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AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS STANDARD DELHI 29 SEPTEMBER 2025

ILLUSTRATION: BINAY SINHA

Takeoff pangs for airport framework

Airport operators, AAI flag concerns over proposed service quality norms

DEEPAK PATEL
New Delhi, 28 September

There's much action on the ground for matters related to the sky. It stems from the Airports Economic Regulatory Authority of India's (Aera's) intent to enforce uniform service quality standards — a move airport operators are raising strong concerns over.

It started with Aera issuing a draft consultation paper on August 18, seeking to create a national framework for quality, continuity, and reliability of services across Indian airports. Airport operators fear if the norm comes into play, it would cause significant disruption. The proposed framework, they argued, has impractical provisions, disproportionate penalties, the potential for financial and contractual disputes, and could have "significant revenue impact".

There are concerns over various requirements such as uploading passenger complaints; baggage-handling timelines; wheelchair assistance; reliance on peak-hour performance metrics; penalty and incentive mechanism; rules for greenfield airports; and the accountability of third-party providers such as caterers and ground handlers. Among other things, the draft consultation paper proposes a system of rebates through reduced user development fees (UDF) if service deficiencies are found, and modest incentives for exceeding standards.

The framework identifies 32 measurable and 18 qualitative parameters, including baggage delivery timelines; speed of security and immigration clearance; passenger arrival time from aircraft door to terminal; and the quality and availability of lifts, escalators, travellators, medical facilities, wheelchairs, baby care rooms, aerobridges, and WiFi. Performance would be monitored through monthly surveys, making the standards both enforceable and verifiable.

At a stakeholder meeting on September 10 attended by airlines, airport operators, the Directorate General of Civil Aviation, the Central Industrial Security Force (CISF), and the Quality Council of India, Aera Chairperson SKG Rahate defended the initiative. Since passengers fund airport development through UDF, the goal is to ensure "continuous improvement" in facilities and service delivery, he said.

Business Standard has reviewed the minutes of the September 10 meeting.

AAI flags operational hurdles

The government-run Airports Authority of India (AAI) pointed out that a uniform service standards model might not work across the diverse portfolio of airports. AAI operates over 100 airports.

Khurram Naseem, an AAI official, said requiring 100 per cent of passenger complaints to be uploaded to the Air Sewa portal within 24 hours was unrealistic since complaints must be registered by passengers themselves. Also, buggy services, mandated in the draft, were unnecessary at smaller airports, and Wi-Fi was less critical for domestic passengers already relying on mobile data, he added.

Vikram Singh, another AAI official, sought infrastructure-based standards, such as mandating a fixed number of check-in counters per aircraft type, rather than relying solely on strict time-bound processes. He also flagged location-specific challenges, such as Chennai Airport's remote stands, which make 15-minute timelines for baggage and passenger transfer unachievable.

He questioned the aerobridge allocation rules, stressing that usage depends on airline requests and that limited aerobridge availability during night operations must be factored in. On medical facilities, he urged Aera to align with norms of the International Civil Aviation Organisation, the United Nations aviation body, which require only first aid and referral services, not full medical support.

S S Raju, executive director (Operations), AAI, added that expecting compensation for lapses by government agencies such as CISF or immigration was impractical given outstanding dues and the absence of service-level agreements. He also raised concerns about handling 75-80 wheelchair requests on wide-body flights, the reliability of surveys during emergencies, and the feasibility of feedback from all passengers on facilities like washrooms or lounges.

Private airport operators miffed

Private operators managing India's largest airports — including Delhi, Mumbai, Bengaluru, and Hyderabad — aren't happy.

Adani Airports, which runs seven airports in India, said the rebate-incentive structure was unbalanced. Its representative, Ashu Madan, said while penalties could amount to 5 per cent of UDF collections, incentives were capped at 1.25 per cent. Incentives, he proposed, be provided in cash to ensure effectiveness.

Madan said the framework should be rolled out in phases, over 2-3 years, since an immediate shift could disrupt operations. He added that higher service benchmarks often require capital and operational expenditure, and that such investments be automatically recognised in the Multi-Year Tariff Proposal. He sought clarity on how the norms would apply to Delhi and Mumbai airports, which predate Aera's regulatory framework. These airports follow the service standards laid out in the concession agreements signed between the private player and AAI at the time of airport privatisation. Madan urged that the deadline for submissions be extended. Adani Airports manages the Mumbai airport and the soon-to-be-operational Navi Mumbai one.

Harsh Gulati, a representative of GMR Group-led Delhi International Airport Ltd (DIAL), which manages Delhi airport, pointed to a potential clash between Aera's framework and existing concession agreements that define its compensation and service obligations. Criticising the proposed performance measurement during absolute peak hours, he said it would skew results by capturing outlier conditions and could lead to overbuilding and "unnecessary capital expenditure".

He joined others in requesting for a 30-45-day extension for submissions.

Bangalore International Airport Ltd (BIAL), which manages Bengaluru airport, echoed DIAL's concerns, and cautioned that measuring only festive or holiday peaks could penalise airports unfairly and inflate infrastructure spending. Shobhit Agarwal, a BIAL representative, also pointed to the financial risks of a 5 per cent rebate, saying it could have a "significant revenue impact" on airport operators. He, too, urged for a phased implementation and a 30-45-day extension to submit his comments.

GMR Group's K Narayana Rao called the penalty-incentive ratio inequitable and sought clarity on the role of third-party assessors. He suggested that if third-party agencies conduct surveys independently, there may be discrepancies in data such as passenger numbers or operational metrics, which could "potentially lead to disputes or litigation". He requested that any third-party assessments be validated or clarified with the airport operator to "maintain accuracy and transparency".

Noida International Airport, a greenfield project expected to start operations soon, asked for a moratorium period before performance monitoring begins. Its representative, Trisha Bedi, said new airports require time to stabilise infrastructure and systems before being held accountable under uniform standards. She, too, sought an extension for feedback submissions.

Aera's response

Chairperson Rahate maintained the framework was designed to put passengers first. He said airport operators, as the coordinating entity for service delivery, must take responsibility even when multiple third-party agencies (caterers, ground handlers, etc) are involved.

"However, the suggestions for allowing airport operators to seek reimbursement or compensation for the penalty applicable to airport operators for service deficiencies primarily falling under the responsibility of airline/third-party service providers, deserves merit and would be examined for suitably incorporating in the overall framework," he added.

He said segregating standards based on "individual airlines or aircraft types is neither feasible nor practical, especially at large airports, and would complicate implementation". He also said that phased implementation and moratoriums for greenfield airports could be considered, and invited operators to submit detailed written justifications on issues such as peak-hour sampling, aerobridge allocation, and financial implications.

It might be a while before the runway to the framework becomes clear.

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HINDUSTAN TIMES MUMBAI 28 SEPTEMBER 2025

AAI through its Regional Sports Control Board, Western Region has organised the All India Inter Zonal Athletics (Men & Women) Meet 2025-26 at Mumbai

i.e. Priyadarshini Park, Malabar Hill for Track & Field events and Goregaon Sports Club for Aquatics events from 21st to 25th September 2025. There were 150 players of 6 Regional Zonal Teams from all over India of 16 each of Men & 8 each of Women players and Team Manager have participated in the said Athletics Meet. There were various Track events i.e. 100 mtrs, 200 mtrs, 400 mtrs, 800 mtrs, 1500 mtrs, Relay, Hurdles and Field events of Javelin Throw, Discus Throw Shot put etc in men & Women Category. There was one event for 50 years & above category for men and women. The entire Athletics Meet was conducted under the aegis of Sh. Govind Dangi, Vice President, Bombay City District Athletics Association alongwith his Athletic Technical Officials. The Closing Ceremony & Valedictory function took

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AMAR UJALA DELHI 29 SEPTEMBER 2025

एक और बम की धमकी से एयरपोर्ट और स्कूलों में मचा हड़कंप

घंटों चली गहन जांच के बाद कुछ भी संदिग्ध नहीं मिला, पुलिस ने इसे झूठी कॉल करार दिया

नई दिल्ली। दिल्ली में रविवार सुबह फिर बम धमाके की धमकी से पुलिस और खुफिया एजेंसियां तुरंत हरकत में आ गईं। दिल्ली एयरपोर्ट, महरौली सीनियर सेकेंड्री स्कूल, द्वारका के सीआरपीएफ स्कूल सहित कई संस्थानों को ईमेल के जरिये मिली बम रखने की धमकी को घंटों चली गहन जांच के बाद पुलिस ने इसे झूठी (हॉक्स) कॉल करार दिया।

पिछले कुछ महीनों में दिल्ली में इस तरह की झूठी धमकियों के कई मामले सामने आ चुके हैं। बीते 20 सितंबर को नजफगढ़ के कृष्णा मॉडल पब्लिक स्कूल, कुतुब मीनार के सर्वोदय सीनियर सेकेंड्री स्कूल और द्वारका के डीपीएस जैसे स्कूलों को बम से उड़ाने की धमकी मिली थी। इसके अलावा 13 सितंबर को शालीमार बाग, द्वारका और साकेत के मैक्स अस्पतालों को भी ऐसी धमकी मिली थी, जो बाद में फर्जी निकली। 12 सितंबर को दिल्ली हाईकोर्ट को भी धमकी भरा ईमेल मिला था।

पुलिस ने इस मामले में भी केस दर्ज कर जांच शुरू कर दी है। सुरक्षा एजेंसियां किसी भी स्थिति से निपटने के लिए पूरी तरह तैयार हैं और जनता से अफवाहों पर ध्यान न देने की अपील की है। ब्यूरो

देशभर में फैली धमकी, जम्मू एयरपोर्ट भी निशाने पर

पुलिस सूत्रों के अनुसार, धमकी भरा ईमेल दिल्ली के साथ ही अन्य राज्यों में भी भेजा गया है। इनमें जम्मू एयरपोर्ट भी शामिल है। मामले को गंभीरता से लेते हुए पुलिस ने तकनीकी जांच शुरू कर दी है, ताकि ईमेल के स्रोत का पता लगाया जा सके। पुलिस यह जानने की कोशिश कर रही है कि धमकी भरा मेल किस सर्वर से भेजा गया। सुरक्षा एजेंसियां पूरी तरह अलर्ट मोड पर हैं।

तकनीकी जांच में आ रही चुनौतियां

पुलिस सूत्रों के अनुसार, धमकी भरे ईमेल की जांच में तकनीकी विशेषज्ञों को कई मुश्किलों का सामना करना पड़ रहा है। ईमेल भेजने वाले वैश्विक ईमेल सेवा प्रदाताओं, डार्कनेट, प्रॉक्सी सर्वर या वीपीएन का उपयोग कर अपनी पहचान छिपा लेते हैं। कई मामलों में सर्वर की लोकेशन मिलने के बावजूद प्रॉक्सी सर्वर के कारण आगे की कड़ी तक पहुंचना मुश्किल हो रहा है।

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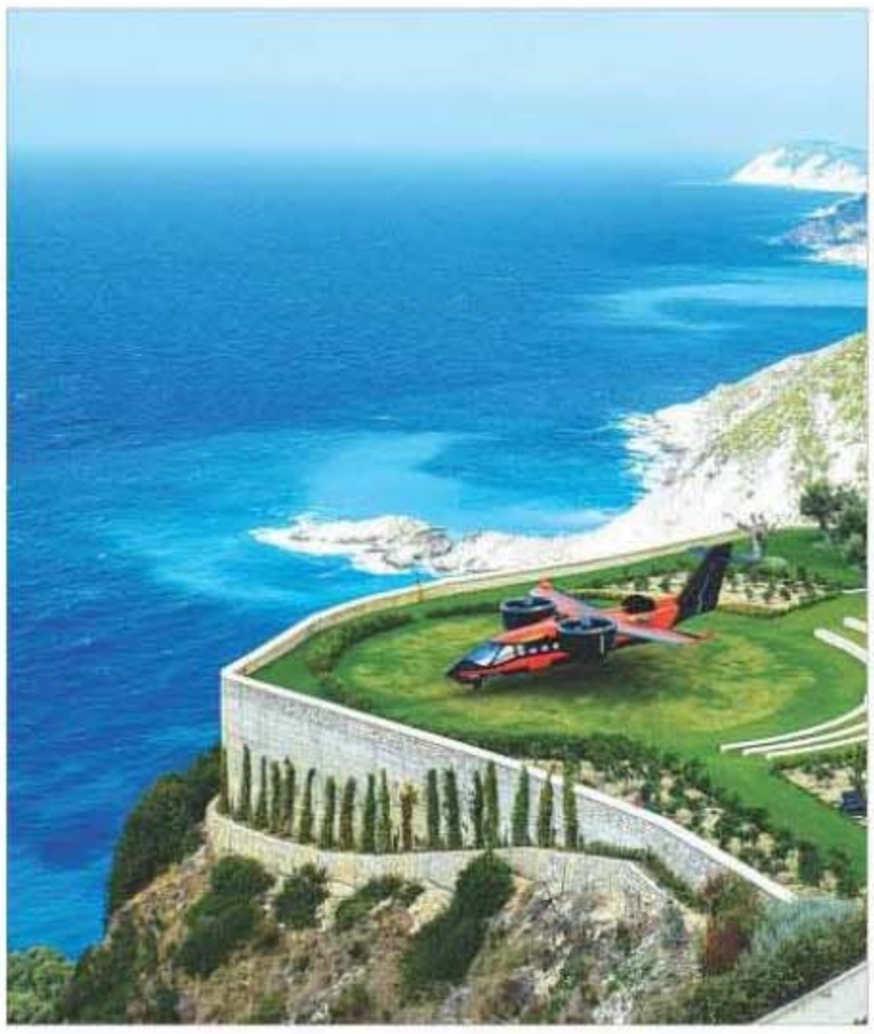
AAM: THE NEXT REVOLUTION IN THE SKY

Vertical-takeoff-and-landing aircraft promise cleaner, quieter and three-dimensional transportation that relieves congested roads and expands regional reach



ROOFTOP HELIPADS IN SAO PAULO'S RESIDENTIAL AND BUSINESS DISTRICT

By SALEEM ZAHEER

Aviation is entering its third great era, following the earlier ones of the Wright Brothers and the jet age, through Advanced Air Mobility (AAM). Powered by battery-electric or hybrid-electric propulsion, these vertical-takeoff-and-landing (VTOL) aircraft promise cleaner, quieter and three-dimensional transportation that relieves congested roads and expands regional reach.

The AAM ecosystem includes specialised vertiports for charging and sophisticated sensor-based air traffic management to handle increased aerial activity.

MARKET POTENTIAL

Morgan Stanley forecasts that the AAM market will reach above $1 trillion by 2040 and near $9 trillion by 2050, underscoring immense commercial upside. The global civil helicopter fleet—about 27,000 airframes today—is projected to swell to roughly 57,000 vertical-lift aircraft as next-generation VTOLs join conventional rotorcraft over the next two decades.

WHY CITIES NEED VTOL SOLUTIONS

Rapid urbanisation is straining surface infrastructure, making traffic gridlocks routine in megacities worldwide. São Paulo illustrates the point: traffic snarls pushed authorities and businesses to create more than 200 rooftop helipads that serve 400-plus helicopters flying upward of 2,000 daily sorties over the metropolis. That mature aerial commute ecosystem offers a template other cities can adopt as VTOL technology scales.

MARKET SEGMENTATION

Future vertical-lift aircraft will serve distinct markets. They will be battery-powered eVTOLs (electric VTOL) for short-range urban routes up to 100km due to battery limitations. These are called Urban Air Mobility (UAM), while hybrid-electric or turbine-powered aircraft serve longer inter-city routes and are called Regional Air Mobility (RAM). These will include passenger transport, air ambulances, emergency response, disaster recovery and cargo logistics.

Example eVTOL UAM routes in Delhi NCR can be from Connaught Place - Gurugram - Delhi Airport - Noida.

An example of RAM inter-city routes using hybrid-electric/turbine aircraft can be from:

- Connaught Place to convenient landing pads in Agra and Jaipur, thereby bypassing airports.
- Mahalaxmi Racecourse, Mumbai, to Pune or Nashik landing pads.

These aircraft require no charging infrastructure.

Leading eVTOL developers include Joby, Archer, Beta Technologies, and Vertical Aerospace. The regional sector features fewer players: Leonardo AW609, Airbus Racer, Horizon Aircraft's Cavorite X7, and XTI Aerospace's TriFan 600.

China has aggressively advanced its "low-altitude economy" with government backing, certifying two eVTOLs and testing several others. While harmonisation questions persist with western regulators, some emerging markets may validate and deploy Chinese aircraft.

INDIA'S STRATEGIC POSITION

India presents exceptional AAM promise given existing and increasing metro traffic congestion. The market could significantly benefit from both short-range eVTOL urban connectivity and longer-range hybrid/turbine-powered regional missions.

Indian eVTOL manufacturers progressing toward certification include The ePlane Company, Sarla Aviation, Vjaiyra Air Mobility, Naiwa Aero, and VTOL Aviation.

Notably, InterGlobe Enterprises and Archer signed an MoU for introducing 200 Archer Midnight eVTOLs into India post-certification. Their November 2023 press release outlined ambitious goals: their piloted, four-passenger Midnight aircraft aims to reduce the 27-km Delhi trip from Connaught Place to Gurugram from 60-90 minutes by car to approximately 7 minutes by air. Such is the promise of AAM.

CHALLENGES:

Certification Timelines: There have been significant delays in the certification timelines projected by all eVTOL manufacturers. Expert analysts project late 2027 or early 2028 in the US for these aircraft to enter commercial service (for non-Chinese aircraft). Joby and Archer have commenced operations in the UAE, but these are likely to be non-commercial proving and demonstration flights only. A recent U.S. presidential executive order in June 2025 followed by a U.S. Dept. of Transportation program rollout in September to allow controlled flights of pre-certification eVTOL aircraft to generate real-world operational data are expected to accelerate eVTOL and AAM rollout in that country.

In India, the Ministry of Civil Aviation is very pro-active and supportive towards this sector. We will need to monitor the DGCA's expertise in certifying never-before-certified all-electric propulsion systems and aircraft configurations under a new category – powered-lift aircraft (a combination of a fixed wing airplane and a helicopter) to determine when certification and entry into service might occur.

Charging Infrastructure: eVTOL aircraft require new vertiports with high-load 600-800V charging systems drawing from electric grids. Positioning these atop city-centre buildings presents significant challenges, while regulations must also address aircraft lithium battery fire risks.

Battery limitations: Despite gradual battery improvements, flight distances for eVTOL aircraft will remain limited to 100-200 km for the next decade or two when considering mandated energy reserves and safety factors.

ALTERNATIVE APPROACHES

Several analyses indicate that the RAM market has the potential to be significantly larger than UAM. This market cannot be served by battery-powered eVTOL aircraft. Hence, OEMs targeting this market and the business aviation sector are pursuing different strategies. XTI Aerospace, for example, which is developing the TriFan 600xVTOL (extended VTOL capabilities) airplane targets the 1,500-km range, 500-kph speed and six-passenger capacity, enabling non-stop flights from a Gurugram helipad to Mumbai's Mahalaxmi Racecourse helipad at twice helicopter speeds.

They plan to first use two proven turboshaft engines, significantly derisking certification. As hybrid-electric and all-electric systems mature alongside evolved regulations and expanded charging infrastructure, they plan to update to hybrid-electric and eventually all-electric propulsion when these systems achieve range and speed goals.

PROMISE AND FUTURE OUTLOOK

Innovation at any industry's cutting edge brings excitement and challenges—AAM exemplifies both. These companies deserve applause for expanding aviation's envelope despite setbacks and roadblocks, driven by commitments to improve lives and advance sustainability.

The transformative potential becomes clear when imagining critical patients stuck in gridlocked ambulances, rescued by nearby VTOL aircraft that rapidly transport them above traffic to life-saving hospital care.

AAM promises a future of vertical-lift transportation solutions and where regional connectivity improves dramatically. The convergence of market demand and regulatory support will help expand choices. A new age is dawning!

THE INDIAN MARKET COULD SIGNIFICANTLY BENEFIT FROM BOTH SHORT-RANGE EVTOL URBAN CONNECTIVITY AND LONGER-RANGE HYBRID/TURBINE-POWERED REGIONAL MISSIONS.

The writer is Chief Commercial Officer, XTI Aerospace, Denver, CO, USA.

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DAINIK BHASKAR JAIPUR 27 SEPTEMBER 2025

जयपुर एयरपोर्ट; जोधपुर के लिए अतिरिक्त फ्लाइट का संचालन

जयपुर | जयपुर से जोधपुर के लिए शुक्रवार को एक दिन के लिए अतिरिक्त फ्लाइट का संचालन किया गया। एयरपोर्ट अथॉरिटी के अनुसार इंडिगो एयरलाइंस की फ्लाइट 6ई-7792 जयपुर से सुबह 8:55 बजे रवाना हुई, जो सुबह 9:55 बजे जोधपुर पहुंची। जयपुर से जोधपुर के लिए अभी कोई नियमित फ्लाइट उपलब्ध नहीं है। गौरतलब है कि मार्च तक जयपुर से जोधपुर के लिए सीधी फ्लाइट संचालित होती थी, जो अभी बंद है।

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DESHBANDHU DELHI 29 SEPTEMBER 2025

एयरपोर्ट में स्थाई नौकरी की मांग को लेकर युवाओं में आक्रोश

आर एंड आर कॉलोनी में बैठक का किया आयोजन

जेवर, 28 सितम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के भूमि अधिग्रहण व विस्थापन से प्रभावित किसानों ने एयरपोर्ट में स्थाई नौकरी दिए जाने की मांग की है। आक्रोश का इजहार करते हुए युवाओं ने रविवार को आर एंड आर कॉलोनी में बैठक का आयोजन किया तथा मांग को पूरा करने की मांग की है। बता दें कि प्रशासन द्वारा भूमि अधिग्रहण की प्रक्रिया से प्रभावित किसानों को रोजगार देने या उसके बदले एकमुश्त रोजगार राशि दिए जाने का प्रस्ताव दिया गया था। जिनमें से रोजगार का प्रस्ताव चुनने वाले ग्रामीणों को लगभग पांच वर्ष बाद भी रोजगार नहीं मिलने से आक्रोश पनपने लगा है। युवकों द्वारा गत एक माह में कई बार बैठक का आयोजन किया जा चुका है तथा रोजगार की मांग करते युवाओं ने क्षेत्रीय विधायक से भी मुलाकात की गई। बेरोजगार युवाओं का आरोप है कि विधायक के हस्तक्षेप के बाद उन्हें एयरपोर्ट में दस्तावेज लेकर नौकरी देने के लिए बुलाया गया। वहां पहुंचकर युवाओं को कंपनी में अस्थाई गार्ड की नौकरी का प्रस्ताव दिया गया जिसे उन्होंने ठुकरा दिया। बैठक में युवाओं ने अस्थाई नौकरी की मांग करते हुए प्रदर्शन किया तथा स्थानीय जनप्रतिनिधियों व प्रशासन पर भेदभाव करने का आरोप लगाया तथा मुख्यमंत्री से मिलकर स्थाई रोजगार दिए जाने की योजना पर विचार विमर्श किया। इस मौके पर अजय कुमार, अरुण कुमार, भोले शर्मा, चांद मोहम्मद, सिराजुद्दीन, जितेंद्र कुमार, उमेश शर्मा, सौरभ शर्मा, अचल, रवि, उमाशंकर, हरपाल, मुजम्मिल, विनीत कुमार, भवानी सिंह, देवेंद्र शर्मा, विष्णु तोमर, कुलदीप, अनिल कुमार, नीतीश, रवेंद्र, सुजीत आदि मौजूद रहे।

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DAINIK JAGRAN DELHI 29 SEPTEMBER 2025

एयरपोर्ट और स्कूल को फिर मिली बम से उड़ाने की धमकी

- ई-मेल में दावा किया कि स्कूलों और एयरपोर्ट के प्रशासनिक क्षेत्रों में रखे गए हैं बम
- ई-मेल भेजने वाले ने खुद को टेरराइजर्स 111 नामक आतंकी समूह का नेता बताया

जागरण संवाददाता, पश्चिमी दिल्ली: आइजीआइ एयरपोर्ट, द्वारका स्थित डीपीएस स्कूल व अन्य संस्थानों को रविवार को ई-मेल के जरिये बम से उड़ाने की धमकी मिली। धमकी मिलने के बाद पुलिस ने अपने स्तर पर तलाशी ली, लेकिन कुछ भी संदिग्ध वस्तु नहीं मिली है।

ई-मेल में दावा किया कि स्कूलों और एयरपोर्ट के प्रशासनिक क्षेत्रों में बम रखे गए हैं, यदि 24 घंटे के भीतर कार्रवाई नहीं की तो खून की नदी बह जाएगी। ई-मेल भेजने वाले ने खुद को टेरराइजर्स 111 नामक आतंकी समूह का नेता बताया। बता दें कि पिछले कुछ महीनों से दिल्ली के शैक्षणिक संस्थानों को बार-बार बम से उड़ाने की धमकियां मिल रही हैं। एहतियात के तौर पर छात्रों और कर्मचारियों को सुरक्षित बाहर निकाला गया था। पुलिस टीमों के साथ बम निरोधक दस्तों को तैनात किया गया था। नौ सितंबर को यूनिवर्सिटी कालेज आफ मेडिकल साइंसेज को भी एक ऐसा ही ई-मेल मिला था, जो बाद में फर्जी पाया गया। उसी दिन, मौलाना आजाद मेडिकल कालेज और दिल्ली मुख्यमंत्री सचिवालय को भी बम धमकियां मिली थीं।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK JAGRAN DELHI 29 SEPTEMBER 2025

अफवाह निकली जम्मू हवाई अड्डे पर बम की सूचना

जम्मू : जम्मू हवाई अड्डे पर एक निजी विमान कंपनी को बम होने की धमकी वाली ईमेल मिलने के बाद सुरक्षा एजेंसियों ने हाई अलर्ट जारी कर दिया। केंद्रीय औद्योगिक सुरक्षा बल और जम्मू पुलिस ने हवाई अड्डे में बड़े पैमाने पर तलाशी अभियान चलाया। करीब दो घंटे तक चले इस अभियान के दौरान हवाई अड्डे व उसके आसपास कुछ भी संदिग्ध नहीं मिला। अभियान को पूरा करने के बाद सुरक्षा एजेंसियों ने जब झंडी दिखाई तो उसके बाद विमानों का परिचालन सुचारु हुआ। (जासं)

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE HINDUSTAN TIMES DELHI 29 SEPTEMBER 2025

Hindustan Times

Bomb hoax at Delhi airport, schools

Hemani Bhandari
hemani.bhandari@hindustantimes.com

NEW DELHI: At least 300 schools, institutes and airports in Delhi, Chandigarh, Shimla and other cities received threatening emails on Sunday morning warning of bombs planted on their premises, officials said.

The mails, sent from an account identifying itself as "Terrorizerslll," triggered security checks and panic before being declared hoax.

The email, addressed to school and airport administrations, read: "I am the leader of terroristic group also known as terrorizers lll, through heaven and earth in this accursed world which in never anything goes as planned I alone am the untouchable one, I can't push myself to my limits because I am the limitless one, I am the child of evil, I am the meaning of hatred... Bombs have been placed around your buildings, you have 24 hours to react or face the bloodpool."

THE EMAILS WERE RECEIVED FROM "TERRORIZERSlll" AND SPARKED SECURITY CHECKS AND PANIC ACROSS NORTH INDIA

Several prominent schools, including DPS R K Puram, Amity International, Birla Vidya Niketan and Gyan Bharati, confirmed receiving the mail and immediately alerted local police.

"Search and cordon operation was conducted and the threat was later declared hoax," a senior officer said. Police pressed bomb detection and disposal squads and dog units into service. The fire department said it did not receive any distress calls on Sunday.

Investigators said many such mails are routed through overseas servers using VPNs.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

LOKSATYA DELHI 29 SEPTEMBER 2025

सुविधा एयरपोर्ट की 5000 यात्रियों की क्षमता, खर्च होंगे 900 करोड़ रुपये

प्रदेश में सबसे बड़ा होगा बाबतपुर एयरपोर्ट का टर्मिनल

वाराणसी, लोकसत्य। लाल बहादुर शास्त्री अंतरराष्ट्रीय हवाई अड्डे का विस्तारीकरण किया जा रहा है। यह प्रदेश के सबसे बड़ा टर्मिनल भवन होगा। इस नए टर्मिनल भवन का निर्माण 75 हजार वर्गमीटर में कराया जा रहा है। इसके निर्माण में कुल 900 करोड़ रुपये खर्च होंगे। इस टर्मिनल भवन की क्षमता 5000 यात्रियों की होगी।

एयरपोर्ट के अधिकारियों ने बताया कि विस्तारीकरण के तहत नए टर्मिनल भवन का निर्माण अहलूवालिया कंस्ट्रक्शन कंपनी द्वारा किया जा रहा है। अप्रैल 2024 से टर्मिनल भवन का निर्माण शुरू हुआ है। यह 36 महीने में पूरा होगा।

टर्मिनल भवन तीन मंजिला होगा जो पूरी तरह से आधुनिक सुविधाओं से लैस होगा। ग्राउंड फ्लोर पर आगमन हॉल, प्रथम तल पर प्रस्थान हॉल और तृतीय तल पर कार्यालय की व्यवस्था रहेगी। भवन में आठ एयरोब्रिज, 72 चेक-इन काउंटर, आठ कन्वेयर बेल्ट और 14 सिक्योरिटी काउंटर होंगे।

सिक्योरिटी होल्ड एरिया को काशी की संस्कृति से जोड़ते हुए यहां विशेष कलाकृतियां और वैदिक मंत्र अंकित किए जाएंगे। भवन का डिजाइन ऐसा है कि प्राकृतिक प्रकाश से ही अधिकांश हिस्से रोशन रहेंगे। सालाना 60 लाख से अधिक यात्री यहां से यात्रा कर सकेंगे।

सोशल मीडिया और वेबसाइट पर मिलने लगी फ्लाइट की अपडेट : एयरपोर्ट के ऑफिशियल एक्स हैंडल और वेबसाइट पर फ्लाइट्स की जानकारियां अपडेट नहीं हो रही थीं। इसे अमर उजाला ने प्रमुखता से प्रकाशित किया था। इसका असर देखने को मिला। एक्स हैंडल और वेबसाइट सब अप टू डेट हो गया।

काशी विश्वनाथ मंदिर के शिखर जैसा दिखेगा

वाराणसी एयरपोर्ट का नया टर्मिनल श्री काशी विश्वनाथ मंदिर के शिखर जैसा दिखेगा। इसमें प्राकृतिक प्रकाश के लिए बड़ी कांच की खिड़कियां होंगी। गंगा घाट, मंदिर व सारनाथ की कलाकृतियां भी शामिल होंगी।

काशी की संस्कृति से जुड़ी कलाकृतियां टर्मिनल के अंदर प्रदर्शित की जाएंगी, जैसे कि अलकनंदा क्रूज के डिजाइन पर चेक-इन काउंटर बनाया जाएगा।

विस्तारीकरण

- एयरपोर्ट से रोजाना 66 फ्लाइट के जरिये करीब 12 से 13 हजार यात्रियों का होता है आवागमन
- वर्तमान क्षमता प्रतिवर्ष 30 से 35 लाख यात्रियों की, अब यह दोगुनी हो जाएगी

बाबतपुर एयरपोर्ट का टर्मिनल जो प्रस्तावित है

विस्तारीकरण में बाधक बने 40 मकान

वाराणसी, लोकसत्य। लाल बहादुर शास्त्री अंतरराष्ट्रीय एयरपोर्ट के विस्तारीकरण कार्य जुलाई 2024 से शुरू हुआ। इसके तहत होने वाले रनवे विस्तार की जद में आने वाले रघुनाथपुर गांव के 781 मकानों का ध्वस्तीकरण किया जाना है।

एयरपोर्ट विस्तारीकरण में 40 मकान अभी भी बाधक बने हैं। इनका ध्वस्तीकरण मुआवजे के विवाद में लटका है। उधर एक अक्तूबर से रनवे विस्तारीकरण का काम शुरू होना है। ऐसे में ये मकान काम शुरू होने में बाधक बनेंगे।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

THE MORNING STANDARD DELHI 29 SEPTEMBER 2025

Airport and edu institutes receive hoax bomb mails

EXPRESS NEWS SERVICE @ New Delhi

HUNDREDS of educational institutions in Delhi and several airports received bomb threat emails on Sunday morning, which were later declared a hoax, officials said. The subject line of the mail read, "Bombs placed around your building, react or face the disaster."

"Air India received a mail around 6 am regarding bomb threats to multiple airports across the country," said an airport source. Authorities were alerted. Delhi's IGI Airport, Jammu Airport, and Amritsar's Sri Guru Ramdas Ji International Airport were among those threatened. "Nearly 400 schools and other educational institutions in Delhi also received the same mail as it was cc'ed to countless email addresses," said an official.

The mails were sent by a group calling itself 'Terrorizers111'. "I am the leader of terroristic group also known as Terrorizers111... I am the child of evil; I am the meaning of hatred," the mail read. All airport stakeholders were promptly alerted.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

RAJASTHAN PATRIKA JAIPUR 27 SEPTEMBER 2025

जयपुर इंटरनेशनल एयरपोर्ट

एक दर्जन फ्लाइट का शेड्यूल गड़बड़ाया, यात्री परेशान

पत्रिका न्यूज नेटवर्क
patrika.com

जयपुर. जयपुर इंटरनेशनल एयरपोर्ट पर शुक्रवार को एक दर्जन फ्लाइट का शेड्यूल गड़बड़ा गया। एयरपोर्ट प्रबंधन के अनुसार इंडिगो एयरलाइन की बेंगलूरु से शाम 7:30 बजे आने वाली फ्लाइट सवा घंटे देरी से जयपुर पहुंची।

उदयपुर से रात 8 बजे आने वाली फ्लाइट और इंडिगो एयरलाइन की रात 11 बजे आने वाली फ्लाइट एक-एक घंटे की देरी से, इंडिगो एयरलाइन की कोलकाता से शाम 6:25 बजे आने वाली, मुंबई से एयर इंडिया एक्सप्रेस की शाम 6 बजे आने वाली फ्लाइट, हैदराबाद से शाम 7:20 बजे आने वाली फ्लाइट 30-30 मिनट की देरी से जयपुर पहुंची।

इधर, जयपुर से इंडिगो एयरलाइन की रात 8:10 बजे कोलकाता जाने वाली फ्लाइट सवा घंटे की देरी से, रात 8:43 बजे उदयपुर व शाम 7:50 बजे चंडीगढ़ जाने वाली फ्लाइट एक घंटे की देरी से, एअर इंडिया एक्सप्रेस की शाम 6:35 बजे हैदराबाद जाने वाली फ्लाइट आधा घंटे की देरी से, इंडिगो एयरलाइन की चंडीगढ़ जाने वाली फ्लाइट एक घंटे की देरी से जयपुर से रवाना हुई।

आम सूचना जयपुर विकास प्राधिकरण, जय

उत्तर पश्चिम रेल
ई निविदा सूचना सं.
एसएण्डटी–जे यू–15–2025–26
258 सिग/15/2025–26 दिनांक : 24.09.2

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

AMAR UJALA DELHI 29 SEPTEMBER 2025

अमरेली हवाईअड्डे पर ट्रेनर विमान रनवे से फिसला, पायलट सुरक्षित

अमरेली (गुजरात)। गुजरात के अमरेली हवाईअड्डे पर रविवार को एक सिंगल-सीटर ट्रेनर विमान रनवे पर लैंडिंग के दौरान फिसल गया। इसमें कोई जनहानि नहीं हुई और प्रशिक्षु पायलट सुरक्षित है।

अमरेली कलेक्टर विकल्प भारद्वाज ने बताया कि विमान एक निजी एविएशन अकादमी का था। विमान लैंडिंग के तुरंत बाद रनवे से फिसल गया और कच्चे हिस्से में चला गया। विमान को कुछ नुकसान हुआ, प्रशिक्षु पायलट सुरक्षित है। घटना की जांच सिविल एविएशन प्राधिकरण करेगा। हवाईअड्डे के पास रहने वाले एक व्यक्ति की ओर से बनाई गई वीडियो में विमान रनवे से कुछ दूरी पर जमीन पर झुका हुआ पड़ा दिखाई दे रहा है। गौरतलब है कि अप्रैल में भी यहां उड़ान भरने के बाद एक ट्रेनर विमान दुर्घटनाग्रस्त हो गया था, जिसमें एक प्रशिक्षु पायलट की जान चली गई थी। एजेंसी

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

AMAR UJALA DELHI 29 SEPTEMBER 2025

अंतरराष्ट्रीय नागरिक उड्डयन संगठन का सदस्य बना भारत

मॉंट्रियल। भारत को अंतरराष्ट्रीय नागरिक उड्डयन संगठन (आईसीएओ) के पार्ट 2 का सदस्य परिषद में चुना गया। यह चयन मॉन्ट्रियल में आईसीएओ के 42वें सत्र के दौरान हुआ।

विदेश मंत्रालय ने यह जानकारी दी। मंत्रालय ने एक पोस्ट में लिखा, भारत सभी हितधारकों के साथ मिलकर काम करने के लिए प्रतिबद्ध है, ताकि विश्व स्तर पर नागरिक उड्डयन क्षेत्र में सतत, न्यायसंगत और समावेशी वृद्धि सुनिश्चित की जा सके। आईसीएओ संयुक्त राष्ट्र की एक एजेंसी है, जो 193 देशों को सहयोग और पारस्परिक लाभ साझा करने में मदद करती है। एजेंसी

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS STANDARD DELHI 29 SEPTEMBER 2025

"Do in India" MRO Venture Shows the Way

Indamer Aviation, one of India's oldest MROs, has had tie-ups which will propel the MRO business

SHOBHA JOHN

While Prime Minister Narendra Modi has often stressed Make in India, some aviation companies are also doing stellar work in Do in India. One of them is Indamer Aviation, India's oldest general aviation MRO.

Indamer Aviation Private Limited was founded in 1947. In order to gain more knowhow in maintaining and repairing Airbus planes, it had a joint venture in February 2018 with AAR, an Illinois-based global provider of aviation services in the US.

GLOBAL TIE-UP

This saw a new phase in airline maintenance and the genesis of an MRO facility in Nagpur. This was an attempt to capture the burgeoning MRO market as India had big orders for planes. Though Indamer and AAR parted ways in March 2025, it was amicable and the purpose was served. Rajeev Gupta, CEO of Indamer Aviation, said: "AAR helped us set up our Airbus facility with quality standards and best practises."

The Nagpur facility was built in 2021 and has four hangars presently and was built at a cost of about Rs 450 crore. It presently has 15 acres and the four hangars include a temperature-controlled paint hangar, two hangers which can accommodate three Airbus planes in each and one for base maintenance of general aviation planes such as Hawkers, Gulfstreams, Bombardier Globals, etc.

Gupta said that in future, the hangers repairing Airbus planes would have personnel working in double shifts, thereby allowing 12 Airbus planes to be worked on simultaneously. "This would take three years and by then, we also hope to service planes from South-east Asia as well," he said.

CHEAPER MRO

So what makes Indamer an attractive proposition? Gupta said: "My costs are 30-35% cheaper than other countries. For airlines in India, it makes good commercial sense to send planes to my facility in Nagpur, thereby saving time and costs."

With 455 employees, Indamer has been maintaining Airbus planes and has plans for Boeings too. It has set maintenance standards in all related domains of MRO services such as aircraft painting, heavy maintenance, interior refurbishment of seat, carpet, cabin decor foil, etc. on Airbus A320 planes. It completed a major C check for its 100th aircraft, an IndiGo Airbus A320, last year. Its clients include JSA, IndiGo and the Geological Survey of India.

There are ambitious plans to provide MRO services for wide body aircraft also. It also plans to enter component repairs for commercial airliners and also have a final assembly line for helicopters and fixed wing aircraft.

In addition, a training school under Indamer's CAR 147 certification and the government's Skill Development Programme has seen many students to gain skill sets and employment. One such collaboration was with Vidarbha Engineering Design and Innovation Centre (Vedic), a skill development organisation. Under the arrangement, specially designed 3 to 6-month courses will provide skills and exposure to trainees on working at an aircraft MRO.

> **"MY COSTS ARE 30-35% CHEAPER THAN OTHER COUNTRIES. FOR AIRLINES IN INDIA IT MAKES GOOD COMMERCIAL SENSE TO SEND THEIR PLANES TO MY FACILITY IN NAGPUR, THEREBY SAVING TIME AND COSTS."**
>
> Rajeev Gupta, CEO of Indamer Aviation

What's more, on August 1, 2025, Indamer tied up with Adani, which is in the aeronautical business and has defence capability. "I am, therefore, a good fit for them," asserts Gupta.

The future of MRO in India seems bright.

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G700: A LAVISH ODE TO SPACE & SWIFTNESS

When Amazon founder Jeff Bezos' latest acquisition is an $80 million Gulfstream G700, it is sure to evoke interest. This new plane from the Gulfstream stable gives an unparalleled travel experience. Michael Swift, Gulfstream's Group Vice-president, Sales, for Europe, the Middle East, Africa and Asia Pacific, tells Shobha John that the G700's large cabin size and ultra-long range capabilities are crowd pullers and that India is growing into a major market for his company.

MICHAEL SWIFT, Gulfstream's Group Vice-president, Sales, for Europe, the Middle East, Africa and Asia Pacific

What sets the Gulfstream G700 apart from the other Gulfstreams?
The all-new Gulfstream G700 features the industry's most spacious cabin, ultra-long range and the most advanced technology, all optimized to deliver an unparalleled travel experience.

The G700 harnesses Gulfstream-developed technology, including the award-winning Symmetry Flight Deck and other new safety advancements. Along with active-control sidesticks and the industry's most extensive use of touch-screen technology, the flight deck features Gulfstream's Combined Vision System – Enhanced Flight Vision and Synthetic Vision Systems – overlaid on dual head-up displays.

The largest aircraft in the Gulfstream family, the G700 offers an outstanding range of 14,353 km at its long-range cruise speed of Mach 0.85. All-new, high-thrust Rolls-Royce Pearl 700 engines power the G700 and, along with newly designed winglets, they ensure the aircraft achieves high-performance capabilities.

The Gulfstreams are known for spacious cabins. Could you describe the G700 cabins and the additional amenities in it as compared to the G650?
The G700 features options for the industry's only ultra-galley, with more than 10ft of counter space; a dedicated crew space; an entertainment and presentation area; a six-place conference and dining area and a state room with a fixed bed and full-length wardrobe. Interior elements can also include an award-winning seat design; natural stone flooring in the galley and bathrooms; quartz countertops; powered single seats; surround sound and other bespoke features that come standard on the aircraft.

In addition, the G700 includes the all-new ultrahigh-definition dynamic circadian lighting system, an optional feature capable of replicating sunlight. The Gulfstream-designed system mixes warm white, cool white and amber LED lights and can go from 0.01% brightness to 100%, allowing it to simulate sunrise to sunset. The lighting can also be programmed individually for each cabin zone, tailored to passenger preferences and specific activities such as dining or working. Combined with 20 panoramic oval windows, the industry's lowest cabin altitude and 100% fresh air, the G700 lighting and signature cabin experience give passengers the ability to arrive at their destination more refreshed than when they departed.

Could you compare the speeds of the G650 and G700, and in terms of time saved, what would it be for the same place?
The G650 and G650ER transformed business aviation with their speed and range capabilities, and the G700 followed suit with its combination of cabin side and performance. The G700 introduced the Mach 0.935 speed capability to the Gulfstream fleet. Flying regularly at Mach 0.90 can save operators up to 50 hours a year in travel time – that's more than a typical work week. The ability to fly at faster speeds (Mach 0.90 versus Mach 0.80) also gives customers more time, lower annual expenses for maintenance, parts and services and shorter crew days.

As the G700 is a premier long-range business jet, what are the routes it services?
The G700 can practically traverse the globe with one stop. For example, the aircraft can connect Delhi to Sydney and Mumbai to London at M.90.

What are some of the add-ons clients have asked for in the G700?
Given the G700's large cabin and ultra-long range capability, many customers are opting for the state room with fixed bed and shower or the G700 ultra-galley. All these elements allow customers to make a seamless transition from life on the ground to life on the aircraft.

What are the features in the G700 which help it save fuel and how many SAF (sustainable aviation fuel) flights has the G700 taken and where all?
The combination of all-new Rolls-Royce Pearl 700 engines and the Gulfstream-designed aerodynamic wing and winglet contribute to the G700's class-leading fuel efficiency. Of its more than 85 city-pair speed records set, many have been flown on SAF. Some of the latest city-pair speed records the G700 has set on SAF include Teterboro, New Jersey, to San Francisco and San Francisco to Paris.

What features in the G700 help in greater situational awareness to pilots and landing ease?
Along with the Gulfstream Combined Vision System on dual head-up displays, the G700 also features Gulfstream's Predictive Landing Performance System which gives pilots advanced warning of potential runway excursions so they can adjust approaches or go around. This flight-deck technology greatly improves situational awareness and pilot communication, so they stay alert and focused on flying.

The G700 cabin altitude is 2,840 feet, the lowest in business aviation. How does this affect the comfort of the passenger?
Maintaining a low cabin altitude eases the strain on passengers' bloodstreams while flying at the very high altitudes and long ranges of the G700. As a result, they arrive at their destination rested and alert regardless of the distance flown and time zones crossed. With the lowest cabin altitude in the business aviation industry, the G700 cabin environment supports this even further, practically eliminating the impact of jet lag.

What do you attribute the success of the G700 to? Are more people wanting faster jets to save time?
Gulfstream customers choose our aircraft for their performance capabilities and cabin comfort. We are seeing great demand for the G700 from around the world for its large cabin size and ultra-long range capabilities at Mach 0.90. Flying regularly at these high speeds saves customers a significant amount of time, allowing them to get to their destinations more quickly, with more time to do business on the ground.

Do you see the next Gulfstream cutting down this time further?
The G700, along with the recently certified G800, are the fastest aircraft in the Gulfstream fleet with their maximum operating speed of 0.935 – that's more than nine-tenths the speed of sound.

The G700 has reached 50 deliveries so far. Are any for India?
At the end of the first half of 2025, there were 58 G700 aircraft in service. We have been experiencing great interest in and demand for the G700 from India and around the world, and the current G700 backlog includes aircraft for India-based customers.

Do you see the Indian market as attractive to business aviation? Why?
India is growing into a major market for Gulfstream, and we are seeing great interest in our products in the region. We are also seeing an increase in charter traffic in the region, which can ultimately lead to new buyers after they experience first-hand the benefits of business aviation. As airport access and infrastructure continue to grow in India, we anticipate continued demand and growth for Gulfstream aircraft as well.

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The GST Bugbear that has Hit Private Aviation

The recent increase in GST on aircraft purchase from 28% to 40%, and for charters from 12% to 18% is disappointing

BY **ROHIT KAPUR**

The recent GST revisions have come as a disappointment for the private aviation industry. For years, the industry had lobbied to rationalise the tax structure for aircraft purchase and charter operations. But the GST Council increased GST on aircraft purchase from 28% to 40%, and for charters from 12% to 18%.

Indian private aviation is divided into two segments. The first is the Non-Scheduled Operators Permit (NSOP), which allows the aircraft to be used only for commercial charters, and every flight has to be compensated with a financial reimbursement (the charter cost), including an 18% GST paid to the government. This was recently increased from 12% to 18% in GST 2.0. Such aircraft cannot be used for any flight which is not invoiced unless it is a training or maintenance flight. So even if the owners want to use it for themselves, they will have to pay the market rate for the hire, plus the GST as applicable.

UNDER THE GST RATE OF 40%, A COMPANY WILL TAKE OVER TEN YEARS TO RECOVER THE UP-FRONT GST PAYMENT BY THE TAXES SAVED DUE TO DEPRECIATION

The second category is called "Private Use" category. These are utilised by companies for transporting their business leaders for doing business, and sometimes, leisure. These aircraft cannot be hired commercially and must be used only "privately" or for non-commercial considerations. Almost all these aircraft are bought by companies, and not by the business leaders in their personal capacity.

NSOP attracts a Basic Customs Duty (BCD) of 2.5% and a GST of 5% with Input Tax Credits (ITC). Private use aircraft is considered as "sin" goods and attract a BCD of 3% and GST of 40% (recently increased from 28% + 3% Cess), thereby making the cost prohibitive. .

If the GST on private category aircraft gets

rationalised to a reasonable level, say 18% as the first step (if not 5%), most people would be happy to pay the GST, and use the aircraft as per their original plan without having to hide behind the veil of operating under an NSOP.

The GST that is paid will be compensated over a period of time, by the deprecation benefits applicable, and the saving of the 18% GST that must be paid for every time the flight is used. With 40% GST on private aircraft, the chances are that the government will get minimal revenue as hardly any company will operate aircraft in the private category, and will look for alternate routes of either NSOP, or not importing the aircraft at all and operating it under foreign registration. Everyone is a net loser in this.

Under the GST rate of 40%, a company will take more than ten years to recover the up-front GST payment by the taxes saved due to depreciation. But if it is reduced to 18% for private category, the up-front cost would be recovered in two years.

The answer, therefore, is simple and clear. There are many solutions to fix this problem, but the first step is to understand that there is a problem. Stop killing the hen that is laying the golden eggs!

The writer is Managing Partner, The Jet Company

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SHAPING THE FUTURE OF INDIAN AVIATION

Indian aviation is on the cusp of historic expansion with airlines ordering thousands of new aircraft and the demand for personnel rising to unprecedented levels. At the heart of this growth lies the need for world-class training institutions. RedBird Flight Training Academy, South Asia's largest Flight Training Organisation (FTO), is playing a pivotal role in meeting this demand. Capt. Karan Mann, President of RedBird, has built the Academy into a nationwide network with new benchmarks in pilot training, safety standards, and cadet experience. He explains the journey so far.

RedBird has grown into India's largest FTO. What has been the core vision behind this journey?
From the beginning, our vision was simple—India needed a modern, safe and scalable flight training ecosystem to match its aviation growth story. We built RedBird with that purpose. Today, with multiple bases, a large fleet and the most advanced cadet programmes, we're proud to be the academy of choice for aspiring pilots.

How will RedBird support the industry as airlines expand?
Airlines are placing record orders and each aircraft requires trained pilots. Our responsibility is to ensure that we produce high-quality, disciplined aviators who can seamlessly transition into airline cockpits. We work closely with regulators and airlines to ensure our programmes meet global standards.

What role does technology play in RedBird's training philosophy?
From glass cockpits in training aircraft to digital learning systems, technology is central to our approach. We are also integrating Competency-Based Training and Assessment to make learning outcome-driven. As we expand, more advanced simulators will become a part of our cadet journey.

RedBird Academy had some incidents in 2023 following which the Directorate General of Civil Aviation (DGCA) suspended its operations. What is the status now?
That is true, the operations were suspended, but that was for a short time. Following a DGCA audit, the suspension was revoked. We are now South Asia's largest FTO with some 50 planes and six bases. Also, for the last three years, we were awarded the best FTO in India by the Aero Club of India.

What motivates you in this mission?
For me, it's about impact. Every time I see a cadet graduate and get selected by an airline, it's a proud moment. We're not just training individuals; we're shaping careers, families and the future of Indian aviation. That responsibility keeps me driven.

CAPT KARAN MANN, President, RedBird Flight Training Academy

ASHWANI ACHARYA, CEO, RedBird Flight Training Academy

Ashwani Acharya, the newly appointed CEO of RedBird Flight Training Academy, is an old hand in aviation. He was a founding team member of IndiGo, headed InterGlobe General Aviation's MRO

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CATCHING 'EM YOUNG

operations and was COO of Indamer Technics. He also established, developed and led CSTPL—India's largest Approved Training Organisation, setting new benchmarks in pilot training. Acharya says he is now guiding RedBird through its transformation and transition phase of growth and expansion.

Congratulations on your new appointment. What will be your role in RedBird?
Thank you. RedBird has already established itself as India's largest FTO under Capt. Karan Mann's leadership. My role is to take the organisation into its next phase of growth, transforming it into a large, structured and professional aviation enterprise. This means bringing change management, operational efficiency and strategic expansion, while keeping safety and quality at the core.

How has your diverse career prepared you for this role?
Each chapter has been a building block. Working with KLM and Lufthansa taught me global discipline. At IndiGo, being a founding team member, gave me the entrepreneurial spirit to scale big. Running InterGlobe's MRO and later as COO of Indamer Technics, I gained insights into operational and business transformation. At CSTPL, I learned how to deliver pilot training at scale while maintaining quality. These experiences equipped me to create a holistic aviation training ecosystem at RedBird.

What's your vision for RedBird over the next few years?
I want it to go beyond being just a flight training academy. We want to build end-to-end aviation training solutions—from pilots to cabin crew, aircraft engineers and even new-age aviation segments. We are also collaborating with academia and premier institutions to create sustainable pipelines of skilled youth. In five years, I see RedBird being recognised across Asia as a benchmark for high-quality, safe and innovative training.

Technology is reshaping training globally. How will RedBird adapt?
We're embedding Competency-Based Training and Assessment methodologies, introducing full flight simulators and leveraging digital tools for personalised learning. Technology helps us mirror airline environments for our cadets, ensuring they are industry-ready from day one.

What drives you as a leader?
For me, it's about building institutions that last. Aviation has given me everything, and I feel responsible for shaping its next generation. Personally, I'm a learner at heart—I explore theatre, music, and new skills, all of which enrich my leadership. And mentoring young professionals gives me tremendous satisfaction. Watching them grow into confident leaders is perhaps the most rewarding part of my journey.

As someone who has led across pilot training, MRO, and airline operations, how do you see India's aviation sector evolving?
India's aviation story is that our skies are set to be the busiest in the world within the next decade. The real opportunity is not only to expand fleets and airports, but to build the strongest ecosystem of skilled talent, sustainable practices, and world-class infrastructure. The call to action is clear: invest, innovate, and integrate now, so that India doesn't just participate in global aviation growth but shapes its future.

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Global 8000: Luxurious as a Limousine and Agile as a Sports Car

The completion of the inaugural flight of the Global 8000, the world's fastest business jet, built by Bombardier, brings into focus its speed. Often compared to the Concorde, it is the ultimate business aircraft, says Matthew Nicholls, Senior Advisor, Public Relations and Communications, Bombardier

What makes the Global 8000 the ultimate business jet?
This exquisite aircraft is the next generation of our highly successful Global 7500 business jet, which has amassed more than 2,80,000 flight hours and set nearly 150 speed records. Bombardier's decision to introduce the Global 8000 in May 2022 was focused on what would provide the greatest benefit for customers – increased range, speed and the ultimate cabin experience. It is on track to enter service later this year. The Global 8000 boasts a top speed of Mach 0.94 and offers the first-ever ultra-high-speed cruise of Mach 0.92. In addition, it took advantage of its predecessor's exceptional design to reach an unprecedented maximum range of 8,000 NM.

However, the moment that garnered worldwide attention was when we went supersonic in testing. To do this, we planned a dedicated flight test campaign to demonstrate the aircraft's handling and control at supersonic speeds. During this campaign, our test aircraft was accompanied by a NASA F/A-18 chase airplane and broke the sound barrier, achieving speeds beyond Mach 1 using sustainable aviation fuel.

Refinement is embedded in every detail of the Global 8000. Its interiors feature four living spaces, including a Principal Suite that can accommodate a full-size bed, and a dedicated crew rest area. Passengers can also equip their Global 8000 with a true standup shower. An ultra-low cabin altitude ensures passengers arrive feeling refreshed.

When did it complete its inaugural flight?
The inaugural flight was on May 16, 2025 at Bombardier's Aircraft Assembly Centre near Toronto, Canada. The aircraft executed a series of tests and performed flawlessly under the expert command of pilot Sandro Novelli, assisted by co-pilot Charlie Honey and flight engineer Bhargav Bhavsar. Currently, the first production aircraft of the Global 8000 is at Bombardier's Laurent Beaudoin Completion Centre in Montreal for final completion.

What routes does the Global 8000 fly which makes it the ultimate time machine?
To put it in perspective, Bombardier's Global 7500 still holds the title of the longest route in business aviation between Sydney and Detroit and the Global 8000 will offer even greater range connecting even more cities, including Dubai to Houston and London to Perth.

MATTHEW NICHOLLS, Senior Advisor, Public Relations and Communications, Bombardier

What about the Global 8000's runway performance? I understand it offers the landing ability of a light jet.
Indeed! This jet is designed with unique leading-edge slats that enable owners to master 30% more airports than its closest competitor that doesn't have leading edge slats. This is equal to over 2,000 more airports around the world – often small and challenging ones that are closest to the destinations our clients want to get to. You could say that we designed the Global 8000 to offer the luxury of a limousine with the agility of a sports car.

Bombardier was honored with the prestigious "Red Dot: Best of the Best" award for Brands and Communication Design. What parameters make its designs stand out?
The Global 7500 aircraft received a 2018 Red Dot Award for Product Design. The award highlighted the aircraft's commitment to exceptional design quality. These industry-defining elements are standard features on the Global 8000, and underscore that this aircraft is an experience, a statement and a passport to a faster, more luxurious way of flying.

THE GLOBAL 7500 RECEIVED A 2018 RED DOT AWARD FOR PRODUCT DESIGN. THESE INDUSTRY-DEFINING ELEMENTS UNDERSCORE THAT IT IS AN EXPERIENCE AND A PASSPORT TO A FASTER WAY OF FLYING.

BOMBARDIER'S DECISION TO INTRODUCE THE GLOBAL 8000 IN MAY 2022 WAS FOCUSED ON WHAT WOULD PROVIDE THE GREATEST BENEFIT FOR CUSTOMERS – INCREASED RANGE, SPEED AND GREAT CABIN EXPERIENCE.

What amenities does the Global 8000 have for passenger comfort?
This jet has exclusive features of the Global 7500, including the patented zero-gravity Nuage seat; the L'Opéra sound system, the most advanced audio system; the Soleil lighting system, the first circadian rhythm-based cabin lighting system fully integrated with the Flight Management System; Suite controllers in each living space; an available 55-inch 4K OLED TV and Pūr Air with efficiencies up to 99.99%, capturing airborne particles.

Bombardier engineers have also made sure that speed wouldn't affect sound levels in the cabin, making design decisions including fuselage contouring, engines placed further aft and superior sound insulation. In turn, the GE Passport 20 engines are the quietest engines in their class.

How important is the Indian market for Bombardier?
In terms of the Indian market, we have strong prospects for the business jet market and are well positioned in the region with our family of Global and Challenger aircraft.

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The company's unique relationship with India is evident from its Falcon 2000-series, which has been a perennial best seller and a favourite for charters

DASSAULT'S ONGOING TANGO WITH INDIA

Visitors to June's Paris Air Show got a unique look at Dassault's newest Falcon business jet, the 6X, and not just on the ground, where they could tour its spacious cabin—the largest in business aviation.

They also witnessed a flying display that was quite unlike those of other business jets that sometimes placidly circle the pattern. No, Dassault's demonstration pilots (who also fly the Rafale fighter) put it through a series of steep, tight turns bordering on wingovers and other swooping maneuvers more reminiscent of fighter displays. When it landed, stopping almost instantly, it demonstrated the plane's trademark Falcon short-field capability.

INJECTING FIGHTER DNA

The intention was to highlight the third generation fly-by-wire flight controls in a Dassault business jet. Dassault introduced the precise handling and added safety of its business jet world 20 years ago with the Falcon 7X (in a technology transfer from its Rafale fighter line). It's what Dassault calls injecting fighter DNA. The company then refined the system in its next aircraft, the 8X. Pilots and customers are hailing the 6X as the best handling Falcon yet due to further flight control refinement.

These new features include a unique control called a flaperon—part aileron for roll control, part flap for low-speed control. The flaperon provides several benefits: another moving surface for precise maneuvering control; automatic load shedding to dampen turbulence, the elimination of spoilers and the rumble they cause on approach; and steeper approaches without the usual challenges of controlling speed as the nose is pointed downward.

Among its capabilities, the 6X excels at steep approaches to short fields and was recently certified to operate at London City Airport, close into downtown. It has also completed high elevation testing in La Paz, Bolivia, where the runway is at 13,350 ft and density altitude is often higher.

PLEASING TO PASSENGERS

So, in brief, pilots say they love it. But pilots, of course, don't buy the plane. In fact, Dassault says the plane was built more to please passengers than pilots. It has a larger cross-section than any other purpose-built business jet (meaning anything other than a converted airliner). The headroom is six feet, six inches and cabin width is eight feet, six inches. Everyone gets more elbow room. Even the tallest people can walk around easily, seating is more comfortable; there's more room to work around a conference table and full staterooms are possible.

The 6X also can be equipped with something new in the business jet world—the Falcon Privacy Suite. These are mini staterooms with electrically controlled lie flat beds and individual TV monitors for extra privacy and sleeping comfort. The 6X cabin can be equipped with two of these.

After a pre-certification world tour and then a globe circling sales tour, passengers most raved about the SATCOM and Wi-Fi systems. No one these days can bear to be out of touch—on a 10-hour flight that would almost be torture. The system on board the 6X allows everyone (up to 16) to be connected and streaming content or videoconferencing. That's a lot of bandwidth and essential utility.

BIGGER WINDOWS

The 6X has a low cabin altitude—in other words, a good pressurisation system, plus humidification—features that help passengers feel more rested at the end of a long flight. Windows are bigger and more numerous (30) than in previous Falcons, letting in a bright, diffuse light during daytime. The cabin lighting system can actually be adjusted for more natural (warmer) illuminations at night and even gradual sunrises and sunsets to help passengers adapt to time zone shifts. Passengers and flight attendants like the skylight bringing more natural light to the galley area. It's another first in a business jet.

THE 6X CAN BE EQUIPPED WITH MINI STATEROOMS WITH ELECTRICALLY CONTROLLED FLAT BEDS AND INDIVIDUAL TV MONITORS FOR PRIVACY AND COMFORT.

The 6X has a maximum range of 5,500 nm, putting London, Perth and Johannesburg in easy non-stop range.

Among business jet companies, Dassault has a unique relationship with India. It's 4,000 nm Falcon 2000-series has been a perennial best seller, thanks to its efficiency and reliability. More than 20 are in operation in the country. It's a favourite in charter operations. The 6X offers these users more cabin capacity and more range.

UNIQUE TIES

But what makes the relationship truly unique is that India is also a prominent operator of the Rafale fighter, making the Indian business community generally more aware of Dassault's high-tech prowess. Also, India is home to co-production ventures for both the Rafale and the Falcon 2000.

Another thing that business jet owners care about is where to take their aircraft for service. Dassault has authorised service centers in Mumbai and Delhi. For the heaviest maintenance inspections, they have choices of factory service centers in many places, the closest being Dubai, about two hours away. Other choices include a new, state-of-the-art factory service center in Kuala Lumpur, while some owners prefer major Falcon service facilities in Geneva and Paris. The company has 40 factory service centers, 20 authorised facilities and 15 parts distribution centers around the world.

The 6X is now becoming a more familiar sight on airport ramps around the world. Since entry into service at the end of 2023, about two dozen of them are now in the field, based in the U.S., Canada, Switzerland, Poland, Dubai and elsewhere. Dassault says India will be a popular home for the aircraft because of its non-stop reach to so many important business destinations, and because it embodies so many of the features current customers like about the 2000-series—spaciousness, economy and reliability.

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The increase in religiosity among Indians has seen growth in religious tourism, with charters cashing in on the demand

A FLIGHT SO DIVINE: SEEKING GOD'S BLESSINGS

BY **SHOBHA JOHN**

If the Maha Kumbh Mela in Prayagraj in February this year was anything to go by, things are indeed looking up for business aviation. As corporate czars and wealthy devotees flew into the temple city, the sky over Prayagraj was dotted with jets, chartered planes and choppers. Religious tourism had zoomed off like never before.

It is not just Prayagraj that is the beneficiary of this religious influx. While the government's UDAN scheme has helped in connecting pilgrimage sites, airlines too are starting commercial flights to places such as Ayodhya, Varanasi, Ujjain, Dwarka, Katra, Guruvayoor, Ajmer and Amarnath which have recorded consistent growth. Meanwhile, charters are also flying to popular pilgrimage sites such as Char Dham, Do Dham, Vaishno Devi, Lord Venkateswara Temple in Tirumala and Shirdi. Aerial darshans are also done by some charters to Adi Kailash and Om Parvat.

RELIGIOUS GROWTH

The number of pilgrims to these centres is astounding. Tirupati attracts around 20-30 mn visitors annually, while the Golden Temple sees about 35-36 mn, Vaishno Devi welcomes 10-12 mn and Ayodhya 160 mn. Last year when the Ram Temple in Ayodhya was consecrated, Air India Express, IndiGo and SpiceJet started operations to the city. It was not uncommon to hear airline pilots announcing the history of the religious sites they were flying to amidst chanting. Places such as Kushinagar, Lord Buddha's place of death, also got an international airport to facilitate the influx of Buddhists from all over the world.

The increase in air traffic has helped the economy of these small towns. Prayagraj saw over 2,000 flights, 100 business jets and some 650 charters during the Maha Kumbh which occurs once in 12 years. And private individuals are willing to shell out a tidy sum to seek the blessings of the divine.

So how big is the religious tourism market in India? According to a report by Marketsandata.com called "India Religious Tourism Market Assessment, Opportunities and Forecast, FY2018-FY2032F", this market was valued at $202.85 billion in FY2024 and is expected to reach $441.19 billion in FY2032.

It helps that the government launched the National Mission on Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)Scheme in 2014-2015. This was aimed at the development of well-known pilgrimage destinations. "By January 2024, the government sanctioned 46 projects under PRASHAD, totalling $200 million," Marketsandata.com revealed. In addition, every state has its tourism development board, which promotes religious tourism.

PRIVATE CHARTERS

This is obviously a win-win situation for private charters. Rich individuals would prefer the convenience and comfort of private jets for a pilgrimage. It is no wonder then that private charter companies such as Club One Air, Arrow Aircraft, Aurea Aviation and Accretion Aviation rule the roost here.

Rajan Mehra, CEO of Club One Air, India's oldest and most well known charter company, and former India Head of Qatar Airways, says: "Given our legacy in providing premium aviation solutions—including corporate travel, leisure charters, and medical air ambulance services—it was only natural for religious charters to become an integral part of our service portfolio from the very beginning. The inauguration of the Ram Temple in Ayodhya in January 2024 served as a major catalyst for high-profile religious travel in India. It wasn't just a spiritual milestone—it became a statement of social prestige. This momentum carried into the Maha Kumbh Mela in January 2025, where we witnessed a 100% surge in charter movements to Prayagraj, particularly from Delhi, Mumbai, and Ahmedabad."

With Prayagraj airport handling some 120 flights per day during the Kumbh which lasted approximately 45 days, Club One Air averaged 7-8 charter movements daily, with the frequency peaking in the final 10 days of the Mela, he said.

Similarly, Arrow Aircraft, another leading aviation company, saw a steady rise in visitors to various religious sites.

Tanya Singh, senior manager, Sales and Marketing, Arrow Aircraft in India, says that in 2023, the number of passengers they flew in their choppers to Amarnath was 12,141 and this increased in 2024 to 19,819. For Kedarnath, the total number of passengers flown in 2023 was 27,368, which increased to 27,584 in 2024.

NEW STRATEGIES

Cashing in on the new demand for religious tourism, charters are evolving new strategies. Club One Air, for example, enhances the travel experience by equipping its jets with images and icons of deities, religious literature and music and videos of sacred sites and rituals. All the while, the client's religious preferences are kept in mind.

Arrow Aircraft came majorly into religious tourism in 2014 with specialised chopper charters to Kedarnath, Amarnath, Do Dham and Char Dham on Bell 407, Airbus H-125 and AS350 B3 helicopters which do as many as 20 trips per day. Tanya Singh, says: "The rise in religious tourism is evident from our Kedarnath chopper shuttle which carries 9,000-10,000 passengers annually. The total number of passengers we carry for religious purposes is around 15,000-20,000 annually depending on various factors."

Arrow has tickets under the general and dynamic pricing category. Singh said the cost under the general category for Kedarnath, for example, is Rs 6,444 per person and Rs 9,444 under dynamic pricing. "These tickets cannot be over-priced as these rates are already pre-decided by the government," she added.

Similarly, during the Kumbh Mela, asserts Mehra, Club One Air maintained the standard fare structure. "In keeping with the religious and cultural sanctity of the event, we consciously chose not to raise prices, despite heightened demand," he said

ACCORDING TO MARKETSANDATA.COM, THE RELIGIOUS TOURISM MARKET WAS VALUED AT $202.85 BN IN FY2024 AND IS EXPECTED TO REACH $441.19 BN IN FY2032.

SAFETY ISSUE

This also brings into question the safety of these charters during inclement weather. It was in June this year that seven persons were killed when their chopper from Kedarnath to Guptkashi in Uttarakhand crashed. All were charred to death.

Arrow maintains that its choppers are well maintained and all DGCA checks are done and papers are in order. "Ultimately, it is the pilot's call and if he says the flight can't go either due to weather or any other issue, it is a strict no from our side too," Singh stressed.

As for the future of religious tourism in India, Mehra says the exponential growth in this sector is here to stay. "A significant shift has occurred—top-tier celebrities and corporate leaders are now actively participating in these spiritual gatherings. Furthermore, there's a growing influx of international visitors seeking to experience India's profound spiritual heritage," he said.

India, the land of spirituality and diverse traditions, has been smart enough to promote religious tourism which attracts millions of pilgrims. It has been blessed with pilgrimage sites which not only enhance the experience for the religiously inclined but also enriches the country's economy.

The Gods are indeed smiling.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS STANDARD DELHI 29 SEPTEMBER 2025

A Tie Based on Trust and Integrity

The Jet Company's industry knowledge and personalised service are assets for clients

For any aviation transaction to be successful there needs to be a few must-haves--industry knowledge, of course, but also relationship-based expertise, integrity and a global perspective. And all these are in abundance in the newly formed Dubai-based Jet Company.

It was founded in 2o24 by Rohit Kapur, an industry veteran of over two decades, and his son Aman Kapur, who has more than five years experience of selling aircraft in india.

It brought local market intelligence with global reach, end-to-end service excellence and a relationship-first approach. This personalised service to aircraft buyers, sellers and operators seeking strategic guidance helped the company get deep roots in the Middle East, India and South-east Asia. This expertise and dedication, irrespective of the transaction size, matters in the aviation sector, whether it is a private aircraft owner, corporate flight department or an aviation investor.

This is a sector which needs deep pockets, so an honest and transparent counsel with high ethical standards is a must. Every aircraft in The Jet Company's inventory undergoes comprehensive assessment so that the valuation is precise and up-to-date.

The Company has expertise in three areas:

Aircraft Brokerage: Market intelligence, global reach and strategic positioning have allowed the Company to deliver exceptional results. Its personnel value the aircraft accurately and position it effectively in the-marketplace. This combined with a good marketing strategy and a wide network of buyers ensures maximum exposure to the right audience. So from initial consultation to successful closing, everything is done with transparency.

Aircraft Acquisition: The complex process of finding and buying the right aircraft can be a daunting experience. But it can be made into a refined and efficient experience with a dedicated advocate. The Jet Company helps here with opportunities that are in sync with the client's requirements through extensive technical knowledge and market insight.

Negotiating effectively and securing the right aircraft is often not for the faint-hearted. Negotiations for aircraft acquisition are often complex and mind-boggling. However, The Jet Company has personnel who instil the right clarity and confidence throughout the process, thereby saving time and resources.

Technical Oversight: This service of The Jet Company gives specialised expertise during the pre-purchase inspection phase of the aircraft. The oversight ensures that the inspection is thorough and all discrepancies are properly documented before a buyer commits to a purchase. Such technical management prevents costly surprises while establishing the aircraft's true condition. Such knowledge also gives negotiation leverage, allowing the buyer to proceed with confidence or withdraw from problematic acquisitions.

THE JET COMPANY VALUES THE PLANE AND POSITIONS IT IN THE MARKET-PLACE. GOOD MARKETING AND A WIDE NETWORK OF BUYERS ENSURE MAXIMUM EXPOSURE.

Consulting & Asset Valuation: Objective, data-driven analysis can help reveal the true value of aviation assets. The Company's consulting includes operational efficiency, market forecasting and strategic planning.

Contract Negotiation: The Jet Company's contract negotiation during aircraft transactions brings expertise to critical documents, thereby ensuring that the client's interests are protected through careful agreements that tie up legal, financial and technical aspects. It has negotiation specialists who mitigate potential risks while securing favourable terms during agreements, leases and maintenance contracts.

In a dog-eat-dog world, such assets are invaluable.

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Era of VTOL Aircraft

They promise cleaner, quieter, three-dimensional transportation relieving congested roads and expanding regional reach.

PAGE 2

Religious Tourism

This market was valued at $202.85 bn in 2024 and may reach $441.19 bn in FY2032.

PAGE 4

The Allure of the Falcons

Dassault's fly-by-wire flight controls in its jets are akin to injecting fighter DNA.

PAGE 5

Gulfstream's Smooth G700

It has a range of 14,353 km at a cruise speed of Mach 0.85.

PAGE 7

General aviation is going great guns with niche customers acquiring new jets and charters making hay while the sun shines. It's estimated that the value of jet sales in Asia will swell 7% annually

BUSINESS JETS IN INDIA ARE POSH, PRIVATE AND PROSPERING

BY SHOBHA JOHN

The good times are rolling for general aviation, especially in Asia. Though Indian commercial aviation saw a dimming with the tragic crash of Air India's A171 on June 12, 2025, general aviation, by and large, has seen a positive trend with an increase in aircraft numbers bought globally.

A recent *Economist* article highlighted the fact that "India's rising rich are snapping up sleek personal planes" even as in China "posh private aircraft registered has dropped like a stone, in part because the Communist Party has taken umbrage against lavish displays of wealth".

SWELLING ORDERS

The article says that by one estimate, the value of private-jet sales in Asia will swell 7% a year to 2030. That compares with 4% annual growth worldwide. It further says that between 2020 and 2024, the number of private jets registered in India jumped by nearly a quarter to 168. The number of monthly private flights tripled to more than 2,400, higher than anywhere else in the continent. "In March 2025, four of the 10 most popular private-jet routes in Asia were domestic Indian ones, connecting Mumbai to Delhi, Bangalore, Ahmedabad and Pune," it said.

And many of the new Richie-riches come from second- and third-tier cities. What's more, *The Economist* says that they are hard bargainers. Yet, private jets sell for anything between $3m and $100m.

In India, the bullish trend in general aviation can also be attributed to the impetus given to religious tourism, leading to an increase in the number of charters to various pilgrim sites. This boom was highlighted by Prime Minister Narendra Modi at the International Air Transport Association's (IATA) 81st Annual General Meeting in June 2025. Modi said India was the third-largest domestic aviation market, with 240 million passengers annually. By 2030, this is projected to reach 500 million.

Of course, the government's UDAN scheme enabled over 15 million passengers to access air travel. This together with the expansion of operational airports from 74 in 2014 to 162 today with an annual passenger handling capacity of 500 million has made India a force to reckon with.

GROWTH OF MRO SECTOR

Modi also highlighted that the Maintenance, Repair, and Overhaul (MRO) sector had grown from 96 facilities in 2014 to 154, thanks to 100% FDI, GST reductions and tax rationalisation, with the goal to establish a $4 billion MRO hub by 2030. It was valued at approximately $1.7 billion in 2021.

If one were to go by the First Quarter 2025 General Aviation Aircraft Shipment and Billing Report released by the General Aviation Manufacturers Association (GAMA) in May this year, there has been increased shipments across all sectors and an increase in the overall value of these.

AIRCRAFT SHIPMENTS THROUGH THE FIRST QUARTER OF 2025, WHEN COMPARED TO THE SAME PERIOD IN 2024, SAW BUSINESS JETS INCREASE 11.0% WITH 141 UNITS.

Aircraft shipments through the first quarter of 2025, when compared to the same period in 2024 saw piston planes increase 19.3% with 353 units, turboprops increase 23.1% with 133 units, and business jets increase 11.0% with 141 units. The value of airplane deliveries through the first quarter of 2025 was $5.04 billion, an increase of 25.7%.

Helicopter shipments through the first quarter of 2025, when compared to the same period in 2024, saw piston helicopters increase 1.9% with 54 units, and turbine helicopters increase 1.5% with 133 units. The value of helicopter deliveries was $770 million.

GAMA, incidentally, is an international trade association representing over 150 of the world's leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components and related services.

INDIAN MARKET

Vinod Singel, Founder and Managing Director of AeroSource International Pvt Ltd and a person who has his finger on the pulse of business aviation, affirmed that the market in India is doing very well. "Lots of deals are happening in new as well as pre-owned jets. Existing operators are adding more aircraft and niche customers are acquiring small to mid-size aircraft. There have been at least 7/10 aircraft deals within India or imported in the first quarter of 2025. However, the time for delivery of new aircraft is between 12-36 months depending on the Original Equipment Manufacturer and type of aircraft," he said.

"LARGE CORPORATES ARE EITHER ADDING NEW AIRCRAFT OR REPLACING OLD WITH NEW. USUALLY, THEY PREFER BUYING NEW AIRCRAFT. HOWEVER, CHARTER OPERATORS NEVER BUY NEW PLANES."

Vinod Singel, Founder & MD, AeroSource International Pvt Ltd

The difference among buyers is evident from the type of planes they buy. Singel revealed: "Large corporates are either adding new aircraft or replacing old with new. Usually, they prefer buying new aircraft. However, charter operators never buy new planes. They always prefer old machines. Niche customers also prefer pre-owned machines," he revealed. Charter operators prefer Hawkers, Citation XLS+ and Legacy 600/650 type of aircraft costing between $5 to $10 million whereas corporates prefer Bombardier Challenger and Global series and some Dassault Falcons as well. In recent times, we have seen Gulfstream movement as well, he added.

Coming to the MRO business, an integral part of aviation, India still has a long way to go for self-sufficiency as it lacks full-scale engine overhaul facilities. According to a July 2025 Grant Thornton Aviation Digest, over 90% of MRO supplies are imported. This is because while line maintenance of planes is done domestically, engine and frame maintenance, which require specialised infrastructure and expertise, is outsourced. The challenge to establishing world-class MRO hubs is heavy investment, with private sector participation. Key parts of the MRO segment such as airframes, engines, components, and line maintenance can be opportunities for growth.

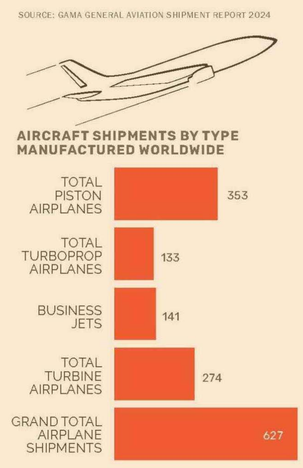
MRO companies too are modernising operations with the commercial aircraft fleet being 653 (2023-24), as per DGCA. The India Brand Equity Foundation said that in September 2021, the government proposed a scheme to enhance MRO facilities in India. "It provides land on lease for MRO services and facilities for as long as up to 30 years, removing previous royalty charges from the Airports Authority of India (AAI). Furthermore, eight airports, including in major cities such as Delhi, Mumbai, Chennai and Kolkata have been authorised for MRO facility establishment. The policy also underlines skill development in the sector, promoting the creation of training centres."

TURN TO PAGE 6

AIRPLANE SHIPMENTS

BY DELIVERY REGION (%)

SOURCE: GAMA GENERAL AVIATION SHIPMENT REPORT 2024



GRAND TOTAL AIRPLANE BILLINGS $5,037,729,240

FROM PAGE 1

Further, it said that the National Civil Aviation Policy 2016 aided the growth of the MRO industry in India. "It permits infrastructure status to MRO facilities, enabling access to financing and tax incentives. Another aspect is the reduction of customs duties on MRO services, which stands at 5% against an earlier rate of 18%, making domestic options competitive."

In addition, partnerships between Indian firms and global players will encourage operators to do aircraft maintenance in India itself. A case in point was the tie-up between Indamer Aviation Private Limited, a general aviation MRO in India, and AAR, an Illinois-based global aftermarket solutions company. Singel admits that there has been a major shift in aircraft and aircraft parts manufacturing in India. Tata's have come up as a big player for manufacturing Agusta and Airbus helicopters. Likewise the Mahindra group is also very active in aviation, he said.

HICCUPS REMAIN

Nonetheless, there are hiccups in India's general aviation. The Business Aircraft Operators Association (BAOA) finds the infrastructure for general aviation in India inadequate, especially to remote areas where industries have been set up. BAOA suggests lowering the cost of undertaking business aircraft flights to these areas with incentives as part of the Regional Connectivity Scheme.

The Association also urged that charges levied on airport usage, ground handling, hangarage and parking be regulated in order to make operations viable. It also urged the government to make import duty on aircraft zero percent to kick-start industry growth and bring in operational efficiency.

Singel said that airports' infrastructure is on the rise in the last few years. Most of the investment is on medium to large airports. "What we would like to see is new airports in smaller cities. Plus, airport charges have become very steep over last 1-2 years, primarily in private airports, not AAI owned. There's still a need for General Aviation Terminals for smooth operation of private aircraft," he said.

Coming to fractional ownership and aircraft management, BAOA wants the government to encourage consolidation of the non-scheduled operator's permit industry through these concepts. Fractional ownership allows a person to optimally use a plane along with other owners. But the costs of ownership need to be brought down through reduced import duties of aircraft.

BAOA also wants the DGCA to expedite approvals of foreign OEM and MRO applications and make the procedures more user-friendly. In addition, it says that in order to have a successful "Make in India" and make India an aircraft manufacturing hub, businesses manufacturing certified aircraft parts, components, and assemblies should be helped with joint ventures.

The horizon is near and yet so far.

The writer is a senior journalist

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THE FINANCIAL EXPRESS DELHI 29 SEPTEMBER 2025

fate debtor. Liquidation would have thus been a pointless exercise.

Boeing may be getting too much FAA leeway

BOEING HAS BEEN getting a flood of aircraft orders, partly because of White House jawboning during tariff negotiations. President Donald Trump has championed Boeing as the driver of aerospace exports, one of the few industries in which the US has a trade surplus.

The rebound of Boeing's finances doesn't hinge on capturing more orders and swelling its backlog. The planemaker's focus now is to ramp up production and complete the certification work on new aircraft, including the 777X and the 737 Max 10. Increased production will generate cash and put planes into the hands of airlines, which have been forced to fly older jets longer than they want. Increased production, including for the 787 Dreamliner, will solve most of Boeing's problems.

So it comes with some concern that the Federal Aviation Administration announced on Friday that it was taking initial steps to take the leash off Boeing after the firm had been under close regulatory scrutiny following a series of accidents. The FAA said it would allow Boeing workers to issue certificates that deem a new aircraft safe to operate. Boeing and the FAA will issue the certificates on alternating weeks, the agency said. The agency was clear that it will continue to have "direct and rigorous oversight of Boeing's production processes". This move is seen as a step toward authorising Boeing to increase 737 Max production beyond the current limit of 38 a month.

Boeing's crucial need to raise production rates is precisely why the FAA must keep a close watch on the company over the next year or two while the planemaker ramps up. If the FAA doesn't have enough inspectors to keep up with the workflow, Boeing should pay for the agency to hire more. A lack of inspectors shouldn't impede the ramp-up, but they also shouldn't be on Boeing's direct payroll in these early stages.

THOMAS BLACK
Bloomberg

The company got into trouble in the first place because it was given too much leeway on certifying its own work and ended up deceiving authorities on the 737 Max. A key software addition that wasn't flagged to the FAA because it could have required extra pilot training led to two fatal crashes. The pressure to crank out planes also got Boeing into trouble when it cut corners on the factory floor and out-of-sequence work created confusion, resulting in workers placing a door panel on a new plane without bolts. That door plug blew off during a flight in January 2024, exposing the disarray at Boeing's production facilities.

Kelly Ortberg, the former CEO of aerospace supplier Rockwell Collins who was hired a year ago to lead Boeing out of its mess, has been doing and saying the right things. He took advantage of a worker strike that shut down production in the Seattle area last year to introduce new manufacturing processes and a culture that put emphasis on quality and safety. He has talked about increasing production methodically and not going to a new level until the workforce and supply chain can handle the increases.

Still, these changes are recent. The pressure from airlines and shareholders to boost output is there. The financial incentives are to ramp up quickly, even if that's tempered with the scars of past incidents. Going too slow will disappoint investors and customers. This is why inspectors who aren't on the company payroll are still needed to make sure the ramp-up and certifications are done properly.

The FAA said the return of the Organization Designation Authorization, which allows Boeing to certify functions on the FAA's behalf, is necessary to free up its personnel. "Resuming limited delegation to the Boeing ODA will enable FAA inspectors to provide additional surveillance in the production process," the FAA said in its statement. With an administration focused on shrinking the federal workforce and cutting regulation, there's a danger this may again go too far. Out of the billions of dollars that Boeing has lost and paid out because it cut corners, would it be too much of a burden to finance additional FAA inspectors?

These next couple of years are make or break for Boeing. If the production ramp-up goes smoothly, the company will soon be rolling in cash. If there's a snag or another mishap, it would be a serious setback. The FAA needs to take off the leash at some point, but perhaps it still needs to be held tight during this initial effort to boost production.

Regd. No: DL-21048/03-05. R.N.I. No.26750/74. Printed and Published by Ramesh Chander Malhotra
Bahadur Shah Zafar Marg, New Delhi-110002. Phone: 0120-6651500. (Cover price: Patna:₹
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NAVBHARAT TIMES DELHI 29 SEPTEMBER 2025

विमान फिसला, ट्रेनी पायलट सेफ

■ पीटीआई, अमरेली (गुजरात) : अमरेली एयरपोर्ट पर रविवार को एक ट्रेनर विमान लैंडिंग के दौरान रनवे से फिसल गया। अच्छी बात यह रही कि ट्रेनी पायलट सुरक्षित है और उसे कोई चोट नही आई। अमरेली कलेक्टर विकल्प भारद्वाज ने बताया कि यह छोटा विमान एक प्राइवेट एविएशन अकादमी का था। विमान लैंड करने के तुरंत बाद अनजाने कारणो से रनवे से बाहर निकल गया और पास के कच्चे हिस्से मे चला गया।