

# AAI's electronics engineers body raises concern over proposed privatisation of ATC services

PIONEER NEWS SERVICE ■ Mumbai

ATSEPA, an electronic engineers' body at Airports Authority of India (AAI), has raised concerns over the proposed privatisation of air traffic control services, saying that shifting control away from the Authority without establishing an autonomous regulatory entity could be perceived as a policy decision that weakens India's national strategic capabilities.

In a letter to Civil Aviation Minister K Rammohan Naidu on April 23, Air Traffic Safety Electronic Personnel Association (India) General Secretary YP Gautam said the matter warrants urgent reconsideration at the highest policy level.

"The proposal to introduce private participation in Air Traffic Control services, without first operationalising an independent Air Navigation Services (ANS) structure, is viewed with grave concern," he said.

Stating that the matter is not exploratory, he said the carving out of ANS (ATC + CNS) from AAI has already been "deliberated, accepted in principle, and partially implemented" during the tenure of (late AAI Chairman) Guru Prasad Mohapatra.



Alleging that the rollback of that framework has resulted in the present structural inconsistency, he said, "Proceeding with privatisation in the absence of an autonomous ANS entity will be perceived as a policy decision that weakens an existing national capability rather than strengthening it".

Creating a system where ANS remains

a dependent internal unit while competing with private entities will be seen as institutional disadvantage by design, the association said.

Fragmentation of ATC services in a safety-critical domain raises serious questions of accountability, uniformity, and operational integrity, it added.

The association also warned that "ignoring an already available, trained, and proven ANS workforce in favour of external providers risks avoidable dilution of sovereign expertise".

Seeking immediate operationalisation of ANS as an independent entity with full functional, financial, and administrative autonomy, prior to going ahead with the privatisation, ATSEPA said the entity should be enabled to provide ATC and CNS services to all airports on a non-discriminatory and competitive basis.

"The role of AAI should be clearly redefined to avoid overlap and conflict of interest. It is necessary to state that any move to proceed otherwise will be viewed as structurally flawed and institutionally detrimental, and is unlikely to find acceptance among the professional community entrusted with maintaining the safety and efficiency of India's airspace " it said.

# Corporate Communications Directorate

AMAR UJALA

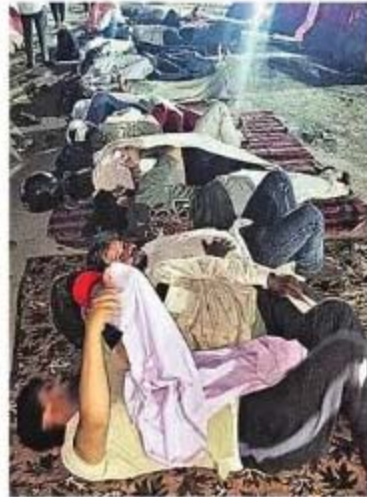
DELHI

26 APRIL 2026

## नोएडा एयरपोर्ट पर नौकरी के लिए विस्थापित युवाओं ने किया प्रदर्शन

यमुना सिटी। नोएडा अंतरराष्ट्रीय हवाई अड्डे के लिए गई जमीन के विस्थापित परिवारों के युवाओं ने एयरपोर्ट के किशोरपुर वाले गेट पर अनिश्चितकालीन धरना प्रदर्शन शुरू कर दिया है। एयरपोर्ट विस्थापित परिवारों के लगभग 350 युवा रोजगार की मांग कर रहे हैं।

प्रदर्शनकारियों ने चेतावनी दी है कि यदि जल्द नियुक्ति पत्र जारी नहीं किए गए तो वे भूख हड़ताल शुरू कर बड़ा आंदोलन छेड़ेंगे। इस बीच उन्हें मनाने के लिए यमुना प्राधिकरण, प्रशासन और पुलिस अधिकारी मौके पर पहुंचे लेकिन देर शाम तक मौके पर युवा डटे हुए थे। नौकरी की मांग को लेकर 14 गांवों के युवा एयरपोर्ट के मुख्य द्वार पर धरने पर बैठ गए। प्रदर्शन कर रहे युवाओं का कहना है कि एयरपोर्ट परियोजना के लिए जमीन अधिग्रहण के दौरान वर्ष 2019 में उन्हें पांच लाख रुपये अतिरिक्त मुआवजा लेने या रोजगार पाने का विकल्प दिया गया था। उस समय 14 गांवों के 335 युवाओं ने मुआवजे के बजाय नौकरी का विकल्प चुना था। उन्हें आश्वासन दिया गया था कि रोजगार दिया जाएगा लेकिन अब तक किसी को नियुक्ति पत्र नहीं मिला। रोजगार न मिलने से व्यथित युवाओं का कहना है कि नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड और यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड को ओर से एक अनुबंध किया गया था। इसमें



प्रदर्शन करते युवा। AMAR UJALA

स्थानीय युवाओं को रोजगार दिलाने के लिए पोर्टल भी बनाया गया, जिस पर 180 से अधिक युवाओं ने पंजीकरण कराया।

पुलिस ने धरने पर बैठे युवाओं का सत्यापन शुरू कर दिया है। पुलिस यह जांच कर रही है कि प्रदर्शन में कोई वाहरी व्यक्ति शामिल तो नहीं है। व्यूरो



## Corporate Communications Directorate

DECCAN HERALD

BANGLORE

25 APRIL 2026

# Planning paradox?: HAL 'unaware' of plans to redevelop old airport

### State plans global aerospace hub; AAI pushes to resume commercial flights

ASRA MAVAD  
BENGALURU, DHNS

In Bengaluru's latest planning paradox, everyone seems to have a blueprint for Hindustan Aeronautics Limited's (HAL) old airport area, with little involvement from HAL itself.

A recent proposal submitted by a member of the Karnataka State Policy and Planning Commission (KSP-PC) highlighted an ambitious 10-year plan to transform the area into a global aerospace hub. The Airport Authority of India (AAI) has also shown interest to reopen the HAL airport for commercial flights by pushing its very own 10-year masterplan.

However, HAL has denied involvement in either proposed plan, arguing that it is yet to be officially informed, more specifically the proposal to turn 700-acre HAL airport into a global aerospace hub.

"HAL is now aware through various media reports of a proposal to redevelop the area around the HAL airport into a global aerospace hub. HAL has not formally received any such proposal from the government of Karnataka or held any discussions on the matter," an HAL spokesperson told *DH*.

Highlighting why the plan is not feasible, the spokesperson reiterated that HAL airport and the associated test flying area are critical facilities, strategically

designed to cater to the test requirements of production, overhaul and development of aircraft.

"In addition to HAL, the airport is extensively used by other defence research organisations such as National Flight Test Centre (NFTC) under Aeronautical Development Agency (ADA), for prototype and development flights and future development projects. Further, National Aerospace Laboratories (NAL), Centre for Airborne Systems (CABS) and Aircraft and Systems Testing Establishment (ASTE) are utilising these facilities for test flying of various R&D platforms of national importance. The HAL airport is a designated major airbase supporting air operations for IAF, Indian Navy and Indian Army. The airport itself serves as a 24-hour stand-by for air operations for national emergencies. It also caters to VVIP and dignitary movements," HAL stated.

At the HAL airport, the terminal building belongs to the AAI, while the land beyond

that belongs to the defence authorities. "Any redevelopment plans at HAL will naturally involve AAI. So far, we haven't been intimidated by any such proposal by the KSPPC. There have been no discussions on such a crucial matter," said K Anbarasu, General Manager (Bengaluru), AAI.

In its master plan, the AAI has proposed to demolish the existing terminal in 2030 and start building a new one. As per the plan, the terminal will be expanded in phases and the revamped airport will have a seven-floor car parking facility and a commercial complex in addition to lane expansion of the road in front of the terminal.

S Mohanadass Hegde, the KSPPC member who made the proposal before Chief Secretary Shalini Rajneesh, said HAL and AAI would only be involved once the project gets the greenlight from the Centre and the NITI Aayog.

"These are the agencies that will make the decision. Once we get their approval, we'll hold discussions with HAL on

taking the plan forward," he added.

The KSPPC masterplan outlines a 10-year roadmap to establish the HAL Aerospace City District as India's first integrated defence-civil-space corridor. Key initiatives include creating advanced manufacturing clusters for airframes, engines, avionics, composites and rotorcraft; developing HAL air mobility campuses; and launching a global training and skilling academy.

While *DH* earlier reported the Karnataka State Industrial and Infrastructure Development Corporation (KSIIDC)'s involvement in the masterplan submitted, an official from the office of the Secretary, Infrastructure Development, Ports and Inland Water Transport Department, clarified that the KSIIDC was not a part of the plan.

"After a KSPPC member shared the proposal, it was sent to the KSIIDC for clarification on the matter. The KSIIDC isn't involved in the plan," the official said.



# Corporate Communications Directorate

DECCAN HERALD

BANGLORE

25 APRIL 2026

## **Groupe ADP to sell stake in GMR Airports**

**NEW DELHI, PTI:** France's Groupe ADP is selling up to 7.3% stake in GMR Airports to the GMR promoter group for over Rs 10,100 crore. Once the deal is complete, the overall stake of Groupe ADP in GMR Airports will come down to 25% from 32.3%.

GMR Airports Ltd (GAL), the airports business of the GMR Group, operates various airports, including at Delhi and Hyderabad. The deal will be executed through an initial sale and entry into options relating to ordinary or preference shares as well as the early purchase by GMR Group of the convertible bonds issued by GAL and currently held by Groupe ADP.



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 APRIL 2026

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France's Groupe ADP is selling up to 7.3% stake in GMR Airports to the GMR promoter group for more than ₹10,100 crore. Once the multi-layered deal is complete, the overall stake of Groupe ADP, the Paris airport operator, in GMR Airports will come down to 25% from 32.3%. GMR Airports Ltd (GAL), the airports business arm of the GMR Group, operates various airports, including those in Delhi and Hyderabad. **-PTI**



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

25 APRIL 2026

## PARIS AIRPORTS' OPERATOR CUTS STAKE IN GMR IN \$1 BILLION DEAL

**Bloomberg**

[feedback@bloomberg.com](mailto:feedback@bloomberg.com)

ADP, the operator of the main Paris airports, agreed to sell up to 7.3% of GMR Airports Ltd as part of a deal worth as much as €924 million (\$1.08 billion).

The French group agreed to sell the stake to a vehicle connected to GMR's founding family in a multistage deal, according to a statement confirming an earlier Bloomberg News report. ADP will sell 3.4% of its shares for €256 million and receive a put option to sell an additional 3.9% for about €285 million.

The family's vehicle has also agreed to purchase convertible bonds for €301 million face value, plus accrued interest as of the date of the transaction, which is set to be completed by March 31, 2027, ADP's statement showed.

Shares of GMR Airports have risen 8.4% in Mumbai over the past 12 months, giving the firm a market value of \$10.8 billion.

ADP said its governance rights and status as a so-called co-promoter will remain on completion of the deal. The company doesn't intend to divest any more of its stake in GMR Airports, and will use cash from the transaction for short-term deleveraging, as well as a special dividend as soon as this year.

"ADP is taking the opportunity to crystallise part of the value of its investment, while maintaining a significant economic exposure to the future growth potential of this key asset," ADP chief executive officer Philippe Pascal said in the statement. ADP initially acquired a 49% stake in GMR Airports in 2020.

With the completion of the deal, ADP's board of directors proposed a special dividend of €0.8 per share for the 2025 financial year. Following the exercise of the option, the board may propose an additional special distribution to shareholders of €1 per share.

Citigroup Inc. acted as financial adviser to ADP. S&R Associates and Hogan Lovells were legal advisers and Urban Strategic Pte was a strategic adviser, according to the statement.

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### Bloomberg

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# Navi Mumbai Airport drives growth in Raigad belt

**Lalatendu Mishra**  
MUMBAI

The Navi Mumbai International Airport is emerging as a catalyst for a major urban and economic shift, driving the rise of new central business districts (CBDs) across the neighbouring Raigad belt. Located within a 15-20 km radius of the new airport, these planned growth centres are being envisioned as “Mumbai 3.0”, a next-generation urban cluster aimed at fuelling future growth.

The impact is already visible in the real estate sector, with developers accelerating project deliver-



**Urban facelift:** The airport's phase-wise progress is reshaping the region's urban landscape. PTI

ies and unveiling new residential and mixed-use developments to tap into rising demand. The airport's phase-wise progress is reshaping the region's urban landscape, particularly across the micro-mar-

kets of Taloja, Karjat, Pen and Khopoli of Raigad district. The Maharashtra government's plan to develop a BKC-like business district in the region has further boosted investor sentiment.

Emerging micro-markets are becoming key beneficiaries of this growth wave. Taloja takes the lead, with connectivity to its advantage. Priyanka Jindal Gupta, advisor, Viyaara Realty, said, “With enhanced infrastructure and improved connectivity through metro networks and road expansions, Taloja is quickly transforming into a hotspot for premier residential living in Navi Mumbai.”

The airport's influence is also extending to Karjat, where demand for rentals, second homes, and plotted developments is rising. Ashok Chhajer, CMD, Arihant Superstructures said,

“It is clearly seen that land prices are the first to rise as entrepreneurs are grabbing all the opportunities. On the Thane-Belapur stretch, lands are now being sold at ₹2.5 lakh per square metre.” At intersections and traffic signals, land prices have skyrocketed from ₹2 crore to ₹8 crore per acre, he said adding that in the premium segment, sea-facing apartments at Regency Palms were costing about ₹70,000 per sq.ft.

“Going by emerging trends, the residential segment will see a steep rise after the first wave of commercial and service sector development,” he added.

## AAI's electronics engineers body flags concern over proposed privatisation of ATC services

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In a letter to Civil Aviation Minister K Rammohan Naidu on April 23, Air Traffic Safety Electronic Personnel Association (India) General Secretary YP Gautam said the matter warrants urgent reconsideration at the highest policy level. "The proposal to introduce private participation in Air Traffic Control services, without first operationalising



an independent Air Navigation Services (ANS) structure, is viewed with grave concern," he said.

Stating that the matter is not exploratory, he said the carving out of ANS (ATC + CNS) from AAI has already been "deliberated, accepted in principle, and partially implemented" during the tenure of (late AAI Chairman) Guru Prasad Mohapatra.

Alleging that the rollback of that framework has resulted in

the present structural inconsistency, he said, "Proceeding with privatisation in the absence of an autonomous ANS entity will be perceived as a policy decision that weakens an existing national capability rather than strengthening it".

Creating a system where ANS remains a dependent internal unit while competing with private entities will be seen as institutional disadvantage by design, the association said.

Fragmentation of ATC services in a safety-critical domain raises serious questions of accountability, uniformity, and operational integrity, it added.

The association also warned that "ignoring an already available, trained, and proven ANS workforce in favour of external providers risks avoidable

dilution of sovereign expertise".

Seeking immediate operationalisation of ANS as an independent entity with full functional, financial, and administrative autonomy, prior to going ahead with the privatisation, ATSEPA said the entity should be enabled to provide ATC and CNS services to all airports on a non-discriminatory and competitive basis.

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## Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

25 APRIL 2026

### Govt plans int'l hubs at Rajkot, 3 other airports for seamless transfers

Saurabh Sinha  
@timesofindia.com

India is planning to have hubs at four airports — Rajkot Hirasar, Delhi IGIA, Mumbai CSMA and Bengaluru KIA — to allow seamless transfers like the ones desi globetrotters currently experience abroad in places like Dubai, Doha, Singapore & Frankfurt. While the hub-and-spoke model will kick off at Delhi IGIA from June 1, the aviation ministry has begun work on the other three places.

Once the required hub-and-spoke infra is in place, passengers will fly into these airports from multiple cities and then board another aircraft headed to different parts of the world. The aviation ministry is planning to make a start with these four places



File photo

#### SMOOTH FLYING

and then add to the list.

While India already has modern airport infra that requires tweaks, it hopes to have strong airlines, apart from IndiGo, too once the Air India group gets its act in order and others like Akasa grow with time.

"For each of the four hubs, we are identifying some Indian cities as their spoke partners for the initial phase," said a senior official.

► Continued on P 7

### 'Origin clearance to cut transit hassles'

► Continued from P1

The idea is to ensure a passenger flying from, say, Raipur to Oman via Rajkot is able to clear customs and immigration at Raipur itself and then seamlessly take the connecting flight to Oman from Rajkot. The return journey will also be a smooth one," the official added.

The aviation ministry is coordinating with other ministries including home, finance and external affairs as many aspects required for a true hub-and-spoke model including security, immigration and customs and are within their remit.

While Air India group, IndiGo and Akasa already count Delhi, Mumbai and Bengaluru as their key bases, Rajkot is likely to get its required airline connectivity for both the domestic and international legs from IndiGo, said people implementing the plan.

"IndiGo is in talks with the ministry as a Rajkot hub seems very workable. Rajkot is the easternmost reasonably big airport of India with key Gulf destinations like Oman less than two hours away. Rajkot is in the heart of a industrial and trading belt of Saurashtra. There is also going to be significant cargo movement to and from Rajkot," they said.

For decades, the absence of strong desi airlines and airports meant the real hubs for Indian globetrotters were outside the country.

## KIA to be one of four airport hubs, easing international air travel

New Delhi: Bengaluru's Kempegowda International Airport (KIA) is part of India's plan to develop four airport hubs to enable seamless transfers mirroring those in Dubai, Doha, Singapore and Frankfurt, reports Saurabh Sinha. While the hub-and-spoke model will roll out first at Delhi IGA from June 1, the aviation ministry has begun work on the other three: KIA, Mumbai and Rajkot Hirasar.

Once the infrastructure is in place, passengers can fly into these airports from multiple cities within India and then connect smoothly to international flights.

► Aviation ministry, P 15

### HUB-&-SPOKE MODEL

#### Outbound flyers

- At spoke airport, flyers will get two boarding passes (D for domestic and I for international) for two flights
- Customs and immigration at 1st point of exit from India

#### Inbound flyers

- Customs, immigration at final point of entry into India
- Baggage of both inbound and outbound passengers transferred seamlessly through airside operations
- Combination flights not permitted for now; separate aircraft for domestic and intl segments of hub-and-spoke ops

(Source: AAI on ministry)

# Aviation ministry pushes for hub-and-spoke model

► Continued from page 1

For instance, a passenger flying Lucknow-Delhi-London can do a check-in of baggage at Lucknow itself if both flights (Lucknow to Delhi, and Delhi to London) are of the same airline or of code-share partner carriers. This eliminates the need to collect and recheck bags at the hub. Customs and immigration processes will also be streamlined at the hub airport, making transfers more efficient than before.

While India already has modern airport infrastructure that requires tweaks, it hopes to have strong airlines, apart from IndiGo, once the Air India group gets its act together and others like Akasa grow with time.

"For each hub, we are identifying spoke partners. The idea is to ensure a passenger — flying from Raipur to Oman via Rajkot, for instance — is able to clear customs and immigration at Raipur itself and then take the



Airport processes will be streamlined to make transfers more efficient

connecting flight to Oman from Rajkot. The return journey will be equally smooth," said a senior official.

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the easternmost reasonably big airport of India, with key Gulf destinations less than two hours away.

In the past few decades, the absence of strong desi airlines and airports meant the real hubs for Indian globetrotters were outside the country. With India creating big airports since the start of the millennium and its airlines having a large number of wide-body aircraft on order, govt feels it is time to shift this mega transfer business to the country.

Govt is tackling what is the biggest pain point for international to domestic transfer passengers. They need to collect their baggage on the port of arrival in India; clear customs and then check-in baggage again for the domestic flight. "Baggage for both inbound and outbound international passengers will be transferred seamlessly through airside operations at the hub airport, eliminating the need for passenger intervention," the ministry said.

# Reduce height curbs around HAL airport, state tells Centre

TIMES NEWS NETWORK

**Bengaluru:** The govt submitted a memorandum to defence minister Rajnath Singh seeking a reduction in the height restriction radius around defence airports in Bengaluru from 20km to 15km. It has also written to the defence secretary and civil aviation ministry on the issue.

On Friday, deputy chief minister DK Shivakumar met Singh in Delhi to outline the state's rationale for seeking the relaxation. The proposed change is expected to "free up" nearly 78% land within the restricted zones surrounding Yelahanka and HAL airports, enabling the development of high-rise buildings and commercial office spaces.

In the memorandum, Shivakumar described the current restrictions as "excessive". It states: "Bengaluru is one of the fastest growing cities in the world and HAL airport is in the core area of Bengaluru where there is huge demand for development. The additional restrictions are hampering development in areas around the airport."

In separate communications to the defence and civil

## GOVT SEEKS 2 ACRES DEFENCE LAND FOR TUNNEL PROJECT

During discussions with defence minister Rajnath Singh, deputy chief minister DK Shivakumar requested the Centre to allocate 2 acres of land from the Hebbal Defence Dairy Farm to construct a "critical" ramp on the Hebbal side of the proposed tunnel project.

The twin tunnel project will connect Hebbal (Esteem Mall Junction) on Ballari Road and Central Silk Board in south Bengaluru, providing a high-speed route for airport-bound and intercity traffic.

Shivakumar also sought 6.9 acres from the same defence property to develop a 60-foot road linking Sarovara Layout, located behind the farm and Ballari Road. The Bengaluru

aviation secretaries, the state govt noted that existing civil aviation rules typically prescribe a restriction radius of around 15km. However, the memorandum said "authorities representing defence airports informed us that under rule 5(2) of GSR 751 (E), authorised officers of defence airports are allowed to impose additional restrictions, hence they are restricting the height



**RANGE OF ISSUES:** DK Shivakumar told defence minister Rajnath Singh on Friday that reducing curbs around defence airports would spur development

development minister also sought another 7.4 acres to construct a 24-metre-wide road connecting Lower Agaram Road and Sarjapura Road via Ejipura Junction. The total land requirement for these road infrastructure projects amounts to 13.7 acres.

Both proposals have been

based on their calculations".

The govt also told the Centre that HAL authorities indicated the extended restriction zone was partly due to helicopter testing at the airport.

"...in that case, it is requested that testing of such helicopters be shifted to HAL-II Tumakuru, which is assembling various helicopters," the state said in its request to the department of defence

submitted under the Centre's equal value land (evl) or equal value infrastructure (EVI) policy framework. Separately, the govt has also requested an additional 1.2 acres of defence land to facilitate construction of an elevated rotary flyover at IOC Junction and two rail overbridges at Baiyyappanahalli.

production under the ministry of defence.

The state has urged the Centre to consider the proposed relaxation, citing advancements in communication, navigation, and surveillance (CNS) technologies, rising land demand in metropolitan areas like Bengaluru, and the need to promote vertical urban growth over urban sprawl.



## Corporate Communications Directorate

TIMES OF INDIA

DELHI

26 APRIL 2026

# IGI 'dog cruelty' row: Court seeks action report

TIMES NEWS NETWORK

**New Delhi:** A court has directed the station house officer of the domestic airport police station to file an action-taken report on a complaint alleging cruelty against a community dog on the IGI Airport premises.

Chief judicial magistrate Abhinav Ahlawat sought clarity on whether any complaint was filed, action taken, the status of the inquiry and if an FIR was registered.

Ekta Jain has alleged that on April 1, Dholu, who had lived around Terminal 1 all his life, was captured in a "cruel manner" by housekeeping staff. It stated that the dog was "mercilessly tied in the legs, choked in the neck and pinned down using catcher (net)" by sanitation wor-

kers allegedly linked to a private contractor, before being relocated or killed.

The plea named officials linked to the airport management and a private contractor, along with unknown persons, accusing them of animal cruelty, criminal intimidation and other offences. It also stated that the incident was acknowledged by the airport authorities on social media.

Jain claimed that one of the accused had "misbehaved with her, abused her... made lewd and derogatory remarks and threatened to kill her". Despite reporting the incident, "the SHO... did not register the FIR, did not arrest the accused... (and) did not conduct the thorough investigation", she alleged. The matter will be heard again on April 29.

## Corporate Communications Directorate

ASSAM TRIBUNE

GUWATI

25 APRIL 2026

### Air turbulence

**T**urbulence has hit the global aviation sector! This is one of the all too many adverse collateral consequences of the ill-conceived US-Israel assault on Iran, which has resulted in a dramatic surge in aviation fuel prices. According to airline sources, the cost of fuel has shot up from around \$85 to \$90 per barrel to an alarming \$150 to \$200 per barrel in recent weeks. Jet-fuel costs constitute between 25% to over 50% of the operating expenses of air carriers, depending on the load-bearing capacity and age of a specific airliner. No wonder the global aviation sector has been hit by the escalating US-Israeli conflict with Iran and airlines are being compelled to raise fares and revise their financial outlook. On top of higher airfares, airlines in Europe and Asia, many of which depend on imported jet fuel, are now facing a potential shortage, raising the odds of flight cancellations and schedule cuts. Even the key player in the war, the US, is ironically being impacted – although, due to its own adequate domestic production it is not confronting shortages, yet the global rise in airfares is driving up fuel prices for US carriers, forcing them to cut back on cheap airfares and less profitable flights, a move that is sure to further erode President Donald Trump's popularity and affect Republican prospects in the November US mid-term elections.

The fly in the ointment is that a bulk of aviation fuel is produced in the Gulf region, which entails that it needs to be transported across the Strait of Hormuz currently being weaponised by Iran in its existential fight to save itself from the US-Israel onslaught. Thus, airlines in Europe and Asia, which import almost 75% of their jet-fuel requirements from the Middle East, have been severely affected. In fact, not a single major airline has been spared the turmoil caused by the air turbulence – AirAsia X, KLM, Air Canada, Nigerian airlines, Air New Zealand, Cathay Pacific, American Airlines, Asiana Airlines, Alaska Air, China Eastern Airlines, Hong Kong Airlines, British Airways, you name it, and it is on the list! Indian airlines have been particularly hard hit – Air India has announced it would slash flights and hike fares; Akasa Air said it was introducing a fuel surcharge on domestic and international flights; Indigo, India's biggest airline, has introduced fuel charges on its flights even as it curtailed their numbers. The major European players, such as Lufthansa, have announced the cancellation of an overwhelming 20,000 flights in a bid to protect themselves from the soaring cost of oil! The biggest irony is that even if the war was to end immediately, the air turbulence will not cease, since airlines fix their schedules and fares many months in advance!

# एयर इंडिया की उड़ान में देरी, बिन एसी जूझे यात्री

**गर्मी में घंटों पसीना-पसीना हुए लोग, गुस्से में की नारेबाजी**

अमर उजाला व्यूरो

नई दिल्ली। आईजीआई पर शनिवार को एयर इंडिया की दिल्ली-इंदौर फ्लाइट एआई-2515 में तकनीकी खराबी के कारण करीब पांच घंटे की देरी हो गई। तेज गर्मी के बीच अंदर का एयर कंडीशनर (एसी) भी बंद कर दिया गया। घंटों तक यात्री बिना एसी विमान में पसीना-पसीना होते रहे। कई यात्रियों की तबीयत बिगड़ने लगी। आखिरकार विमान को रनवे से वापस टर्मिनल पर लाना पड़ा, जहां आक्रोशित यात्रियों ने वैकल्पिक व्यवस्था या फिर रिफंड की मांग करते हुए नारेबाजी की।

जानकारी के मुताबिक यह फ्लाइट रोजाना दोपहर 12:10 बजे दिल्ली से उड़ान भरती है और 1:45 बजे इंदौर पहुंचती है, लेकिन तकनीकी खराबी के कारण शनिवार को इसमें देरी हुई। पहले इसके शाम 5 बजे तक इंदौर पहुंचने की संभावना जताई गई थी लेकिन करीब 3 घंटे की देरी के बाद यह शाम 5:15 बजे दोबारा रवाना हुई, जो 6:30 बजे इंदौर पहुंची। हालांकि पहले एक यात्री ने कहा था एअर इंडिया ने फ्लाइट रद्द कर दी है।

घटनाक्रम की शुरुआत दिल्ली एयरपोर्ट पर गेट बदलने से हुई। बोर्डिंग से पहले दो बार गेट बदला गया, जिससे अफरा-तफरी रही। विमान में बैठाने के बाद तकनीकी क्लियरेंस नहीं मिलने से फ्लाइट

- वैकल्पिक व्यवस्था और रिफंड की भी मांग
- रनवे से वापस टर्मिनल लाना पड़ा विमान



## असुविधा कम करने पर टीम कर रही काम: एयर इंडिया

एक्स पोस्ट को लेकर एयर इंडिया ने रिप्लाई करते हुए लिखा- मिस्टर जैन, हम आपको बात समझते हैं। आपके अनुभव के प्रति सहानुभूति रखते हैं। यह देरी परिचालन कारणों से हुई है। हमारी टीम असुविधा को कम करने के लिए लगातार प्रयास कर रही है।

को लंबे समय तक रनवे पर खड़ा रखा गया। यात्रियों का कहना है कि देरी को लेकर कोई स्पष्ट जानकारी नहीं दी गई और चालक दल से भी संतोषजनक जवाब नहीं मिला। स्थिति लंबे समय तक जस की तस रही, जिसके बाद विमान को वापस टर्मिनल पर लाया गया। एयरपोर्ट पर उतरते ही यात्रियों ने एअर इंडिया के खिलाफ नारेबाजी शुरू कर दी। शालिन जैन नाम के पैसेंजर ने सोशल मीडिया प्लेटफॉर्म एक्स पर एअर इंडिया को टैग कर लिखा- एअर इंडिया की लापरवाही दिन-ब-दिन नई ऊंचाइयों पर पहुंच

रही है। एआई-2516 इंदौर-दिल्ली फ्लाइट, जो दोपहर 2:15 बजे निर्धारित थी, हर 30 मिनट में समय बदलते हुए अब शाम 6 बजे बताई जा रही है। क्या यह फ्लाइट आज रवाना भी होगी? वहीं @astro\_moon\_6 नाम के यूजर ने एयर इंडिया को टैग करते हुए लिखा कि फ्लाइट 2 घंटे देरी से चली और अब रद्द कर दी गई है। तकनीकी खराबी के अलावा कोई ठोस कारण नहीं बताया गया। यह भी स्पष्ट नहीं है कि यात्रियों को उनके गंतव्य तक पहुंचाने के लिए क्या व्यवस्था की गई है।

## एअर इंडिया के विमान का एसी हुआ खराब, यात्री हुए परेशान

जगरण संवाददाता, नई दिल्ली : आइजीआई एयरपोर्ट पर शनिवार को एअर इंडिया के यात्रियों के सब्र टूट गया। दिल्ली से इंदौर जाने वाली एअर इंडिया की उड़ान संख्या एअर-2515 को दोपहर 12.10 बजे उड़ान भरनी थी। इस दौरान विमान का एयर कंडीशनिंग सिस्टम बंद हो गया। भीषण गर्मी में केबिन के अंदर बंद यात्रियों की हालत बिगड़ने लगी। यात्रियों ने एक्स पर नाराजगी जताई और बताया कि तकनीकी खराबी से विमान को वापस टर्मिनल पर लाना पड़ा। गुस्ताए यात्रियों ने एअर इंडिया के खिलाफ नारेबाजी कर रिफंड की मांग की।

विमान ने करीब पांच घंटे की देरी के बाद शाम 5.15 बजे दोबारा उड़ान भरी। पीयूष

एसी न चलने पर गुस्ताए यात्रियों ने एअर इंडिया के खिलाफ की नारेबाजी, पांच घंटे की देरी से भरी उड़ान

जैन नामक यात्री ने एक्स पर किए गए पोस्ट में कहा कि विमान में बैठा हूं। न खाना, न सही अपडेट, बस इंतजार ही इंतजार।

पीयूष पोस्ट में आगे लिखते हैं कि दोस्तों के साथ इंदौर से भिंड एक शादी में जाना था, अब उड़ान में देरी ने पूरी योजना को बर्बाद कर दिया। एअर इंडिया ने इस पूरे प्रकरण पर खेद प्रकट किया और कहा कि परिचालन में कुछ दिक्कतों के कारण उड़ान में विलंब हो रहा है। टीमों को यात्रियों की मदद के लिए कहा गया है।

## एअर इंडिया के विमान का एसी हुआ खराब, यात्रियों की बिगड़ी हालत

जागरण संवाददाता, नई दिल्ली

दिल्ली के इंदिरा अंतरराष्ट्रीय हवाई अड्डे (आइजीआइ एयरपोर्ट) पर शनिवार को एअर इंडिया के यात्रियों के सत्र का बांध टूट गया। दिल्ली से इंदौर जाने वाली एअर इंडिया की उड़ान संख्या एआइ-2515 को दोपहर 12.10 बजे उड़ान भरनी थी। इस दौरान विमान का एयर कंडीशनिंग सिस्टम बंद हो गया। भीषण गर्मी में 45 मिनट केबिन के अंदर बंद यात्रियों की हालत बिगड़ने लगी। यात्रियों ने एक्स पर नाराजगी जताई और बताया कि तकनीकी खराबी के कारण विमान को वापस टर्मिनल पर लाना पड़ा। गुस्साए यात्रियों ने एअर इंडिया के खिलाफ नारेबाजी की और रिफंड की मांग की। विमान ने करीब पांच घंटे की देरी के बाद शाम 5.15 बजे दोबारा उड़ान भरी।

पीयूष जैन नामक यात्री ने एक्स पर

- ▶ गुस्साए यात्रियों ने एअर इंडिया के खिलाफ की नारेबाजी
- ▶ पांच घंटा विलंब से नई दिल्ली से इंदौर के लिए भरी उड़ान



प्रतीकात्मक

किए गए पोस्ट में कहा, विमान में बैठा हूँ। न खाना, न सही अपडेट, बस इंतजार ही इंतजार।, वैस्तों के साथ इंदौर से भिंड शही में जाना था, उड़ान में देरी ने पूरी योजना बर्बाद कर दी। एअर इंडिया ने पूरे प्रकरण पर खेद प्रकट किया और कहा, तकनीकी दिक्कतों के कारण उड़ान में विलंब हुआ।



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HINDUSTAN TIMES

DELHI

26 APRIL 2026

## विमान में आई तकनीकी खामी

नई दिल्ली। दिल्ली से इंदौर जा रहे एयर इंडिया का विमान तकनीकी खामी के चलते समय से उड़ान नहीं भर सका। यात्रियों ने इसे लेकर विरोध जताया है। यात्रियों का कहना है कि विमान की सही स्थिति के बारे में उन्हें जानकारी नहीं दी गई। जानकारी के मुताबिक यह विमान दिल्ली से रोजाना 12.10 बजे उड़ान भरकर 1.45 बजे इंदौर पहुंचता है, लेकिन कुछ तकनीकी कारणों से शनिवार को बोर्डिंग से पहले दो बार गेट बदला गया।



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HINDUSTAN TIMES

PATNA

25 APRIL 2026

## Gulf strikes sink airlines' global traffic in March

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**NEW DELHI:** Indian airlines' international flights plunged to a four-year low in March, as Iran's retaliatory strikes across the Gulf following US and Israeli attacks disrupted key aviation routes, triggering airspace closures and flight cancellations.

International departures by Indian airlines fell 40% on-year to 11,284 flights in March from 18,502 a year earlier, as per data from the Directorate General of Civil Aviation (DGCA). Overseas passenger traffic dropped more than 36% to 1.84 million passengers, compared with 2.9 million in March last year.

Routes to West Asia account for almost half of the international capacity of Indian carriers. Since the conflict began, more than 10,000 flights have been cancelled through April. Daily departures to West Asia have plunged to about 80-90 flights from 300-350 earlier, a senior civil aviation ministry official said. The affected destinations include Dubai, Sharjah, Doha, Riyadh and Dammam.

Air India Express was the worst-hit among local carriers. The low-cost carrier of the Air India Group, which has a heavy exposure to the region, saw departures plunging 68% to 1,263 in March from 3,928 a year ago. Passenger traffic sank 66% to 169,000 from 496,000, underscoring the airline's reliance on



**International departures by Indian airlines fell 40% y-o-y.** HT

Gulf routes.

It is not clear if the carrier, which connects 17 overseas destinations including Dubai, Doha, Abu Dhabi and Sharjah, is redeploying under-utilized aircraft on other routes.

International departures at IndiGo, India's largest airline, fell 36% to 5,238 flights in March from 8,231 a year earlier. Passenger traffic shrank 37% to 809,000 from 1.28 million. It has cut flight frequencies on the West and Central Asian routes following operational constraints including airspace closures.

However, "the European network that includes Manchester, Amsterdam, London and Athens remains unchanged, although flying times are now longer", a senior IndiGo executive said, requesting not to be named.

"Numbers clearly reflect the

West Asia crises playing out for Indian airlines. Dubai has restricted foreign airlines to one daily flight. Same restrictions or curbs have not been levied by India on carriers based out of Dubai. And this has a pronounced impact on players like Air India Express," said captain Mohan Ranganathan, an aviation expert. "Air India Express is also the hardest hit since over 50% of its international routes cover the Gulf."

Queries emailed to the civil aviation ministry and Indian airlines remained unanswered till press time.

This marks the lowest level of international operations since overseas air travel from India resumed on 27 March 2022 after covid. The outbreak of war in Iran on 28 February led to widespread airspace closures and operational disruptions across one of the busiest aviation corridors globally.

Airlines are also facing supply-side curbs and rising costs. Restricted access to West Asia's airspace and a continuing ban on using Pakistani airspace have forced carriers to take longer, more circuitous routes to destinations in Europe and North America. Jet fuel prices have almost doubled since March, further squeezing margins. The disruption has kept international airfares elevated and constrained capacity on key routes. Fuel surcharges have also gone up for international routes.



## Corporate Communications Directorate

MILLANIUM POST

KOLKATA

25 APRIL 2026

# Ministry of Civil Aviation publishes April 2026 Flying Training Organisation rankings

*Introduced through a directive from the DGCA, the framework establishes an evidence-based method to assess flight training organisations impartially*

**NARESH BISWANI**

**NEW DELHI:** The Ministry of Civil Aviation (MoCA), under the leadership of Union Minister Ram Mohan Naidu, has released the second phase of rankings for DGCA-approved Flying Training Organisations (FTOs) for April 2026. With oversight from the minister shaping its structure, this round marks the second evaluation cycle designed to strengthen pilot education quality.

Safety benchmarks rise when institutions face transparent performance reviews conducted under federal super-

vision. Progress in aviation instruction follows systematic assessment rather than isolated effort. Public trust grows where consistency replaces variability in operational readiness.

Each rank reflects measured outcomes, not opinion, within a regulated national framework. Though quiet in tone, the move signals long-term commitment to structured improvement across training centres nationwide.

Introduced through a directive from the Directorate General of Civil Aviation (DGCA), the framework establishes an evidence-based method to

assess flight training organisations impartially.

With oversight maintained over time, evaluations rely on consistent data inputs rather than subjective judgements. Released initially in October 2025, the opening set of results reflected early implementation outcomes across participating centres. Objectivity forms the core principle behind how institutions are now positioned within the sequence.

Speaking on the move, transparency in pilot training emerges through the new ranking framework, aiding future cadets and parents in

### CLOSER LOOK

- » Among recent evaluations, Avyanna Aviation Pvt. Ltd stands alone in Category 'A' – a shift from earlier results
- » A larger count now fills Category 'B', suggesting refinements in operational quality across several FTOs
- » Fewer organisations appear within Category 'C' this time around. Performance patterns point toward upward movement in training benchmarks

judgement. Growth potential within Indian aviation gains momentum due to initiatives promoting local air links alongside construction of travel facilities led by Prime Minister Narendra Modi. Fifty land-

ing zones may rise during the following half-decade, along with approximately five hundred flying units entering service. Almost thirty thousand flyers could be needed across the country in ten years' time

under current projections.

It is reported by MoCA that performance metrics have shown clear gains since the introduction of rankings. Flying time dedicated to training now stands at half, up from just above a third before. Fleet sizes across operators have grown noticeably under the new framework. Those pursuing a commercial pilot licence find their milestones reached more swiftly than in prior years.

Among recent evaluations, Avyanna Aviation Pvt. Ltd stands alone in Category 'A' – a shift from earlier results that showed none in the highest tier.

A larger count now fills Category 'B', suggesting refinements in operational quality across several FTOs. Fewer organisations appear within Category 'C' this time around. Performance patterns point toward upward movement in training benchmarks.

Notable movement emerged from Indira Gandhi Rashtriya Uran Akademi, advancing clearly ahead. Following behind, the Academy of Carver Aviation appears alongside FSTC Flying School within Category 'B'. The National Flying Training Institute holds a position among them, while

Chimes Aviation Academy completes the group.

Should the plan move forward, it would reflect ongoing efforts to position India within international air transport networks. Emphasis shifts toward building stronger systems for preparing aviators locally. A framework called "Train in India, Fly in India" gains focus under this direction.

Goals extend beyond immediate upgrades – long-term positioning matters most here. Infrastructure development becomes central, though quietly so. Vision shapes policy, not the reverse.



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NAVBHARAT TIMES

DELHI

26 APRIL 2026

## केदारनाथ हेली सेवा की सभी सीटें बुक

■ भाषा, देहरादून: केदारनाथ हेलीकॉप्टर शटल सेवा की 22 अप्रैल से 15 जून के बीच उपलब्ध सभी 31,450 सीटें पोर्टल खुलने के महज 90 मिनट के भीतर बुक हो गईं। बुकिंग 15 अप्रैल को शाम 6 बजे शुरू हुई और 7:28 बजे अंतिम टिकट जारी हुआ। इस दौरान आईआरसीटीसी पोर्टल पर 10,855 टिकट बुक किए गए। यह सेवा गुप्तकाशी, फाटा और सिरसी से संचालित होती है।



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NAVBHARAT TIMES

DELHI

26 APRIL 2026

## हेलिकॉप्टर उड़ान केस में रिपोर्ट सौपी

■ पीटीआई, पथानमथिड्डा: सबरीमला मंदिर के पास कोस्ट गार्ड के हेलिकॉप्टर के कम ऊंचाई पर उड़ान भरने के मामले में एडीजीपी एस. श्रीजीत ने जांच रिपोर्ट विशेष आयुक्त को सौंप दी है। यह घटना गुरुवार दोपहर की है, जिसके बाद पुलिस ने मामला दर्ज किया था। खराब मौसम की वजह से यह दिक्कत आई थी।



भारतीय विमानपत्तन प्राधिकरण  
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## Corporate Communications Directorate

NAVODAYA TIMES

DELHI

26 APRIL 2026

# केदारनाथ हेलीकॉप्टर सेवा की सभी 31,450 सीटें 90 मिनट में बुक

देहरादून, 25 अप्रैल (ब्यूरो): केदारनाथ हेलीकॉप्टर शटल सेवा की 22 अप्रैल से 15 जून के बीच उपलब्ध सभी 31,450 सीटें पोर्टल खुलने के महज 90 मिनट के भीतर बुक हो गईं। अधिकारियों ने शनिवार को यह जानकारी दी। अधिकारियों के अनुसार बुकिंग प्रक्रिया 15 अप्रैल को शाम 6 बजे शुरू हुई और शाम 7 बजकर 28 मिनट पर अंतिम टिकट जारी हुआ। इस दौरान भारतीय रेलवे खानपान एवं पर्यटन निगम (आई.आर.सी.टी.सी.) के आधिकारिक पोर्टल पर कुल 10,855



टिकट बुक किए गए।

हेलीकॉप्टर शटल सेवा श्रद्धालुओं को आधार शिविर से हिमालय के इस पवित्र धाम तक हवाई मार्ग से जोड़ती है। गुप्ताकाशी, फाटा और सिरसी से संचालित होने वाली यह सेवा 16 किलोमीटर के दुर्गम पैदल मार्ग से राहत दिलाती है। उत्तराखंड पर्यटन विभाग के हैल्पलाइन नियंत्रण केंद्र ने प्रक्रिया पर नजर रखने के लिए औचक रूप से 565 सत्यापन कॉलें कीं। जांच में पाया गया कि बुकिंग में उपयोग किए गए 10,859 मोबाइल फोन नंबरों में से 4400 नंबर वास्तविक यात्रियों के थे।

# Corporate Communications Directorate

PUNJAB KESARI

DELHI

26 APRIL 2026

## एयर इंडिया की लापरवाही से घंटों तड़पते रहे यात्री, फ्लाइट लौटी तो फूटा गुस्सा

नई दिल्ली, (पंजाब केसरी): एक बार फिर एयर इंडिया की कार्यप्रणाली सवालों के घेरे में आ गई, जब दिल्ली से इंदौर जा रही फ्लाइट में यात्रियों को गंभीर लापरवाही का सामना करना पड़ा। तकनीकी खामी के नाम पर उड़ान को रनवे से वापस लौटाना पड़ा, लेकिन इससे पहले यात्रियों को बंद एसी वाले विमान में घंटों बैठाकर रखा गया। भीषण गर्मी के बीच जब विमान का वातानुकूलन बंद कर दिया गया, तो अंदर का माहौल दमघोंटू हो गया।

यात्रियों के मुताबिक, हालात इतने खराब हो गए कि कई लोगों की तबीयत बिगड़ने लगी। बावजूद इसके, एयरलाइन की ओर से कोई तत्काल राहत या स्पष्ट जानकारी नहीं दी गई,



जिसमें नाराजगी और बढ़ गई। मामला यहीं नहीं थमा। बोर्डिंग से पहले ही दो बार गेट बदलने से यात्रियों को भारी असुविधा हुई, जिससे अव्यवस्था स्वरूप नजर आई। लंबे इंतजार और परेशानियों के बाद जब विमान बिना उड़ान भरे वापस टर्मिनल पहुंचा, तो यात्रियों का गुस्सा फूट पड़ा।

एयरपोर्ट पर जोरदार नारेबाजी हुई और रिफंड के साथ जवाबदेही की मांग उठी। यह घटना एक बार फिर दिखाती है कि यात्रियों की सुरक्षा और सुविधा को लेकर एयर इंडिया कितनी गंभीर है। सवाल यह भी उठ रहा है कि आखिर ऐसी परिस्थितियों में आपात प्रबंधन और बुनियादी सुविधाएं सुनिश्चित करने में लगातार चूक क्यों हो रही है।