



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

27 MARCH 2025

HC rejects AAI's claim over land after allotment to 3 political parties

SHEKHAR SINGH @New Delhi

THE Delhi High Court has refused to interfere with the allotment of a 2.0524-acre land parcel in the upscale Vasant Vihar locality to three political parties, rejecting a long-standing claim by the Airports Authority of India (AAI). The land, originally granted to AAI for constructing residential quarters for its officials, was reallocated to the Samajwadi Party, Janata Dal (United), and Mizo Peace Foundation after the Union Government canceled AAI's allotment in 2002.

A division bench of Justice Prathiba M Singh and Justice Rajneesh Kumar Gupta observed that the land had already been reallocated and developed by the political parties, making it impractical to reverse the process.

"The allotment in favour of the political parties cannot now be disturbed, and accordingly, the re-allotment of the Vasant Vihar land is not possible in the opinion of this Court," the bench ruled. AAI had initially received the land to construct



120 dwelling units for its employees but was unable to commence work before the cancellation of its allotment. Despite multiple representations to the Directorate General of Civil Aviation and the Committee on Disputes, no resolution was reached. In 2016, AAI approached the High Court, challenging the land's reallocation to political parties, arguing that it was not provided any justification for the cancellation.

However, during the legal battle, the political parties proceeded with construction under various judicial directives.

The High Court noted that

NBCC flats can be considered for allocation

"If the alternate land is not a feasible proposition, the flats constructed by the National Buildings Construction Corporation (NBCC) can be considered for allotment as per AAI's requirements, at discounted charges covering only construction and maintenance costs," the court suggested.

since AAI had rejected an alternate land allotment offered by the government, the possibility of reversing the existing allotments was unfeasible.

"The AAI, being a statutory authority under the Airports Authority of India Act, 1994, had made the necessary payment for the Vasant Vihar land. A mere delay in construction, especially by an autonomous body, could not have automatically led to forfeiture of its rights over the land," the court observed. While dismissing AAI's plea, the court acknowledged that a resolution was necessary for the welfare of AAI's employees.



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 MARCH 2025

Air India to focus on traffic growth at Delhi airport

Aneesh Phadnis

Mumbai

Air India will continue operating from Delhi and will not launch flights from the soon-to-open Noida International Airport (NIA) in Jewar.

Air India's focus is on maximising traffic growth at its Delhi hub by opening new routes and tweaking schedules.

However, the carrier's no-frills brand Air India Express will operate from the NIA, which is expected to start in June, and Hindon airport, in addition to Delhi.

The decision to stay put in Delhi is driven by limited capacity addition and ongoing retrofit of its planes.

"Why would we split the hub across the two airports? Fundamentally, that is the issue," he remarked.

Air India wants to ensure that its aircraft are deployed on the most productive routes, he added.

Delhi airport sees over 1,200 air traffic movements (departures plus arrivals) daily.

Air India is the second largest airline operating at Delhi after IndiGo with 436 daily flights planned in March.

In contrast Air India Express has 96 flights daily including departures and arrivals.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

27 MARCH 2025

Infant's body found in Mumbai airport washroom, probe begins

**Neha LM Tripathi and
Megha Sood**

letters@hindustantimes.com

NEW DELHI/MUMBAI: The body of a newborn baby was found abandoned in a bin at Mumbai airport's Terminal 2 washroom on Tuesday night, airport officials said on Wednesday, terming it the first incident of its kind in the country.

"Housekeeping staff found the newborn in the bin of the family restroom in the boarding area of the domestic side of T2. The cleaning staff alerted CISF and airport officials. The local police were then immediately informed," an airport official said.

Maneesh Kalwaniya, DCP for Zone 8 in Mumbai, told HT, "The body of the newborn found at T2 was of a full-term male child."

"A case has been registered

under BNS sections 91 and 94. Investigations will reveal further details," he added.

In the newly implemented Bharatiya Nyaya Sanhita (BNS), Section 91 addresses acts done with the intent to prevent a child from being born alive or to cause its death after birth, punishable with imprisonment up to 10 years, while Section 94 deals with concealing a child's birth by secretly disposing of the body, punishable with imprisonment up to 2 years.

The Chhatrapati Shivaji Maharaj International Airport (CSMIA) spokesperson verified the incident but denied commenting as investigations were underway.

An airport official, however, confirmed that the incident took place in the family washroom located near boarding gates 43 and 44.

"A team of Sahar police rushed to the airport and took the newborn to the nearest hospital, where doctors confirmed that the baby was dead," a second official said.

"The body of the newborn was sent for the post-mortem examination to find out the exact cause of death. We have registered a case against the unidentified parents of the child for disposing of the body," a police official said.

An airline official said rules do not allow pregnant women to travel in the final month of pregnancy. "...no Indian airline allows women in their ninth month (of pregnancy) to take a flight."

"We are scanning the CCTV footage of the airport to find out who disposed of the body and also coordinating with the airlines to get passenger lists," another official from the police station said.



PHOTOS: ADOBE STOCK (FOR REPRESENTATIONAL PURPOSE ONLY)

Airport theory: The risky 2025 travel trend of arriving minutes before flight

Akanksha Agnihotri

akanksha.agnihotri@htdigital.in

Airport etiquette has always been a hot topic, from middle seat armrest debates to avoiding overpowering scents. Lately, travellers have been focused on avoiding airport time altogether. Enter airport theory, the latest travel trend taking over the internet. Some jet-setters swear by it, while others are putting it to the test. So, is it worth the risk?

What is airport theory?

Airport theory is shaking up how we think about pre-flight time, with travellers showing up just 15-20 minutes before boarding. While the trend is gaining traction on social media and it sounds like a thrill ride, it's not for everyone.

For those who love living on the edge, especially if you show up last minute or packs on the same day, this might be a perfect fit. But for the super-organised folks who arrive hours early, the idea of



rushing to the gate might seem insane.

Why are travellers trying airport theory?

Not everyone enjoys killing time at the airport. For some travellers, this theory is all about saving money, as airports are designed to tempt you into spending at overpriced shops and restaurants. For others, it's about cutting down on the hassle.

Between check-in, security

and long walks to the gate, getting through an airport can be exhausting. While some love lounges or the reassurance of seeing their gate early, others would rather skip the waiting game.

Why this trend might backfire?

If everything goes smoothly, you might breeze through check-in and security with time to spare. But it could also lead to a full-blown travel disaster.

Traffic jams, long security lines or unexpected delays at baggage drop can completely derail last-minute arrivals. And if you miss your flight? You're dealing with rebooking hassles, extra stress for airport staff who have to accommodate panicked passengers.

There's also the risk of getting bumped from an overbooked flight. Airlines often close gates early and standby passengers who show up on time could take your seat. In case, overhead bins fill up before you board, you will have to check your carry-on at the last minute, costing extra money and adding more inconvenience.

How early should you really arrive?

The ideal time to arrive at the airport depends on airport size, airline policies and security wait times. Smaller airports may allow for more flexibility, while major hubs require the standard two-to-three-hour buffer.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

26 MARCH 2025

SMP takes initiative to clean garbage from Bagdogra Airport

OUR CORRESPONDENT

SILIGURI: In a bid to tackle the growing garbage disposal issues at Bagdogra Airport, the Siliguri Mahakuma Parishad (SMP) took the initiative to clean the garbage from the airport by using Solid Waste Management (SWM) system. This decision comes in light of the increasing number of passengers at the airport, where garbage accumulation has become a significant concern.

Previously, there were no specific arrangements for waste disposal at the airport, with accumulated garbage being dumped in a designated area

The Arrangements

- » The initial plan involves transporting the accumulated waste to the newly-established Huduvita Garbage Disposal Unit, approximately 17 kilometres from the airport
- » From there, the waste will be transferred to the plastic processing unit at Ghoshpukur, where it will undergo further treatment and recycling
- » 'We have been focusing on setting up Solid Waste Management systems in all Gram Panchayat areas to keep the entire Mahakuma Parishad region clean and garbage-free...'

and later disposed of by airport staff. However, with the ongoing expansion of the airport, this method of disposal

is no longer feasible, prompting the need for a more sustainable solution. As the area falls under the jurisdiction of

the Naxalbari Gram Panchayat, there were limited resources available for handling such large amounts of waste. To address this challenge, the SMP has taken the initiative, ensuring proper waste disposal and keeping the airport surroundings clean. The initial plan involves transporting the accumulated waste to the newly-established Huduvita Garbage Disposal Unit, approximately 17 kilometres from the airport. From there, the waste will be transferred to the plastic processing unit at Ghoshpukur, where it will undergo further treatment and recycling.

Arun Ghosh, the Sabhad-

hipati of SMP said: "We have been focusing on setting up Solid Waste Management systems in all Gram Panchayat areas to keep the entire Mahakuma Parishad region clean and garbage-free. Given the rising number of passengers at the airport, it was essential to address the waste management issue."

The SMP has also mobilised resources to support the initiative, with a fleet of four trucks for garbage collection, one tractor and 20 e-rickshaws to transport waste. Additional arrangements will be made to ensure consistent waste management.

केंद्रीय मंत्री का दिल्ली के CM को लेटर 'ATF' टैक्स घटाएं, नहीं तो उड़ानें जेवर शिफ्ट होंगी'

■ NBT रिपोर्ट : नई दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट (IGI) पर नोएडा का जेवर एयरपोर्ट भारी पड़ सकता है। ये बात इसलिए कही जा रही है क्योंकि सिविल एविएशन मंत्री राममोहन नायडू ने दिल्ली की सीएम रेखा गुप्ता से गुजरिश की है कि वो हवाई जहाज के ईंधन (ATF) पर लगने वाले वैल्यू एडेड टैक्स (VAT) को 25% से घटाकर 1-4% कर दें। उनका कहना है कि अगर ऐसा नहीं हुआ तो ग्रेटर नोएडा के नए एयरपोर्ट में ईंधन सस्ता होने की वजह से उड़ानें वहां शिफ्ट हो सकती हैं।

इकनामिक टाइम्स के मुताबिक लेटर में मंत्री ने कहा है कि दिल्ली अभी भी उन थोड़े से राज्यों/केंद्र शासित प्रदेशों में से एक है जहां ATF पर VAT बहुत ज्यादा है। इसे कम करना ही होगा। भारतीय एयरलाइन्स के लिए ईंधन का खर्चा उनके कुल खर्च का तकरीबन 40-45% होता है। उत्तर प्रदेश के जेवर में बन रहा नया एयरपोर्ट राजधानी दिल्ली के करीब होने की वजह से आसपास के यात्रियों को

कितना है अंतर ?

- 25%: दिल्ली में अभी ATF पर लगने वाला VAT
- 1%: उत्तर प्रदेश में ATF पर लगने वाला VAT
- 0-29%: भारत के अलग-अलग राज्यों में VAT की रेंज



खींच सकती है। इस साल से ही यहां से उड़ानें शुरू होने वाली हैं। उत्तर प्रदेश में ATF पर महज 1% VAT होने की वजह से ये हवाई जहाजों के लिए ईंधन भरवने की एक आकर्षक जगह बना रहा है। जिससे GMR द्वारा संचालित दिल्ली एयरपोर्ट को चिंता हो रही है।

19 मार्च के अपने लेटर में मंत्री ने बताया कि VAT कम होने से एयरलाइंस इंदिरा गांधी इंटरनेशनल एयरपोर्ट से जेवर एयरपोर्ट की तरफ शिफ्ट हो सकती हैं।



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 MARCH 2025

Aviation regulator, domestic carriers agree on norms for sharing airfare data

Rohit Vaid
New Delhi

Civil aviation regulator DGCA and a group of domestic carriers have agreed to the norms for airfare data sharing. Notably, the move comes after the aviation regulator started an exercise to analyse airfare pricing trends.

businessline was the first to report last week that the Centre had started an exercise to keep a close watch on any alleged manipulation in determining ticket prices by airlines. Accordingly, airfare metadata was sought from airlines for fiscal years 2022-23 and 2023-24.

However, sources told *businessline* that two leading airlines in terms of market share opposed the plan to



FARE DISCLOSURE. Members of the Federation of Indian Airlines have agreed to furnish aggregated airfare data to DGCA

submit metadata on airfares to DGCA.

On Wednesday, Federation of Indian Airlines' Director Ujjwal Dey said, "Following discussions, the DGCA has kindly accepted FIA's request that FIA member airlines furnish aggregated airfare data to enable DGCA to analyse airfare trends."

"The FIA and its members wish to thank the DGCA for its understanding in the mat-

ter and look forward to working closely with the DGCA and the Ministry of Civil Aviation towards ensuring growth of the civil aviation sector by providing greater air connectivity at affordable fares in the country."

FIA represents IndiGo, Air India and SpiceJet.

The "pushback" from airlines had come after airfares to and from Prayagraj last month witnessed an exponential rise due to high

traffic for the Mahakumbh.

Similarly, spikes in airfares have been observed on routes serving locations that host major events, such as cricket matches or concerts.

DEREGULATED AIRFARES

"Since airfares are completely deregulated, it is very difficult to get this kind of data without bringing all the stakeholders on board," sources told *businessline*.

Presently, airfares in India are deregulated, meaning they are determined by market forces of demand and supply.

However, airlines are required to publish their fare buckets or Reservation Booking Designators.

These price buckets are monitored by the Tariff Monitoring Unit, set up by the aviation regulator.



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 MARCH 2025

Summer flight schedule: Modest capacity addition to jack up fares

Rohit Vaid
New Delhi

The modest capacity increase in the summer flight schedule, along with high passenger traffic demand, is projected to drive up airfares, according to industry insiders.

Speaking to *businessline*, industry insiders blamed the slower rate of aircraft induction as well as airport capacity constraints for the modest flight additions in the summer schedule 2025 (SS25), effective from March 30 to October 25, 2025.

This newspaper on Tuesday reported that on a year-on-year basis, the Indian carriers will operate only 5.5 per cent more flights to and from 129 airports.

According to the 2025 schedule released by DGCA, the overall flight departures will rise to 25,610 per week from 24,275 in SS2024.

On a sequential basis, flight departures during SS25 grew only by 2.41 per cent per week compared to the winter schedule 2024 (WS24).

"The 5.5 per cent increase in flight capacity may not meet the soaring demand," said Jagannarayan Padmanabhan, Senior Director & Global Head (transport, mobility, and logistics) at Crisil



Market Intelligence and Analytics.

"This imbalance could drive up fares, benefiting airlines with higher profitability despite the limited capacity expansion," he said.

On the other hand, the latest data set showed that India's domestic air passenger traffic grew by 11.04 per cent at 1.40 crore (1.26 crore) in February 2025 on a year-on-year basis.

FARE HIKE

"Airfares are expected to rise exponentially, especially during the upcoming summer season, as capacity addition is quite low in the summer schedule due to aircraft groundings and lower induction rates," industry expert Mark Martin of Martin Consulting said.

"The only solution at hand for airlines is to double operating hours from nine to 18. However, at this rate of utilisation, the aircraft would require earlier overhauls."

Earlier, at an event last

week, Air India's chief executive and managing director, Campbell Wilson, said that the slower rate of aircraft deliveries due to global supply chain constraints is impacting the industry's growth plans. The situation could persist for another four to five years.

FLEET STRENGTH

Presently, there are 813 aircraft in the fleet of scheduled airlines.

Out of these, 680 are operational and 133 are grounded (The Aviation Ministry figures do not include wet-leased aircraft).

As per 'SS25,' IndiGo had the highest number of flights approved under the schedule.

IndiGo will operate 14,158 flights per week, up 8.49 per cent on a y-o-y basis, followed by Air India at 4,310, up 89.20 per cent; Air India Express at 3,375, up 38.49 per cent; and Akasa Air at 1,089, up 20.60 per cent.

The approved flight strength of SpiceJet went down by 25.17 per cent to 1,240 and that of Alliance Air by 41.96 per cent to 520.

Star Air's approved flight strength rose to 58.31 per cent to 505, and Fly91 by 515 per cent to 123. FlyBig will operate 176 flights and IndiaOne 114.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

27 MARCH 2025

DGCA relents, allows airlines to submit aggregate airfare data

The Directorate General of Civil Aviation (DGCA) has accepted a request from airlines to submit only aggregate airfare data instead of granular details, according to the Federation of Indian Airlines (FIA). This marks a climbdown from the regulator's earlier demand for detailed fare records, including individual ticket prices, booking dates, and passenger counts over the past two years. The DGCA had sought the data in December following public outrage over skyrocketing fares during peak travel periods. **BS REPORTER**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

27 MARCH 2025

एयरबस : भारत से 2 अरब डॉलर की खरीद की उम्मीद

विमान विनिर्माता कंपनी एयरबस के मुख्य कार्य अधिकारी गियौम फाउरी ने कहा कि भारत से उसके कलपुर्जों तथा सेवाओं की वार्षिक आपूर्ति में उल्लेखनीय वृद्धि होगी और 2030 से पहले यह दो अरब डॉलर तक पहुंच जाएगी। एयरबस वर्तमान में भारत से प्रतिवर्ष 1.4 अरब डॉलर के कलपुर्जे तथा सेवाएं प्राप्त करता है। भारत विश्व के सबसे तेजी से बढ़ते नागर विमानन बाजारों में से एक है।

फाउरी ने विकास की दृष्टि से भारत को एयरबस के लिए सबसे महत्वपूर्ण बाजारों में से एक बताते हुए कहा कि विमान विनिर्माता के लिए चुनौती भारत में विमानन उद्योग के विकास की गति से तालमेल बैठाना है। एयरबस को भारतीय विमानन कंपनियों से 1,300 से अधिक विमानों के ऑर्डर मिले हैं।

भाषा



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

27 MARCH 2025

सिफारिश • संसदीय समिति ने सुझाया नया और सख्त सिस्टम विमान किराए में मनमानी रोकने एआई आधारित तंत्र बनाए सरकार

भास्कर न्यूज़ | नई दिल्ली

विमान किरायों में एयरलाइंस की मनमानी रोकने के लिए संसद की स्थायी समिति ने कई सिफारिशों की हैं। उड़ान मामलों से जुड़ी समिति ने कहा कि किराया रेगुलेट करने के लिए नागर विमानन महानिदेशालय (डीजीसीए) के इंतजाम नाकाफी साबित हो रहे हैं।

उल्लेखनीय है कि महाकुंभ में दिल्ली-मुंबई से प्रयागराज की फ्लाइट 50 हजार रु. से ज्यादा महंगी हो गई थी। त्योहारों में भी किराया काफी बढ़ जाता है। समिति ने कहा कि यह वृद्धि पारदर्शी नहीं है। सख्त निगरानी तंत्र के लिए सरकार एआई आधारित एयर प्राइस गार्जियन बनाए। यह मांग और आपूर्ति के आधार पर पारदर्शी व्यवस्था बनाए। सिफारिशें लागू करने के लिए डेढ़ से दो साल की समयसीमा तय करने को कहा है। पहले चरण में ज्यादा टैफिक वाले रूटों पर फोकस रहे और फिर 2026 तक देशभर में ये लागू हों। रिपोर्ट में कहा गया है कि एक मूल्य निर्धारण पारदर्शिता सूचकांक भी तैयार किया जाए, जो निष्पक्ष मूल्य निर्धारण मानकों के पालन के आधार पर एयरलाइंस को रेटिंग दे।

सुझाव... एप बनाएं, क्वालिटी बढ़ाएं

1. **एयर प्राइस गार्जियन...** मशीन लर्निंग, प्रिडिक्टिव एनालिटिक्स, पिछले डेटा और डिमांड पैटर्न पर किराए का अनुमान, ईंधन लागत, सीजनल फ्लक्चुएशन, पीक ट्रेवल या इमरजेंसी पैटर्न पर नजर रखें।
2. **विसंगति पर रियल टाइम नजर...** प्राइस गार्जियन की व्यवस्था होने तक डीजीसीए टैरिफ मॉनिटरिंग यूनिट को एआई संचालित टूल्स से मजबूत बना हर विसंगति पर रियल टाइम नजर रखें।
3. **किराए का तिमाही मॉडल...** विमान किरायों के तिमाही मॉडल अपनाएं। इससे भारी बढ़ोतरी पर नजर रखने में मदद मिलेगी।
4. **डीजीसीए के अधिकार बढ़ें...** डीजीसीए अर्द्ध न्यायिक बने, ताकि कीमतों पर अस्थायी कैपिंग या उल्लंघन पर हर्जाना लगा सके।
5. **एयर फेयर विजिल एप बने...** ताकि यात्री शिकायत कर सकें। स्क्रीनशॉट अपलोड करने, जियो टैगिंग व ट्रैकिंग की व्यवस्था रहे।
6. **इंटीरियर क्वालिटी आयोग...** विमानों में टूटी और फटी सीटें देने से निपटने के लिए आयोग बने। स्टैंडर्ड क्वालिटी सुनिश्चित हो।

दूसरे देशों में कैसे तय होता है विमान किराया

- **अमेरिका...** सरकारी नियंत्रण नहीं। किराया कम रखते हैं। संघीय टैक्स बेस किराए का 7.5% है।
- **ब्रिटेन...** ईयू फ्रेमवर्क से किराया तय होता है। एविएशन अथॉरिटी की निगरानी रहती है।
- **फ्रांस...** प्रतिस्पर्धी मार्केट से

किराए तय होते हैं। एयर फ्रांस को सरकारी सपोर्ट मिलता है।

- **जर्मनी...** ओपन मार्केट सिस्टम। सरकार दूरी के हिसाब से टैक्स लेती है। ट्रेन का कुशल तंत्र है, जो छोटी दूरी की उड़ानों की मांग कम करता है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

26 MARCH 2025

Parl panel calls for DGCA involvement to control airfare

SHEMIN JOY
NEW DELHI, DHNS

With complaints galore about rising airfare, a Parliamentary panel has recommended empowering DGCA to impose a temporary price cap, an AI-powered predictive monitoring system to monitor pricing trends and a mobile app to report arbitrary fares.

The Parliamentary Standing Committee on Transport, Tourism and Culture also suggested setting up an Aviation Interior Quality Commission to monitor aircraft interiors, taking a cue from a complaint raised by Union Minister Shivraj Singh Chouhan about a 'broken and sunken' seat.

In its report on Demand for Grants of the Ministry of Civil Aviation (2025-26), the panel said the Directorate General of Civil Aviation (DGCA) lacks capacity to proactively monitor and regulate airfare trends and it needs a transformative approach leveraging advanced technology.

The panel headed by senior JD(U) MP Sanjay Jha recommended empowering the DGCA with quasi-judicial authority to 'impose temporary price caps or penalties' on airlines 'engaging in exploitative practices'. A 'Pricing Transparency Index' should be developed to rate airlines on their adherence to fair pricing norms and this information should be made public through a consumer-facing portal, it said.

The panel also wanted the establishment of a 'stringent airfare pricing regulation mechanism' - an AI-powered predictive monitoring system, which it wants to call 'AirPrice Guardian' - to address consumer grievances on airfare surges during peak travel periods and emergencies, while ensuring transparency and fairness in pricing practices.

"By establishing dynamic fare bands for each route, updated quarterly through predictive models, this system will empower regulators to monitor deviations in real-time and

take preemptive action against excessive pricing," it said while suggesting a revamp of the existing Tariff Monitoring Unit (TMU) with AI-driven tools for real-time data analysis and anomaly detection.

Another recommendation was a mobile application 'Airfare Vigil', modeled on the Election Commission's eVIGIL app, to enable citizens to report instances of arbitrary airfare pricing by uploading evidence such as screenshots of ticket prices and contextual details. It should also have features like real-time geo-tagging, automated complaint tracking and time-bound resolution.

Taking cognizance of reports concerning premature deterioration of seating materials, ergonomic failures, and technological obsolescence plaguing multiple airlines, the panel also wanted the setting up of the Aviation Interior Quality Commission to implement rigorous testing protocols, sustainability guidelines, and accessibility standards across all domestic carriers.

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

27 MARCH 2025

भारत से दो अरब डालर के कल-पुर्जे खरीदेगी एयरबस

आयुतोष झा • जागरण

टूलूज़ (फ्रांस) : दुनिया की दिग्गज विमानन कंपनी एयरबस वर्ष 2030 से पहले भारत से दो अरब डालर मूल्य के उपकरणों व सेवाओं का आयात करने लगेगी। अभी कंपनी भारत से 1.4 अरब डालर की सोर्सिंग करती है। एयरबस के सीईओ गुलाउमी फौरी का कहना है कि एविपेशन सेक्टर में भारत सबसे तेजी से बढ़ता हुआ बाजार है, लेकिन इस देश को दूसरे देशों की नकल नहीं करनी चाहिए बल्कि अपनी शक्ति पर ही ज्यादा ध्यान देना चाहिए।

फौरी ने कहा है कि भारत एयरबस के लिए दुनिया के सबसे महत्वपूर्ण बाजारों में से एक है। असलियत में यहां जितनी मांग बढ़ रही है, उसे पूरा करना उनकी



कंपनी के लिए चुनौतीपूर्ण है। अभी एयरबस को भारतीय कंपनियों की तरफ से कुल 1300 विमानों का विशाल आर्डर मिला है। इसमें से 900 विमानों का आर्डर तो सिर्फ भारत की सबसे बड़ी एविपेशन कंपनी इंडिगो ने दिया है। इंडिगो की तरफ से आधुनिक ए350 माडल के विमानों का भी आर्डर दिया गया है। इंडिगो ने ए350 माडल के 30 विमानों का और इसी माडल के 50

विमानों का आर्डर एयर इंडिया ने दिया है। भारतीय कंपनियों को अभी तक एयरबस 700 से ज्यादा विमानों की आपूर्ति कर चुकी है।

मौजूदा जेनरेशन के एयरक्राफ्ट बनाना कंपनी के हित में नहीं : भारत से सोर्सिंग बढ़ाने के बारे में एयरबस के सीईओ ने कहा कि मुख्य तौर पर कई तरह के कल-पुर्जे, सब-सिस्टम और एयरफ्रेम भारत से लिए जा रहे हैं। एयरबस की उपस्थिति भारत में

- सीईओ ने कहा- भारत हमारे लिए महत्वपूर्ण बाजार में से एक
- नकल करने की बजाय भारत अपनी शक्ति पर ध्यान दे

तेजी से मजबूत हो रही है। अभी यहां कंपनी के 3600 कर्मचारी काम कर रहे हैं, जबकि सप्लाय चैन के जरिये 15 हजार लोगों को रोजगार मिला हुआ है। पिछले वर्ष एयरबस ने बेंगलुरु की एक कंपनी डायनामेटिक टेक्नोलॉजीज को ए220 श्रेणी के विमानों के दरवाजे बनाने का ठेका दिया था। यही नहीं एयरबस ने टाटा समूह के साथ मिलकर एक संयुक्त उद्यम स्थापित किया है, जो सी295 सैन्य वाहन एयरक्राफ्ट की एसेंबलिंग करेगी। भारत में एच125 हेलीकाप्टर के निर्माण का संयंत्र भी कंपनी स्थापित करेगी। भारत में सिविलियन एयरक्राफ्ट बनाने की फैक्ट्री लगाने से जुड़े एक सवाल के बारे में फौरी ने बताया कि मौजूदा जेनरेशन के एयरक्राफ्ट बनाना ना तो एयरबस के हित में है और ना ही भारत के लिए कोई मतलब होगा।

Airbus Stepping Up India Sourcing, But a Plant will Have to Wait: CEO

A final assembly line may be in consideration for the next generation of planes, says Faury

Arindam Majumder

Toulouse: Airbus, the world's largest plane manufacturer, sourced components worth \$1.4 billion from India in 2024 and will increase it up to \$2 billion by 2030, its chief executive Guillaume Faury said.

However, the European company has no immediate plans to set up a final assembly line in the country as it has already increased production facilities to cater to the target of building 75 aircraft per month by 2027.

"If you compare our sourcing from India to other regions, with the exception of the US where we source engines, that's on the top," Faury said in an interaction on the sidelines of Airbus Sustainability Summit here.

"A final assembly line may be in consideration for the

next generation of planes, but for the current generation, I don't think it makes sense for both India and Airbus," he added.

Faury underlined that a final assembly line is only 7% of an entire aircraft. However, increasing sourcing leads to creation of an ecosystem of companies which create jobs, he said.

"The added value of the final assembly line is very symbolic, but there's so much more key things that are coming today from India, like engineering, data, system systems software and also areas of excellence of India," Faury said.

"India should play on its strengths and not try to replicate what others ha-

 **SELF-RELIANCE**

India should play on its strengths and not try to replicate what others have been doing in the past

GUILLAUME FAURY
CEO, Airbus

ve been doing in the past," he said.

Airbus and its American rival Boeing are facing mounting pressure from the Indian government to set up plants in the country, which has become one of the largest markets for the companies.

Last year, 9.4% of Airbus's total deliveries were allocated to India, with IndiGo alone accounting for 7.6%.

With around 1,500 planes, Indian airlines have the largest order book in the world.

Airbus already has 10 final assem-

bly lines around the world – four in Hamburg, two in Toulouse, two in the US and two in China.

"While we like to be manufacturing in the main countries where we are operating, our setup is already very complex and fragmented, and we have built the capacity," Faury said.

Airbus has a significant presence in India, with over 3,600 employees across its various sites and supports more than 15,000 jobs through its supply chain, as per its website.

Last year, it awarded the contract to manufacture and assemble its A220 Family aircraft doors to Bengaluru-based Dynamatic Technologies.

"I see a lot of competitiveness, and the growth of business is on highly sophisticated systems, which can be both re-engineered and optimised by engineering in India and manufactured in India. That is what we are doing with Indian companies," Faury said.

(The reporter is in Toulouse on invitation from Airbus.)





Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

27 MARCH 2025

DGCA Relents as Airlines Push Back on Fare Data Demand

Our Bureau

New Delhi: Civil aviation regulator Directorate General of Civil Aviation (DGCA) has for settled for aggregated data from airlines to analyse airfare trends, backing off from its earlier demand for passenger level data that the carriers opposed.

The regulator will use the data to study the trend of airfare over the last two years.

“The DGCA has kindly accepted FIA’s request that FIA member airlines furnish aggregated airfare data to enable DGCA to analyse airfare trends,” the Federation of Indian Airlines (FIA) said in a statement. The industry body represents Air India, SpiceJet and IndiGo.

In December, the regulator asked airlines to submit data on each passenger, such as the fare levied along with the booking date and the base fare, as well as the number of passengers on the flight.

The regulator wanted to study the trend of air ticket prices after a public furore over high charges during peak seasons, said people aware of the developments. Tata Consultancy Service, which is the digitisation vendor for the DGCA, has been tasked for the study, they said.

In December, the regulator asked airlines to submit data on each passenger, such as the fare levied along with the booking date and the base fare, as well as the number of passengers on the flight.

Airlines have refused to share such data saying it was commercially sensitive and proprietary data. According to them, sharing such granular level data with external agencies or consultants will hurt competitiveness and risk viability of their business strategy.

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Corporate Communications Directorate

HINDUSTAN

DELHI

27 MARCH 2025

सहमति: भारत-चीन के बीच सीधी हवाई सेवा शुरू होगी

नई दिल्ली, विशेष संवाददाता। भारत-चीन के अधिकारियों के बीच बुधवार को लगातार दूसरे दिन भी वार्ता हुई। इस दौरान दोनों पक्षों ने नागरिकों के बीच संबंधों का आदान-प्रदान बढ़ाने पर जोर देते हुए सीधी उड़ान सेवाएं शुरू करने, मीडिया और थिक टैंक के बीच वार्ता और राजनयिक संबंधों की 75वीं वर्षगांठ मनाने पर सहमति जताई।

चरणबद्ध तरीके से संवाद तंत्र फिर से स्थापित करने पर भी चर्चा हुई। विदेश

■ दूसरे दिन भी दोनों देशों के अधिकारियों में वार्ता हुई

मंत्रालय ने कहा, बीजिंग यात्रा पर गए संयुक्त सचिव (पूर्वी एशिया) गौरांगलाल दास ने चीनी विदेश मंत्रालय के एशियाई मामलों के विभाग महानिदेशक लियू जिनसोंग संग बैठक की। दास ने अक्टूबर 2024 में दोनों देशों के राष्ट्राध्यक्षों की बैठक के बाद संबंधों में सकारात्मक प्रगति पर बात की।



Corporate Communications Directorate

THE HINDU

DELHI

27 MARCH 2025

DGCA relents after airlines push back on past airfare data

The Hindu Bureau
NEW DELHI

Following a pushback from airlines to the aviation regulator's demand to submit airfare data for every ticket sold in the past two years, the DGCA has backed down and accepted aggregated data instead.

"The DGCA has accepted FIA's request that FIA member airlines furnish aggregated airfare data to enable DGCA analyse air-

fare trends," the Federation of Indian Airlines (FIA) said. FIA represents Air India, SpiceJet and IndiGo.

"We will analyse the data to know what is the truth (about claims and counter claims on airfare spikes)," a senior DGCA official said.

"The Centre's airfare scrutiny followed a complaint in January by VHP national spokesperson Vinod Bansal on exorbitant airfares to Prayagraj during the Maha Kumbh festival.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

27 MARCH 2025

Delhi must rationalise its VAT rate for jet fuel

The Delhi government would do well to respond positively to the Union civil aviation ministry's suggestion on reducing the value-added tax (VAT) it charges on aviation turbine fuel (ATF). Delhi airport saw a record 80 million passengers last year despite a 25% VAT on ATF, but this could change once the new airport in Jewar in Uttar Pradesh (UP) becomes operational. UP has said it will be charging a much lower 1%; indeed, 25 states and Union territories charge VAT between 1% and 4%.

Given the large share of fuel in an airline's operating costs — 40-45% as per one estimate — high VAT rates such as Delhi's will mean that airlines may choose to fly to and refuel at a National Capital Region (NCR) airport with lower rates, once such an alternative becomes available (Jewar and Hindon in the NCR are close to Delhi). If the Delhi airport becomes uncompetitive, it will be a drag not just on the investment made in the airport but also the ancillary infrastructure that has come up around it.

Bringing the VAT down to a more competitive rate — the civil aviation ministry recommended 4% — may seem a tough ask for the Delhi government. VAT and GST collections were the only components of its revenue that just about met the budgeted projections for the current fiscal, even as overall revenue collections dipped. That said, a lower VAT on ATF could be offset to a significant degree by the ensuing gains. It would lower the burden on domestic airlines, some of which are struggling to recover costs. Improved airline health and competitiveness against foreign airlines due to the elimination of the tax disadvantage will have spillover gains for Delhi in terms of jobs, sales, and a boost to tourism and hospitality. These benefits could well be reflected in the Capital's overall economy.



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HINDUSTAN TIMES

MUMBAI

26 MARCH 2025

{ **BUSINESS** } INCREASED FLYING

'Airline ops to rise by 5% in summer'



Indian airlines are set to operate more than 5% additional departures this summer compared to the previous year, according to data shared by the civil aviation regulator, the Directorate General of Civil Aviation (DGCA). The data pertains to the summer schedule, which outlines the flying slots airlines will receive. As per the data, Air India shows an 89.20% increase in weekly departures this summer compared to same period last year.

HTC



Corporate Communications Directorate

MINT

DELHI

27 MARCH 2025



The Airbus order book has more than 1,300 aircraft to be delivered to Indian carriers. **BLOOMBERG**

India sourcing of Airbus to hit \$2 bn

Aircraft maker Airbus' annual sourcing of components and services from India will be ramped up significantly to touch \$2 billion before 2030, its CEO Guillaume Faury has said as he emphasised that the country should play on its strengths rather than replicate what others have done in the past.

For Airbus, currently the sourcing of components and services annually is to the tune of \$1.4 billion from India, which is also one of the world's fastest growing civil aviation markets.

Describing India as one of the most important markets for Airbus in terms of growth, Faury said the challenge for the aircraft maker is to support the speed of the growth of the aviation industry in India.

The Airbus order book has more than 1,300 aircraft to be delivered to Indian carriers and IndiGo alone has more than 900 planes on order, including wide body A350s.

Among them, there are firm orders for 50 A350s from Air India and 30 from IndiGo.

Currently, there are around 700 Airbus planes in operation in India, which is also one of the fastest growing civil aviation markets. **PTI**



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

26 MARCH 2025

■ विमान से टकराया पक्षी, उड़ान रद्द

तिरुवनंतपुरम@ पत्रिका.
तिरुवनंतपुरम एयरपोर्ट पर उड़ान से
पहले रनवे पर दौड़ रहे इंडिगो के
विमान के इंजन से पक्षी टकरा गया।
ब्रेक लगाने से यात्रियों को तेज
झटका लगा। विमान 179 यात्रियों
को लेकर बेंगलुरु जाने वाला था।



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

26 MARCH 2025

5% more domestic flights this summer

New Delhi: With no clear timeline for the delayed Greater Noida and Navi Mumbai airports, the Directorate General of Civil Aviation (DGCA) has finalized the summer schedule for domestic flights without factoring them in. The schedule will be revised once their operational dates and capacities are confirmed, expected later this summer.

DGCA has approved 25,610 weekly domestic departures from 129 airports

for the summer 2025 schedule, up from 25,007 from 124 airports in winter 2024-25. "Ambikapur, Dattia, Bidar, Porbandar, Pakyong, Rewa, and Solapur are the new airports, while operations from Azamgarh and Rupsi have been suspended," DGCA said. Compared to last summer's 24,275 flights, this marks a 5.5% increase.

Summer schedules run from the last Sunday of March to the last Saturday

of October, and winter schedules from the last Sunday of October to the last Saturday of March. The regulator updates flights as new airports open.

Among major airlines, Air India will see the biggest capacity jump, up 67% from 2,586 to 4,310 weekly flights, almost doubling last summer's figures. AI Express will rise 19.2% to 3,375. Market leader IndiGo will see a modest 3.4% increase to 14,158 flights. TNN



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

26 MARCH 2025

Flyer tries to open door mid-flight

TIMES NEWS NETWORK

Hyderabad: A 58-year-old man tried to open the emergency door of a Dammam-Hyderabad IndiGo jet mid-air, just before its scheduled landing at Rajiv Gandhi International Airport on Tuesday.

Police said Mohammad Qader Osman allegedly did this out of curiosity, and he was detained for questioning. A case has been registered against him. Osman, a city resident, works for a private firm, police said.

According to police, a few minutes before landing, Osman tried to open the emergency exit door. When an indicator alerted the cabin crew, they rushed to the exit and found that Osman had removed the cover plate of the emergency door and was attempting to reattach it. The crew informed the pilot, who alerted airport security. Upon landing, CISF personnel handed Osman over to police.