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AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK BHASKAR JAIPUR 23 JULY 2026

मॉकड्रिल: एयरपोर्ट पर प्लेन क्रैश से हड़कम्प

जयपुर | सांगानेर एयरपोर्ट पर बुधवार को पुलिस कंट्रोल रूम में आई एक सूचना से हड़कंप मच गया। अहमदाबाद से आए एक यात्री विमान में लैंडिंग करते समय आग लगने की सूचना से डर जैसी स्थिति हो गई। हालांकि सूचना मिलते ही नगर निगम की फायर ब्रिगेड, पुलिस, जिला प्रशासन के अधिकारी, सिविल डिफेंस के बचावकर्मी और चिकित्सा विभाग की डॉक्टरों की टीमें और एम्बुलेंस तुरंत ही एयरपोर्ट पहुंच गई।

- **दोपहर 2:39 बजे** मॉकड्रिल शुरू, विमान में आग।
- अहमदाबाद से जयपुर आई फ्लाइट में 96 यात्री थे।
- विमान की लैंडिंग के समय आग लगी, विमान में यात्री फंसे थे।
- एक मैटल के छोटे स्ट्रक्चर को विमान जैसी आकृति दी गई।
- इसमें आग लगाई गई, टायर जलाकर भयावहता दिखाई गई।
- दोपहर 3:36 बजे तक सभी यात्रियों को सुरक्षित बचा लिया।
- एसओपी के तहत एक्सरसाइज सक्सेसफुल घोषित की गई।
- चीफ एयरपोर्ट ऑफिसर अनिमेष भट्ट की मौजूदगी में समीक्षा की।

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DAINIK JAGRAN KANPUR 24 JULY 2026

एयरपोर्ट आपरेटरों को एयरलाइंस की अनुमति से होगा हितों का टकराव

नई दिल्ली, एएनआइ: इंडिगो के प्रबंध निदेशक राहुल भाटिया ने गुरुवार को कहा कि अगर एयरपोर्ट आपरेटरों को विमानन कंपनी चलाने की इजाजत दी जाती है तो इससे हितों का बड़ा टकराव पैदा होगा। उन्होंने कहा कि इस तरह के माडल का दुनिया में कोई उदाहरण नहीं है। कंपनी के तिमाही परिणामों का एलान करते हुए भाटिया ने कहा, "एयरपोर्ट का संचालन करने वालों को विमानन कंपनी का मालिक बनने की इजाजत देने से हितों का टकराव होगा, क्योंकि एयरपोर्ट आपरेटर एयरलाइनों को जरूरी इन्फ्रास्ट्रक्चर जैसे एयरपोर्ट स्लाट, पार्किंग बे और दूसरी संचालन संबंधी सुविधाएं देते हैं। बड़े एयरपोर्ट आपरेटर जैसे जीएमआर ग्रुप और अदाणी समूह एयरलाइन बिजनेस में आने के लिए मंजूरी मांग रहे हैं।

DAINIK NAVJYOTI   JAIPUR   23 JULY 2026

जयपुर एयरपोर्ट पर मॉकड्रिल, विमान क्रैश की सूचना से हवाई अड्डे पर हड़कंप

नवज्योति, जयपुर। जयपुर एयरपोर्ट पर मॉकड्रिल के दौरान हड़कंप मच गया, जब अहमदाबाद से जयपुर आई फ्लाइट के क्रैश होने का आभास हो रहा था। सीआईएसएफ, एयरपोर्ट प्रशासन, जिला प्रशासन, पुलिस, चिकित्सा विभाग, अग्निशमन तथा सिविल डिफेंस व अन्य विभागों के अधिकारी व कर्मचारी मौके पर पहुंचे और वहां पर फुल इमरजेंसी घोषित करते हुए राहत कार्य शुरू कराया। करीब एक घंटे बाद यात्रियों को मॉकड्रिल की सूचना दी। जानकारी के अनुसार फ्लाइट दोपहर 2.39 बजे अहमदाबाद से जयपुर आई थी। इसमें 96 यात्री सवार थे। लैंडिंग के दौरान फ्लाइट क्रैश हो गया। जिससे फ्लाइट में आग लग गई। सूचना पर एयरपोर्ट स्टाफ के साथ आलाधिकारी मौके पर पहुंचे और राहत कार्य शुरू कराया। इस दौरान एंबुलेंस व अस्पताल के स्टाफ ने घायल यात्रियों का उपचार शुरू किया। यह मॉकड्रिल नोटम के दौरान की गई। प्रवक्ता ने कहा कि यात्रियों और सभी हितधारकों की सुरक्षा सर्वोच्च प्राथमिकता है।

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THE ECONOMIC TIMES DELHI 25 JULY 2026

Adani Says Want to Start Airline, Letter Shows

But group denies plans in a stock exchange filing

Arindam Majumder

New Delhi: The Adani Group is uniquely positioned to support the development of a next-generation airline, the conglomerate's airport arm wrote to the Airports Authority of India (AAI) in June.

In its letter that **ET** has reviewed, Adani Airport Holdings sought a waiver of the clause that prevents the operator of Mumbai's airport from holding more than a 10% stake in any scheduled carrier, and the removal of such restrictions from future airport concession agreements.

The conglomerate, which owns a 74% stake in the Mumbai airport, however, said on Friday that it is "not evaluating any proposal to enter the airline business". Adani Enterprises, the main holding company of the group, in a stock exchange filing termed such media reports "entirely baseless and factually incorrect".

In the letter dated June 4, Adani Airports chief executive Arun Bansal said group firm Adani Defence & Aerospace was evaluating starting an airline as a natural extension of the group's existing aviation ecosystem.

Bridging Connectivity ▸▸ 10

Bridging Connectivity

▸▸ From Page 1

The ecosystem includes pilot training, maintenance and repair, ground handling and eight airports. The letter was also marked to the company secretary at Adani Enterprises, Jatin Jalundhwala.

Citing government officials and company executives, ET reported on Thursday that the company had approached the government, requesting to dilute the clause that prevents it from holding a more than 10% stake in an airline. The group did not respond at the time to ET's queries.

Adani Enterprises did not respond to ET's queries on Friday's stock exchange filing as well.

BREAKING DUOPOLY

"India's aviation growth has a structural vulnerability arising from the emergence of a highly concentrated airline market with effective dominance of a few airline groups. Such concentration presents systemic risk," Bansal wrote in the letter to the AAI. "Against this backdrop, we have been evaluating participation in the airline business to play a meaningful role in bridging connectivity in Tier 2 and Tier 3 cities."

The CEO cited IndiGo's operational meltdown in December — which forced it to cancel more than 3,000 flights, disrupting the travel plans of thousands — as a reason why the industry needs a new airline.

Senior officials said the government was considering this proposal along with others to attract well-funded airline operators and break the duopoly of IndiGo and Air India, which together hold around 90% of India's domestic market.

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THE INDIAN EXPRESS DELHI 25 JULY 2026

• AVIATION

Can airport operator own airline? Concerns over fair access

Sukalp Sharma
New Delhi, July 24

THERE IS talk that the Centre may be weighing policy relaxations that could allow airport operators to own airlines, with preliminary internal discussions being underway as per sources. While nothing is concrete yet, such a move could pave the way for airport operators like the Adani group and the GMR group to enter the airline business.

Earlier, there were indications that initial discussions on cross-ownership in airport operators and airlines followed the Adani group's request for an enabling policy environment, but Adani Enterprises on Friday denied that it was evaluating any proposal to enter the airline business.

The government, on its part, has been calling for more airlines in the Indian skies, given the duopoly of IndiGo and the Air India group, which have a cumulative domestic market share of over 90%. The objective of the discussions to allow airport operators to also run airlines is to foster more competition in the sector, sources said.

Currently, there are stringent restrictions on airport operators having stakes in airlines. For instance, operators of India's largest airports at Delhi (GMR has 74%) and Mumbai (Adani group has 74%) are barred from owning more than 10% in a scheduled carrier. The converse is also true, with strict limits on airlines' ownership in airports.

Conflict of interest

But a move to allow airport operators to run airlines is bound to face resistance from existing carriers and other aviation stakeholders. IndiGo Managing Director Rahul Bhatia on Thursday said that any such move will create a "massive conflict of interest" and will be against the interest of consumers.

Globally, aviation and competition regulators have viewed this type of vertical integration with abundant caution, as airports are natural monopolies and provide critical infrastructure for the aviation ecosystem. This implies that they must facilitate fair market access to carriers. If an airport also owns an airline, there are bound to be questions about competition, fair play and non-discriminatory market access.

"One can see where the instinct (of allowing airport operators to own airlines) comes from. India's entry problem is capital. New airlines... cannot afford to lose money for seven years against a carrier with two-thirds of the market. Adani and GMR can," said Anupam Manur, professor of economics at the Takshashila Institution. "There is even an efficiency argument: airport profits increasingly come from footfall, so an airport that owns an airline wants more flights at lower fares, not fewer at higher ones. But, obviously problems abound — both economically and ethically."

The most obvious concern is conflict of interest in important decisions like slot allocation to airlines. If the airport operator is the slot coordinator, there will be an inherent conflict if its own airline was competing with others for prime slots. Even if discrimination doesn't actually occur, experts believe that it still will be a concern for stakeholders. Generally, anti-trust policies focus on maintaining a level-playing field and not just on instances of actual discrimination.

Airlines depend on airports for critical infrastructure such as parking bays, check-in counters and aircraft stands. As an airport usually controls them, they are expected to be neutral infrastructure and service providers. Any difference on these counts between airlines, even owing to differences in commercial agreements, could lead to allegations of anti-competitive practices. So, regulatory confidence in airport neutrality is important to prevent even subtle forms of preferences or discrimination.

Necessary safeguards

- If India does allow airport operators or entities affiliated to them to also run an airline, experts say that a watertight regulatory and competition oversight system is required.
- Safeguards should include structural separation between airport and airline businesses, independent boards and management teams, protection of carriers' commercially sensitive information, independent airport slot coordinators, and transparent gate and terminal allocation policies.

Global trends

Aviation and competition regulators worldwide have largely preferred keeping airports and airlines operationally independent. Even in the few cases of common ownership, like in the major hub airports in West Asia, the government ultimately owns both airlines and the airports. Dubai airport and Emirates are government-owned but are separate corporate entities. So are Etihad and the Abu Dhabi airport, and Qatar Airways and Doha airport.

Similarly, Singapore's Changi Airport and Singapore Airlines are linked through the Singapore government investment ecosystem, but have distinct management structures and regulatory oversight.

Moreover, all these examples involve large hub airports in territories that have virtually non-existent domestic air traffic, and primarily operate as pure-play international airports serving as hubs for airlines owned by the respective governments. Domestic airline competition is also absent.

But in India, all airlines — except regional carrier Alliance Air — are in the private sector, and a growing number of major airports are being operated by private firms. That makes India's aviation market more like Europe than West Asian states or Singapore.

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RAJASTHAN PATRIKA JAIPUR 23 JULY 2026

एक घंटे तक राहत और बचाव अभियान...गूंजे दमकल और एंबुलेंस वाहनों के सायरन

मॉक ड्रिल : अहमदाबाद से आया विमान लैंडिंग के साथ ही 'क्रैश', दौड़ीं रेस्क्यू टीम

पत्रिका न्यूज नेटवर्क
patrika.com

जयपुर. जयपुर इंटरनेशनल एयरपोर्ट पर बुधवार दोपहर अचानक सायरन गूंजने लगे और रनवे की ओर दमकल, एंबुलेंस तथा राहत-बचाव दल दौड़ पड़े। सूचना मिली कि अहमदाबाद से 96 यात्रियों को लेकर आया विमान लैंडिंग के बाद दुर्घटनाग्रस्त हो गया है और उसमें आग लग गई है। कुछ ही मिनटों में एयरपोर्ट परिसर में हड़कंप जैसे हालात बन गए। राहत एवं बचाव दलों ने विमान के आसपास मोर्चा संभाल लिया। फायर फाइटिंग टीम आग पर काबू पाने में जुट गई, जबकि रेस्क्यू टीम ने यात्रियों को सुरक्षित निकालना शुरू किया। गंभीर रूप से घायल यात्रियों को स्ट्रेचर के जरिए एंबुलेंस तक पहुंचाया गया।

यह दृश्य कोई वास्तविक हादसे का नहीं था। दरअसल, एयरपोर्ट पर फुल-स्केल एयरोड्रोम इमरजेंसी एक्सरसाइज आयोजित की गई थी। दोपहर 2:30 बजे से 3:30 बजे तक चले इस अभ्यास में विमान दुर्घटना जैसी आपात स्थिति से निपटने की तैयारियों को परखा गया। अभ्यास के तहत कुछ यात्रियों की मौत और कई के गंभीर रूप से घायल होने की स्थिति भी दर्शाई गई। घायलों को अस्पताल और रिहैबिलिटेशन सेंटर पहुंचाने, परिजनों से मिलाने और आवश्यक औपचारिकताएं पूरी करने की प्रक्रिया का भी अभ्यास किया गया।

यात्रियों को बार-बार दी जानकारी: एयरपोर्ट प्रबंधन, एयरपोर्ट फायर सर्विस, राज्य पुलिस, चिकित्सा विभाग, आपदा प्रबंधन, एंबुलेंस सेवा और अन्य एजेंसियों ने संयुक्त रूप से भाग लिया। ड्रिल के दौरान एयरपोर्ट पर मौजूद यात्रियों को लगातार बताया जाता रहा कि यह केवल अभ्यास है, ताकि किसी प्रकार की घबराहट न फैले। इस दौरान कोई नियमित विमान संचालन निर्धारित नहीं था।

प्रतिक्रिया समय का परीक्षण करना उद्देश्य

एयरपोर्ट अधिकारियों के अनुसार ऐसी मॉक ड्रिल का उद्देश्य किसी वास्तविक विमान दुर्घटना की स्थिति में सभी एजेंसियों की तत्परता, समन्वय और प्रतिक्रिया समय का परीक्षण करना है। इससे आपदा की स्थिति में राहत एवं बचाव कार्यों को अधिक प्रभावी बनाया जा सकता है।

THE ASSAM TRIBUNE GUWAHATI 24 JULY 2026

WEST ASIA CONFLICT

Indian airlines cancelled 26,000 int'l flights

NEW DELHI, July 23: Indian airlines have cancelled around 26,000 international flights till July 20 besides flight diversions and delays due to airspace restrictions in the wake of the US-Iran conflict, according to the government.

Minister of State for Civil Aviation Murlidhar Mohol on Thursday told the Lok Sabha that airlines are incurring significant revenue losses due to the ongoing crisis and are taking measures to mitigate the impact while ensuring continuity of operations.

The conflict, which started in late February, has significantly impacted the airline industry, which is grappling with high fuel costs and airspace curbs in the West Asia region.

"The US-Iran conflict has significantly disrupted international flight operations due to airspace restrictions leading to widespread cancellations (approx. 26,000 flights by Indian carriers till 20 July 2026), along with considerable diversions and delays across airlines and airports," Mohol said in a written reply.

The Directorate General of Civil Aviation (DGCA) has issued multiple advisories to ensure the safety of passengers, crew, and aircraft evolving from the risks arising from the West Asia conflict.

"As informed by Indian carriers, re-routing of flights has led to increased flight durations and higher fuel consumption, resulting in additional operational costs for airlines. The extent of such costs depends on route diversion, duration and prevailing fuel prices. – PTI

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THE ASSAM TRIBUNE GUWAHATI 24 JULY 2026

India's largest airline, IndiGo, reported a consolidated net loss of Rs 238 crore for the first quarter of FY27. IndiGo aircraft are seen parked at Kempegowda International Airport, in this file photo dated March 3, 2020. – PTI

भारतीय विमानपत्तन प्राधिकरण
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AMAR UJALA DELHI 25 JULY 2026

एयरलाइंस-एयरपोर्ट पर बढ़ेंगी जांच व निगरानी

डीजीसीए ने तैयार किया प्लान, ऑडिट से लेकर औचक निरीक्षण तक शामिल

नई दिल्ली। हवाई सफर को और सुरक्षित बनाने के लिए केंद्र सरकार ने अहम कदम उठाया है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एक्शन प्लान लागू किया है। इसके तहत एयरलाइंस और एयरपोर्ट पर कड़ी नजर रखी जाएगी। औचक निरीक्षण बढ़ेंगे, नियमों के उल्लंघन पर सख्त कार्रवाई होगी।

नागरिक उड्डयन मंत्रालय ने संसद में एक प्रश्न के जवाब में कहा कि सभी भारतीय एयरपोर्ट और एयरलाइंस को अंतरराष्ट्रीय नागरिक उड्डयन संगठन के मानकों के

अनुरूप सेफ्टी मैनेजमेंट सिस्टम और इमरजेंसी रिस्पांस प्लान लागू रखना होगा। दरअसल, नागरिक उड्डयन महानिदेशालय ने वर्ष 2026 के लिए वार्षिक निगरानी कार्यक्रम तैयार किया है। इसके तहत उड़ानों की सुरक्षा पर पहले से ज्यादा कड़ी नजर रखी जाएगी, ताकि सुरक्षा मानकों में किसी तरह की ढिलाई न रहे। इस योजना के तहत एयरलाइंस और अन्य ऑपरेटरों का नियमित ऑडिट किया जाएगा। साथ ही रात में औचक निरीक्षण, रैंप इंस्पेक्शन और स्पॉट चेक भी होंगे।

मानकों के उल्लंघन पर जुर्माना भी

अगर कोई एयरलाइन या ऑपरेटर तय सुरक्षा मानकों का उल्लंघन करता है, तो उसके खिलाफ सख्त कार्रवाई की जाएगी। जरूरत पड़ने पर वित्तीय जुर्माना भी लगाया जाएगा, ताकि नियमों का पूरी तरह पालन सुनिश्चित हो सके। ब्यूरो

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BUSINESS LINE DELHI 25 JULY 2026

Air India Express cancels Bahrain, Kuwait flights, IndiGo assessing W. Asia situation

Aneesh Phadnis
Mumbai

IndiGo is assessing the situation in West Asia even as Air India Express cancelled its flights to Bahrain and Kuwait till July-end amid a flare-up of tensions in the region.

IndiGo operated around 160 flights daily to West Asia prior to March, and that dropped to 20-30 flights a day during the peak of the crisis.

Since then, IndiGo has restored around 90 per cent of its capacity to the region by the end of June.

Air India Express, too, restored its entire network in the region with flights to Salalah (Oman) and Kuwait resuming earlier in the month. But the restart of hostilities has led the airlines to review their operations.

"We are assessing the situation because the crisis has flared up again. Our intention is to continue operations to West Asia till the point it is safe for us to operate," IndiGo's Chief Financial Officer Gaurav Negi told analysts in a post results conference call on Thursday.

IndiGo, however, did not respond to a query.

An Air India Express executive said the airline is closely monitoring the situation in the region. Affected passengers were being offered refunds or rebooking options.

Overall, 600 flights were scheduled between India and West Asia in July, and this is 7.2 per cent lower compared to last year, data from aviation analytics firm Cirium showed.

The caution on the part of some airlines comes following rising tensions between Iran and the US.

WAR IMPACT. The restart of hostilities has led airlines to review their operations

CANCELLED FLIGHTS

Among international airlines while Sri Lankan airlines has cancelled flights to Kuwait, Qatar Airways has temporarily suspended flights to Bahrain, Kuwait and Erbil (Iraq).

The US, the UK, Canada and Australia have renewed their travel advisories for the region.

On Thursday, the US State Department issued a worldwide caution asking its citizens in West Asia to remain vigilant and be prepared for flight cancellations, periodic airspace closures and potential travel disruptions.

Demand trends, pricing power may keep IndiGo's revenue growth strong

RAM PRASAD SAHU
Mumbai, 24 July

Sharply higher fuel costs dented the operating performance of India's largest airline company, InterGlobe Aviation (IndiGo), in the first quarter of 2026-27 (Q1FY27). This, coupled with a rise in leasing costs, led to IndiGo reporting a loss in Q1.

However, revenue growth remained healthy and was aided by price hikes. With capacity growth in Q2FY27 expected to be flattish and demand staying strong, the company believes that passenger revenues would see a 25 per cent growth in that quarter.

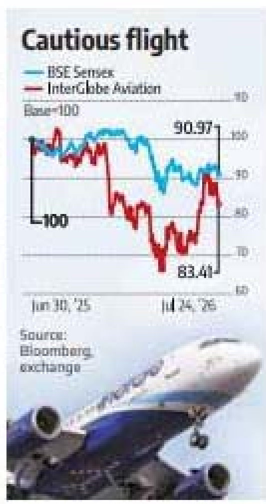
While brokerages have cut their operating profit before lease rental estimates post the result, they remain positive on the prospects of the market leader, given international expansion, healthy demand trends and measured capacity additions. The stock is down about 16 per cent over the past year and is trading at just under 10 times its enterprise value to operating profit.

The company posted a revenue growth of 19 per cent largely on the back of a 21 per cent jump in average fares (yields), even as capacity increase was limited to 2.8 per cent. Price hikes amid rising fuel costs partly offset the cost surge reflecting industry discipline as well as pricing power. Load factors at 83.3 per cent were marginally lower than estimates and about 130 basis points (bps) lower than Q1FY26.

Jainam Shah and Anurag Katta of Equirus Securities believe that the recent fare hikes, driven by fuel surcharges to offset elevated fuel costs, highlight the industry's improved pricing discipline.

IndiGo believes this pricing reset is structural rather than cyclical. The post-Covid yield expansion in FY22-FY23 was sustained through FY24-FY25 despite capacity normalisation — underpinning strong profitability.

A similar trend appears to be unfolding, with Q1 yields up 21 per cent year-on year (Y-o-Y) alongside healthy load factors, according to the analysts. While near-term earnings remain sensitive to fuel prices and currency movements, these pressures are cyclical. IndiGo's scale, cost leadership and disciplined execution position it to capture India's long-term aviation growth, the brokerage says. It is positive on the airline with a target price of ₹6,084.



Source: Bloomberg, exchange

Even as revenue growth was strong, margins took a severe beating given the surge in operating costs. Fuel costs jumped 86 per cent with fuel expenses rising to 44 per cent of revenue as compared to 28-29 per cent in Q1FY26 and in Q4FY26. Additionally, supplementary lease rentals also remained elevated due to rupee depreciation and contractual escalations. This led to a decline of 86 per cent in the operating profit while net profit was in the red, to the tune of ₹240 crore.

The management said that a combination of fuel price escalation, adverse foreign exchange movement and the West Asia conflict impacted Q1 profitability, resulting in a net loss of ₹240 crore. Cost pressures excluding fuel, according to JM Financial Research, also persisted, with average costs ex-fuel ex-forex rising 11 per cent Y-o-Y, reflecting inflation in dollar-denominated costs and lower aircraft utilisation. Despite multiple headwinds, the brokerage has an "add" rating on the stock with a target price of ₹5,630.

While higher average costs excluding fuel and geopolitical uncertainties may weigh on near-term earnings, analysts led by Ashutosh Somani of the brokerage believe the structural earnings story is intact. They continue to view IndiGo as one of the highest-quality aviation franchises globally, and maintain their constructive stance given its dominant position, disciplined capacity deployment, superior cost structure and multi-year international expansion opportunity.

On change in aviation policy allowing airport operators to operate airlines, the IndiGo management believes that there is no global precedent of airport operators owning airlines given conflict of interest. Any change in policy could, however, impact its prospects.

Factoring in the restart of the West Asia conflict, which is leading to higher Brent and cracking margins, Motilal Oswal Research has cut its FY27 operating profit assumptions (before rentals) by 12 per cent, while maintaining FY28 estimates.

However, going ahead, the brokerage believes that gradual normalisation of international operations, easing Pratt & Whitney-related groundings, fleet expansion (including A321XLR-led international deployment), and resilient demand trends are expected to support performance recovery over the coming quarters. The brokerage has a "buy" rating with a target price of ₹6,580.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK BHASKAR DELHI 25 JULY 2026

एयरलाइन शुरू करने की योजना नहीं: अदाणी समूह

भास्कर न्यूज | नई दिल्ली

अदाणी समूह ने उन खबरों और बाजार में चल रही अटकलों को खारिज कर दिया, जिनमें कहा जा रहा था कि कंपनी एयरलाइन कारोबार में उतरने की तैयारी में है। अदाणी एंटरप्राइजेज ने कहा कि एयरलाइन शुरू करने का कोई प्रस्ताव न विचाराधीन है और न कंपनी ऐसी किसी योजना पर काम कर रही है। दरअसल, मीडिया रिपोर्टों में दावा किया गया था कि अदाणी समूह और जीएमआर समूह एयरपोर्ट संचालकों पर लागू मौजूदा नियमों में बदलाव की मांग कर रहे हैं, ताकि वे एयरलाइन कारोबार में प्रवेश कर सकें। रिपोर्टों में यह भी कहा गया था कि सरकार इस संबंध में कानूनी राय ले रही है। दूसरी ओर, निजी विमानन कंपनी इंडिगो के एमडी राहुल भाटिया ने कहा, एयरपोर्ट और एयरलाइन एक ही समूह के पास होना हितों के टकराव की स्थिति पैदा करेगा।

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DECCAN HERALD   BANGALORE   24 JULY 2026

IndiGo posts Rs 238 cr loss amid fuel costs, weak rupee

Airline's fuel expenses nearly double to Rs 10,832.9 crore

GYANENDRA KESHRI
NEW DELHI, DHNS

InterGlobe Aviation, the parent company of India's largest airline IndiGo, on Thursday reported a net loss of Rs 238 crore in the April-June quarter due to surge in fuel costs and depreciation of rupee amid the West Asia conflict. The airline had recorded a net profit of Rs 2,176.3 crore in the corresponding quarter of last year.

The company's fuel costs surged by 85.7% in the first quarter of the current financial year, compared with the same period last year.

"The first quarter was shaped by a volatile operating environment, with elevated

fuel costs and network-related constraints in the Middle East impacting profitability," said Rahul Bhatia, Co-founder and Managing Director of InterGlobe Aviation.

The company posted a net loss despite a healthy 20% jump in its revenue. IndiGo's revenue from operations rose to Rs 24,584 crore in the first quarter of the current financial year, from Rs 20,496 crore recorded in the same period last year.

However, operating costs surged from Rs 19,232 crore in April-June 2025 period, to Rs 25,853 crore in the first quarter of the current fiscal, registering a growth of 34%.

The jump in operating cost was led by high fuel prices. IndiGo's aircraft fuel expenses nearly doubled to Rs 10,832.9 crore during the quarter under review, from Rs 5,832.6 crore recorded in the same period of 2025-26.

During the first quarter of the current financial year, the company's fuel expenses increased by Rs 5,000.3 crore, while operating revenue grew by Rs 4,087.8 crore. Fuel costs accounted for 44.1% of the company's operating revenue in Q1 of 2026-27, against 28.5% in the corresponding period of the last year.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK JAGRAN DELHI 25 JULY 2026

एयरलाइन शुरू करने की योजना नहीं : अदाणी समूह

जागरण ब्यूरो, नई दिल्ली : अदाणी एंटरप्राइजेज लिमिटेड (एईएल) ने शुक्रवार को बाजार में चल रही उन अटकलों को खारिज किया, जिसमें यह दावा किया जा रहा था कि वह यात्री विमान सेवा शुरू करने जा रही है। कंपनी के प्रवक्ता कहा, 'ये खबरें पूरी तरह बेबुनियाद हैं। समूह एयरलाइन बिजनेस में प्रवेश के किसी भी प्रस्ताव पर विचार नहीं कर रहा है।'

मीडिया रिपोर्ट्स को पूरी तरह गलत और बेबुनियाद बताया, अभी देश के एविएशन सेक्टर पर इंडिगो व एअर इंडिया का कब्जा

अदाणी समूह देश के सबसे बड़े निजी एयरपोर्ट आपरेटर के रूप में मुंबई, नवी मुंबई, अहमदाबाद, लखनऊ, जयपुर, गुवाहाटी, मंगलुरु और तिरुवनंतपुरम सहित आठ हवाई अड्डों का संचालन और विकास कर रहा है। हाल ही में अदाणी एयरपोर्ट्स ने पांच राज्यों के छह हवाई अड्डों पर इंटीग्रेटेड एयरपोर्ट सिटीज विकसित करने का महत्वाकांक्षी कार्यक्रम लांच किया है। इसके अलावा समूह विमान निर्माण में भी उतर चुका है। जनवरी 2026 में अदाणी डिफेंस एंड एयरोस्पेस ने ब्राजील की दिग्गज कंपनी एम्ब्रेयर के साथ समझौता किया है। भारतीय एविएशन सेक्टर दुनिया का सबसे तेजी से बढ़ता हुआ बाजार माना जाता है, लेकिन यहां दो ही कंपनियों (इंडिगो व एअर इंडिया) ने करीब 85 से 90 प्रतिशत बाजार पर कब्जा कर रखा है। सरकार चाहती है कि कम से कम चार-पांच कंपनियां हों, ताकि स्वस्थ प्रतिस्पर्धा बनी रहे। दिसंबर 2025 में इंडिगो में आई समस्या ने विमान सेवाओं को बुरी तरह प्रभावित किया था।

NO PLANS TO ENTER AIRLINE BIZ: ADANI GROUP

ADANI GROUP ON Friday denied reports and market speculation that it is planning to enter the airline business, calling the claims "entirely baseless and factually incorrect," an Adani Enterprises spokesperson said. **REUTERS**

भारतीय विमानपत्तन प्राधिकरण
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THE FINANCIAL EXPRESS DELHI 25 JULY 2026

Air India to retain A319s for a few more months

AKBAR MERCHANT
Mumbai, July 24

AIR INDIA MAY have withdrawn its Airbus A319 aircraft from active commercial service, but the ageing narrow body jets will remain with the airline for a few more months as the sale process gathers pace.

According to people aware of the development, the Tata Group-owned carrier currently has six A319s, most of which remain in flyable condition despite being removed from scheduled operations a few weeks ago. The aircraft are being retained to support operational requirements until their eventual sale is completed.

The move marks another step in Air India's fleet modernisation programme, under which older-generation aircraft are being phased out in favour of newer Airbus A320 family jets. The A319 will become the second major aircraft type to exit the fleet after the retirement of the Boeing 777-200LR earlier this year.

Air India inducted the A319s from 2006 onwards and, at one stage, operated a fleet of around 20 aircraft. Their numbers have steadily declined over the years as newer, more fuel-efficient narrowbody jets entered service.

Configured with eight business-class and 114 economy-class seats, the A319s primarily operated on domestic routes in recent years, while also serving select short-haul international destinations such as Dubai and Singapore. Air India's narrowbody fleet has since transitioned to a three-class cabin configuration as part of its fleet and product overhaul.

The airline has appointed UK-based aircraft marketing specialist Skytech AIC to sell the six aircraft. According to Skytech AIC's website, the A319s are being marketed without their CFM56-5 engines and are available for immediate sale. The company said the mandate follows the successful sale of Air India's Boeing 747-400 fleet in 2025.

"We are delighted to have again been selected by India's flag-carrier, Air India, for this important assignment, which follows the successful conclusion of the sale of the airline's 747-400 fleet," Skytech AIC MD Julian Balaam said in a statement on the company's website.

When asked to give additional details, the company said: "Skytech-AIC is bound by a confidentiality agreement and therefore we are unable to discuss anything about the A319 project with Air India."

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FREE PRESS JOURNAL MUMBAI 24 JULY 2026

Domestic air pax traffic to rise by 3-6% in this FY: ICRA

Domestic air passenger traffic is expected to grow by 3-6% and international by 0-3% for Indian carriers in the current fiscal, ratings agency ICRA said on Thursday while assigning a negative outlook on the Indian aviation industry. These forecasts reflect the impact of the instability in West Asia, which has resulted in a hike in fares due to cost escalations for the airlines and the anticipated curtailment of discretionary spends because of increased inflation, ICRA said.

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FREE PRESS JOURNAL MUMBAI 24 JULY 2026

IndiGo posts ₹238 crore net loss in Q1 as fuel prices bite

PTI

NEW DELHI

IndiGo reported a ₹238 crore net loss on Thursday for the three months ended June as higher fuel prices and the West Asia conflict created turbulence for the country's largest airline. The airline posted a profit of ₹2,176.3 crore in the year-ago period.

In the first quarter of the current fiscal, InterGlobe Aviation saw its total income rise to ₹25,614.1 crore from ₹21,542.6 crore a year ago.

Overall expenses surged during the same period, according to a release.

"A combination of fuel price escalation, adverse foreign exchange movement and the Middle East conflict impacted profitability during the quarter, resulting in a net loss of ₹2.4 billion," the release stated. The carrier's net loss excluding foreign exchange amounted to ₹56 million (₹5.6 crore) in the quarter under review. InterGlobe Aviation serves as the parent company of IndiGo, which holds a domestic market share of over 66%.

'Massive conflict of interest if airport operators allowed to own airlines'

IndiGo co-founder and Managing Director Rahul Bhatia on Thursday said there will be a "massive conflict of interest" if airport operators are allowed to own airlines.

His comments come against the backdrop of Adani Group, which owns eight airports, proposing to get into the airline business and that the government is reportedly looking at relaxing norms to allow airport operators to have ownership of airlines.

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FREE PRESS JOURNAL MUMBAI 24 JULY 2026

SpiceJet inducts three A320 planes

PTI
NEW DELHI

SpiceJet on Thursday said it has leased three A320 aircraft and will start operating them this week.

"The aircraft have been inducted on a damp lease basis, providing greater operational flexibility while delivering significant cost efficiencies...SpiceJet is also in advanced discussions with other lessors to induct additional aircraft in the coming months as part of its planned fleet augmentation programme," the airline said in a release. According to information available on planespotters.com, the airline currently has 11 planes in service and 38 are parked.

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HINDUSTAN DELHI 25 JULY 2026

'एयरलाइंस कंपनी चलाने के प्रस्ताव पर विचार नहीं'

मीडिया में चल रही चर्चा को लेकर कंपनी की सफाई

नई दिल्ली, एजेंसी। हवाई अड्डा निर्माण और परिचालन समेत विभिन्न क्षेत्रों में कारोबार करने वाले अदाणी समूह ने मीडिया में आई रिपोर्टों को सिरे से खारिज करते हुए शुक्रवार को कहा कि विमान सेवा कंपनी शुरू करने का कोई भी प्रस्ताव विचाराधीन नहीं है। समूह के एक प्रवक्ता ने शुक्रवार को इन मीडिया रिपोर्टों को आधारहीन और तथ्यों से परे बताया।

उल्लेखनीय है कि मौजूदा नियमों के मुताबिक देश में कोई भी हवाई अड्डा परिचालक किसी विमान सेवा कंपनी में 10 प्रतिशत से अधिक हिस्सेदारी नहीं रख सकता है। मीडिया में पिछले दिनों खबर आई थी कि सरकार बाजार पर एक या दो एयरलाइंस का आधिपत्य समाप्त कर प्रतिस्पर्धा बढ़ाना चाहती है और इसके लिए नागरिक उड्डयन मंत्रालय नियमों में बदलाव करने पर विचार कर रहा है ताकि हवाई अड्डा संचालकों को भी एयरलाइंस शुरू करने का अधिकार मिल सके।

THE HINDU CHENNAI 24 JULY 2026

IndiGo, AI oppose Adani's airline entry

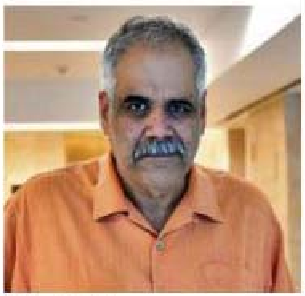
Jagriti Chandra
NEW DELHI

IndiGo and Air India have opposed Adani Group's reported interest in entering the airline business, raising concerns over conflicts of interest and the potential erosion of competition.

The conglomerate is learnt to have approached the government to remove cross-ownership restrictions that currently limit airline ownership in airports and vice versa.

'No global precedent'

In an analysts' call on Wednesday to discuss the quarterly results, IndiGo Managing Director Rahul Bhatia said in a response to a query that there was "no global precedent because it would typically raise a massive conflict of interest, and over a period of time it would be against the interest of consumers."



Rahul Bhatia

The government is considering relaxing cross-ownership restrictions between airports and airlines, a move that media reports have linked to a request from the Adani Group.

The restrictions are embedded in airport concession agreements. While the Noida International Airport (Jewar) and Navi Mumbai airport agreements prohibit entities with more than 26% stake in an airline from owning an airport, the Delhi and Mumbai airport agreements impose a stricter 10% cap.

The same provisions can also be applied in reverse, effectively preventing airport operators from acquiring stakes in airlines.

A senior Air India executive told *The Hindu* "vertical consolidation in the airline industry is a problem", referring to Adani Group's presence in eight airports and interest in flying training, aircraft maintenance, repair and overhaul (MRO), retail, food and beverage concessions at airports, and air cargo.

'Recipe for conflict'

"It is a recipe for conflict of interest as well as squeezing other players. Such a consolidation across value chain not only kills competition but also results in fewer jobs," the Air India official said.

The remarks from the two airlines, which together account for nearly 90% of India's domestic aviation market, indicate that any proposal by Adani to enter the airline business is likely to face stiff opposition.

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MINT   DELHI   25 JULY 2026

Adani says not planning to enter airline business

Adani Enterprises, part of Indian billionaire Gautam Adani's Adani Group, said on Friday it was not evaluating any proposal to enter the airline business. *Reuters* reported on Thursday that the Adani Group was considering launching a new airline, citing two officials with direct knowledge of the matter. The group was mulling options, the officials said. REUTERS

BLOOMBERG

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MILLENNIUM POST DELHI 25 JULY 2026

Adani Enterprises denies plans to enter airline business

NEW DELHI: Adani Enterprises has denied media reports that it is planning to launch an airline, as per a statement by the company.

In the release, Adani noted, it is not evaluating any proposal to enter the airline business, calling the reports "entirely baseless and factually incorrect."

"We would like to categorically deny the recent media reports and market speculation suggesting that Adani Enterprises is planning to launch an airline. These reports are entirely baseless and factually incorrect," it said.

It added, "Adani Enterprises is not evaluating any proposal to enter the airline business."

Earlier media reports had stated that major airport operators GMR Group and Adani Group were seeking approval to enter the airline business by pursuing changes to existing rules governing airport operators' ownership of scheduled airlines.

Media reports suggested that the move would require amendments to the existing

regulatory framework, which currently bars operators of the New Delhi and Mumbai airports from holding more than a 10 per cent stake in a scheduled airline. The reports further said the government was examining the possibility of amending the provision, including seeking legal opinion, with any change requiring Cabinet approval.

However, neither the government nor the airport operators have officially announced any changes to the existing rules.

In a separate development, Adani Defence & Aerospace and the Defence Research and Development Organisation (DRDO) signed an agreement to develop India's next-generation Airborne Early Warning & Control (AEW&C-MKII) system for the Indian Air Force (IAF) to support PM Narendra Modi's Aatmanirbhar Bharat initiative.

Under the agreement, the two organisations will jointly develop, manufacture and integrate airborne mission systems on six modified Airbus A321 aircraft for the IAF. The programme will also cover integrated logistics, maintenance, repair and overhaul (MRO), and technical support for up to 30 years. The AEW&C-MKII platforms are scheduled for induction into the IAF in 2032-33. ANI

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AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

MILLENNIUM POST KOLKATA 24 JULY 2026

IndiGo flies into ₹238 crore net loss in Q1 FY27

NEW DELHI: IndiGo on Thursday reported a Rs 238 crore net loss for the three months ended June as higher fuel prices and the West Asia conflict resulted in turbulence for the country's largest airline.

The airline had a profit of Rs 2,176.3 crore in the year-ago period.

In the first quarter of the current fiscal, InterGlobe Aviation saw its total income rise to Rs 25,614.1 crore from Rs 21,542.6 crore a year ago.

However, overall expenses surged during the same period, according to a release.

"A combination of fuel price escalation, adverse foreign exchange movement and the Middle East conflict impacted

profitability during the quarter, resulting in a net loss of Rs 2.4 billion," it said.

The carrier's net loss excluding foreign exchange amounted to Rs 56 million (Rs 5.6 crore) in the quarter under review, the release said.

InterGlobe Aviation is the parent of IndiGo, which has a domestic market share of over 66 per cent.

Providing a relatively muted forecast for the September quarter, IndiGo said that capacity in terms of Available Seat Kilometres (ASKs) is expected to be broadly flat compared to the year-ago period, reflecting lower aircraft utilisation amid lower demand.

IndiGo Managing Director Rahul Bhatia said the first quarter was shaped by a volatile operating environment, with elevated fuel costs and network-related constraints in West Asia impacting profitability.

"At the same time, demand remained healthy, and our revenue performance improved year-on-year, supported by improved yields and continued customer preference for IndiGo, as we proudly served more than 31 million passengers," he pointed out.

Bhatia said the pressure of fuel costs and the rupee depreciation resulted in a loss of around Rs 2 billion for the first quarter.

In the June quarter, fuel cost jumped nearly 86 per cent to Rs 10,832.9 crore while the total expenses climbed 34 per cent to Rs 25,852.5 crore during the same period.

The airline's yield increased to Rs 6.04 per kilometre in the latest June quarter from Rs 4.98 per kilometre recorded in the year-ago period.

RASK or Revenue per Available Seat Kilometre too rose to Rs 5.66 from Rs 4.86.

At the end of June, IndiGo had a fleet of 432 planes. PTI

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THE MORNING STANDARD DELHI 25 JULY 2026

Adani Group dismisses reports of company's aviation business entry

ARSHAD KHAN @ New Delhi

ADANI Enterprises is not evaluating any proposal to enter airline business, said the Ahmedabad-based port-to-power conglomerate on Friday. "We would like to deny the recent media reports and market speculation suggesting that Adani Enterprises is planning to launch an airline. These reports are entirely baseless and factually incorrect," said the spokesperson of Adani Enterprises in a statement.

The denial comes amid reports that billionaire Gautam Adani-led Adani Group is proposing to get into airline business and that the government is reportedly looking at relaxing norms to allow airport operators to have ownership of airlines. Currently, Adani owns eight airports, including Mumbai, Ahmedabad, and Lucknow.

Rahul Bhatia, co-founder and MD of India's largest airline IndiGo, said on Thursday that there will be a conflict of interest if airport operators are allowed to own airlines. He said over a period of time, it would actually be against the interests of consumers.

Responding to a query during the analysts' call to discuss the airline's Q1FY27 results, Bhatia said, "We are reading this news as you are. All I can say is if the news has any merit, one, it has no global precedence as it would reflect a conflict of interest, and over a period of time, it would be against interest of consumers."

Under the current provisions, private airport operators can't own over 10% stake in any airline. While the government has not confirmed if it is reviewing the policy to allow private airport operators to launch airlines, sources said the Centre is keen on increasing competition in the aviation sector, given only two players (IndiGo and Air India group) now control more than 90% of the domestic market.

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NAVBHARAT TIMES DELHI 25 JULY 2026

एयरलाइन पर अदाणी का इनकार

■ **पीटीआई, नई दिल्ली:** अदाणी ग्रुप ने शुक्रवार को उन मीडिया रिपोर्ट्स और बाजार मे चल रही चर्चाओं को सिरे से खारिज कर दिया है, जिनमे कहा जा रहा था कि ग्रुप एयरलाइन बिजनेस शुरू करने की योजना बना रहा है। ग्रुप ने इन दावों को पूरी तरह से आधारहीन और गलत बताया है।

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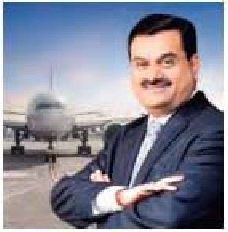
THE PIONEER DELHI 25 JULY 2026

Adani Group says no plans to launch an airline



Adani Group on Friday denied media reports and market speculation that it is planning to enter the airline business, calling the claims "entirely baseless and factually incorrect."

"We would like to categorically deny the recent media reports and market speculation suggesting that Adani Enterprises is planning to launch an airline. These reports are entirely baseless and factually incorrect," an Adani Enterprises spokesperson said.

The spokesperson added that Adani Enterprises is not evaluating any proposal to enter the airline business. *(PNS)*

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THE TELEGRAPH KOLKATA 24 JULY 2026

Runway meets airline: IndiGo flags conflict

New Delhi: IndiGo co-founder and managing director Rahul Bhatia on Thursday said there will be a "massive conflict of interest" if airport operators are allowed to own airlines.

His comments come against the backdrop of Adani Group, which owns eight airports, proposing to get into the airline business and that the government is reportedly looking at relaxing norms to allow airport operators to have ownership of airlines.

"We are reading news as you are. All I can say is that if the news has any merit, one, it has no global precedent... and typically (there will be) a massive conflict of interest...," Bhatia said during the analysts' call to discuss the airline's first quarter financial results.

> 
>
> If the news has any merit, one, it has no global precedent... and typically (there will be) a massive conflict of interest
>
> RAHUL BHATIA

He was responding to a query seeking his views on reports about allowing cross holdings by airport operators in airlines.

Meanwhile, sources said that the Adani group made a proposal in June to the authorities seeking relaxation in the norms pertaining to airport operators owning a stake in airlines. Currently, there are restrictions on airport operators owning a stake in airlines.

There have been no official comments from the civil aviation ministry or the Adani group on the proposal.

June quarter loss

IndiGo on Thursday reported a ₹238 crore net loss for the three months ended June as higher fuel prices and the West Asia conflict resulted in turbulence for the country's largest airline.

The airline had a profit of ₹2,176.3 crore in the year-ago period. PTI

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THE TIMES OF INDIA AHMEDABAD 24 JULY 2026

13 flights delayed, many trains cancelled

TIMES NEWS NETWORK

Ahmedabad: Heavy rain and adverse weather conditions disrupted flight operations at Sardar Vallabhbhai Patel International (SVPI) Airport on Thursday, delaying 13 flights, while two services on the Ahmedabad-Diu route were cancelled.

Of the 13 affected services, three were on the Mumbai route, two each on the Dehradun and Delhi routes, and one each on the Dubai, Keshod, London, Goa, Bengaluru, Kolkata and Patna routes. Star Air cancelled its Ahmedabad-Diu and Diu-Ahmedabad flights.

Several passengers travelling from Ahmedabad to Mumbai were stranded after heavy rain across Gujarat and Maharashtra led to the cancellation of key trains, including Vande Bharat, Shatabdi, Karnavati Express, and AC double-decker services. Services are expected to remain affected until water levels recede.

HELM-WET

Meanwhile, commuting became a nightmare for those depending on app-based cab rides. A cab ride from Ghatlodia to Kalupur railway station, which normally costs between Rs 250 and Rs 300, was quoted at more than Rs 1,500 during peak evening hours. The fare for a ride from Bopal to Navrangpura, usually around Rs 275, crossed Rs 800. Commuting from Prernatirth to Nehru Bridge meant shelling out Rs 500, when it normally costs Rs 175.

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THE TIMES OF INDIA AHMEDABAD 24 JULY 2026

IndiGo opposes more say for airport operators in airlines

TIMES NEWS NETWORK

New Delhi: Rahul Bhatia, promoter and MD of India's largest carrier IndiGo, has opposed the proposed move to allow airport operators in India to own and run airlines too. "There is no global precedent for this. It raises massive conflict-of-interest concerns, and it is unclear how such a move would serve consumers' interests," he said at a post earnings call.

Bhatia's Thursday comments come as govt is considering to dilute provisions that disallow operators of Delhi and Mumbai airports to own more than 10% stake in a scheduled airline. While the Adani Group, which runs Mumbai airport, is likely to make the first move by picking up stake in an existing airline or investing in a startup, the GMR Group, which operates Delhi's IGIA, could do so at a subsequent stage.

The news has resulted in Interglobe Aviation's shares falling for two consecutive days as investors perceive the airline, which controls two-thirds of the domestic aviation market, to be a loser in case the move goes through.

Senior aviation ministry officials said a country with the economic potential of India should have multiple airlines and not just a duopoly with IndiGo and Tata's Air India group.

Meanwhile, the Competition Commission of India (CCI) Thursday invited public comments on a commitment proposal by IndiGo in a probe following its last Dec schedule collapse.

The airline has proposed temporarily releasing domestic slots at airports. "Post such handover, the airport operator/authority may determine re-allocation of such slots/dates for routes, as deemed fit," the CCI notice says.

Airline reports loss for 2nd qtr in a row

New Delhi: IndiGo Thursday reported a loss of Rs 238 crore in Q1 FY27 due to oil prices' relentless rise since the West Asia crisis and the rupee crashing, against a profit of Rs 2,176 crore a year ago. The airline's income rose 19% to Rs 25,614 crore in the June quarter. This is the airline's second consecutive quarterly loss, following a loss of Rs 2,537 crore in this Jan-March quarter. IndiGo scrip closed 1.9% lower at Rs 5,023.9 on BSE Thursday when the broader market was down 0.5%. TNN

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THE TIMES OF INDIA HYDERABAD 24 JULY 2026

Food poisoning? Three BA pilots fall sick mid-air on Hyd-London flight

Sunny.Baski
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Hyderabad: Three British Airways pilots fell ill, one of them seriously, during a Hyderabad-London flight on July 22 in a suspected case of food poisoning, prompting the airline to launch an investigation and review its crew accommodation arrangements in the city.

The incident occurred onboard BA276, the airline's daily service from Rajiv Gandhi International Airport (RGIA) in Hyderabad to Heathrow.

According to UK media reports, the three pilots began feeling unwell shortly after the flight took off from Hyderabad at 7.45 am. One of the pilots reportedly became seriously ill while the aircraft was cruising at an altitude of around 30,000 feet and was unable to continue normal duties. As the pilot's condition worsened, oxygen was administered onboard. The pilot was taken to a hospital for treatment soon after the aircraft landed in London.

The other two pilots also experienced similar symptoms but were able to continue operating the aircraft safely. Their condition reportedly worsened after landing. Samples collected from the pilots have been sent for laboratory analysis to determine the source of the illness, the reports added.

According to airline sources, the pilots had breakfast together at a hotel lounge during their stay in Hyderabad.

SCARE ON PLANE

- Three pilots fell ill shortly after take-off on July 22; **one pilot became seriously unwell & required oxygen onboard**
- **Airline investigating possible links to hotel breakfast** and bottled water consumed in Hyd
- **Flight landed safely in London; BA said passenger safety was never compromised** and is reviewing crew accommodation arrangements

▶Continued on P4

Pilots drank bottled water purchased from outside vendor

▶From P 1

The pilots also consumed bottled water purchased from an outside vendor. British Airways is probing whether either could have been the source of the suspected food poisoning. "The welfare of our colleagues is a top priority and we are reviewing crew accommodation in this location following some isolated reports of sickness," British Airways said in a statement.

The airline maintained passenger safety was never at risk. "During the flight, one of our pilots became unwell. In line with established procedures, the aircraft continued safely to its destination and landed normally. The safety of our customers and crew is always our highest priority and at no point was the safety of the flight compromised," the statement said.

Photo for representation

According to the Airline Pilots Association of India (ALPA India), commercial aircraft typically climb above 30,000 feet within 20 to 25 minutes of take-off. "If a pilot required supplemental oxygen during a suspected food poisoning incident, it could indicate that the pilot had fainted or was experiencing breathing difficulties, making immediate medical intervention necessary," said Anil Rao, general secretary of ALPA India.

Meanwhile, officials of the GHMC's food safety wing said they had not received any complaint related to the incident. The RGIA police also confirmed that no complaint had been lodged with them.

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THE TIMES OF INDIA DELHI 25 JULY 2026

No plans to enter airline business: Adani Group

New Delhi: The Adani Group has denied any plans to enter the airline business. "We would like to categorically deny the recent media reports and market speculation suggesting that Adani Enterprises is planning to launch an airline. These reports are entirely baseless and factually incorrect. Adani Enterprises is not evaluating any proposal to enter the airline business," an Adani Enterprises spokesperson said in a statement on Friday. TNN