet to Gorelli. This will drastically bring down travel time in the 40-km stretch, he said.



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DELHI

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नोएडा इंटरनेशनल एयरपोर्ट की दिल्ली से होगी कनेक्टिविटी

नोएडा, 24 मार्च (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट की कनेक्टिविटी को बढ़ाने के लिए प्राधिकरण चिल्ला एलिवेटेड रोड से सेक्टर-94 तक एलिवेटेड लिंक रोड बनाएगा। ये रोड पुरता पर प्रस्तावित एलिवेटेड से कनेक्ट हो जाएगा जो सीधे सेक्टर-150 यानी यमुना एक्सप्रेस वे तक प्रस्तावित है। इससे दिल्ली से आने वाले वाहन यमुना एक्सप्रेस वे तक जा सकेंगे। लिंक एलिवेटेड रोड की सैद्धांतिक मंजूरी मिल गई है। करीब 1.5 किलोमीटर लंबी इस एलिवेटेड रोड को लगभग 150 करोड़ रुपए की लागत से तैयार किया जाएगा। सैद्धांतिक मंजूरी मिलने के बाद अब नोएडा प्राधिकरण इस परियोजना की विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करवाएगा। डीपीआर तैयार होने के बाद परियोजना को जमीन पर उतारने के लिए आगे बढ़ाया जाएगा।

नोएडा में बढ़ते ट्रैफिक जाम को अलग-अलग विकल्पों से मैनेज करने के प्रयास शुरू

■ लिंक एलिवेटेड रोड को मिली सैद्धांतिक मंजूरी ■ 150 करोड़ रुपए होंगे खर्च

हो गए हैं। इसी के चलते दिल्ली से यमुना एक्सप्रेस वे की ओर से जाने वाले वाहन चालकों को सीधे कलेक्टिविटी देने के लिए नई एलिवेटेड रोड बनाने की योजना की फिजिबिलिटी रिपोर्ट पिछले दिनों तैयार कराई जा रही थी। मंगलवार को नोएडा प्राधिकरण में इसे सैद्धांतिक मंजूरी मिल गई है।

सेक्टर-94 तक सात किमी लंबा होगा कारिडोर

यह एलिवेटेड रोड चिल्ला एलीवेटेड जहां खत्म हो रही है वहां आगे के लिए सेक्टर-94 तक 1.5 किमी. लंबी बनाई जाएगी। वहीं 5.5 किमी. लंबी चिल्ला एलीवेटेड रोड का निर्माण चल रहा है। जिसके चलते यह पूरा एलीवेटेड कारिडोर 7 किमी. लंबा बन जाएगा। सेक्टर-94 तक एलीवेटेड बनने के बाद इसे आगे यमुना

पुरता मार्ग से भी भविष्य में जोड़ा जाएगा।

इंटरनल रोड पर लगता है जाम

दिल्ली से आने वाले अधिकतर वाहनों को नोएडा के अंदरूनी रास्तों से होकर गुजरना पड़ता है, जिससे सेक्टर-18, फिल्म सिटी और एक्सप्रेस वे पर भारी जाम लगता है। इस 1.5 किमी. की एलीवेटेड रोड के बनने से सेक्टर-94 की ओर जाने वाले लोगों को इस जाम से राहत मिलेगी। प्रस्तावित एलिवेटेड रोड यमुना के पुस्ते के साथ-साथ आगे बढ़ेगी और कई स्थानों पर लूप व कनेक्टिंग रोड बनाए जाएंगे, ताकि आसपास के सेक्टरों के लोग भी इसका उपयोग कर सकें।

डीपीआर बनने के बाद आगे बढ़ेगा काम

नोएडा प्राधिकरण के एसएम कपिल सिंह ने बताया कि मंगलवार को इसी सैद्धांतिक मंजूरी हो गई है और अब इसकी डीपीआर बनाने की प्रक्रिया को आगे बढ़ाया जाएगा।



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नोएडा इंटरनेशनल एयरपोर्ट लोकार्पण की तैयारियां तेज

■ जिलाधिकारी की समीक्षा बैठक में सुरक्षा, यातायात, पार्किंग व व्यवस्थाओं को समायोजित पूरा करने के निर्देश

ग्रेटर नोएडा, 24 मार्च (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट, जेवर के प्रस्तावित लोकार्पण कार्यक्रम की तैयारियों को लेकर जिलाधिकारी की अध्यक्षता में कलेक्ट्रेट सभागार में महत्वपूर्ण समीक्षा बैठक आयोजित की गई। बैठक में कार्यक्रम से जुड़ी व्यवस्थाओं की बिंदुवार समीक्षा करते हुए सभी विभागों को आपसी समन्वय के साथ समयसीमा के भीतर तैयारियां पूर्ण करने के निर्देश दिए गए।

जिलाधिकारी ने कहा कि कार्यक्रम में वीवीआईपी,



जनप्रतिनिधियों, उद्यमियों, अधिकारियों, मीडिया तथा आमजन की बड़ी संख्या में संभावित उपस्थिति को देखते हुए सुरक्षा, यातायात, पार्किंग, चिकित्सा, अग्निशमन, विद्युत आपूर्ति, साफ-सफाई, पेयजल, बैरिकेडिंग, साइनेज, सीसीटीवी मॉनिटरिंग और कंट्रोल रूम संचालन सहित सभी व्यवस्थाएं चाक-चौबंद रखी जाएं। बैठक में कार्यक्रम स्थल, हेलीपैड, पार्किंग स्थल और आवागमन मार्गों की

व्यवस्थाएं समय से पूर्ण करने के निर्देश दिए गए। साथ ही खराब वाहनों को तत्काल हटाने तथा ट्रैफिक व्यवस्था सुचारु बनाए रखने पर भी जोर दिया गया। जिलाधिकारी ने कार्यक्रम के व्यापक प्रचार-प्रसार के निर्देश देते हुए कहा कि यह प्रदेश की महत्वपूर्ण परियोजना है, जिससे अधिक से अधिक लोगों को जोड़ा जाए। बैठक में प्रशासन, प्राधिकरण और पुलिस विभाग के वरिष्ठ अधिकारी मौजूद रहे।



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JANSATTA

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हवाई अड्डे पर पांच हजार को नौकरी मिलेगी, तीस कंपनियां करेंगी चयन

जनसत्ता संवाददाता
ग्रेटर नोएडा, 24 मार्च।

नोएडा अंतरराष्ट्रीय हवाई अड्डे पर पांच हजार लोगों को रोजगार के अवसर उपलब्ध होंगे। इसके लिए यमुना इंटरनेशनल एअरपोर्ट लिमिटेड (यापल) ने 30 कंपनियों के साथ साझेदारी की है। यह कंपनियां हवाई अड्डे के संचालन से पूर्व भर्ती प्रक्रिया पूरी करेंगी। वहीं, हवाई अड्डे की सुरक्षा के लिए गृह मंत्रालय से 1030 सीआइएसएफ के जवानों को स्वीकृति मिली है। पुलिस की तरफ से भी हवाई अड्डे की सुरक्षा के लिए 131 पुलिसकर्मियों को प्रशिक्षण दिया गया है।

पहले चरण के तहत हवाई अड्डे 1334 हेक्टेयर में विकसित हुआ है। इनमें रनवे, टर्मिनल, एटीसी और कार्गो हब शामिल हैं। इनमें व्यवस्थाएं संभालने के लिए भर्ती भी अलग-अलग प्रकार के पदों पर की जाएगी। जिसमें आपरेशन और ग्राउंड स्टाफ, चेक-इन काउंटर स्टाफ, बोर्डिंग गेट स्टाफ, बैगेज हैंडलर, तकनीकी और इंजीनियरिंग, एअरक्राफ्ट मेंटेनेंस इंजीनियर (एएमई) व तकनीशियन आदि के पद होंगे। प्रशासनिक और प्रबंधन स्तर पर एचआर, लेखाकार, प्रबंधक, बिक्री और आतिथ्य सत्कर, दुकानों पर काम करने, रेस्तरां व होटल आदि में भी काम करने वाले होंगे। कार्गो और

भाजपा प्रदेश अध्यक्ष ने सौंपी जिम्मेदारियां
भाजपा प्रदेश अध्यक्ष पंकज चौधरी और संगठन महामंत्री धर्मपाल ने हवाई अड्डा स्थल पर जनप्रतिनिधियों और कार्यकर्ताओं के साथ तैयारियों की समीक्षा की। बैठक में पहले प्रधानमंत्री नरेंद्र मोदी के 28 मार्च को हवाई अड्डे के उद्घाटन और उसके बाद विशाल जनसभा के संबोधन को लेकर विस्तृत रूपरेखा, जन सहभागिता पर चर्चा हुई।

लाजिस्टिक्स, कार्गो हैंडलर, वेंचरहाउस स्टाफ और माल की लोडिंग-अनलोडिंग और ट्रांसपोर्ट आदि के लिए भी कर्मियों की भर्ती होगी। बता दें कि हवाई अड्डे के लिए जमीन देने वाले 14 गांवों के 335 युवाओं को हवाई अड्डे पर योग्यता के अनुसार नौकरी दी जानी है। उन्होंने 2019 में पांच लाख रुपये लेने की बजाय नौकरी का विकल्प चुना था। नावल ने हवाई अड्डे के लिए जमीन देने वाले युवाओं को रोजगार देने के लिए पोर्टल बनाया है। इसमें 180 से अधिक युवा पंजीकरण करा चुके हैं। साथ ही 24 युवाओं को नियुक्ति पत्र भी उपलब्ध कराए गए हैं।



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BUSINESS LINE

DELHI

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India must aim to become a global aviation hub

The present war opens up an opportunity for India to model its airports and airlines along the lines of Dubai and Singapore

Jitamitra Desai

India, as the world's third-largest domestic aviation market and projected to become the third largest globally by 2030, the potential for growth is immense.

Yet much of the value generated by Indian passenger traffic bypasses the national economy, flowing instead into the sophisticated ecosystems of Dubai (DXB), Singapore (SIN), and Doha (DOH). Every year, millions of Indian travellers detour through these cities, enriching their airlines, MRO facilities, fuelling stations, and retail sectors.

Given the current geopolitical trends in the Middle East, the time is ripe for Indian aviation firms to swiftly occupy this space and transform India into a global aviation hub.

The highly successful models of Emirates Airlines/DXB and Singapore Airlines/SIN represent a holistic strategy that "integrates the airport with a strong anchor airline", driven by competitive policies, world-class infrastructure, and government-backed economics. In both Dubai and Singapore, aviation is seen as a strategic growth lever.

It begins with these hubs boasting infrastructure designed for seamless, high-volume transit. DXB and SIN are engineered for minimal connection times, with immigration (typically a

bottleneck in most airports) being mostly automated, smooth in-transit security checks, and baggage handling that enables quick international-to-international transfers, all of which are cornerstones of the "hub-and-spoke" model.

A dominant "home/anchor carrier" is crucial for feeding any hub-and-spoke system. Singapore Airlines and Emirates Airlines operate extensive wide-body fleets, linking global cities to their "hubs" and then distributing passengers to smaller "spoke" destinations. They also invest heavily in MRO facilities and aircraft financing onshore, keeping the value within their respective ecosystems.

TAX INCENTIVES

In terms of costs, Dubai treats aviation turbine fuel (ATF) as a zero-tax export input, while Singapore exempts it from value-added tax (VAT), thereby directly linking prices to international benchmarks and significantly reducing operating costs. Another example is DXB that benefits from not having any "night-flying" restrictions, allowing Emirates Airlines to achieve industry-leading aircraft utilization rates.

To facilitate transfers from flights across the globe, Singapore has signed over 80 "open sky" agreements, allowing unlimited flights and fifth-freedom



AVIATION. Flying high

rights, thereby increasing connectivity dominated by Singapore Airlines. This aviation strategy is also seamlessly integrated with national tourism and trade goals. Changi Airport's "Jewel" complex and Dubai's transit tours exemplify this market model.

The combinations of Singapore Airlines (controlling stake owned by Temasek Holdings) and Changi Airport Group (wholly controlled by the Singapore Government) as well as Emirates Airlines and Dubai Airport (owned entirely by the Investment Corporation of Dubai) are essentially state-owned entities. However, with India adopting the public-private partnership (PPP) model for its large metropolitan airports, a state-owned entity mechanism is not viable and therefore this hub airport-anchor airline combination can only be implemented

by a private operator who owns either an airport or an airline.

The largest private firms operating in the aviation space in India are Adani Airports Holding Ltd (which controls eight airports in India, with the largest being Mumbai airport), GMR Group (which controls six airports in India and two internationally, with the largest being New Delhi airport), InterGlobe Aviation that owns IndiGo airlines (65 per cent domestic market share) and the Tata Sons that controls Air India (25 per cent domestic market share). If India aspires to be a global transit hub in the near future, the mantle of execution rests on one of these four companies.

Adopting this hub airport - full-service carrier airline synergistic model through a consortium of private firms is a strategic imperative, a path to transforming India from a major origin-destination (O-D) market into a global transit destination via a hub-and-spoke model, capturing significant economic dividends and strengthening global connectivity. A strong aviation hub along with an anchor carrier also strengthens India's geopolitical influence and "soft power", providing resilient connectivity and reliable cargo services crucial for trade and supply chains.

The writer is Professor, IIMB Chair of Excellence and Professor of Decision Sciences at IIM Bangalore

लागत और बढ़ी तो हवाई किराये बढ़ेंगे, मांग प्रभावित होगी: इंडिगो

देश की सबसे बड़ी एयरलाइन कंपनी इंडिगो ने मंगलवार को कहा कि पश्चिम एशिया की स्थिति के आधार पर गर्मियों के कार्यक्रम में अंतरराष्ट्रीय उड़ानों की संख्या में बदलाव हो सकता है। कंपनी ने साथ ही कहा कि यदि लागत और बढ़ती है तथा उसके कारण हवाई किराये में वृद्धि होती है तो इससे मांग प्रभावित हो सकती है। अमेरिका, इजराइल और ईरान के बीच बढ़ते संघर्ष के कारण विमान ईंधन (एटीएफ) की कीमतें बढ़ गई हैं और प. एशिया में हवाई क्षेत्र पर लगाए गए प्रतिबंधों से एयरलाइन कंपनियों का परिचालन भी प्रभावित हुआ है। भारतीय एयरलाइन कंपनियां कुल परिचालन लागत का करीब 40 प्रतिशत विमान ईंधन पर खर्च करती हैं।

इंडिगो के प्रवक्ता ने कहा कि कंपनी अप्रैल में शुरू होने वाले घरेलू ग्रीष्मकालीन कार्यक्रम में करीब 2,000 दैनिक उड़ानें संचालित करने की योजना बना रही है। प्रवक्ता ने कहा, 'इंडिगो का अंतरराष्ट्रीय कार्यक्रम सर्दियों के कार्यक्रम के समान स्तर पर तय किया गया है लेकिन पश्चिम एशिया की मौजूदा परिस्थितियों के आधार पर परिचालन का पैमाना बदल सकता है।' **भाषा**

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

25 MARCH 2026

Soft landing for aviation premiums amid benign loss trends

AATHIRA VARIER
Mumbai, 24 March

Aviation insurance rates for Indian carriers have softened, even after last July's Air India crash, as excess global reinsurance capacity and fewer mishaps keep losses low, industry insiders said.

They added that reinsurers are offering discounts of nearly 10-12 per cent on premiums across segments in the aviation market.

That said, reinsurers have turned cautious amid ongoing geopolitical tensions in West Asia and have begun imposing stricter underwriting conditions, including approvals for flight schedules, tighter regulatory compliance, and operational restrictions such as limited ground time and no overnight stays in certain regions.

"Excess capacity remains the key driver behind the softening of aviation reinsurance rates, with reinsurers keen to deploy capital in what continues to be a generally profitable and highly competitive line of business. Relatively

benign claims experience in recent periods, except for a few large losses, has further supported more competitive pricing," said Saurabh Verma, chief business officer, Howden India.

He added that improvements in aircraft safety and increased participation from insurers have also contributed to downward pressure on rates.

Within general aviation, including helicopters and fixed-wing aircraft, rates are expected to continue softening, although outcomes will vary by insurer and risk profile. However, pricing in hull and liability segments will remain sensitive to geopolitical developments. Prolonged conflicts could trigger hardening, while shorter-term disruptions are unlikely to materially affect rates, Verma said.

Another insurance broker said rates have softened due to three factors: the absence of large global claims (except for the Air India incident), excess capacity, and reduced flying activity in parts of West Asia due to the ongoing conflict.



The fine print

- Reinsurers impose stricter underwriting conditions due to risks in West Asia
- Pricing in segments like hull and liability likely to rise if conflicts persist
- Helicopter insurance costs surged due to increased incident, higher perceived risk

The aviation insurance market in India is heavily dependent on global reinsurers, as aviation risks require considerable capital capacity that

domestic insurers are unable to retain on their books. As a result, a large portion of risks is ceded to international reinsurers.

Gautam B Boda, vice-chairman of JB Boda Group, said the aviation reinsurance market in 2026 is stabilising after years of sharp price increases and tight capacity. "The impact of Air India's recent crash has not yet led to any significant increase in pricing. However, the market remains sensitive, and geopolitical risks could push up premiums for specific covers," he said.

The conflict in West Asia has also led to several aircraft being grounded, which may result in reinsurers paying partial premium refunds, known as "lay-up returns", for periods when aircraft remain inactive. This has further intensified competition among reinsurers to retain business.

According to data from the General Insurance Council, aviation premiums declined 7.82 per cent year-on-year to ₹929.75 crore in the first 11 months of the

current financial year (2025-26). In April-February of 2024-25 (FY25), premiums had risen 3.96 per cent to ₹1,008.65 crore, while full-year FY25 premiums grew 4 per cent to ₹1,097.82 crore.

"The primary driver of the decline in premiums is consolidation among major airlines, which were earlier insured separately but are now part of a single programme. This has resulted in scale benefits and lower overall premiums," said Sudhir Khare, chief commercial business officer, Tata AIG General Insurance.

He added that while helicopter insurance premiums have risen due to recent incidents, rates for fixed-wing aircraft have declined, offsetting overall growth.

Separately, following an increase in chopper-related incidents in India, domestic insurers have become more cautious in underwriting such risks. Some insurers have raised deductibles, while others have increased premiums by as much as 80 per cent compared to 2025 levels.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

25 MARCH 2026

At least 66 killed in military plane crash in Colombia



A military transport plane with 128 people on board, mostly soldiers, crashed shortly after taking off Monday in Puerto Leguizamo, Colombia, killing at least 66 people and leaving dozens injured, the head of Colombia's armed forces said. General Hugo Alejandro Lopez Barreto said that four military personnel were still missing. "Sadly, as a consequence of this tragic accident, 66 of our military elements died," he said. "At the moment, we have no information, or indications, that it was an attack by an illegal armed group," Barreto added. In a video posted on social media, Deputy Mayor Carlos Claros said that the bodies of the victims were taken to the small town's morgue, and that the only two clinics in town treated the injured before they were flown to larger cities.

AP

RIISING OPERATIONAL COSTS WEIGH

You May Have to Break the Bank for a Vacay This Summer as Airfares Soar

Higher fuel surcharge pushes up fares for both domestic and short-haul international air travel

**Anumeha Chaturvedi
& Arindam Majumder**

New Delhi: Flights to Europe and the Middle East are not the only ones that have become dearer—Indian holiday makers will have to shell out more for domestic as well as short-haul international breaks this summer as additional costs such as fuel surcharge make holiday packages steeper.

Fares displayed on a popular travel portal showed a one-way, non-stop SriLankan Airlines flight to Colombo from New Delhi for the good Friday weekend on April 3 costs ₹1,06,351, while the one-way fare from New Delhi to Denpasar Bali is around ₹34,000 for a non-stop Air India flight for the same date. Airline executives familiar with the matter

said jet fuel prices get revised from April 1 and they are expected to more-than-double this year.

India's largest airline IndiGo on Tuesday cautioned that rising operating costs, fuelled by the escalating Middle East conflict, could push airfares higher and weigh on travel demand, while its international flight plans remain contingent on the evolving situation.

"It should be noted that there is a very material escalation in operating costs, with fuel and forex related costs expected to continue to increase very substantially, in addition to what is already an escalating cost environment," an airline spokesperson said.

Ravi Gosain, president of Indian Association of Tour Operators (IATO), said there has been a noticeable increase in both domestic and short-haul international airfares for the upcoming summer season. "On the domestic side, fares have firmed up due to strong holiday demand, higher fuel costs, and some capacity constraints. Similarly, short-haul destinations are also witnessing elevated fares, especially on

Leaving On a Jet Plane

Domestic airfares up by **5-10%**

Trigger: Higher fuel surcharge costs

Short-haul international routes seeing rise of **20-30%**



HOLIDAY PACKAGE PRICES TRENDING 10-25% HIGHER ON CERTAIN ROUTES

utes are witnessing a sharper increase of approximately 20-30%, said Bharat Malik, senior VP, air and hotel business, at Yatra Online. While land arrangements have remained relatively stable, the increase in flight prices is directly impacting the final package pricing, especially for international destinations, said Malik.

Holiday package prices are trending 10-25% higher on certain routes, especially for peak travel windows, said a spokesperson from Pickyourtrail. The company said advance bookings remain steady but more 'cautious.'

"Travellers are booking closure to departures compared to last year and are opting for flexible itineraries and refundable options besides avoiding regions impacted by geopolitical uncertainties," the spokesperson added.

For some routes, fares have gone up by 5-10% within India, whereas internationally, the fares have gone up by 15-20%, said Rajiv Mehra, general secretary at Federation of Associations in Indian Tourism and Hospitality (FAITH).

popular leisure routes," he added. Higher fuel surcharge costs have driven domestic airfares up 5-10%, while short-haul international ro-

Mumbai-Delhi fare soars to ₹16,232

Dhairya Gajara

MUMBAI

Airfares on India's busiest domestic routes have surged sharply following the removal of fare caps, with ticket prices on key sectors rising to nearly three times their usual levels.

On the heavily travelled Mumbai-Delhi route, fares have climbed as high as ₹16,232 for travel on March 25, compared to the typical ₹5,500—marking an almost 200 per cent jump. The two cities are separated by an aerial distance of around 1,140 km, making the spike particu-



larly stark for a short-haul route.

Other major sectors are witnessing similar spikes. The Delhi-Thiruvananthapuram

route, usually priced around ₹7,000, has shot up to ₹19,718, a rise of over 180 per cent. Delhi-Kolkata fares have touched ₹14,794 against a normal

₹5,000, while Bengaluru-Mumbai tickets have breached earlier caps to reach ₹13,701, up from roughly ₹4,500.

The sharp increase comes after the Ministry of Civil Aviation withdrew temporary fare caps that had been imposed in December to rein in prices following operational disruptions. With the caps lifted from Monday, airlines have regained full pricing freedom—triggering an immediate surge on high-demand routes.

However, the real pinch for passengers may still lie ahead.

► **Contd on | nation**

Mumbai-Delhi fare...

A further increase in ticket prices is expected from April, when aviation turbine fuel (ATF) prices are due for revision. With global crude oil markets roiled by escalating tensions in West Asia, ATF prices—already a major cost component—are likely to rise significantly.

Industry executives, including Civil Aviation Minister Ram Mohan Naidu Kinjarapu and Air India CEO Campbell Wilson, have indicated that fuel costs could see a steep increase. ATF typically accounts for nearly 40 per cent of an airline's operating expenses, meaning any sharp rise directly impacts ticket pricing.

Aviation analysts warn that the combination of higher fuel costs and a weakening rupee will inevitably push fares higher. "Airlines have little choice but to pass on the burden if they are to remain viable," said one analyst.

Carriers such as Air India, IndiGo and Akasa Air have already begun introducing phased fuel surcharges to offset rising costs. In the coming weeks, domestic fares are expected to rise by an additional 15 to 25 per cent.

The impact is likely to extend beyond domestic travel. Short-haul international tickets could become costlier by ₹2,000 to ₹5,000, while long-haul fares may rise by ₹10,000 to ₹15,000.

For passengers, the timing could not be worse. The removal of fare caps, combined with rising fuel costs, has created a "double whammy", significantly increasing travel expenses almost overnight.

The fare caps, introduced in December, had placed limits based on distance—ranging from ₹7,500 for routes under 500 km to ₹18,000 for longer sectors. While airlines had argued that these restrictions constrained pricing flexibility, their removal has now shifted the burden squarely onto travellers.

With demand remaining strong and costs rising, airfares are expected to stay elevated in the near term, leaving flyers to brace for a far more expensive travel season.



Corporate Communications Directorate

HARI BHUMI

DELHI

25 MARCH 2026

देश में 10 साल में 11 एयरलाइंस बंद, कंपनियों के सिर पर 400 करोड़ तक का कर्ज

एजेसी ►► नई दिल्ली

भारत का एविएशन सेक्टर तेजी से बढ़ता हुआ जरूर दिखता है, लेकिन इसके अंदर की सच्चाई उतनी आसान नहीं है। सरकार ने संसद में बताया है कि साल 2016 के बाद से अब तक देश में 11 एयरलाइंस अपने ऑपरेशन बंद कर चुकी हैं। यह आंकड़ा दिखाता है कि इस सेक्टर में मौके जितने बड़े हैं, जोखिम भी उतने ही ज्यादा हैं।

यह जानकारी नागरिक उड्डयन मंत्रालय ने राज्यसभा में टीएमसी सांसद साकेत गोखले के सवाल के जवाब में दी। सरकार ने साफ किया कि एयरलाइंस के बंद होने के पीछे मुख्य वजह वित्तीय

अंदर की सच्चाई को सरकार ने संसद में बताया, एविएशन सेक्टर में लागत बहुत ज्यादा होती है

सरकार क्या कर रही है

हालांकि सरकार ने यह जरूर कहा कि वह सेक्टर को मजबूत करने के लिए पॉलिसी स्तर पर लगातार काम कर रही है। इसमें एयरपोर्ट इंफ्रास्ट्रक्चर का विस्तार, ट्रेफिक राइट्स को आसान बनाना और नए एयरक्राफ्ट जोड़ने में मदद शामिल है। इसके अलावा उड़ान योजना के जरिए छोटे शहरों को हवाई नेटवर्क से जोड़ा जा रहा है, जिससे डिमांड बढ़े और एयरलाइंस को नए रुट्स मिलें। ई गवर्नेंस और आसान प्रक्रियाओं के जरिए भी बिजनेस करना आसान बनाने की कोशिश की जा रही है।



इंडस्ट्री में बड़े बदलाव

सरकार ने यह भी बताया कि एविएशन सेक्टर में तेजी से स्ट्रक्चरल बदलाव हो रहे हैं। एयरएशिया इंडिया अब एआईएक्स कलेक्ट के नाम से जानी जाती है और इसका विलय एयर इंडिया एक्सप्रेस में हो चुका है। वहीं विस्तारा का भी विलय एयर इंडिया में किया जा चुका है, जिससे साफ है कि इंडस्ट्री अब कंसोलिडेशन की तरफ बढ़ रही है।

दबाव, विमानों की कमी और कंपनियों के अंदरूनी मैनेजमेंट से जुड़े मुद्दे रहे हैं। एविएशन सेक्टर में लागत बहुत ज्यादा होती है। ईंधन की कीमत, लीज पर लिए गए एयरक्राफ्ट का खर्च, एयरपोर्ट चार्ज और मेंटेनेंस जैसे खर्च कंपनियों पर भारी पड़ते हैं। अगर पैसों का फ्लो सही नहीं रहा या मैनेजमेंट में गड़बड़ी हुई, तो एयरलाइंस के लिए टिके रहना मुश्किल हो जाता है। सरकार के मुताबिक एयरलाइंस एक डीरगुलेटेड माहौल में काम करती हैं, जहां वे अपने बिजनेस फैसले खुद लेती हैं। यही वजह है कि सरकार उनके ऑपरेशनल या फाइनेंशियल मामलों में सीधे दखल नहीं देती।



Corporate Communications Directorate

HINDUSTAN

DELHI

25 MARCH 2026

कर्नाटक में तैयार किया जाएगा एयरबस एच125 हेलीकॉप्टर

नई दिल्ली, विशेष संवाददाता नागरिक उड्डयन महानिदेशालय (डीजीसीए) और यूरोपीय यूनियन एविएशन सेफ्टी एजेंसी (ईएएसए) के बीच अहम समझौता हुआ है।

समझौता के तहत कर्नाटक के वेमगल में एयरबस एस350 बी3 (एच125) हेलीकॉप्टर का निर्माण किया जाएगा। मंगलवार को डीजीसीए के महानिदेशक फैज अहमद किदवाई की मौजूदगी में देश में हेलीकॉप्टर निर्माण को बढ़ावा देने के लिए वर्किंग अरेंजमेंट साइन किया गया है। इसके तहत दोनों एजेंसियां मिलकर उत्पादन की निगरानी

(ओवरसाइट) करेंगी और अपनी-अपनी जिम्मेदारियां तय करेंगी। एयरबस हेलीकॉप्टर्स ने कर्नाटक के वेमगल में फाइनल असेंबली लाइन स्थापित की है। इस परियोजना में टाटा एडवांस्ड सिस्टम्स लिमिटेड (टीएसएल) भी एयरबस के साथ साझेदारी कर रही है।

बीते कुछ वर्षों में भारत का नागरिक उड्डयन क्षेत्र तेजी से बढ़ा है। यह समझौता भारत और यूरोप के बीच सहयोग को और मजबूत करेगा और भविष्य में एविएशन क्षेत्र के विकास को नई दिशा देगा।



Corporate Communications Directorate

THE HINDU

DELHI

25 MARCH 2026

Govt. seeks time for affidavit on Air India flight crash probe

The Union government on Tuesday said it needed a couple of days more to file an affidavit enumerating the stages of the Aircraft Accident Investigation Bureau (AAIB) probe into the Air India Flight 171 crash and the current status. Appearing before a Bench headed by Chief Justice of India Surya Kant, Solicitor-General Tushar Mehta said the affidavit would have the details of the various phases of the investigation and “where it stands today”. The crash near the Ahmedabad airport killed 12 crew members and 229 passengers on June 12 last year. The petitioners had argued that they did not mean to “apportion blame” but to unearth “what” caused the accident and to safeguard the future against such tragedies.



Corporate Communications Directorate

MINT

DELHI

25 MARCH 2026

Rising laser strikes near airports test India's aviation safety system

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NEW DELHI

Pilots flying a Cathay Pacific flight into Delhi earlier this year reported being briefly blinded by high-intensity laser beams during the final approach, underscoring a rise in such incidents that threaten aviation safety at a time of booming air travel.

The crew of flight CX695 from Hong Kong flagged the episode after landing safely at Indira Gandhi International Airport in February, saying the glare impaired their ability to read cockpit instruments at a critical stage. A safety report was filed with the Directorate General of Civil Aviation (DGCA), and the matter was later raised in Parliament.

Laser strikes near Indian airports have jumped sharply, rising from 122 cases in 2023 to over 500 in 2025, data tabled in Parliament showed. The incidents pose a direct safety risk to pilots and highlight weak enforcement of rules.

According to data, 502 laser-related disruptions were



India saw 500 laser strikes near airports in 2025. ISTOCKPHOTO

reported across 22 airports in 2025, slightly lower than the 528 incidents recorded in 2024. Nearly 30% of the laser beam incidents were reported from Delhi in 2025, with incidents rising from 110 in 2023 to 144 in 2024 and 147 in 2025.

Mumbai, which had reported no such cases in 2023, recorded 17 incidents in 2024 and 33 in 2025. While Chennai and Kolkata reported declines between 2024 and 2025—from 67 to 54 and 72 to 44, respectively, both airports logged zero incidents two years ago.

Smaller airports such as

Ahmedabad, Bhopal, and Kochi have also reported fresh spikes, ranging from roughly 50% to more than 150% between 2024 and 2025.

In India, areas extending up to about 18.5 kilometres from an airport fall within designated laser-restricted zones, and local police is responsible for enforcement.

Responding to an unstarred question in the Lok Sabha on 12 March, junior civil aviation minister Murlidhar Mohol said, "Rule 66 of the Aircraft Rules, 1937, restricts the display of laser lights or any other lights which may dazzle or distract pilots or otherwise interfere with aircraft operations."

"The DGCA has published CAR (civil aviation requirements), which prescribe requirements for protecting aircraft operations against the hazardous effects of laser emitters around airports, including the establishment of protected zones," he said.

Mint's emailed queries to the DGCA and the civil aviation ministry remained unanswered.

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

10 साल में 11 एयरलाइंस वित्तीय संकट के कारण बाजार से बाहर हुईं

नई दिल्ली। सरकार ने हाल ही में एक महत्वपूर्ण जानकारी दी है। पिछले दस वर्षों में देश की 11 एयरलाइंस बाजार से बाहर हो गई हैं। इसके पीछे मुख्य कारण वित्तीय संकट और आंतरिक मुद्दे रहे हैं। नागरिक उड्डयन राज्य मंत्री मुस्लीधर मोहोले ने सोमवार को राज्यसभा में यह बात बताई। मंत्री ने अपने लिखित जवाब में कहा कि विमानन क्षेत्र विनियमित नहीं है। एयरलाइंस वाणिज्यिक विचारों के आधार पर काम करती हैं। सरकार एक संतुलित और मजबूत क्षेत्र सुनिश्चित करने के लिए प्रतिबद्ध है। उन्होंने बताया कि वर्ष 2016 से कुल 11 एयरलाइंस ने बाजार छोड़ा है। इन एयरलाइंस के बाहर होने के कई कारण रहे हैं। इनमें वित्तीय तनाव, विमानों की अनुपलब्धता शामिल है। कुछ अन्य आंतरिक मुद्दे भी इन कंपनियों के बंद होने की वजह बने। हालांकि, विशिष्ट विवरणों का खुलासा नहीं किया गया है।



एयरलाइंस का विलय- मंत्री ने कुछ एयरलाइंस के विलय की भी जानकारी दी। एयरएशिया (इंडिया) प्राइवेट लिमिटेड का विलय हो गया है। यह अब एआईएक्स कनेक्ट प्राइवेट लिमिटेड के नाम से जानी जाती है। इसका विलय एयर इंडिया एक्सप्रेस लिमिटेड के साथ हुआ है। इसी तरह टाटा एसआईए एयरलाइंस लिमिटेड (विस्तारा) का भी विलय हुआ है। विस्तारा का विलय एयर इंडिया लिमिटेड में किया गया है।

विफल एयरलाइंस पर बकाया- मंत्री मोहोले ने इस पर विस्तृत जानकारी दी। उन्होंने बताया कि किंगफिशर एयरलाइंस पर भारतीय विमानपत्तन प्राधिकरण का बकाया है। यह बकाया राशि 380.51 करोड़ रुपये है। इस दावे को बेंगलुरु में

आधिकारिक लिक्विडेटर के समक्ष दर्ज कराया गया है। किंगफिशर एयरलाइंस ने वर्ष 2012 में अपना परिचालन बंद कर दिया था।

अन्य एयरलाइंस की स्थिति- टूरजेट पर भारतीय विमानपत्तन प्राधिकरण का बकाया 0.03 करोड़ रुपये है। यह राशि भी वसूली के लिए प्रक्रिया में है। अच्छी खबर यह है कि जेट एयरवेज पर कोई बकाया नहीं है। इसी तरह गो फर्स्ट एयरलाइन पर भी कोई बकाया राशि नहीं है।



Corporate Communications Directorate

THE TELEGRAPH

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Airlines exit

■ **NEW DELHI:** Eleven airlines exited India's aviation market in the past decade due to financial stress and operational issues, the government said on Monday. It added that the sector remains deregulated, with recent mergers including Vistara into Air India and AirAsia India into Air India Express. ¶¶

Caps on airfares gone, prices fly high during long weekend

Trend Likely To Remain During Holiday Period

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Hyderabad: Air travel has suddenly become far more expensive, catching many holidaymakers off guard. Soon after the ministry of civil aviation (MoCA) removed airfare caps imposed during the IndiGo crisis in Dec, airlines hiked ticket prices sharply, in some cases by as much as 200%.

The surge is most visible around April 2 and 3, coinciding with the Good Friday long weekend.

On April 2, a one-way evening flight from Hyderabad to Goa, a relatively short 500-km route, shot up to nearly ₹15,000, far above the earlier cap of ₹10,000 and nearly three times the usual fare.

A similar trend is seen on longer routes. Flights from Hyderabad to Srinagar and Guwahati have touched ₹20,000, crossing the earlier ceiling of ₹18,000, even tho-

200% HIKE IN FARES

Airfares surged after removal of fare caps post IndiGo crisis

- Ticket prices increased by up to 200% on some routes
- Peak spike seen around Good Friday long weekend
- Shift from international to domestic travel due to West Asia disruptions
- High demand for Goa, Kashmir, Ooty, Darjeeling routes
- Flights, especially evening and return legs, filling up fast
- Early bookings for holiday weekend further pushed prices
- Passengers complain of unaffordable fares
- Domestic trips nearing international costs



Govt says fares based on demand, seasonality & costs

ugh these routes are usually priced much lower.

Shifting travel plans

Travel agents say the spike is being driven by shifting travel plans. Ongoing disruptions in West Asia have pushed many travellers to opt for domestic destinations instead of international trips. This has led to a rush for popular holiday

spots like Goa, Kashmir, Ooty and Darjeeling during the three-day Good Friday break. Most flights, especially evening departures and return journeys, are already filling up fast.

"The trend is likely to continue through the holiday period as demand remains high and seats are limited. Tourist routes from Hyderabad to destinations like

AIRFARES FROM HYD



costs almost as much as an international trip. When I checked tickets for my family of three, it came to nearly ₹40,000, with each ticket priced between ₹13,000 and ₹14,000. That's close to fares for places like Sri Lanka or Malaysia," said R Ajay Raj, a frequent flyer.

Fares based on demand

Airfares are market driven and are under the provisions. The airlines are free to fix tariffs, having regard to all relevant factors, including cost of operation, characteristics of services, generally prevailing tariff, said Murlidhar Mohol, minister of state in the ministry of civil aviation.

While answering to a question on 'Airfare regulation on Middle East routes' in Rajya Sabha on Monday, the minister said that the fares are fixed by airlines keeping in mind the market, demand, seasonality, prevailing international scenarios and other market forces.

The airfare increases with increase in demand for seats as the lower fare buckets get sold out faster and move to higher fare buckets.

Goa, Srinagar, Shimla and Manali are seeing heavy bookings. This year, bookings for the Good Friday weekend also started earlier than usual, which has pushed prices further," said Moez Meghani, owner of Max Travels.

Passengers, however, are feeling the pinch. Many say the fares are becoming unaffordable. "A short trip to Darjeeling, via Bagdogra, now

Pilots' body seeks simulator probe into AI plane crash

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, MARCH 24

In a fresh intervention in the probe into the AI 171 crash on June 12, 2025, the Federation of Indian Pilots (FIP) has written to the Aircraft Accident Investigation Bureau (AAIB), urging a simulator-based reconstruction of the accident sequence after CCTV footage from the Ahmedabad airport allegedly showed signs of Ram Air Turbine (RAT) deployment during take-off, raising questions over whether the crash was triggered by a technical failure or pilot action.

In the communication to the Director General of AAIB, FIP president Captain CS Randhawa pointed to CCTV frames that allegedly show a "small dark object" emerging and enlarging under the aircraft belly at the RAT location while the aircraft was still on its take-off roll. The sequence, the body claims, appears consistent with RAT door opening or deployment.

The pilots' body has demanded that this visual evidence be synchronised with the Digital Flight Data Recorder (DFDR) timeline cited in the preliminary report.

As per the recorded sequence on June 12, the aircraft crossed V1 (take-off speed) at 08:08:33 UTC, achieved rotation at 08:08:35 UTC, and lifted off at 08:08:39 UTC. Within seconds, both fuel cut-off switches

Questions raised again over RAT deployment



moved from 'RUN' to 'CUT-OFF' at 08:08:42 and 08:08:43 UTC, followed by the RAT hydraulic pump supplying power at about 08:08:47 UTC.

The FIP has argued that aligning the CCTV imagery with these timestamps was essential to determine whether the RAT deployment preceded or followed the fuel cut-off events, a distinction that could fundamentally alter the direction of the investigation.

The body has further sought a full-flight simulator reconstruction with time-synchronised overlay of the imagery under two scenarios — an electrical failure triggering automatic RAT deployment, and manual movement of fuel control switches by the crew. "The purpose is to ascertain whether the root cause relates to a technical failure or to deliberate pilot action," the communication said.

This demand builds on an

earlier technical representation by the FIP when it highlighted inconsistencies in RAT deployment timing. The body had pointed to discrepancies between OEM documentation and the AAIB's recorded DFDR sequence. While manufacturer data indicates RAT deployment signals may be triggered 10 to 15 seconds after electrical failure, the preliminary report reflects a significantly shorter four-second interval between the second fuel cut-off and hydraulic power availability.

The FIP has argued that such a variation is not trivial and could impact conclusions on whether the sequence was system-driven or human-induced. It has also sought clarity on the exact DFDR parameters used to determine RAT deployment and hydraulic activation.

Significantly, the body has cautioned against drawing premature conclusions amid speculation in sections of foreign media regarding pilot action. It has stressed that accurate sequencing of RAT command, deployment and hydraulic availability is essential before attributing cause. Calling for "procedural fairness and accurate technical determination", the FIP has urged the AAIB to defer the final report until the simulator-based correlation exercise is completed and formally incorporated.