भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 26 AUGUST 2025

# Watchdog plans balanced norms for major airports

**Press Trust of India**
New Delhi

The Airports Economic Regulatory Authority (AERA) is planning to put in place a uniform, balanced and tariff-linked performance standards framework for major airports that will provide incentives for improved services.

**DRAFT FRAMEWORK**

After a detailed study that covered a raft of aspects, including existing service quality requirements and global frameworks, AERA has prepared a draft framework for performance standards at major airports in the country.

The framework will have 32 objective parameters, including those pertaining to airport operations, and 18 subjective parameters, such as those related to the quality and reliability of passenger feedback.

Major airports handle more than 1.5 million passengers annually.

Currently, there are more than 160 operational airports in India, which is one of the world's fastest-growing civil aviation markets, and the government has ambitious plans to have 200 more airports in the next two decades.

AERA has come out with the draft consultation paper on 'Formulation of Performance Standards of Major Airports relating to Quality, Continuity and Reliability of Service and Associated Activities'. Comments from stakeholders on the draft framework have been sought till September 24.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

BUSINESS STANDARD DELHI 26 AUGUST 2025

# Aera plans to have uniform performance standards for airports

Airports regulator Airports Economic Regulatory Authority (Aera) plans to put in place a uniform, balanced and tariff-linked performance standards framework for major airports that will provide incentives for improved services as well as rebates for non-compliance by airport operators. After a detailed study that covered a raft of aspects, including existing service quality requirements and global frameworks, the Aera has prepared a draft framework for performance standards at major airports in the country. The framework will have 32 objective parameters, including those pertaining to airport operations, and 18 subjective parameters. PTI

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DESHBANDHU DELHI 26 AUGUST 2025

# एयरपोर्ट अथॉरिटी ऑफ इंडिया करेगी पिथौरागढ़ एयरपोर्ट का संचालन

**देहरादून,** 25 अगस्त (देशबन्धु)। चिन्यालीसौड़ (उत्तरकाशी) ओर गौचर (चमोली) हवाई पट्टियों का संचालन इंडियन एयरफोर्स करेगी। जबकि पिथौरागढ़ हवाई अड्डे का संचालन एयरपोर्ट अथॉरिटी ऑफ इंडिया करेगी। सरकार पिथौरागढ़ एयरपोर्ट का विस्तार भी करने जा रही है, जिस पर 450 करोड़ रुपए खर्च होंगे। प्रदेश सरकार सीमांत जनपदों में हवाई सेवाओं को विस्तार करने पर जोर दे रही है। इससे स्थानीय निवासियों के साथ ही सामरिक जरूरतों को भी पूरा किया जा सकता है। इसी क्रम में राज्य सरकार ने चिन्यालीसौड़ (उत्तरकाशी) ओर गौचर (चमोली) में स्थित हवाई पट्टियों का संचालन भारतीय एयरफोर्स के हवाले करने पर सैद्धांतिक सहमति प्रदान कर दी है। इसी तरह प्रदेश सरकार पिथौरागढ़ एयरपोर्ट पर बढ़ती हवाई सेवाओं को देखते हुए, इसका संचालन एयरपोर्ट अथॉरिटी ऑफ इंडिया के जरिए करने पर सैद्धांतिक तौर पर सहमत हो गई है। इसके लिए राज्य सरकार और एयरपोर्ट अथॉरिटी ऑफ इंडिया के बीच एमओयू पर सहमति बन गई है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE ECONOMIC TIMES DELHI 26 AUGUST 2025

# Delhi Airport Operator Plans ₹1,000-crore NCD Raise to Refinance Debt

Shilpy Sinha

**DIAL will use the proceeds primarily for refinancing existing obligations, sources said**

**Mumbai:** GMR-owned Delhi International Airport (DIAL), the operator of India's busiest aviation hub, plans to raise ₹1,000 crore through a sale of non-convertible debentures (NCDs) to refinance existing borrowings, people familiar with the plans told **ET**.

The bonds will be listed, rated, redeemable and unsecured and carry rating of AA from CARE Ratings or ICRA, said the people cited above.

Axis Bank, Barclays and Deutsche Bank are the arrangers for the issue. The 15-year debentures will offer a coupon of around 8.75% per annum, payable quarterly. The issue includes a call option at par after 60 months, exercisable before each redemption date.

Coupon reset provisions have been built in, with the first reset scheduled at the end of the fifth year at a spread over the repo rate, and the issuer is also considering adding another reset at the 10-year mark.

DIAL will use the proceeds primarily for refinancing existing obligations, the people said. Airports have been active issuers in the rupee bond market, taking advantage of relatively stable investor appetite for long-dated infrastructure paper.

DIAL has bullet repayments due in October 2026 of ₹3,494 crore, June 2027 of ₹1,000 crore and June 2029 of ₹3,500 crore, which exposes the operator to refinancing risk, as per a Care Ratings report. "However, given the strong airport asset, past track record of refinancing well in advance of maturity date and financial flexibility from residual concession life alleviates the refinancing risk," the agency said.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

FREE PRESS JOURNAL MUMBAI 25 AUGUST 2025

offgrid

# CIAL explores urban mobility with flying taxis

**HD Bureau**
KOCHI

Cochin International Airport Limited is taking a significant step towards revolutionising urban air travel by exploring the integration of electric Vertical Take-Off and Landing aircraft into the region's transportation infrastructure.

The initiative, which aligns with global shifts towards more sustainable aviation solutions, aims to offer a faster, greener alternative to traditional forms of urban mobility. The proposal to introduce flying taxis is being driven by collaboration discussions with Sarla Aviation, a pioneering Bengaluru-based company in the eVTOL sector.

Sarla Aviation has introduced 'Shunya', a cutting-edge eVTOL aircraft that is set to become the first of its kind in India. The company has expressed its ambition to transform both regional and urban air mobility within Kerala.

CIAL, one of India's leading airports in terms of technological advancements and sustainability initiatives, is exploring the feasibility of establishing a dedicated hub for these flying taxis.

Sarla Aviation's vice-president of business development and strategy, Payal Satish, highlighted the advantages of eVTOLs in her recent statements. She noted that the future of mobility lies in such air taxi services, especially in a state like Kerala, which boasts a thriving tourism sector and well-established pilgrimage routes. Satish emphasised the role of flying taxis in enhancing accessibility to these destinations, cutting travel time significantly and offering a comfortable, eco-friendly mode of transport.


The conversation surrounding urban air mobility, especially in India, is rapidly gaining traction. While flying taxis are already a reality in several parts of the world, such as in cities like Dubai and Singapore, India is now on the brink of exploring this futuristic form of transportation. eVTOLs are designed to take off and land vertically, using electricity to power their engines, which positions them as a greener alternative to traditional helicopters.

**Sarla Aviation has introduced 'Shunya', a cutting-edge eVTOL aircraft that is set to become the first of its kind in India**

Unlike helicopters, which are typically large and expensive to operate, eVTOLs are smaller, quieter, and more cost-effective. They rely on battery-powered electric propulsion systems that make them less harmful to the environment and reduce noise pollution—a key advantage in densely populated urban areas. This technological advancement not only promises a leap in sustainable transport but also opens the door to rapid, on-demand services that can connect busy cities or remote regions with ease.

Sarla Aviation's Shunya aircraft is designed with these attributes in mind. It is capable of carrying multiple passengers over short to medium distances at speeds similar to that of helicopters but with lower operational costs. One of the primary benefits of eVTOL aircraft lies in their ability to reduce congestion on traditional transportation networks, offering a viable alternative to crowded roads and bridges. For cities like Kochi, which are grappling with the challenges of urban sprawl, eVTOLs could provide a much-needed solution to traffic jams, cutting down travel times and lowering carbon emissions.

CIAL's engagement with Sarla Aviation marks the beginning of a potential new chapter in urban transport. While the technology is still in the developmental stage, CIAL's interest in flying taxis could accelerate Kerala's push towards a more sustainable and efficient public transport ecosystem. If successful, this initiative could also set a precedent for other Indian states seeking to integrate eco-friendly air mobility solutions into their transport infrastructure.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE HINDU DELHI 26 AUGUST 2025

# A.P. govt. draws up plans to set up greenfield airports

**The Hindu Bureau**
VIJAYAWADA

The Andhra Pradesh government has drawn up plans to develop greenfield airports at Srikakulam, Bhogapuram, Tuni-Annavaram, Tadepalligudem, Ongole, Dagadarthi, Kuppam and Nagarjuna Sagar. It also intends to operationalise the greenfield international airport at Bhogapuram and boost passenger traffic at the existing airports inthe State. The government also proposes a new greenfield international airport at Amaravati, the State capital.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

MILLENNIUM POST DELHI 26 AUGUST 2025

UNRULY PSYCHE

# The Anatomy of Everyday Disorder

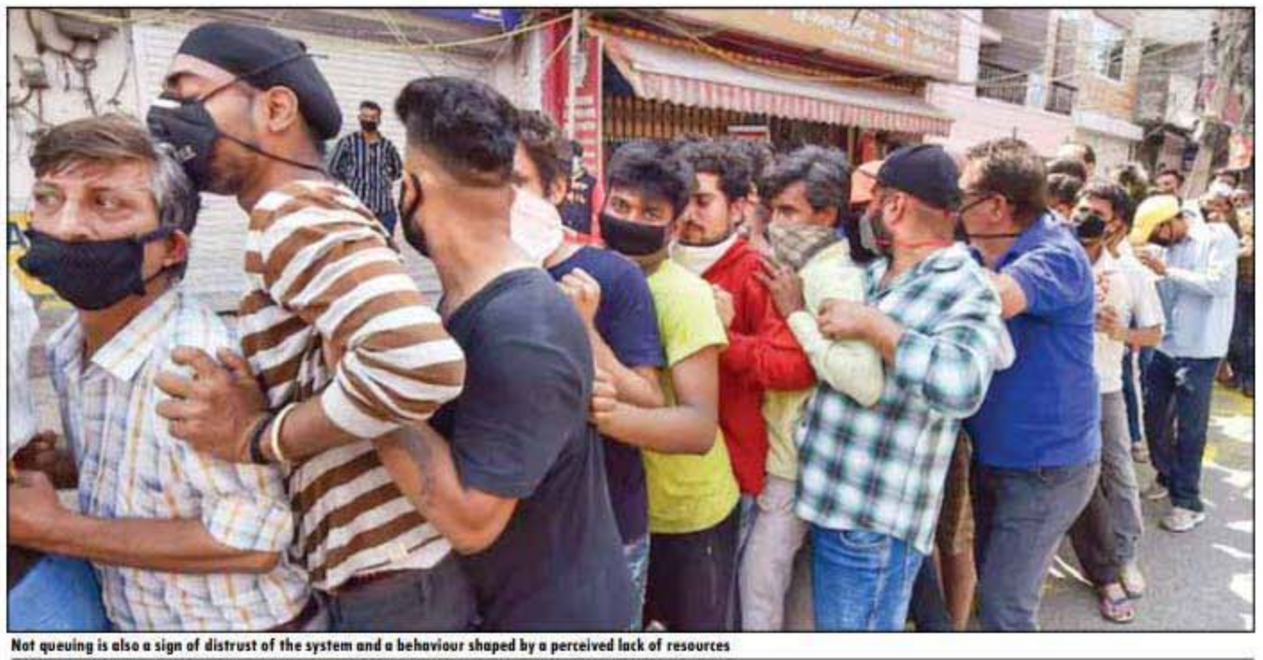
**From crooked airport queues to VIP temple *poojas*, the restless Indian impatience is reflective of a deep cultural malaise characterised by regressive psychology, unfair privilege and want of resources, historically**

SACHIN SHRIDHAR

THE WRITER IS AN EX-IPS OFFICER AND HE WRITES REGULARLY ON POLICY AND ECONOMY

A few years ago, I met an Indian friend—an airline station manager—at an international airport. Inevitably, our conversation turned to India and its quirks. With a smile, he took me to a gallery overlooking the departure hall, where passengers were lined up at dozens of check-in counters. Pointing down, he said, "I can predict which one is the Air India line." From above, the queues looked like streams of dots. His guess was confirmed over the walkie-talkie: Air India. Puzzled, I looked closer. Only one line was crooked, with passengers bunched tightly, almost climbing onto each other. In contrast, the Japan Airlines queue nearby was straight, orderly, with people spaced comfortably apart. With a sigh, he explained, "That's why our Delhi and Mumbai flights always get the farthest gates. Airports worldwide know which nationalities will form crooked queues, so they keep us away to preserve peace."

If we look at it, forming a queue, standing in it peacefully, and waiting for your turn is a very normal task. But why are we, who are born in the land where we, for things mundane and spiritual, claim to have given a universal message of peace—"Om Shanti"—so restless in real life? Showing patience in a queue demonstrates respect for the system and rules. Societies in which people stand patiently in queues value fairness and consider the principle of "first come, first served" to be fair and appropriate. By this principle, when the rich and the poor stand in the same line, it reflects acceptance of egalitarian values. On the contrary, breaking the queue is a symbol of disorder and privilege which flourishes in a society where wealth, fame, position, or influence allows one to consider themselves above common people and to treat breaking the queue as no indecency at all.



Not queuing is also a sign of distrust of the system and a behaviour shaped by a perceived lack of resources

**Societies where queue-jumping and jostling are daily behaviour, do not collaborate well, and show a greater propensity for divisiveness—on religion, region, caste, political affiliation etc.**

In our country, breaking the queue by manipulating or gaming the system—whether at an airport or for college admission—is almost taken as a sign of resourcefulness. To be able to game the system through money, power, or connections is often regarded as an index of one's smartness.

Not queuing is also a sign of distrust of the system and a behaviour shaped by a perceived lack of resources. It is a reflex action born of a mindset forged by decades of shortages. This behaviour is found only in societies with a history of scarcity, black marketing, or corrupt distribution systems. It is not surprising, then, that in our country, even when systems are in place, it is the elite who are the first to break them—simply because they can.

At many places—airports, temple lines, or even traffic snarls—where rules and processes are set and your turn will eventually come, people still like to cut through as if their brain is suspended. In a traffic jam, when more people cut across and block another lane, they may realise that such cutting will actually delay their exit, but the impulse of impatience clouds any judgment of fairness they may have. It has become a habit.

At a psychological level, the willingness to wait reflects a sense of contentment in a society and an ability to control one's impulses. In countries where people stand in queue peacefully, there is usually a shared understanding of public space and mutual respect for others' time. Desperation, urgency, and a more individualistic mindset prevail in societies where queue-jumping and jostling are daily behaviour. In general, such societies do not collaborate well and show a greater propensity for divisiveness—on religion, region, caste, political affiliation, and more. The net result of all this is that you also find a significant correlation between the parameters of general economic prosperity and the ability of people to stand in a queue. In a society like ours, where a government officer drives with curtains drawn in his car; where even a small district leader displays his status by putting a big, bold golden board declaring his designation on his jeep; where hordes of people stand waiting for all and sundry VIPs right outside the arriving plane doors—in such a scenario, all talk of democracy and equality of citizens remains limited to school civics books, to be crammed for good marks and then forgotten in the melee to secure special favours.

Now, forget about countries like Japan—even after disasters like the tsunami of 2011 and during Covid in 2020, the patience and orderliness of Japanese queues astonished the world. At an individual level, this showed a sense of pride in doing the right thing; as a nation, it also exhibited deep cultural roots of discipline and respect for fellow countrymen. The opposite is happening here. It is not just about queues at a railway station or a traffic jam. Here, even in the house of God, we parade our pride and status and still hope the Almighty will shower blessings on us. "Poojas" can be bought by money (VIP poojas) or influence. It never occurs to us that when we usurp the place of a poor, less fortunate devotee in temple darshan or at a Kumbh bath, we insult the very deity we seek blessings from. Do we really expect that the Almighty will be pleased with this blatant parade of our ego?

We have long convinced ourselves of the narrative that the world is enamoured of our great culture and heritage. Well, the Western and "civilised" world has mastered the art of not saying things that hurt. It revels in pleasant hypocrisies. Besides, the developed world swallows a lot with a smile, as they primarily see us as a market and commercial opportunity—and nothing more. They are not going to risk commenting on our conduct, knowing it may offend us. It is only when you know people well, and once they feel comfortable talking openly, that most from other countries do call out these things.

We, on the other hand, have unfortunately become like a cat that closes its eyes while drinking stolen milk, thinking—if I cannot see anyone, no one can see me. Are we, as a society, going to be governed by such feline illogic, or are we going to address the larger question that beckons us in our day-to-day behaviour? Perhaps it is time we stop making a spectacle of ourselves in public places and begin the journey toward becoming people who show discipline, decorum, and decency. If we do, many great things will follow—for our society and for our nation.

*Views expressed are personal*

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

RAJASTHAN PATRIKA JAIPUR 25 AUGUST 2025

बारिश ने बिगाड़ा सफर

# फ्लाइट और ट्रेनें घंटों लेट, यात्री परेशान

## यात्री दस घंटे तक की देरी से पहुंच रहे गंतव्य तक, इंतजार करना पड़ रहा

**जयपुर@पत्रिका.** लगातार बारिश ने हवाई और रेल यात्रियों की मुश्किलें बढ़ा दी हैं। हालात ऐसे हैं कि जयपुर इंटरनेशनल एयरपोर्ट पर रोजाना आधा दर्जन फ्लाइट्स का शेड्यूल बिगड़ रहा है। वहीं, जयपुर जंक्शन समेत अन्य स्टेशनों पर ट्रेनें घंटों की देरी से पहुंच रही हैं। रविवार को भी यात्रियों को खासी परेशानी झेलनी पड़ी। कई यात्रियों को गंतव्य तक पहुंचने में दस-दस घंटे तक इंतजार करना पड़ा।

**फ्लाइट संचालन प्रभावित:** एयरपोर्ट प्रबंधन के अनुसार स्पाइसजेट की जयपुर-पुणे फ्लाइट (सुबह 5:05 बजे) 4 घंटे की देरी से रवाना हुई। एयर इंडिया एक्सप्रेस की जयपुर-गुवाहाटी फ्लाइट (शाम 6:50 बजे) 1 घंटे 10 मिनट की देरी से उड़ी। दुबई, बेंगलूरू और पुणे जाने वाली तीन अन्य फ्लाइट्स आधा-आधा घंटे की देरी से रवाना हुईं। गुवाहाटी से शाम 6:05 बजे आने वाली फ्लाइट 1 घंटे 15 मिनट की देरी से, नई दिल्ली से आने वाली फ्लाइट 45 मिनट की देरी से और दुबई व पुणे से आने वाली फ्लाइट्स आधे घंटे की देरी से जयपुर पहुंचीं।

### रेल यात्रियों की मुश्किलें

इधर, बारिश और ट्रैक पर जलभराव के कारण आधा दर्जन से अधिक ट्रेनों का संचालन प्रभावित रहा। मुजफ्फरपुर एक्सप्रेस 4 घंटे 48 मिनट की देरी से, न्यू जलपाईगुड़ी वीकली स्पेशल 3 घंटे 36 मिनट की देरी से, सिरसा-कोटा ट्रेन 2 घंटे 42 मिनट की देरी से, साबरमती वीकली सुपरफास्ट 2 घंटे 36 मिनट की देरी से, गलताधाम-जम्मूतवी ट्रेन 2 घंटे 14 मिनट की देरी से जयपुर पहुंची। इसके अलावा रानीखेत एक्सप्रेस 1 घंटे 16 मिनट, आला हजरत एक्सप्रेस 1 घंटे, शालीमार एक्सप्रेस, दिल्ली सराय रोहिल्ला ट्रेन और जयपुर एक्सप्रेस भी करीब 1 घंटे की देरी से पहुंचीं। तिरुपति स्पेशल ट्रेन भी 1 घंटे की देरी से आई, लेकिन रूट परिवर्तन के चलते यह अपने गंतव्य तक 10 घंटे की देरी से पहुंचेगी।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE TELEGRAPH KOLKATA 25 AUGUST 2025

# Airport maps access from Metro to flight

SANJAY MANDAL AND DEBRAJ MITRA

**Calcutta:** The city will achieve a transportation milestone on Monday as two new Metro sections begin passenger operations, including the first direct rail connection to Netaji Subhas Chandra Bose International Airport.

The expansion includes a 6.77km stretch on the Yellow Line from Noapara to Jai Hind Bimanbandar (airport station) and a 4.39km section on the Orange Line from Ruby to Beleghata. This marks the first time passengers can travel by Metro directly to Calcutta airport.

## Airport access

Airport authorities are developing a comprehensive plan to ease the journey from Metro to flight. Currently, passengers arriving at Jai Hind station must walk through an 80-metre tunnel equipped with walkalators and escalators to reach the terminal at gate 1A, then use external elevators to reach the departure level.

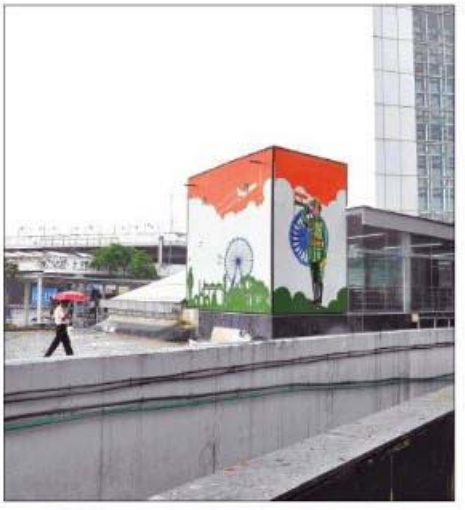
"We are planning to set up airline check-in counters at the arrival level along with the security hold area for Metro passengers," said Pravat Ranjan Beuria, the Calcutta airport director. "The check-in counters will be near gates 1A and 1B."

The proposed system would allow Metro passengers to:

- Enter the terminal through a gate near the bus terminus
- Check in registered luggage at the arrival level
- Use dedicated escalators beside gates 1A and 1B to reach departures
- Access a separate security hold area for flights using remote bays

"After dropping the registered baggage, passengers would have the hand luggage, and it would be easier to use the escalators," Beuria said. The plan aims to reduce congestion while maintaining security protocols.

A proposal has been submitted to the Airports Authority of India for approval, with architects expected to visit soon to finalise the design.



The Jai Hind Bimanbandar Metro station on Sunday. Picture by Sanat Kr Sinha

## ROUTE DETAILS

| Noapara to Jai Hind Bimanbandar (Yellow Line) | Kavi Subhash to Beleghata (Orange Line) |
|---|---|
| Total daily services: 120 | Total daily services: 60 |
| Peak-hour frequency: 10 minutes | Frequency: 25 minutes |
| First trains leave terminal stations at 7.58am | First trains leave the terminal stations at 8am |
| Last trains leave terminal stations at: 8pm | Last trains leave terminal stations at 8.05pm |
| Fare: ₹5 to 20 | Fare: ₹5 to 20 |

*Both links will be shut for passengers every Saturday and Sunday*

## Expanding network

This development creates extensive airport access across the Metro network. The Yellow Line connects with the Blue Line at Noapara, while the Blue and Green Lines meet at Esplanade. From Monday, residents across Calcutta's northern and southern areas, as well as Howrah, can travel to the airport entirely by Metro.

However, Metro officials expect initially modest airport ridership.

"We don't expect people with big luggage to take the Metro to the airport. They will have to switch lines, which is not easy with large baggage," said one official. "These passengers are expected to continue driving to the airport."

## Growth potential

The Orange Line currently runs from Kavi Subhash (New Garia) to Ruby, with Monday's extension reaching Beleghata. The line ultimately aims to connect New Garia with the airport via Salt Lake and New Town.

"Jai Hind will truly take off in three to four years. By then, the Orange Line and Yellow Line will have met at the station," said a Metro official. This connection would provide more direct routing and likely boost passenger numbers significantly.

For now, Jai Hind station will operate with minimal staffing —about six people per eight-hour shift. Metro officials plan to allow passengers with standard airport luggage across all corridors.

The new connectivity is expected to create immediate crowding at Dum Dum Cantonment (adjacent to the railway station on the Sealdah-Bongaon line) and Jessore Road from the first day of operations.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE TIMES OF INDIA AHMEDABAD 25 AUGUST 2025

# New cargo terminal grabs 70% of int'l freight

Barely a month after becoming operational, the cargo terminal is handling about 5,000 metric tonnes of international cargo

Niyati.Parikh
@timesofindia.com

**Ahmedabad:** Barely a month after becoming operational, the new Integrated Cargo Terminal (ICT) at the Ahmedabad airport has captured nearly 70% of the city's international cargo traffic, handling about 5,000 metric tonnes along with a similar volume of domestic freight, according to sources familiar with the development.

Spread across 21,000 sq m, with provision for future expansion capacity up to 33,000 sq m, the facility is already seeing a major shift from airlines. Air India, Emirates, Qatar Airways, and Singapore Airlines have moved their freight operations to the new hub, while Blue Dart and SpiceJet are set to commence services next week.

The city airport's cargo facilities handled roughly 60,000 MT cargo including domestic and international imports and exports in FY25. From April to July this fiscal, the volume was 20,000 MT of air cargo including domestic and international cargo.

"The response from cargo carriers has been phenomenal. We're witnessing a significant upgrade in how freight moves through Ahmedabad," said a source tracking the development.

The terminal did face some teething troubles in its early weeks, freight forwarders said, but the operator has assured that staffing and systems have been streamlined to avoid disruptions. "In addition to the existing workforce, we are working closely with stakeholders to ensure scalable staffing during peak hours," an Adani Airports spokesperson, which manages Ahmedabad airport, told TOI.

Unlike older facilities that grappled with capacity constraints, the new ICT offers seamless connectivity and faster turnaround times. Industry insiders said the consolidation not only enhances efficiency but also strengthens compliance with global safety protocols.

The facility currently handles perishables, pharmaceuticals, courier shipments, and standard import-export consignments for both international and domestic markets.

The timing is crucial for Gujarat's export-driven economy. With the state's strong manufacturing base in pharmaceuticals, engineering goods, chemicals, and textiles generating rising freight volumes, the ICT provides vital infrastructure for trade facilitation. Once fully operational, the terminal is expected to scale up to 200,000 MT of cargo every month.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 26 AUGUST 2025

# BPCL bullish on ATF demand, FY25 sales surpass pre-Covid levels

**Rishi Ranjan Kala**
New Delhi

Expanding aviation infrastructure and rising passenger traffic boosted jet fuel consumption aiding state-run Bharat Petroleum Corporation (BPCL) to not just surpass pre-Covid sales in FY25, but also regain its lost market share in the April-June 2025 quarter.

The oil marketing company (OMC) is bullish on the growth in the aviation sector as more aspirational Indians take up air travel, both domestic and international.

Besides, government's efforts to add more airports is also fuelling demand.

At the company's annual general meeting (AGM), BPCL CMD Sanjay Khanna said: "With India emerging as the third-largest domestic aviation market and aiming to be amongst the top globally, our aviation SBU (strategic business unit) has been right at the forefront."


Sanjay Khanna, CMD, BPCL

**RISING CONSUMPTION**

Rising consumption of jet fuel aided the OMC in onboarding new clients.

For instance, Khanna said that BPCL served leading international and domestic airlines, added 16 new international airline contracts, and expanded its network with 10 new aviation fuelling stations, bringing the total to 77 (in FY25). "In 2024-25, we not only crossed pre-pandemic ATF sales levels but also strengthened our position in a rapidly growing market. We achieved ATF sales of 1,968 tt (thousand tonnes), and market share of 24.7 per cent with a growth of 3.6 per cent," he added.

BPCL also upped its performance in the aviation fuel vertical in Q1FY26.

Earlier this month, BPCL Director (Finance) VRK Gupta said in a results conference call, "In terms of aviation, our market share during this quarter (Q1FY26) is 26.51 per cent. Last quarter (Q4FY25), it was 21.78. But we have come back, and we have taken back our own volumes from other customers and we are back to 26.51 per cent."

Its jet fuel sales declined to 0.45 million tonnes (mt) in Q4FY25, which reflected a fall in market share to 21.78 per cent. However, it upped its performance in Q1FY26 with sales hitting around 0.54 mt (Q1FY25: 0.53 mt) building up its market share.

BPCL's optimism on the growth in aviation turbine fuel (ATF) in India also is backed by forecasts of stellar performance by not just ATF, but also transport fuels as the country's industrial and commercial base expands.

For instance, International Energy Agency (IEA) has projected India's oil demand to increase by 1 million barrels per day (mb/d) over 2024-2030, more than any other country, in the wake of stellar GDP expansion, at an average annual rate of 2.8 per cent.

**TRANSPORT FUELS**

The agency noted transport fuels will lead the gains, particularly jet/kerosene (in relative terms) will rise the fastest, at almost 6 per cent annually.

Oil Ministry's Petroleum Planning & Analysis Cell (PPAC) expects jet fuel consumption to grow at almost 11 per cent annually in FY26 — the highest among all refined petroleum products — reflecting on the rising spending power in the world's fastest growing emerging economy.

OPEC expects transportation fuel requirements to remain healthy in 2026 (CY), supporting jet/kerosene demand to expand by 35,000 b/d on an annual basis.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 26 AUGUST 2025

# Indian officials in China to sort out hurdles in resuming flights

**SET FOR TAKE OFF.** The official announcement is expected during PM Modi's visit to take part in SCO summit

**Rohit Vaid**
New Delhi

India has sent a high-level team of officials to China to smoothen out the last remaining hurdles to direct flight connectivity between the countries, industry sources told *businessline*.

The trip comes days before Prime Minister Narendra Modi's scheduled visit to China, where the official announcement on resumption of flights is expected to coincide with his participation in the Shanghai Cooperation Organisation (SCO) Summit.


**AVIATION TIES RESET.** Both sides had already agreed "in principle" to resume direct services

**KEY ROUTE**

*businessline* was the first to report that flight services between India and China are likely to resume by early October or shortly thereafter.

The restart holds significance as it marks the revival of a key international route that has been suspended for nearly five years.

Besides, both sides had already agreed "in principle" to resume direct services, signalling a cautious thaw in bilateral ties. Accordingly, India's embassy in Beijing resumed issuing tourist visas to Chinese citizens after a gap of five years.

**AIR SERVICES DEAL**

Speaking to *businessline*, industry sources said that an arrangement is being put in place to avoid waiting for a revised air services agreement.

According to sources, airport slots will be allocated to airlines under the arrangement, with "services capped at pre-2019 levels".

Currently, there is no direct air connectivity between India and China, with flights suspended since early 2020 following the Covid-19 outbreak. The situation worsened after military clashes in the Galwan Valley of Ladakh, and Indian carriers now only operate services to Hong Kong.

**TENSIONS EASING**

Nonetheless, with tensions showing signs of easing, Chinese authorities have been holding discussions with India's Ministry of Civil Aviation to streamline procedures such as slot allocations, ground handling contracts and airfare regulations.

**TRADE BOOST**

Industry insiders told *businessline* that reopening the China route represents a significant opportunity to boost trade, tourism and business travel.

They noted that services to China historically recorded strong load factors, often reaching up to 90 per cent. The resumption of flights, they said, would also help plug revenue leaks to competing carriers and retain earnings within both countries.

Further, they pointed out that demand for travel remains strong and could rebound quickly once direct services resume.

As per estimates, passenger traffic between India and China currently totals around one million with one stopover but direct flights could potentially push that figure to three million, with a mix of tourists and business travellers.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK BHASKAR JAIPUR 24 AUGUST 2025

# अहमदाबाद फ्लाइट 7:30 बजे, 6 बजे पहुंचे यात्री, पता चल रद्द हो गई

सिटी रिपोर्टर | जयपुर

एयरपोर्ट पर शनिवार को एयरलाइंस की बदइंतजामी की वजह से 55 से अधिक यात्रियों को परेशानी का सामना करना पड़ा। एयरपोर्ट से मिली जानकारी के अनुसार मामला स्पाइसजेट एयरलाइंस की जयपुर-अहमदाबाद का है।

दरअसल स्पाइसजेट की फ्लाइट एसजी-1081 सुबह 7:30 बजे अहमदाबाद जाती है। ऐसे में यात्री सुबह 6 बजे तक एयरपोर्ट पहुंच गए। जब बोर्डिंग में डिले हुआ तो यात्रियों ने एयरलाइंस के काउंटर पर पूछताछ की तब उन्हें बताया गया कि संचालन कारणों के चलते रद्द कर दी गई है। इससे अहमदाबाद जाने वाले 55 से अधिक यात्रियों को परेशानी का सामान करना पड़ा। एयरपोर्ट से जुड़े सूत्रों की मानें तो एयरक्राफ्ट की कमी के चलते फ्लाइट रद्द की गई। गौरतलब है कि स्पाइसजेट एयरलाइंस की यह फ्लाइट जयपुर से अहमदाबाद जाने के बाद अहमदाबाद से मुंबई जाती है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK BHASKAR JAIPUR 24 AUGUST 2025

**पहली बार** स्वदेशी उड़ान योग्यता नियम लागू, विदेशी पर निर्भरता घटेगी

# हवाई सुरक्षा: भारत में अब देसी मानकों से ही उड़ सकेंगे एयर टैक्सी और ड्रोन

एम. रियाज हाशमी | नई दिल्ली

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

स्वदेशी उड़ान योग्यता नियम (एयरवर्द्धिनेस कोड) के मुताबिक अब तक हमें विमान और उसके पुर्जों के डिजाइन के लिए यूरोपियन एविएशन सेफ्टी एजेंसी (ईएएसए) या जॉइंट एविएशन रिक्वायरमेंट्स (जेएआर-21) से मंजूरी लेनी होती थी। लेकिन, अब इंजन और पुर्जों के मानक भारत ही तय करेगा। देश में इनके निर्माण के लिए फैक्ट्रियां भी लगेंगी। इसके अलावा, किसी भी नए इंजन या प्रोपेलर को प्रमाणन से पहले कम से कम 300 घंटे के उड़ान परीक्षण से गुजरना होगा। पहले ईएएसए और जेएआर फ्रेमवर्क में परीक्षण के घंटे विमान के प्रकार, कॉन्फिगरेशन और रिस्क कैटेगरी के अनुसार बदल सकते थे। लेकिन, भारत ने इसे न्यूनतम 300 घंटे फिक्स कर दिया है। किसी भी विमान या उसके हिस्से में खराबी या असुरक्षित स्थिति मिलने पर कंपनी को 72 घंटे के भीतर डीजीसीए को रिपोर्ट करना अनिवार्य होगा। किसी भी विमान कंपनी का डीजीसीए द्वारा दिया गया टाइप सर्टिफिकेट तब तक जारी रहेगा, जब तक वो भारतीय नियमों का पालन करेगी।

## ऐसे हैं नियम: हर विमान का प्रोटोटाइप बनाना होगा

- भारतीय नियमों के मुताबिक हर नए विमान का प्रोटोटाइप (नमूना) बनाना होगा। नया विमान, इंजन या प्रोपेलर होने पर कंपनी को डीजीसीए को एक सर्टिफिकेशन प्रोग्राम देना होगा।
- परीक्षण उड़ानें, फैक्ट्री से ग्राहक तक डिलीवरी, निर्यात, एयर शो या मरम्मत कार्य के लिए ही विशेष उड़ान की अनुमति होगी। पहले यह स्पष्ट नहीं थी।
- इलेक्ट्रिक एयर टैक्सी या यात्री ड्रोन के लिए अलग से नियम एईएसी:01-2024 लागू। यानी इनके परीक्षण के लिए भारतीय स्टार्टअप्स ईएएसए और जेएआर के मानकों पर सीधे निर्भर हुए बिना भारतीय प्रमाणन के आधार पर काम कर सकेंगे। इससे देश में तेजी से बढ़ रही एडवांस्ड एयर मोबिलिटी (एएएम) की अवधारणा को बल मिलेगा। यानी, आने वाले वर्षों में दिल्ली और मुंबई जैसे बड़े मेट्रो शहरों में ट्रैफिक जाम से बचने के लिए एयर टैक्सी की शुरुआत आसानी से हो सकेगी।
- यदि किसी ड्रोन, विमान का डिजाइन नया या अनोखा है तो डीजीसीए अतिरिक्त शर्तें लगा सकता है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DECCAN CHRONICLE HYDERABAD 25 AUGUST 2025

# TIRUPATI FLIGHT SCRUBBED AFTER 2 TECH GLITCHES

**DC CORRESPONDENT**
**HYDERABAD, AUG. 24**

An Alliance Air flight from the city to Tirupati was cancelled on Sunday morning after the aircraft developed a technical issue. Soon after the aircraft, carrying 37 passengers, left the bay, the pilot reported a technical glitch and returned for mandatory engineering checks. After engineers cleared it for departure, aircraft developed another snag, which took longer to fix than expected. To avoid disruption of operations, airline decided to cancel the Hyderabad-Tirupati flight, Alliance Air said in a statement.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE FINANCIAL EXPRESS DELHI 26 AUGUST 2025

Key routes see 50-80% rise in fares as demand outpaces seat availability

# Airfares soar ahead of festive season

SWARAJ BAGGONKAR & NITIN KUMAR
Mumbai/New Delhi, August 25

**AIRFARES ON KEY** routes such as Mumbai-New Delhi, New Delhi-Kolkata, and Kolkata-Bengaluru show a big jump of 50-80% on one-way, non-stop flights, as per bookings portals of airlines for October 19, two days before Diwali. The lowest available fare on the Mumbai-New Delhi route was ₹9,500 one-way. That's roughly 65% higher than last year's prices.

Fares to Kolkata, ahead of Durga Puja, have also soared; with a one-way ticket from Delhi on September 27 costing ₹13,000 at the very least, which is about 70% more than last year's level.

Travel agents say the trends in advance bookings for the festive season reveal a surge in prices over last year with fewer airline seats resulting in demand outpacing supply.

Besides the in-demand routes, fares on routes which are most favoured for leisure holidays have seen a higher jump. The cheapest non-stop flight on the Mumbai-to-Dehradun sector for the given period was priced at ₹14,000, which was nearly double compared to last Diwali.

With Diwali falling on Tuesday (October 21) this year, airline booking and travel agents say that holidaymakers are keen to make use of the long weekend comprising five days.

Continued on Page 10

**TICKET PRICES HEAD NORTH**

| Origin | Destination | Diwali 2024 | Diwali 2025 | Change (in %) |
|---|---|---|---|---|
| New Delhi | Kolkata | 5,200 | 9,350 | 80 |
| Bengaluru | Kolkata | 6,320 | 9,495 | 50 |
| Mumbai | New Delhi | 5,762 | 9,500 | 65 |
| Hyderabad | New Delhi | 6,350 | 7,645 | 20 |
| Chennai | Kolkata | 5,600 | 7,800 | 40 |
| Mumbai | Jaipur | 6,458 | 10,500 | 63 |
| Mumbai | Dehradun | 7,200 | 14,000 | 94 |

Source: Ixigo, company booking website; One-way fares, non-stop flights

# Airfares soar...


LAST DIWALI WASN'T very cheerful for the airline industry. More than adequate capacity and fall in fuel prices kept fares under check. But this year, there is a shortage of available seats on the plane and expensive jet fuel is pushing up the prices," said a senior executive of an online booking company.

From ₹87,600 per kilolitre in October 2024, price of aviation turbine fuel (ATF) has jumped 5% to ₹92,000 per kilolitre in August 2025, as per data shared by Indian Oil Corporation.

Typically, fares are lower if bookings are made 30-45 days prior to the date of journey. The high fares are an indication of higher demand and lower capacity expected to be deployed during the period.

IndiGo, the country's biggest airline, had said during the June quarter investor call that capacity will be lower in the July-September period which would lead to better passenger loads and stronger demand.

Additions to fleet have been limited due to slow aircraft deliveries. Air India's Boeing aircraft deliveries have faced significant delays following production-related issues at the US-based manufacturer. Delivery schedule of IndiGo's A321 XLRs from Airbus is running late by 15-18 months.

Civil aviation minister K Rammohan Naidu had said in Parliament that the ministry had introduced an online mechanism to ensure passengers were not exploited by unnecessary fare hikes.

Under current regulations, airfares are neither established nor regulated by the government after the repeal of the Air Corporation Act in March 1994.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE PIONEER DELHI 25 AUGUST 2025

# AI 171 crash: Time to rework air safety protocols

**The AI 171 Dreamliner crash highlights critical gaps in aviation system design — spanning automation logic, human-machine coordination, maintenance protocols, and regulatory oversight. It is high time to rework safety routines, any complacency could result in yet another fatal disaster in the air**

RAJEEV KUMAR

When engineering fails in aviation, the consequences are immediate, global, and often tragic. The crash of the Dreamliner has become more than an isolated event; it is a wake-up call for designers, regulators, and operators worldwide. Preliminary findings reveal troubling vulnerabilities in automation logic, human-machine coordination, and critical safety interlocks. Since the crash, reported technical snags have risen sharply in India and across several countries. Is this surge the result of fear-driven psychology or heightened vigilance and tighter inspections? Whatever the cause, the lesson is clear: maintenance and routine checks remain the cornerstone of aviation safety.

Some checks are automated through onboard diagnostic systems, while others still depend on manual inspections by engineers and in-flight teams. Yet the principle remains unchanged: every check, whether automated or manual, must be completed thoroughly, with no compromise in accuracy, quality, or time. This incident underscores a fundamental truth: aviation safety is not guaranteed by cutting-edge technology alone, but by the seamless integration of design, maintenance, routine checks, and operational discipline. The questions about engine control, system oversight, and regulatory diligence demand not just investigation but a global reassessment of aircraft design standards.

## Design and Maintenance: Inseparable Partners

System design and maintenance are inseparable halves of the same safety equation. A well-designed aircraft is efficient in flight and maintainable with clarity and predictability throughout its service life.

Every design choice-sensor placement to component accessibility-should support fault detection, troubleshooting, and timely repairs. Routine checks must be seamlessly integrated into operational workflows, ranging from a pilot's pre-flight walk-around to the highly structured A/B/C/D maintenance cycles. These checks are not mere formalities but essential layers of defense against hidden failures.

The design architecture should make every step not only straightforward but also verifiable, minimizing the risk of oversight. Systems must be structured so skipped or incomplete checks are flagged instantly, making omissions nearly impossible.

Equally important is the synergy between automation and human expertise. Onboard diagnostic systems can detect anomalies in real time, but the design must ensure that such alerts are actionable-clear in meaning, free from ambiguity, and supported by reliable documentation.

Ground engineers and in-flight technical teams should not have to decode complex error logs or guess at root causes; instead, the design should guide them swiftly from detection to resolution.

When design, operations, and maintenance are aligned, aviation safety becomes proactive-preventing failures before they materialize.

This alignment transforms maintenance from a compliance exercise into an integrated part of the safety culture. The modern aviation lies in systems where design anticipates failure, maintenance intercepts it, and together they deliver reliability that passengers can trust.

## Challenges and Issues in Air Safety: Learning from Experiences

### 1. Manual vs Automated Shutdown — A Core Design Issue

Was the shutdown triggered by automation failure or manual override? If automated, why would the system permit fuel cutoff during takeoff?

If manual, how could one pilot turn off both engines without the co-pilot's awareness or intervention? Should such switches even be functional during takeoff?

It raises uncomfortable design questions: Can such switches be operated silently-without alarms, tactile resistance, or physical lockouts? Should they even remain functional during take off? In either case, the absence of a fail-safe lockout represents a critical systems gap.

### 2. Locking Disengagement: A Preventable Risk:

In 2018, the federal Aviation Administration (FAA) warned that fuel control switches could degrade over time, recommending replacement only when visibly worn — a reactive measure.

In May 2025, the UK Civil Aviation Authority (CAA) urged daily inspections of fuel shutoff valves and a review of that directive. The absence of universal enforcement reflects a regulatory blind spot.

A life-critical switch, operable within seconds of takeoff and without safeguards, is a catastrophic design flaw.

### 3. Automation vs Human Machine Interaction (HMI) Oversight

The Dreamliner's advanced automation seems to have outpaced human-centered safety logic. Engine shutdown should never bypass explicit pilot confirmation. Where were the "human-in-the-loop" safeguards-alerts, audible prompts, or cockpit overrides-ensuring pilots remain fully aware and in control? Without robust HMI, automation risks silently overstepping its limits.

### 4. Redundancy and Fail Safe Shortcomings

Aviation engineering is built on the principle that systems must default to the safest state. Yet the dual engine shutdown-reportedly without alarms, dual-pilot confirmation, or redundancy-appears to violate this principle.

Even in sabotage scenarios, no single individual should be able to turn off both engines without triggering alerts or mechanical resistance. The absence of such layered safeguards indicates a deeper flaw in fail-safe philosophy and redundancy planning.

Many other scenarios could also put lives at risk through equally catastrophic failures. Addressing these questions is essential to prevent them.

## Looking Ahead- A Phased Roadmap for Aviation Safety:

Turning lessons into safeguards requires a structured, time-bound action plan.

**Short Term:** Immediate priorities include re-engineering life-critical controls with dual-pilot approval and irreversible confirmation, revising cockpit protocols to eliminate single-point vulnerabilities, standardizing FAA, EASA, CAA, and DGCA advisories into binding global directives, and shifting maintenance practices from reactive to proactive, data-driven inspections.

**Mid Term:** In the medium term, aviation safety requires comprehensive audits of system architecture to prevent dual engine shutdown without interlocks, mandatory transparency and peer review of safety-critical design and logic, stronger human-machine interaction (HMI) with explicit pilot acknowledgment for critical actions, and the creation of a global incident database to enable real-time safety feedback loops.

**Long Term:** Over the longer horizon, aviation must simulate "black swan" scenarios before certification, embed safety into organizational culture as continuous learning rather than compliance, and establish an international aviation safety council with binding authority to enforce global standards consistently.

## Conclusions - Engineering for Resilience

True engineering brilliance lies not in technological complexity, but in resilience-the capacity to protect human life when everything else fails. Resilience in aviation means anticipating the unthinkable, embedding fail-safes that cannot be bypassed, and ensuring that no single lapse-human or machine-can escalate into catastrophe. It requires regulators who enforce preventive measures, manufacturers who design for maintainability, and operators who live safety as a practice, not just compliance.

Until these questions are answered and flaws corrected, public trust will remain fragile-shaken not by turbulence but preventable design oversights. Aviation must evolve from reacting to failures toward engineering for resilience. Only then can the skies remain worthy of the trust placed in them by millions of passengers every day.

### UNASKED BUT OBVIOUS QUESTIONS:

1. Why were both engines allowed to shut down seconds after takeoff with no safeguards?
2. Why was there no automatic veto requiring dual-pilot confirmation?
3. How could such an advanced aircraft fail to distinguish between human error, automation failure, or sabotage?
4. Why were FAA/CAA advisories not enforced globally?
5. Why was redundancy, aviation's cornerstone, not applied to engine control?
6. Why were critical switches not designed with tactile resistance, alarms, or lockouts?
7. Why were regulators reactive rather than preventive, waiting for failures before acting?
8. Why are pilots and engineers left to compensate for design flaws that should have been eliminated?

The author is a Tech-Education Policy Consultant, a former Professor of Computer Science at IIT Kharagpur, BITS Pilani, and JNU. He was scientist at DRDO and DST. With over four decades in academia, R&D, and industry, he has contributed to technology development both in India and abroad.