



# Corporate Communications Directorate

THE ASIAN AGE

DELHI

27 AUGUST 2025

## U'khand gives 2 airstrips to IAF, Pithoragarh airport to AAI: CM

AGE CORRESPONDENT  
DEHRADUN, AUG. 26

In a bid to expand and strengthen air services in border areas and meet strategic needs of the country, Uttarakhand government will hand over its Chinyalisaur and Gauchar airstrips to Indian Air Force (IAF), while Airports Authority of India (AAI) will take over Pithoragarh airport.

In an important move, the Uttarakhand government had decided to relinquish its hold on Chinyalisaur airstrip in Uttarkashi and Gauchar in Chamoli district to hand over them to IAF for strategic reasons. It's notable that both airstrips are still being used by IAF for exercises and other purposes as per its needs. IAF fighter planes and helicopters routinely land and take off from here —



Pushkar Singh Dhama

mainly due to the fact that these two districts share long border with China.

According to the officials from the department of civil aviation Uttarakhand, government has given in-principle approval of the operation and management power of the two airstrips to the IAF.

Chief minister Pushkar Singh Dhama confirmed his government's decision and said, "Expanding air services network in the border state is necessary, as it will serve the needs

of local residents as well as strategic requirements of the nation. The cooperation of the IAF will also be sought in this direction. Besides this, Pithoragarh Airport will also be expanded to accommodate more traffic in future."

In another important move, looking at the growing air services from Pithoragarh Airport, the Uttarakhand government will allow Airport Authority of India (AAI) to operate it in coming days.

Officials in the state civil aviation department informed that an MoU has been signed between Uttarakhand government and AAI to takeover management of Pithoragarh Airport from the state. Besides this plan is also afoot to invest ₹450 crore for development and expansion of the airport.



# Corporate Communications Directorate

THE STATESMAN

KOLKATA

27 AUGUST 2025

## IAF, AAI to develop airstrips at Indo-China border in Gunji

**PR SINGH**  
Dehradun, 26 August

The Uttarakhand government will hand over its Chinyalisaur and Gauchar airstrips to the Indian Air Force while the Airports Authority of India will take over the Pithoragarh airport. The steps to expand and strengthen air services in border areas and meet strategic needs of the country.

The Pushkar Singh Dhumi government has decided to relinquish its hold on Chinyalisaur airstrip in Uttarakashi and Gauchar in Chamoli district to hand over them to IAF for strategic reasons. It is notable that both airstrips are still being used by IAF for exercises and other purposes as per its needs. IAF fighter planes and helicopters routinely land and take off from here mainly as these two districts share a long border with China.

According to officials from the department of civil aviation, the Uttarakhand government has given in principle approval of the operations and management power of the two airstrips to the IAF.

Chief Minister Pushkar Singh Dhumi confirmed his government's decision and said, "Expanding air services network in the border state is necessary, as it will serve the needs of local residents as well as strategic requirements of the nation. The cooperation of the IAF will also be sought in this direction. Besides this the Pithoragarh Airport will also be expanded to accommodate more traffic."

In view of the growing traffic from Pithoragarh Airport, the state government plans to let the Airport Authority of India (AAI) operate it in the coming days. Officials in the state civil aviation department said that an MoU has been signed between Uttarakhand government and AAI to take over management of Pithoragarh Airport from the state. Besides this, a plan is also afoot to invest ₹450 crore for development and expansion of the airport. According to the CM, the state government will also build a 1 km airstrip at Gunji in Pithoragarh, considered as gateway to Kailash, Mansarovar and Tibet in China.

# Corporate Communications Directorate

DESHBANDHU

DELHI

28 AUGUST 2025

## जेवर एयरपोर्ट से बदल जाएगी प्राधिकरण क्षेत्र की तस्वीर

■ देवेन्द्र सिंह

ग्रेटर नोएडा, 27 अगस्त (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट (जेवर) का पहला चरण शुरू होते ही ग्रेटर नोएडा और यमुना प्राधिकरण क्षेत्र की तस्वीर बदलने वाली है। यह एयरपोर्ट न सिर्फ औद्योगिक निवेश को आकर्षित करेगा, बल्कि शिक्षा, स्वास्थ्य और पर्यटन के क्षेत्र में भी नए अवसरों के द्वार खोलेगा। सितंबर तक एयरपोर्ट का निर्माण कार्य पूरा का लक्ष्य दिया गया है। इस दौरान एयरोड्रम लाइसेंस समेत एयरपोर्ट से उड़ान भरने की अन्य प्रक्रिया पूरी की जाएगी। सितंबर के बाद पहले कार्गो और घरेलू विमानों का उड़ान शुरू करने की तैयारी की है। इसके बाद अंतरराष्ट्रीय विमानों का उड़ान शुरू होगा। एयरपोर्ट के चालू से थोड़ा के साथ ग्रेटर नोएडा की भी तस्वीर बदलने की उम्मीद है।

**परिवहन और कनेक्टिविटी में क्रांति**

एयरपोर्ट तक पहुंच आसान बनाने के लिए दिल्ली-जेवर एक्सप्रेसवे का निर्माण तेज गति से हो रहा है। इसके अलावा नोएडा मेट्रो की एक्वा लाइन को बोझाकी मल्टी-मॉडल हब तक विस्तार की मंजूरी मिल चुकी है। गाजियाबाद से जेवर तक आरआरटीएस कॉरिडोर भी स्वीकृत है, जिससे सफर और तेज व सुविधाजनक हो जाएगा। एयरपोर्ट प्राधिकरण ने महिंद्रा और उबर जैसी कंपनियों के साथ मिलकर लास्ट माइल कनेक्टिविटी की भी योजना तैयार की है।

यमुना प्राधिकरण ने जापानी व कोरियाई कंपनियों के लिए अलग-अलग औद्योगिक



- शिक्षा, स्वास्थ्य, पर्यटन व औद्योगिक विकास को मिलेगी नई उड़ान
- सितंबर के बाद जेवर एयरपोर्ट से कार्गो व घरेलू विमानों के उड़ान की तैयारी
- नोएडा एयरपोर्ट पहले चरण में 1334 हेक्टेयर में किया जा रहा विकसित

शहरों का प्रस्ताव रखा है। दादरी में लगभग छह हजार करोड़ रुपये की लागत से मल्टी-मॉडल लॉजिस्टिक हब विकसित किया जा रहा है। एयरपोर्ट के शुरू होते ही इलेक्ट्रॉनिक्स, एयरोस्पेस, ऑटोमोबाइल और ई-कॉमर्स जैसी कंपनियों का जमावड़ा इस क्षेत्र में देखने को मिलेगा।

**रियल एस्टेट और स्मार्ट टाउनशिप**

रियल एस्टेट एक्सपर्ट्स के अनुसार एयरपोर्ट की घोषणा के बाद से ही यमुना एक्सप्रेसवे और नोएडा एक्सटेंशन में जमीन और प्लॉट की कीमतों में 20 से 50 फीसदी तक वृद्धि हुई है। एयरपोर्ट के आसपास 'एरोसिटी' की तर्ज पर होटल, दफ्तर और शॉपिंग कॉम्प्लेक्स तैयार होंगे। स्मार्ट टाउनशिप और इंटीग्रेटेड हाउसिंग प्रोजेक्ट्स तेजी से विकसित किए जा रहे हैं।

एयरपोर्ट संचालन के साथ ही 24 घंटे एयर एम्बुलेंस सेवा और ट्रेमा सेंटर जैसी आधुनिक सुविधाएं उपलब्ध होंगी। आसपास के गांवों और कस्बों को भी स्वास्थ्य सेवाओं का सीधा लाभ मिलेगा।

एयरपोर्ट शुरू होते ही पर्यटन और हॉस्पिटैलिटी सेक्टर को भी पंख लगेंगे। मधुरा-बूदावन और आगरा जैसे धार्मिक व ऐतिहासिक स्थल अंतरराष्ट्रीय पर्यटकों के लिए आसानी से सुलभ होंगे। एयरपोर्ट के आसपास 3 से 5 सितारा होटल, रिसॉर्ट और कन्वेंशन सेंटर बनेंगे। साथ ही, यमुना एक्सप्रेसवे क्षेत्र में मोटरस्पोर्ट्स, गोल्फ कोर्स और थीम पार्क जैसी परियोजनाओं को भी गति मिलेगी।

**पर्यावरण और सतत विकास**

जेवर एयरपोर्ट को देश का पहला नेट-जीरो उत्सर्जन वाला हवाई अड्डा बनाने का लक्ष्य है। इसमें रेन वॉटर हार्वैस्टिंग, इलेक्ट्रिक वाहन चार्जिंग, और 133 हेक्टेयर हरित क्षेत्र जैसी योजनाएं शामिल हैं। धनोरी चेटलैंड्स जैसे संवेदनशील क्षेत्रों की सुरक्षा पर भी विशेष ध्यान दिया जा रहा है।

**क्षेत्रीय विकास का नया अध्याय**

नोएडा इंटरनेशनल एयरपोर्ट केवल एक हवाई अड्डा नहीं, बल्कि ग्रैने की औद्योगिक क्रांति और क्षेत्रीय विकास का नया अध्याय है। यह परियोजना शिक्षा, स्वास्थ्य, पर्यटन और औद्योगिक क्षेत्रों को नई दिशा देगी और पूरे पश्चिमी उत्तर प्रदेश को वैश्विक मानचित्र पर एक नए पहचान के साथ स्थापित करेगी।

**शिक्षा और स्किल डेवलपमेंट**

एयरपोर्ट के संचालन के लिए प्रशिक्षित युवाओं की मांग बढ़ेगी। इसी को ध्यान में रखते हुए क्षेत्र में एविएशन ट्रेनिंग इंस्टीट्यूट, हॉस्पिटैलिटी मैनेजमेंट सेंटर और स्किल डेवलपमेंट प्रोग्राम शुरू किए जा रहे हैं। शारदा, गलगोटिया और जी.एल. बजाज जैसे विश्वविद्यालय अब नए कोर्स शुरू करने की तैयारी में हैं। अनुमान है कि एयरपोर्ट और उससे जुड़े उद्योगों से प्रत्यक्ष व अप्रत्यक्ष रूप से दो लाख से अधिक रोजगार उत्पन्न होंगे।

**स्वास्थ्य सेवाओं का विस्तार**

नोएडा इंटरनेशनल एयरपोर्ट के पास ईएसआईसी का 100 एकड़ का मेडिकल कॉलेज और अस्पताल बन रहा है। इसके अलावा निजी क्षेत्र के कई बड़े अस्पताल समूह यहां निवेश करने की तैयारी में हैं।

## Domestic flyers at Navi Mumbai to pay 5x of Mumbai

● We don't decide user development fee: Adani Airport

SWARAJ BAGGONKAR  
Mumbai, August 27

IF YOU TAKE a domestic flight from the upcoming Navi Mumbai airport, you will have to fork out a user development fee of ₹840 — nearly five times more than the Mumbai airport. For international flyers, the fee will be two-and-a-half times more: ₹1,500 at Navi Mumbai versus an average of ₹655 for economy and business class flyers at Mumbai.

The steep UDF at the Adani-operated Navi Mumbai International Airport (NMIA) — among the highest in the country — mirrors the trend of substantial increases in the user development fee (UDF) at other airports undergoing infrastructure upgrade.

"Adani Airport does not get to decide what (UDF) to charge. There is a big misconception in the industry that Adani and GMR charge more. We have zero authority to decide what we should charge," Arun Bansal, CEO, AAHL, said in an interaction with FE.

"The UDF is independently decided by AERA based on

### HEFTY PRICE



UDFs at various airports only embarking passengers  
\*Average of Eco and Biz class  
Source: Ministry of Civil Aviation

defined formulas. We only provide input. Older the asset, lower the charge and newer the asset higher the charge. Overtime the rates go down," Bansal added.

Continued on Page 7

## Domestic flyers at Navi Mumbai...

THE AIRPORTS ECONOMIC Regulatory Authority (AERA) determined UDF of ₹1,500 for international and ₹840 for domestic passengers flying out of Navi Mumbai for FY26. The fees are among the highest in the country. At Kannur airport, domestic flyers pay ₹850 and international passengers ₹1,798. At Thiruvananthapuram, domestic UDF is ₹840 and international ₹1,680, and in Chandigarh the fees are ₹725 and ₹1,550 respectively.

At the Delhi airport, departing domestic passengers pay ₹129 as UDF and international flyers pay ₹650 or ₹810 depending on flying category.

The Navi Mumbai airport is set start commercial operations from November with both international and domestic flights starting together, according to Adani Airport Holdings (AAHL) executives. The steep UDF will pose a challenge for airlines to price their tickets attractively.

AAHL controls seven operational airports, including the Mumbai airport, and one under construction airport. It has a market share of nearly 25% of India's domestic passenger traffic, just behind market leader GMR Airports, which



runs Delhi and other airports.

AAHL proposes to infuse over ₹57,000 crore for the creation of a variety of supporting facilities at NMIA including a second runway, a second terminal building, automated people movers which will connect the two terminals. The steep UDF at NMIA will be followed shortly by a likely upward revision of the same at three other airports run by AAHL — Lucknow, Ahmedabad, Thiruvananthapuram — by the end of FY26. UDFs typically decrease in the long run when the funds for erecting supporting assets for an airport is raised.

"We will get a revised tariff order in March 2026 for Lucknow, Ahmedabad and Thiruvananthapuram and fewer more will come up later," Bansal said.



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FREE PRESS JOURNAL

MUMBAI

27 AUGUST 2025

## PIL for directions to Centre to name Navi Mum airport

**Sameera Kapoor Munshi**

NAVI MUMBAI

A public interest litigation (PIL) has been filed before the Bombay High Court, seeking directions to the Centre to expeditiously christen the Navi Mumbai International Airport (NMIA) as Lokneta D B Patil NMIA. The naming of the airport, which is expected to become operational soon, has been a dominant issue, with the demand to officially associate it with D B Patil's name.

The PIL, filed by Prakashjhot Samajik Sanstha through its president Vikas Parshuram Patil, pointed out the Centre's alleged inaction on the "matter of profound public interest" and that further delay could lead to "public unrest". It said that the Maharashtra cabinet has already passed a dear resolution in this regard and a related bill has also sailed through both houses of the legislature. Despite this, not declaring NMIA's official name amounts to a violation of public trust and principles of good governance, the PIL asserted. "There remains a lot of uncertainty and confusion about the naming of the airport. The PIL is intended to get the authorities to act and give in writing about the (current) status," said Patil.

The petition pointed out that the state government had formally approved the name Lokneta D B Patil Navi Mumbai International Airport in July 2022 following strong public demand and recognition of Patil's role in securing the rights of project-affected people (PAPs). The naming

### IN BRIEF

**1** PIL filed by Prakashjhot Samajik Sanstha; it says matter of profound public interest

**2** Points out that state cabinet has already passed resolution, legislature has cleared related bill

**3** Proposal was forwarded to the Union ministry of civil aviation, but remains pending, it asserts

proposal was duly forwarded to the Union ministry of civil aviation, but remains pending.

The petition warned that the delay has created frustration among local communities, particularly the Agri-Koli community and PAPs. It also highlighted that the issue has become politically-charged, with parties exploiting the sentiments of the people.

Citing the doctrines of legitimate expectation and public trust, the PIL said that citizens have a rightful expectation that the government acts promptly on such a matter of regional importance, especially with the airport nearing operational readiness.

The petition has sought a writ of mandamus (court order to do the needful) directing the Centre to take an expeditious, time-bound decision on the naming of the airport. It stressed that the delay undermines both social harmony and confidence in governance.



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HINDUSTAN TIMES

MUMBAI

27 AUGUST 2025

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## Over 1,000 farmers submit consent letters for Purandar airport

**PUNE:** Over 1,000 farmers have agreed to give land for the proposed Chhatrapati Sambhaji Raje International Airport project at Purandar. According to the district administration, farmers from seven villages submitted consent letters on Monday and Tuesday.

The Maharashtra government has initiated the land acquisition process for the airport project, which requires 2,765 hectares across seven villages in Purandar Taluka. While around 1,268 hectares is government-owned land, 1,497 hectares will be acquired from private farmers. Officials said that 600 hectares of government land is already available, and owners of 200 hectares have expressed willingness to give their land.

"The Pune district administra-

tion has set up multiple offices to collect consent letters, including in Saswad, Pune Collectorate and the land acquisition office," said a senior official from the land acquisition department.

A special awareness campaign is being carried out by the district administration to explain the compensation, rehabilitation, and resettlement packages being offered. Officials said that transparent and fair compensation will be ensured, along with proper rehabilitation facilities.

The airport project had earlier faced delays due to land acquisition issues and opposition from local farmers. However, the government's revised approach of acquiring 3,000 acres instead of 7,000 acres has led to renewed acceptance.



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THE ASIAN AGE

DELHI

27 AUGUST 2025

## CM Majhi charts new flight path in aviation

*Unveils pilot training for tribal girls*

AKSHAYA  
KUMAR SAHOO  
BHUBANESWAR, AUG. 26

Odisha chief minister Mohan Majhi on Monday announced a slew of measures to transform the state's aviation sector, unveiling new infrastructure, training opportunities, and connectivity projects at the Eastern Region Ministers' Conference on Civil Aviation in Bhubaneswar.

Under the state's flagship initiative Bmaan (building and management of aviation assets and network), the government will soon launch a "cadet pilot programme" to provide specialised training to tribal girls aspiring to become pilots.

In a major boost to infrastructure, the state signed an agreement with Air Works, a leading maintenance, repair and over-



Mohan  
Majhi

haul (MRO) service provider, to establish a state-of-the-art MRO facility at Biju Patnaik International Airport in Bhubaneswar. The CM said the facility would not only modernise aviation infrastructure but also create opportunities for skill development, training, and jobs for youth.

The CM also announced that work is underway for an international airport in Puri, envisioned as a spiritual and cultural gateway for millions of devotees worldwide, while land has been secured for the expansion of Jharsuguda Airport.

He noted that in the past 14 months alone, Odisha has been connected with 15 new destinations.



# Corporate Communications Directorate

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BUSINESS STANDARD

DELHI

28 AUGUST 2025

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## **Jet Airways to transfer Mumbai office space lease for ₹370 crore**

Jet Airways, which is undergoing liquidation, on Wednesday said it has executed an agreement to transfer the lease of its office space in Mumbai to an entity for a little over ₹370 crore. The proposed lease transfer, subject to approval from the Mumbai Metropolitan Region Development Authority (MMRDA), is being conducted under the provisions of the Insolvency and Bankruptcy Code (IBC) and liquidation regulations, according to a regulatory filing. After flying for 25 years, the once storied Jet Airways shuttered operations in April 2019, following financial headwinds and subsequently, lenders referred the ailing airline for resolution under the IBC. PTI



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BUSINESS STANDARD

DELHI

28 AUGUST 2025

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## **IATA proposes raising age limit to 67 for pilots of commercial flights**

Global airlines' grouping International Air Transport Association (IATA) has proposed increasing the upper age limit to 67 years for pilots who are operating multi-pilot commercial flights. Amid a shortage of available pilots compared to the rising demand spurred by aviation sector growth, the proposal has been made by IATA to the International Civil Aviation Organization (ICAO).

PTI



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

28 AUGUST 2025

## जेट एयरवेज अपना मुंबई दफ्तर दे रही पट्टे पर

जेट एयरवेज ने बुधवार को कहा कि उसने मुंबई स्थित अपने दफ्तर का पट्टा किसी अन्य कंपनी को करीब 370 करोड़ रुपये में देने के लिए एक समझौता किया है। जेट एयरवेज परिसमापन प्रक्रिया में है। जेट एयरवेज ने शेयर बाजार को दी सूचना में कहा कि यह सौदा दिवाला एवं ऋणशोधन अक्षमता संहिता (आईबीसी) और परिसमापन विनियम के तहत किया जा रहा है और इसके लिए मुंबई महानगर क्षेत्र विकास प्राधिकरण की मंजूरी लेनी जरूरी होगी। भाषा



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

28 AUGUST 2025

## पायलट्स की उम्र सीमा 67 साल करने का प्रस्ताव

भास्कर न्यूज़ | नई दिल्ली।

दुनियाभर की एयरलाइंस का प्रतिनिधित्व करने वाले संगठन आईएटीए ने कमर्शियल फ्लाइट्स उड़ाने वाले पायलट्स की अधिकतम उम्र सीमा 65 से बढ़ाकर 67 साल करने का प्रस्ताव दिया है। यह प्रस्ताव इंटरनेशनल सिविल एविएशन ऑर्गनाइजेशन को भेजा गया है। IATA का कहना है कि एविएशन इंडस्ट्री तेजी से बढ़ रही है, लेकिन पायलट्स की संख्या उस हिसाब से नहीं बढ़ रही। ऐसे में उम्र सीमा बढ़ाना जरूरी है। इससे पहले, 2006 में पायलट्स की उम्र सीमा 60 से बढ़ाकर 65 साल की गई थी।



## Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

27 AUGUST 2025

# चंडीगढ़, देहरादून, इंदौर के लिए अब 1 फ्लाइट, कई शहरों के लिए शाम को कोई सेवा नहीं; अमृतसर, भोपाल के लिए उड़ानों की मांग बढ़ी कमजोर होती कनेक्टिविटी, विंटर शेड्यूल के मुकाबले रोज 22 फ्लाइट्स कम

एविएशन रिपोर्टर | जयपुर

जयपुर इंटरनेशनल एयरपोर्ट से देश के अन्य शहरों के लिए हवाई कनेक्टिविटी में लगातार गिरावट देखने को मिल रही है। जिन शहरों के लिए पहले प्रतिदिन 2 से 3 फ्लाइट्स उपलब्ध थीं, वहां अब सिर्फ एक फ्लाइट रह गई है या उड़ानें पूरी तरह बंद हो गई हैं। मार्च 2025 तक जयपुर एयरपोर्ट से जहां रोज औसतन 72 फ्लाइट्स संचालित हो रही थीं, वहीं अब यह संख्या घटकर सिर्फ 50 रह गई है। यानी विंटर शेड्यूल की तुलना में 22 फ्लाइट्स कम हो चुकी है।



### इन प्रमुख शहरों के लिए कम हुई फ्लाइट्स

शहर	पहले और वर्तमान की स्थिति
लखनऊ	पहले 2 फ्लाइट्स, अब सिर्फ 1 (दोपहर में)
इंदौर	पहले 3 फ्लाइट्स, अब सिर्फ 1 (सुबह)
चंडीगढ़	सुबह व दोपहर की फ्लाइट, शाम को नहीं
देहरादून	सिर्फ सुबह की फ्लाइट, शाम को नहीं
भोपाल	पहले शाम की फ्लाइट थी, अब बंद
उदयपुर	सुबह फ्लाइट उपलब्ध, शाम को नहीं
गोवा	सिर्फ सुबह की फ्लाइट, शाम को डिमांड
गुवाहाटी	सिर्फ शाम की फ्लाइट, जबकि डिमांड अधिक

### 7 शहरों के लिए है अच्छी कनेक्टिविटी

फिलहाल जयपुर से दिल्ली, मुंबई, हैदराबाद, बेंगलुरु, कोलकाता, पुणे और अहमदाबाद ही ऐसे शहर हैं, जहां के लिए औसतन 4 या उससे अधिक फ्लाइट्स रोजाना उपलब्ध हैं।

### यहां के लिए फ्लाइट शुरू करने की मांग

शहर	वर्तमान स्थिति
जोधपुर	पिछले 5 महीनों से कोई फ्लाइट नहीं
अमृतसर	कोई सीधी उड़ान नहीं, फ्लाइट की मांग
भोपाल	सेवा बंद, दोबारा शुरू करने की मांग
कटरा	तीर्थ यात्रियों के लिए मांग
कुल्लू	फ्लाइट अनियमित
जैसलमेर	फरकरी मध्य से फ्लाइट बंद

### क्या कहता है टैंड?

- जयपुर एयरपोर्ट पर एयर ट्रैफिक बढ़ने की बजाय घट रहा है। विशेषज्ञों का मानना है कि सीजनल फ्लाइट्स स्थायी रूप से बहाल नहीं हो पा रही हैं।
- एयरलाइंस कम डिमांड का हवाला देकर उड़ानें हटा रही हैं, जबकि ट्रेवल एजेंसियों और यात्रियों की ओर से कई रूट्स पर अच्छी मांग बनी हुई है।
- एयरपोर्ट से जुड़े सूत्रों की मानें तो एयरलाइंस कंपनियों एयर क्राफ्ट की कमी के चलते लगातार विभिन्न शहरों के लिए उड़ान घटा रही हैं।
- भविष्य की जरूरतें:** ट्रेवल इंडस्ट्री और यात्रियों की सहूलियत के लिए जयपुर से छोटे-बड़े शहरों की फ्लाइट्स दोबारा बहाल करना जरूरी है।
- खासतौर से शाम के समय उड़ानों की भारी कमी से बिजनेस ट्रेवलर्स और पर्यटकों को खासी दिक्कतें हो रही हैं।



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

28 AUGUST 2025

## इंडिगो की 3.2% हिस्सेदारी बेचेंगे राकेश गंगवाल

नई दिल्ली: इंटरग्लोब एविएशन के प्रमोटर राकेश गंगवाल और उनके पारिवारिक ट्रस्ट ने विमानन कंपनी इंडिगो में से अपनी 3.1 प्रतिशत हिस्सेदारी बेचने का फैसला किया है। यह हिस्सेदारी 7,027.7 करोड़ रुपये में बेची जाएगी। इंडिगो के सह-संस्थापक गंगवाल ने सहयोगी राहुल भाटिया के साथ विवाद के बाद चरणबद्ध तरीके से अपनी हिस्सेदारी को बेचना शुरू किया है। इसके अलावा, विकरपू परिवार ट्रस्ट जिसकी ट्रस्टी शोभा गंगवाल और जेपी मार्गन ट्रस्ट कंपनी आफ डेलावेयर हैं भी इंडिगो में कुल 3.1 प्रतिशत हिस्सेदारी बेचने की योजना बना रहे हैं। (प्रे)



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

28 AUGUST 2025

## July Domestic Air Traffic Falls 2.9% to 12.6 M

**Mumbai:** Domestic air passenger traffic declined 2.94% year-on-year to 1.26 crore in July, according to official data released on Wednesday.

The fall in air passenger traffic also came against the backdrop of the fatal Air India Ahmedabad-London Gatwick plane crash on June 12 in which 260 people were killed. Indian carriers had flown 1.29 crore passengers in July 2024 on domestic routes, as per the data posted by the Directorate General of Civil Aviation (DGCA) on its website.

On a sequential basis, Air India Group lost 1% market share during

the month under review at 33.08 lakh passengers against 33.08 lakh carried by the airline in June.

Air India had in the last week of June announced a 5% reduction in the domestic capacity to carry out comprehensive checks on its fleet.

On the contrary, market leader IndiGo, increased its market share to 65.2% from 64.5% in overall traffic, though on a month-on-month basis the Gurugram-based carrier flew fewer passengers at 82.15 lakh in July as against 87.74 lakh in June 2025. — PTI





# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

28 AUGUST 2025

## Domestic air passenger traffic declines in July

FE BUREAU  
New Delhi, August 27

### DOMESTIC AIR PASSENGER

traffic experienced a year-on-year (y-o-y) decline in July, marking the first contraction in several months. Passenger numbers fell 2.9% to 12.6 million, down from 12.9 million in July 2024, data from the Directorate General of Civil Aviation (DGCA) showed. Indian airlines carried more than 13.6 million passengers in June.

Airlines also reported lower load factors compared to the previous month. Air India Group's load factor dropped to 78.6% in July from 81.5% in June, while IndiGo's slipped to 84.1% from 85.4%. Akasa Air

posted 90.2% versus 91.4%, and SpiceJet recorded 84.2% compared to 85.2% in June.

In terms of market share, IndiGo strengthened its dominance, rising to 65.2% in July from 64.5% in June. Akasa Air saw a marginal increase to 5.5%, while SpiceJet edged up to 2%. Conversely, the Air India Group's market share declined to 26.2%

from 27.1%. The data underscores both muted demand and capacity pressure, with IndiGo consolidating its lead in the domestic market despite a softening overall air travel demand.

The overall cancellation rate of scheduled domestic airlines for July stood at 0.81%.

**IndiGo strengthened its dominance, with its market share rising to 65.2% in July from 64.5% in June**



# Corporate Communications Directorate

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THE FINANCIAL EXPRESS

DELHI

28 AUGUST 2025

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## **Jet to transfer Mumbai office lease for ₹370 cr**

JET AIRWAYS, WHICH is undergoing liquidation, on Wednesday said it has executed an agreement to transfer the lease of its office space in Mumbai to an entity for a little over ₹370 crore.



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

27 AUGUST 2025

## Rakesh Gangwal, family to sell up to 3.1% stake in IndiGo at a floor price of Rs 5,808/share

**FPJ News Service**

MUMBAI

Rakesh Gangwal Family is likely to sell up to 3.1% stake in IndiGo, continuing their phased exit since 2022. The floor price is set at Rs 5,808 per share. They've already divested over 9% this year, raising over Rs 12,900 crore. IndiGo's Q1 net profit fell 20% to Rs 2,176 crore due to higher fuel costs, despite revenue growth, ET reports.

Meanwhile, a Money Control report, the stake sale is likely to fetch the sellers as much as Rs 6,831 crore or \$803

million. Shares will likely be sold by Rakesh Gangwal and The Chinkerpoo Family Trust, who together hold a 13.5% stake in the airline. The floor price is a 4.5% discount to IndiGo's closing price of Rs 5,420 apiece on the NSE on May 26.

Investment banks Goldman Sachs, Morgan Stanley and JP Morgan are advising Rakesh Gangwal and family on the block trades. Gangwal and his family has previously sold large chunks of IndiGo shares in August and in March last year. The shareholders sold around 5.2 percent in the airline in



August 2024 for a sum of Rs 9,549 crore, as per stock exchange data, while in March 2024, Gangwal had sold shares worth over Rs 6,783 crore.

The sale is part of the Gangwal family's plans to reduce their holding in IndiGo over due course. Rakesh Gangwal had resigned from

the board of directors of InterGlobe Aviation back in February 2022, stating that he will gradually reduce his stake in the low-cost airline over the next five years. Shares of InterGlobe Aviation Limited have risen close to 20% since the start of 2025.

In May, the company reported a profit of Rs 3,067.5 crore for the quarter ended March 31, 2025, flying into its second straight quarter in green, as strong domestic travel demand continued across India, Money Control report added.



# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

27 AUGUST 2025

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**BENGALURU**  
**Akasa Air's**  
**B'luru- Phuket**  
**flight from Oct 1**



Akasa Air announced on Tuesday daily direct flights connecting Bengaluru with Phuket in Thailand, from October 1.

The new route builds on Akasa Air's recently introduced daily direct service between Mumbai and Phuket, stated a press release issued by the airlines.

From Bengaluru, the flight will depart daily at 6.25 am and reach Phuket at 12.40 pm. From Phuket, daily flights will depart from 1.40 pm and reach Bengaluru at 4.40 pm.

Bookings for flights are now open on Akasa Air's website [www.akasaair.com](http://www.akasaair.com).

## इंडिगो में 7,027 करोड़ की हिस्सेदारी बेचेंगे गंगवाल

एजेसी » नई दिल्ली

इंडिगो एयरलाइन की मूल कंपनी इंटरग्लोब एविएशन के प्रवर्तक राकेश गंगवाल और उनके पारिवारिक ट्रस्ट ने कंपनी में अपनी 3.1 प्रतिशत हिस्सेदारी लगभग 7,027.7 करोड़ रुपये में बेचने की योजना बनाई है। एक सौदा पत्र में इसकी जानकारी दी गई है।

यह हिस्सेदारी बिक्री सौदा बृहस्पतिवार को एनएसई और बीएसई के माध्यम से किया जाएगा। इस बिक्री से मिलने वाली पूरी राशि विक्रेताओं के पास जाएगी। प्रस्तावित बिक्री के तहत 1.21 करोड़ शेयरों की बिक्री 5,808 रुपये प्रति शेयर के न्यूनतम भाव पर की जाएगी, जो मंगलवार के बंद भाव (6,050 रुपये) से लगभग चार प्रतिशत कम है। इंटरग्लोब एविएशन में गंगवाल और चिंकरपू फैमिली ट्रस्ट की कुल हिस्सेदारी जून, 2025 तक 7.81 प्रतिशत थी, जो इस सौदे के बाद घटकर 4.71 प्रतिशत रह जाएगी। इस ट्रस्ट में शोभा गंगवाल



- इंडिगो एयरलाइन की मूल कंपनी इंटरग्लोब के प्रवर्तक हे गंगवाल
- हिस्सेदारी बिक्री का सौदा एनएसई और बीएसई के माध्यम से होगा

एवं जेपी मॉर्गन ट्रस्ट कंपनी ऑफ डेलावेयर ट्रस्टी है। इस सौदे के लिए गौल्डमैन शैक्स, मॉर्गन स्टेनली इंडिया और जेपी मॉर्गन इंडिया को ब्रोकर नियुक्त किया गया है। सौदे की शर्तों के मुताबिक, विक्रेताओं और उनके निकट संबंधियों के लिए 150 दिन की लॉक-अप अवधि लागू होगी। फरवरी, 2022 में कंपनी संचालन से जुड़े मुद्दों को लेकर सह-संस्थापक राहुल भाटिया के साथ मतभेद होने के बाद गंगवाल ने निदेशक मंडल से इस्तीफा देने और अपनी हिस्सेदारी धीरे-धीरे बेचने की घोषणा की थी।

### हिस्सेदारी कई चरणों में घटाई

इसके बाद से गंगवाल ने इंटरग्लोब एविएशन में अपनी हिस्सेदारी कई चरणों में घटाई है। उन्होंने मई, 2025 में भी 5.72 प्रतिशत हिस्सेदारी करीब 11,564 करोड़ रुपये में बेची थी। इससे पहले भी अगस्त 2024, फरवरी 2023, अगस्त 2023 और सितंबर, 2022 में हिस्सेदारी की बिक्री की गई थी।



## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

28 AUGUST 2025

# Domestic air traffic falls 2.9% YoY in July after AI-171 crash

**Neha LM Tripathi**

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**NEW DELHI:** India's domestic air passenger traffic declined 2.94% year-on-year in July to 12.6 million, marking the first drop since the pandemic, which coincided with the weeks that followed one of the country's deadliest air crashes in three decades.

Indian airlines carried 12.9 million passengers on domestic routes in July last year. The last time there was a year-on-year drop for a month was in February 2022, when the Omicron variant of Covid-19 broke out and led to 1.69% contraction.

Cumulative traffic for January to July, however, grew 5.9% year-on-year to 97.78 million, according to Directorate General of Civil Aviation (DGCA) data.

Air India Group, which has the second-largest number of seats,

**AIR INDIA GROUP, WHICH HAS THE SECOND-LARGEST NUMBER OF SEATS, REGISTERED THE BIGGEST DROP IN PASSENGER NUMBERS**

registered the biggest drop, with traffic falling to 3.31 million passengers in July from 3.69 million in June.

On June 12, Air India flight 171 crashed shortly after takeoff from Ahmedabad, leading to the deaths of 260 people. To be sure, the airline had slashed capacity by 5% due to increased checks on many of its planes in the aftermath of the incident.

The decline reduced Air

India's market share from 27.1% to 26.2%, while its load factor dropped from 81.5% to 78.6%, indicating reduced aircraft occupancy. The Tata Group-owned carrier had voluntarily reduced domestic capacity, separate from mandatory inspections ordered by aviation regulators following the Dreamliner crash.

Following the accident, the DGCA ordered immediate checks on all Boeing 787 aircraft and conducted spot inspections at airports and airlines.

However, the impact extended beyond Air India, with market leader IndiGo also registering a fall, flying 8.22 million passengers in July compared to 8.77 million in June.

The operational stress faced by domestic airlines in July was reflected in increased cancellations, delays and passenger complaints.

# Rakesh Gangwal's IndiGo exit path is paved with gold

Dipali Banka & Varun Sood

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**BENGALURU:** In one of the most remarkable exits by a company founder, Rakesh Gangwal has sold the majority of his stake in IndiGo, turning a 2006 investment of ₹14.7 crore into a monumental ₹45,000 crore or \$5 billion in less than 20 years. The sale, which follows his departure from the airline, highlights a chapter that saw his aviation acumen help transform IndiGo into India's largest airline.

Gangwal's IndiGo windfall comfortably beats that of Flipkart's Bansals, who made over \$1 billion each in selling shares to Walmart in 2018, as it acquired the Bengaluru-based company for \$16 billion. This is among the most successful stake sales by the founder of a homegrown firm since the start of the century, according to two investors and one investment banker.

"A ₹15 crore investment giving this kind of return in less than two decades is spectacular. It surely would count as one of the most successful exits for a founder, which is especially more because it was in a non-tech business," a Bengaluru-based investor said on the condition of anonymity.

Aviation veteran Gangwal had joined hands with Rahul Bhatia to launch IndiGo, making a daring bet on India's coming aviation boom. What proved to be a graveyard for rivals turned out to be a goldmine for IndiGo, as the low-fare airline went from strength to strength, swelling its valuation multifold along the way.

Gangwal had paid ₹14.7 crore to take 48% shares in InterGlobe Enterprises Ltd, which operates IndiGo, the company's IPO prospectus shows. IndiGo listed on the stock exchanges in 2015, and Gangwal's shareholding in the company stood at 36.6% in December 2021.

Through 15 transactions starting September 2022, he has sold 32.5% and earned ₹45,146 crore, according to a review of stock exchange filings seen by Mint.



Rakesh Gangwal, co-founder, IndiGo. HT

With this, Gangwal has sold nearly 90% of his original stakeholding in IndiGo, under an agreement with co-founder Rahul Bhatia.

Gangwal announced yet another sale on Tuesday; once that is concluded, he will own 4.1% in IndiGo, which is worth ₹9,580 crore, given the airline's ₹2.34 trillion market capitalisation on Tuesday.

IndiGo co-founder and managing director Bhatia owns 35.7% which, as of the end of Tuesday, was valued at ₹83,415 crore. Bhatia's notional wealth is higher is mainly due to a nearly 200% increase in IndiGo's share price since Gangwal first sold his shares in September 2022.

Any business pursued with passion deserves to create wealth for investors and promoters, noted Deven Choksey, MD, KRChoksey Shares and Securities Pvt. Ltd.

"IndiGo is a classic example, an airline that built its success on precision, customer-focused service, and careful attention to detail, all while maintaining one of the lowest cost structures in the industry. Their wealth creation is not just smart strategy but also the result of consistent effort and sound decision-making by the promoters and management", he said. "For budding entrepreneurs, the key lesson is to build businesses around the customer. One clear takeaway is that ventures founded with a strong customer-centric approach tend to achieve higher success rates and deliver superior returns", he said.

LOKSATYA

DELHI

28 AUGUST 2025

## वाणिज्यिक पायलटों की सेवानिवृत्ति आयु 67 वर्ष करने का प्रस्ताव दिया

नई दिल्ली, लोकसत्य

वैश्विक एयरलाइन संगठन आईएटीए ने पायलटों की बढ़ती कमी को ध्यान में रखते हुए एक से अधिक पायलटों वाली वाणिज्यिक उड़ानों के लिए पायलटों की अधिकतम आयु सीमा 67 वर्ष करने का प्रस्ताव अंतर्राष्ट्रीय नागर विमानन संगठन (आईसीएओ) को दिया है। अंतर्राष्ट्रीय हवाई परिवहन संघ (आईएटीए) दुनिया भर में लगभग 350 एयरलाइन का प्रतिनिधित्व करता है। इनमें एयर इंडिया, इंडिगो और स्पाइसजेट शामिल हैं।

बहु-पायलट वाणिज्यिक वायु परिवहन पायलट की आयु सीमा 67 वर्ष तक बढ़ाने का प्रस्ताव शीर्षक वाली एक रिपोर्ट में आईएटीए ने कहा कि दुनिया भर में विमानन उद्योग के विकास के कारण पायलटों की मांग, आपूर्ति से अधिक हो रही



है। बयान में कहा गया है कि वाणिज्यिक हवाई परिवहन (सीएटी) पायलटों की आयु सीमा बढ़ाकर अधिक पायलटों को काम जारी रखने की अनुमति देना, संयुक्त राष्ट्र (यूएन) के 17 सतत विकास लक्ष्यों (एसडीजी) में से 15 के अनुरूप है। इसमें अगली पीढ़ी के विमानन पेशेवर (एनजीएपी) कार्यक्रम की पहल भी शामिल है

ताकि भविष्य के लिए योग्य विमानन पेशेवरों की पर्याप्त आपूर्ति सुनिश्चित की जा सके, चाहे वह पुराने उम्मीदवारों की भर्ती हो या मौजूदा पायलटों को बनाए रखना हो। उल्लेखनीय है कि वर्ष 2006 में, बहु-पायलट उड़ानों के संचालन के लिए पायलटों की ऊपरी आयु सीमा 60 वर्ष से बढ़ाकर 65 वर्ष कर दी गई थी। एयरलाइनों के समूह ने कहा कि 67 वर्ष की आयु तक प्रस्तावित वृद्धि एक 'सतर्क लेकिन सुरक्षा के अनुरूप उचित कदम' है। कम से कम तीन देशों कनाडा, ऑस्ट्रेलिया और न्यूजीलैंड में पायलटों के लिए कोई ऊपरी आयु सीमा नहीं है, जिनमें सीएटी संचालन करने वाले पायलट भी शामिल हैं। दुनिया के सबसे तेजी से बढ़ते नागर विमानन बाजारों में से एक भारत में वाणिज्यिक पायलटों की सेवानिवृत्ति आयु 65 वर्ष है।



Indigo, which first flew in August 2006, commands a 64% share of India's airline market, powered by a fleet of 416 Airbus aircraft.

## Rakesh Gangwal's IndiGo exit path is paved with gold

Debi Banka & Varun Sood  
BENGALURU

In one of the most remarkable exits by a company founder, Rakesh Gangwal has sold the majority of his stake in IndiGo, turning a 2006 investment of \$14.7 crore into a monumental \$45,000 crore or \$5 billion in less than 20 years. The sale, which follows his departure from the airline, highlights a chapter that saw his aviation acumen help transform IndiGo into India's largest airline.

Gangwal's IndiGo windfall comfortably beats that of Flipkart's Bansal, who made over \$1 billion each in selling shares to Walmart in 2018, as it acquired the Bengaluru-based company for \$16 billion. This is among the most successful stake sales by the founder of a homegrown firm since the start of the century, according to two investors and one investment banker.

"A \$5 crore investment giving this kind of return in less than two decades is spectacular. It surely would count as one of the most successful exits for a founder, which is especially more because it was in a non-tech business," a Bengaluru-based investor said on

the condition of anonymity.

Aviation veteran Gangwal had joined hands with Rahul Bhatia to launch IndiGo, making a daring bet on India's coming aviation boom. What proved to be a graveyard for rivals turned out to be a goldmine for IndiGo, as the low-fare airline went from strength to strength, swelling its valuation multifold along the way.

Gangwal had paid \$14.7 crore to take 48% shares in InterGlobe Enterprises Ltd, which operates IndiGo, the company's IPO prospectus shows. IndiGo listed on the stock exchanges in 2015, and Gangwal's shareholding in the company stood at 36.6% in December 2021.

Through 15 transactions starting September 2022, he has sold 32.5% and earned \$45,146 crore, according to a review of stock exchange filings seen by Mint. With this, Gangwal has sold nearly 90% of his original stakeholding in IndiGo, under an agreement with co-founder Rahul Bhatia.

Gangwal announced yet another sale on Tuesday, once that is concluded, he will own 4.1% in IndiGo, which is worth \$9,580 crore, given the airline's \$2.34 trillion market

TURN TO PAGE 6

## Gangwal's sterling IndiGo exit

FROM PAGE 1

capitalisation on Tuesday.

IndiGo co-founder and managing director Bhatia owns 35.7% which, as of the end of Tuesday, was valued at ₹83,415 crore. Bhatia's notional wealth is higher is mainly due to a nearly 200% increase in IndiGo's share price since Gangwal first sold his shares in September 2022.

Any business pursued with passion deserves to create wealth for investors and promoters, noted Deven Choksey, MD, KRChoksey Shares and Securities Pvt. Ltd.

"IndiGo is a classic example, an airline that built its success on precision, customer-focused service, and careful attention to detail, all while maintaining one of the lowest cost structures in the industry. Their wealth creation is not just smart strategy but also the result of consistent effort and sound decision-making by the promoters and management", he said. "For budding entrepreneurs, the key lesson is to build businesses around the customer. One clear takeaway is that ventures founded with a



IndiGo co-founder and promoter Rakesh Gangwal. HT

strong customer-centric approach tend to achieve higher success rates and deliver superior returns", he said.

Indigo, which first flew in August 2006, now commands a 64% share of India's airline market. Its outperformance comes against the unforgiving backdrop of Indian aviation, which has seen the demise of at least a dozen carriers including Jet Airways, Kingfisher and GoAir.

The country's first private carrier East-West Airlines had folded in 1995 after the murder of its founder Thakiyudeen Abdul Wahid.

Gangwal, a US citizen, graduated with a degree in mechanical engineering from the Indian Institute of Technology, Kanpur, and later completed a Master's in Business Administration from the Wharton School. He spent 17 years with global airlines, including United Airlines, Air France and US Airways. His friendship with Bhatia led to the two setting up the company in 2006.

Gangwal oversaw IndiGo's strategy for the so-called sale-and-lease-back model of aircraft financing. Under this model, IndiGo negotiates attractive deals when placing bulk orders with Boeing or Airbus. IndiGo would later sell the aircraft at a premium to leasing companies, which would in turn rent the plane back to IndiGo for monthly payments.

However, in late 2019, problems surfaced between the two friends, and in 2022, Gangwal resigned from the board of InterGlobe. Subsequently, the two resolved their differences, and Gangwal agreed to sell his nearly 37% stake by 2027.

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# Corporate Communications Directorate

MILLENNIUM POST

DELHI

28 AUGUST 2025

## IATA proposes higher age limit of 67 years for pilots operating commercial flights

**NEW DELHI:** Global airlines' grouping IATA has proposed increasing the upper age limit to 67 years for pilots who are operating multi-pilot commercial flights.

Amid a shortage of available pilots compared to the rising demand spurred by aviation sector growth, the proposal has been made by IATA to the International Civil Aviation Organization (ICAO).

The International Air Transport Association (IATA) represents around 350 airlines worldwide, including Air India, IndiGo and SpiceJet.

In a working paper titled 'Proposal to Raise the Multi-Pilot Commercial Air Transport Pilot Age Limit to 67 years', IATA said the growth of the aviation industry worldwide is causing the demand for pilots to outstrip supply.

"Raising CAT (Commercial Air Transport) pilot age limits to allow more pilots to continue to work is aligned with

### INSIGHT

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15 of the 17 United Nations (UN) Sustainable Development Goals (SDGs), including the initiative of the Next Generation of Aviation Professionals (NGAP) Programme to ensure a sufficient supply, whether recruiting older candidates or retaining existing pilots, of qualified aviation professionals for the future," it said.

In 2006, the upper age limit for pilots for operating multi-pilot flights was increased to 65 years from 60 years.

Emphasising that raising the limit to 65 years has not compromised aviation safety and integrity, the airlines'

grouping said the proposed increase to age 67 years is a "cautious but reasonable step consistent with safety".

In at least three countries -- Canada, Australia and New Zealand -- there are no upper age limits for pilots, including for those pilots undertaking CAT operations.

The retirement age for commercial pilots in India, which is one of the world's fastest-growing civil aviation markets, is 65 years.

According to IATA, the working paper supports ICAO initiatives to date to progress more integrated systems of

medical assessment.

These will ensure the safe implementation of changes to pilot age limits as well as reinforce the value and effectiveness of a risk-assessed, systems-based integrated approach to management of any medical condition that might affect flight safety, it added.

Further, the airlines' grouping said there is no evidence of increased on-duty medical safety events in licensed air traffic controllers who are not subject to age limits, who are assessed to similar functional requirements, incapacity risk targets, and operational competence testing.

"The two leading concerns for future risk of medical-cause fatal accidents are mental health conditions and problematic substance use (e.g., alcohol and other drugs). These potential causes of aviation-related fatalities tend to present in a younger demographic," it said in the working paper. *MPOST*



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

28 AUGUST 2025

## Domestic air traffic declines 2.94% to 1.26 cr in July: DGCA

**MUMBAI:** Domestic air passenger traffic declined 2.94 per cent year-on-year to 1.26 crore in July, according to official data released on Wednesday.

The fall in air passenger traffic also came against the backdrop of the fatal Air India Ahmedabad-London Gatwick plane crash on June 12, in which 260 people were killed.

Indian carriers had flown 1.29 crore passengers in July 2024 on domestic routes, as per the data posted by the Directorate General of Civil Aviation (DGCA) on its website.

On a sequential basis, Air India Group lost 1 per cent market share during the month under review at 33.08 lakh passengers against 33.08 lakh car-



ried by the airline in June.

Air India had in the last week of June announced a 5 per cent reduction in the domestic capacity to carry out comprehensive checks on its fleet.

On the contrary, market leader IndiGo, increased its market share to 65.2 per cent from 64.5 per cent in

**The fall in air passenger traffic also came against the backdrop of the fatal Air India plane crash on June 12, in which 260 people were killed**

overall traffic, though on a month-on-month basis the Gurugram-based carrier flew fewer passengers at 82.15 lakh in July as against 87.74 lakh in June 2025.

The two other major carriers -- Akasa Air and SpiceJet -- saw a mar-

ginal rise in market share during the month at 5.5 per cent and 2 per cent month-on-month, respectively, as per the DGCA data.

The Air India Group also saw its load factor dropping to 78.6 per cent in the previous month from 81.5 per cent in June. The load factor for other leading airlines also dropped in July as compared to June.

Load factor measures the percentage of seats occupied in an airline's flight.

IndiGo delivered the highest on-time performance at 91.4 per cent among all domestic airlines in July from the six metro airports -- Delhi, Mumbai, Chennai, Kolkata, Bengaluru, and Hyderabad -- as per the data. AGENCIES



# Corporate Communications Directorate

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MILLENNIUM POST

DELHI

28 AUGUST 2025

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## Rakesh Gangwal, family trust to sell 3.1% stake in IndiGo for ₹7,027 crore

### OUR CORRESPONDENT

**NEW DELHI:** Rakesh Gangwal, co-founder of IndiGo, and his family trust plan to divest up to 3.1 per cent in InterGlobe Aviation on Thursday, raising around Rs 7,028 crore.

The sale will involve 1.21 crore shares at a floor price of Rs 5,808 each, almost 4 per cent lower than IndiGo's last close of Rs 6,050 on the

NSE. Following the transaction, their holding will decline from 7.81 to 4.71 per cent. Goldman Sachs, Morgan Stanley and JP Morgan are acting as brokers. The vendors and their relatives will face a 150-day lock-up, with one exception for a negotiated block trade. Gangwal has been steadily reducing his stake since resigning from the board in 2022 after a feud with co-founder Rahul Bhatia.



# Corporate Communications Directorate

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THE MORNING STANDARD

DELHI

28 AUGUST 2025

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## IATA proposes 67-year age limit for pilots

ENS ECONOMIC BUREAU @ New Delhi

Global airlines' grouping IATA has proposed raising the upper age limit to 67 years for pilots who are operating multi-pilot commercial flights.

Amid shortage of available pilots against the rising demand spurred by aviation sector growth, the proposal has been made by IATA to the International Civil Aviation Organization (ICAO). The International Air Transport Association (IATA) represents around 350 airlines worldwide, including Air India, IndiGo and SpiceJet.

In a working paper titled 'Proposal to Raise the Multi-Pilot Commercial Air Transport Pilot Age Limit to 67 years', IATA said the growth of the aviation industry worldwide is causing the demand for pilots to outstrip supply. Emphasising that raising the limit to 65 years has not compromised aviation safety and integrity, the airlines' grouping said the proposed increase to age 67 years is a "cautious but reasonable step consistent with safety".



# Corporate Communications Directorate

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NAVBHARAT TIMES

DELHI

28 AUGUST 2025

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**एयरपोर्ट  
अलर्ट...**

**फ्लाइट स्टेटस चेक  
करके ही घर से निकलें**



कुछ दिनों से दिल्ली में लगातार हो रही बारिश के कारण इसका असर हवाई उड़ानों पर भी पड़ता है। आईजीआई एयरपोर्ट का संचालन करने वाली कंपनी जीएमआर ने आज बुधवार को हवाई यात्रियों को एडवाइजरी जारी करके अलर्ट रहने के लिए कहा है। अपनी उड़ान से पहले उसकी जानकारी संबंधित एयरलाइन से सुनिश्चित करने के बाद यात्रा पर जाने के लिए एयरपोर्ट पहुंचने को कहा है।

## इंडिगो में 3.1 प्रतिशत हिस्सेदारी 7,027.70 करोड़ रुपए में बेचेंगे राकेश गंगवाल

नई दिल्ली, 27 अगस्त (एजेंसी): इंडिगो एयरलाइन की मूल कंपनी इंटरग्लोब एविएशन के प्रवर्तक राकेश गंगवाल और उनके पारिवारिक ट्रस्ट ने कंपनी में अपनी 3.1 प्रतिशत हिस्सेदारी लगभग 7,027.70 करोड़ रुपए में बेचने की योजना बनाई है। एक सौदा पत्र में इसकी जानकारी दी गई है।

यह हिस्सेदारी बिक्री सौदा बृहस्पतिवार को एन.एस.ई. और बी.एस.ई. के माध्यम से किया जाएगा। इस बिक्री से मिलने वाली पूरी राशि विक्रेताओं के पास जाएगी। प्रस्तावित बिक्री के तहत 1.21 करोड़

शेयरों की बिक्री 5,808 रुपए प्रति शेयर के न्यूनतम भाव पर की जाएगी, जो मंगलवार के बंद भाव (6,050 रुपए) से लगभग 4 प्रतिशत कम है।

इंटरग्लोब एविएशन में गंगवाल और चिंकरपू फैमिली ट्रस्ट की कुल हिस्सेदारी जून,

2025 तक 7.81 प्रतिशत थी, जो इस सौदे के बाद घटकर 4.71 प्रतिशत रह जाएगी। इस ट्रस्ट में शोभा गंगवाल एवं जे.पी. मॉर्गन ट्रस्ट कंपनी ऑफ डेलावेयर ट्रस्टी हैं। इस सौदे के लिए गोल्डमैन सॉक्स, मॉर्गन स्टेनली इंडिया और जे.पी. मॉर्गन इंडिया को ब्रोकर नियुक्त किया गया है।





# Corporate Communications Directorate

THE PIONEER

DELHI

27 AUGUST 2025

## SPICEJET LAUNCHES PAPERLESS BOARDING AT SHILLONG AIRPORT



**PIONEER NEWS SERVICE**  
■ New Delhi

SpiceJet has introduced a ground-breaking paperless boarding process at Shillong Airport, making travel faster, greener, and more efficient for passengers. This marks the first time in India that an airline has issued boarding passes via WhatsApp directly at airport check-in counters.

As part of this new initiative, passengers checking in at the airport will now receive their boarding passes digitally on WhatsApp, eliminating the need for printed documents. The move is expected to reduce check-in wait times, minimise paper usage, and contribute to eco-conscious travel.

The initiative is powered by SpiceJet's homegrown Web Departure Control System (WEBDCS) — a browser-based platform that allows airline staff to issue digital boarding passes via WhatsApp or email, and baggage tags via SMS, using tablets or traditional airport check-in systems. This not only simplifies the check-in process but also improves operational efficiency.

While services like web check-in and Digi Yatra are already available, paper boarding passes remain common. In June 2025 alone, over 9 million boarding passes were printed at Indian airports — contributing to an estimated 6 tonnes of carbon emissions. SpiceJet's initiative is a step toward eliminating this avoidable environmental impact.

"At SpiceJet, we are constantly working to enhance the travel experience for our passengers while embracing sustainability," said GP Gupta, Chief Strategy Officer, SpiceJet. "The introduction of paperless boarding at Shillong Airport is a significant step in that direction. We look forward to expanding this convenience-driven initiative across more airports in the near future."

Nationwide Rollout Planned. Following the successful deployment at Shillong, SpiceJet plans to extend the paperless boarding process to other airports across India.



# Corporate Communications Directorate

THE PIONEER

LUCKNOW

27 AUGUST 2025

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### बारिश बनी यात्रियों की मुसीबत

## जयपुर एयरपोर्ट से उड़ानें लेट, मुंबई रूट पर सर्वाधिक असर

जयपुर @ पत्रिका मानसून की बारिश ने हवाई यात्रियों की राह मुश्किल कर दी है। लगातार हो रही बरसात और बिगड़े मौसम के कारण जयपुर इंटरनेशनल एयरपोर्ट से रोजाना आधा दर्जन से ज्यादा फ्लाइट्स घंटों देरी से संचालित हो रही हैं। यात्रियों को समय पर गंतव्य तक नहीं पहुंच पाने के साथ-साथ जेब पर भी अतिरिक्त बोझ उठाना पड़ रहा है। दूसरी ओर, एयरलाइन कंपनियां इसे 'ऑपरेशनल कारण' बताकर जिम्मेदारी से पल्ला झाड़ रही हैं।

### एक से छह घंटे की देरी

पुणे, मुंबई, दिल्ली, वाराणसी, सूरत, अहमदाबाद, बेंगलूरु, कोलकाता और लखनऊ सहित कई प्रमुख शहरों की फ्लाइट्स जयपुर एयरपोर्ट पर एक से छह घंटे तक लेट हो रही हैं। सबसे ज्यादा दिक्कत मुंबई रूट पर सामने आ रही है। एयरलाइंस का तर्क है कि सुरक्षा देखते हुए फ्लाइट तभी उड़ान भर रही है जब मौसम अनुकूल हो, लेकिन इससे यात्रियों की समस्याएं कम होने के बजाय और बढ़ गई हैं।

### क्यों हो रही है देरी?

एयरलाइन प्रतिनिधियों के अनुसार, तेज बारिश के दौरान रनवे पर विजिबिलिटी प्रभावित होती है और फ्लाइट शेड्यूल बिगड़ जाता है। मानसून सीजन में यह आम समस्या बन जाती है। एयरलाइंस ने यात्रियों को सलाह दी है कि सफर शुरू करने से पहले फ्लाइट का स्टेटस जरूर जांच लें और अतिरिक्त समय लेकर ही एयरपोर्ट पहुंचें।



### कनेक्टिंग फ्लाइट वाले प्रभावित

सबसे बड़ी दिक्कत उन यात्रियों के लिए है जिनकी आगे अंतरराष्ट्रीय या घरेलू कनेक्टिंग फ्लाइट है। जयपुर से देरी से रवाना होने के कारण उनकी आगे की उड़ानें छूट रही हैं। ऐसे में यात्रियों पर अतिरिक्त आर्थिक बोझ बढ़ रहा है। कई को लंबा इंतजार करना पड़ रहा है तो कुछ को दूसरे शहरों में रुकने की मजबूरी भी झेलनी पड़ी है।

### नाराजगी भी

यात्री सोशल मीडिया पर भड़ास निकाल रहे हैं। उनका कहना है कि एयरलाइंस की ओर से समय पर सही सूचना नहीं दी जाती, जिससे उन्हें मानसिक और आर्थिक दोनों तरह की परेशानी उठानी पड़ रही है।

## मुंबई दफ्तर लीज पर देगी जेट एयरवेज

■ इससे कंपनी को मिलेंगे ₹370 करोड़ ■ इस वक्त परिसमापन प्रक्रिया में है कंपनी

नई दिल्ली/मुंबई (भाषा)।

जेट एयरवेज ने बुधवार को कहा कि उसने मुंबई स्थित अपने दफ्तर का पट्टा किसी अन्य कंपनी को करीब 370 करोड़ रुपये में देने के लिए एक समझौता किया है।

जेट एयरवेज परिसमापन प्रक्रिया में है।

जेट एयरवेज ने शेयर बाजार को दी सूचना में कहा कि यह सौदा दिवाला एवं ऋणशोधन अक्षमता संहिता (आईबीसी) और परिसमापन विनियम के तहत किया जा रहा है और इसके लिए मुंबई महानगर क्षेत्र विकास प्राधिकरण की मंजूरी लेनी जरूरी होगी। अब बंद हो चुकी एयरलाइन की यह संपत्ति मुंबई के बांद्रा कुर्ला कॉम्प्लेक्स स्थित इमारत की दूसरी



मंजिल पर स्थित है। इसका पट्टा पार्थोस प्रॉपर्टीज प्राइवेट लिमिटेड को 370.25 करोड़ रुपये में स्थानांतरित किया जा रहा है।

जेट एयरवेज के मुख्य वित्त अधिकारी रमेश सुंदरम ने 26 अगस्त को हस्ताक्षरित दस्तावेज में बीएसई को इसकी जानकारी दी है। करीब 25 साल तक संचालित होने के बाद जेट एयरवेज का परिचालन अप्रैल, 2019 में बंद हो गया था। भारी कर्ज और वेतन बकाया के चलते इसे दिवाला समाधान के लिए भेजा गया था लेकिन समाधान योजना नाकाम हो गई।

इसके बाद उच्चतम न्यायालय ने नवंबर, 2024 में एयरलाइन को परिसमापन के लिए भेजने का आदेश दिया। फिलहाल इसके शेयरों का लेनदेन भी स्थगित है।

## इंडिगो में 3.1% शेयर बेचेंगे राकेश गंगवाल

नई दिल्ली (भाषा)। इंडिगो एयरलाइन की मूल कंपनी इंटरग्लोब एंजिनेयर्स के प्रवर्तक राकेश गंगवाल और उनके पारिवारिक ट्रस्ट ने कंपनी में अपनी 3.1 प्रतिशत हिस्सेदारी लगभग 7,027.7 करोड़ रुपये में बेचने की योजना बनाई है। एक सौदा पत्र में यह जानकारी दी गई है।

यह हिस्सेदारी बिक्री सौदा बृहस्पतिवार को एनएसई और बीएसई के माध्यम से किया जाएगा। इस बिक्री से मिलने वाली पूरी राशि विक्रेताओं के पास जाएगी। प्रस्तावित बिक्री के तहत 1.21 करोड़ शेयरों की बिक्री 5,808 रुपये प्रति शेयर के न्यूनतम भाव पर की जाएगी, जो मंगलवार के बंद भाव (6,050 रुपये) से लगभग चार प्रतिशत कम है।



# Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

27 AUGUST 2025



Rakesh Gangwal

## Gangwal to sell 3.1% in IndiGo

OUR BUREAU

**Calcutta:** IndiGo co-founder Rakesh Gangwal and the Chinkerpoo Family Trust plan to sell a 3.1 per cent stake in InterGlobe Aviation Ltd, which operates IndiGo, through a block deal worth about ₹7,027 crore, according to a CNBC-TV18 report.

The shares are being offered at a floor price of ₹5,808 apiece, deal terms showed. This is at a nearly 4 per cent discount to the company's closing price of ₹6,044.75 on Tuesday. The sellers have agreed to a 150-day lock-up period on any further share sale.

Gangwal and the promoter entity had offloaded up to a 3.4 per cent stake in May. Since resigning from InterGlobe's board in February 2022, Gangwal has gradually reduced his equity holding, in line with his plan to exit the company over five years after a feud with co-founder Rahul Bhatta over governance concerns.

Since 2022, Gangwal and his family have raised more than ₹45,300 crore from stake sales. These include a 2.74 per cent stake sold for ₹2,005 crore in September 2022, a 4 per cent stake sold by his wife Shobha for ₹2,944 crore in February 2023, and a nearly 2.9 per cent stake sold for a little over ₹2,800 crore in August the same year.

In August 2024, the family trust sold a 5.2 per cent stake for ₹9,549 crore. The latest block deal will leave Gangwal and his family a residual 4.78 per cent stake in the airline, valued at about ₹11,160 crore.