



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

28 JULY 2026

Adilabad set to soar with ₹5,500-cr airport

BJP says project will drive integrated growth of north TG

NEERAJ KUMAR | DC
HYDERABAD, JULY 27

The approval of the Adilabad Airport is not just a milestone for one district but a major opportunity for the integrated development of north Telangana, BJP MLA Payal Shankar said.

Addressing a press conference at the BJP state office, Shankar said the proposed joint-user airport, to be developed by the Defence Ministry and the Airports Authority of India (AAI), would mark a new chapter in the development of the backward Adilabad region.

He said the state government had issued a GO allocating ₹2,278 crore for the project, while the Defence Ministry would contribute around ₹3,000 crore, taking the total project cost to about ₹5,500 crore. The

DEVELOPMENT DRIVE

- The state government had issued a GO allocating ₹2,278 crore for the project.

- The Defence Ministry would contribute around ₹3,000 crore, taking the total project cost to about ₹5,500 crore.

- Payal Shankar announces plans to establish the state's second-largest industrial park near Adilabad.



- The proposed airport and industrial corridor would transform Adilabad into a national logistics and cargo hub, boosting the textiles, agro-processing and tourism sectors

project, he said, was the result of coordinated efforts by the Centre and the state government.

Recalling promises made during the elections, Shankar credited visits by Union home minister Amit Shah and Prime Minister Narendra Modi with bringing national

attention to Adilabad's development needs. He alleged that the erstwhile united Adilabad district, despite its rich mineral resources, fertile agricultural land and strong cotton market, had been neglected during the previous BRS government.

Shankar also annou-

need plans to establish the state's second-largest industrial park near Adilabad. He said 2,200 acres had already been notified, while clearances were being fast-tracked for an additional 6,000 acres.

The proposed airport and industrial corridor, he said, would transform Adilabad into a national logistics and cargo hub, boosting the textiles, agro-processing and tourism sectors while creating employment and promoting tribal skill development. Shankar thanked Modi, Union ministers G. Kishan Reddy, Bandi Sanjay Kumar, Kinjarapu Ram Mohan Naidu, Rajnath Singh, and Chief Minister for their support. He said the foundation stone for the project would be laid soon in the presence of the Prime Minister and the Chief Minister.

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THE TIMES OF INDIA

BANGALORE

28 JULY 2026

2 KIA runways to allow parallel departures

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Bengaluru: With simultaneous departures from Kempegowda International Airport (KIA) to be implemented from Sept, the airport's departure capacity is expected to rise significantly.

FROM SEPT

Airports Authority of India (AAI), in a recent supplement, issued two standard departure charts in which it also specified that simultaneous departures can be handled from runway 27 L and 27 R. This change will mean that aircraft will not have to wait while only one runway is in use for departure.

Bengaluru airport will begin simultaneous departures from both runways in two months, boosting departure capacity, cutting taxi times and improving operations



With parallel departures being allowed on both runways, aviation experts say, taxi time will be reduced and planes will even save fuel and time. The peak-hour departure movements can also jump significantly since aircraft aren't stacking up waiting for a single departure slot.

80mn flyers by 2030?

Union minister of state for civil aviation Murlidhar Mohol told Lok Sabha that Bengaluru airport's passenger footfall capacity is expected to reach 80 million passengers per annum (MPPA) by 2030. The estimates, he said, have factored in

Phase 2 of the airport's Terminal 2, expected to increase its capacity from existing 25 MPPA to 45 MPPA. KIA's current annual passenger handling capacity is 51.5 million.

Awaiting proposal: Min

Referring to the proposed second airport in Bengaluru, Mohol reiterated that AAI has conducted pre-feasibility studies at three sites proposed by state govt. "The pre-feasibility study report has been sent to Karnataka. Govt of India (GoI) has not received any proposal thereafter under greenfield airports policy either from GoK or any airport developer for development of a second greenfield airport near Bengaluru," the minister stated.



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THE TIMES OF INDIA

MUMBAI

28 JULY 2026

AAI 'best' airport has no flights

Khajuraho airport, ranked India's top airport in the Airports Authority of India's latest Customer Satisfaction Index, has no commercial flights, prompting questions about the survey criteria. The picture was always lacklustre; the airport only ever had two flights, both now discontinued. **P5**



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THE TIMES OF INDIA

MUMBAI

28 JULY 2026

No planes, no problem: India's 'no 1 airport' Khajuraho has zero flights

Ramendra.Singh
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Bhopal: Now boarding — Khajuraho Airport to the top of customer satisfaction ranking, without a single flight.

The airport in Madhya Pradesh, which recently topped the Airports Authority of India's Customer Satisfaction Index (CSI), has no commercial flights operating during July and Aug. The improbable ranking has raised eyebrows across the aviation industry and prompted questions about the AAI's survey methodology. Only two flights — connecting Delhi and Varanasi — ever operated from the airport. Both have now been discontinued.

The airport, whose termi-



Only 2 flights — connecting Delhi and Varanasi — ever operated from the airport. Both have been suspended since July 1, an official said

nal was completed in the late 1960s and which reportedly saw its first flight in 1978, outscored larger and busier peers in the biannual passenger survey. The accolade was announced as the airport's tarmac lay quiet through the monsoon. "Flights from here usually go to Delhi and Varanasi, but there are none sin-

ce July 1," airport director Santosh Singh told TOI.

Asked why services were suspended, Singh only said the Delhi and Varanasi flights will restart from Oct.

CSI is based on surveys carried out by independent agencies. Passengers evaluate 33 core parameters—from ground transport and parking to Wi-Fi and food outlets—combined into a composite rating, said officials.

"Airports with seasonal operations can achieve a high score if facilities meet traveller expectations," said Rahul Gupta, an air traveller. The result prompted wry reactions from locals who noted the irony of an airport winning top honours while its runways see a seasonal lull.



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THE ASIAN AGE

DELHI

29 JULY 2026

■ 2nd airport listed for hub-and-spoke model Clear immigration in Amritsar, avoid hassles at Delhi airport

VINEETA PANDEY
AMRITSAR, JULY 28

Redefining international connectivity and making international travel seamless, the Union civil aviation ministry (MoCA) on Tuesday launched the "hub-and-spoke" international flight operations from Amritsar airport.

With the commencement of operations from Amritsar, international passengers can now complete check-in, immigration and customs formalities at Amritsar before departure. Their baggage will be checked through to the final international destination, enabling them to transfer seamlessly at the designated hub airport to their onward

► **THIS WOULD** not only ease load on the Delhi international airports immigration and customs counters, but would also make it convenient for the passengers

international flight without undergoing immigration or customs formalities again.

This would not only ease load on the Delhi international airports immigration and customs counters, but would also make it convenient for the passengers, particularly elderly and women, to travel internationally with ease. The "hub-and-spoke" facility is at present available through Delhi for 20 international destina-

tions.

Amritsar is the second airport in the country to be integrated into the hub-and-spoke framework after the government opened Varanasi as the first airport under "hub-and-spoke" model last month.

Highlighting the transformational impact of the "hub-and-spoke" model on international connectivity from Amritsar, MoCA minister K. Ram Mohan Naidu said, "Until now, passengers travelling from Amritsar had direct international connectivity to only seven destinations. With the introduction of the hub-and-spoke model, the global connectivity of Delhi Airport will effectively become available to passengers right from Amritsar itself."



Corporate Communications Directorate

AMAR UJALA

DELHI

29 JULY 2026

एयरपोर्ट के एयरसाइड सब-स्टेशनों में एचवीएसी सिस्टम होंगे अपग्रेड

नई दिल्ली। आईजीआई एयरपोर्ट के एयरसाइड सब-स्टेशनों में लगे हीटिंग, वेंटिलेशन और एयर कंडीशनिंग सिस्टम को अपग्रेड करने की तैयारी शुरू हो गई है। इस परियोजना के पूरा होने के बाद एयरपोर्ट की विद्युत और तकनीकी व्यवस्था बेहतर हो जाएगी। एयरसाइड क्षेत्र के सब-स्टेशन चौबीसों घंटे काम करते हैं और रनवे, टैक्सीवे, एप्रन, एयरफील्ड लाइटिंग, नेविगेशन सिस्टम व अन्य तकनीकी उपकरणों को बिजली उपलब्ध कराते हैं। इन संवेदनशील उपकरणों के लिए नियंत्रित तापमान बनाए रखना जरूरी है। आधुनिक एचवीएसी सिस्टम तापमान व नमी नियंत्रित कर ट्रांसफॉर्मर, स्विचगियर व कंट्रोल पैनल को सुरक्षित रखेगा। ब्यूरो



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AMAR UJALA

DELHI

29 JULY 2026

एयरपोर्ट के एयरसाइड सब-स्टेशनों में एचवीएसी सिस्टम अपग्रेड की तैयारी

नई दिल्ली। आईजीआई एयरपोर्ट के एयरसाइड सब-स्टेशनों में लगे हीटिंग, वेंटिलेशन और एयर कंडीशनिंग (एचवीएसी) सिस्टम को अपग्रेड करने की तैयारी शुरू हो गई है। इस परियोजना के पूरा होने के बाद एयरपोर्ट की विद्युत और तकनीकी व्यवस्था बेहतर हो जाएगी।

एयरसाइड क्षेत्र के सब-स्टेशन चौबीसों घंटे काम करते हैं और रनवे, टैक्सीवे, एप्रन, एयरफील्ड लाइटिंग, नेविगेशन सिस्टम व अन्य तकनीकी उपकरणों को बिजली उपलब्ध कराते हैं। इन संवेदनशील उपकरणों के लिए नियंत्रित तापमान बनाए रखना जरूरी है। आधुनिक एचवीएसी सिस्टम तापमान व नमी नियंत्रित कर ट्रांसफॉर्मर, स्विचगियर व कंट्रोल पैनल को सुरक्षित रखेगा, जिससे तकनीकी खराबी की आशंका कम होगी। इससे एयरपोर्ट की परिचालन क्षमता सुधरेगी।



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DECCAN HERALD

BANGALORE

28 JULY 2026

LAND BATTLE

Farmers up in arms, claim 2nd airport site finalised

ASHWIN B M
BENGALURU, DHNS

Farmers in several villages along the Bengaluru-Ramanagara border are increasingly coming together against any potential acquisition of their lands for the proposed second airport for Bengaluru, with farmer leaders alleging that the government has

already identified the required land and prepared preliminary maps.

The development comes amid reports that the government has identified 4,655 acres in Choodahalli-Somanahalli along the Kanakapura Road and Kodiyala-Karenahalli in Bidadi Hobli and neighbouring villages as a part of a feasibility exercise for the project.

However, the government hasn't

announced the airport's final location.

More than 300 farmers from Kodiyala-Karenahalli, Narayanapura, Choodahalli, Somanahalli, Naganayakanahalli, Seegehalli, Huttari and neighbouring villages attended a preparatory meeting recently in Kodiyala-Karenahalli, reiterating that they would intensify their agitation if the project moved forward.

► **Second airport, Page 5**

Opposition grows as farmers...

**Second airport,
From Page 1**

Notably, the Bidadi area is already at the centre of an intense farmers' agitation over a township project.

Farmer leader Kodiyala Satish said that the region was being considered for the airport because it met technical requirements such as relatively flat terrain and limited hillocks, and was located far from wildlife habitats.

The government had earlier shortlisted three locations for the project: two along the Kanakapura Road and one near Nelamangala.

Satish claimed that one of the shortlisted options had become less feasible due to airspace constraints and local opposition, increasing concerns that the Choodahalli-Somanahalli region was now under serious consideration.

Meanwhile, the Karnataka State Farmers' Welfare Association is planning village-level meetings across the region to mobilise support.

Farmer leader Siddaraju said the community would not accept development at the cost of agriculture and livelihoods.

"Our families have tilled these lands for three to four generations. A single acre feeds 10 to 15 family members. Money will dry up quickly, but our land sustains us forever. We do not want to be reduced to begging for our bread after giving up our identity," he added.

Satish urged Chief Minis-

ter D K Shivakumar to consider alternative locations, including Kanakapura or other non-agricultural areas such as Tumakuru or Chamarajanagar.

Farmers argued that Bidadi had already witnessed extensive acquisition of agricultural land for industries, the Bidadi township project and other infrastructure developments, leaving very little land for cultivation.

The meeting of farmers also highlighted concerns over the fate of farmers cultivating government land without formal title deeds, with speakers alleging that many cultivators in the region had been awaiting regularisation of their holdings for decades.

Leaders of the Karnataka State Farmers' Welfare Association said they would collect signatures against the project and submit it to Chief Minister D K Shivakumar, Union Minister H D Kumaraswamy and local elected representatives.

Association president Nadeem Pasha urged farmers not to be influenced by promises of higher compensation and called for unity to safeguard agricultural land.

"A memorandum was submitted to BJP state President B Y Vijayendra and Leader of the Opposition R Ashoka recently, requesting them to exert pressure on the government to prevent the proposed construction of a second international airport in the Choodahalli-Somanahalli region," Pasha added.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

29 JULY 2026

Govt Identifies 40 Cities to Link Hub Airports

Our Bureau

New Delhi: India has identified 40 cities where air passengers would be able to benefit from liberalised airport immigration and cargo-screening rules, making it easier for them to travel overseas besides enabling faster cargo clearance, civil aviation secretary Samir Sinha said Tuesday.

"We have identified 40 such cities, where there is robust international travel demand, to be developed as spokes under the hub-and-spoke model," he said. "This will make international air travel convenient for flyers from these cities and will also lead to an increase in demand."

The liberalised rules will permit passengers from these cities to complete check-in and immigration formalities at their origin air-



port instead of the final point of departure.

They will then travel to a designated Indian hub such as Delhi or Mumbai and connect directly to their international flight without repeating immigration or customs procedures. Baggage will be transferred airside, without requiring passengers to col-

lect and recheck it.

Air India has already started flights under this model from Varanasi and Amritsar, where passengers can travel to 27 international destinations through Delhi. Ahmedabad, Lucknow, Patna, Kochi, Vadodara, and Visakhapatnam are among the cities likely to be connected under the model in

the near future.

The move is part of a broader push to develop Delhi, Mumbai and Bengaluru into international hubs. Hub airports aggregate passenger demand from an entire region and offer multiple direct flights to major global cities.

India is seeking to seize a rare opportunity to promote its airports as transit hub alternatives to Dubai, Abu Dhabi, and Doha amid travel disruptions in the Gulf due to the Iran war. Currently, 85% of India's connecting traffic travels via non-Indian hubs such as Dubai, Abu Dhabi, and Singapore's Changi. Many Indian passengers travelling to North America also connect through European airports such as Frankfurt and London.

"This new model will help us to bring aviation sovereignty to India," said civil aviation minister Ram Mohan Naidu.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

28 JULY 2026

Aerocity and New International Airport



A large Aerocity and a new international airport will be developed near Indore to improve global connectivity. The airport is also envisioned to function as a major cargo hub.



Corporate Communications Directorate

HINDUSTAN

DELHI

29 JULY 2026

पुणे की उड़ान रद्द होने से एयरपोर्ट पर हंगामा

नई दिल्ली, प्रमुख संवाददाता। दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट पर स्पाइसजेट की पुणे जाने वाली उड़ान के घंटों तक लेट रहने और करीब छह घंटे बाद में रद्द किए जाने से यात्रियों को भारी परेशानी का सामना करना पड़ा। इससे नाराज यात्रियों ने हंगामा भी किया।

सोमवार रात 9:15 बजे रवाना होने वाली उड़ान एसजी-939 के 180 से अधिक यात्री देर रात से तड़के तक एयरपोर्ट पर इंतजार करते रहे। इस बारे में एक यात्री ने सोशल मीडिया प्लेटफॉर्म एक्स पर वीडियो, शिकायत और बॉर्डिंग पास अपलोड करते हुए यात्रियों की परेशानी बयां की।

06 घंटे की देरी के बाद रद्द कर दी गई पुणे जाने वाली उड़ान **09** बजे सोमवार रात में रवाना होना था विमान को

- एक यात्री ने एक्स पर वीडियो अपलोड कर बयां की परेशानी
- डीजीसीए और उड्डयन मंत्रालय से जांच की मांग भी की गई

आरोप है कि निर्धारित समय पर बॉर्डिंग के लिए पहुंचने के बावजूद यात्रियों को इंतजार कराया गया, लेकिन उड़ान की स्थिति के बारे में एयरलाइन की ओर से स्पष्ट जानकारी नहीं दी गई। लंबे इंतजार और अनिश्चितता से नाराज यात्रियों ने एयरलाइन कर्मचारियों से विरोध जताया। स्थिति तनावपूर्ण होने पर सुरक्षा कर्मियों को भी मौके पर बुलाना

पड़ा। घटना को लेकर सोशल मीडिया पर साझा किए वीडियो में कुछ लोग अभद्र भाषा प्रयोग करने से मना कर रहे हैं। यही नहीं यात्रियों को होटल में ठहराने की भी व्यवस्था की बात हो रही है, लेकिन यात्री इससे काफी नाराज दिख रहे हैं।

कुछ यात्रियों ने आरोप लगाया कि इनके लंबे इंतजार के दौरान खाने-पीने और अन्य बुनियादी सुविधाओं की भी

समुचित व्यवस्था नहीं की गई।

यात्रियों में शामिल रमेश चंद्र सोनी ने सोशल मीडिया मंच एक्स पर अपनी आपबीती साझा करते हुए नागरिक उड्डयन महानिदेशालय (डीजीसीए), नागरिक उड्डयन मंत्रालय और संबंधित अधिकारियों से मामले की जांच कराने की मांग की। उन्होंने कहा कि यदि विमान तकनीकी रूप से सुरक्षित नहीं था तो यात्रियों के लिए समय रहते वैकल्पिक व्यवस्था की जानी चाहिए थी। यात्रियों ने एयरलाइन की जवाबदेही तय करने की मांग की।

इस मामले में स्पाइसजेट से पक्ष मांगा गया, लेकिन खबर लिखे जाने तक जवाब नहीं मिल पाया था।



Corporate Communications Directorate

HINDUSTAN

DELHI

29 JULY 2026

कुल 44 हवाई अड्डों के विकास की योजना

अमृतसर। सरकार का लक्ष्य चार 'हब' हवाई अड्डों सहित कुल 44 हवाई अड्डों का नेटवर्क विकसित करना है, ताकि अंतरराष्ट्रीय हवाई संपर्क को निर्बाध बनाया जा सके। एक वरिष्ठ सरकारी अधिकारी ने मंगलवार को यह जानकारी दी। एयर इंडिया ने अमृतसर से 'हब एंड स्पोक' मॉडल के तहत उड़ानें शुरू कीं। वाराणसी के बाद यह दूसरा हवाई अड्डा है।

Corporate Communications Directorate

MILLENNIUM POST

DELHI

29 JULY 2026

TO BOOST INTERNATIONAL AIR CONNECTIVITY

Govt plans 44 airports under Hub & Spoke flight model

OUR CORRESPONDENT

AMRITSAR: The government aims to have a total of 44 airports, including 4 hub airports, to provide seamless international air connectivity, a senior government official said on Tuesday.

Air India on Tuesday launched flight service under the Hub and Spoke model from Amritsar, the second airport after Varanasi from where such flights have been started.

Presently, there is one hub airport — Delhi — and two spoke airports — Varanasi and Amritsar. The next spoke airport will be Ahmedabad.

The model, that seeks to make India a global aviation hub, will enable seamless connectivity between Tier-II and Tier-III airports with international destinations through hub airports.

Passengers arriving from smaller cities will be routed through major hub airports such as Delhi for onward international connections.

At a function at the Amritsar airport to mark the launch of Hub and Spoke model flights, Civil Aviation Secretary Samir Kumar Sinha said 4 hubs and 40 airports would be developed.

From Amritsar, Air India will connect to 27 international destinations through Delhi under the model.



Air India on Tuesday launched flights under the Hub and Spoke model from Amritsar, the second airport after Varanasi from where such flights have been started

In a video message, Civil Aviation Minister K Rammo-han Naidu said Hub and Spoke is an "aviation sovereignty" and an "opportunity" model for India.

The government aims to develop 100 airports and 200 heliports in 10 years, the minister said.

Under the model, Air India has introduced 'Easy Connect' flights that will enable travellers from cities beyond major hubs to drop baggage and complete immigration at the origin air-

port and travel seamlessly to overseas destinations.

From Amritsar, Air India will have 'Easy Connect' flights to 27 overseas destinations within four hours of arrival in Delhi, including to cities in the US, Canada, UK, Europe, Australia, West Asia, and Southeast Asia, the airline said.

Air India will have two daily 'Easy Connect' flights from Amritsar starting on Tuesday.

"As part of the 'Easy Connect' programme, international travellers from Amritsar can

HIGHLIGHTS

» Presently, there is one hub airport — Delhi — two spoke airports — Varanasi and Amritsar. The next spoke airport will be Ahmedabad

» The model will enable seamless connectivity between Tier-II and Tier-III airports with international destinations through hub airports

» At a function at Amritsar airport to mark the launch of Hub & Spoke model flights, Civil Aviation Secretary Samir Kumar Sinha said 4 hubs & 40 airports would be developed

complete through check-in to their final destinations, clear immigration formalities at Amritsar airport, and enjoy seamless transfers through Delhi without having to re-check baggage or change terminals," the airline said in a release.

In the coming weeks, Air India will start such flights from Ahmedabad, Goa, Kochi, and other Indian cities.

The first 'Easy Connect' service was launched from Varanasi on June 25.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

29 JULY 2026

'AI crash draft report to be filed in Oct. 1st week'

SC posts pleas for hearing on Oct. 13

AGE CORRESPONDENT
NEW DELHI, JULY 28

The Centre on Tuesday informed the Supreme Court that the final draft report of the probe conducted by the Aircraft Accident Investigation Bureau into the June 2025 Air India flight AI-171 crash in Ahmedabad will be filed before the apex court in the first week of October in a sealed cover.

A three-judge bench of Chief Justice of India Surya Kant and Justices Joymalya Bagchi and V. Mohana took note of the submissions of solicitor-general Tushar Mehta that the federation of Indian pilots can provide its inputs to the AAIB which, in turn, can peruse and deal with them if found necessary during the investigation.

Mr Mehta told the SC that four simulation tests

have been conducted as sought in an application by one of the petitioners. The final draft report will be filed before the top court in a sealed cover, he said.

The top court was hearing petitions filed by an NGO, a law student and the father of the deceased pilot, seeking an independent, court-monitored investigation into the crash. It posted the pleas for hearing on October 13.

Recently, the AAIB filed an affidavit in the SC saying that the draft final report of the probe into the crash, which killed 260 people, is expected to be ready in October.

The AAIB had said there is an "absolute statutory prohibition" on disclosing cockpit voice recordings and airborne image recordings from the June 12, 2025, Ahmedabad plane crash to any external committee or the public.



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29 JULY 2026

SC to await AAIB report on AI-171 crash before ruling on plea for Court of Inquiry

Krishnadas Rajagopal
New Delhi

The Supreme Court on Tuesday chose to wait for the Aircraft Accident Investigation Bureau's final report on the Air India Flight 171 crash, before ruling on a plea for a Court of Inquiry on the plane accident.

The AAIB report is expected to be released anytime between the "middle of September" and the "end of October" on the tragedy at Ahmedabad, which claimed over 240 lives including 229 passengers and 12 crew members on June 12 last year.

DECIDE ON MERITS

The court clarified that the plea for a Court of Inquiry or a "fair, transparent, and technically sound investigation" sought variously by petitioners, who include 91-year-old Pushkar Raj Sabharwal, the father of Commander Sumeet Sabharwal, one of the pilots on the ill-fated air-



GRIM REMINDER. The tragedy claimed over 240 lives including 229 passengers and 12 crew members on June 12, 2025 (file photo) VIKAS SHARMA

craft, was still very much alive, but on hold for the time being.

A three-judge Bench, headed by Chief Justice of India Surya Kant, said the trajectory of the current litigation would depend on whether the AAIB report on the crash would be "well-merited and accepted".

Justice Joymalya Bagchi referred to submissions made from the "very first day" by the petitioners, which also include the pilots' federation, that an investiga-

tion of such a magnitude ought to have gone to an independent agency in accordance with international protocols to which India was a signatory. But the court had opted not to intervene as the AAIB probe had by then "substantially progressed."

CONTENTIOUS ISSUES

Advocate Prashant Bhushan submitted that the probe had been on for over a year. He alleged "conflict of interest", saying that out of the five members in the investiga-

tion team, three were from the Directorate General of Civil Aviation (DGCA). He said even the AAIB rules mandated a permanent body without members from the DGCA.

Solicitor General Tushar Mehta, appearing for the government and the DGCA, objected to Bhushan's submissions, saying an impression was being given as if the DGCA was concealing something. He submitted that experts from the countries to which some of the passengers belonged were involved in the investigation.

He said the investigation had taken time because each aircraft component had to be sent to the manufacturers for checking, wherever they were located.

"By the middle of September, the final report would be out... but keeping a buffer by the end of October," Mehta assured. Senior advocate Gopal Sankaranarayanan, appearing for Sabharwal, sought the AAIB report to be submitted in a sealed cover.



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29 JULY 2026

IndiGo added 330
pilots in FY26,
says annual report

Aneesh Phadnis
Mumbai

IndiGo added 330 pilots in FY26, according to its latest annual report.

While the airline added 14 destinations and operated 2 per cent more flights compared to fiscal 2025, its headcount rose by 858 to 41,907 employees.

IndiGo ended FY26 with 5,786 pilots and 11,203 cabin crew. During the year, it added 991 cabin crew, its annual report said.

IndiGo's pilot numbers were a topic of regulatory scrutiny following massive disruption of its flights last December. The disruption occurred as the airline failed to adequately plan for the revised pilot duty time norms.

India's civil aviation regulator, the Directorate General of Civil Aviation, had ordered a 10 per cent cut in IndiGo's flights last December and had given it time till February 2026 to implement the new norms.

According to reports, IndiGo is planning to hire 1,000 pilots to keep pace with its expansion plans.



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29 JULY 2026

Have taken all steps to learn from Dec disruption: IndiGo's Bhatia

DEEPAK PATEL
New Delhi, 28 July

IndiGo has "taken all the necessary steps" to learn from the operational disruption it faced in December last year and was strengthening its systems and processes to emerge stronger, the airline's Managing Director (MD) Rahul Bhatia said on Tuesday. He said this while outlining the carrier's long-term vision centred on customer trust, international expansion, and India's growing role in global aviation.

In his message to shareholders in IndiGo's annual report for 2025-26, Bhatia described the first week of December as one of the airline's most difficult periods, saying the disruption

had tested both customers and employees. The annual report was released on Tuesday.

"The operational disruption experienced during the first week of December was an extremely challenging time for both our customers and IndiGo employees. We sincerely thank all of you for your continued support and trust in us. We have taken all the necessary steps to learn from this episode and emerge stronger, while continuing to strengthen our systems, processes, and operational resilience for the future," he stated.

Pieter Elbers resigned as chief executive officer (CEO) of IndiGo with immediate effect on March 10 this year, citing personal reasons, after leading



"AS WE ENTER THE NEXT PHASE, WE REMAIN DEEPLY COMMITTED TO CEMENTING THE TRUST OF OUR CUSTOMERS, EMPLOYEES EVERY SINGLE DAY"

Rahul Bhatia, IndiGo MD

the airline since September 2022. His departure came a few months after the airline's December 2025 operational dis-

ruption, when thousands of flights were cancelled.

Following the resignation, Bhatia — who is also the airline's promoter — assumed interim charge of the airline, while the board initiated the search for a successor. On March 31, IndiGo appointed former CEO of British Airways Willie Walsh as its new chief executive. Walsh is scheduled to take over after completing his tenure as director general of the International Air Transport Association (IATA) on July 31, marking a leadership transition as IndiGo pursues its next phase of international expansion.

Bhatia said the airline's success over the past two decades had been built on the trust of its customers, employees, and

other stakeholders. He added that maintaining this trust would remain central to IndiGo's strategy as it entered its next phase of growth.

"As we reflect on twenty years of growth, one principle has guided our journey: an aspiration to be the airline of choice. For our customers, this means being the airline they consciously choose because of the trust we inspire, the reliability we deliver, and the quality of experience we provide," he said.

"Enduring success in aviation is built by the strength of the trust earned from customers, employees, partners, and stakeholders over time. As we enter our next phase of growth, we remain deeply committed to strengthening that

trust every single day."

Bhatia also outlined what he described as the next phase in IndiGo's journey, with a sharper focus on global operations. He said the airline had evolved significantly since it began operations two decades ago, and was now preparing for its most ambitious phase of global expansion.

"The next decade will represent the most significant phase of global expansion in our history. We are investing in fleet, technology, infrastructure, digital capabilities, and talent to build a truly global aviation network originating from India. Our ambition is not only to connect India to the world but also to establish India as one of the most important global aviation hubs of the future," Bhatia said.



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29 JULY 2026

Draft final probe report of AAIB in A-I crash to be filed in Oct, SC told

The Supreme Court on Tuesday was apprised by the government that the draft final report of the probe conducted by the Aircraft Accident Investigation Bureau (AAIB) into the June 2025 Air India flight AI-171 crash in Ahmedabad will be filed before it in the first week of October in a sealed cover. A Bench comprising Chief Justice Surya Kant and justices Joymalya Bagchi and V Mohana also took note of the submissions of Solicitor General Tushar Mehta that the Federation of Indian Pilots can provide its inputs to the AAIB which, in turn, can peruse and deal with them if found necessary during the investigation. The final draft report will be filed before the bench in a sealed cover. PTI



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29 JULY 2026

Boeing posts loss on Air Force One costs

REUTERS

28 July

Boeing on Tuesday reported a larger-than-expected quarterly loss after taking a \$280 million charge on its troubled Air Force One replacement program, but generated positive free cash flow as its turnaround plans gained momentum.

It took the charge due to higher engineering costs to ensure it delivers the two delayed United States (US) presidential plane replacements in 2028, contributing to a \$428 million net loss for the second quarter.

The core loss per share of 76 cents was worse than analysts' average expected loss per share of 30 cents, according to LSEG data, though narrower than the \$1.24 per share core loss in the same period last year. Despite the losses, Boeing recorded \$631 million of free cash flow, compared to a negative \$200 million during the second quarter of 2025. The cash flow bump was due in part to higher customer payments than anticipated, Boeing said.

Boeing is maintaining its guidance of \$1 to \$3 billion in free cash flow for the year, which would be its first positive result since 2023, as it increases production of its best-selling 737 MAX narrow-body jets.



The FAA received a report that some seat assemblies were not correctly installed

PHOTO: REUTERS

FAA may inspect 453 jets

The US Federal Aviation Administration (FAA) said on Monday that seats on hundreds of Boeing 737 MAX jets registered in the US may require inspections in case they were incorrectly installed and needed to be fixed.

If not corrected, the seats could injure passengers and crew members during an emergency landing or block the aisle and slow an evacuation, the agency said. The FAA's proposed directive would apply to 453 jets registered in the US. FAA only has jurisdiction over US airlines, but foreign regulators typically follow its directives if applicable. FAA said in the airworthiness directive proposal that it received a report that some passenger seat assemblies were incorrectly installed in the seat tracks.



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SIA posts first quarterly loss since '22

REUTERS

28 July

Singapore Airlines (SIA) on Tuesday reported a first-quarter net loss, its first since 2022, weighed down by losses from its associate Air India (A-I) and higher jet fuel costs from the West Asia conflict despite record revenue.

SIA's results reflect a broader squeeze hitting the global airline industry, where carriers from the United States (US) to Asia have reported that rising passenger yields and record travel demand are failing to keep pace with fuel bills in-

flated by the West Asia conflict.

Singapore Airlines said demand for air travel and cargo remains robust, but warned that a prolonged West Asia conflict could affect supply chains, global trade and macro-economic conditions.

The city-state's flag carrier posted a net loss of S\$76 million (\$58.79 million) for the three months ended June 30, compared with a profit of S\$186 million a year ago. That compared to the LSEG estimate for a loss of S\$4.3 million.

The last time SIA reported a quarterly loss was in the fourth quarter of FY2021/22, the quarter ended March 31, 2022.

RISING FUEL COSTS, AIR INDIA LOSSES ERODED SIA'S RECORD REVENUE

SIA achieved a record quarterly revenue of S\$5.71 billion, up 19.3 per cent year-on-year, driven by strong passenger demand and a 12 per cent increase in passenger yields. SIA and budget unit Scoot carried a record 10.9 million passengers, up 6.3 per cent, while cargo revenue jumped 33.5 per cent to S\$708 million.

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SURAJEET DAS GUPTA
New Delhi, 28 July

In June 2005, two determined Indian entrepreneurs placed orders for 100 Airbus planes at the Paris Air Show — making the global aviation industry sit up and watch.

Rahul Bhatia, whose family ran a travel business, convinced an initially reluctant Kolkata-born Rakesh Gangwal, who ran US Airways for four years as chairman and CEO, to co-promote IndiGo Airlines.

The deal was struck after some hard bargaining in meetings in a Mexican fast-food joint rather than a fancy restaurant. They were able to negotiate a hefty discount — better than what Airbus offered its best customers.

Bhatia had earlier made an abortive attempt to set up an airline with the Kansagras, a wealthy British-Indian family, who had bought the licence for the Lalit Modi-headed Modiluft airline, now defunct. The Kansagras did not accept Bhatia's demand for equal equity and, instead, launched SpiceJet with Ajay Singh in May 2005. IndiGo launched with an Airbus A320 flight on August 4, 2006, between Delhi and Imphal via Guwahati.

The journey so far

Twenty years on, IndiGo with its 430-strong fleet (one-and-a-half times Air India's) is not only a dominant player in the Indian skies but a global player to reckon with. In July this year, OAG ranked it among the 10 largest airlines in the world in terms of frequency of flights. In June, the research agency said it was the world's third most punctual airline with an on-time performance of 86.64 per cent.

IndiGo lords over the Indian market. In June, it hit a new record, grabbing a 66.3 per cent share of what is the third-largest domestic airlines market in the world — behind only the US and China — according to the Directorate General of Civil Aviation (DGCA). And it widened its market share gap with its chief rival, the Air India group, by over 5 percentage points between January and June 2026. In international skies, with a 20 per cent share of flights from India, it is neck-and-neck with the rival.

A few days ago, IndiGo signed an order for 1,000 engines — the largest in the world — with CFM International, which will partly power 510 new Airbus planes ordered in 2023.

But the airline's dominance has also triggered attacks from rivals and fliers, who allege its quality of service has declined sharply. Competing airlines allege that it has exploited its clout to grab the best slots and timings in airports and used its pricing power to weaken

IndiGo's flight path, 20 years on

A clear market leader now, global headwinds have forced the airline to make steep cuts in capacity



The growth trajectory

	Fleet size	Domestic market share in March (%)	International market share in Jan-Mar (%)	Pilot and co-pilot strength	Pilot-to-aircraft ratio
FY16	107	30.3	3.2	1,747	16.3
FY17	131	39.9	4.0	2,094	15.9
FY18	159	39.5	5.8	2,350	14.7
FY19	217	46.9	8.8	3,187	14.6
FY20	262	48.9	13.0	4,017	15.3
FY21	281	53.5	14.0	3,734	13.2
FY22	275	54.5	3.8	3,791	13.7
FY23	304	56.8	15.8	4,407	14.4
FY24	366	60.5	16.9	5,038	13.7
FY25	437	64.0	20.3	5,445	12.4
FY26	441	63.3	20.0	5,200	11.7
FY27	430*	66.3**	NA	NA	NA

*current fleet; **as in June 2026

Sources: DGCA, Government of India data

they went down to make the most of the situation".

Clearly IndiGo's dominant position was not by design. It happened because the airline was nimble enough to grab every opportunity to gain market share — when its competitors confronted with financial trouble closed down or

trimmed capacity. IndiGo was able to fill the gap because it had a consistent pipeline of aircraft on delivery month-on-month as part of its Airbus mega-deals.

So when Jet Airways was in trouble at the beginning of 2019 and closed flight operations in May, IndiGo's domestic market share zoomed from 42.5 per cent

in January to 49 per cent in May and crossed the halfway mark for the first time at 50.6 per cent within a year.

After the pandemic, Go First faced serious engine shortages and closed down its operations in May 2023 while SpiceJet, too, faced financial problems and cut capacity. This offered a double bonanza for IndiGo — and its market share jumped from 57.5 per cent in April, just one month before GoFirst stopped flights, to 63.2 per cent in July. In the same period, SpiceJet lost its market share from 4.2 per cent to 1.9 per cent. The chief beneficiary was IndiGo.

Even in new airports like Navi Mumbai, IndiGo has been able to grab 65-70 per cent of the total departing domestic flights with 400 weekly departures to 42 destinations — even as Air India decided not to use the airport for the time being, citing higher costs of flying from Navi Mumbai.

IndiGo could operationalise such a strategy because it had new planes. It has added 22 planes to its fleet this year, according to planespotter.net, part of 40 that are expected to come by the end of this year. In contrast Air India added just two Boeing Dreamliners 787-9, meant for long haul destinations.

For an airline, a substantial part of the operational cost is pegged to the price of fuel over which it has no control. Thus, profitability is always a challenge. But IndiGo has shown profit in six of the 11 years ending FY26, with losses mostly during the pandemic.

Air India, on the other hand, has lost money every year through these eleven years — even after the Tatas took over the company, prompting Tata Trusts chairman Noel Tata to question their performance. Even new player Akasa, despite having a small, 40-aircraft fleet, has not got out of the red in the last four years of its operations.

Clearly the sale and lease-back of aircraft have helped IndiGo — according to industry experts, the profit an airline makes from selling an aircraft to a leasing company is around \$3-5 million, which would shore up profit.

The big focus

For IndiGo, the big focus has been on operational efficiency and costs. Its aircraft utilisation-per-plane, based on revenue flying hours, in FY 25 was double that of SpiceJet, 27 per cent more than Air India Express and 5 per cent more than Air India.

But its total employee-per-aircraft ratio in FY25 at 96 is lower than Air India's at 125 and Akasa's at 166. The same is reflected specifically in the pilot-to-aircraft ratio, which, at 12.5 is far lower than 17.3 for Air India and 29.8 for Akasa.

Of course the airline has faced some tough challenges. A bitter battle between Gangwal and Bhatia in 2019 on the way the airline was run eventually ended with the former leaving the board — he has also sold a large part of his stake. It did not impact business, however.

Last December again, IndiGo faced its biggest crisis when it was forced to cancel over 4,500 flights in 10 days, affecting over one million passengers, creating chaos in airports across the country and prompting angry customers to demand refunds.

The airline was unable to schedule its flights as it had failed to hire enough pilots to implement a new roster in which pilots were required to be given more rest hours. This, despite the management knowing fully well of the requirement nearly a year in advance.

But in a rearguard action, heads rolled in the airline — Peter Elbers quit as CEO and Bhatia was brought in as the interim managing director ahead of Willie Walsh, former CEO of British Airways, joining as the new CEO of IndiGo.

The challenges

It is also facing headwinds in international skies. The Iran-US war and the blockade of Hormuz saw fuel prices hit the roof, forcing airlines to cancel a large number of flights in the war zone of West Asia.

However, hopes rose after the US and Iran agreed on a fragile peace deal but a resurgence in fighting has seen pilots petition the government to suspend flights to West Asia. In March, according to data from Cirium, which tracks flight operations globally, IndiGo cancelled 10 per cent of its international flights. According to OAG, the airline cut its international capacity in May by 17 per cent — one of the steepest among the top global airlines compared with February.

But IndiGo has negotiated many such challenges. It has clearly charted out its flight path till 2030: It wants to run a 550-plane fleet, handling 200 million passengers per annum (124 million in FY26), with 3,000 daily flights (from 2,200 currently) and 40 per cent of its capacity coming from international routes. Going by its past performance, that is an achievable target. By 2030, the Indian skies are unlikely to change much despite the government promising more competition. IndiGo looks set to continue its dominance, with the Air India group a distant second in a duopoly.

Outlining the future, promoter-managing director Rahul Bhatia said, in the IndiGo annual report released on Tuesday, that the airline will witness the most significant phase of international expansion in its history over the next decade.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

29 JULY 2026

बदलाव-30 जून तक 348 महिलाओं को लाइसेंस देश में हर 4 में से एक नया कमर्शियल पायलट महिला

ईशा सिंह | जयपुर

भारत दुनिया के उन चुनिंदा देशों में शामिल है, जहां महिला कमर्शियल पायलटों का प्रतिशत सबसे अधिक है। इस साल 30 जून तक जारी हर चार नए कमर्शियल पायलट लाइसेंस (सीपीएल) में लगभग एक महिला को लाइसेंस मिला है।

नागरिक उड्डयन मंत्रालय ने सोमवार को राज्यसभा में यह जवाब दिया है। इसके अनुसार, 30 जून 2026 तक देश में कमर्शियल पायलट लाइसेंस (सीपीएल) हासिल करने वाली महिलाओं की हिस्सेदारी 26.14% रही। इस अवधि में 1331 कमर्शियल पायलट लाइसेंस जारी हुए, जिनमें 348 महिलाओं को

मिले। वर्ष 2021 में 862 लाइसेंस जारी हुए थे, जिनमें 166 महिलाओं को लाइसेंस मिला था। बता दें कि अमेरिका में महिला पायलटों की हिस्सेदारी 5-8% के बीच है।

एविएशन सेक्टर में महिलाओं की भागीदारी पायलट तक सीमित नहीं है। एयरक्राफ्ट मेंटनेंस इंजीनियर और ग्राउंड स्टाफ की भूमिका में भी इनकी भागीदारी बढ़ी है। एयरपोर्ट्स अथॉरिटी ऑफ इंडिया की भर्ती परीक्षाओं में महिलाओं को फ्रीस में छूट दी जाती है। एएआई ने नेशनल स्किल डेवलपमेंट कॉर्पोरेशन और नेशनल स्किल डेवलपमेंट फंड के साथ मिलकर चंडीगढ़ और मुंबई में मल्टी-स्किल डेवलपमेंट सेंटर भी स्थापित किए हैं।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

29 JULY 2026

स्पाइसजेट की पुणे की उड़ान रद्द, छह घंटे तक एयरपोर्ट पर फंसे रहे 180 यात्री

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: आइजीआई एयरपोर्ट पर पुणे जाने वाली स्पाइसजेट की एक उड़ान के यात्रियों को छह घंटे से भी अधिक समय तक भारी बर्दश्तजामी का सामना करना पड़ा। बीती 27 जुलाई की रात सवा नौ बजे पुणे के लिए उड़ान भरने वाली उड़ान

संख्या एसजी 939 कई घंटे लेट रही, जिसके कारण 180 से अधिक यात्री अगले दिन तड़के साढ़े तीन बजे तक एयरपोर्ट पर ही फंसे रहे। यात्रियों का बोर्डिंग टाइम रात पाँचे नौ बजे तय किया गया था। यात्रियों का आरोप है कि एयरलाइन प्रबंधन की ओर से कोई स्पष्ट जानकारी नहीं दी गई। उनकी एयरपोर्ट पर

मौजूद स्पाइसजेट कर्मियों व यात्रियों के बीच तीखी नोकझोंक हुई।

पीड़ित यात्री रमेश चंद्र सोनी ने इंटरनेट मीडिया प्लेटफॉर्म एक्स पर अपने बोर्डिंग पास की तस्वीर साझा करते हुए डीजीसीए, प्रधानमंत्री कार्यालय और एयरपोर्ट अथॉरिटी से हस्तक्षेप की मांग की है। रमेश ने अपनी पोस्ट में लिखा कि हम कई घंटों से फंसे हुए हैं। विमान में घंटों से मेंटेनेंस का काम चलता रहा।



विलंब के दौरान बोर्डिंग स्टेयर पर बैठा यात्री • सी. इंटरवेट मीडिया



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

29 JULY 2026

‘अंतरराष्ट्रीय प्रोटोकाल के तहत हो रही अहमदाबाद विमान दुर्घटना की जांच

नई दिल्ली, एएनआई : विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने मंगलवार को सुप्रीम कोर्ट को बताया कि अहमदाबाद में जून 2025 में हुए एअर इंडिया उड़ान हादसे की जांच नागरिक उड्डयन महानिदेशालय (डीजीसीए) अधिकारियों तक सीमित 'इन-हाउस' या आंतरिक प्रक्रिया नहीं है। जांच अंतरराष्ट्रीय एविएशन प्रोटोकाल के तहत विशेषज्ञों की भागीदारी के साथ एएआइबी द्वारा की जा रही है। जांच की अंतिम रिपोर्ट अक्टूबर के पहले सप्ताह में सीलबंद लिफाफे में अदालत के समक्ष पेश की जाएगी।

यह दलील प्रधान न्यायाधीश सूर्यकांत की पीठ के समक्ष फेडरेशन आफ इंडियन पायलट्स और मृतक पायलट कैप्टन सुमित सभरवाल के पिता द्वारा दायर याचिकाओं की सुनवाई के दौरान दी गई, जिसमें दुर्घटना की अदालत की निगरानी में जांच की मांग की गई थी और जांच के तरीके पर चिंता जताई गई थी। गौरतलब है कि 12 जून 2025 को अहमदाबाद से लंदन जा रही एआई-171 (बोइंग 787-8) उड़ान के दुर्घटनाग्रस्त हो जाने से 260 लोगों की मौत हो गई थी। फेडरेशन

- एएआइबी ने बताया, डीजीसीए अधिकारियों तक सीमित इन-हाउस प्रक्रिया नहीं है यह जांच
- अक्टूबर में सीलबंद लिफाफे में अदालत के समक्ष पेश की जाएगी अंतिम मसौदा रिपोर्ट

आफ इंडियन पायलट्स की ओर से पेश होते हुए, वरिष्ठ अधिवक्ता गोपाल शंकरनारायणन ने कहा कि सिमुलेशन जांच का अभिन्न हिस्सा होना चाहिए। कैप्टन सभरवाल के पिता की ओर से पेश हुए वकील प्रशांत भूषण ने जांच की गति और तरीके पर सवाल उठाए। इन दलीलों का जवाब देते हुए, एएआइबी की ओर से पेश सालिसिटर जनरल तुषार मेहता ने कहा कि यह आरोप गलत है। कहा कि जांच 'एयरक्राफ्ट (दुर्घटनाओं व घटनाओं की जांच) नियम' व उन अंतरराष्ट्रीय समझौतों के अनुसार की जा रही है, जिनका भारत भी पक्षकार है। एएआइबी ने कोर्ट को यह भी बताया कि जांच में सिमुलेशन और तकनीकी विश्लेषण भी शामिल हैं, ताकि त्रैश से जुड़ी घटनाक्रम को समझा जा सके और कारण का पता लगाया जा सके।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

28 JULY 2026

फ्लाइट लेट होने पर भड़के बेनीवाल, एयर इंडिया और केंद्र सरकार पर साधा निशाना

नवज्योति, जयपुर। जयपुर से दिल्ली जाने वाली एयर इंडिया की उड़ान सोमवार सुबह निर्धारित समय से रवाना नहीं होने पर नागरिकों का गुस्सा बेनीवाल ने सोशल मीडिया प्लेटफॉर्म एक्स पर नाराजगी जताते हुए केंद्र सरकार और एयरलाइन प्रबंधन पर खवाल उड़ाए। बेनीवाल को संसद के मानसून सत्र की कार्यवाही शुरू होने से पहले दिल्ली पहुंचकर विपक्षी सांसदों के साथ विभिन्न मुद्दों पर चर्चा करनी थी, लेकिन उड़ान में हुई देरी के कारण उनका कार्यक्रम प्रभावित हुआ। जानकारी के अनुसार जयपुर-दिल्ली एयर इंडिया की फ्लाइट सुबह 8.50

बजे उड़ान भरने वाली थी, लेकिन तकनीकी या परिचालन कारणों से विमान करीब 1 घंटा 20 मिनट की देरी से सुबह 10.10 बजे रवाना हुआ। बेनीवाल ने एक्स पर लिखा कि देशभर में उड़ानों की लगातार लेटलटपटी और अव्यवस्था से लाखों यात्री परेशान हैं, लेकिन केन्द्र सरकार इस गंभीर समस्या पर मौन है। उन्होंने आरोप लगाया कि सरकार का एयरलाइंस के संचालन पर प्रभाव नियंत्रण नहीं है। एयर इंडिया की उड़ानें अक्सर विलंब से संचालित होती हैं, लेकिन न तो जवाबदेही तय की जाती है और न ही सुधार के प्रयास।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

29 JULY 2026

Air India's Provisional Q1 Loss likely to Cross ₹1,200 crore

Our Bureau

New Delhi: Singapore Airlines (SIA) incurred a net loss of ₹311.78 crore from its 25.1% stake in Air India in the three months ended June, the airline said, while declaring its quarterly earnings Tuesday.

The results indicate that Air India's provisional loss for the fiscal first quarter has crossed ₹1,200 crore, per ET's calculations, though there can

be minimal variations in the actual numbers as sharply higher fuel costs and sustained closure of Pakistani airspace has kept the Tata Group-owned carrier's operations under pressure. In comparison, Air India's biggest rival IndiGo clocked a loss of ₹382 crore in the same period.

SIA, however, emphasised that it along with partner Tata Sons are committed to Air India's long-term success, and working together to support its multi-year transformation

programme.

The losses come in the midst of an aggressive network and fleet expansion by Air India, placing combined orders for 770 aircraft from Airbus and Boeing over 2023 and 2024. The carrier has been banking on scale to alleviate unit costs and turn profitable, but external headwinds have complicated that path. A turnaround of Air India could take up to a decade, Tata Sons chairman N Chandraseka-



ran said in the company's FY26 annual report. The carrier posted a net loss of ₹22,238 crore in FY26.

Price of aviation turbine fuel, which accounts for nearly 40% of the cost of operating an airline in India, has spiralled due to the US-Iran war. This has hit all Indian carriers but has proved particularly damaging for Air India, which operates a large number of wide-body jets on long-haul international routes where fuel burn is significantly higher.

Corporate Communications Directorate

THE FINANCIAL EXPRESS DELHI 29 JULY 2026

IndiGo eyes global growth amid near-term headwinds

NITIN KUMAR
New Delhi, July 28

INDIGO HAS DOUBLED down on its long-term growth plans despite warning that geopolitical tensions, volatile fuel prices and currency fluctuations could weigh on the aviation sector in FY27, saying India is entering a multi-decade aviation growth cycle that will underpin its biggest global expansion yet.

In its FY26 annual report released on Tuesday, the airline said the near-term outlook for Indian aviation remains vulnerable to geopolitical uncertainties, particularly in West Asia, which have resulted in intermittent airspace restrictions, higher operating costs on certain international routes and the risk of schedule disruptions. It also flagged volatility in global crude oil prices and foreign exchange rates as continuing risks to airline cost structures.

Despite these headwinds, Managing Director Rahul Bhatia said the structural drivers of India's aviation market remained firmly intact. "The rise of an aspiring middle class, rapid infrastructure development, digital transformation, manufacturing expansion and the increasing global integration of Indian businesses are all driving unprecedented demand for connectivity," he said, adding that IndiGo was positioning itself to lead what it believes will



be a multi-decade aviation expansion in the country.

That confidence is reflected in the airline's strategy to transform itself from a predominantly domestic low-cost carrier into a global network airline. Bhatia described the coming decade as the most significant phase of international expansion in the company's history.

The airline said the induction of Airbus A321XLR aircraft, along with the planned addition of Airbus A350 wide-body jets, will allow it to enter new markets and gradually expand long-haul operations. To support that strategy, IndiGo plans to increase the share of owned and finance-leased aircraft to 30-40% of its targeted 600-aircraft fleet by 2030, up from around 20% currently, reducing its reliance on operating leases.

Govt clears Walsh as IndiGo CEO

FORMER INTERNATIONAL AIR Transport Association (IATA) Director General Willie Walsh has received security clearance from the Ministry of Civil Aviation (MoCA) for his appointment as CEO of IndiGo, clearing the final regulatory hurdle before he takes charge of the country's largest airline.

The airline said in its FY26 annual report that Walsh is expected to assume office on or before August 3. **FE BUREAU**



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

28 JULY 2026

Smoke alert forces flight's Rajkot landing

Dhairya Gajara

MUMBAI

An IndiGo flight carrying 194 people from Dubai to Mumbai made an emergency landing at Rajkot International Airport on Monday after the crew detected smoke in the aircraft's lower cargo hold.

The Airbus A321, registered

VT-NCV and operating as flight 6E-1452, landed safely under emergency protocols. Rajkot airport officials said the pilot alerted Air Traffic Control after an emergency was declared at 2.45pm.

"A major call was issued with immediate effect. Around 70 ambulances, nursing staff, doctors and firefighters were

kept on standby," Rajkot district collector Om Prakash said.

The twin-engine aircraft landed at 3.27pm, 42 minutes after the emergency was declared, and was grounded for technical inspection and engineering clearance. According to officials, air safety regulators and mainten-

ance engineers were examining whether the warning was caused by a thermal event or false sensor alarm.

IndiGo said the flight was diverted "as a precautionary measure due to a technical issue". The onward flight to Mumbai was expected to depart at 7.30pm and arrive at 8.20pm.



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MUMBAI

28 JULY 2026

Domestic airfare up 20.5% in June

The government on Monday said that aviation regulator DGCA has observed that average airfare rose 20.5% on 72 domestic routes in June 2026 compared to May 2025. In a written reply to the Rajya Sabha, Minister of State for Civil Aviation Murlidhar Mohol said airlines' operating costs are dynamic in nature and their individual components vary due to multiple factors.



Corporate Communications Directorate

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MUMBAI

28 JULY 2026

Air India's transformation 5-10 yr journey, says Tata Sons Chairman

Air India's transformation journey must be seen as a five- to ten-year endeavour, considering years-long supply chain disruptions in key components, the need to overhaul legacy systems, culture and fleet, and the creation of a large cadre of airline professionals, according to Tata Sons Chairman N Chandrasekaran.



While mentioning that significant progress has been made in the transformation journey, he stated that every great airline in history was built over decades, not quarters.

Chandrasekaran stated that

the airline faced three external headwinds in the 2025-26 financial year: "Air space closures; West Asia conflict-driven fuel price hikes and foreign exchange fluctuations; and the crash of AI171 made it the most challenging year for Air India. At every stage, Air India's teams responded with resilience and adaptability," he stated.

-PTI

Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

28 JULY 2026

IndiGo tops regional subsidy chart with over ₹1.2 cr funding

Dhairya Gajara
MUMBAI

India's largest carrier IndiGo has emerged as the biggest beneficiary of government subsidies under the Regional Connectivity Scheme (RCS) UDAN in the last nine years, securing over Rs 1,200 crore in viability gap funding (VGF). State-owned Alliance Air followed closely as the second-largest recipient with over Rs 1,000 crore with the total amount of subsidies exceeding Rs 4,800 crore.

The figures were disclosed in the Lok Sabha by the Ministry of Civil Aviation in response to a question. According to the ministry, a total of Rs 4,881.1 crore has

been disbursed under VGF to select airline operators from financial year 2017-18 to 2026-27. A total of 15 airlines have benefited from the government scheme in over eight years.

The government's VGF is designed to bridge the financial deficit on regional routes, capping airfares for common citizens while compensating airlines for operational losses during the initial development phase of Tier-2 and Tier-3 markets.

According to MoCA, market leader IndiGo received the highest amount of Rs 1,201.13 crore, whereas the state-backed Alliance Air received Rs 1,007.51 crore in over eight years, both together absorbing



nearly 45% of the total Rs 4,881.10 crore funding pool. Regional player Star Air, operated by Ghodawat Group, captured the third spot with Rs 757.30 crore, while budget airline SpiceJet received Rs 662.54 crore. Other beneficiaries include Air Odisha, Air Taxi, Big Charters, Deccan Charters, GSEC Monarch, Heritage, Jet Airways, Pawan Hans, Trujet, Zoom Air and Fly91.



Corporate Communications Directorate

HINDUSTAN

DELHI

29 JULY 2026

उड़ान के 24 घंटे बाद डाटा खुद होगा डिलीट

नई दिल्ली, विसं। हवाई यात्रा को सुगम बनाने के लिए बड़े पैमाने पर डिजी यात्रा ऐप का इस्तेमाल किया जा रहा। इसके जरिए हवाई यात्रा करने वाले यात्रियों के डाटा की सुरक्षा को लेकर सरकार ने स्पष्ट किया है कि यात्रियों की व्यक्तिगत जानकारी (पीआईआई) किसी केंद्रीय सर्वर पर स्टोर नहीं की जाती है। ऐप का डाटा प्रस्थान के 24 घंटे बाद खुद डिलीट हो जाता है।

एक वरिष्ठ अधिकारी बताते हैं कि डिजी यात्रा से जुड़े डाटा का ऑडिट करने के बाद नागरिक उड्डयन मंत्रालय ने सुनिश्चित किया है कि डाटा की

15 एयरपोर्ट पर विस्तार

डिजी सुविधा अब देश के 39 एयरपोर्ट पर उपलब्ध है। इस वर्ष अब तक 15 नए एयरपोर्ट को डिजी यात्रा से जोड़ा गया है। इनमें सुरत, नागपुर, नवी मुंबई, मंगलुरु, तिरुवनंतपुरम, पोर्ट ब्लेयर, चंडीगढ़, देहरादून, जम्मू, श्रीनगर, अगरतला, इम्फाल, भीपाल, अमृतसर और नोएडा एयरपोर्ट शामिल हैं।

सुरक्षा सबसे अहम है। यह सुनिश्चित किया जाता है कि उड़ान के निर्धारित प्रस्थान समय के 24 घंटे के भीतर यात्री से जुड़ा डाटा सिस्टम से ऑटोमेटिक हटाया जाए। सूत्रों का कहना है कि अब

सुरक्षा पर जोर

डेटा सुरक्षा को लेकर सवाल पर सरकार ने लिखित में बताया कि सिस्टम को प्राइवैसी बाय डिजाइन सिद्धांत पर तैयार किया गया है। पूरा डाटा यात्री के फोन में एन्क्रिप्टेड रहता है और केवल पहचान सत्यापन के लिए सीमित समय तक संबंधित एयरपोर्ट के साथ साझा किया जाता है।

यह भी सुनिश्चित किया जा रहा है कि डिजी यात्रा से जुड़े डाटा की निगरानी उच्च स्तर से की जाए, जिसमें यह देखा जाता है कि डाटा यात्री के प्रस्थान करने के 24 घंटे के अंदर सिस्टम से हट रहा

है या नहीं। मंत्रालय के आंकड़े बताते हैं कि 2.45 करोड़ से अधिक यात्रियों ने डिजी यात्रा ऐप डाउनलोड किया है। वहीं, यात्रियों ने इस सुविधा का 10.5 करोड़ से अधिक बार उपयोग किया है। इससे एयरपोर्ट पर चेक-इन और सुरक्षा जांच जैसी प्रक्रियाएं तेज हुई हैं।

संसदीय समिति ने भी उठाए थे सवाल : कुछ महीने पहले संसदीय समिति ने डिजी यात्रा से जुड़े डाटा की सुरक्षा को लेकर सवाल उठाए थे। सिफारिश में कहा गया था कि किसी स्वतंत्र एजेंसी से डाटा की गोपनीयता और सुरक्षा मूल्यांकन कराया जाए।



Corporate Communications Directorate

HINDUSTAN

DELHI

29 JULY 2026

‘अक्टूबर में पेश होगी विमान हादसे की रिपोर्ट’

नई दिल्ली, एजेंसी। सुप्रीम कोर्ट को सरकार ने मंगलवार को बताया कि अहमदाबाद में जून 2025 में हुए एयर इंडिया की विमान एआई-171 दुर्घटना की फाइनल ड्राफ्ट रिपोर्ट अक्टूबर के पहले हफ्ते में सीलबंद लिफाफे में कोर्ट के सामने पेश की जाएगी।

मामले की जांच एएआईबी ने की है। मुख्य न्यायाधीश सूर्यकांत और न्यायामूर्ति जयमाल्या बागची और बी. मोहना की पीठ ने सॉलिसिटर जनरल तुषार मेहता की बात पर भी ध्यान दिया कि फेडरेशन ऑफ इंडियन पायलट्स अपने सुझाव एएआईबी को दे सकता है, और जांच के दौरान जरूरी लगने पर एएआईबी उन पर विचार कर सकता है और कार्रवाई कर सकता है।

Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

28 JULY 2026

Air India revival may take a decade: Chandra

Abhishek Law

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Tata Sons has reset expectations for Air India's revival, with chairman N. Chandrasekaran telling shareholders that building a global airline is a five- to 10-year effort rather than a matter of quarters, signalling the turnaround will take longer than originally envisaged.

The comments, made in Tata Sons' FY26 annual report released on Monday, are the first time Chandrasekaran has publicly framed Air India's transformation over such a long horizon since the Tata Group regained control of the airline in January 2022.

"Every great airline in history was built over decades, not quarters," Chandrasekaran wrote. "Given where it began, Air India's transformation must be seen as a five- to ten-year journey, considering the years-long supply chain disruptions in key components, the need to overhaul legacy systems, culture and fleet, and the creation of a large cadre of technical and airline professionals."

He described the task as rebuilding the airline through "fleet renewal, training, service transformation and network expansion."

The remarks effectively extend the timeline beyond Vihaan.AI, the five-year trans-



N. Chandrasekaran, chairman, Tata Sons.

REUTERS

formation programme unveiled in September 2022 under outgoing chief executive Campbell Wilson to restore profitability and rebuild Air India into a world-class carrier.

Instead, FY26 became Air India's toughest year since returning to the Tata fold. The closure of Pakistani airspace from April 2025, the fatal AI171 crash in June of same year, the conflict in West Asia and higher fuel costs disrupted operations, while aircraft delivery delays constrained expansion.

Air India also cut several domestic and international routes to stem losses. Wilson, meanwhile, announced his resignation in April and is expected to step down in September. A successor is yet to be announced.



Corporate Communications Directorate

THE HINDU

DELHI

29 JULY 2026

Will the govt. relax rules on airport-airline ownership?

Has the Adani Group's MoU with Embraer prompted the Centre's rethink on cross-ownership rules?

Jagriti Chandra

The story so far:

Following a request from the Adani Group, the Ministry of Civil Aviation is examining whether to relax cross-ownership restrictions between airport operators and airlines. Officials are preparing a concept note for consultations with the NITI Aayog and other government ministries before any proposal is taken to the Union Cabinet.

What is the government proposing?

The restrictions under review are embedded in airport concession agreements rather than in legislation. The concession agreements for Delhi and Mumbai airports cap aggregate airline ownership in the airport operator at 10%, while those for the Noida International Airport (Jewar) and Navi Mumbai airports

allow up to 26% ownership in an airline. These provisions can also be applied in reverse, effectively restricting airport operators such as Adani from acquiring significant stakes in airlines.

While the Adani Group denied media reports and said it had no interest in entering the airline business, a separate report cited a letter from Adani Airports CEO Arun Bansal stating that Adani Defence and Aerospace “was evaluating participating in the airline business to play a meaningful role in bridging connectivity in tier-2 and tier-3 cities”. Government officials have latched on to this rationale, arguing that amending the cross-ownership rules would enable new airline entrants and help break the near-duopoly of IndiGo and the Air India group in the domestic market.

The interest comes at a time when the Adani Group has signed an MoU with Brazilian aircraft manufacturer Embraer

to explore local production of passenger aircraft. Embraer has said that setting up a final assembly line (FAL) in India would depend on securing a substantial aircraft order from the country.

How will concerns be addressed?

The current concession agreements maintain a separation between airport operators and airlines to prevent potential conflicts of interest by ensuring airports remain neutral infrastructure providers and do not favour affiliated carriers in gate allocation, terminal access, airport facilities or other operational decisions.

Government officials say any relaxation of the rules is likely to be accompanied by safeguards to ensure an “arm’s length” relationship between airport and airline businesses. Among the measures under consideration are provisions preventing the direct or indirect sharing of commercially sensitive information,

including data relating to slot allocation and airport operations. The proposal is also expected to prohibit common key managerial personnel from holding executive positions in both the airport and airline entities.

The Adani Group is already the largest airport operator in the country with 8 airports in its kitty. It also has a 99.98% stake in maintenance, repair and overhaul company Airworks, has an agreement to acquire a 72.8% stake in pilot training organisation Flight Simulation Technique Centre, ground handling, retail and food and beverage concessions at airports.

How have airlines reacted?

India’s two largest airline groups – IndiGo and Air India—have opposed the reported move, arguing that allowing airport operators to own airlines would create conflicts of interest and weaken competition.

IndiGo Managing Director Rahul Bhatia said there was “no global precedent because it would typically raise a massive conflict of interest, and over a period of time it would go against the interest of consumers.”

Air India has expressed similar reservations. A senior executive told *The Hindu* that “vertical consolidation” in aviation is problematic, pointing to the Adani Group’s presence across multiple segments of the aviation value chain.

According to the executive, ownership across so many parts of the ecosystem could disadvantage competing airlines and ultimately reduce competition and employment in the sector.

What are some global examples of such cross ownership?

While common ownership between airports and airlines exists in jurisdictions such as Singapore, Qatar and the UAE, these examples largely involve government ownership of both entities.

In Singapore, both Changi Airport Group and Singapore Airlines are ultimately owned by the government, with Temasek Holdings holding a majority stake in Singapore Airlines, while Qatar owns both Hamad International Airport and Qatar Airways, and the government of Dubai owns Dubai Airports and Emirates.

These examples differ from India in that each has one dominant state-backed flag carrier that anchors the hub airport, rather than multiple privately owned domestic carriers competing at privately operated airports. India’s proposal, by contrast, would permit common ownership in a competitive market with multiple privately owned airlines, raising concerns over potential conflicts of interest and whether airport operators could accord preferential treatment to affiliated carriers.

Air India FY26 loss more than doubles to ₹22,238 crore

Lalatendu Mishra

MUMBAI

Air India's financial turnaround effort suffered a major setback in FY26 with the privatised airline reporting a net loss of ₹22,238 crore, more than double it suffered in FY25, according to Tata Sons Annual Report.

Revenue slid to ₹70,081 crore from ₹76,754 crore, due to scaled down operations amid geopolitical developments.

Singapore Airlines, holding 25% stake in Air India, reported a Q1 loss of \$58.7 million, the first loss since 2022 when it was impacted by COVID-19.

Singapore Airlines' quarterly losses were attributed to steep hike in jet



Air India's revenue dropped to ₹70,081 cr. from ₹76,754 cr.

fuel prices and mounting losses at Air India.

In his message to shareholders, Tata Sons chairman N. Chandrasekaran described FY26 as the airline's 'most challenging year' since its acquisition by the Tata Group in January 2022 and attributed the

deteriorating financial performance to a combination of geopolitical tensions, operational disruptions and one-off events that significantly affected the airline's operations.

"Given where it began, Air India's transformation must be seen as a five-to-ten-year journey," he said, indicating the turnaround, planned as a five-year programme under the Vihann.AI strategy, could now extend up to a decade.

Tata Sons net rises

Meanwhile for FY26, Tata Sons' revenue rose 9.1% to ₹42,367 crore while profit (after tax) climbed 21.8% to ₹31,961 crore. The board of Tata Sons has recommended a final dividend of ₹1,10,717 per share.



Corporate Communications Directorate

THE HINDU

DELHI

29 JULY 2026

737 MAX seats may need inspections: FAA

Reuters

letters@hindustantimes.com

SEATTLE: The US Federal Aviation Administration (FAA) said on Monday that seats on hundreds of Boeing 737 MAX jets registered in the US may require inspections in case they were incorrectly installed and needed to be fixed.

If not corrected, the seats could injure passengers and crew members during an emergency landing or block the aisle and slow an evacuation, the agency said. The FAA's proposed airworthiness directive issued on Monday would apply to 453 jets registered in the US. The

agency only has jurisdiction over US airlines, but foreign regulators typically follow FAA directives if applicable.

Nearly 2,300 737 MAX jets are in service around the world, including 823 in the US, according to aviation advisory and intelligence firm IBA. The proposed directive comes as Boeing works to improve its production quality and boost output under CEO Kelly Ortberg. Production quality problems were revealed in early 2024 when a door plug panel blew out of a nearly new Alaska Air 737 MAX in flight.

The FAA said in the airworthiness directive proposal that it received a report that some pas-



Nearly 2,300 Boeing 737 MAX jets are in service around the world.

senger seat assemblies were not correctly installed in the seat tracks.

That meant the assemblies could disengage from the seat tracks if there was an increased load, turbulence or an emergency landing, the FAA said. There could be up to 69 track-

mounted passenger seat assemblies on each 737 MAX plane, and the issue would take an estimated one work hour to inspect and then an hour to fix each assembly and required no parts, the FAA said. Airlines might be able to have multiple employees inspecting seats simultaneously, greatly reducing the total time for each aircraft. It did not say how quickly airlines would need to correct the issue.

A Boeing spokesperson said the planemaker issued guidance to operators about the issue in December 2025.

"We support the FAA making that guidance mandatory," the spokesperson said in an email.

LOKSATYA

DELHI

29 JULY 2026

एयर इंडिया के घाटे ने बढ़ाई टाटा की चुनौती

- वित्त वर्ष 2025-26 में टाटा समूह की 16 गैर-सूचीबद्ध कंपनियों का कुल घाटा बढ़कर 27,854 करोड़
- एयर इंडिया को 22,238 करोड़ का नुकसान, टाटा इलेक्ट्रॉनिक्स ने 1.3 लाख करोड़ का रिकॉर्ड राजस्व दर्ज किया

नई दिल्ली, लोकसत्या। टाटा समूह के नए कारोबार फिलहाल उम्मीद के अनुरूप प्रदर्शन नहीं कर पा रहे हैं। वित्त वर्ष 2025-26 में टाटा संस की 16 गैर-सूचीबद्ध (अनलिस्टेड) कंपनियों में से सात घाटे में रहीं।

इन कंपनियों का कुल घाटा



बढ़कर 27,854 करोड़ पहुंच गया, जो पिछले वित्त वर्ष के 15,311 करोड़ की तुलना में लगभग दोगुना है। टाटा संस की वार्षिक रिपोर्ट के अनुसार, सबसे अधिक नुकसान एयर इंडिया को हुआ, जबकि टाटा इलेक्ट्रॉनिक्स ने रिकॉर्ड राजस्व अर्जित कर समूह में नई उपलब्धि हासिल की। रिपोर्ट के मुताबिक, एयर

इंडिया को वित्त वर्ष 2025-26 में 22,238 करोड़ का घाटा हुआ। कंपनी की आय भी करीब 10 प्रतिशत घटकर 71,870 करोड़ रह गई। अहमदाबाद विमान हादसा, अमेरिका-ईरान तनाव के कारण जेट ईंधन की बढ़ी कीमतें तथा कई अंतरराष्ट्रीय हवाई मार्गों के प्रभावित होने जैसी परिस्थितियों का कंपनी के

कारोबार पर प्रतिकूल असर पड़ा। एयर इंडिया के अलावा टाटा डिजिटल, टाटा इलेक्ट्रॉनिक्स, एग्राटास, टाटा प्रोजेक्ट्स, टाटा रियल्टी एंड इंफ्रास्ट्रक्चर तथा टाटा प्ले भी घाटे में रहीं। सुपर ऐप टाटा न्यू का संचालन करने वाली टाटा डिजिटल को 4,974 करोड़ का नुकसान हुआ। जून 2026 में टाटा संस ने इस कंपनी में 2,970 करोड़ का अतिरिक्त निवेश किया था। वहीं, बैटरी निर्माण क्षेत्र की कंपनी एग्राटास का घाटा बढ़कर 1,101 करोड़ हो गया। टाटा इलेक्ट्रॉनिक्स का घाटा 70 करोड़ से बढ़कर 1,611 करोड़ पहुंच गया, लेकिन इसके बावजूद कंपनी ने 1.3 लाख करोड़ का रिकॉर्ड राजस्व अर्जित कर एयर इंडिया को पीछे छोड़ते हुए समूह की

सबसे अधिक राजस्व कमाने वाली गैर-सूचीबद्ध कंपनी बनने का रिकॉर्ड बनाया। समूह की नौ अन्य निजी कंपनियों ने वित्त वर्ष के दौरान लाभ दर्ज किया।

बढ़ते निवेश और घाटे को लेकर टाटा संस के बोर्ड में भी चर्चा हुई। रिपोर्ट के अनुसार, नोएल टाटा ने घाटे वाले नए कारोबारों में भारी निवेश पर सवाल उठाए थे। हालांकि, चेयरमैन एन. चंद्रशेखरन ने इन निवेशों का बचाव करते हुए कहा कि समूह के कई दीर्घकालिक निवेश शुरुआती वर्षों में घाटे वाले रहे, लेकिन बाद में वे सफल साबित हुए। उन्होंने विश्वास जताया कि वर्तमान निवेश भी भविष्य में टाटा समूह की दीर्घकालिक विकास रणनीति को मजबूती देंगे।

LOKSATYA

DELHI

29 JULY 2026

रिपोर्ट देश का घरेलू एयर ट्रैफिक 1.4% बढ़ा

6 महीने में 8 करोड़ लोगों ने किया हवाई सफर

- इंडिगो के सबसे ज्यादा यात्री
- डायरेक्टरेट जनरल ऑफ सिविल एविएशन की रिपोर्ट
- अकासा एयरलाइन को भी मिली बढ़त, एयर इंडिया ग्रुप दूसरे पायदान पर



नई दिल्ली, लोकसत्य।

जनवरी से लेकर जून तक देश का घरेलू एयर ट्रैफिक बूम पर रहा। इन 6 महीनों में कुल 8 करोड़ 64 लाख यात्रियों ने हवाई सफर किया। यह साल 2025 की तुलना (8 करोड़ 51 लाख) में करीब 1.4% ज्यादा है। डायरेक्टरेट जनरल ऑफ सिविल एविएशन की रिपोर्ट में बताया गया है कि इंडिगो की फ्लाइटों में सबसे ज्यादा यात्रियों ने सफर किया। छमाही के बाद डायरेक्टरेट जनरल ऑफ

सिविल एविएशन की ओर से जारी जून की मासिक रिपोर्ट में हवाई यात्रियों की संख्या में मामूली गिरावट देखी गई। साल 2025 में जून के महीने में कुल 136.04 लाख यात्रियों ने हवाई सफर किया था। जबकि साल 2026 के इसी महीने में पैसेंजर संख्या 134.64 लाख रही। पिछले साल की तुलना में यात्रियों की संख्या

में 1.3% की गिरावट देखी गई। जून में अकासा में 92.2% तक सीटें भरी रहीं। इस लिहाज पर यह एयरलाइन नंबर वन रही। मई में इंडिगो का मार्केट शेयर 64.9% से बढ़कर 66.3% पर पहुंच गया। अकासा एयरलाइन को भी बढ़त मिली, एक महीने पहले इस एयरलाइन का शेयर 5.8% था। जबकि मई में यह 6.4%

स्पाइसजेट में 2.63 लाख लोगों ने की यात्रा

डीजीसीएएम की रिपोर्ट में बताया गया है कि साल की पहली छमाही में अकासा एयरलाइन से 8.61 लाख यात्रियों ने सफर किया। इस एयरलाइन का शेयर मार्केट 6.4% रहा। वहीं स्पाइसजेट में 2.63 लाख यात्रियों ने सफर किया। इस एयरलाइन का शेयर मार्केट 1.9% रहा। जबकि अन्य यात्रियों ने स्टार एयर, फ्लाई 91, अलायंस एयर, इंडिया वन एयर जैसे अन्य छोटी एयरलाइनों का सहारा लिया।

पर पहुंच गया। डीजीसीए के साल 2026 के पहले 6 महीने की HI रिपोर्ट (जनवरी से लेकर जून तक) में घरेलू यात्रियों में बढ़त दिखी। हालांकि जून 2026 की मासिक रिपोर्ट में 1.3% की गिरावट देखी गई। यानी इस महीने कम संख्या में यात्रियों ने हवाई सफर किया।

डायरेक्टरेट जनरल ऑफ सिविल एविएशन की रिपोर्ट के अनुसार साल 2026 के शुरुआती 6 महीने में

आसमान में इंडिगो का दबदबा कायम रहा। इस एयरलाइन में 89.20 लाख यात्रियों ने उड़ान भरी। यह अन्य एयरलाइंस की तुलना में सबसे ज्यादा रहा। वहीं एयर इंडिया ग्रुप दूसरे पायदान पर रहा। इसका मार्केट शेयर 23.9% रहा। इस एयरलाइन में 32.22 लाख यात्रियों ने सफर किया। डीजीसीएएम की ओर से जारी रिपोर्ट के अनुसार जून में स्पाइसजेट के लोड फैक्टर में इजाफा देखा गया।



Corporate Communications Directorate

MINT

DELHI

29 JULY 2026

IndiGo seeks nod to hike borrowing limit

Abhishek Law & Dipali Bankia
NEW DELHI/MUMBAI

InterGlobe Aviation Ltd, which operates India's largest airline IndiGo, is seeking shareholder approval to raise its borrowing limit by 57% to ₹110,000 crore, from the existing ₹70,000 crore, as the airline prepares to finance an aggressive fleet expansion.

The airline expects to exhaust its existing borrowing limit in FY27 and seeks an additional borrowing capacity of ₹40,000 crore, which it is likely to use by the first half of FY29, IndiGo said in the shareholder notice to its annual general meeting on Tuesday.

About 75% of the incremental borrowing capacity is expected to be used to finance aircraft through long-term finance leases, with the balance earmarked for capital expenditure and working capital.

The move comes as IndiGo navigates one of the largest expansion programmes in avi-



Most of the new borrowing will finance aircraft leases.

ation. The airline had a fleet of 441 aircraft as of 31 March 2026, while its order book stood at about 900 aircraft, with deliveries spread through 2035. IndiGo is also targeting nearly 200 million passengers annually, around 3,000 daily departures and a fleet of more than 550 aircraft by 2030.

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For an extended version of this story, go to livemint.com.



Corporate Communications Directorate

MINT

DELHI

29 JULY 2026



The last time the airline posted a quarterly loss was in the fourth quarter of fiscal year 2021-22. REUTERS

SIA posts Q1 net loss, dragged by Air India

Singapore Airlines (SIA) on Tuesday reported a first-quarter net loss, its first since 2022, weighed down by losses from its associate Air India and higher jet fuel costs from the Middle East conflict despite record revenue.

The results reflect a broader squeeze hitting the global airline industry, where carriers from the US to Asia have reported that rising passenger yields and record travel demand are failing to keep pace with fuel bills inflated by the Middle East conflict.

SIA said demand for air travel and cargo remains robust, but warned that a prolonged Middle East conflict could affect supply chains, global trade and macroeconomic conditions.

The city-state's flag carrier posted a net loss of S\$76 million (\$58.79 million) for the three months ended 30 June, compared with a profit of S\$186 million a year ago. That compared to the LSEG estimate for a loss of S\$4.3 million.

The last time SIA reported a quarterly loss was in the fourth quarter of fiscal year 2021-22, the quarter ended 31 March 2022, during the pandemic. REUTERS



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

28 JULY 2026

Avg airfare on 72 domestic routes rose 20.5% in June: DGCA data

NEW DELHI: The government on Monday said that aviation regulator DGCA has observed that average airfare rose 20.5 per cent on 72 domestic routes in June 2026 compared to March 2025.

In a written reply to the Rajya Sabha, Minister of State for Civil Aviation Murlidhar Mohol said airlines' operating costs are dynamic in nature and their individual components vary due to multiple factors such as price of Aviation Turbine Fuel (ATF) in international markets, foreign exchange rates, excise duties and Value Added Tax (VAT) and lease rentals.

ATF alone accounts for 35 to 40 per cent of an airline's total operating expenses.

"Directorate General of Civil Aviation has observed that there is approx. 20.5 per cent increase in the average airfare on 72 domestic sectors on comparing June 2026 to March 2025," the minister said.

Details about the 72 routes were not disclosed.

In another written reply, Mohol said airfares are not subject to regulation by the government and every air transport undertaking establishes a tariff having regard to all relevant factors, including the cost of operation, characteristics of service, reasonable profit, while adhering to Rule 135 of Aircraft Rules, 1937. AGENCIES



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

29 JULY 2026

अहमदाबाद क्रैश में किसकी गलती? SC में अंतिम रिपोर्ट अक्टूबर में

■ NBT रिपोर्ट, नई दिल्ली

12 जून 2025 को अहमदाबाद में हुए एयर इंडिया क्रैश की जांच से जुड़ी अंतिम ड्राफ्ट रिपोर्ट अक्टूबर के पहले सप्ताह में सुप्रीम कोर्ट के समक्ष सीलबंद लिफाफे में पेश की जाएगी। केन्द्र सरकार ने मंगलवार को सुप्रीम कोर्ट को यह जानकारी दी। इसके बाद कोर्ट ने अगली सुनवाई 13 अक्टूबर के लिए निर्धारित कर दी।

कोर्ट में विमान दुर्घटना जांच ब्यूरो यानी AAIB की ओर से सॉलिसिटर जनरल तुषार मेहता ने कहा कि जांच अंतिम चरण में है। कि याचिकाकर्ताओं में शामिल एक पक्ष की मांग पर चार सिमुलेशन टेस्ट कराए जा चुके हैं। फेडरेशन



File

12 जून 2025 के हादसे में 260 मौते हुई थी

ऑफ इंडियन पायलट्स अपनी तकनीकी टिप्पणियां और सुझाव AAIB को दे सकता है। जांच एजेंसी उन्हें प्रासंगिक और आवश्यक पाएगी तो जांच के दौरान उन पर विचार करेगी। कोर्ट में AAIB की ओर से यह भी बताया गया कि यह कोई 'इन हाउस' जांच नहीं है।



Corporate Communications Directorate

THE PIONEER

DELHI

29 JULY 2026

Final report of AAIB in Ahmedabad plane crash to be filed in October, SC told

PIONEER NEWS SERVICE
■ New Delhi

The Supreme Court on Tuesday was apprised by the Government that the draft final report of the probe conducted by the Aircraft Accident Investigation Bureau (AAIB) into the June 2025 Air India flight AI-171 crash in Ahmedabad will be filed before it in the first week of October in a sealed cover.

A bench comprising Chief Justice Surya Kant and justices Joymalya Bagchi and V

Mohana also took note of the submissions of Solicitor General Tushar Mehta that the Federation of Indian Pilots can provide its inputs to the AAIB which, in turn, can peruse and deal with them if found necessary during the investigation.

During a brief hearing, the solicitor general told the bench that four simulation tests have been conducted as sought in an application by one of the petitioners. The law officer said that the final draft report will be filed before the bench in a sealed



cover. The court was hearing petitions filed by an NGO, a law student and the father of the deceased pilot, seeking an independent, court-monitored investigation into the crash. The bench has now

posted the pleas for further hearing on October 13.

Recently, the AAIB filed an affidavit in the top court saying that the draft final report of the probe into the crash in Ahmedabad, which

killed 260 people, is expected to be ready in October.

The AAIB had said there is an "absolute statutory prohibition" on disclosing cockpit voice recordings and airborne image recordings from the June 12, 2025, Ahmedabad plane crash to any external committee or the public.

It had said that sharing such material would violate Rule 17(1) and Rule 17(5) read with Schedule C of the Aircraft (Investigation of Accidents and Incidents) Rules, 2025.

Prior to this, bench had asked the Centre to file a brief

report on the "procedural protocol" followed so far, after it was informed that the investigation into the crash by the AAIB is at its fag end.

Air India's Boeing 787-8 flight AI171, en route to London's Gatwick airport, was operated by pilot-in-command Captain Sumeet Sabharwal and co-pilot Captain Clive Kunder.

The crash took place after the plane took off from Gujarat's Ahmedabad. Former Gujarat chief minister Vijay Rupani was among the victims.

Air India turnaround may take upto a decade: Tata Sons Chairman N Chandrasekaran

STATESMAN NEWS SERVICE

New Delhi, 28 July

Air India's transformation journey could take as long as a decade, significantly longer than the airline's original five-year revival roadmap, with Tata Sons Chairman N. Chandrasekaran citing multiple operational and structural challenges that continue to weigh on the carrier's progress.

In the Tata Sons annual report, Chandrasekaran said the airline's revival is a long-term exercise that extends beyond financial restructuring and requires rebuilding several core aspects of the business.

According to him, the turnaround is being slowed by persistent global supply chain disruptions affecting the availability of critical aircraft components, the complexity of modernising legacy technology platforms, fleet renewal and expansion, cultural transformation, and the need to develop a much larger pool of skilled technical and aviation professionals.

The revised outlook marks a shift from Vihaan.AI, Air India's five-year transformation strategy unveiled in September 2022 under then Chief Executive Officer and Managing Director Campbell Wilson. The roadmap had outlined an ambitious plan to restore Air India's



position as a world-class global airline by 2027.

The latest assessment also comes at a challenging time for the airline. Air India has been dealing with disruptions caused by airspace restrictions linked to tensions in West Asia, higher aviation fuel costs, and the aftermath of last year's fatal aircraft crash, all of which have added pressure on its operations.

Meanwhile, the airline is also preparing for a leadership transition. Campbell Wilson is scheduled to step down as Chief Executive Officer on September 30 after completing his notice period. Air India has not yet

announced his successor.

Financially, the carrier reported a net loss of Rs 22,238 crore for the financial year ended March 2026, more than doubling from Rs 10,859 crore recorded in the previous fiscal year.

India's aviation sector has witnessed a strong recovery in passenger traffic since the pandemic, supported by robust domestic demand. However, airlines continue to face profitability challenges due to elevated operating costs, ongoing aircraft supply constraints, and intense fare competition, making long-term financial recovery a difficult task even as demand remains resilient.





Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

28 JULY 2026

“Rebuilding Air India is a long journey...every great airline in history was built over decades, not quarters

N Chandrasekaran,
Tata Sons chairman



Smoke in hold, plane lands in Rajkot

TIMES NEWS NETWORK

Rajkot: An IndiGo flight from Dubai to Mumbai made an emergency landing at Hirasar airport here on Monday after smoke was detected in the aircraft's cargo hold.

Flight IGO1452, operated by an Airbus A321 aircraft, was diverted to Rajkot as a precautionary measure.

All 194 passengers and the crew disembarked safely.

"Flight IGO1452, aircraft type A321, operating from Dubai to Mumbai, was diverted to Rajkot due to smoke detected in the cargo hold," an airport official said.

Rajkot airport was informed at 2.45pm, after which a full emergency was declared. The aircraft landed safely at 3.27pm.

In accordance with emer-



The aircraft at Rajkot International airport in Hirasar on Monday

gency response protocols, the airport deployed fire tenders, ambulances, rescue vehicles and medical teams. Local hospitals and the police were also alerted.

Talking to media persons, Rajkot district collector Om Prakash said, "On getting information about the emer-

gency landing, we alerted all the government hospitals, medical colleges, private hospitals. All the doctors and nursing staff were put on alert. We arranged deployment of 70 ambulances near airport."

"Arrangements were made for all 194 passengers in the

arrival hall of the international terminal," Rajkot airport director Diganta Borah said. "Passengers will not be permitted to leave the terminal building unless there is a medical emergency. We have been told that IndiGo has arranged another aircraft coming from Mumbai to transport these passengers to their destination," he added.

Although Rajkot airport has an international terminal, regular international flight operations have not yet commenced. However immigration and customs clearance facility is available on call.

Earlier in the day, IndiGo issued a statement saying the inspection of the aircraft was underway and an alternative aircraft was being arranged to complete the journey.



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THE TIMES OF INDIA

MUMBAI

28 JULY 2026

Dubai-Mumbai flight diverted

Rajkot: A Dubai-Mumbai IndiGo flight carrying 194 passengers and crew members made an emergency landing at the Rajkot International Airport in Gujarat on Monday after smoke was detected in the cargo hold area, airport authorities said. The aircraft landed safely at 3:27pm, and all passengers were evacuated without any injuries, they said. The cause of the fire is being ascertained. २१



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THE TIMES OF INDIA

DELHI

29 JULY 2026

Next decade to see max global growth: IndiGo

Saurabh Sinha@timesofindia.com

New Delhi: IndiGo, which turns 20 next week, is going to witness the “most significant phase of international expansion in (its) history” in the next decade. The airline, which had its first flight on Aug 4, 2006 from Delhi to Imphal via Guwahati, now plans to “establish India as one of the most important global aviation hubs of the future,” said the airline’s promoter-MD Rahul Bhatia in the company’s annual report 2025-26.

Meanwhile, govt has granted security clearance to former British Airways CEO Willie Walsh to take over this role in IndiGo, which is likely to happen next Monday. Following the exit of Pieter Elbers as CEO on March 10, as a fallout of the unprecedented schedule collapse IndiGo had witnessed last Dec, Bhatia had taken over that role as an interim measure.

With a fleet of 441 aircraft and nearly 1,000 still on order, including wide bodies, IndiGo is the domestic market leader with over 60% share.

Corporate Communications Directorate

THE TRIBUNE

DELHI

29 JULY 2026

Amritsar gets seamless airlink to 27 int'l destinations via Delhi

CHARANJIT SINGH TEJA
TRIBUNE NEWS SERVICE

AMRITSAR, JULY 28

Air India launched its "Easy Connect" service from Sri Guru Ram Dass Jee International Airport, Amritsar, under the Centre's hub-and-spoke model, enabling passengers from Punjab to access 27 international destinations through seamless connections via Delhi.

The new service allows international travellers to complete through check-in and immigration formalities at Amritsar itself, eliminating the need to re-check baggage or undergo repeated procedures at the Delhi airport. Passengers can transit through Delhi as international transfer passengers without changing terminals, making overseas travel more convenient.

The Easy Connect services were inaugurated by Union Civil Aviation Minister Kinjarapu Ram Mohan Naidu, who said the expansion of the hub-and-spoke model to Amritsar reflects the government's vision of extending global air connectivity beyond metropolitan cities.

He said the initiative would strengthen India's aviation ecosystem while enhancing Punjab's links with its large overseas diaspora and boosting tourism, trade and cultural exchanges.

Air India has designated two daily Amritsar-Delhi flights as Easy Connect services. Flight AI 1113 departs Amritsar at 9.10 am and reaches Delhi at 10.40 am, offering onward connections to destinations across Europe, Southeast Asia

Launched under Centre's hub-&-spoke model



Travellers can complete immigration formalities at Amritsar itself.

and West Asia. Flight AI1115 departs at 10 pm and arrives in Delhi at 11.20 pm, connecting passengers to cities in the US, Canada, Australia, Southeast Asia and the Middle East.

The morning Easy Connect service from Amritsar (Flight AI1113) is timed to facilitate convenient onward connections to key European destinations, including London Heathrow, Birmingham, Paris, Milan, Copenhagen, Vienna, Amsterdam, Zurich, Frankfurt, and Rome, as well as select destinations in Southeast Asia and West Asia.

The late evening service (Flight AI1115) offers smooth connectivity to destinations in the US, Canada, Australia, such as New York (JFK), Newark (New Jersey), San Francisco, Chicago, Toronto, Vancouver, Melbourne, Sydney, and select destinations in Southeast Asia and West Asia such as Singapore, Phuket, Bali, Dubai, among others.

Senior officials, including

Civil Aviation Secretary Samir Kumar Sinha, Additional Secretary Puneet Kansal, Airports Authority of India Chairman Vipin Kumar and Air India Group Head for Governance, Risk, Compliance and Corporate Affairs P Balaji, were present at the inauguration.

P Balaji said Punjab had one of the world's largest Indian diaspora communities and many travellers currently face lengthy transit procedures while travelling abroad. The Easy Connect initiative would allow passengers to begin their international journey from Amritsar, with minimal hassle.

According to airline, nearly 25 million passengers undertake long-haul travel to and from India every year, with around 85 per cent of connecting travellers currently transiting through overseas hubs. Passengers using the Easy Connect service will be required to complete DigiYatra enrolment if they are Indian passport holders travelling internationally.