

Air cargo growth slows to 6.2% in FY26 against 10% in FY25

T E Raja Simhan
Chennai

Air cargo movement across Indian airports grew by 6.2 per cent in FY26 to 39.63 lakh tonnes, compared with 37.33 lakh tonnes in the previous fiscal, reflecting underlying resilience despite global disruptions.

However, growth moderated from the robust 10.5 per cent expansion recorded in FY25, according to Airports Authority of India data.

The impact of the West Asia crisis became evident in March, when cargo volumes declined by about 6 per cent to 2.08 lakh tonnes from 2.21 lakh tonnes a year earlier, largely due to suspension of flights to key transshipment hubs in the region.

Industry sources said that, but for the disruption, overall growth in FY26 could have reached 8-10 per cent.

AIR CARGO HUB

Delhi continued to be the country's largest air cargo hub during the year.

Chennai, however, emerged as the fastest-growing airport, recording an 11.7 per cent rise in cargo volumes, driven primarily by shipments of mobile phones, electronics and engineering goods.

Hyderabad airport strengthened its position among the top five cargo hubs, widening its lead over Kolkata to more than 14,000 tonnes in FY26, compared to a narrow margin of just 215 tonnes in the previous year.

Industry experts attribute the growth momentum across India to the government's production linked incentive (PLI) scheme, particularly for electronics manufacturing.

J Krishnan of S Natesa Iyer Logistics LLP noted that exports such as mobile phones depend heavily on imported components from

Top five air cargo airports

City	2025-26	2024-25	Growth (%)
Delhi	11,48,337	11,09,519	3.5
Mumbai	9,27,499	8,89,900	4.2
Bengaluru	5,32,012	5,02,509	5.9
Chennai	4,22,515	3,79,154	11.4
Hyderabad	1,82,440	1,65,868	10.0

Source: AAI

Air cargo handled at airports

Year	2025-26	2024-25	Growth (%)
International freight	24,50,984	23,25,095	5.4
Domestic freight	15,12,568	14,08,241	7.4

Source: AAI

Industry experts attribute the growth momentum across India to the government's PLI scheme, particularly for electronics manufacturing

China, Taiwan and South Korea, making air freight the preferred mode due to compressed delivery timelines.

Despite the positive trend, experts caution that global economic uncertainty and geopolitical risks could weigh on near-term growth.

"An aggressive policy push is needed to increase India's share in global trade. The role of air cargo will be critical over the next decade," Krishnan said.

According to data, the March decline underscores the sector's vulnerability to geopolitical shocks, particularly disruptions along West Asia routes that serve as major cargo transit corridors.

HEALTHY GROWTH

At the same time, domestic cargo traffic grew by a healthy 7.4 per cent, signalling strong internal demand and improving supply chain maturity.

"Without external shocks, near double-digit growth was achievable, indicating

robust underlying demand," CK Govil, CMD of Activair Airfreight India Pvt Ltd, said.

Dinesh Krishnan, Chairman of the Air Cargo Agents Association of India (Southern Region), said the West Asia crisis has affected industrial output and the broader supply chain, impacting both capital investments and consumer demand.

While investments in the sector continue, they are being made with "cautious optimism" in the current environment.

COMMODITY MIX

"The commodity mix itself tells an encouraging story — pharmaceuticals, e-commerce, engineering goods, and spare parts have supported stable year-round uplift, and we are now seeing newer categories gaining momentum, Jagannarayan Padmanabhan, Senior Director, CRISIL Limited said.

The cargo mix is shifting toward high-value, time-sensitive shipments like semiconductors, automotive components and consolidated B2B e-commerce goods — categories that demand precision logistics and are stickier in nature.

"Air freight exports to the US alone are about 27 per cent higher than 2019 levels, driven primarily by industrial equipment, parts, and mobile phones," he said.

AMAR UJALA

DELHI

28 APRIL 2026

जून माह के मध्य तक शुरू हो सकती हैं नोएडा इंटरनेशनल एयरपोर्ट से उड़ानें यापल ने बीसीएस को भेजा संशोधित एयरपोर्ट सिक्योरिटी प्लान

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट से जून के मध्य तक कमर्शियल उड़ान शुरू हो सकती हैं। यापल के विदेशी सीईओ की जगह कार्यवाहक सीईओ एक भारतीय नागरिक को बनाए जाने के बाद अब संशोधित एयरपोर्ट सिक्योरिटी प्लान-एसपी भी अनुमोदन के लिए ब्यूरो ऑफ सिविल एविएशन सेफ्टी-बीसीएस को भेज दिया गया है। एसपी को अनुमति के बाद ही एयरलाइंस अपने फ्लाइट शिड्यूल जारी कर पाएंगी।

अधिकारियों का कहना है कि संशोधित एसपी को बीसीएस से एक सप्ताह में अनुमति मिल सकती है। इन अनुमति के जारी होने के बाद करीब 45 दिन का समय एयरपोर्ट प्रबंधन और एयरलाइंस कंपनियों को आवश्यक होगा। इस समय अंतराल में यात्री सेवाओं के लिए जरूरी स्टाफ के आईडी कार्ड जारी करने से लेकर अन्य व्यवस्थाएं भी करना शामिल होगा। एयरलाइंस भी अपने फ्लाइट शिड्यूल जारी कर ऑनलाइन व ऑफलाइन टिकट बुकिंग शुरू कर पाएंगी। फ्लाइट शिड्यूल इसलिए भी जरूरी होगा कि किन शहरों के लिए उड़ान शुरू हो रहीं हैं। इसे एयरपोर्ट अथॉरिटी ऑफ इंडिया के सर्वर पर भी अपलोड करना होगा



रोजाना हो रहा दो करोड़ रुपये का नुकसान

अधिकारियों का कहना है कि उड़ान में देरी की वजह से हर रोज करीब दो करोड़ रुपये से अधिक का नुकसान यापल को हो रहा है। एयरपोर्ट को बनाने में कंपनी ने करीब 8000 करोड़ रुपये का निवेश किया है। इस निवेश के रिटर्न के अलावा अन्य खर्च को शामिल करते हुए नुकसान की गणना की गई है। यानी करीब, 70 करोड़ रुपये हर महीने का नुकसान इस देरी की वजह से उठाना पड़ रहा है। यही वजह है कि कंपनी हर संभव प्रयास उड़ान जल्दी शुरू करने के लिए कर रही है।

जिससे कनेक्टिंग एयरपोर्ट के साथ डाटा को साझा किया जा सके। यही वजह है कि एयरपोर्ट प्रबंधन जून के मध्य तक उड़ान शुरू होने की बात कह रहा है।

योडा व नायल के सीईओ राकेश कुमार सिंह का कहना है कि नोएडा इंटरनेशनल एयरपोर्ट पर कमर्शियल सेवाएं शुरू हो सकें। इसके लिए हर संभव प्रयास यापल और नायल के स्तर

पर किया जा रहा है। एयरपोर्ट से उड़ान शुरू करने के लिए वर्तमान में करीब 70 फ्लाइट के प्रस्ताव पूर्व में मिल चुके हैं। इससे कमोवेश सभी प्रमुख शहरों के लिए उड़ान यहां से शुरू होनी हैं। इंडिगो के अलावा अकासा एयर, एयर इंडिया एक्सप्रेसवे के भी प्रस्ताव इन उड़ान के लिए हैं। जल्दी ही उड़ान यहां से शुरू हो सकेंगी।

आईजीआई एयरपोर्ट पर पार्किंग होगी स्मार्ट एआई से मिलेगी रियल टाइम जानकारी

एआई एल्गोरिदम से मिलेगा पार्किंग का खाली स्लॉट,एंटी और एक्जिट प्वाइंट का ब्योरा

नई दिल्ली। आईजीआई एयरपोर्ट पर आने वाले यात्रियों के लिए राहत भरी खबर है। यात्रियों के लिए पार्किंग व्यवस्था को हाईटेक बनाया जाएगा। आर्टिफिशियल इंटेलिजेंस (एआई) एल्गोरिदम से पार्किंग के खाली स्लॉट, एंटी और एक्जिट प्वाइंट का सटीक ब्योरा मिलेगा। इसके लिए अत्याधुनिक सेंसर से लेकर सीसीटीवी कैमरे लगाए जाएंगे। यहां पर वाहन लेकर आने वाले लोग पार्किंग के लिए कतार में वाहन खड़ा करने से बचेंगे और उपलब्ध स्लॉट के पार्किंग की स्थिति के बारे में जानकारी जुटा सकेंगे।

प्रबंधन ने परियोजना को लागू करने के लिए निविदा जारी कर दी है। यह सिस्टम मुख्य रूप से जनरल एविएशन (जीए) एनेक्स भवन के आसपास स्थापित किया जाएगा। इसके साथ ही जनरल एविएशन स्टाफ बिल्डिंग के पास एमएस फेंडर कार्य भी प्रस्तावित है, जिससे सुरक्षा को और मजबूत किया जा सके। निविदा के तहत योग्य एजेंसियों का चयन किया जाएगा, जो इस परियोजना को तय समय सीमा के भीतर पूरा करेंगी।

प्रतिदिन यात्रा करते हैं 1.5 से 2.5 लाख यात्री : आईजीआई पर यात्रियों की संख्या लगातार बढ़ रही है। यहां से से प्रतिदिन 1 लाख से अधिक यात्री (औसतन लगभग 1.5 लाख से 2.5 लाख तक) यात्रा करते हैं। यह भारत का सबसे व्यस्त हवाई अड्डा है, जो प्रतिदिन लगभग 1,400 से 1,550 उड़ानें संभालता है। इससे पार्किंग स्थलों पर दबाव भी बढ़ गया है। पीक आवर्स के दौरान यह समस्या और गंभीर हो जाती है, जब लोगों को पार्किंग के लिए लंबा इंतजार करना पड़ता है।



एआई एल्गोरिदम बताएगा पार्किंग स्लॉट की स्थिति

नई तकनीक के तहत पार्किंग क्षेत्रों में अत्याधुनिक सेंसर और सीसीटीवी कैमरे लगाए जाएंगे। ये उपकरण पार्किंग स्लॉट की स्थिति पर लगातार नजर रखेंगे और डेटा को एआई एल्गोरिदम के जरिए प्रोसेस करेंगे। इसके बाद यह जानकारी डिजिटल डिस्प्ले बोर्ड और अन्य माध्यमों से यात्रियों तक पहुंचाई जाएगी। इससे वाहन चालकों को पार्किंग ढूंढने के लिए इधर-उधर भटकना नहीं पड़ेगा।

ऐसे काम करेगा पार्किंग ऑक्जूपेंसी सॉल्यूशन

पार्किंग ऑक्जूपेंसी सॉल्यूशन के तहत लगाए जाने वाले डिजिटल डिस्प्ले बोर्ड यात्रियों को यह बताएंगे कि किस पार्किंग ज़ोन में कितने स्लॉट उपलब्ध हैं। इससे चालक सीधे उसी स्थान की ओर जा सकेंगे जहां पार्किंग खाली है। भविष्य में इस सिस्टम को मोबाइल ऐप या ऑनलाइन प्लेटफॉर्म से भी जोड़ने की योजना बनाई जा सकती है, ताकि यात्रियों को एयरपोर्ट पहुंचने से पहले ही पार्किंग की स्थिति की जानकारी मिल सके।

समय बचेगा और जाम से मिलेगी राहत : नया सिस्टम के लागू होने से यात्रियों का समय बचेगा और एयरपोर्ट परिसर में ट्रैफिक जाम की समस्या भी कम होगी। अभी तक पार्किंग की तलाश में कई वाहन परिसर में चक्कर लगाते रहते हैं, जिससे भीड़ और प्रदूषण दोनों बढ़ते हैं। नई व्यवस्था से वाहनों की अनावश्यक आवाजाही कम होगी, जिससे ईंधन की बचत और कार्बन उत्सर्जन में भी कमी आएगी।

एमएस फेंडर कार्य से बढ़ेगी

पार्किंग क्षेत्र की सुरक्षा : एमएस फेंडर कार्य के जरिए पार्किंग क्षेत्र की सुरक्षा को बढ़ाया जाएगा। फेंडर का उपयोग आमतौर पर वाहनों की टक्कर से संरचनाओं को बचाने के लिए किया जाता है। इससे पार्किंग एरिया और जनरल एविएशन स्टाफ बिल्डिंग के आसपास दुर्घटनाओं की संभावना कम होगी और इंफ्रास्ट्रक्चर सुरक्षित रहेगा। प्रबंधन का कहना है कि एयरपोर्ट पर इस तरह के स्मार्ट इंफ्रास्ट्रक्चर की आवश्यकता लगातार बढ़ रही है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 APRIL 2026

Kempegowda airport corridor emerges as thriving business hub

STRONG DEMAND. What was seen as a peripheral stretch is fast turning into Bengaluru's next growth engine

Aishwarya Kumar
Bengaluru

The region around Kempegowda International Airport is emerging as a self-sustaining business and residential hub, as saturation across Outer Ring Road (ORR) and Whitefield pushes large occupiers outward.

Demand is being driven by a diverse mix of aviation, logistics, GCCs and manufacturing firms, alongside a growing base of end-users working across the Hebbal-Manyata-Devanahalli corridor.

STRONG DEMAND
"The immediate airport vicinity is witnessing strong demand, driven by improved connectivity, rapid infrastructure upgrades and the rise of employment clusters across aerospace, logistics and hospitality," said Priyanka Raju, Director, Kalyani Developers.



INFRA BOOST. The corridor is steadily building its own commercial identity

She added that a significant share of buyers are professionals working across hubs such as Manyata Tech Park, Kirloskar Business Park, and the Aerospace SEZ, alongside strong investor interest from NRIs in Singapore, Dubai and other Gulf countries. While the corridor is steadily building its own commercial identity, with anchors such as the Aerospace SEZ and Devanahalli Business Park, it remains a work in progress. "It is moving towards becoming a self-sustaining hub, but is still mid-journey and will, for now, function as a

complementary node to the CBD and ORR," Raju said.

COST ARBITRAGE
A key draw for occupiers is cost arbitrage. Grade A rentals in the airport belt remain significantly lower than established markets, offering comparable build quality at a discount.

"Absorption is strengthening as social infrastructure, schools, retail and healthcare catches up, though the pricing gap is expected to narrow as the corridor matures," she noted.

Data from Anarock Group underscore the shift. In

2025, Bengaluru recorded net office leasing of about 14.95 million sq/ft, with the airport corridor accounting for up to 10 per cent, driven by larger deal sizes often exceeding 1 lakh sq ft.

In comparison, ORR and Whitefield continue to dominate volumes, contributing roughly 50 per cent and 20-25 per cent respectively.

Rentals in the airport corridor range between ₹60-100 per sq/ft, versus ₹90-135 on ORR and up to ₹250 in core CBD areas, said Peush Jain, Managing Director — Commercial Leasing & Advisory, Anarock Group

OCCUPANCY BASE
Developers say the occupier base itself is widening.

"The mix is diverse and expanding, including aviation-linked firms, logistics players, GCCs and MNCs," said Anik RG, Managing Director, Concorde, pointing to the corridor's resilience across cycles.

This evolution is also fuel-

ling conversations around an aerotropolis model. Industry players say the concept is beginning to take shape in Bengaluru, supported by anchors such as the KIADB Aerospace Park, Devanahalli SEZ, and the emerging airport city.

CLUSTER-LED GROWTH
However, its full realisation will depend on sustained alignment of infrastructure, planning and private investment, with development likely to unfold in phases through cluster-led growth.

For developers, this translates into a clear shift in project strategy.

"Demand is being shaped by infrastructure upgrades and connectivity along the main airport corridor," said Ravindra Pai, MD Century Real Estate.

"Over the next 2-5 years, growth will be increasingly anchored around planned, integrated, mixed-use ecosystems rather than linear office clusters."



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 APRIL 2026

IATA raises red flag over VVIP terminal at Navi Mumbai airport

Aneesh Phadnis
Mumbai

A planned VVIP-only terminal at the Navi Mumbai airport has come under scrutiny during the ongoing tariff finalisation exercise.

The first phase of the Navi Mumbai airport became operational last December for domestic flights. The master plan proposes construction of four terminals over the next several years to handle 90 million passengers annually. It also proposes the construction of a VVIP terminal for heads of state and other

Air transport body said a strict regulatory demarcation is imperative as a VVIP facility will not generate revenue

high-ranking dignitaries. The facility would be separate from the proposed general aviation terminal for charter and private aircraft.

While details of the planned VVIP terminal are

not available, it will cost ₹55 crore as per the Navi Mumbai International Airport Limited's (NMIA) submission to the Airport Economic Regulatory Authority (AERA).

PROPOSAL QUESTIONED
The proposal has drawn criticism by the International Air Transport Association (IATA), which questioned the need for a separate VVIP terminal, and said costs associated with it should not be recovered from ordinary passengers. NMIA did not respond to an email query. It will submit its response on

stakeholder comments to AERA. In its comments on the tariff proposal, IATA said general airport users expected to pick up the costs had not been consulted on the necessity and scope of a VVIP terminal.

It said strict regulatory demarcation is imperative as a VVIP facility will not generate any revenue. "In such circumstances neither the capital expenditure nor the operating costs of these facilities should be included in the aeronautical tariff base applicable to scheduled airlines and commercial passengers," IATA said.

‘नोएडा हवाई अड्डे पर ज्यादा लागत और कनेक्टिविटी बन रही हैं प्रमुख दिक्कतें’

दीपक पटेल
नई दिल्ली, 27 अप्रैल

देश की दो प्रमुख विमानन कंपनियों - इंडिगो और एयर इंडिया ने भारतीय हवाई अड्डा आर्थिक नियामक प्राधिकरण (ईआरए) को सूचित किया है कि हाल में शुरू किए गए नोएडा हवाई अड्डे पर अधिक लागत और अपर्याप्त सार्वजनिक परिवहन की कनेक्टिविटी बड़ी दिक्कतें बन सकती हैं। बिजनेस स्टैंडर्ड को यह जानकारी मिली है।

इंडिगो ने कहा है कि दिल्ली हवाई अड्डे की तुलना में अधिक प्रस्तावित विमानन शुल्क के कारण ज्यादा लागत हवाई किराए को बढ़ा देगी और नोएडा हवाई अड्डे को ‘वाणिज्यिक रूप से अनाकर्षक’ कर देगी।

एयर इंडिया ने कहा कि जब तक पर्याप्त और सुविधाजनक जमीनी कनेक्टिविटी नहीं होगी, तब तक कॉरपोरेट यात्री नोएडा हवाई अड्डे से बचते रहेंगे। टाटा समूह द्वारा संचालित इस एयरलाइन ने अदाणी समूह द्वारा संचालित नवी मुंबई हवाई अड्डे का भी उदाहरण दिया, जहां मुंबई हवाई अड्डे की तुलना में ‘अधिक विमानन शुल्क’ वृद्धि दर में बाधक हैं।

फिलहाल ईआरए साल 2026-2031 तक की अवधि के लिए नोएडा हवाई अड्डे के वास्ते विमानन शुल्क (विमान लैंडिंग शुल्क, पार्किंग शुल्क, उपयोगकर्ता विकास शुल्क आदि) तय करने की प्रक्रिया में है।

ज्यूरिख एयरपोर्ट इंटरनैशनल एजी की सहायक कंपनी यमुना इंटरनैशनल एयरपोर्ट प्राइवेट लिमिटेड (वाईआईएपीएल) नोएडा

इंडिगो और एयर इंडिया ने ईआरए से जताई चिंता

हवाई अड्डे का संचालन करती है। उसने इस साल की शुरुआत में ईआरए को अपनी प्रस्तावित

शुल्क सूची सौंपी थी। इंडिगो और एयर इंडिया ने 7 अप्रैल के अपने-अपने पत्रों के जरिये इस शुल्क सूची का विरोध किया।

अपने पत्र में इंडिगो ने कहा, ‘नोएडा हवाई अड्डा और दिल्ली हवाई अड्डा दोनों ही मुख्य रूप से राष्ट्रीय राजधानी क्षेत्र (एनसीआर) की सेवा करेंगे, जिसमें खासा ओवरलैपिंग (दोनों विकल्पों का लाभ उठाना) होगा। लेकिन नोट करने वाली बात यह है कि नोएडा हवाई अड्डे पर विमानन शुल्क (प्रस्तावित) दिल्ली हवाई अड्डे की तुलना में काफी अधिक हैं।’



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

28 APRIL 2026

Noida airport: IndiGo, A-I flag cost, connectivity issues

DEEPAK PATEL
New Delhi, 27 April

India's two major carriers, IndiGo and Air India, have told the Airports Economic Regulatory Authority of India (AERA) that high costs and inadequate public transport connectivity could become major issues at the recently-inaugurated Noida airport, *Business Standard* has learnt.

IndiGo said high costs — due to much higher proposed aeronautical tariffs than Delhi airport — will raise airfares and make Noida airport “commercially unattractive.”

Air India stated that corporate traffic will continue to avoid Noida airport until it has adequate and convenient ground connectivity. The Tata group-run airline also cited the example of Adani Group-run Navi Mumbai airport, where “higher aeronautical tariffs” compared to Mumbai airport “hinder

the rate of growth”.

AERA is currently in the process of determining the aeronautical tariffs (aircraft landing charge, parking charge, user development fee, etc.) for the Noida airport during the 2026–2031 period.

Yamuna International Airport Pvt Ltd (YIAPL), a unit of Zurich Airport International AG that operates the Noida airport, submitted its proposed tariff card to AERA earlier this year.

IndiGo and Air India, through their respective letters dated April 7, opposed this tariff card.

In its letter, IndiGo stated: “Noida airport and Delhi airport will both primarily cater to the National Capital Region (NCR) with substantial overlapping catchment. However, it is noted that the (proposed) aeronautical charges at the Noida airport are considerably higher as compared to the Delhi airport.”

India's largest carrier mentioned that the proposed domestic aircraft landing charge at Noida airport were 119 per cent higher than at Delhi airport. Similarly, the user development fee, paid by each embarking passenger, is 406 per cent higher at Noida airport.

For a typical domestic round trip using an A321 aircraft, the airline estimated an additional cost of about ₹1.88 lakh per flight, which worked out to roughly ₹475 per passenger. If an airline ran around 15 such round trips daily from Noida, the extra cost could add up to about ₹103 crore annually compared to Delhi, IndiGo added.

“With such high costs (and consequently higher fares) leading to reduced demand, the Noida airport will become commercially unattractive for operations at any meaningful scale,” it stated.

IndiGo said that while Delhi



airport is well connected through metro, buses, and highways, similar public transport and road infrastructure is “currently lacking” at Noida airport. As a result, passengers will incur higher out-of-pocket expenses for commuting to and from the airport, in addition to the higher airfares expected due to elevated operating costs.

When asked about the submissions by IndiGo and Air India, YIAPL told *Business Standard*

that tariffs at Noida airport are “in line with those at comparable greenfield and brownfield airports in the country,” adding that the pricing reflects the overall value being delivered.

“The tariff reflects the value we're delivering — not just in terms of infrastructure, but also in terms of efficiency, connectivity, and passenger experience,” it said.

Air India, in its letter, told the regulator that traffic at Noida air-

Pricing matters

- Domestic round trip could cost an additional ₹1.88 lakh per flight, says IndiGo
- This costs ₹475 extra per domestic passenger
- 15 such roundtrips may cost up to ₹103 crore more
- Corporate traffic may avoid Noida till connectivity improves, airlines said

port is likely to grow more slowly than the figures estimated by Landrum & Brown, a consultant hired by YIAPL.

The airline pointed to global supply chain disruptions that are delaying aircraft deliveries by up to two years, which limits airlines' ability to add new capacity.

It also noted that Delhi airport is expanding capacity, which would absorb a large share of future traffic.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

27 APRIL 2026

Swiss plane aborts takeoff at Delhi airport, 6 injured

PTI

NEW DELHI

A Zurich-bound Swiss International Air Lines' flight carrying 232 passengers aborted take off at the Delhi airport early Sunday due to an engine issue, sources said.

Six passengers are undergoing medical evaluation, an airline spokesperson said without elaborating.

Smoke was observed from the port side of one of the landing gears of the A330 aircraft that was operating the

flight LX147 to Zurich. The flight crew aborted the take off and full emergency response was initiated, the sources said.

In a detailed statement, an airline spokesperson said there were 228 passengers and four infants on board.

"Shortly after takeoff, just after 1:00 am. local time in India, an issue occurred with one of the engines. The crew rejected the takeoff and decided as a precaution to evacuate the aircraft," the spokesperson said.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

28 APRIL 2026

नोएडा एयरपोर्ट से उड़ान की अंतिम बाधा भी हुई खत्म, मिली NOC

Maneesh Aggarwal
@timesofindia.com

■ नई दिल्ली: नोएडा एयरपोर्ट के लिए अच्छी खबर है। उसके फ्लाइट टेकऑफ़ कराने में आ रही तमाम बाधा सोमवार को खत्म हो गई। यहां से उड़ान शुरू करने के लिए BCAS की सिक्योरिटी प्रोग्राम वाली अंतिम बाधा को दूर करते हुए BCAS ने इसके लिए अपनी NOC दे दी। अब नोएडा एयरपोर्ट मैनेजमेंट जब चाहे यहां से उड़ान शुरू कर सकता है।

उड़ान शुरू करने के लिए एयरलाइंस को कुछ समय देना होता है। जिससे यह अपने फ्लाइट शेड्यूल निकालकर लोगों के लिए टिकट बुकिंग ओपन कर सके। इस नाते उड़ान शुरू होने में करीब एक महीने का टाइम लग सकता है। हालांकि कोशिश पहले की जा रही। BCAS की इस NOC की वजह से ही यहां से उड़ान शुरू नहीं हो पा रही



नोएडा एयरपोर्ट से उड़ान की शुरुआत एक महीने में होने की उम्मीद है।

थी। मामला नोएडा एयरपोर्ट के विदेशी सीईओ क्रिस्टोफ शनेलमान की वजह से अटका पड़ा था, जो BCAS नियमों के भारतीय होना चाहिए। 24 अप्रैल को विदेशी CEO को बदल कर इसी एयरपोर्ट की भारतीय नागरिक चीफ फाइनेंशियल अफसर (CFO) नीतू सामरा

को नया सीईओ नियुक्त किया गया था। इसके बाद सोमवार को सिक्योरिटी प्रोग्राम वाली NOC भी मिल गई। फ्लाइटों के लिए टिकट बुकिंग का शेड्यूल जारी करने समेत एयरपोर्ट ऑपरेशन ट्रेनिंग समेत दूसरे काम शुरू हो सकेंगे।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

28 APRIL 2026

Noida airport gets security nod, may see flights take off in June

Saurabh.Sinha
@timesofindia.com

New Delhi: Days after it replaced its expat CEO with an Indian one to overcome a regulatory hurdle, Noida International Airport (NIA) on Monday received its final clearance, allowing preparations to begin for commercial launch.

With Bureau of Civil Aviation Security clearing the aerodrome security programme (ASP), Noida airport's launch airline partners — IndiGo, Air India Express and Akasa — are expected to start selling tickets for domestic flights soon. The first flight from NIA is likely to take off in the first week of June.

An aviation ministry official said, "First week of June will be an important time for Delhi-NCR's aerial connectivity. While NIA will start domestic operations, Delhi's IGI Airport will start its hub-and-spoke operations to enable seamless transfers (like the ones at Dubai, Doha, Abu Dhabi, Singapore or Frankfurt) between domestic and international flights."

This means Delhi's IGI will set into motion the process of turning into a hub airport for international flyers, giving them a smoother transit experience that integrates processes at the spoke airport with the hub airport.

The double boost for aviation in Delhi-NCR comes at a challenging time for airlines, which are battling cost overruns and a fall in international

travel because of the US-Israel war with Iran.

IGI Airport's international capacity, incidentally, will increase from a little over 2 crore passengers annually to 3.2 crore after the recently converted international pier at Delhi IGI-A's T3 (Pier C) becomes operational next week. In about a month from that, seamless transfers will start and airside transit will also be rolled out between T1 and T3.

So, while India's busiest airport, IGIA, begins its journey to becoming a hub, NIA will take flight as Delhi's second international airport.

"The aviation ministry is trying to ensure Indian airlines come out of this current difficult phase (Iran war) through measures like reduction in major airport charges for three months; keeping jet fuel prices in check at least for domestic flights; an emergency credit scheme and the UDAN scheme," said an official.

Approval for Noida airport's ASP came through after it appointed chief financial officer Nitu Samra as interim CEO. "ASP covers all aspects of an airport's security, including perimeter security, anti-hijacking measures, access points security and background checks for people working for issuance of airport entry passes. This is the most crucial clearance," said another official. Now with that out of the way, Noida will begin operations with domestic flights — just like Mopa in Goa and Navi Mumbai before it did.



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 APRIL 2026

Engine glitch sparks Swiss flight evacuation in Delhi

Rohit Vaid
New Delhi

A flight operated by Swiss International Air Lines was evacuated at Delhi airport after an engine-related issue occurred during take-off in the early hours of Sunday.

The airline in a statement said the incident involved flight LX147 operated by an Airbus A330, registered as HB-JHK.

PASSENGERS SAFE

According to Swiss, the aircraft was carrying 228 passengers and four infants.

The airline said the issue occurred shortly after 1am local time in India, when one of the aircraft's engines experienced a problem during take-off.

PRECAUTIONARY MOVE

Accordingly, the crew subsequently rejected the take-off and, following an assessment, decided to evacuate the aircraft as a precaution.

All passengers and crew exited the aircraft using emergency slides.

The airline said that six passengers are currently undergoing medical evaluation, while the crew remained un-



FLYERS RESCUED. All passengers and crew exited the aircraft using emergency slides

harmed. Besides, Swiss said it is working closely with local authorities and has deployed technical specialists to Delhi to inspect the aircraft and determine the

cause of the incident. On its part, Delhi Airport said in a social media post on X, formerly Twitter, that a full emergency was declared in the early hours of Sunday in-

volving Swiss International Air Lines flight LX147 operating on the Delhi-Zurich route on Runway 28/10.

SAFETY PROTOCOLS

The airport said all prescribed safety protocols were promptly executed and passengers were safely evacuated. It added that airport operations remained unaffected by the incident.

Meanwhile, officials said the Aircraft Accident Investigation Bureau (AAIB) would probe the incident.

AAIB investigates accidents as well as incidents that are classified as serious.



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 APRIL 2026

Airlines warn of risks of shutdown as ATF prices soar, seek govt's help

Rohit Vaid
New Delhi

The airline industry has sent a Mayday message to the Union government, warning that it is "on the verge of closing down or stopping operations" amid an unprecedented surge in aviation turbine fuel (ATF) prices.

The call for urgent intervention was conveyed in an April 26 letter from the Federation of Indian Airlines (FIA), whose members include IndiGo, Air India and SpiceJet, to the Ministry of Civil Aviation. *businessline* has reviewed the communication.

PRICING DISTORTIONS

The FIA said the current ATF pricing mechanism had created a severe imbalance between domestic and international operations, rendering airline networks financially unsustainable.

While the government capped the increase in ATF prices for domestic operations at ₹15 per litre, international ATF prices rose by ₹73, sharply widening losses for airlines in April.

According to the FIA, Brent crude prices have surged from about \$72 per

barrel to \$118 because of the West Asia conflict.

ATF prices, however, have risen far more steeply — from \$87.24 per barrel to a peak of \$260.24 — and are currently trading above \$235 per barrel. The FIA letter highlighted the widening in crack differentials between Brent crude and ATF, from \$11-18 per barrel earlier to over \$132 now.

As a result, fuel costs — traditionally accounting for 30-40 per cent of airline expenditure — have ballooned to nearly 55-60 per cent of operating costs.

MULTIPLE HEADWINDS

Other factors, including rupee depreciation, airspace closures and higher supplier costs, have compounded the financial strain.

"Today, airlines are in a very difficult, precarious and challenging situation," the FIA said, adding that carriers had managed to sustain operations despite mounting pressure.

The FIA urged the government to reinstate the crack band pricing mechanism introduced in 2022, temporarily suspend the 11 per cent excise duty on ATF, and reduce VAT on aviation fuel in major States.



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 APRIL 2026

ATR bets on tier-2, -3 cities to drive aviation growth

Rohit Vaid
New Delhi

Regional aircraft manufacturer ATR expects India's next phase of aviation growth to emerge beyond metro cities, with tier-2 and -3 markets offering significant opportunities as regional connectivity expands.

Speaking to *businessline*, Alexis Vidal, Senior Vice President Commercial, ATR, said that while India has become the world's third-largest domestic aviation market over the past decade, a large share of inter-city travel outside metro regions continues to be served by rail and road transport.

According to Vidal, nearly 90 per cent of India's inter-city trips fall within a distance of 740 km, which aligns with the operating range of turboprop aircraft.

However, only about 3 per



SPREADING WINGS. Under the UDAN regional connectivity scheme, over 600 routes have been operationalised

cent of these journeys are currently undertaken by air.

On the upcoming modified UDAN (regional connectivity scheme), the regional aircraft manufacturer noted that investments in additional airports and extended route financing could improve the accessibility and viability of regional air travel across the country.

TAKING OFF

Under the initial UDAN scheme, more than 600 routes have been operation-

alised, connecting 93 unserved and underserved airports. Besides, the Centre plans to increase the number of airports in the country to 230 by 2030.

These developments, Vidal said, create a foundation for regional aviation growth, particularly in smaller cities, where direct connectivity remains limited.

As per insights from ATR's MobilityMonitor, a backcast model analysing journeys across transport modes, India has the potential for

more than 400 additional regional air routes, which could add approximately 35 million annual passengers in the regional segment.

Compared to larger jets, ATR aircraft consume up to 45 per cent less fuel on such routes, enabling lower operating costs while maintaining service frequency.

He noted that fleet modernisation and right-sizing would become increasingly relevant as airlines expand into emerging markets.

Meanwhile, ATR expects India to emerge as its largest global market by 2030, supported by expanding regional connectivity, domestic demand and growth potential across short-haul routes.

On the operational front, ATR said it has developed an ecosystem in India over the past 25 years that includes training, maintenance and customer support services.



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 APRIL 2026

SkyHop cleared for seaplane operations

Rohit Vaid
New Delhi

Seaplane operator SkyHop Aviation has received its air operator certificate (AOC), marking a significant milestone as it prepares to commence commercial operations in India.

businessline was the first to report last week that SkyHop Aviation was expected to soon receive its flying licence after it successfully cleared regulatory trials.

FIZZLED OUT

Accordingly, the AOC makes it India's first dedicated scheduled seaplane flight services provider, akin to an airline, whereas in the past,



there have been several non-scheduled amphibious operations by other companies that fizzled out over time.

The industrialist Avani Singh-led aviation venture is being developed as India's first dedicated commercial seaplane operator, with a focus on improving access to regions where conventional airport infrastructure is either limited or difficult to develop.

Besides, the airline aims to unlock new routes, reduce travel time and enhance regional accessibility across the country.

Avani Singh is the daughter of SpiceJet's Chairman and Managing Director Ajay Singh.

"Receiving the AOC is an important milestone for us and the result of consistent effort over the past year," said Avani Singh, Founder and CEO, SkyHop Aviation.

"Building SkyHop from the ground up has been a learning experience, and this certification gives us the foundation to move ahead with confidence."

According to Avani Singh, the airline's aim is simple — to offer a safe, reliable and

new way of connecting parts of India that are still difficult to access.

"We hope to deliver an experience that is both practical and memorable for travellers, while contributing in a small but meaningful way to regional access and national integration."

CONNECTING ISLANDS

In the first phase, SkyHop plans to connect five islands in Lakshadweep with each other and with the mainland.

According to the airline, operations will begin with a 19-seater aircraft.

The airline is also evaluating opportunities in other parts of the country where such connectivity can make a real difference.



Corporate Communications Directorate

DESHBANDHU

DELHI

28 APRIL 2026

एयरलाइंस के लिए 5 हजार करोड़ रुपए की क्रेडिट सपोर्ट स्कीम लाने पर केंद्र कर रहा विचार

नई दिल्ली, 27 अप्रैल (एजेंसियां)। मध्य पूर्व में तनाव के चलते प्रभावित हुई भारतीय एयरलाइंस के लिए केंद्र सरकार 5,000 करोड़ रुपए की क्रेडिट सपोर्ट स्कीम लाने पर विचार कर रही है। इससे देश के एविएशन सेक्टर को बड़ी राहत मिलने की उम्मीद है। यह जानकारी एक रिपोर्ट में दी गई।

एनडीटीवी प्रॉफिट की रिपोर्ट के अनुसार, प्रस्तावित योजना को आपातकालीन ऋण गारंटी योजना (ईसीएलजीएस) के तहत लागू किए जाने की संभावना है, जिसमें सरकार मध्य पूर्व तनाव से प्रभावित विभिन्न क्षेत्रों को समर्थन देने के लिए लगभग 2.5 लाख करोड़ रुपए के विस्तारित पैकेज पर काम कर रही है। रिपोर्ट में सूत्रों के हवाले से बताया गया,



एयरलाइंस को ईसीएलजीएस के माध्यम से सरकार के सपोर्ट से क्रेडिट लेने की अनुमति दी जा सकती है, जिसमें प्रति एयरलाइन लगभग 1000 करोड़ रुपए की क्रेडिट लिमिट होगी। यह योजना पांच साल तक चलने की उम्मीद है, जिसे आगे बढ़ाया भी जा सकता है, और इसके तहत दिए गए ऋणों पर सरकार 90 प्रतिशत तक की गारंटी दे सकती है। सूत्रों ने आगे कहा कि प्रस्तावित एयरलाइन राहत योजना वैश्विक अनिश्चितताओं के आर्थिक प्रभाव को कम करने के लिए सरकार द्वारा तैयार किए जा रहे व्यापक संकट

■ यह योजना पांच साल तक चलने की उम्मीद है

समर्थन ढांचे का हिस्सा है।

यह कदम ऐसे समय उठाया गया है जब अमेरिका-ईरान संघर्ष सहित बढ़ते भू-राजनीतिक तनाव विमानन जैसे प्रमुख क्षेत्रों पर लगातार दबाव डाल रहे हैं, जो ईंधन की कीमतों में उतार-चढ़ाव और वैश्विक व्यवधानों के प्रति संवेदनशील बना हुआ है। इस महीने की शुरुआत में, नागर विमानन मंत्रालय ने अप्रैल 2026 के लिए डीजीसीए द्वारा अनुमोदित फ्लाइंग ट्रेनिंग ऑर्गनाइजेशन (एफटीओ) रैंकिंग के दूसरे चरण की घोषणा की, जो प्रशिक्षण मानकों में समग्र सुधार को दर्शाती है, जिसमें एक संस्थान शीर्ष 'ए' श्रेणी में शामिल हुआ है।



Corporate Communications Directorate

DESHBANDHU

DELHI

28 APRIL 2026

यूबीएस ने इंडिगो को किया डाउनग्रेड, टारगेट प्राइस भी घटाया

मुंबई। ग्लोबल ब्रोकरेज फर्म यूबीएस ने सोमवार को इंडिगो की पेरेंट कंपनी इंटरग्लोब एविएशन लिमिटेड को डाउनग्रेड कर दिया है, साथ ही टारगेट प्राइस को घटाकर 4,940 रुपए कर दिया है। यूबीएस ने इंटरग्लोब एविएशन की रेटिंग को 'बाय' से घटाकर 'न्यूट्रल' कर दिया है। साथ ही टारगेट प्राइस को कम करके 4,940 रुपए कर दिया है, जो कि पहले 5,480 रुपए था। यह डाउनग्रेड ऐसे समय पर आया है, जब अमेरिका-ईरान के संघर्ष के कारण तनाव बना हुआ है और ऊर्जा की कीमतें उच्च स्तर पर पहुंच गई हैं। ब्रोकरेज फर्म ने बताया कि विमानन क्षेत्र विशेष रूप से कमजोर रहा है, क्योंकि कई क्षेत्रों में आपूर्ति संबंधी चिंताओं के कारण हाल के महीनों में जेट ईंधन की हाजिर कीमतें लगभग दोगुनी हो गई हैं। हालांकि इन घटनाक्रमों ने वैश्विक एयरलाइनों पर दबाव डाला है, यूबीएस ने स्वीकार किया कि इंडिगो अपने विशाल आकार और परिचालन दक्षता के कारण कई अंतरराष्ट्रीय समकक्षों की तुलना में अपेक्षाकृत बेहतर स्थिति में है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

28 APRIL 2026

स्विस एयर विमान हादसे में चार यात्रियों में से तीन को मिली अस्पताल से छुट्टी

जागरण संवाददाता, नई दिल्ली: स्विस एयर विमान के इंजन में आग लगने के दौरान उतरने समय घायल हुए चार यात्रियों में से तीन को अस्पताल से छुट्टी मिल गई है। स्विस एयर ने यह जानकारी साझा की है। बताया कि वर्तमान में एयरलाइन विशेषज्ञ और तकनीकी टीम इंजन में आई खराबी के कारणों की विस्तृत जांच कर रही है। एयरलाइन ने यह भी कहा कि जिन यात्रियों को चोट नहीं लगी थी, उन्हें रविवार और सोमवार को अन्य सहयोगी एयरलाइंस (जैसे लुफ्थंडसा या अन्य कनेक्टिंग उड़ानों) के माध्यम से ज्यूरिख भेजा गया। जिन यात्रियों का सामान विमान में ही रह गया था, उसे सुरक्षित निकालकर बाद में उन तक पहुंचाने की प्रक्रिया शुरू की गई है।

इमरजेंसी निकासी के समय कैबिन बैग ले जाने की प्रवृत्ति खतरनाक: यात्रियों को स्लाइड से उतरने के दौरान आई चोटों पर कहा जा रहा है कि इस दौरान कई यात्री अपना कैबिन बैग साथ ले जाने की कोशिश कर रहे थे। इस पर स्विस एयर के अधिकारी ने निकासी के समय यात्रियों की इस प्रवृत्ति को गंभीर सुरक्षा जोखिम बताया। विशेषज्ञों का भी कहना है कि बैग से इमरजेंसी स्लाइड फट सकती है। दूसरी महत्वपूर्ण बात यह है कि लगेज के कारण गलियारे ब्लाक हो जाते हैं, जिससे दूसरों की जान खतरे में पड़ती है। सूत्रों का कहना है कि विमान में हादसे के समय मौजूद क्रू सदस्यों को एयरलाइन की प्रोटोकाल के तहत मनोवैज्ञानिक सहायता दी जा रही है। स्विस एयर का विमान अभी भी आइजीआई एयरपोर्ट पर तकनीकी जांच के दायरे में है। स्विस एयर के इंजीनियर और डीजीसीए की टीम इस बात की जांच कर रही है कि आखिर किन कारणों से इंजन में आग लगी।



Corporate Communications Directorate

HARI BHUMI

DELHI

28 APRIL 2026

एयर इंडिया फ्लाइट की भोपाल में आपात लैंडिंग अटकी 166 यात्रियों की सांसों, वापसी फ्लाइट रद्द

हरिभूमि न्यूज ►► भोपाल

मुंबई से एयर इंडिया की फ्लाइट एआई 633 में सवार 166 यात्रियों और 9 क्रू मेंबर्स को बीच हवा में अचानक तनावपूर्ण पल का सामना करना पड़ा। विमान में तकनीकी खराबी आ गई, जिसके चलते पायलट ने भोपाल के राजा भोज हवाई अड्डे पर प्राथमिकता के आधार पर आपात लैंडिंग करनी पड़ी। रविवार की दोपहर 3:20 बजे विमान सुरक्षित उतर गया।



भोपाल के राजा भोज हवाई अड्डे पर आपात लैंडिंग

हालांकि, यह पूर्ण आपातकाल की बजाए प्राथमिकता लैंडिंग श्रेणी में था, लेकिन हवाई अड्डे ने सभी सुरक्षा प्रोटोकॉल तुरंत सक्रिय कर दिए। जमीन पर पहुंचने के बाद तकनीकी टीम ने विमान का निरीक्षण किया और उसे आगे की उड़ान के लिए ►► **शेष पेज 5 पर**

अटकी 166 यात्रियों...

अनुपयोगी घोषित कर दिया। नतीजतन, भोपाल से मुंबई जाने वाली वापसी फ्लाइट एआई 634 (जिसमें 178 यात्रियों की बुकिंग थी) को रद्द कर दिया गया। एयर इंडिया ने इसे ऐहतियाती कदम बताया, ताकि विमान की पूरी जांच हो सके और खराबी ठीक की जा सके। एयरलाइन्स ने सभी यात्रियों को होटल, खाने-पीने और वैकल्पिक उड़ानों की व्यवस्था कर दी। यह घटना नवंबर 2025 में हुई इसी तरह की एक और एयर इंडिया घटना की याद दिलाती है, जब दिल्ली-बंगलुरु फ्लाइट को कार्गो होल्ड में खराबी की चेतावनी के कारण भोपाल में ही उतरना पड़ा था। डीजीसीए को भी रिपोर्ट भेजी गई : एयर ट्रैफिक कंट्रोल (एटीसी) को तकनीकी खराबी की सूचना मिलते ही एयर इंडिया की टीम ने तुरंत एक्शन लिया।



Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

28 APRIL 2026

विमान हादसे में घायल तीन यात्रियों को मिली छुट्टी

नई दिल्ली। दिल्ली हवाई अड्डे पर शनिवार को मध्यरात्रि के बाद हुए हादसे में घायल हुए तीन विमान यात्रियों को अस्पताल से छुट्टी मिल चुकी है। दिल्ली से ज्यूरिख जा रहे स्विस् एयरलाइंस के विमान में उड़ान भरते समय पहिए में धुआं निकलते देखा गया था। उड़ान को तुरंत रोक कर यात्रियों को आपातकालीन तरीके से नीचे उतारा गया था। जिसमें कुछ विमान यात्रियों को चोटें भी आई थीं।



Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

28 APRIL 2026

तकनीकी खामी के कारण भोपाल में विमान की लैंडिंग

भोपाल, एजेंसी। मुंबई से भोपाल जा रहे एयर इंडिया के एक विमान को तकनीकी खराबी की आशंका के चलते भोपाल हवाई अड्डे पर सुरक्षित रूप से उतारा गया।

एयर इंडिया द्वारा जारी आधिकारिक बयान के अनुसार, सोमवार को उड़ान संख्या एआई-633 के चालक दल ने मानक संचालन प्रक्रिया का पालन करते हुए यह एहतियाती लैंडिंग करने का निर्णय लिया।

विमानन कंपनी ने पुष्टि की है कि विमान सफलतापूर्वक उतरा और सभी यात्री व चालक दल के सदस्य पूरी तरह सुरक्षित हैं। विमान की तकनीकी जांच

हैदराबाद हवाई अड्डे को बम से उड़ाने की धमकी

हैदराबाद। हैदराबाद के राजीव गांधी अंतरराष्ट्रीय हवाई अड्डे को सोमवार को एक ईमेल के जरिए बम से उड़ाने की धमकी दी गई, जिससे सुरक्षा एजेंसियों में हड़कंप मच गया। एयरपोर्ट प्रशासन को मिले इस ईमेल में धमका होने की वेतावनी दी गई थी, जिसके बाद तुरंत सुरक्षा अलर्ट जारी किया गया।

की गई और यात्रियों को उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की गई।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

28 APRIL 2026

Air India Express to unveil new crew uniforms in May

NEW DELHI: Air India Express is set to unveil new uniforms for cabin crew and other frontline staff next month, officials said, as the airline moves to complete the final phase of its brand overhaul.

The rollout, expected by early July, will cover around 3,200 crew members and extend to other customer-facing staff, including airport and security personnel.

Turquoise blue is expected to be the dominant colour in the new uniforms, in line with the airline's revised brand palette of orange, white and turquoise unveiled during its relaunch in October 2023. The move follows a wider rebranding exercise



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

27 APRIL 2026

SWISS flight aborted, 4 hurt

AMIYA KUMAR
KUSHWAHA

New Delhi: A Zurich-bound Swiss International Air Lines flight was forced to abort takeoff at Delhi airport early on Sunday following a snag in the engine, triggering an emergency on the runway and immediate evacuation of passengers that left four of them injured.

One crew member also suffered a minor foot injury.

There were 232 passengers, including four infants, and 13 crew members on board the A330-300 aircraft when the incident took place at 1am.

Several videos that surfaced on social media captured

the moment of panic and confusion when the aircraft aborted the takeoff.

Sources said smoke was observed from the port side of the main wheel and initially, the input was that there was smoke from one of the landing gears.

According to Flightradar24, a flight-tracking platform, the 14-year-old Airbus aborted takeoff after reaching a speed of 104 knots following an engine fire.

The aircraft, which was accelerating for liftoff on Runway 28, came to a stop and promptly began evacuation. The staff swung into action and deployed the emergency slides. Visuals showed ground

staff and emergency personnel assisting passengers, instructing them to move away from the aircraft as quickly as possible and securing the area.

Confirming the incident, a spokesperson for the airline said: "Four passengers remain in hospital. Our staff are also on site there and are closely supporting them for as long as the situation requires. A cabin crew member sustained a sprained ankle. The other crew members are unharmed."

The airline, stylised as SWISS, also expressed regret over the inaccurate injury figures it gave in its initial report.

The Swiss carrier said it was determined to fully un-

derstand the cause behind the incident, expressing regret for the inconvenience caused to the affected passengers.

"All passengers were assisted and accompanied by our teams on site. We have accommodated them in hotels and rebooked them onto alternative flights. We were able to find an individual solution for all guests to continue their journey and remain in contact with them," it said.

"...Our teams are doing everything they can to be there for our passengers and support them as best as possible," it added.

Delhi airport said operations remained unaffected by the incident.

'It sounded like a tyre burst. Aircraft braked very hard & things went flying'

Shreedhar.Rathi
@timesofindia.com

New Delhi: Barely 24 hours after a SWISS Delhi-Zurich flight aborted take-off at IGI Airport following an engine fire, a passenger who was on board has described the evacuation as swift and professional inside the aircraft, but alleged confusion, delays and lack of coordination once passengers were on the ground.

Vinod Krishnadas, 41, a Mumbai-based professional now working in Zug, Switzerland, spoke to **TOI** from Zurich over phone and narrated his ordeal.

Krishnadas said that he was travelling on flight LX147 on Sunday when the Airbus A330 accelerated for take-off before suddenly coming to a sharp halt.

At Indira Gandhi International Airport, authorities declared a 'full emergency' following the incident.

"It sounded like a tyre burst. The aircraft braked very hard and things went flying,"



Several passengers sustained injuries while using the emergency slides

Krishnadas recalled, adding that there was no visible smoke initially, which prevented panic from spreading instantly.

He said he did not see smoke from his window and remained seated based on instructions until the cabin crew announced "emergency, evacuate now."

As panic spread, passengers in economy class faced a more chaotic situation. "There was a lot of clamour," he said. Several passengers sustained injuries while using the emergency slides, with reports of fractures and sprains.

Officials confirmed that four passengers were hospitalised and a crew member suffered a minor injury.

Despite confusion, Krishnadas praised the airline crew. "The Swiss crew did a great job calming people down and distributing water. Everyone was in shock, but they handled it well."

But he criticised the response at the airport after evacuation. "There was no ambulance initially, only a fire brigade. We waited for 10-15 minutes for medical help, and nearly 40 minutes on the run-

way overall," he said.

He said the situation inside the terminal deteriorated further. "There was no proper headcount, no announcements, no leadership. It felt like a headless chicken— people were running around trying to count passengers," he alleged.

Krishnadas said that the process became increasingly disorganised. "They brought 40-50 contact information cards for over 200 passengers and distributed them randomly. There weren't enough cards—and there was only one pen," he said.

It took hours before officials began calling out passenger names using a roster, he said.

"Even simple process like counting names took 3-4 hours and was confusing. They stopped midway at times," he said, adding that passengers were later sent to a hotel in CP.

"There was no representative at the hotel to guide us. Two complete strangers were put in the same room."

SWISS airline said it had accommodated and assisted all passengers.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

28 APRIL 2026

SWISS reviews its evacuation call after people carry bags on slides

Saurabh.Sinha
@timesofindia.com

New Delhi: SWISS has begun reviewing its communication on evacuation procedures to reinforce the need for passengers to exit aircraft immediately without collecting cabin baggage or carrying it onto emergency slides. Apart from delaying evacuation as passengers open overhead bins to retrieve their belongings, cabin bags and pointy footwear can damage inflatable slides.

The evacuation of 245 people from a Zurich-bound Airbus A330 on Delhi airport's main runway in the early hours of Sunday — after take-off was aborted due to engine failure and suspected engine fire — once again saw several passengers using the slides with their cabin bags. Airline officials stressed that this is a common challenge faced by carriers worldwide during emergency evacuations and is not specific to India.

Meanwhile, three of the four passengers who were hospitalised after being injured on Sunday morning have been discharged, while one remains under medical care. The Zurich-based Lufthansa Group airline is awaiting clearance from authorities here — with India's Aircraft Accident Investigation Bureau probing this serious incident — to inspect the engine and determine if it needs to be replaced. The aircraft reached a speed of 104 knots or 193 kmph when take-off had to be abandoned due to engine failure.

SWISS COO Oliver Buchhofer said: "... Our crews are extensively trained for (evacuations)... This also means giving very clear and loud commands in such moment... so that everyone can react quickly and safely.... we see there is still a need for greater awareness, particularly when it comes to hand baggage. For a fast and safe evacuation, it is crucial that personal belongings are

left behind. We are now reviewing how we can further strengthen communication on this topic."

Giving an update on Monday, SWISS said in a statement: "Three passengers have since been discharged from hospital, while one pas-

SWISS flight operations have not been impacted by the grounding of this wide-body aircraft in Delhi and no flights have been cancelled due to the same

senger remains under medical care. The Zurich-based crew members arrived in Zurich (Monday) morning. The three Delhi-based cabin crew members are well and have remained in Delhi. All of them will continue to receive support from supervisors and specialists as needed."

The airline says it is "currently awaiting clearance of the aircraft by Indian authorities. Once approval has been granted, a SWISS technical team will carry out a detailed inspection of the engine and assess whether an engine replacement is required. It is currently unclear when the Airbus A330 will be able to return to Zurich."

SWISS flight operations have not been impacted by the grounding of this wide-body aircraft in Delhi and no flights have been cancelled due to the same.

"We deeply regret the inconvenience caused. Together with our colleagues from the Lufthansa Group, we provided support to passengers on site and worked intensively to arrange alternative travel options. Individual onward travel solutions have been found for all guests, and we remain in contact with them," the airline statement added.



Corporate Communications Directorate

THE TRIBUNE

DELHI

28 APRIL 2026

SkyHop gets DGCA nod for first seaplane service

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, APRIL 27

India's aviation sector is poised for a new chapter, as SkyHop Aviation has secured its Air Operator Certificate (AOC) from the Directorate General of Civil Aviation (DGCA). This approval paves the way for commercial seaplane operations and positions the airline to launch the country's first dedicated seaplane service. It aims to enhance regional connectivity and slash travel times to remote spots.

The certification follows a series of successful test flights—including water take-offs and landings at the Ganga Barrage and Tehri Lake in Uttarakhand—which signal operational readiness before commercial rollout.

SkyHop Aviation is designed to serve regions where conventional airport infrastructure is limited or unviable. It targets hard-to-reach destinations, especially islands and waterfronts, providing a swifter alternative to lengthy surface journeys.

Founder and CEO Avani Singh described the AOC as a key milestone after months of preparation. She noted that it lays a solid regulatory foundation for operations and thanked Union Civil Avi-

To connect islands in Lakshadweep with 19-seater aircraft

ation Minister Ram Mohan Naidu Kinjarapu, Civil Aviation Secretary Samir Kumar Sinha, and DGCA chief Vir Vikram Yadav for their support during approvals.

"Our aim is simple: to offer a safe, reliable and novel way to connect parts of India that remain hard to access. We hope to provide travellers with a practical yet memorable experience, while making a small but meaningful contribution to regional access and national integration," she said.

The airline will start with a 19-seater aircraft, targeting Lakshadweep first. Initially, SkyHop plans to link five islands in the archipelago with one another and the mainland—a step set to ease regional travel markedly.

The company is also exploring similar prospects nationwide, where seaplanes could bridge connectivity gaps, boost tourism and aid local economies.

With regulatory clearance secured, focus now turns to operational timelines and route expansion, as India embraces seaplanes within its regional aviation network.