



Corporate Communications Directorate

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MUMBAI

29 MAY 2026

Dabolim airport slips out of India's top 10 busiest airports

THE GOAN NETWORK

VASCO

Goa's Dabolim Airport has slipped out of the list of India's top 10 busiest airports in terms of domestic passenger traffic for April 2026, amid a wider decline in the state's overall air passenger movement during the first four months of the year.

According to data released by the Airports Authority of India (AAI) and compiled by aviation platform Network Thoughts, Dabolim Airport had handled 5,08,785 domestic passengers in March 2026, briefly securing a place among the country's top 10 busiest airports.

However, the airport failed to retain its ranking in April

after passenger traffic declined, allowing Guwahati Airport to enter the top 10 list with 5,24,002 domestic passengers. Major metro airports including Bengaluru, Mumbai and Delhi continued to dominate the rankings with the highest passenger movement across the country.

The latest figures come at a time when Goa's overall air passenger traffic has recorded a significant fall between January and April 2026.

Data from the Ministry of Civil Aviation showed that total passenger traffic in Goa dropped from 11,82,316 passengers in January to 8,61,254 passengers in April, reflecting a decline of 3,21,062 passengers or around 27.2 per cent within three months.

Corporate Communications Directorate

AMAR UJALA

DELHI

30 MAY 2026

उड़ानों की राह में अब मौसम नहीं बनेगा बड़ी बाधा दिल्ली एयरपोर्ट पर लॉन्च हुआ देश की पहली एविएशन वेदर नाउकास्टिंग सुविधा 'स्काईकास्ट'

अमर उजाला ब्यूरो

नई दिल्ली। विमानन सुरक्षा और मौसम विज्ञान के क्षेत्र में भारत ने एक बड़ी छलांग लगाई है। विज्ञान एवं प्रौद्योगिकी मंत्रालय और दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डीआईएएल) ने बृहस्पतिवार को इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर 'स्काईकास्ट' नाम से अत्याधुनिक एविएशन वेदर इंटेलिजेंस और नाउकास्टिंग सुविधा का उद्घाटन हुआ है। आईजीआई एयरपोर्ट भारत का पहला ऐसा हवाई अड्डा बना है जहां उड़ानों के संचालन के लिए रियल-टाइम एटमोस्फेरिक मॉनिटरिंग सिस्टम लगाया गया है।

स्काईकास्ट सिस्टम नेक्स्ट-जेनरेशन मौसम विज्ञान प्लेटफॉर्म है।



एविएशन वेदर नाउ कास्टिंग सुविधा वाला स्काई कास्ट लॉन्च करते हुए। संग्रह

यह सिस्टम रडार विंड प्रोफाइलर, माइक्रोवेव प्रोफाइलिंग रेडियोमीटर, सोडार और ऑटोमेटेड वेदर स्टेशनों को एक साथ जोड़ता है। यह जमीन से लेकर करीब 10 किमी की ऊंचाई तक तापमान, आर्द्रता, हवा की गति-दिशा, वर्टिकल विंड स्ट्रक्चर और क्लाउड

लिविड वॉटर कंटेंट की लगातार निगरानी करेगा।

स्काईकास्ट सिस्टम ऑटोमेटेड मौसम पूर्वानुमान (नाउकास्टिंग) और प्राकृतिक आपदाओं (हैजर्ड) अलर्टिंग क्षमता से लैस है। यह हवा में होने वाले तीव्र बदलाव, कोहरा, इनवर्जन,

यात्रियों और एयरलाइंस को सीधा फायदा : मौसम में तेजी से बदलाव पर स्काईकास्ट से सटीक जानकारी मिलेगी, इससे टेक-ऑफ और लैंडिंग के दौरान सुरक्षा बढ़ेगी,



कोहरे में तैयारियां बेहतर होंगी। मौसम की जानकारी जल्दी मिलेगी और विमानों के डायवर्जन कम होंगे। -विदेह कुमार

जयपुरियार, सीईओ दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड

लो-लेवल जेट, आइसिंग और चक्रवात (टर्बुलेंस) जैसे खतरों का तुरंत पता लगाकर रियल-टाइम अलर्ट जारी करेगा। साथ ही हर 5 मिनट में अपडेटेड शॉर्ट-टर्म ऑपरेशनल नाउकास्ट देता है और रनवे-स्पेसिफिक विंड शीयर अलर्टिंग को सपोर्ट करता है।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

30 MAY 2026

Delhi airport sets up integrated weather intelligence system

Delhi airport has set up an integrated weather intelligence system that has the capability to detect and provide real-time alerts for fog, turbulence and other critical aviation hazards.

The Ministry of Science & Technology and DIAL inaugurated 'SKYCAST', the country's first integrated aviation weather intelligence and now-casting facility at the airport.

Delhi International Airport Ltd (DIAL), which operates the airport, said the system enables continuous, real-time monitoring of critical atmospheric parameters, including temperature and humidity profiles, water vapour density,

cloud liquid water content, wind speed and direction, vertical wind structures, and near-surface high-resolution wind observations.

The system combines a Radar wind profiler, Microwave Profiling Radiometer, SODAR (Sonic Detection and Ranging), and Automated Weather Stations (AWS) to deliver high-resolution wind and thermodynamic profiling of the atmosphere.

SKYCAST can assess atmospheric conditions from the surface up to nearly 10 kilometres altitude for thermodynamic profiling and several kilometres for wind observations.

PTI



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 MAY 2026

आइजीआई एयरपोर्ट पर मिलेगा हर पांच मिनट में मौसम का हाल

जगरण संगठन, पश्चिमी दिल्ली :

भारतीय विमान क्षेत्र की सुरक्षा और मौसम पूर्वानुमान की क्षमता को और आगे बढ़ाते हुए, शुक्रवार को केंद्रीय विज्ञान एवं प्रौद्योगिकी मंत्रालय और एयरपोर्ट संचालन एजेंसी डायल ने संयुक्त रूप से स्काई कास्ट का उद्घाटन किया। आइजीआई एयरपोर्ट पर स्थापित यह प्रणाली भारत की पहली एकीकृत विमानन मौसम बुद्धिमत्ता और तत्काल पूर्वानुमान सुविधा है। इस अत्याधुनिक प्रणाली के शुरू होने के साथ ही आइजीआई एयरपोर्ट देश का अकेला ऐसा हवाई अड्डा बन गया है, जहां विमानों के सुरक्षित संचालन के लिए रीयल-टाइम (तत्काल) वायुमंडलीय निगरानी प्रणाली तैनात की गई है।

डायल के प्रवक्ता ने बताया कि स्काई कास्ट कई आधुनिक तकनीकों का एक मिश्रण है। यह सिस्टम जमीन की सतह से लेकर आसमान में करीब 10 किलोमीटर की ऊंचाई तक के वातावरण का विश्लेषण करने में सक्षम है। साथ ही यह तकनीक विमानन क्षेत्र के सबसे बड़े दुश्मनों जैसे हवा की दिशा और गति में अचानक

- आइजीआई एयरपोर्ट पर शुरू हुआ देश का पहला स्काई कास्ट सिस्टम
- जमीन से लेकर आसमान में करीब 10 किमी ऊंचाई तक वातावरण का विश्लेषण करने में सक्षम

खतरनाक बदलाव (विंड शिफ्ट), घना कोहरा, आसमान में बर्फ जमने की स्थिति, लो-लेवल जेट्स और खतरनाक बादलों की हलचल का पता लगाकर हर पांच मिनट में अलर्ट जारी करेगी।

डायल के सीईओ विदेह कुमार जबपुरियार ने बताया कि स्काई कास्ट के विजएयर साफ्टवेयर की मदद से अब मौसम विज्ञानियों, एयर ट्रैफिक कंट्रोलर्स और पायलटों के पास स्क्रीन पर मौसम का लाइव डेटा होगा। मौजूदा समय में इस स्तर की उन्नत तकनीक केवल दुनिया के चुनिंदा हवाई अड्डों और अंतरिक्ष केंद्रों पर ही मौजूद है।



विस्तृत खबर
पढ़ने के लिए
क्यूआर कोड
स्कैन करें।

आइजीआई एयरपोर्ट पर लगा देश का पहला स्काई कास्ट सिस्टम

जागरण संवाददाता, नई दिल्ली

भारतीय विमानन क्षेत्र की सुरक्षा और मौसम पूर्वानुमान की क्षमता को और आगे बढ़ाते हुए शुक्रवार को केंद्रीय विज्ञान एवं प्रौद्योगिकी मंत्रालय और एयरपोर्ट संचालन एजेंसी डायल ने संयुक्त रूप से स्काई कास्ट का उद्घाटन किया। इंदिरा गांधी अंतरराष्ट्रीय (आइजीआई) एयरपोर्ट पर स्थापित यह प्रणाली भारत की पहली एकीकृत विमानन मौसम बुद्धिमत्ता और तत्काल पूर्वानुमान सुविधा है। इस अत्याधुनिक प्रणाली के शुरू होने के साथ ही आइजीआई एयरपोर्ट देश का अकेला ऐसा हवाई अड्डा बन गया है, जहां विमानों के सुरक्षित संचालन के लिए रीयल-टाइम (तत्काल) वायुमंडलीय निगरानी प्रणाली तैनात की गई है।

डायल के प्रवक्ता ने बताया कि स्काई कास्ट अगली पीढ़ी का मौसम के पूर्वानुमान का प्लेटफॉर्म है। यह कई आधुनिक तकनीकों का मिश्रण है। इसमें मुख्य रूप से चार अत्याधुनिक सिस्टम काम कर रहे हैं, जिसमें रडार बिंद प्रोफाइलर (आरडब्ल्यूपी) हवा की गति और दिशा पर बारीक नजर रखता है। माइक्रोवेव प्रोफाइलिंग रेडियोमीटर (एमपीआर) वातावरण के तापमान और नमी को मापता है। सोलर (सनिक डिटेक्शन एंड रेजिंग) ध्वनि तरंगों के जरिये हवा के उतार-चढ़ाव को ट्रैक करता है। आटोमेटेड वेदर स्टेशन (एडब्ल्यूएस) जमीन के पास के मौसम



आइजीआई एयरपोर्ट पर लगा एक्वास एविएशन वेदर इंटेलिजेंस स्काई कास्ट। सौ. डायल की सटीक गणना करते हैं।

हर पांच मिनट में जारी होगा अलर्ट : यह सिस्टम जमीन से लेकर आसमान में करीब 10 किलोमीटर की ऊंचाई तक के वातावरण का विश्लेषण करने में सक्षम है। साथ ही यह तकनीक विमानन क्षेत्र के सबसे बड़े दुश्मनों जैसे हवा को दिशा और गति में खतरनाक बदलाव, घना कोहरा, आसमान में बर्फ जमने की स्थिति, लो-लेवल जेट्स और खतरनाक बादलों की हलचल का पता लगाकर हर पांच मिनट में अलर्ट जारी करेगी। बता दें कि मौजूदा समय में इस स्तर की उन्नत तकनीक केवल दुनिया के चुनिंदा हवाई अड्डों और अंतरिक्ष केंद्रों पर मौजूद है, जिनमें हांगकांग एयरपोर्ट, हीथ्रो, न्यूयॉर्क का जान एफ कैनेडी एयरपोर्ट, सिंगापुर का च्यांगी एयरपोर्ट और नास के केप कैनावेरल लांच पैड शामिल हैं। अब आइजीआई एयरपोर्ट भी इसमें हिस्सा बन गया है।



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MUMBAI

29 MAY 2026

GMR Airports posts ₹400 cr profit in Q4

GMR Airports Ltd (GAL) has swung into the black, posting a profit of ₹400.49 crore in the three months ended March 2026, driven by an expansion in operations. The airports operator had incurred a loss of ₹252.66 crore in the year-ago period. In the fourth quarter of the 2025-26 financial year, total income climbed to ₹4,042.90 crore from ₹2,976.76 crore in the same period a year ago, according to a regulatory filing. The company also posted a profit of ₹472 crore for the fiscal ended March 2026, marking the first time it has recorded full-year profitability in more than a decade. **-PTI**



Corporate Communications Directorate

HINDUSTAN

DELHI

30 MAY 2026

एयरपोर्ट पर खराब मौसम की सटीक सूचना पहले ही मिलेगी

तकनीक

नई दिल्ली, प्रमुख संवाददाता। दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर शुक्रवार को देश की पहली विशेष मौसम प्रणाली 'स्काईकास्ट' की शुरुआत की गई। इसे विज्ञान एवं प्रौद्योगिकी मंत्रालय और दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने मिलकर तैयार किया है।

इसके लगने से दिल्ली एयरपोर्ट देश का ऐसा पहला हवाई अड्डा बन गया है, जहां उड़ानों के लिए रीयल-टाइम मौसम की जानकारी देने वाला आधुनिक नेटवर्क मौजूद है। यह सिस्टम बदलते मौसम को भांपकर पायलटों, एटीसी और मौसम वैज्ञानिकों को तुरंत अलर्ट भेजेगा।

कैसे काम करती है यह तकनीक

1. 'स्काईकास्ट' में आधुनिक रडार, माइक्रोवेव रेडियोमीटर, सोडार और ऑटोमेटेड वेदर स्टेशन जैसे उपकरणों का इस्तेमाल किया गया है।
2. यह हवा की गति, दिशा, तापमान, नमी और बादलों की स्थिति को मापता है।
3. रडार विंड प्रोफाइलर ऊंचाई पर चल रही हवाओं को मापता है ताकि अचानक आने वाले तूफान (विंड शायर) का पता चल सके।
4. सोडार तकनीक जमीन के पास की हवाओं और हलचल पर नजर रखती है।

आईजीआई हवाई अड्डे पर 'स्काईकास्ट' की शुरुआत



केंद्रीय पृथ्वी विज्ञान राज्य मंत्री डॉ. जितेंद्र सिंह शुक्रवार को आईजीआई एयरपोर्ट पर स्कायकास्ट के उद्घाटन के बाद उपकरणों की जानकारी लेते हुए।

हर पांच मिनट में मिलेगा अपडेट

इन मशीनों से मिलने वाला डेटा 'विजएयर' नामक सॉफ्टवेयर पर जाता है। यह सॉफ्टवेयर आंकड़ों की जांच करके हर पांच मिनट में मौसम का अपडेट जारी करता है। कोहरा, खराब विजिबिलिटी, तेज हवा या विमान के हिलने की आशंका होने पर यह सिस्टम तुरंत चेतावनी जारी कर देता है।

उड़ानों में देरी और डायवर्जन से राहत



डायल के सीईओ विदेह कुमार जयपुरियार ने बताया कि मौसम का अचानक बदलना

विमानों के लिए बड़ी चुनौती है। सटीक जानकारी मिलने से यात्रियों की सुरक्षा बढ़ेगी और पायलटों को सही फैसला लेने में मदद मिलेगी। दिल्ली में सर्दियों के दौरान कोहरे की वजह से उड़ानें प्रभावित होती हैं। नई प्रणाली से कोहरे का पहले ही अंदाजा लग जाएगा, जिससे फ्लाइट्स लेट होने या उनका रास्ता बदलने की नौबत कम आएगी।

बड़े हवाई अड्डों में शुमार

दुनिया के कुछ चुनिंदा हवाई अड्डों जैसे हॉंगकॉंग, लंदन के हीथ्रो, न्यूयॉर्क के जॉन एफ. कैनेडी और सिंगापुर के चान्गी एयरपोर्ट पर ही ऐसी आधुनिक प्रणाली का इस्तेमाल होता है।

10 किलोमीटर ऊपर तक के वायुमंडल पर नजर रखने में सक्षम है तकनीक

04 एयरपोर्ट पर ही दुनियाभर में यह तकनीक फिलहाल लगी हुई है

क्यों है जरूरी

विमानों के उड़ान भरने (टेकऑफ) और उतरने (लैंडिंग) के समय मौसम का खतरा सबसे ज्यादा होता है। रनवे की सटीक स्थिति पता होने से विमानों की आवाजाही सुरक्षित और आसान हो जाएगी।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

30 MAY 2026



Union minister Jitendra Singh unveils 'SkyCast' Friday. XPOST

DELHI AIRPORT GETS COUNTRY'S FIRST 'SKYCAST' TO AID PILOTS

Aaditya Khatwani

aaditya.khatwani@hindustantimes.com

NEW DELHI: Union minister for science and technology Jitendra Singh inaugurated the country's first "SkyCast" system at the Indira Gandhi International (IGI) Airport on Friday. The advanced weather intelligence and nowcasting system is expected to reduce weather- and fog-related flight disruptions, enhance safety during take-off and landing, and improve aviation operations during severe weather conditions, officials said on the sidelines of the event.

Speaking at the event, Singh said the system would reduce flight disruptions caused by adverse weather conditions.

"The system will provide advance alerts to aircrew and pilots even within a short time window of around three hours, enabling them to determine the safest time for landing and avoid unnecessary diversions, cancellations and delays," Singh said.

"It also includes advanced fog monitoring instruments, which are particularly important for cities like Delhi, where pollution particles interact with fog and affect visibility," he said, adding that vertical profiles of wind, humidity and temperature would improve forecasting.

"Weather can change very quickly, and having access to accurate, real-time information makes a difference. This system will help us make quicker, more informed decisions," said Delhi International Airport Limited (DIAL) chief executive officer Videh Kumar Jaipuria.

India is the 19th country to deploy the SkyCast system.

WARNING SYSTEM

New weather surveillance facility with real-time feed inaugurated at IGI airport



BOOST FOR:

- Aviation safety during take-off and landing
- Runway and air traffic flow management
- Operational preparedness during fog and severe weather
- Reduction in weather-related delays and diversions
- Real-time pilot situational awareness
- Passenger convenience and operational predictability

S LALITHA @ New Delhi

IN a major boost to aviation safety and meteorological capability in India, an advanced, integrated aviation weather intelligence and nowcasting facility became operational on Friday at the Indira Gandhi International Airport (IGIA).

SKYCAST—a joint venture by the Science & Technology Ministry and Delhi International Airport Limited (DIAL)—has been described in an offi-

cial release as “a next-generation aviation meteorological platform that integrates advanced remote sensing technologies, atmospheric profiling systems, and intelligent nowcasting tools to continuously track rapidly evolving weather conditions that may impact flight operations.” The system combines a radar wind profiler, microwave profiling radiometer, sonic detection & ranging and automated weather stations to deliver high-resolution wind and thermodynamic profiling of the atmosphere.

“With the commissioning of SKYCAST, the Delhi airport becomes the only airport in India to deploy a comprehensive, real-time atmospheric monitoring system specifically designed to support aviation and airport operations,” DIAL said. It enables continuous, real-time monitoring of critical atmos-

pheric parameters, including temperature and humidity profiles, wind speed and direction and near-surface high-resolution wind observations.

Videh Kumar Jaipuria, CEO-DIAL, said: “SKYCAST is an important step forward in making the Delhi airport safer. Weather can change very quickly, and having access to accurate, real-time information makes a real difference.”

IGI पर अब रियल-टाइम निगरानी, बड़ेगी सेफ्टी एयरपोर्ट पर मौसम की हर हलचल पर अब नज़र रखेगा SKYCAST

■ NBT रिपोर्ट, नई दिल्ली

इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का पहला ऐसा एयरपोर्ट बन गया है, जहां फ्लाइट ऑपरेशंस के लिए 'SKYCAST' नाम का रियल-टाइम एटमोस्फेरिक मॉनिटरिंग सिस्टम लगाया गया है। साईंस एंड टेक्नोलॉजी मिनिस्ट्री और दिल्ली इंटरनैशनल एयरपोर्ट लिमिटेड (DIAL) ने इस एडवॉंस एप्लिकेशन वेदर इंटेलिजेंस और नाउकास्टिंग सर्विस का उद्घाटन किया है।

SKYCAST एक अत्याधुनिक मौसम निगरानी प्रणाली है, जो तेजी से बदलते मौसम पर लगातार नजर रखेगी। इसमें रडार विंड प्रोफाइलर (RWP), माइक्रोवेव प्रोफाइलिंग रेंडोमीमीटर (MPR), SODAR और ऑटोमैटेड वेदर स्टेशंस जैसी हाईटेक तकनीकों का इस्तेमाल किया गया है। यह सिस्टम तापमान, ह्यूमिडिटी, हवा की दिशा और गति, बादलों की स्थिति समेत कई मौसम संबंधी आंकड़ों को रियल-टाइम मॉनिटरिंग करेगा।

यह तकनीक विंड शॉवर, कोहरा, टर्बुलेंस, आईसिंग और तूफानी मौसम जैसी खतरनाक परिस्थितियों के लिए तुरंत अलर्ट जारी कर सकेगी। इसकी खासियत यह है कि यह करीब 10 किलोमीटर ऊंचाई तक वातावरण की थर्मोडायनामिक प्रोफाइलिंग और कई किलोमीटर तक हवा की गतिविधियों का विश्लेषण कर सकती है। इससे पायलट, एयर ट्रैफिक कंट्रोलर और मौसम



वैज्ञानिक तेजी से और अधिक सटीक फैसले ले सकेंगे। DIAL के सीईओ विवेक कुमार जयपुरियार के मुताबिक, SKYCAST दिल्ली एयरपोर्ट की सुरक्षा और परिचालन क्षमता को मजबूत करेगा। उन्होंने कहा कि मौसम में तेजी से होने वाले बदलावों के बीच रियल-टाइम जानकारी यात्रियों और फ्लाइट ऑपरेशंस दोनों के लिए बेहद अहम है।

यह सिस्टम इंटरनैशनल सिविल एविएशन ऑर्गेनाइजेशन (ICAO) और फेडरल एविएशन एडमिनिस्ट्रेशन (FAA) के मानकों के अनुरूप विकसित किया गया है। इससे खराब मौसम के दौरान रनवे संचालन, एयर ट्रैफिक मैनेजमेंट और कोहरे में उड़ानों की तैयारी बेहतर होगी।

NBT आप पर असर

SKYCAST की मदद से एविएशन सेफ्टी पर फोकस बढ़ेगा। इससे मौसम से जुड़ी देरी और उड़ानों के डायवर्जन में कमी आएगी। कोहरे और खराब मौसम के दौरान ऑपरेशन बेहतर होगा, साथ ही सेफ टेकऑफ और लैंडिंग सुनिश्चित होने की उम्मीद है। इससे रनवे और एयर ट्रैफिक फ्लो मैनेजमेंट में सुधार होगा। यात्रियों को फ्लाइट्स ऑपरेशन का पूर्वानुमान बेहतर मिलेगा।

Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

28 MAY 2026

जेवर एयरपोर्ट पहुंचना होगा आसान, उपलब्ध होंगी इलेक्ट्रिक बसें

मुख्यमंत्री योगी ने की नोएडा, ग्रेटर नोएडा और यीडा क्षेत्र में इलेक्ट्रिक बसों के संचालन की प्रगति की समीक्षा

स्वतंत्र भारत ब्यूरो, लखनऊ। जेवर अंतरराष्ट्रीय एयरपोर्ट के संचालन के साथ यात्रियों को आधुनिक सार्वजनिक परिवहन सुविधा उपलब्ध कराने की तैयारी तेज हो गई है। मुख्यमंत्री योगी आदित्यनाथ ने नोएडा इंटरनेशनल एयरपोर्ट तक आवागमन के लिए प्राथमिक चरण में 110 इलेक्ट्रिक बसों की उपलब्धता सुनिश्चित करने के निर्देश दिए हैं। स्टेट ट्रांसपोर्टेशन कमीशन की चौथी बैठक की अध्यक्षता करते हुए बुधवार को मुख्यमंत्री ने नोएडा, ग्रेटर नोएडा और यीडा क्षेत्र में 500 इलेक्ट्रिक बसों के संचालन की प्रगति की समीक्षा की। उन्होंने कहा कि 15 जून से प्रस्तावित उड़ान संचालन से पहले सार्वजनिक परिवहन व्यवस्था को पूरी तरह सुदृढ़ किया जाए। बैठक में मुख्यमंत्री ने प्रदेश में इलेक्ट्रिक वाहनों के लिए चार्जिंग इंफ्रास्ट्रक्चर के तेजी से विस्तार पर भी जोर दिया। अधिकारियों ने अवगत कराया कि प्रदेश में वर्तमान



में लगभग 15.5 लाख इलेक्ट्रिक वाहन पंजीकृत हैं तथा वर्ष 2030 तक 10 हजार चार्जिंग स्टेशन विकसित करने का लक्ष्य निर्धारित किया गया है। अभी तक लगभग 2500 चार्जिंग स्टेशन संचालित हो चुके हैं। मुख्यमंत्री ने कहा कि बेहतर कनेक्टिविटी औद्योगिक विकास, निवेश और रोजगार सृजन को नई गति देगी।

उन्होंने भूमि अधिग्रहण और विनिमय संबंधी कार्यों में तेजी लाने के निर्देश दिए। बैठक में बताया गया कि फर्रुखाबाद लिंक एक्सप्रेसवे के लिए लगभग 55 प्रतिशत भूमि प्राप्त की जा चुकी है। मुख्यमंत्री ने निर्देश दिए कि आगरा-लखनऊ-पूर्वांचल लिंक एक्सप्रेसवे, जेवर लिंक एक्सप्रेसवे और

झांसी लिंक एक्सप्रेसवे के लिए आवश्यक भूमि का अधिग्रहण जून माह के अंत तक पूरा कर लिया जाए। बैठक में यह भी जानकारी दी गई कि मेरठ-हरिद्वार एक्सप्रेसवे का एलाइनमेंट स्वीकृत हो चुका है तथा भूमि अधिग्रहण की कार्ययोजना तैयार की जा रही है। मुख्यमंत्री ने कहा कि निवेश संबंधी परियोजनाओं में

अनावश्यक विलंब स्वीकार नहीं किया जाएगा। उन्होंने लंबित मामलों के शीघ्र निस्तारण और निवेशकों के साथ सतत संवाद बनाए रखने के निर्देश दिए। बैठक में बताया गया कि मल्टी मॉडल लॉजिस्टिक हब के लिए 323 हेक्टेयर भूमि पर कब्जा प्राप्त हो चुका है। बैठक में बताया गया कि

डेवलपर चयन के लिए निविदा की अंतिम तिथि बढ़ाकर 6 जुलाई 2026 कर दी गई है। वहीं, मल्टी मॉडल ट्रांसपोर्ट हब के लिए 200 हेक्टेयर में से 144 हेक्टेयर भूमि उपलब्ध हो चुकी है तथा शेष भूमि अधिग्रहण की प्रक्रिया जारी है। मुख्यमंत्री ने औद्योगिक विकास प्राधिकरणों के लिए मॉडल बिल्डिंग बायलॉज को निवेश अनुकूल व्यवस्था का महत्वपूर्ण आधार बताते हुए कहा कि भवन स्वीकृति संबंधी प्रक्रियाओं को और अधिक सरल, पारदर्शी तथा समयबद्ध बनाया जाए। मुख्यमंत्री ने उत्तर प्रदेश राज्य ग्रामीण आजीविका मिशन की समीक्षा करते हुए कहा कि ग्रामीण स्तर पर योजनाओं के प्रभावी संचालन के लिए पर्याप्त मानव संसाधन उपलब्ध कराया जाए। बैठक में बताया गया कि राज्य स्तर पर 136 रिक्त पदों में से 40 पदों पर चयन प्रक्रिया पूरी हो चुकी है तथा शेष 96 पदों के लिए विज्ञापन जारी किया गया है।



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

29 MAY 2026

'25 near-miss report: Co-pilot misread ATC instruction

Manju.V@timesofindia.com

Mumbai: A serious near-miss involving a Turkish Airlines cargo flight and a Flydubai passenger flight over the Arabian Sea last year occurred because the Turkish Airlines co-pilot initiated an unauthorised climb that breached the required vertical separation between the two aircraft, said the final report recently released by the Aircraft Accident Investigation Bureau (AAIB).

The Aug 30 incident occurred over the north-east Arabian sea when the Turkish Airli-

nes cargo operating a Chennai to Istanbul flight breached the vertical separation and came in proximity of a Flydubai flying passengers from Dubai to Kozhikode.

The Turkish Airlines flight (THY6380) was at 34,000 feet, while the Flydubai aircraft (FDB2JQ) flew 1,000 feet directly above at 35,000, heading in the opposite direction, both on the same oceanic route, P574. Both captains were on controlled rest at the time, leaving their respective first officers in charge.

The Turkish Airlines first

officer had earlier requested a climb to 36,000 feet through CPDLC, which is a digital text-based communication system used between pilots and air traffic controllers, particularly over oceanic airspace where radio coverage is limited. The Mumbai air traffic control (ATC) declined the request, responding, "Unable due to traffic". However, the ATC reply was sent without a required reference number linking it to the original request. As a result, the aircraft's onboard system did not register it as a formal response and, after 7 mi-

nutes and 30 seconds, automatically generated a reminder displaying the original climb request on the cockpit screen.

When the reminder appeared, accompanied by a flashing blue attention light, the first officer interpreted it as a fresh clearance to climb and initiated the manoeuvre without cross-checking with his captain or ATC. Within seconds, both aircraft were closing on each other with insufficient separation, triggering collision avoidance alarms in both cockpits. "As per the crew statement of both the

aircraft Capts were awakened from controlled rest by the sound of Traffic Advisory 'TRAFFIC TRAFFIC'," the report said.

The Turkish co-pilot's failure to verify the CPDLC message and the absence of the required two-pilot cross-check before executing a significant altitude change was the probable cause of the incident. The ATC's omission of the message reference number and a gap in crew knowledge about how cockpit reminder messages function were cited as contributory factors.

B'luru airport pips Mumbai in domestic passenger traffic

Manju.V@timesofindia.com

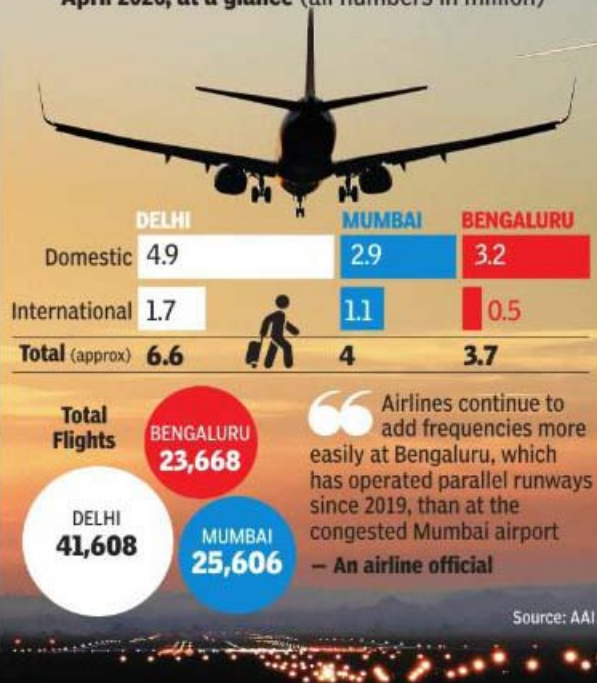
Mumbai: Bengaluru airport has overtaken Mumbai in domestic passenger traffic for April to emerge as India's second-busiest domestic airport. Bengaluru airport handled 3.28 million (32.8 lakh) domestic passengers against Mumbai's 2.89 million (28.9 lakh)—a gap of nearly 3,90,000 passengers, according to Airports Authority of India data.

Mumbai retains its overall second-place ranking when international traffic is included. The airport handled approximately 4 million (40 lakh) total passengers in April against Bengaluru's 3.68 million (36.8 lakh), a reflection of Mumbai's far larger international catchment. Delhi remained India's busiest airport by a wide margin across all metrics.

The reversal in domestic rankings is not entirely new. During the Covid-disrupted years of 2020 and 2021, Bengaluru had briefly crossed Mumbai in certain months. What distinguishes the current shift is its "likely permanence". Mumbai's single-runway Chhatrapati Shivaji Maharaj International Airport is slot saturated, and incremental domestic growth from the Mumbai Metropolitan Region is now being absorbed by the newly operational Navi Mumbai International Airport. Together, the two airports serving MMR handled approximat-

BUT MMR STAYS AHEAD IN APRIL

Delhi, Mumbai and Bengaluru passenger traffic in April 2026, at a glance (all numbers in million)



ely 3.4 million (34 lakh) domestic passengers in April—marginally ahead of Bengaluru's 3.28 million (32.8 lakh). But the gap is expected to widen in Bengaluru's favour as Navi Mumbai scales up independently. "The underlying driver is supply side, not a demand reversal," said an airline official.

Mumbai's incremental domestic growth is now being channelled to Navi Mumbai International Airport, which began operations on

Dec 25, 2025, leaving Bengaluru to capture the organic growth of its own rapidly expanding catchment area.

In April, Mumbai's year-on-year domestic passenger traffic fell 12%, as against only a 0.8% drop registered by Bengaluru, while Delhi's passenger traffic grew by 1.8%.

In the early to mid-2030s, Navi Mumbai airport is expected to handle more flights and passengers than Mumbai airport.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

29 MAY 2026

Prepaid auto plan at airport's T2 hits fare hike roadblock

Somit.Sen@timesofindia.com

Mumbai: The much-awaited prepaid autorickshaw service at Mumbai airport's Terminal 2 has hit a roadblock even before its formal launch, with the NGO tasked with operating the facility seeking a steep hike in the convenience fee from Rs 20 to Rs 50, citing operational costs and payments to the airport operator for use of the space.

Stakeholders involved in the proposal said the infrastructure for prepaid booths is almost ready and the service could begin immediately once the revised fee structure is approved. However, the demand has triggered concern among commuter groups, who argue that any increase will make an already expensive option costlier for passengers.

Transport activist said prepaid autorickshaws typically charge 20-30% higher than metered fares depen-

ding on distance, and an additional convenience fee would further burden travellers. "The hike will add to the prepaid tariff and will not go down well with commuters," he said.

Auto union representatives, however, insist the current Rs 20 fee is unviable. Maqbool Mujawar, who is associated with auto unions, said, "For prepaid taxis, Rs 70 is the present convenience fee. We cannot afford to run the stand with such a low Rs 20 convenience fee and have demanded an increase."

He added that the collections would be used to pay for manpower and operations, with a portion going to the airport authorities, and some earmarked for welfare support for auto drivers' family members.

As per the proposed operating model, autorickshaws entering the system will undergo registration and multiple checks before being issued tokens to pick up

passengers.

Around 35 to 40 personnel across shifts are expected to man the booths. The NGO "Happy to Help" is expected to oversee booth operations, while auto union members will coordinate on-ground movement.

The push for prepaid autos comes amid recurring complaints of rogue drivers fleecing passengers at airports. Prepaid systems record driver and vehicle details and lock fares in advance, reducing disputes and overcharging, while also offering drivers assured pickups and incentives.

Former MP and Shiv Sena leader Gajanan Kirtikar met transport commissioner Rajesh Narvekar on Tuesday, and said he submitted a petition supporting the fee hike, claiming the commissioner responded positively. Sources said the transport commissioner is likely to forward the proposal to the MMRTA for clearance.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

30 MAY 2026

Advanced aviation weather system launched at IGIA

TIMES NEWS NETWORK

New Delhi: SkyCast, an advanced integrated aviation weather intelligence and nowcasting facility, was launched at Indira Gandhi International Airport on Friday.

Calling it India's first 'SkyCast System', Union minister of state for science and technology and earth sciences Jitendra Singh said only 18 such systems exist across the world, and India has now become the 19th to install this integrated atmospheric remote sensing system for aviation weather monitoring.

After IGI Airport Delhi, the second such facility will come up at Jewar Airport, followed by expansion to other airports across India, he said. Singh said passengers can look forward to a future where flight disruptions caused by fog and turbulence will significantly reduce.

The minister said the system will provide advance alerts to aircrew and pilots even within short time windows of around three hours, enabling them to decide

the safest time for landing. It will also avoid unnecessary diversions, cancellations and delays. India is moving towards an era of 'fog-free flights' through scientific innovation, he added.

Delhi International Airport Ltd (DIAL) said SkyCast is a next-generation aviation meteorological platform that integrates advanced remote sensing technologies, atmospheric profiling systems and intelligent nowcasting tools to continuously track rapidly evolving weather conditions that may impact flight operations. "This enhances the ability of meteorologists and aviation stakeholders to accurately track and respond to changing weather systems," said DIAL.

Videh Kumar Jaipuria, CEO-DIAL, said, "Weather can change quickly, and having access to accurate, real-time information makes a real difference on the ground and in the air. This system will help our teams, pilots and air traffic controllers make quicker, informed decisions, ensuring smoother and safer journeys for passengers."



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

30 MAY 2026

Pocso convict secures parole to rebuild house razed for airport

Vaibhav.Ganjapure
@timesofindia.com

Nagpur: The Nagpur bench of Bombay HC granted 25-day parole to a Pocso case convict whose house in Panvel was demolished during land acquisition for the Navi Mumbai international airport project, observing authorities repeatedly failed to act on his applications despite earlier judicial directions.

The petitioner had sought parole to construct a new house for his family and to take care of the medical needs of his son.

A division bench of Justices Urmila Joshi-Phalke and Nivedita Mehta allowed the plea by Pradeep Gaikwad, currently lodged in Amravati jail. He was convicted in 2020 and was initially sentenced to 14 years of rigorous imprisonment, which was later reduced to 10 years by the HC.

According to the petition, Maharashtra govt acquired Gaikwad's house in 2013 for the proposed airport, with the promise of compensation. However, the house was demolished in Aug 2021 without any compensation being paid.

His counsel also in-

formed the court that Gaikwad's son was admitted to MGM Medical College and Hospital in Mumbai and required medical attention. The state opposed the plea, arguing the petitioner had already been released on parole earlier and could not

seek relief repeatedly.

The court directed prison authorities to release the petitioner on parole for 25 days upon furnishing a personal bond of Rs 25,000 with one surety of the like amount and an undertaking to surrender before the due date.

Delhi airport gets India's 1st SkyCast weather system

RAHUL GAHLAWAT
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 29

Delhi's Indira Gandhi International Airport (IGIA) has got the country's first state-of-the-art 'SkyCast' system to provide pilots with real-time weather intelligence and reduce delays, diversions and cancellations caused by fog and turbulence.

Union Minister of State (Independent Charge) for Science and Technology and Earth Sciences Jitendra Singh inaugurated the system. With this, India became the 19th country to install the integrated atmospheric remote sensing system for aviation weather monitoring.

Singh said the second such facility would come up at Jewar, followed by expansion to other airports.

He described SkyCast as a major milestone in India's aviation sector as it combines multiple atmospheric observation technologies for fog monitoring, turbulence detection and high-impact weather forecasting.

The system integrates advanced atmospheric remote sensing technologies, including Radar Wind Profiler, SODAR, Microwave Radiometer, Ground-based Fog Aerosol Spectrometer (GFAS) and CL61 Lidar-based Ceilometer, to provide comprehensive real-time atmospheric intelligence. Singh said the facility would strengthen runway monitoring and warning systems, making take-offs and landings safer.



Union Minister of State (Independent Charge) for Science and Technology Jitendra Singh and others during the inauguration of the Skycast system at Indira Gandhi International Airport.

He said the core of SkyCast is an advanced boundary-layer Radar Wind Profiler, which continuously measures wind speed, wind direction, turbulence, vertical velocity and boundary-layer dynamics up to nearly 3 km above the airport. These parameters are crucial during aircraft descent and landing operations, where precise atmospheric information improves safety. The facility also includes advanced fog monitoring instruments such as GFAS, which provides detailed information on fog droplets, aerosols and aerosol-fog interaction. Singh said this was particularly important for cities like Delhi, where pollution particles interact with fog and affect visibility.

The system also integrates the CL61 Lidar-based Ceilometer, which continuously moni-

tors the vertical structure of fog. This helps assess fog formation, visibility reduction and atmospheric conditions affecting aviation operations.

Beyond aviation, SkyCast observations will support advanced forecasting models, AI-enabled decision support systems, urban weather forecasting, pollution management, transport advisories and disaster preparedness initiatives.

SkyCast combines real-time measurements of fog, aerosols, turbulence, moisture, visibility and atmospheric conditions into a single aviation weather intelligence framework. The system will support pilots, airlines, airport operators and air traffic management agencies with accurate now casting and early warning services.

The scientific foundation of

SkyCast comes from the Winter Fog Experiment (WiFEX), jointly launched by IITM and IMD under the Ministry of Earth Sciences at IGI Airport in 2015. WiFEX helped researchers better understand fog formation, aerosol-cloud interaction, visibility reduction and urban boundary-layer processes, contributing to the development of the operational system.

Singh said India was moving towards an era of "fog-free flights" through scientific innovation and advanced weather technologies.

Referring to Prime Minister Narendra Modi's vision of taking aviation from "Hawai Chappal to Hawai Jahaz", the Minister said India was also moving towards democratisation of weather services for aviation and citizens.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

28 MAY 2026

AI, IndiGo, AI Express cut domestic flights amid rising fuel costs, lower demand

NEW DELHI/MUMBAI, May 27: Air India, IndiGo, and Air India Express are temporarily reducing their domestic flights by 10 to 22 per cent in the coming months, as the airlines seek to deal with the impact of surging jet fuel prices and relatively lower travel demand, according to officials.

In the wake of the West Asia conflict, which started in late February, airlines have been facing multiple headwinds, including costlier fuel and airspace curbs, which pushed up their operational costs.

Faced with spiralling costs, Air India, IndiGo and Air India Express have also resorted to rationalisation of domestic routes for the coming months.

Officials said Air India is cutting 20-22 per cent of its

domestic flights for June and July, and Air India Express is reducing 10 per cent of the domestic services for June. In the case of Air India and Air India Express, flight reductions are compared to the planned services in the summer schedule for the respective months.

IndiGo is cutting 12-15 per cent of domestic flights for the September quarter, officials said. They noted that the rationalisation of domestic flights has been mainly driven by higher fuel prices and lower demand.

Air India operates around 4,400 weekly flights. Out of them, about 3,600 are domestic, and 800 are international services. The officials said 20-22 per cent of the domestic flights would be reduced. Based on the around 3,600 weekly domestic

flights, the 22 per cent cut would result in a reduction of more than 790 weekly services.

Air India Express said it has been making calibrated adjustments to optimise its network and align capacity with changes in demand.

"The impact on domestic frequencies is less than 10 per cent," the airline said in a release.

The airline operates around 3,000 weekly flights, and out of them, around 2,400 are domestic services. A 10 per cent cut based on these numbers would mean a reduction of about 240 flights.

Officials said IndiGo operates around 15,400 weekly flights, and out of them, about 13,000 are domestic services. A reduction of 15 per cent would mean a cut of around 2,000 weekly services. —PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

30 MAY 2026

लखनऊ से नोएडा की पहली फ्लाइट फुल नियमित उड़ान जुलाई से, इंडिगो ने 16 से 30 जून तक की टिकट बुकिंग बंद

ग्रेटर नोएडा। नोएडा एयरपोर्ट पर पहली उड़ान लखनऊ से आएगी। इस ऐतिहासिक क्षण का साक्षी बनने का जोश ऐसा है कि इंडिगो की इस पहली उड़ान की सभी सीटें बुक हो चुकी हैं। शाम के समय वापसी की फ्लाइट में अभी करीब 60% सीटें खाली हैं।

15 जून को उड़ानें शुरू होने के बाद 30 जून तक फ्लाइट शिड्यूल में बदलाव किए जा रहे हैं। इसकी वजह से पहले चालू टिकट बुकिंग

इंडिगो की खास तैयारी : इस उड़ान खास बनाने के लिए इंडिगो ने भी अपनी नई एयरक्राफ्ट एयरबस 321 नियो का उपयोग करने की योजना बनाई है। इसमें कुल 195 सीटें हैं जिसमें से 12 बिजनेस क्लास और 183 इकॉनमी क्लास हैं। यही फ्लाइट बाद में नोएडा एयरपोर्ट से बंगलुरु के लिए टेक ऑफ करेगी। शाम को नोएडा एयरपोर्ट से लखनऊ जाने वाली फ्लाइट के लिए एयरबस ए-320 फ्लाइट का उपयोग होना है। इसमें 186 इकॉनमी क्लास सीटें हैं।

को अभी स्थगित कर दिया गया है। अधिकारियों का कहना है कि उड़ान इंडिगो और अकासा एयर एक जुलाई से ही नियमित रूप से

संचालित करेंगी।

नोएडा एयरपोर्ट के लिए लांच कैरियर इंडिगो एयरलाइंस की वेबसाइट पर मौजूद जानकारी के

मुताबिक सुबह 7:05 बजे लखनऊ से टेक ऑफ होने वाली फ्लाइट 6ई-2278 में सारी सीटें बिक चुकी हैं। नोएडा एयरपोर्ट पर सुबह 8:05 बजे लैंड करने वाली यह फ्लाइट ऑपरेशन शुरू होने की साक्षी बनेगी। राजनीतिक चेहरे भी करेंगे सफर ऑपरेशन से जुड़े अधिकारियों के अलावा लखनऊ से कुछ राजनीतिक चेहरे भी इस उड़ान के साक्षी बनने जा रहे हैं। सभी की टिकट पहले से बुक हैं। व्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

30 MAY 2026

एयरपोर्ट पर विमान को खाली कराए जाने से पहले लैंडिंग गियर में देखी गई थी आग

एएआईबी ने 26 अप्रैल को हुए हादसे की सौंपी रिपोर्ट, चार यात्री हो गए थे घायल

अमर उजाला ब्यूरो

नई दिल्ली। विमान दुर्घटना जांच ब्यूरो (एएआईबी) की रिपोर्ट के अनुसार, 26 अप्रैल की सुबह दिल्ली एयरपोर्ट पर स्विस इंटरनेशनल एयरलाइंस के ए330-343 विमान में सवार 245 लोगों को आपातकालीन स्थिति में बाहर निकालने से पहले विमान के दाईं ओर के लैंडिंग गियर में आग देखी गई थी। आपातकालीन निकासी के दौरान चार यात्री घायल हो गए थे।

यह वाक्या 26 अप्रैल को रनवे पर तड़के करीब 1:50 बजे हुआ। ज्यूरीख जाने वाले इस विमान में



232 यात्री और 13 कू सदस्य सवार थे। अपनी शुरुआती रिपोर्ट में, एएआईबी ने बताया कि फ्लाइट रिकॉर्डर से मिले डाटा, एटीसी (एयर ट्राफिक कंट्रोल) के रिकॉर्ड, कंट्रोलर के बयानों के साथ-साथ ऑपरेटर से मिले विमान से जुड़े रखरखाव और ऑपरेशनल रिकॉर्ड का विश्लेषण किया जा रहा है।

रिपोर्ट में कहा गया है कि जांच टीम घटना के मूल कारण की पहचान करने के लिए आगे की कार्रवाई के लिए मान्यता प्राप्त प्रतिनिधियों और तकनीकी सलाहकारों के साथ समन्वय में है। तड़के 1:35 बजे, पूर्ण आपातकाल घोषित किया गया था और फॉलो मी (एफएम) जीप ने बताया कि केवल धुआं निकल रहा है, आग नहीं लगी है। इसके कुछ देर बाद, एफएम जीप ने विमान को इंजन बंद करने के लिए कहा और सूचित किया कि लैंडिंग गियर में आग लग गई है। टावर कंट्रोलर ने विमान को इंजन बंद करने का भी निर्देश दिया।



Corporate Communications Directorate

AMAR UJALA

DELHI

30 MAY 2026

डीजीसीए की सख्ती और महंगे ईंधन ने इंडिगो को कराया 2,537 करोड़ का घाटा

नई दिल्ली। भारत के विमानन बाजार में 60 फीसदी से अधिक हिस्सेदारी रखने वाली इंडिगो पर दोहरी मार पड़ी है। कंपनी को 2025-26 की चौथी तिमाही में 2,536 करोड़ का भारी घाटा हुआ है। पिछले साल की समान तिमाही में 3,068 करोड़ का मुनाफा हुआ था।

इस संकट की शुरुआत दिसंबर में उड़ान समय सीमा नियमों के उल्लंघन और 2,507 उड़ानें रद्द होने से हुई। इसके बाद डीजीसीए ने कंपनी पर 22.20 करोड़ का जुर्माना लगाया। साथ ही, शौकालीन सत्र की उड़ानों में 10 फीसदी कटौती करने का निर्देश दिया। इंडिगो ने कहा, इस घाटे के पीछे रुपये में गिरावट, श्रम कानूनों में बदलाव, ईरान

■ एशियन पेट्रोल को 69 फीसदी अधिक मुनाफा : कंपनी का वित्त वर्ष 2025-26 की चौथी तिमाही में मुनाफा सालाना आधार पर 69.15 फीसदी बढ़कर 1,185.5 करोड़ रुपये पहुंच गया। विक्री से प्राप्त राजस्व 10.79 फीसदी बढ़कर 9,228.46 करोड़ रुपये पहुंच गया। कंपनी के बोर्ड ने 23 रुपये का अंतिम लाभांश देने की सिफारिश की है।

संघर्ष और ईंधन की ऊंची कीमतों जैसे बड़े कारण हैं, जिसने कंपनी को लंबे रूट और उच्च परिचालन लागत के लिए मजबूर किया। ■ बोनस डेस्क



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 MAY 2026

Flight cancellations, lower yield, pricier fuel drag IndiGo to a loss of ₹2,537 crore in Q4

Rohit Vaid
New Delhi

Sharp foreign exchange losses, operational disruptions, lower yields and rising fuel costs weighed on the financial performance of InterGlobe Aviation, the parent company of IndiGo, during the fourth quarter of FY26. The airline reported a consolidated net loss of ₹2,536.9 crore for the quarter, compared to a net profit of ₹3,067.5 crore in the corresponding period last year. It said continuing disruptions linked to the West Asia conflict and operational pressures during the quarter materially impacted profitability.

InterGlobe Aviation MD Rahul Bhatia said: "FY26 was marked by an exceptionally

challenging operating environment, which materially impacted our profitability. Despite these conditions, the underlying performance of the business remained resilient."

TRAFFIC SLOWDOWN

"During the year, our capacity grew by 9.5 per cent, and total income increased by over 6 per cent. Excluding the impact of foreign exchange and exceptional items, IndiGo delivered a profit of ₹75 billion," he ad-

ded. Passenger traffic during the quarter declined 1.1 per cent to 31.6 million, while the load factor dropped by 1.7 percentage points to 85.8 per cent.

Similarly, the yield declined 2.2 per cent to ₹5.20, reflecting pressure on passenger revenues. However, consolidated revenue from operations rose 1.3 per cent to ₹22,438.4 crore (₹22,151.9 crore). Total income increased 3.2 per cent to ₹23,830.7 crore from ₹23,097.5 crore.

Q4 performance (in ₹ crore)

	Q4FY25	Q4FY26	y-o-y (%)
Net profit/loss	3,067.5	-2,536.9	-182.7
Revenue from operations	22,151.9	22,438.4	1.3
Total income	23,097.5	23,830.7	3.2
Passengers (million)	31.9	31.6	-1.1

EXPENSES SURGE

Total expenses surged 30.1 per cent to ₹25,932.5 crore, largely due to higher non-fuel costs, labour-related provisioning, and foreign exchange impact.

The airline also cited ₹249.9 crore as exceptional items during the quarter, following incremental provisions linked to the new Labour Codes.

InterGlobe Aviation said excluding the impact of forex fluctuations and exceptional items, it would have reported a net profit of ₹1,920.6 crore for the quarter.

On a full-year basis, InterGlobe Aviation reported a consolidated net loss of ₹2,393.6 crore for FY26, compared to a net profit of ₹7,258.4 crore in FY25.

Also read p9



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 MAY 2026

Forex exposure, fleet strategy in focus as IndiGo charts flight path for FY27

BALANCE SHEET WOES. Foreign exchange volatility remains biggest challenge, says InterGlobe Aviation

Rohit Vaid
New Delhi

Foreign exchange volatility continues to remain one of the biggest risks for IndiGo, said the airline's parent company, InterGlobe Aviation.

As per the company, every ₹1 movement against the US dollar translates into nearly ₹900 crore of balance sheet impact for the airline.

Speaking during an analyst call following the company's Q4FY26 earnings announcement, the airline's management said IndiGo's total foreign exchange exposure currently stands at nearly \$10 billion, of which around \$1.3 billion has been hedged.

According to the airline's CFO Gaurav Negi, the airline will continue evaluating opportunities to increase hedging coverage going forward.



STRATEGIC SHIFT. Owning aircraft instead of leasing them will help the airline reduce lease-related costs

Besides, the management said excess cash beyond the airline's 20-25 per cent revenue safety net, estimated at around ₹20,000-25,000 crore, will be utilised to acquire aircraft outright.

CUTTING LEASE COSTS Furthermore, he cited that owning aircraft instead of leasing them will help the airline reduce lease-related costs as well as lower foreign exchange exposure.

Answering another question, Negi said the airline's immediate priority is returning expensive damp leases

and phasing out older fuel-inefficient aircraft, including A320 CEOs, while maintaining existing aircraft delivery schedules.

Meanwhile, the airline expects the number of grounded aircraft to reduce from the current levels in the 40s to the 30s in the coming months.

He also said the airline has been actively increasing fares to offset rising costs, though fuel surcharge increases have not yet fully compensated for the rise in fuel costs.

As per the management,

IndiGo expects mid-teen unit revenue growth during the first quarter of FY27, partly aided by fuel surcharge adjustments and a favourable base effect.

He added that the airline expects full restoration of the affected international capacity by the end of June.

Additionally, the airline expects capacity addition in the Indian market to be around 3-4 per cent year-on-year during the first quarter of FY27. "Our readiness in FDTL is complete and will remain so in the future," the airline's Managing Director Rahul Bhatia said, referring to flight duty time limitation norms.

CORE STRATEGY

Responding to a query regarding the role of Willie Walsh at IndiGo, Bhatia said the airline's single-aisle aircraft programme centred around A320 and A321 air-

craft will continue to remain core to the company's long-term strategy.

"Our single aisle programme (A320s/A321s) will always be central to the future of the company. We are adding mutations with XLRs and A350s — that will be the hybrid model and that is something Willie Walsh is experienced in," Bhatia said.

"While we widen our international footprint, we will protect our core domestic business," he added.

The airline ended FY26 with a total cash balance of ₹51,650.6 crore, including free cash of ₹36,216.3 crore.

In addition, InterGlobe Aviation said total debt, including capitalised operating lease liabilities, stood at ₹77,749.2 crore.

As of March 31, 2026, IndiGo operated a fleet of 441 aircraft and provided services to 97 domestic and 45 international destinations.



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 MAY 2026

Airlines seek digital platform for Ebola self declaration

Aneesh Phadnis
Mumbai

Airlines have asked the government to quickly roll out a digital platform for the submission of passenger self-declaration forms as a part of the Ebola virus containment measures.

This would improve compliance and save printing expenses, airline executives told the Directorate General of Civil Aviation (DGCA) during review meetings this week. On May 22, the DGCA issued an order asking airlines offering direct and indirect connectivity to Uganda and the Democratic Republic of Congo to distribute self-declaration forms to passengers.

While the May 22 order has not been amended, instructions were issued on Monday to all international airlines operating in Delhi to distribute these forms. Subsequently, similar instructions have been issued at a few other airports.

Alongside distributing forms, the crew have also been asked to make an-

nouncements prior to arrival in India.

On their part, airlines have asked the regulator to introduce a digital platform like the Air Suvidha app that was used during the Covid-19 pandemic.

A suggestion was also made to incorporate the Ebola self-declaration form in the immigration department's online platform.

HEALTH EMERGENCY

"We realise the Ebola outbreak in Africa is a public health emergency and support the Indian government's initiative. However, more time should have been provided to airlines for preparing themselves," an executive pointed out.

Some airlines are advising passengers to scan a QR code to access the self-declaration form. Airports, too, are gearing up. Chennai airport has set up dedicated isolation rooms and also carried out a mock drill to assess emergency response readiness and inter-agency co-ordination. The Civil Aviation Ministry did not respond to a query.



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

28 MAY 2026

Smoke detected in IndiGo flight, 230 passengers evacuated at airport

In IndiGo flight 6E 6017 from Bengaluru to Chennai had to evacuate 230 passengers on-board after smoke was detected inside the aircraft on Tuesday at Kempegowda International Airport. The smoke was detected while the aircraft was taxiing towards the runway. Airline officials stated that immediately after the smoke was detected, emergency slides were deployed for all crew members and passengers to safely move towards the terminal. As of now, the cause of the smoke has not been determined. Airport and airline authorities are expected to examine the aircraft and further investigation is underway

— BMB

IndiGo reports net loss of ₹2,537 crore

Forex losses, high ATF prices dent earnings

DEEPAK PATEL
New Delhi, 29 May

IndiGo airline, formally known as InterGlobe Aviation, on Friday posted a consolidated net loss of ₹2,536.9 crore in the fourth quarter of 2025-26 (Q4FY26), hurt by sharp foreign exchange (forex) losses, elevated aviation turbine fuel (ATF) prices, and flight cancellations

due to the ongoing conflict in West Asia. The airline had reported a consolidated net profit of ₹3,067.5 crore in the year-ago period.

IndiGo said the rupee depreciated sharply by around 5 per cent against the US dollar during Q4FY26, resulting in a forex loss of about ₹4,820 crore. "Foreign exchange losses are largely mark-to-market losses," Gaurav Negi, chief financial officer (CFO) of IndiGo, said during the analyst conference call, adding that these forex losses are primarily linked to aircraft lease and maintenance liabilities payable over 8-10 years.

"Mark-to-market losses" arise when companies are required to account for liabilities at prevailing currency rates even if the actual payment will happen years later.

Negi said the airline's operations, especially on the international side, had to be curtailed due to the West Asia conflict. "We had close to 160 daily frequencies..., which went to the West Asia as well as into Europe. Once the crisis happened..., a large part of this had to be cancelled," he noted.

The CFO said benchmark jet



Financial snapshot

(Figures in ₹ cr)	Q3FY26	Q4FY26	Change (%)	
			Q-o-Q	Y-o-Y
Total income	24,540.6	23,830.7	-2.9	3.2
Total expenses	22,431.9	25,932.5	15.6	30.1
Net profit/loss	549.1	-2,536.9	-	-

Source: Company

fuel prices in international markets rose by more than 50 per cent. While domestic ATF prices increased by around 25-30 per cent because of support from the government and oil marketing companies (OMCs), IndiGo said it could not completely pass on the increase in fuel costs to passengers.

"We did introduce a fuel surcharge to pass on some of those costs related to the increase that has happened... On the domestic side, we have managed to recover to a large part the increased cost that is there. On the international side, we've tried to pass on a large part of the fuel increase, but not in its entirety," he explained.

Indian airlines are particularly vulnerable to rupee depreciation because a large share of their expenses, including aircraft leases, maintenance, and part of fuel purchases, is dollar-denominated, while most revenue is earned in rupees. Fuel also remains the single-largest expense item for airlines and typically accounts for around 40 per cent of operating costs.

In Q4FY26, IndiGo's total expense jumped by 30.1 per cent year-on-year (Y-o-Y) to

₹25,932.5 crore, while its total income jumped by just 3.2 per cent Y-o-Y to ₹23,830.7 crore.

For IndiGo, April remained a difficult month because of the disruptions, although demand trends improved in May, Negi stated.

The airline added that lower aircraft utilisation also weighed on performance as capacity was pulled out from West Asia operations and redeployed on domestic routes. The airline expects capacity growth of around 3-4 per cent in Q1FY27 compared to the same period last year.

The CFO said the airline has adopted a "measured approach" towards capacity deployment because of elevated fuel prices and a seasonally softer demand environment from mid-June onwards. IndiGo said it plans to return expensive damp-leased aircraft and reduce deployment of older fuel-intensive planes.

"Our immediate attempt is to first phase out the damp leases... Some of them are not the most-efficient technologies. As a result, they tend to consume a lot more fuel," he noted.

भास्कर एनालिसिस जनवरी-मार्च में रुपया 10.6% टूटने से 4,823 करोड़ का नुकसान

इंडिगो को 2,536 करोड़ घाटा, एक साल पहले 3,067 करोड़ लाभ में थी

भास्कर न्यूज़ | मुंबई

देश की सबसे बड़ी एयरलाइन इंडिगो चलाने वाली कंपनी इंटरग्लोब एविएशन ने जनवरी-मार्च तिमाही में 2,536 करोड़ रुपए का शुद्ध घाटा उठाया। एक साल पहले इसी अवधि में कंपनी को 3,067 करोड़ रुपए का शुद्ध मुनाफा हुआ था।

बीती तिमाही कंपनी की परिचालन आय मात्र 1.3% बढ़कर 22,438 करोड़ रही, लेकिन कुल खर्च 30% से ज्यादा बढ़कर 25,932 करोड़ रुपए हो गया। पूरे वित्त वर्ष 2025-26 में भी कंपनी को 2,394 करोड़ रुपए का नुकसान हुआ, जबकि 2024-25 में 7,258 करोड़ का मुनाफा कमाया था। हालांकि, यदि डॉलर के मुकाबले रुपए में कमजोरी से हुए नुकसान और असाधारण मदों को हटाकर देखें तो कंपनी ने बीते वित्त वर्ष 7,500 करोड़ रुपए से ज्यादा का वास्तविक मुनाफा कमाया। यह बताता है कि बुनियादी तौर पर कंपनी की कैलेंस शीट अब भी मजबूत है।

इंटरग्लोब एविएशन के एमडी राहुल भट्टिया ने कहा कि वित्त वर्ष 2025-26 हमारे लिए असाधारण रूप से चुनौतीपूर्ण था। हमने हमारे प्रॉफिट को प्रभावित किया। इन हालात के बावजूद बुनियादी तौर पर बिजनेस का प्रदर्शन लचीला रहा।

इंडिगो: जनवरी-मार्च तिमाही और पूरे वित्त वर्ष 2025-26 का रिजल्ट (कन्सॉलिडेटेड) एक नजर में

मापदंड	Q4 FY26	Q4 FY25	अंतर	FY25-26	FY24-25	अंतर
ऑपरिंग रेवेन्यू	22,438	22,152	1.3%	84,962	80,803	5.1%
टैक्स पूर्व लाभ	-2,352	3,169	174.2%	-1,961	7,593	125.8%
ऑपरिंग मार्जिन	8.7%	31.8%	72.6pp	17.4%	26.4%	34.4pp
टैक्स बाद लाभ	-2,536	3,068	182.7%	-2,392	7,258	133.0%

अंतरों को रुपए में, शेयर कंपनी का इंडिगो

मार्केट कैप | इंटरग्लोब एविएशन का मार्केट वैल्यू 31 मार्च 2026 तक 1.66 लाख करोड़ रुपए था।

12.3

करोड़ यात्रियों ने इंडिगो की फ्लाइट से सफर किया वित्त वर्ष 2025-26 के पूरे 12 महीनों के दौरान। इसमें घरेलू और इंटरनेशनल फ्लाइट शामिल हैं।

देश की सबसे बड़ी एयरलाइन घाटे के 5 बड़े कारण...

सीटें कम भरीं, लेकिन प्रति यात्री ऑपरेशनल खर्च 7.3% बढ़ गया



1. कमजोर रुपए का झटका: मार्च तिमाही में विदेशी करेंसी से जुड़ा घाटा 4,823 करोड़ रुपए रहा। पिछले साल इसी तिमाही में 137 करोड़ का लाभ हुआ था। जनवरी से मार्च के बीच डॉलर के मुकाबले रुपए 85.50 से गिरकर 94.56 पर आ गया। यानी 10.6 पैसे की गिरावट आई। यह बड़ा झटका है क्योंकि विमान लीज, ईंधन और रखरखाव का बड़ा हिस्सा डॉलर में चुकाना पड़ता है।

2. नए श्रम कानूनों का असर: नवंबर 2025 में लागू नए लेबर कोड्स के चलते पूरे साल में ₹1,219 करोड़ का असाधारण खर्च उठाना पड़ा।
3. गैर-ईंधन लागत में उछाल: ईंधन और डॉलर-रुपये के उतार-चढ़ाव को छोड़कर, इंडिगो को एक यात्री को एक किलोमीटर ले जाने में 3.15 रुपए खर्च करने पड़े, जो पिछले साल से 7.3% महंगा हो गया।
4. खर्च में बढ़ोतरी: विमानों के रखरखाव पर खर्च 15.1%, फंडिंग की लागत 16% बढ़ी। इसका सीधा असर कंपनी की आय पर हुआ।
5. कमजोर घटी: प्रति यात्री किलोमीटर औसत किराया 2.2% घटकर 5.20 रुपए रह गया। इस बीच कंपनी का लोड फैक्टर भी 87.4% से घटकर 85.8% पर आ गया। यानी सीटें कम भरीं।

क्षमता 9.5%, कर्ज 16% बढ़ा

ये कंपनी के अच्छे पहलू...

मजबूत नकदी: 31 मार्च 2026 तक इंडिगो के पास ₹51,651 करोड़ कैश था। यह पिछले साल से 7.2% ज्यादा। प्री-कैश भी 36,216 करोड़ है, जो बड़े झटके झेलने की ताकत देता है।
विजनेस फायदे में: रुपए में कमजोरी से नुकसान और असाधारण खर्च हटा लें तो 2025-26 में कंपनी को 7,503 करोड़ का वास्तविक मुनाफा (पीएटी) हुआ। यानी ऑपरेशन फायदे में रहा।
विस्तार जारी: कंपनी ने फ्लीट बढ़ाकर 441 विमान कर दिया। इससे क्षमता 9.5% बढ़ गई। इसके पास 97 घरेलू + 45 अंतरराष्ट्रीय गंतव्यों के लिए रोजाना करीब 2,150 उड़ानों का पोर्टफोलियो है। बीते वित्त वर्ष 12.3 करोड़ यात्रियों को सर्विस दी।
ये चिंताजनक...
कर्ज बढ़ा: कुल कर्ज 16.4% बढ़कर 77,749 करोड़ रुपए हो गया। विमान लीज की देनदारियां बढ़ी हैं। यही दबाव वित्तीय लागत बढ़ा रहा है।
प्रतिस्पर्धा जांच: भारतीय प्रतिस्पर्धा आयोग ने फ्लाइट कैसिलेशन प्रकरण में इंडिगो के घरेलू ऑपरेशन की जांच के आदेश दिए हैं।

Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

28 MAY 2026

Fuel prices: Air India to cut 22% domestic flights

New Delhi, May 27: Air India has temporarily cut 22 per cent of its domestic flights as the loss-making airline grapples with the impact of the high fuel prices, according to sources.

The decision comes two weeks after the Tata Group-owned airline announced a 27 per cent reduction in international flights amid airspace curbs, as well as costlier jet fuel, which have pushed the operational costs higher for overseas sectors.

Air India operates around 4,400 weekly flights. Out of them, about 3,600 are domestic, and 800 are international services.

"In continuation of our previously announced adjustments to select international services between June and August 2026, we have temporarily rationalised operations on certain domestic routes during the same period, with a reduction in frequencies on select routes," Air India said in a statement on Wednesday.

The sources said 20-22 per cent of the domestic

TECHNICAL SNAG: AI PLANE TO SAN FRANCISCO RETURNS MIDWAY

New Delhi, May 27: An Air India plane bound for San Francisco returned to New Delhi on Wednesday after developing a technical snag mid-flight, forcing the aircraft to turn back after spending more than eight hours in the air, according to the airline and flight-tracking data.

The aircraft, with around 230 passengers onboard, had been airborne for more than three hours and was flying through Chinese airspace before diverting back towards the national capital.

Flight AI173, operated by a Boeing 777-300ER carrying around 230 passengers, departed Delhi for San Francisco before returning to the Indian capital in line with standard safety procedures, Air India stated. "The aircraft landed safely and will undergo technical inspection in line with Air India's safety standards," the airline said.

Sources said the aircraft had to return due to an issue with the Traffic Alert and Collision Avoidance System.

— PTI

flights would be reduced.

Based on around 3,600 weekly domestic flights, the 22 per cent cut would result in a reduction of more than 790 weekly services.

The airline said these adjustments are driven by the sustained impact of high fuel prices on overall operations.

"Air India will continue to monitor demand

and operating conditions closely, with a view to restoring frequencies as conditions stabilise," it said in the statement.

The carrier also said that passengers impacted by these changes will be proactively assisted with re-accommodation on alternative flights, complimentary date changes, or full refunds, as applicable. — PTI

Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

28 MAY 2026

IndiGo, Air India cut flights in June, July on costly fuel

Mumbai, May 27: IndiGo and Air India, India's two largest airlines, have sharply cut their planned domestic flights for June and July, sources familiar with the matter said, as the industry grapples with a rise in jet fuel costs in the wake of the Iran war.

IndiGo has cut around 7-10 per cent of its planned domestic flights for the period, while Air India has cut 22 per cent, the sources said, marking a significant pullback by the two carriers that together control around 90 per cent of India's domestic air passenger market.

The cuts could tighten seat availability on some domestic routes and keep fares elevated during the busy summer travel period, even as airlines try to avoid flying loss-making services.

The Iran war-driven surge in jet fuel prices has blindsided the aviation industry. Fuel can account for up to 40% of airlines' operating expenses, forcing them to raise fares and cut unprofitable flights.

Air India said in a statement that it had "temporarily rationalised operations on certain

HIGHER EXPENSES

● IndiGo cut around 7%-10% of domestic flights for the period, while Air India cut 22%.



● Cuts could tighten seat availability, keep fares elevated.

● Iran war-driven surge in jet fuel prices blindsided aviation industry.

● Fuel can account for up to 40% of airlines' operating expenses.

● Passengers will be offered places on alternative flights, date changes or full refunds.

domestic routes" between June and August.

"These adjustments are driven by the sustained impact of high fuel prices on overall operations. Air India will continue to monitor demand and operating conditions closely, with a view to restoring frequencies as conditions stabilise," a spokesperson for the airline added.

Passengers affected by the changes would be offered places on alternative flights, complimentary date changes or full refunds, the spokesperson added.

IndiGo did not immediately respond to an emailed request for comment. The airline operates

over 2,200 daily flights, including international.

Air India's cuts follow reductions to its international routes, which have created room for foreign airlines to add more flights to and from India. IndiGo had cut some long-haul flights prior to the war, citing operational constraints and airport congestion.

The cuts also underscore the vulnerability of India's fast-growing aviation market to external shocks, even as carriers are set to receive new jets in the coming years.

Air India recently logged a record annual loss of more than \$2 billion.

— Reuters

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 MAY 2026

घरेलू उड़ानों में कटौती से हवाई किराया 30 प्रतिशत तक बढ़ा

गोप्य कुवत विज्ञान • जगहन

नई दिल्ली: यह समय देश में हवाई यात्रा का 'पीक सीजन' है, लेकिन इसी बेहद व्यस्त समय में देश की दो सबसे बड़ी एयरलाइंस एअर इंडिया (एअर इंडिया एक्सप्रेस सहित) और इंडिगो ने घरेलू उड़ानों में कटौती शुरू कर दी है। चूंकि, भारतीय घरेलू विमानन बाजार में इन दोनों कंपनियों की हिस्सेदारी दो तिहाई से अधिक है, इसलिए इस कटौती ने यात्रियों की मुश्किलें

बढ़ा दी हैं। उड़ानों के रद्द होने या रिशेड्यूल होने के कारण बचे हुए विमानों की सीटों की मांग बढ़ गई है। ट्रेवल पोर्टल्स के आंकड़े बताते हैं कि दिल्ली से उड़ानों के 'लास्ट मिनट' या 'स्पाट फेयर' में पिछले हफ्ते के मुकाबले 20 से 30 प्रतिशत तक का उछाल आया है।

दिल्ली-मुंबई रूट की बात करें तो इस सबसे व्यस्त रूट पर सामान्य दिनों में मिलने वाली इकोनमी क्लास का टिकट अब आखिरी समय में 12,000 से 16,000 रुपये



- एअर इंडिया और इंडिगो ने घरेलू उड़ानों में की कटौती
- दिल्ली-मुंबई बिजनेस क्लास का टिकट 50 हजार रुपये के पार

के बीच मिल रहा है। बिजनेस क्लास का टिकट 50,000 रुपये के पार कर चुका है। दिल्ली-चेन्नई

व बेंगलुरु रूटों पर भी इकोनमी क्लास का किराया 14,000 से 15,000 रुपये तक पहुंच चुका है। दिल्ली-लखनऊ व पटना रूट पर भी पीक आवर्स में टिकटें 7500 से 9000 रुपये के पार जा रहे हैं।

घरेलू उड़ान का पैसंजर लोड 90 प्रतिशत से ऊपर: उड़ानें कम होने का मतलब यह नहीं है कि यात्रियों की संख्या कम हुई है। अब कम उड़ानों में ही ज्यादा यात्रियों को एडजस्ट किया जा रहा है। दिल्ली से टेकऑफ करने वाली लगभग हर

घरेलू उड़ान का पैसंजर लोड फैक्टर 90 प्रतिशत से ऊपर चल रहा है। यानी लगभग हर विमान फुल ज रहा है। आइजीआई एयरपोर्ट सिर्फ दिल्लीवालों के लिए नहीं, बल्कि पूरे उत्तर भारत (पंजाब, हरियाणा, राजस्थान, हिमाचल) के लिए एक बड़ा ट्रांजिट हब है। जो यात्री पंजाब या हरियाणा से घरेलू उड़ान पकड़कर दिल्ली आते हैं और फिर यहां से अंतरराष्ट्रीय उड़ान लेते हैं, उन्हें उड़ानों में कमी होने के कारण सबसे ज्यादा परेशानी हो रही है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 MAY 2026

दिल्ली आ रहे विमान को हाई पावर लेजर लाइट से बनाया निशाना

जासं, नई दिल्ली: पुणे से दिल्ली आ रही एअर इंडिया की उड़ान संख्या एआइ 2469 में गंभीर सुरक्षा चूक का मामला सामने आया है। दिल्ली हवाई क्षेत्र के पास पहुंचते ही अज्ञात तत्वों द्वारा विमान को निशाना बनाकर लगातार तीन बार हाई पावर ग्रीन लेजर लाइट चमकाई गई। यात्रा कर रहे मेजर माणिक एम. जाली ने एक्स पर इसकी जानकारी देते हुए सुरक्षा एजेंसियों का ध्यान आकर्षित किया है। मेजर जाली के अनुसार,

यह घटना शुक्रवार रात करीब 9:20 से 9:28 बजे के बीच हुई। उन्होंने हाल ही में अमेरिका में हुई ऐसी ही एक घटना का हवाला देते हुए इस मामले में डीजीसीए और सुरक्षा एजेंसियों से प्लाइट पाथ की जांच करने की मांग की है।

विमानन विशेषज्ञों के मुताबिक, लैंडिंग के समय ऐसी लेजर लाइटें पायलटों को क्षणिक रूप से दृष्टि बाधित कर सकती हैं, जो एक बड़े हादसे का कारण बन सकता है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 MAY 2026

स्पाइसजेट ने पांच महीने से नहीं भरा रिटर्न, जीएसटी का नोटिस

जासं, गुरुग्राम: जीएसटी रिटर्न नहीं दाखिल करने पर एयरलाइन कंपनी स्पाइसजेट को गुरुग्राम उत्तर राज्य क्षेत्राधिकार के अंतर्गत वस्तु एवं सेवा कर (जीएसटी) विभाग ने करण बताओ नोटिस जारी किया है। लगातार छह महीने तक रिटर्न नहीं दाखिल करने पर जीएसटी पंजीकरण रद्द करने का प्रविधान है।

जीएसटी विभाग के अनुसार, स्पाइसजेट द्वारा लगातार जीएसटी रिटर्न दाखिल करने में अनियमितता बरती जा रही है। इसे देखते हुए सीजीएसटी/एसजीएसटी अधिनियम 2017 की धारा 62 के तहत अस्थायी मूल्यांकन (प्रोविजनल असेसमेंट) किया गया। इसके आधार पर विभिन्न अवधियों के लिए कुल 124 करोड़ 65 लाख 87 हजार 156 रुपये की कर मांग निर्धारित की गई है। कंपनी के जीएसटी पंजीकरण को रद्द करने के संबंध में 25 मई को कारण बताओ नोटिस जारी किया गया है। इसके बावजूद कंपनी द्वारा लंबित रिटर्न अभी तक दाखिल नहीं किए गए हैं। इस बारे में स्पाइसजेट प्रबंधन से पक्ष मांगा गया, लेकिन उनकी ओर से जवाब नहीं दिया गया।



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30 MAY 2026

इंडिगो को 2,536 करोड़ रुपये का घाटा

नई दिल्ली, प्रेस : रुपये में गिरावट और परिचालन संबंधी दिक्कतों के चलते मार्च तिमाही में देश की सबसे बड़ी विमानन कंपनी इंडिगो को 2025-26 की मार्च तिमाही में 2,536.9 करोड़ रुपये का घाटा हुआ। 2024-25 की समान अवधि में कंपनी को 3,067.5 करोड़ रुपये का लाभ हुआ था। चौथी तिमाही में कंपनी की कुल आय तीन प्रतिशत बढ़कर 23,830.7 करोड़ रुपये हो गई, जो 2024-25 की समान तिमाही में 23,097.5 करोड़ रुपये थी।

कंपनी ने अपने बयान में कहा कि वित्त वर्ष 2025-26 के दौरान उसे 2,393.6 करोड़ रुपये का शुद्ध घाटा हुआ है, लेकिन विदेशी मुद्रा और कुछ दूसरे उत्पादों से होने वाली हानि को अलग कर दें तो कंपनी को इस दौरान 7,502.5 करोड़ रुपये का लाभ होता है। विमानन कंपनी ने कहा कि रुपये में बहुत ज्यादा गिरावट, श्रम कानूनों में बदलाव और मुश्किल परिचालन माहौल ने परिचालन लाभ को कम कर दिया।

पीक सीजन में घरेलू उड़ानों की किल्लत, दिल्ली से हवाई किराया 30% तक बढ़ा

मुश्किल बढ़ी ▶ दिल्ली-मुंबई रूट पर बिजनेस क्लास की टिकट 50 हजार रुपये के पार

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: यह समय देश में हवाई यात्रा का 'पीक सीजन' है, लेकिन देश को वे सबसे बड़ी एयरलाइंस एअर इंडिया (एअर इंडिया एक्सप्रेस सहित) और इंडिगो ने घरेलू उड़ानों में कटौती शुरू कर दी है। चूंकि, भारतीय घरेलू विमानन बाजार में इन दोनों कंपनियों की हिस्सेदारी वे तिहाई से अधिक है, इसलिए इस कटौती ने यात्रियों की मुश्किलें बढ़ा दी हैं। सिर्फ दिल्ली की बात करें तो देश के सबसे बड़े एविएशन हब, आइजीआई एयरपोर्ट पर एअर इंडिया और इंडिगो द्वारा घरेलू उड़ानों में की गई कटौती का असर यात्रियों पर दिखना शुरू हो गया है।

दिल्ली से मुख्य मार्गों का फ़िराक़ क्या: उड़ानों के रद्द होने या रिशेड्यूल होने के कारण बचे हुए विमानों की सीटों की मांग बढ़ गई है। ट्रेवल पोर्टल्स के आंकड़े बताते हैं कि दिल्ली से चलने वाली उड़ानों के 'लास्ट मिनट' या 'स्पॉट फ़ेयर' में पिछले हफ्ते के मुकाबले 20 से 30 प्रतिशत तक का उछाल आया है। दिल्ली-मुंबई रूट में सामान्य दिनों में मिलने वाली इकोनोमी क्लास की टिकट अब आखिरी समय में 12 हजार से 16

▶ एअर इंडिया और इंडिगो एयरलाइंस ने घरेलू उड़ानों में की कटौती

▶ 12 से 16 हजार रुपये के बीच मिल रही दिल्ली-मुंबई की इकोनोमी क्लास की टिकट



प्रतीकात्मक

हजार रुपये के बीच मिल रही है। बिजनेस क्लास की टिकट की बात करें तो वो 50 हजार रुपये को पार कर चुका है। दिल्ली-चेन्नई व बेंगलुरु रूट पर भी इकोनोमी क्लास का अधिकतम किराया 14 हजार से 15 हजार रुपये तक पहुँच चुका है। दिल्ली-लखनऊ व पटना रूट पर भी पीक आवर्स की टिकटें 7500 से 9000 रुपये के पार जा रही हैं।

घरेलू उड़ान का पैसेंजर लोड 90 प्रतिशत से ऊपर: उड़ानें कम होने का मतलब यह

नहीं है कि यात्रियों की संख्या कम हुई है। अब कम उड़ानों में ही ज्यादा यात्रियों को एडजस्ट किया जा रहा है। दिल्ली से टेकऑफ़ करने वाली लगभग हर घरेलू उड़ान का पैसेंजर लोड फैक्टर 90 प्रतिशत से ऊपर चल रहा है, यानी लगभग हर फ्लाइट पूरी तरह फुल जा रही है। आइजीआई एयरपोर्ट के सभी टर्मिनल पर सुरक्षा जांच और बोर्डिंग गेट पर यात्रियों की भीड़ सामान्य से अधिक देखी जा रही है।

कनेक्टिंग फ्लाइट जेब पर पड़ रही भारी

दिल्ली से मुंबई, बेंगलुरु या चेन्नई जैसे बड़े शहरों के लिए सीधी उड़ान की टिकटें न मिलने या अत्यधिक महंगी होने के कारण यात्री अब कनेक्टिंग फ्लाइट का सहारा लेने को मजबूर हैं। उदाहरण के लिए, दिल्ली से मुंबई जाने के लिए यात्री जयपुर, अहमदाबाद या हैदराबाद होकर जाने वाली कनेक्टिंग फ्लाइट बुक कर रहे हैं। सामान्य तौर पर दिल्ली से मुंबई की दूरी दो घंटे में पूरी होती है, लेकिन कनेक्टिंग फ्लाइट के कारण यात्रियों को पांच से आठ घंटे का समय लग रहा है। मजबूरी में लास्ट-मिनट बुक की जा रही इन कनेक्टिंग फ्लाइट का किराया भी कई रूट पर सामान्य से काफी अधिक चुकाना पड़ रहा है।

दिल्ली आने वाले 'ट्रांजिट यात्रियों' की कमी

मुसीबत: आइजीआई एयरपोर्ट सिर्फ दिल्ली वालों के लिए नहीं, बल्कि पूरे उत्तर भारत (पंजाब, हरियाणा, राजस्थान, हिमाचल) के लिए एक बड़ा ट्रांजिट हब है।

जो यात्री पंजाब या हरियाणा से घरेलू उड़ान पकड़कर दिल्ली आते हैं और फिर यहाँ से अंतरराष्ट्रीय उड़ान लेते हैं, उन्हें उड़ानों में कमी होने के कारण सबसे ज्यादा परेशानी हो रही है।

IndiGo Logs Losses in Q4 on Weak Re, Labour Code Costs

HARD LANDING Posts ₹2,536-cr loss; demand 'inelastic' despite price hike, says MD Bhatia

Our Bureau

New Delhi: Air travellers are not deterred by an increase in ticket prices to cover soaring fuel costs, IndiGo said on Friday, citing more than 40% jump in average domestic airfares and even sharper spike in international fares since the West Asia crisis began.

While India's largest airline reported a loss of ₹2,536 crore for the fourth quarter ended March against a profit of ₹3,067 crore a year earlier, it attributed it to a depreciating rupee and a one-time provision to implement the new labour code.

"Right now, what we are seeing is that despite the increase in ticket price, the demand is inelastic," Rahul Bhatia, managing director of IndiGo, told analysts in a post results call.

Airlines have levied fuel surcharges following a shoot up in jet fuel prices. Global average jet fuel



prices rose to \$195.2 a barrel for the week ended March 27 after the US and Israel launched attacks on Iran. Prices have since cooled but were still at \$159.85 a barrel, about 70% higher than February levels. While the government has absorbed 75% of the increase in domestic jet fuel prices, it hasn't provided any such cushion on the international front.

"It is very clear that we need to raise fares," Bhatia said.

IndiGo said it has been able to pass on the higher costs incurred from high fuel prices on domestic routes, while it has been unable to do so on international routes.

For the full year FY26, IndiGo clocked a loss of ₹2,393 crore against a profit of ₹7,258 crore in FY25. Total income in the fourth

quarter rose over 3% to ₹23,830.7 crore from ₹23,097.5 crore in the year-ago period.

IndiGo's chief financial officer Gaurav Negi said the airline will be doing a capacity rationalisation by returning back to lessors the planes it had taken on short-term lease and other older generation planes as their operating costs remain high.

However, the airline has no plans of slowing down induction of new aircraft.

"As we enter into a seasonally softer demand environment from mid-June, combined with elevated fuel levels, we are adopting a measured approach to optimising capacity," Negi said. "As part of this, selective recalibration of certain routes is warranted to protect markets and was done last year as well, June onwards."

According to aviation data analytics agency Cirium, IndiGo is expected to cut flights by 10-12% in June, July and August.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

30 MAY 2026

SpiceJet faces ₹124-crore GST tax demand



THE GST
DEPARTMENT has
issued a tax
demand of

₹124.65 crore to struggling
airline SpiceJet for non-filing
of GST returns for the past
several months, an official
said on Friday. Initiating
action against the airline for
failing to file GST returns on
time, the GST department
has issued a show-cause
notice to cancel the
company's GST registration,
the official said.

EXCEPTIONAL CHARGES WIPE OUT OPERATING PROFIT

IndiGo posts ₹2,537-crore loss in Q4 on forex hit

NITIN KUMAR
New Delhi, May 29

INTERGLOBE AVIATION, PARENT OF IndiGo, on Friday reported a consolidated net loss of ₹2,537 crore for the January-March quarter, against a profit of ₹3,068 crore a year earlier, as a sharp depreciation in the rupee and exceptional charges linked to labour law changes more than offset gains from lower fuel costs and higher capacity deployment.

The result missed *Bloomberg* estimates, which had pegged the airline's revenue at ₹22,813 crore, Ebitda at ₹3,387 crore and net profit at ₹1,871 crore. IndiGo reported revenue from operations of ₹22,438 crore and Ebitda of ₹2,228 crore during the quarter.

The airline said the operating environment remained challenging during the quarter, with disruptions arising from the ongoing conflict in West Asia affecting operations. Capacity, measured in available seat kilometres (ASK), rose 3.4% year-on-year to 43.6 billion, while passenger traffic declined 1.1% to 31.6 million. Revenue from operations increased 1.3% from a year earlier.

Excluding the impact of foreign exchange movements and exceptional items, IndiGo

REPORT CARD



reported a net profit of ₹1,921 crore for the quarter, compared with ₹2,981 crore in the corresponding period last year. The company said exceptionally sharp rupee depreciation had a material impact on profitability during the quarter and the full year.

Fuel cost declined 1.5% year-on-year to ₹6,650 crore during the quarter, while fuel cost per available seat kilometre fell 4.8%. However, cost pressures remained elevated elsewhere. Cost per available seat kilometre excluding fuel and foreign exchange impact rose 7.3% during the quarter, while total expenses increased

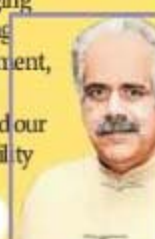
30.1% to ₹25,933 crore.

The company also recognised an exceptional charge of ₹250 crore during the quarter, reflecting an incremental provision related to new labour laws following a reassessment based on recent developments.

For the full year ended March 2026, IndiGo reported a net loss of ₹2,394 crore compared with a profit of ₹7,258 crore in FY25. Revenue from operations rose 5.1% to ₹84,962 crore, while total income increased 6.4% to ₹89,513 crore. On an underlying basis, however, the airline remained profitable. Excluding foreign exchange impact and

RAHUL BHATIA
MD, INTERGLOBE AVIATION

FY26 was marked by an exceptionally challenging operating environment, which impacted our profitability



exceptional items, IndiGo reported a net profit of ₹7,503 crore for FY26, compared with ₹8,868 crore a year earlier.

"FY26 was marked by an exceptionally challenging operating environment, which materially impacted our profitability. Despite these conditions, the underlying performance of the business remained resilient," Managing Director Rahul Bhatia said.

IndiGo ended the year with a cash balance of ₹51,651 crore, including free cash of ₹36,216 crore. It operated a fleet of 441 aircraft as of March 31 and said capacity in Q1 FY27 may grow by around 3-4% y-o-y.

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THE FINANCIAL EXPRESS

DELHI

30 MAY 2026

Aviation sector kicks off FY27 on a weak note

NITIN KUMAR
New Delhi, May 29

THE DOMESTIC AVIATION sector began FY27 on a subdued note, with passenger traffic declining year-on-year (y-o-y) in April amid elevated airfares, higher fuel costs and geopolitical disruptions weighing on travel demand, according to a report by ICRA.

Domestic air passenger traffic stood at 14.08 million in April 2026, down 1.6% from 14.31 million a year earlier and 2% lower than 14.37 million recorded in March 2026, the ratings agency said in its latest aviation outlook released on Friday.

The slowdown comes as airlines grapple with rising aviation turbine fuel (ATF) prices, rupee depreciation and operational disruptions linked to the ongoing West Asia conflict.

Capacity deployment also remained weak during the month. Domestic carriers operated around 97,598 departures in April, down 0.6% y-o-y and 1.4% sequentially.

ICRA attributed the moderation in passenger traffic growth to softer discretionary

TRAVEL SLUMP



■ April traffic down
1.6% y-o-y at
14.08 million

■ ATF prices up **23.5%**
y-o-y; rupee weakness
keeps costs elevated

travel demand amid elevated airfares. Despite the weaker traffic environment, passenger load factor remained healthy at an estimated 85.9% in April 2026, compared with 86.8% in April 2025 and 83.4% in March 2026, indicating relatively high seat occupancy levels. The report noted that domestic ATF prices in May 2026 were 23.5% higher y-o-y, though unchanged from April levels. Fuel accounts for 30-40% of airline operating costs.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

30 MAY 2026

● CAPTAIN SIMRAN SINGH TIWANA, CEO, STAR AIR

'Regional aviation on track for strong growth in India'

As India's regional aviation market expands beyond the metros under the government's UDAN regional connectivity scheme, Star Air is focusing on underserved Tier-II and Tier-III routes, steady Embraer fleet expansion and long-term demand growth.

Captain Simran Singh Tiwana, CEO of Star Air, speaks to Akbar Merchant about passenger growth, profitability, regional connectivity, fleet expansion, policy support, MRO ambitions and the outlook for India's regional aviation sector. Excerpts

Star Air has expanded rapidly in recent years. How has passenger traffic grown?

We have seen steady growth as our regional network expanded. In FY25, Star Air

carried more than 670,000 passengers, reflecting rising demand for reliable connectivity between Tier-2 and Tier-3 cities. This momentum continued in FY2026, with passenger traffic rising to around 900,000 passengers

How did the airline perform financially in FY26 and what is the outlook for FY27?

In FY26, we maintained healthy operating performance and improved profitability, supported by disciplined capacity deployment, network expansion and strong regional demand. We remained Ebitda-positive while balancing growth with operational sustainability. In FY27, our focus will remain on strengthening regional

connectivity, optimising yields and expanding sustainably in line with market opportunities under the UDAN framework.

What does Star Air's fleet roadmap look like?

We currently operate eight Embraer ERJ-175 aircraft, all on operating lease, which

gives us the flexibility to scale operations as demand evolves. While global supply-chain disruptions linked to the West Asia conflict may affect timelines, we remain committed to steady and sustainable fleet expansion over the next two to five years.

Will future fleet expansion continue to focus on Embraer aircraft?

Yes. Our immediate focus remains on expanding with the Embraer platform, which offers the right balance of efficiency, capacity and flexibility for

regional connectivity. The aircraft aligns well with our strategy of connecting underserved Tier-II and Tier-III cities while operating efficiently on thinner routes. We continue to work towards our long-term target of scaling up to 40-50 aircraft by 2030.

Which destinations and routes are currently part of Star Air's network?

We currently serve 32 destinations across India with a strong focus on regional connectivity. We are also evaluating restarting services to Bidar and Kalaburagi while

remaining optimistic about launching flights to Mundra once airport infrastructure is ready.

Are UDAN routes commercially viable today?

Viability differs from market to market. Also, government support through viability gap funding remains important during the initial growth phase, especially in developing regional markets. However, several routes have matured well over time. Ahmedabad-Pune, for instance, has demonstrated how regional connectivity can stimulate new traffic and unlock underserved markets, while sectors such as Jamnagar-Surat continue to face strong competition from railways.

Read full interview on www.financialexpress.com



IN FY27, OUR FOCUS WILL REMAIN ON STRENGTHENING REGIONAL CONNECTIVITY AND OPTIMISING YIELDS

Fuel switches and the competing theories in the Air India Dreamliner crash probe

Anjali Bhargava



Eight months after the crash of AI 171 in June 2025, an Air India Boeing 787-8 was grounded following its London to Bengaluru flight in February 2026. The reason: a faulty fuel control switch.

According to the ministry of civil aviation (MOCA), the aircraft was grounded after a report in the 'Pilot Defect Report' stated that the fuel control switch slipped from 'RUN' to 'CUTOFF' when it was pushed slightly. The report mentioned that the switch also did not lock positively in its selected position.

Based on recommendations from the Original Equipment Manufacturer (read: Boeing), the airline inspected and functionally tested the fuel control switches (FCS) according to prescribed procedures. They found that the fuel control switch "was mechanically functioning as designed and considered the unit serviceable". Aviation authorities also resolved to send a fuel control switch from the Boeing 787-8 to the US for further inspection, even though initial checks found no fault. Within days of the grounding, the aircraft was back in operation.

While the final word on the switches, which appear to have "developed a mind of their own", has not yet been heard, various conspiracy theories abound in the industry as it awaits the final report on the cause of the crash of AI 171, another Boeing 787-8 Dreamliner, that resulted in 260 deaths. People outside the investigation but privy to it told this writer the final report is unlikely to be public before



On June 12, 2025, Air India flight 171 crashed into a medical college hostel complex shortly after takeoff in Ahmedabad. Of the 242 people on board, 241 died, along with 19 people on the ground.

REUTERS

August, although those within the investigating team said they were still in the dark about this. News reports have said that the AAIB might publicly present an interim report in June.

Meanwhile, two distinct camps with hardening positions on the possible cause of the crash have emerged during the last year.

One is led by the pilot community in India but several others support its theory, including some industry insiders, experienced aircraft engineers and Indian Air Force (IAF) veterans. This group argues that while the "pilot did it" theory might be the most palatable for all, the problem likely began with an electrical short circuit or malfunction of some kind, which led to the

Ram Air Turbine (RAT) being deployed almost as soon as take-off. In the B787, the RAT deploys in case of a dual generator failure or a major electrical failure.

Moreover, they argue that all circumstantial evidence — like the

melting of the rear recorder — indicates a possible electrical fire, which is more lethal than a fuel fire. As one person from this group puts it: "In all the explanations offered by the Aircraft Accident Investigation Board (AAIB) till now, nothing explains why the RAT deployed almost as soon as the aircraft was airborne — visible even while the aircraft was still just above the runway." The preliminary report too refrains from giving the time when the RAT deployed, although various post-mortems have pinned the RAT deployment within 4-8 seconds after lift-off.

A recent report by the Safety Matters foundation says that four pointers in the preliminary report presented by the AAIB all point to one conclusion: that electrical power failed shortly after takeoff. It argues that the fact that the speed of the aircraft has no source, that one doesn't know which pilot said what because the pilot boom microphones need power and had died before the conversation, the tail box melted internally, and the gear froze mid retraction all point

to only possible explanation: massive electrical failure/malfunction. Moreover, the foundation adds that the Boeing 787 that flew as AI 171 was not an aircraft without a past and had a recorded history of repeated circuit breaker trips, short circuits, overheating events, and a full electrical panel fire in 2022.

This camp also argues that the "pilot did it" group is seeking to make a scapegoat of the commander, who cannot speak in his own defence and that this will absolve both Air India and Boeing from all culpability.

The second camp blames the crash on deliberate pilot action. This cohort bases its argument heavily on the conversation outlined in the preliminary AAIB report. The report says that the cockpit voice recording captured one pilot asking the other why he cut off the fuel, to which the other replied that he did not. This group assumes that the first officer (Clive Kunder who was the pilot flying) was the one who asked the question of the commander (Sumeet Sabharwal). This is a logical

assumption because the First Officer (FO) was busy with takeoff (and focused outside), and the commander or captain was the pilot monitoring (focused on the inside).

To buttress this line of argument, this camp argues that this was why the pilot allowed the FO to handle takeoff. "If he had done the same at, say, 30,000 feet there would be enough time for his colleague to notice and reverse the action, allowing the aircraft to recover. At best, it would only fall by a certain number of feet, but reversing the fuel cutoff (back to RUN) would ensure that the aircraft would not crash," says one person from this cohort.

Each theory has a different set of implications.

For Boeing, Air India, and Tata Sons, the implications of an electrical malfunction would be severe and far-reaching. The airline was already on the government's radar for safety concerns before June 2025. In particular, a note prepared by the former director general of civil aviation Vikram Dev Dutt during his tenure at DGCA (2023-2024) had flagged many concerns about the airline's safety practices. "Any cause that points at Air India culpability would be particularly damaging to the Tata Group because the country's highest airline safety authority issued a warning before the crash, and (the inaction) could amount to criminal negligence, if pursued in a court of law," a senior government officer said on condition of anonymity.

Whatever the final report finally offers — when it does see the light of day — the whole saga promises to leave a bitter taste in the mouths of both the flying public and the industry that enables it.

(Anjali Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal)



PICK OF THE DAY

IndiGo sees its first annual loss in 3 yrs

IndiGo attributed the losses to the 11% depreciation of the rupee against dollar

**Abhishek Law &
Dipali Banka**

abhishek.law@livemint.com

NEW DELHI/MUMBAI: A sharp fall in the rupee against the dollar, along with weak demand, hurt IndiGo's financial performance as the country's largest airline swung to losses, a first after it reported a loss in fiscal year 2023 (FY23). On Friday, Inter-Globe Enterprises Ltd, which runs IndiGo, reported a ₹2,393.6 crore loss in the year ended March, compared with a ₹7,258 crore profit in the previous year.

IndiGo attributed the losses to the 11% depreciation of the rupee against the dollar. As IndiGo's leased liabilities are dollar-denominated, a falling rupee hurts the airline's profitability.

The financial pain extended beyond forex with IndiGo's capacity expanding 9.5% even as passenger traffic grew just 7.5%, pushing load factors down to 84.4% from 86% a year earlier.

Revenue per available seat kilometre—vital for understanding pricing power—fell 3% to ₹4.99, indicating that the airline was flying more seats at lower fares into less demand.

"FY26 was marked by an exceptionally challenging oper-



As IndiGo's leased liabilities are dollar-denominated, a falling rupee hurts the airline's profitability.

PTI

ating environment, which materially impacted our profitability," said Rahul Bhatia, founder and managing director, IndiGo.

Bhatia took over as the carrier's chief executive after Pieter Elbers' abrupt departure in March. Former British Airways chief executive officer (CEO) Willie Walsh joins the carrier from 3 August.

IndiGo's peers are facing similar problems.

Air India is expected to post a nearly \$3 billion loss for the same period, as the sector grapples with the West Asia war's impact on fuel prices, Pakistani airspace closures, and India's weakest passenger growth since the covid pandemic.

IndiGo's revenue from operations improved 5% to ₹84,962 crore for 2026. During the January-March period, revenue improved 1.3% to ₹22,438.4 crore while the airline reported a loss

of ₹2,536.9 crore.

"Despite these conditions, the underlying performance of the business remained resilient. Excluding the impact of foreign exchange and exceptional items, IndiGo delivered a profit of ₹7,500 crore," Bhatia's upbeat commentary on the performance could not mask the operational weaknesses that were still evident in the financials.

For now, IndiGo has not provided full-year guidance on capacity or passenger growth, as it has in the past.

"We will give full-year available seat per kilometre guidance later this year," Gaurav Negi, chief financial officer, said during the post results investor call.

IndiGo said it would undertake a 'selective recalibration' of domestic routes in the seasonally weaker July-September quarter, deploying fewer aircraft.



Corporate Communications Directorate

THE HINDU

DELHI

30 MAY 2026



IndiGo posts ₹2,537 crore loss in Q4 on forex impact

IndiGo on Friday reported a loss of ₹2,536.9 crore in the March quarter due to multiple headwinds, including challenging operating conditions and rupee depreciation. The country's largest airline had a profit of ₹3,067.5 crore in the year-ago period. For the 2025-26 fiscal, the carrier posted a net loss of ₹2,393.6 crore, but excluding the impact of foreign exchange and exceptional items, it would have been a profit of ₹7,502.5 crore, it said. PTI

Corporate Communications Directorate

MINT

DELHI

30 MAY 2026



IndiGo has its first annual loss in 3 yrs as rupee's fall bites

Abhishek Law & Dipali Banka
NEW DELHI/MUMBAI

A sharp fall in the rupee against the dollar, along with weak demand, hurt IndiGo's financial performance as the country's largest airline swung to losses, a first after it reported a loss in fiscal year 2023 (FY23).

On Friday, InterGlobe Enterprises Ltd, which runs IndiGo, reported a ₹2,393.6 crore loss in the year ended March, compared with a ₹7,258 crore profit in the previous year.

IndiGo attributed the losses to the 11% depreciation of the rupee against the dollar.

As IndiGo's leased liabilities are dollar-denominated, a falling rupee hurts the airline's profitability.

The financial pain extended beyond forex with IndiGo's capacity expanding 9.5% even as passenger traffic grew just 7.5%, pushing load factors down to 84.4% from 86% a year earlier.

Revenue per available seat kilometre—vital for understanding pricing power—fell 3% to ₹4.99, indicating that the airline was flying more seats at lower fares into less demand.

"FY26 was marked by an exceptionally challenging

IndiGo has its first annual loss in 3 yrs

FROM PAGE 18

operating environment, which materially impacted our profitability," said Rahul Bhatia, founder and managing director, IndiGo.

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IndiGo's peers are facing similar problems.

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IndiGo's revenue from operations improved 5% to ₹84,962 crore for 2026.

During the January-March period, revenue improved 13% to ₹22,438.4 crore while the airline reported a loss of ₹2,536.9 crore.

"Despite these conditions, the underlying performance of the business remained resilient. Excluding the impact of foreign exchange and exceptional items, IndiGo



The airline will also reduce fleet count. REUTERS

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Bhatia's upbeat commentary on the performance could not mask the operational weaknesses that were still evident in the financials.

For now, IndiGo has not provided full-year guidance on capacity or passenger growth, as it has in the past.

"We will give full-year available seat per kilometre guidance later this year," Gaurav Negi, chief financial officer, said during the post results investor call.

IndiGo said it would undertake a 'selective recalibration' of domestic routes in the seasonally weaker July-September quarter, deploying fewer aircraft.

TURN TO PAGE 15



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 MAY 2026

IndiGo posts ₹2,537 cr Q4 loss due to multiple headwinds

The country's largest airline had a profit of Rs 3,067.5 crore in the year-ago period

NEW DELHI: Flying into the red, IndiGo on Friday reported a loss of Rs 2,536.9 crore in the March quarter due to multiple headwinds, including challenging operating conditions and rupee depreciation.

The country's largest airline had a profit of Rs 3,067.5 crore in the year-ago period.

For the 2025-26 fiscal, the carrier posted a net loss of Rs 2,393.6 crore, but excluding the impact of foreign exchange and exceptional items, it would have been a profit of Rs 7,502.5 crore, it said in a release.

Total income in the fourth quarter of the 2025-26 fis-

CLOSER LOOK

- » For the financial year 2025-26, the carrier posted a net loss of Rs 2,393.6 crore
- » But excluding the impact of forex and exceptional items, it would have been a profit of Rs 7,502.5 crore
- » Total income in Q4 FY26 rose over 3% to Rs 23,830.7 cr from Rs 23,097.5 cr in the same period a year ago

cal rose over 3 per cent to Rs 23,830.7 crore from Rs 23,097.5 crore in the same period a year ago, according to a release.

"For the quarter ended March 2026, IndiGo reported a net loss of INR 25,369 million. Excluding the impact of for-

ign exchange and exceptional items, the company reported a net profit of Rs 19,206 million," the release said.

Despite continuing external disruptions in 2025-26, IndiGo said its capacity rose 9.5 per cent on an annual basis, and the

total income grew 6.4 per cent to Rs 89,513.4 crore.

"Exceptionally sharp rupee depreciation, changes in labour laws and a challenging operating environment offset the operational profit and the company reported a net loss of Rs 23,936 million," the airline said.

In 2025-26, the foreign exchange loss was around Rs 8,100 crore, and the impact of the December flight disruptions stood at Rs 580 crore. Besides, the expenses related to the implementation of the new labour laws were at Rs 1,200 crore, as per the airline's financial statements.

IndiGo MD Rahul Bhatia said FY26 was marked by an exceptionally challenging operating environment, which materially impacted its profitability.

"During the year, our capacity grew by 9.5 per cent, and total income increased by over 6 per cent. Excluding the impact of foreign exchange and exceptional items, IndiGo delivered a profit of Rs 75 billion," he said.

In the June quarter, capacity in terms of ASKs (Available Seat Kilometres) is expected to grow around 3-4 per cent as compared to the first quarter of fiscal year 2026.

Corporate Communications Directorate

THE MORNING STANDARD

DELHI

30 MAY 2026

IndiGo loss at ₹2,536 cr in Q4 on forex impact

ENS ECONOMIC BUREAU @ New Delhi

HIT by a declining rupee amid a challenging external environment, InterGlobe Aviation, the parent of IndiGo airline, reported a net loss of ₹2,536 crore for the quarter ending March 31, 2026 (Q4FY26). It had reported a net profit of ₹3,067 crore in the year-ago quarter (Q4FY25).

Revenue from operations grew by just 1% year-on-year to ₹22,438 crore during the reported quarter while total cost grew by 30% to ₹25,932 crore. Passenger ticket revenues declined marginally to ₹19,425 crore.



ROUGH RIDE

- 1 Operating revenue grew 1% YoY to ₹22,438 cr
- 2 Total cost grew by 30% to ₹25,932 cr
- 3 Passenger ticket revenue fell to ₹19,425 crore

Excluding the impact of foreign exchange and exceptional items, it reported a net profit of

₹1,921 crore in Q4FY26. A declining rupee impacts airlines in India by inflating operational costs, triggering forex losses and squeezing profit margins as about 60% of their expenses, including aviation turbine fuel, aircraft leasing and maintenance are dollar-denominated.

At 95 per dollar, rupee has de-

clined over 5% so far in calendar year 2026. In the last one year, the decline is nearly 10%. For FY26, IndiGo posted a loss of ₹2,393 crore. The airline had reported a profit of ₹7,258 crore in FY2024-25. Revenue from operations for the full year grew by 5% to ₹84,962 crore.

On operational metrics, IndiGo's capacity increased by 3.4% to 43.6 billion Available Seat Kilometres (ASKs) in Q4FY26. Passenger volume declined by 1.1% to 31.6 million during the quarter while Yield decreased by 2.2% to ₹5.20 (INR/KM).

गर्मियों के पीक सीजन में उड़ानों में कटौती से हवाई यात्रियों की जेब पर पड़ेगा असर

एयर इंडिया व इंडिगो 1 जून से करने जा रही है उड़ानों में कटौती

नई दिल्ली, 29 मई (प्रदीप कुमार सिंह/नवोदय टाइम्स): देश की बड़ी विमानन कंपनियाँ एयर इंडिया और इंडिगो द्वारा एविएशन टर्माइन फ्यूल (एटीएफ) की बढ़ती कीमतों के मद्देनजर उड़ानों में की जा रही कटौती का असर यात्रियों की जेब पर पड़ने वाला है। गर्मियों के इस पीक सीजन में (1 जून से 31 अगस्त तक) दोनों ही कंपनियों ने उड़ानों में कटौती की घोषणा की है। एयर इंडिया जहाँ 22 प्रतिशत वहाँ इंडिगो 5 से 7 प्रतिशत तक कटौती करने जा रही है। खास बात यह है कि घरेलू विमानन बाजार में दोनों कंपनियों की हिस्सेदारी दो तिहाई से अधिक है। बताया जा रहा है कि अंदरूनी कटौती शुरू हो गई है। इसलिए यात्रियों की मुश्किलें अभी से बढ़ती शुरू हो गई हैं। अंतिम समय में बुक किए जा रहे हवाई टिकट अभी से ही 30 प्रतिशत तक महंगे हो गए हैं।

दिल्ली में देश के सबसे बड़े एविएशन हब इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट पर उड़ानों में हो रही कटौती का असर दिखना भी शुरू हो गया है। कम उड़ानों की वजह से एयरपोर्ट पर यात्रियों की संख्या में तो इजाफा हो ही रहा है, हवाई टिकटों की कीमतों में भी बढ़ोत्तरी देखी जा रही है। जानकारों की मानें तो उड़ानें कम होने से यात्रियों की संख्या कम नहीं हुई है। कम उड़ानों

में ही ज्यादा यात्रियों को एडजस्ट किया जा रहा है। यही वजह है कि दिल्ली से टेकऑफ करने वाली लगभग हर घरेलू उड़ान का पैसेंजर लोड फैक्टर 90 प्रतिशत से ऊपर चल रहा है। मतलब हर फ्लाइट फुल जा रही है।

पिछले हफ्ते की तुलना में किराया 20 से 30 प्रतिशत तक बढ़ा: ट्रेवल एजेंटों की मानें तो उड़ानों के रुक होने या रिशेड्यूल होने के कारण चचे हुए विमानों की सीटों की मांग बढ़ गई है। ट्रेवल

पोर्टल्स के डेटा भी यही दर्शा रहे हैं कि दिल्ली से जाने वाली उड़ानों के अंतिम समय में की गई बुकिंग का किराया पिछले हफ्ते के मुकाबले 20 से 30 प्रतिशत तक बढ़ गया है। दिल्ली-मुंबई रूट की बात करें तो इस सबसे व्यस्त रूट पर सामान्य दिनों में मिलने वाला टिकट अब आखिरी समय में 12,000 से 16,000 के बीच मिल रहा है। वहीं बिजनेस क्लास की बात करें तो किराया करीब 50,000 पार कर चुका है। दिल्ली-चेन्नई व बेंगलुरु रूटों पर भी इकोनॉमी क्लास का अधिकतम किराया 14,000 से 15,000 तक है। दिल्ली-लखनऊ व पटना रूट पर पीक आवर्स में टिकटें 7,500 से 9,000 के पार जा रही हैं।



अंतिम समय में बुक किए जा रहे हवाई टिकट अभी से ही 30 प्रतिशत तक महंगे हुए

सीधी फ्लाइट न मिलने पर कनेक्टिंग रूट लेने को मजबूर

दिल्ली से मुंबई, बेंगलुरु या चेन्नई जैसे बड़े शहरों के लिए सीधी उड़ान की टिकटें न मिलने या अधिक महंगी होने के कारण यात्री कनेक्टिंग फ्लाइट्स का सहारा लेने को मजबूर हो रहे हैं। एक यात्री की मानें तो दिल्ली से मुंबई की फ्लाइट न मिलने या किराया महंगा होने पर लोग वाया जयपुर, वाया अहमदाबाद या वाया हैदराबाद होकर जाने वाली फ्लाइट बुक कर रहे हैं। सामान्य तौर पर दिल्ली से मुंबई की दूरी दो घंटे में पूरी होती है। कनेक्टिंग फ्लाइट्स के कारण यात्रियों को गंतव्य तक पहुंचने में पांच से आठ घंटे का समय लग रहा है।

एयर इंडिया की प्रति सप्ताह 720 घरेलू उड़ानें होंगी प्रभावित

एयर इंडिया वर्तमान में प्रति सप्ताह कुल 4,400 उड़ानों का संचालन करता है। जिसमें लगभग 3,600 घरेलू और 800 अंतरराष्ट्रीय सेवाएं शामिल हैं। 22 प्रतिशत की इस अस्थायी कटौती से प्रति सप्ताह लगभग 720 घरेलू उड़ानें प्रभावित होंगी। कंपनी ने स्पष्ट किया है कि किसी भी रूट को पूरी तरह बंद नहीं किया जा रहा है। बल्कि चुनिंदा घरेलू मार्गों पर केवल उड़ानों के फेरे कम किए जा रहे हैं।

Fuel costs force airlines to cut Hyd flights, fares surge

Impact To Be More Visible In Mid-June

Sunny.Baski@timesofindia.com

Hyderabad: Rising fuel prices have started impacting domestic air connectivity from Hyderabad, with major airlines including Air India, Air India Express and IndiGo reducing services on key routes ahead of the post-summer travel rush.

The Hyderabad-Mumbai route has emerged as the worst affected. Air India, which currently operates around seven to eight flights daily between the two cities, will reduce its operations to four flights from June. Air India Express, which runs one or two services on the sector, will suspend its flights altogether.

Similarly, Air India Express will scale down its Hyderabad-Delhi operations from 13 flights daily to 10. Several connecting services routed through New Delhi and Mumbai to destinations such as Amritsar may also be affected. Adding to the



ROUGH SKIES AHEAD OF POST-SUMMER TRAVEL RUSH

- Move comes days after Air India suspended, reduced frequencies on 29 international routes
- Disruption was triggered by rising aviation turbine fuel costs

- Airspace restrictions, Gulf war also a factor
- Air India has suspended or restricted flights across North America, Europe, Australia and Southeast Asia
- Affected routes include connections from Delhi, Mumbai and Chennai
- International destinations impacted include Chicago, San Francisco, Toronto, Paris, Singapore, Bangkok and Melbourne

disruption, IndiGo has cancelled select flights connecting Hyderabad with Bengaluru, Goa and Kolkata.

'Temporary rationalisation'
Air India said the move is part of its previously announced operational adjustments between June and Aug 2026. "We have temporarily rationalised operations on certain domestic routes during the same period, with a reduction in frequencies on select routes," the airline said in a statement.

The airline attributed the decision to the sustained rise in fuel prices and operational costs. "We will conti-

nue to monitor demand and operating conditions closely, with a view to restoring frequencies as conditions stabilise. Passengers impacted by these changes will be proactively assisted with re-accommodation on alternative flights, complimentary date changes or full refunds, as applicable," the statement said.

Domestic airfares from Hyderabad have already started climbing and are expected to rise further from June 1 due to increased demand and reduced capacity. For instance, one-way fares between Delhi and Hyderabad, which currently range

between ₹12,000 and ₹22,000, rose to ₹15,000-₹30,000 on June 1. A similar jump in fares is being witnessed on the Hyderabad-Goa route.

Travel agents said that the reduction in flight frequencies would particularly affect students and families returning after the summer vacations. "The impact will be more visible during mid-June when schools reopen and people return to work. Airlines are likely to cash in on the demand, leading to a further spike in ticket prices," Majeed Faheem, chairman of Travel Agents Federation of India (Telangana and AP chapter), said.

Corporate Communications Directorate

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Fuel price hikes to be passed on, says IndiGo

New Delhi: The hike in jet fuel prices will be passed on to both domestic and international consumers as increased airfares, IndiGo said Friday after flying into the red with a loss of Rs 2,537 crore in the fourth quarter of the 2026 fiscal, compared to a profit of Rs 3,067 crore in the same period last year.

While jet fuel prices for international flights have more than doubled since pre-war days, for domestic, the hike has remained capped. If the cap is lifted even marginally next week, domestic flights — with their schedule truncated — will cost more.

After being in the black for two years, IndiGo reported a loss of Rs 2,394 crore in FY 26, compared to a profit of Rs 7,258 crore in FY 25.

► **Loss on ₹ slide, P 9**

IndiGo loss on ₹ slide, fuel spike; stock slips 3.5%

► **Continued from P 1**

The loss was attributed to "exceptionally sharp rupee depreciation, changes in labour laws and a challenging operating environment" referring to airspace closures and jet fuel prices, among other things. The airline's scrip closed 3.5% lower at Rs 4,405.95 on BSE Friday, when the broader market had tanked 1.4%. IndiGo is now studying whether fuel hedging can be an option in current volatility.

IndiGo MD Rahul Bhatia said: "FY26 was marked by an exceptionally challenging operating environment, which materially impacted our profitability. Despite these conditions, the underlying performance of the business remained resilient. During the year, our capacity grew by 9.5% and total income increased by over 6%. Excluding the impact of foreign exchange and exceptional items, IndiGo delivered a profit of Rs 7,500 crore."

In FY 26, IndiGo suffered a hit of Rs 8,100 crore due to the rupee crashing, of which Rs 4,200 crore impact was in Q4 alone.

Last Dec flight disruption cost the airline another Rs 680 crore and the changed labour law's impact was Rs 1,200 crore.

"We continue to maintain a strong balance sheet with substantial liquidity, demonstrating resilience through prolonged periods of volatility... While the near term remains volatile, we remain firmly focused on disciplined execution, cost efficiency, and long-term value creation," Bhatia added.

IndiGo airlines had a total cash balance of Rs 51,650.6 crore as on March 31, 2026.

And on that date, its total debt (including capitalised operating lease liability) was Rs 77,748.2 crore.

Regarding flight cuts, he said: "...As we enter a seasonally softer demand environment from mid-June onwards, combined with elevated fuel prices, we are adopting a measured approach to optimise capacity. As a part of this, selective recalibration of certain routes is warranted to protect margins, as was done last year as well."

Regarding the crisis of last Dec operational crisis which affected lakhs of flyers, MD Rahul Bhatia said: "Not only did the Dec disruption cause a significant impact on our results, what transpired fell short of the standards we set for ourselves when we began this journey in 2006. Our customers deserve better... I am grateful to the 12.3 crore customers who chose to fly with IndiGo during the financial year, for their patience, understanding, and continued trust during the disruption. At the same time, it is important to acknowledge the extraordinary professionalism, resilience, and sense of responsibility demonstrated by our frontline colleagues and operational teams in exceptionally demanding circumstances, their commitment and dignity under pressure truly reflects the spirit of IndiGo."



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THE TRIBUNE

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IndiGo flies into ₹2.3-crore loss amid cost turbulence

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 29

India's largest airline, IndiGo, slipped into a consolidated net loss of Rs 2,394 crore in the 2026 financial year, reversing a profit of Rs 7,258 crore reported in the previous year, as sharp rupee depreciation, higher operating costs due to ongoing conflict in West Asia, and a difficult business environment weighed on profitability despite growth in capacity and revenue. The airline also posted a net loss of Rs 2,537 crore in the January-March quarter, compared with a net profit of Rs 3,067 crore in the corresponding period last year.

InterGlobe Aviation Ltd, IndiGo's parent company, said the impact of foreign exchange movements and exceptional items significantly dragged earnings during the year. Excluding foreign exchange impact and exceptional items, the airline reported an adjusted profit of Rs 7,502 crore for FY26.

The carrier's total income during FY26 rose 6.4 per cent to

Rs 89,513 crore from Rs 84,098 crore a year earlier, while revenue from operations increased 5.1 per cent to Rs 84,962 crore. Despite the financial setback, IndiGo continued expanding operations during the year. Capacity, measured in available seat kilometres (ASKs), increased 9.5 per cent to 172.4 billion, while the number of passengers rose 4 per cent to 123.4 million. However, profitability indicators weakened.

SpiceJet may lose GST number over ₹124-crore tax liability

The Goods and Services Tax (GST) Department in Gurugram has initiated formal proceedings to cancel the GST registration of budget carrier SpiceJet due to persistent failure in filing mandatory tax returns. Following repeated delays and irregularities in return submissions, the department has issued a show cause notice to the airline. The action, taken under Section 62 of the CGST/SGST Act (2017), follows a provisional assessment that identified a significant tax demand against the company.