



Corporate Communications Directorate

THE PIONEER

DELHI

30 AUGUST 2025

Official siphons ₹232 crore from airport authority

PIONEER NEWS SERVICE

■ New Delhi

The CBI has registered an FIR against a senior manager of the Airport Authority of India (AAI) for allegedly siphoning off more than ₹232 crore into his personal accounts through a complex trail of fictitious accounting entries in three years during his posting at the Dehradun airport, officials said. The embezzlement by Rahul Vijay, senior manager, finance and accounts, was detected in an internal audit, which flagged abnormal capitalisation of assets in the financial records between 2019-20 and 2022-23, they said, adding that the officer was handling the bank accounts of AAI.

The Airport Authority of India (AAI) constituted a com-

mittee to verify the findings, which highlighted a complex trail of fictitious accounting entries, asset inflation, and unauthorised fund transfers from the authority's accounts to Vijay's personal accounts. Chandrakanth P, senior manager (finance), AAI, filed a formal complaint with the CBI on August 18, which became the basis of the FIR to be probed by the Economic Offences Unit of the agency.

Vijay's alleged manipulation involved creation of non-existent capital assets and duplication of legitimate work orders, enabling him to funnel massive sums into his personal accounts, they said. It is alleged that Vijay, who was the authorised signatory in AAI's official bank accounts with the

State Bank of India, created three different user IDs to facilitate a clandestine transfer of funds.

He allegedly tested the system initially with minor transactions before escalating to larger amounts. "He showed an asset creation of about ₹189 crore in the official records, which never existed, only to get the money transferred to his personal accounts," said the complaint. Vijay transferred money to a contractor of the AAI, and for the same work he transferred money to his own account by inflating the figures, it alleged.

"For example, on 29.09.2021, he created genuine assets worth ₹67.81 crore for New Terminal Building Phase 1 electrical work.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

30 AUGUST 2025

AAI official accused of embezzling ₹232 crore

Dehradun: CBI has registered a case against a senior manager of Airports Authority of India (AAI), along with "unidentified public servants and unidentified private persons", for allegedly embezzling Rs 232 crore of AAI funds, reports **Kalyan Das**.

According to the FIR, the accused manager, identified as Rahul Vijay, allegedly committed the crime during his deployment at Dehradun airport as senior manager (finance and accounts) from 2019-20 to 2022-23. He is currently posted at Jaipur airport. **TOI** accessed a copy of the FIR, which states the matter came to the agency's attention after a complaint was lodged by Chandrakanth P, senior manager (finance), on Aug 8, after which the case was registered on Aug 26.

"Irregularities were found when the complainant was going through the assets record of previous years (2019-20 to 2022-23) of Dehradun airport. Some abnormal capitalisation of assets was noticed, and consequently the financial records of these years were scrutinised in detail. A committee formed by AAI found that Vijay, during his posting at Dehradun airport, passed some fictitious entries and fraudulently transferred an amount of Rs 232 crore to his personal bank account from Feb 2019 to Aug 2022," stated the FIR.

A CBI officer said, "A case was registered under IPC sections 120-B (criminal conspiracy), 409 (criminal breach of trust by public servants), 467 (forgery of valuable security), 468 (forgery for the purpose of cheating), 471 (using as genuine a forged document), 477-A (falsification of accounts), and sections of Prevention of Corruption Act and the matter is being probed."



Corporate Communications Directorate

AMAR UJALA

DELHI

30 AUGUST 2025

चेन्नई एयरपोर्ट पर 89वीं बार कांच पैनल टूट कर गिरा

चेन्नई। चेन्नई अंतरराष्ट्रीय हवाई अड्डे पर बृहस्पतिवार को एक कांच पैनल टूट कर गिर गया। गनीमत रही कि हादसे में कोई घायल नहीं



हुआ। एयरपोर्ट के एक अधिकारी ने शुक्रवार को बताया कि यहां कांच शीट्स का टूटना नया नहीं है। बृहस्पतिवार

की घटना 89वीं बार हुई है। हादसा एयरपोर्ट के एक रेस्टोरेंट के पास हुआ। अधिकारी स्थिति पर नजर रखे हैं। संचालन सामान्य है। सुरक्षा मानकों की समीक्षा की जा रही है। एजेंसी



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

29 AUGUST 2025

Bengaluru Airport gets unique accreditation

Kempegowda International Airport, Bengaluru, has received Level-2 Accreditation under the Airports Council International's (ACI) Accessibility Enhancement Accreditation (AEA) programme, becoming the first airport in India to do so. According to airport authorities, measures implemented include the Sunflower Lanyard scheme for passengers with hidden disabilities, a sensory room for neurodivergent travellers, a dedicated accessibility committee, and staff training programmes to support passengers. "We are honoured to be awarded the Level-2 Accreditation under ACI's Airport Accessibility Enhancement programme," said Satyaki Raghunath, Chief Operating Officer of Bangalore International Airport Limited (BIAL).



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

29 AUGUST 2025

TN clears land for Hosur Airport

The Karnataka government is still scouting land for a second airport near Bengaluru, but Tamil Nadu has surged ahead with plans for a new international airport at Shoolagiri in Krishnagiri district, just 19 km from the Karnataka border. Positioned strategically to attract Bengaluru's IT sector, the airport will span 2,300 acres, with 650 acres already under government control. Authorities have been instructed to fast-track land acquisition for the remaining area, and the state will soon seek Central approval. Announced in the state budget by Chief Minister MK Stalin, the airport near Hosur is designed to handle nearly three crore passengers annually. It will also serve over 500 large industries and 3,000 small and medium enterprises, posing significant competition to Kempegowda International Airport once operational within the next decade. **-BMB**



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

29 AUGUST 2025

एयरपोर्ट: अलायंस एयर की दिल्ली से फ्लाइट नहीं आई, कुल्लू की रद्द

जयपुर | एयरपोर्ट पर गुरुवार को दिल्ली से जयपुर आने वाले और जयपुर से कुल्लू जाने वाले यात्रियों को परेशानी का सामना करना पड़ा। जानकारी के अनुसार मामला अलायंस एयर की फ्लाइट 9आई-643/805 का है। फ्लाइट दिल्ली से सुबह 7:15 बजे जयपुर पहुंचती है। इसके बाद यही एयरक्राफ्ट जयपुर से सुबह 7:40 बजे कुल्लू जाता है, लेकिन इनकमिंग फ्लाइट के नहीं आने की वजह से कुल्लू जाने वाली फ्लाइट को भी रद्द कर दिया गया। एयरलाइंस ने फ्लाइट को रद्द करने के पीछे संचालन कारणों का हवाला दिया।

नोएडा एयरपोर्ट : भारत का भावी 'ग्लोबल गेटवे', दुबई व इस्तांबुल जैसे अंतरराष्ट्रीय हब से होगी टक्कर

■ देवेन्द्र सिंह

ग्रेटर नोएडा, 29 अगस्त (देशबन्धु)। यमुना एक्सप्रेस वे के किनारे जेवर में विकसित हो रहा नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) न केवल उत्तर भारत बल्कि पूरे देश को आर्थिक और एविएशन तस्वीर को बदलने वाला साबित होगा। यह एयरपोर्ट स्विट्जरलैंड की कंपनी ज्यूरिख इंटरनेशनल एयरपोर्ट एजी द्वारा संचालित किया जा रहा है, जिसने 2020 में उत्तर प्रदेश सरकार के साथ कॉन्सेशन एग्रीमेंट साइन किया था। मूल योजना के अनुसार 2024 के अंत तक पहले चरण का संचालन शुरू होना था, लेकिन अब नवीनतम अपडेट्स के मुताबिक, फेरलु यात्री और कार्गो ऑपरेशंस सितम्बर 2025 से शुरू होने की उम्मीद है, जबकि पूर्ण व्यवसायिक उड़ानें नवम्बर 2025 तक संचालित हो सकती हैं। यह एयरपोर्ट अपने अत्याधुनिक डिजाइन, पर्यावरण-अनुकूल दृष्टिकोण, उन्नत तकनीक और वैश्विक कनेक्टिविटी के मामले में दुबई, इस्तांबुल और सिंगापुर जैसे प्रमुख हब एयरपोर्ट्स से मुकाबला करने के लिए तैयार है। 5,200 हेक्टेयर से अधिक क्षेत्र में फैला यह एशिया का सबसे बड़ा ग्रीनफील्ड एयरपोर्ट होगा, जो 10 करोड़ से अधिक यात्रियों की वार्षिक क्षमता के साथ विकसित किया जा रहा है।

नोएडा एयरपोर्ट की प्रमुख खूबियां

एशिया का सबसे बड़ा हवाईअड्डा : 5,200 हेक्टेयर क्षेत्रफल में फैला यह एयरपोर्ट अंतिम चरण में छह रनवे के साथ तैयार होगा। पहले चरण में दो रनवे बनाए जा रहे हैं, जो 12



करोड़ यात्रियों की वार्षिक क्षमता प्रदान करेंगे। निर्माण की लागत लगभग 29,650 करोड़ रुपए आंकी गई है, और यह 40 वर्षों के लिए ज्यूरिख एयरपोर्ट द्वारा संचालित होगा।

स्मार्टनेबल डिजाइन : पूरी तरह ग्रीनफील्ड एयरपोर्ट होने के कारण, यह कार्बन न्यूट्रल और नेट-जीरो एमिशन का लक्ष्य रखता है। हाल ही में, पैनिटेक स्मार्ट एनर्जी के साथ साझेदारी में स्मार्ट लाइटिंग सिस्टम स्थापित किया गया है, जो रीयल-टाइम एक्टिविटी के आधार पर ऊर्जा बचत करता है। इसके अलावा, एयरपोर्ट ने अनलॉन टेक्नोलॉजी सॉल्यूशंस के साथ भारत का पहला स्वदेशी रनवे रबर रिमूवल मशीन तैनात की है, जो पर्यावरण-अनुकूल रखरखाव सुनिश्चित करेगी।

स्मार्ट टेक्नोलॉजी फेस रि कॉग्निशन, पेपरलेस बोर्डिंग, डिजिटल ट्रिपल टेक्नोलॉजी और स्मार्ट लाइटिंग जैसी सुविधाएं शामिल हैं। एयरपोर्ट में उन्नत ग्राउंड हैंडलिंग और एमआरओ (मैटेनेंस, रिपेयर एंड ओवरहाल) सुविधाएं भी होंगी, जो एविएशन सेक्टर को मजबूत बनाएंगी।

बेहतर कनेक्टिविटी : एयरपोर्ट को दिल्ली-मुंबई एक्सप्रेस वे, इस्टर्न पेरिफेरल एक्सप्रेस वे और दिल्ली-चाराणसी हाई-स्पीड

रेल से जोड़ा जा रहा है। हाल ही में, रैपिडो के साथ साझेदारी की गई है, जो ऐप-बेस्ड मोबिलिटी सर्विसेज प्रदान करेगी और लास्ट-माइल कनेक्टिविटी को मजबूत बनाएगी। यह दिल्ली एनसीआर और उत्तर प्रदेश को एक नया गेटवे प्रदान करेगा, जिसमें मेट्रो और हाईवे कनेक्शन भी शामिल हैं। एविएशन हब- यहां एमआरओ सुविधा, कार्गो हब, एयरोसिटी, होटल, कन्वेंशन सेंटर और लॉजिस्टिक्स पार्क विकसित किए जा रहे हैं। यह 10 लाख से अधिक प्रत्यक्ष और अप्रत्यक्ष रोजगार पैदा करेगा, विशेषकर इलेक्ट्रॉनिक्स, फार्मा और डिफेंस मैनुफैक्चरिंग सेक्टर में।

क्यों खास है नोएडा एयरपोर्ट ?

यह एयरपोर्ट दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट (आईजीआई) का बोझ कम करेगा, जो वर्तमान में ओवरलोडेड है, और एनसीआर को दूसरा अंतरराष्ट्रीय गेटवे प्रदान करेगा। परिसर में एयरोसिटी, होटल, कन्वेंशन सेंटर और कार्गो लॉजिस्टिक्स पार्क विकसित होंगे, जो रीयल एस्टेट और निवेश अवसरों को बढ़ावा देंगे। नोएडा, ग्रेटर नोएडा, अलीगढ़, मथुरा, आगरा और लखनऊ जैसे शहरों को वैश्विक स्तर पर सीधी कनेक्टिविटी मिलेगी, जिससे पर्यटन और व्यापार बढ़ेगा।

विश्व के प्रमुख एयरपोर्ट से तुलना

विशेषता	कुल क्षेत्रफल
नोएडा (NIA)	5,200 हेक्टेयर
दुबई (DXB)	2,900 हेक्टेयर
इस्तांबुल (IST)	7,600 हेक्टेयर
सिंगापुर (SIN)	चांगी 1,300 हेक्टेयर

रनवे संख्या (अंतिम लक्ष्य)

वार्षिक क्षमता (यात्री)
12 करोड़ (2030 तक), 9 करोड़, 20 करोड़ (भविष्य में), 6.8 करोड़

विशेष आकर्षण

नेट-जीरो ग्रीन एयरपोर्ट,
एयरोट्रोपोलिस, स्वदेशी टेक

ग्लोबल ट्रांजिट हब, यूरोप-एशिया कनेक्टिविटी हब, स्काई गार्डन, इनडोर वॉटरफॉल, क्षेत्रीय प्रभाव, उत्तर भारत का औद्योगिक व कारोबारी विकास, खाड़ी देशों का व्यापारिक केंद्र, यूरोप-एशिया जंक्शन, दक्षिण-पूर्व एशिया का इन्वेस्टमेंट हब।

यह तुलना दर्शाती है कि जेवर एयरपोर्ट क्षेत्रफल और रनवे संख्या में दुबई से आगे है, जबकि इस्तांबुल की तरह ट्रांजिट हब बनने की क्षमता रखता है।

हाल की अपडेट्स और चुनौतियां

अगस्त 2025 तक, एयरपोर्ट ने स्मार्ट लाइटिंग और रैपिडो पार्टनरशिप जैसी पहलों के साथ प्रगति दिखाई है। हालांकि, कोविड-19 और अन्य देरी के कारण उद्घाटन 2024 से 2025 तक शिफ्ट हुआ है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 AUGUST 2025

Rajkot airport begins air cargo services

Cargo services have taken off at Rajkot International Airport in Hirasar with the dispatch of the first outbound shipment on Tuesday. A 600 kg consignment of silver ornaments was dispatched through the passenger terminal, marking the beginning of operations. Since the airport's cargo terminal is still under construction, authorities permitted temporary use of the passenger facility following persistent requests from logistics operators and jewellery traders. An airport official confirmed Air India launched outbound cargo services from Rajkot on Tuesday, while IndiGo will begin operations on Friday. The Bureau of Civil Aviation Security had granted clearance for the arrangement on July 23. Rajkot, a key jewellery hub, exports 10,000 kg of silver, gold, and imitation ornaments daily. Industry representatives said the new facility will cut logistics costs and minimise theft risks linked to road transport. Mayur Adesra, president of the Gems and Jewellery Association, noted direct cargo flights will cut delivery time by up to two days for the region's 8-10,000 wholesalers.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 AUGUST 2025

B'luru Airport 1st to get Level-2 Accreditation



Press Trust of India

BENGALURU

Kempegowda International Airport Bengaluru (BLR Airport) has become the first airport in India to receive Level-2 Accreditation under Airports Council International's (ACI) Accessibility Enhancement Accreditation (AEA) programme, airport authorities said on Thursday.

This milestone places Bengaluru Airport among a select group of airports globally recognised for embedding accessibility into strategy, policy, and passenger experience, the Bangalore International Airport Limited (BIAL), which manages KIA, said in a statement.

The AEA programme, the world's only initiative dedicated to benchmarking

and advancing accessibility in aviation, evaluates airports on facilities, services, and governance, recognising continuous improvements for Persons with Reduced Mobility (PRMs) and Persons with Disabilities (PwDs).

Satyaki Raghunath, Chief Operating Officer of BIAK, said, "We are honoured to be awarded the Level-2 Accreditation under ACI's Airport Accessibility Enhancement programme. At BLR Airport, accessibility is not just a measure of infrastructure, but a reflection of our belief that travel should be inclusive, seamless, and experiential for every passenger."

Bengaluru airport has implemented initiatives such as the Sunflower Lanyard scheme for travellers with hidden disabilities and In-



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

30 AUGUST 2025

हवाई अड्डा प्राधिकरण के प्रबंधक के खिलाफ मामला दर्ज

नई दिल्ली, 29 अगस्त (एजेंसी): केंद्रीय अन्वेषण ब्यूरो (सी.बी.आई.) ने भारतीय हवाई अड्डा प्राधिकरण (एएआई) के एक वरिष्ठ प्रबंधक के खिलाफ 3 वर्षों में फर्जी लेखा प्रविष्टियों के जरिए 232 करोड़ रुपए से अधिक की

■ अपने निजी खातों में जमा कराए थे 232 करोड़ रुपए

राशि अपने निजी खातों में जमा करने के आरोप में प्राथमिकी दर्ज की है। अधिकारियों ने बताया कि एएआई के वरिष्ठ प्रबंधक ने देहरादून हवाई अड्डे पर अपनी तैनाती के दौरान 3 साल में यह हेराफेरी की। उन्होंने

बताया कि वित्त एवं लेखा विभाग के वरिष्ठ प्रबंधक राहुल विजय की ओर से कथित हेराफेरी का पता एक आंतरिक ऑडिट में चला। अधिकारियों के मुताबिक एएआई के वरिष्ठ प्रबंधक (वित्त) चंद्रकांत पी. ने 18

अगस्त को सीबीआई में औपचारिक शिकायत दर्ज कराई। आरोप है कि विजय, जो भारतीय स्टेट बैंक (एसबीआई) में एएआई के आधिकारिक बैंक खातों में अधिकृत हस्ताक्षरकर्ता था।



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

30 AUGUST 2025

चेन्नई हवाई अड्डे पर शीशे का पैनल टूटा

चेन्नई, 29 अगस्त (एजेंसी):
चेन्नई अंतर्राष्ट्रीय हवाई अड्डे पर शीशे
का एक पैनल टूट गया, जिससे
यात्रियों को असुविधा हुई लेकिन
घटना में कोई हताहत नहीं हुआ।
हवाई अड्डे के एक अधिकारी ने
शुक्रवार को यह जानकारी दी। यह
घटना हवाई अड्डे पर एक रेस्तरां के
पास हुई। कुछ टूटने की जोरदार
आवाज सुनकर यात्री घबरा कर
रेस्तरां से बाहर भागे।



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NAVODAYA TIMES

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कर्ण गिलहोत्रा एयरपोर्ट एडवाइजरी कमेटी के स्पेशल मैबर नियुक्त

फाजिल्का, 29 अगस्त (विशेष): पीएचडी चेंबर ऑफ कॉमर्स के पंजाब चेयरमैन कर्ण गिलहोत्रा ने एक बार फिर जिले और प्रदेश का नाम रोशन किया है। उन्हें शहीद भगत सिंह चंडीगढ़ इंटरनेशनल एयरपोर्ट लिमिटेड द्वारा एयरपोर्ट एडवाइजरी कमेटी का स्पेशल मैबर नियुक्त किया गया है। यह नियुक्ति सांसद मनीष तिवारी (चेयरमैन), सांसद मलविंदर सिंह कंग (को-चेयरमैन) और विधायक कुलवंत सिंह (वाइस चेयरमैन) की विशेष सिफारिश पर हुई है।

श्री गिलहोत्रा के साथ इस कमेटी में एस.एस.पी. चंडीगढ़, डी.एस.पी. चंडीगढ़, एस.एस.पी. मोहाली, डिप्टी कमिश्नर मोहाली, म्यूनिसिपल कमिश्नर मोहाली और चंडीगढ़ तथा ट्रैफिक एयरपोर्ट

चंडीगढ़ के अधिकारियों को शामिल किया गया है।

जानकारी के अनुसार आज हुई नवगठित कमेटी की पहली बैठक में सांसद मनीष तिवारी, सांसद मलविंदर सिंह कंग, विधायक कुलवंत सिंह, एयरपोर्ट अथॉरिटी से मुख्य कार्यकारी अधिकारी अजय वर्मा, सदस्य एच.एस. लक्की सहित एयरपोर्ट अथॉरिटी और तमाम वरिष्ठ अधिकारी मौजूद रहे। इस बैठक में कर्ण गिलहोत्रा ने भी शामिलियत की।

इस बैठक के दौरान कई मुद्दों पर विचार विमर्श किया गया जिसमें कर्ण गिलहोत्रा द्वारा भी अपने सुझाव पेश किए गए जिस पर हाजिर चेयरमैन और एयरपोर्ट अथॉरिटी द्वारा भी सहमति जताई गई।



Noida UDF Fixed At ₹210-₹980; Over 94% Flyers May Be Domestic Till March 2030

Achieving 80% Of Existing Capacity Will Be Trigger For Starting Next Phase Of Development

Saurabh.Sinha
@timesofindia.com

New Delhi: Passengers will pay Rs 210 to Rs 980 as user development fee (UDF) to fly in and out of the upcoming Greater Noida airport, which is expected to begin commercial operations this winter. Airports Economic Regulatory Authority (AERA) on Friday issued an ad-hoc tariff for Noida International Airport (NIA). The operator informed the authority on Aug 13 that “inauguration is expected in Oct 2025”.

For NIA, AERA has decided on an ad-hoc UDF of Rs 490 and Rs 980 per departing domestic and international passenger, respectively. Domestic passengers flying into NIA will pay Rs 210 as UDF and the figure will be Rs 420 for international arrivals (taxes extra on all charges). Much less than the proposal sent by the operator, the ad-hoc tariff will be applicable till March 31, 2026, or till a regular order is issued.

In its early years, NIA will primarily handle domestic flights with over 94% pas-

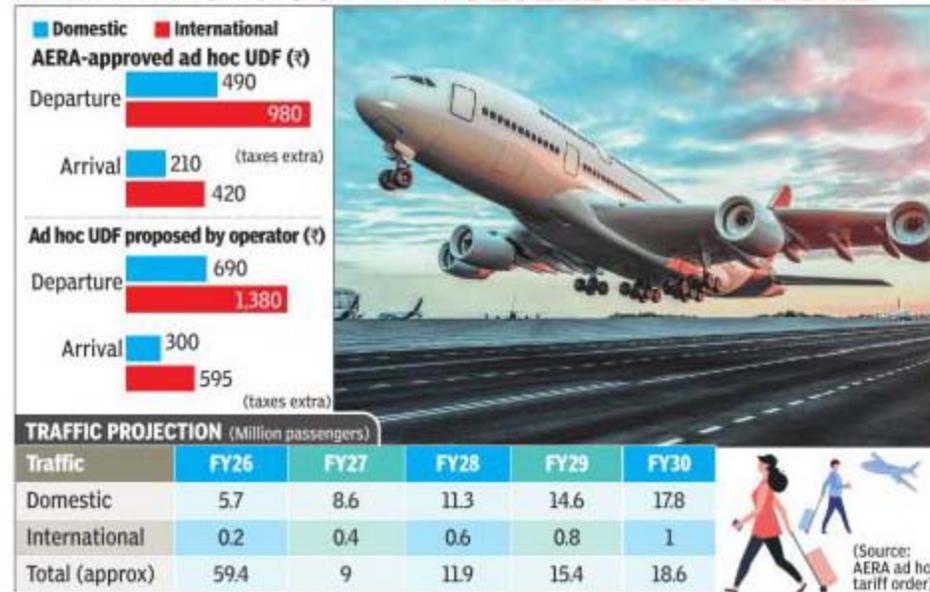
sengers flying to and from within the country till March 2030. The traffic projections by the airport operator envisages 57 lakh domestic passengers versus 2.4 lakh international ones this fiscal. In FY 2030, it expects over 1.7 crore domestic and 10 lakh international flyers.

The order has similarly given the landing and parking charges for different types of aircraft. The airport operator has projected a capital expenditure of Rs 7,209 crore for the first phase with which NIA opens with a capacity to handle 1.2 crore passengers annually (CPA). In the next phases, NIA's capacity will increase 3 CPA. Subsequently, work will begin on the second terminal and runway which will in phases take NIA's capacity to 5 CPA and then 7 CPA.

Achieving 80% of existing capacity will be the trigger for starting the next phase of development. UP Govt envisages many more terminals and runways to make NIA one of the biggest airports globally.

Delhi's IGI Airport — India's busiest airport figuring in

NIA EXPECTS 60 LAKH FLYERS THIS FISCAL



the world's top 10 with four runways and three mega terminals — has over the years seen its capacity grow to 10 CPA and it handled 7.8 crore passengers in 2024. At IGI, passengers currently pay UDF between Rs 129 and Rs 810. (tax-

es extra on all). Charges are higher at new infra projects as developers have to recover their capex. IGIA has recovered a significant part of its capex.

“NIA will be NCR's second international airport and will complement IGIA to

meet aviation demand of the region. It will serve as the primary international airport for major cities such as Noida, Meerut, Ghaziabad, Mathura, Agra etc and will be the gateway to various pilgrim and tourist destina-

tions,” the order says. It was originally expected to begin operation by April 30, 2025

NIA's ad-hoc tariff comes nearly two months after the same for the upcoming Navi Mumbai Airport which is also expected to become operational around the same time. Ad-hoc tariffs will be applicable till the time the authority issues a regular order for both the long-awaited secondary airports of India's financial and political capitals.

AERA order says that being a greenfield airport, “there are no prevailing tariff rates available to be levied on the date of commencement of actual commercial operation” at NIA. “Upon receipt of multi-year tariff proposal from the airport operator, determination of regular tariff... requires a very thorough and in-depth examination of capex followed by stakeholder consultation... this exercise of regular tariff determination takes some time.... need arises for issuance of ad-hoc tariff order to avoid regulatory vacuum at the major airport,” the order says.



Corporate Communications Directorate

AMAR UJALA

DELHI

30 AUGUST 2025

श्रीनगर में स्पाइसजेट के विमान की आपात लैंडिंग, यात्री सुरक्षित

श्रीनगर। दिल्ली से रवाना हुए स्पाइसजेट के विमान की श्रीनगर अंतरराष्ट्रीय हवाईअड्डे पर शुक्रवार को इमरजेंसी लैंडिंग कराई गई।



विमान में दबाव संबंधी समस्या की पायलट ने सूचना दी थी। सभी यात्री और

चालक दल के सदस्य सुरक्षित हैं। एयरपोर्ट अथॉरिटी के एक अधिकारी ने बताया कि विमान में चार बच्चों सहित 205 यात्री और चालक दल के सात सदस्य सवार थे। विमान दोपहर 3:27 बजे सुरक्षित रूप से उतर गया। उन्होंने कहा कि विमान की आवश्यक जांच की जा रही है। ब्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

30 AUGUST 2025

ब्रिटिश एयरवेज ने भारतीय छात्रों के लिए शुरू की विशेष सेवा

नई दिल्ली। ब्रिटिश एयरवेज ने शुक्रवार को भारतीय पांच हवाई अड्डों से लंदन की अपनी उड़ानों में यात्रा करने वाले छात्रों की मदद के लिए समर्पित सेवा शुरू की। एयरलाइन दिल्ली, मुंबई, बंगलूरु, हैदराबाद और चेन्नई से प्रति सप्ताह 56 उड़ानें संचालित करती है। शुक्रवार को कंपनी ने कहा कि छात्र यात्रा सहायता इस गर्मी में भारतीय पांच हवाई अड्डों से लंदन हीथ्रो की यात्रा करने वाले छात्रों की सहायता के लिए एक समर्पित सेवा है, जो सत्र शुरू होने पर शुरू होगी। यह सेवा 29 अगस्त से 31 अक्टूबर तक दिल्ली, मुंबई, बंगलूरु, हैदराबाद और चेन्नई हवाई अड्डों से मिलेगी। एजेंसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 AUGUST 2025

Air India fast-tracks A320neo retrofit, eyes Sept completion

Rohit Vaid
New Delhi

Tata Group-owned Air India has accelerated the retrofit of its legacy A320neo fleet, targeting completion by September 2025 by expanding its maintenance, repair and overhaul (MRO) network, industry sources told *businessline*.

According to industry insiders, 18 legacy A320neo aircraft have already undergone retrofitting and returned to service. Air India has a total of 27 legacy

A320neo aircraft in its fleet.

"The programme was meant to offer passengers an upgraded travel experience on domestic and short-haul international routes," sources said.

Accordingly, the retrofitted aircraft now sport a modern three-cabin configuration as well as updated interior amenities.

HOST OF UPGRADES

The cabin interiors of the retrofitted aircraft boast of a host of upgrades including newly-designed seats, fresh carpets, curtains and uphol-



Eighteen legacy A320neo aircraft have already undergone retrofitting and returned to service. REUTERS

stery, along with refurbished galleys, lavatories, overhead bins and a new external livery.

"At present, work is going on in full swing and at least

three more aircraft are undergoing retrofit work in the MROs," sources said.

"Initially, the retrofitting programme was being carried out at two MRO facilit-

ies in Hosur and Nagpur. However, to accelerate the project, Air India has also tied up with a third MRO facility in Hyderabad."

ADDITIONAL MRO

The addition of another MRO, cited sources, will ensure timely completion of the programme within the expected timeline.

Notably, all the retrofitted A320neo aircraft will feature eight business class seats, 24 extra legroom seats in premium economy, and 132 economy class seats.

"This reconfiguration is

designed to provide passengers with wider choices and enhanced comfort," sources said.

Air India's \$400 million retrofit programme is a major part of the airline's transformation journey. It was launched in September 2024.

Besides, a widebody retrofit is also underway. Recently, the first legacy Boeing 787-8 was flown to Victorville, US, for a comprehensive retrofit. It is set to return in December 2025, with all the 26 legacy B787-8s scheduled for completion of retrofit by July 2027.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

30 AUGUST 2025

इंडस्ट्री रिपोर्ट • यात्री संख्या में धीमी वृद्धि का दिखेगा असर भारतीय विमानन कंपनियों का घाटा 1 लाख करोड़ पार हो सकता है: इक्रा

बिजनेस संवाददाता | नई दिल्ली

जुलाई में हवाई यात्री 3 फीसदी घटकर 1.26 करोड़

भारतीय विमानन उद्योग को वित्त वर्ष 2025-26 में उथल-पुथल का सामना करना पड़ सकता है। क्रेडिट रेटिंग एजेंसी इक्रा के अनुसार, देश की एविएशन इंडस्ट्री का शुद्ध घाटा 2024-25 के 55,000 करोड़ से बढ़कर चालू वित्त वर्ष में 95,000-1,05,000 करोड़ रुपए तक पहुंचने का अनुमान है। रिपोर्ट के मुताबिक, यात्रियों की संख्या में धीमी वृद्धि और विमानों की डिलीवरी में देरी होने की वजह से एयरलाइंस का घाटा लगातार बढ़ रहा है। हालांकि रिपोर्ट में कहा गया है कि अनुमानित घाटा 2021-22 के स्तर से काफी

देश के भीतर सफर करने वाले हवाई यात्रियों की संख्या जुलाई में 3% घटकर 1.26 करोड़ रह गई। जुलाई 2024 में यह संख्या 1.29 करोड़ थी। घरेलू बाजार में इंडिगो की हिस्सेदारी जुलाई 2024 के 62% से बढ़कर जुलाई 2025 में 65% हो गई। एअर इंडिया समूह की घरेलू हिस्सेदारी जुलाई 2024 के 29% से घटकर जुलाई 2025 में 26% रह गई। अकासा एयर की हिस्सा पिछले साल जुलाई के 4.7% से बढ़कर 5.5% हो गया। स्पाइसजेट की हिस्सा जुलाई 2024 के 3.1% से घटकर 2% रह गया। इस साल जनवरी-जुलाई में घरेलू हवाई यात्री 6% बढ़कर 9.77 करोड़ हो गए।

नीचे है। उस समय इंडस्ट्री को 2.16 लाख करोड़ रुपए का घाटा हुआ था। वहीं 2022-23 में 1.79 लाख करोड़ रुपये का नुकसान हुआ था। इक्रा ने चालू वित्त वर्ष के लिए घरेलू हवाई यात्री यातायात की

अनुमान संशोधित कर 4-6% कर दिया है। ये पहले के 7-10% के अनुमान से कम है। एजेंसी को अब घरेलू यातायात के सालाना 17.2 से 17.6 करोड़ यात्रियों तक पहुंचने की उम्मीद है।

खराब मौसम के चलते पुणे और मुंबई से अहमदाबाद जा रही फ्लाइट जयपुर डायवर्ट हुई देहरादून से हैदराबाद जा रही फ्लाइट में हवा में तकनीकी खराबी का पता लगा, एटीसी को सूचना दे जयपुर में प्रायरिटी लैंडिंग कराई

एविएशन रिपोर्टर | जयपुर

जयपुर एयरपोर्ट पर गुरुवार देर शाम एक साथ तीन फ्लाइट्स की लैंडिंग कराई गई। इनमें एक फ्लाइट की प्रायरिटी लैंडिंग हुई, जबकि दो अन्य फ्लाइट्स डायवर्ट होकर जयपुर पहुंची।

एयरपोर्ट से मिली जानकारी के अनुसार इंडिगो एयरलाइंस की एक डोमेस्टिक फ्लाइट 6ई-423 देहरादून से हैदराबाद जा रही थी। शाम करीब 6:15 बजे फ्लाइट देहरादून से रवाना हुई। उड़ान के करीब 20 मिनट बाद पायलट को इंजन में तकनीकी खराबी का पता



चला। ऐसे में उसने इसकी जानकारी तुरंत संबंधित एटीसी को दी और फ्लाइट की प्रायरिटी (प्राथमिक) लैंडिंग कराने के लिए कहा। इसके बाद एटीसी ने फ्लाइट को तुरंत नजदीकी एयरपोर्ट जयपुर में उतरने के लिए कहा। वहीं जयपुर एटीसी ने भी इस बारे में ग्राउंड टेकनिकल टीम को बताया और फ्लाइट को अटैंड करने के निर्देश दिए। देर शाम करीब 7:45 बजे फ्लाइट की

जयपुर में सुरक्षित प्रायरिटी लैंडिंग कराई गई। वहीं फ्लाइट के पहुंचते ही ग्राउंड टेकनिकल टीम ने फ्लाइट को अटैंड किया।

हालांकि करीब ढाई घंटे तक भी टीम फ्लाइट को ठीक नहीं कर सकी। इस दौरान हैदराबाद जा रहे फ्लाइट के अंदर बैठे यात्री परेशान होते रहे। वहीं परेशान यात्री दूसरे विमान से हैदराबाद भेजने की मांग करते रहे। उधर, रात करीब 9:35 बजे दो डोमेस्टिक फ्लाइट्स डायवर्ट होकर जयपुर पहुंची। मामला अकासा और एयर इंडिया की फ्लाइट का है। दरअसल रात में अहमदाबाद में खराब मौसम की

वजह से अहमदाबाद एयरपोर्ट पर फ्लाइट संचालन प्रभावित हुआ। इस वजह से अहमदाबाद जाने वाली दो फ्लाइट्स को जयपुर एयरपोर्ट पर डायवर्ट कर दिया गया। अकासा एयरलाइंस की फ्लाइट क्यूपी-1510 डायवर्ट होकर जयपुर पहुंची। ये फ्लाइट पुणे से अहमदाबाद जा रही थी। इसी तरह एयर इंडिया की मुंबई से अहमदाबाद जा रही फ्लाइट एआई-2493 को भी जयपुर डायवर्ट कर दिखा गया। क्योंकि अहमदाबाद में खराब मौसम की वजह एटीसी ने दोनों फ्लाइट्स को लैंडिंग की अनुमति नहीं दी। इसके बाद जयपुर में दोनों फ्लाइट्स की

यात्री परेशान, हंगामा किया

देर रात करीब 11 बजे तक भी फ्लाइट हैदराबाद रवाना नहीं हो सकी। हैदराबाद जा रहे करीब 150 यात्री एयरलाइंस प्रबंधन से दूसरी फ्लाइट से भेजने की मांग करते रहे, लेकिन संतोषजनक जवाब नहीं मिला। परेशान यात्रियों ने हंगामा किया। वहीं, डायवर्ट होकर जयपुर पहुंचे दोनों फ्लाइट्स को भी अहमदाबाद एटीसी से क्लियरेंस नहीं मिल सका।

सुरक्षित लैंडिंग कराई गई। गौरतलब है कि रात करीब 11 बजे तक तीनों फ्लाइट्स रवाना नहीं हो सकी थीं।

ब्रांड से सबक



भारत की लो कॉस्ट एयरलाइन कंपनी

2014 में डूबने की कगार पर थी स्पाइसजेट, आज बेड़े में 65 विमान, रोजाना 150 से अधिक उड़ानें

दिसंबर 2014 की ठंडा दिल्ली एयरपोर्ट पर यात्रियों की भीड़ खड़ी थी। सबके हाथों में स्पाइसजेट की टिकट थी, लेकिन फ्लाइट उड़ान भरने के बजाय कैसिल हो गई। सिर्फ एक-दो नहीं, बल्कि उस दिन 200 से ज्यादा उड़ानें अचानक रद्द करनी पड़ीं। पायलट और क्रू महीनों से वेतन न मिलने की वजह से काम छोड़ने की तैयारी में थे। हवाई अड्डों पर कंपनी का कर्ज इतना बढ़ चुका था कि डीजीसीए ने चेतावनी दी- 'अगर अगले कुछ हफ्तों में स्थिति नहीं सुधरी तो स्पाइसजेट का लाइसेंस रद्द कर दिया जाएगा। कभी देश की दूसरी सबसे बड़ी एयरलाइन कंपनी रही स्पाइसजेट की स्थिति ऐसी क्यों हुई? 2014 और 2017 में स्पाइसजेट ने जेट एयरवेज को पीछे छोड़कर देश में दूसरी सबसे बड़ी एयरलाइन कंपनी की उफाली हासिल की थी। कंपनी के बिना किसी टोस योजना के बड़ी संख्या में बोइंग-737 जैसे बड़े विमान खरीदने, भारी विदेशी कर्ज और यात्रियों की संख्या बढ़ाने के लिए '499 रुपए वाली टिकट' जैसी स्कैम्स इसके लिए जिम्मेदार थीं। हालांकि सही समय पर गलतियों को सुधारने और मैनेजमेंट में बदलाव ने इसे दूसरी किंगडोम बनने से बचा लिया। ब्रांड से सबक में आज पहिले स्पाइजेट की कहानी कि कैसे इस कंपनी ने खुद को दोबारा खड़ा किया।

वर्तमान स्थिति
बेड़े में 65 विमान, रोज 150 के करीब उड़ानें
वर्तमान में स्पाइसजेट का मार्केट कैप करीब 5158 करोड़ रुपए है। कंपनी रोजाना करीब 150 उड़ानें भरती है। इस्का नेटवर्क देश के 38 शहरों और अंतरराष्ट्रीय स्तर पर सऊदी अरब, थाइलैंड और यूएई तक फैला है। इसके बेड़े में करीब 65 विमान हैं, जिनमें बोइंग 737 और एयरबस ए320 जैसे विमान शामिल हैं। 2015 के संकट से निकलने के बाद कंपनी ने कई बार टर्नलैस का सामना किया है, लेकिन अभी भी यह भारत की टॉप 5 निजी एयरलाइंस में गिनी जाती है।

सबक क्यों- दिवालिया होने की कगार पर पहुंची स्पाइसजेट ने भारत जैसे कठिन एविएशन सेक्टर में खुद को उबारा, मुनाफे में आई।



1 करोड़ के करीब यात्रियों ने उड़ान भरी थी 2010-11 में स्पाइसजेट की एयरलाइंस में जो बड़ा आंकड़ा है।
70% तक गिर गया था स्पाइसजेट का शेयर साल 2014 के आर्थिक संकट के दौरान।
बिजनेस टाइकून अजय सिंह ने 2004 में रॉयल एयरवेज लिमिटेड को खरीद लिया था। 2005 में इसका नाम बदलकर स्पाइसजेट कर दिया था।

यूँ डूबने की कगार पर पहुंची

- तेल की बढ़ती कीमतें, अधिक खर्च-** 2013-14 में कच्चे तेल की कीमतें लगातार बढ़ रही थीं, लेकिन स्पाइसजेट ने कोई टोस रणनीति नहीं बनाई। नतीजा, खर्च बढ़ता गया, मुनाफा घटत गया।
- खराब मैनेजमेंट, गलत रणनीति-** 2012-14 के बीच स्पाइसजेट का मैनेजमेंट अस्थिर हो गया। फ्लाइट शेड्यूलिंग, टिकटिंग और रूट प्लानिंग गड़बड़ा गई। इसके अलावा चेयरमैन बदलते रहे, स्पष्ट रणनीति नहीं थी। बोर्ड के फैसले असंगत थे।
- रुपए में गिरावट, विदेशी कर्ज का दबाव** कंपनी ने डॉलर में कर्ज लिया था। जब रुपए का मूल्य गिरा, तो कर्ज का बोझ और बढ़ गया। विमान किराए पर रखने में मुश्किलें बढ़ गईं।
- कर्मचारियों का भरोसा टूटा-** पायलट, ग्राउंड स्टाफ और केबिन क्रू का महीनों तक वेतन अटका रहा। इस माहौल में कर्मचारियों का मनोबल टूट गया।

स्पाइसजेट की ऐसे हुई वापसी

- अजय सिंह की वापसी-** 2005 में स्पाइसजेट शुरू करने वाले अजय सिंह ने 2010 में 750 करोड़ रु. में अपनी 37.7% हिस्सेदारी कलानिधि मारन को बेच दी थी। 2015 में फिर उसे वापस लिया।
- लागत नियंत्रण-** अजय सिंह ने आते ही बड़े घाटे वाले रूट बंद किए और छोटे-छोटे लेकिन मुनाफे वाले रूट्स पर फोकस किया। इससे फ्यूल और ऑपरेशनल खर्च घटा और कंपनी धीरे-धीरे फिर से एविएशन सेक्टर में टिकने लगी।
- कर्जदाताओं, फ्यूल सप्लायर्स से समझौता-** अजय सिंह ने सप्लायर्स और कर्जदाताओं को बकाया चुकाने का रोडमैप बनाया। इसके बाद इंडियन ऑयल जैसी कंपनियों ने धीरे-धीरे सप्लाई शुरू की।
- क्षेत्रीय रूट्स, छोटे शहरों पर फोकस-** स्पाइसजेट ने छोटे शहरों को जोड़ने वाले रूट्स पर ध्यान दिया। स्पर्धा के कारण यात्री संख्या बढ़ी।

भारतीयता के प्रतीक मसालों पर नाम रखा था 'स्पाइसजेट'

शुरुआत : निजी एयर टैक्सी कंपनी 2005 में बनी स्पाइसजेट

स्पाइसजेट अप्रैल 2005 में शुरू हुई। बिजनेस टाइकून अजय सिंह ने इसकी शुरुआत की। दिल्ली-मुंबई के बीच कंपनी की पहली फ्लाइट ने उड़ान भरी। असल में 1984 में मोदी ग्रुप ऑफ कंपनी के एस्के मोदी ने एक प्राइवेट एयर टैक्सी कंपनी शुरू की थी। बाद में इसे घरेलू एयरलाइन कंपनी में बदल दिया। 2004 में अजय सिंह ने इसी की कंपनी खरीदकर स्पाइसजेट शुरू की।

ऐसे पढ़ा नाम : 'Spice' भारतीयता व स्वाद का प्रतीक है, जबकि 'Jet' विमान का। इससे कंपनी ने संदेश दिया कि यह एयरलाइन भारतीयों के लिए ही बनी है।

गिरावट : विस्तार की जल्दबाजी से डूबने की कगार पर पहुंची

2012-14 के बीच स्पाइसजेट ने बेड़े में 30 से ज्यादा बोइंग 737 विमान जोड़े, लेकिन कोई टोस वित्तीय योजना नहीं बनाई। इससे ऑपरेशनल लागत बढ़ गई। इसके अलावा तेल की कीमतों में हुई बढ़ोतरी को कंपनी संभाल नहीं पाई, जिससे कर्मचारियों की सैलरी, लीज का भुगतान आदि भी अटक गया। इससे कंपनी पर कर्ज 2000 करोड़ के करीब पहुंच गया।

सबसे बड़े प्रतिद्वंद्वी : इंडिगो, एयर इंडिया, गोएयर (अब गोफस्ट) और विस्तारा वर्तमान में इसके प्रमुख प्रतिद्वंद्वियों में शामिल हैं।



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THE DAILY GUARDIAN

DELHI

29 AUGUST 2025

'Indian aviation losses to widen to Rs 95,000-1,05,000 cr in FY26'

TGG NETWORK
NEW DELHI

The Indian aviation sector is set to face deeper turbulence in FY2026 as net losses are projected to rise to Rs 95,000-1,05,000 crore, up from Rs 55,000 crore in FY2025, according to credit rating agency ICRA.

The widening losses come against the backdrop of slowing passenger traffic growth and rising aircraft deliveries.

ICRA has revised its growth forecast for domestic air passenger traffic for FY2026 to 4-6 per cent, lowering it from the earlier projection of 7-10 per cent. The agency now expects

domestic traffic to reach 172-176 million passengers annually.

"During FY2025, the Indian aviation industry benefited from improved pricing power, evident in higher yields, driven by healthy demand for air travel. However, the demand environment has turned more cautious in FY2026," noted Kinjal Shah, Senior Vice President & Co-Group Head, ICRA.

Passenger traffic growth in the first quarter of FY2026 stood at 4.4 per cent year-on-year, dragged down by cross-border escalations, flight disruptions and a travel slowdown following an aircraft accident tragedy.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

30 AUGUST 2025

THREE MONTHS AFTER TAKING A TOUGH STANCE...

Govt Takes a U-turn on Links with Turkish Aviation Sector

DGCA starts approving leasing agreements between Indian and Turkish airlines

Arindam Majumder

New Delhi: About three months after vowing to cut civil aviation ties with Turkey, the government has started approving aircraft leasing pacts between Indian and Turkish airlines, signalling a softening of its stance.

India's largest carrier IndiGo secured Directorate General of Civil Aviation (DGCA) approval to extend a leasing agreement for two Boeing 777 aircraft with Turkish Airlines by six months. It marks a shift from the civil aviation regulator's earlier directive to IndiGo to terminate the leasing deal with Turkish Airlines by August 31.

DGCA has also approved budget airline SpiceJet's plan to lease five Boeing 737 planes from a subsidiary of Turkish carrier Corendon Airlines. The Malta-based subsidiary, while having a separate licence, is wholly owned by the Turkish carrier.

IndiGo had first sought a six-month extension of its lease but was only granted a "one-time last and final extension" of three months till August-end.

The Modi government's toughening of its stand against ties with Turkey followed Operation Sindoor, during which it was discovered that many of the drones fired into India by Pakistan were of Turkish make. In both the leasing deals, the lessor will provide the Indian carriers with crew and maintenance support.

Government officials said the approvals were given to safeguard the interest of homegrown airlines as they are already hamstrung by the airspace curbs by Pakistan since April.

"IndiGo said that due to the air-



space closure, they will be unable to operate to Istanbul with the Airbus 320 or 321 jets which have range limitations. That would have rendered the India-Turkey route to be



As many as 24,250 Indian tourists visited Turkey in June 2025, a sharp 36% drop from 38,307 in June 2024

if the permission to lease wasn't given which would have led to increase in ticket prices."

IndiGo said the approval provides continuity and stability in opera-

tions.

"We are thankful to the authorities for accepting our request for extension. As always, we continue to be fully compliant with the relevant regulations and conditions of extension laid down by the authorities," the airline said.

A second government official said officially, India has never taken a position to block business from Turkey.

Senior aviation industry executives, while lauding the government's decision of upholding the commercial interest of local carriers, said the unfolding episode shows that policy decisions should be led by hard commercial and national interest rather than clamour on social media.

"There was no official word from the government but the move to oust Celebi was taken after the clamour on social media. It's good that the government has realised that it is futile to pursue such steps," he said.

In May the Bureau of Civil Aviation Security (BCAS) revoked the clearance of Turkish ground handling firm Celebi, forcing it to cease operations at nine airports across India. The government had cited national security concerns despite Celebi arguing that it was privately owned and not an organisation controlled by the Turkish government, with global blue-chip investors holding a 65% stake.

Since then, major airport operators like Adani Group and GMR have started preparations to enter into aircraft ground-handling services. Employees of Celebi have been reassigned to other ground-handling companies in order to maintain airport operations.

The government will have to work through intricacies of geopolitical relations while prioritising interest in Indian business, said Kabir Tanuja, deputy director, strategic studies at Observer Research Foundation.



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THE FINANCIAL EXPRESS

DELHI

30 AUGUST 2025

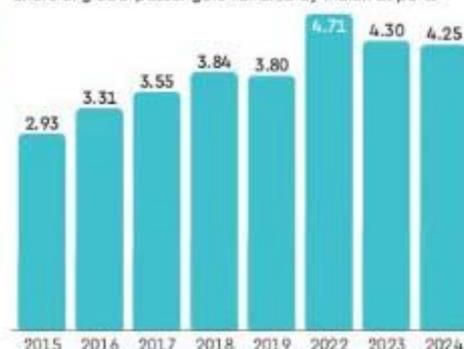
Air travellers to grow at 7% CAGR over FY25-27: CareEdge

PASSENGER TRAFFIC AT domestic airports is projected to grow at 7% CAGR over FY25-27, normalising from the earlier pre-Covid estimates of 9%, CareEdge Ratings said in a report. The long-term growth outlook remains robust, owing to favourable demographics, conducive regulations, rising non-aero revenues per passenger, and increasing airport city-side development, it said.

—NITIN KUMAR



Share of global passengers handled by Indian airports



Akasa set to have 40 aircraft in its fleet by March 2026

SWARAJ BAGGONKAR
Mumbai, August 29

WITH A VISIBLY improved supply situation at aircraft manufacturer Boeing, low-cost airline Akasa Air is aiming to close the year with an expanded fleet of 40 aircraft. The Mumbai-based airline had ended FY25 with a fleet of 27 Boeing 737 jets.

"The supplies have eased quite a bit and we are getting deliveries regularly now. We are looking at a total of around 40 aircraft by the end of FY26," said a company source.

Taking its first flight in 2022, Akasa has completed three years in service in August. Its aircraft induction pace has already surpassed that of current market leader IndiGo, which had 24 aircraft in service in the first three years of its operation.

"We are at 30 aircraft today," Vinay Dube, founder and CEO, Akasa Air, told *FE* in an interaction though declining to provide aircraft induction guidance for the year.

"But we can say confidently that we have a strong relationship with Boeing and they continue to deliver to our expectations," Dube added.

Boeing has been under intense scrutiny of its regulator since the past several months after multiple incidents of non-

EASING SUPPLIES

■ The Mumbai-based airline had ended FY25 with a fleet of **27** Boeing **737** jets

■ Akasa's fleet entirely comprises the B737s in single aisle, the economy class configuration



■ The airline has added three destinations this year so far

■ It will start flying in and out of airports of Navi Mumbai and Noida in a few months

VINAY DUBE,
FOUNDER & CEO, AKASA AIR

We have got just short of 800 pilots, which is plenty for not just the existing fleet but for the growth that we foresee



compliance in manufacturing processes. This substantially impacted delivery schedules of the planes to its customers, throwing their market expansion plans in disarray.

Unlike rivals like IndiGo and Air India Express, which have Airbus short-haul planes in inventory, Akasa's fleet entirely comprises B737s in single aisle, economy class configuration.

Its fleet grew by just 3 planes in FY25 from a total of 24 planes in FY24. The faster pace of new aircraft induction in FY26 compared to FY25 has made up for the muted pace marked in the previous year.

When asked to provide a review of the pace of new air-

craft induction, Dube said, "It is not better or worse because we had a plan to reach 20 planes. After that the plan was to have a slightly lower growth rate for the next two years and then start a greater delivery streak. We are more or less on that plan."

"Compared to earlier, we have a lot of comfort now for long-term planning," Dube said.

With the pace of plane supplies back on track, Akasa is upping the speed of route expansion. The airline has added three destinations - Darbhanga, Kozhikode, Phuket - this year so far. It will start flying from Navi Mumbai and Noida airports in a few months bringing the count to five.

In September 2023, Akasa faced a pilot shortage, leading to curtailed flight operations. Since then the airline has stepped up recruitment and is now sitting on a sufficient pool of pilots.

"We have got just short of 800 pilots which is plenty for not just the existing fleet but for the growth that we foresee. Most of the pilots are logging (flying) hours already. 100% of the strength will start logging hours in the next 90 days," Dube added.

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Phone: 487488
Website: www.iglonline
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IndiGo Surat-Dubai flight makes emergency landing

Plane reports engine fault; disaster averted

FPJ News Service

AHMEDABAD

Over 150 people panicked when Surat to Dubai IndiGo flight on Tuesday reported a engine fault and made an emergency landing at Ahmedabad's Sardar Vallabhbhai Patel International Airport. It was due to the pilot's decision-making, a potential disaster was averted.

IndiGo flight 6E-1507, which departed from Surat International Airport in the morning, developed technical trouble mid-air. Airline officials confirmed when the flight was cruising, a problem arose in its engine's performance. "The safety of our passengers is our top priority. The pilot followed all standard operating procedures and landed the aircraft safely in Ahmedabad," a spokesperson said.

As news of the technical glitch spread among passengers, panic and fear took over the cabin. Some were seen praying, while others called relatives once they were informed of the diversion.

"Everyone was tense. The crew kept telling us not to panic, but you could see the



fear on people's faces. It was only after the plane touched down safely in Ahmedabad that we finally breathed a sigh of relief," said, a passenger travelling to Dubai for business.

Eyewitnesses said the landing was smooth despite the emergency situation, and all passengers disembarked safely. Airport officials confirmed there were no injuries.

Following the emergency landing, IndiGo's engineering team immediately began inspecting the aircraft to determine the root cause of the engine fault. While the investigation is underway, the airline arranged for an alternate aircraft to transport passengers to Dubai.

By late afternoon, the pas-

sengers were transferred and resumed their journey without further delay.

The incident again raises questions about the frequency of technical issues in Indian aviation, even as passenger traffic continues to grow. Experts pointed out that quick thinking and technical expertise of pilots play a crucial role in ensuring safety during such emergencies.

Former aviation safety officer asking anonymity said, "What happened on this Surat-Dubai flight highlights the unpredictability of technical faults. But it also shows why training and preparedness of pilots are vital. The captain's decision to divert immediately was the right call and prevented a possible tragedy."



Corporate Communications Directorate

HINDUSTAN

DELHI

29 AUGUST 2025

नोएडा एयरपोर्ट पर 70% बिजली बचेगी

ग्रेटर नोएडा। जेवर में बन रहे नोएडा एयरपोर्ट पर बिजली की बचत के लिए स्मार्ट लाइटिंग सिस्टम लगाया गया है। यह सिस्टम जरूरत के हिसाब से रोशनी कम-ज्यादा करेगा। इससे एयरपोर्ट पर करीब 70 प्रतिशत बिजली की बचत का दावा है।

एयरपोर्ट के मुख्या विकास अधिकारी निकोलस शेंक ने बताया कि इस व्यवस्था से जहां ऊर्जा बचत होगी, वहीं रखरखाव का खर्च भी करीब 50 प्रतिशत ही रहेगा। साथ ही लाइट लंबे समय तक खराब नहीं होगी। यह तकनीक पनितेक स्मार्ट एनर्जी ने तैयार की है और इसका काम टाटा प्रोजेक्ट्स लिमिटेड ने पूरा कराया है।



Corporate Communications Directorate

HINDUSTAN

DELHI

29 AUGUST 2025

तुर्किश एयरलाइंस के विमान संचालन की समय सीमा बढी

नई दिल्ली, एजेंसी। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इंडिगो को तुर्किश एयरलाइंस से लीज पर लिए गए दो बोइंग 777 विमानों के संचालन की समय सीमा छह महीने बढ़ा दी है। सूत्रों ने गुरुवार को यह जानकारी दी।

डीजीसीए का यह फैसला उस समय आया है जब तीन महीने पहले मई में डीजीसीए ने इंडिगो को तुर्किश एयरलाइंस के विमानों के संचालन के लिए 31 अगस्त तक तीन माह के लिए विस्तार दिया था। डीजीसीए का यह फैसला तब किया था जब पहलगाम हमले के बाद ऑपरेशनसिंदूर के दौरान तुर्किश ने पाक का समर्थन किया था।

रिपोर्ट | अदाणी ने 1000 करोड़ में अमेरिकी विमान कंपनी बोइंग से 737-मैक्स 8-बीबीजे सीरीज का बिजनेस जेट खरीदा

अदाणी-अंबानी की हवाई शान, लग्जरी जेट में उड़ान

नई दिल्ली, एजेंसी। भारत के दो बड़े उद्योगपति गौतम अदाणी और मुकेश अंबानी अब आसमान में भी अपना रुतबा और दौलत का जलवा दिखा रहे हैं। अदाणी ने 1000 करोड़ रुपये का बोइंग 737 मैक्स 8 बीबीजे बिजनेस जेट खरीदा है, जबकि अंबानी पहले से ही इसी सीरीज का मैक्स 9 जेट रखते हैं।

दोनों जेट अपनी-अपनी खूबियों के साथ न सिर्फ हवाई सफर को पांच सितारा अनुभव देते हैं बल्कि कारोबार की दुनिया में इन दिग्गजों की शान का प्रतीक भी बन चुके हैं। रिपोर्ट के अनुसार, अदाणी के पास जितने जेट हैं, उसमें यह सबसे महंगा है। यह भारत से लंदन तक बिना रुके जा

सकता है। इसके साथ ही अमेरिका और कनाडा तक एक बार ईंधन भरने के बाद पहुंचने में सक्षम है। यह जेट अहमदाबाद आ चुका है। उनके पास कनाडा, ब्राजील और स्विट्स सीरीज के भी जेट मौजूद हैं।

अंबानी के पास 737 बीबीजे सीरीज का मैक्स 9 जेट : रिलायंस ग्रुप के चेयरमैन मुकेश अंबानी के पास 737 बीबीजे सीरीज का मैक्स 9 जेट है। उन्होंने यह 24 अगस्त 2024 को खरीदा था। हालांकि, बोइंग 737 मैक्स 200 सीटर विमानों का प्रयोग एयर इंडिया एक्सप्रेस, अकासा, स्पाइसजेट कंपनियों भी करती हैं। इसकी अनुमानित लागत ₹1,200-1,400 करोड़ रुपये है।

विशेषता	737 मैक्स 8 बीबीजे (अदाणी)	737 मैक्स 9 बीबीजे (अंबानी)
लंबाई	39.5 मीटर	42.2 मीटर
सीटिंग क्षमता	19-25 यात्री	25-30 यात्री
उड़ान क्षमता (नॉन स्टॉप)	11,000 किमी (12-13 घंटे)	11,700 किमी (13-14 घंटे)
स्पीड	839 किमी/घंटा	839 किमी/घंटा
इंटीरियर स्पेस सुविधा	कैबिन छोटा वीआईपी सुइट्स, कॉन्फ्रेंस रूम, बेडरूम, शावर	कैबिन बड़ा, ज्यादा लग्जरी विकल्प ज्यादा जगह, मल्टी-कॉन्फ्रेंस रूम, डबल बेड मास्टर सुइट

■ अमेरिकी विमान कंपनी बोइंग से 737-मैक्स 8-बीबीजे सीरीज का बिजनेस जेट खरीदा





Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

29 AUGUST 2025

Flight safety regulation needs reform at the top

From financial and administrative autonomy to hiring practices, there are many areas where DGCA needs a serious rethink

Post the Air India crash in June, India's civil aviation regulator, the directorate general of civil aviation (DGCA), the airlines it regulates, and their safety practices, have all been facing intense public scrutiny in Parliament and in the media. Every minor development in the civil aviation sector is now being dissected, leading to paranoia creeping into the minds of the ordinary flyer.

Recently, on a flight from the national capital to Goa, a woman seated next to me prayed for such a long time at take-off that I thanked her for praying on behalf of both of us. Ever since she saw the video of the June crash, she said, she prays harder than she did earlier upon boarding an aircraft — which, she added, is thankfully not often. In a gesture of warmth one comes across while travelling in India, she insisted on sharing some of her homemade food with me.

Thanks to the enhanced scrutiny, two things have become very clear: One, the functioning of DGCA needs a dramatic overhaul, which this writer has thoroughly discussed in these pages even before the accident. And two, airlines need to adopt a

more proactive approach to violations and transgressions by their staff, many of which are a direct threat to passenger safety, as highlighted in reports of the Aircraft Accident Investigation Bureau (AAIB).

A recent report on safety by the parliamentary standing committee on civil aviation makes a slew of recommendations. Many of the suggestions have been highlighted by the media in the past, but have been water off a duck's back as far as the authorities are concerned. Coming against the backdrop of the June catastrophe, and from a parliamentary committee, the public may yet hope that the recommendations will be taken more seriously by the powers that be.

While many of the reforms suggested have merit, I will highlight two that should have been undertaken long ago.

The first is setting up an independent civil aviation economic regulatory authority. With flyer numbers swelling (domestic air passenger traffic declined 2.94% in July year-on-year, presumably because of the Ahmedabad crash), and in the absence of an authority looking after the interests of passengers, DGCA is pulled into managing/solving every controversy/problem, big and small, affecting the sector — from rising fares to passenger misbehaviour, delays to operator transgressions.

It has willy-nilly become the nation's favourite punching bag for all ills afflicting the sector — a safety

threat in itself, given that the body in charge of keeping flying incident and accident-free is perpetually distracted by matters unrelated to it.

As someone who has observed this space for over 25 years now, I maintain that we need to start from scratch and establish a brand new regulator rather than trying to reform the existing one.

The report prescribes full administrative and financial autonomy for DGCA — which, at 85%, has a far lower International Civil Aviation Organisation (ICAO) audit score than peer organisations in the US, UK or UAE (all well above 90%). This, the report says, will allow it to fill the shortage of critical technical staff —

DGCA is presently functioning with just 50% of its technical staff requirement — and upgrade the technology it uses, in keeping with today's needs.

The second is rethinking the regulator's personnel requirements and hiring practices. While this article cannot highlight all the sub-optimal practices being followed by the regulator, let me delve into one: the sad history of one of the most critical positions at DGCA, the flight operations inspector (FOI). FOIs keep review operations of the airlines from a safety perspective.

Unable to find talent ready to join on the government's terms and remuneration, DGCA, decades ago, started inducting senior commanders from Air India and Indian Airlines on "secondment" from the then government-owned airlines. These



Anjali Bhargava



The safety regulator needs to be headed by a highly experienced and technically qualified individual for its culture to change.

BLOOMBERG

commanders were paid by their airlines but were deputed to the safety regulator to aid with inspecting flight operations.

This perhaps explains why they were often found batting on behalf of their airlines rather than the regulator. It was only after the US Federal Aviation Authority (FAA) downgraded India in 2014 that DGCA started paying the salary of these commanders. Even so, most perks such as flight tickets, insurance, and other benefits still come from the airline from which they are "on lien" to the regulator.

Even the airline's top managers — despite the clear interest in continuing with the status quo — can see the flaws in the present system and argue that DGCA needs to offer these inspector-commanders a package that exceeds market remuneration

by a wide margin and, ideally, have them on its rolls, with fixed tenures. With the better work-life balance such a job can offer, many will apply, and the regulator will get the best of the pick, who can then work free of biases.

But before we take this plunge or others that are needed, we need to start at the very top to correct recruitment practices that have remained deeply flawed for decades. The safety regulator needs to be headed by a highly experienced, technically qualified, and incorruptible individual for its culture to change.

It might be a cliché but change truly must begin at the top.

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



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

29 AUGUST 2025

DGCA extends Indigo's Turkish Airlines lease deal by 6 months

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The Directorate General of Civil Aviation (DGCA) has approved a six month extension for IndiGo to operate two Boeing 777-300ER aircraft on damp lease from Turkish Airlines, according to a circular issued by the aviation regulator.

The fresh authorisation, issued on August 26, allows the airline to operate the twin-aisle jets until February 28, 2026, subject to stringent conditions. The move comes months after the DGCA, in May, provided a final extension till August 31 to operate these aircraft.

The two wide-body aircraft, registered as TC-LKD and TC-LKE, were initially leased for operations between India and Turkey. Their authorisation, originally valid till February 2025, had already been extended twice; till May 31 and then till August 31 this year.

**THE AVIATION
REGULATOR SAID
THE EXTENSION IS
INTENDED TO GIVE
THE AIRLINE
SUFFICIENT TIME
TO MAKE
ALTERNATIVE
ARRANGEMENTS**

The extensions came amid strain in ties between India and Turkey, with concerns raised over the latter's ties with Pakistan and its support to Islamabad after the terror attack in Pahalgam in April and during Operation Sindoor launched by Indian forces subsequently.

The DGCA letter, addressed to IndiGo's accountable manager (CEO Pieter Elbers), specified that this six-month extension is intended to give the airline sufficient time to make alternative arrangements.

Indigo may consider getting

these or other suitable aircraft on dry lease and operate the same on their AOC (Air Operators Certificate), the DGCA circular, which HT has seen, said. "Beyond this extension, IndiGo may either operate the India-Turkey route with their own aircraft or any other wet/damp leased aircraft compliant with requirements..." the circular said.

"This extension of six months is more than adequate for IndiGo to make other suitable arrangements, and no further extension would be considered for these wet/damp lease operations," it added.

In a statement issued on Thursday, IndiGo said, "... [the] approval comes at a crucial time and will help mitigate losses to the Indian aviation due to geopolitical restrictions, and greatly benefitting Indian travellers during the peak travel season by ensuring a seamless, direct connection to Istanbul and points beyond."



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

29 AUGUST 2025

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

Neha LM Tripathi

letters@hindustantimes.com

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

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

Cumulative traffic for January to July, however, grew 5.9% year-on-year to 97.78 million, according to Directorate General of Civil Aviation (DGCA) data. Air India Group, which has the second-

INDIAN AIRLINES CARRIED 12.9 MILLION PASSENGERS ON DOMESTIC ROUTES IN JULY LAST YEAR

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

On June 12, Air India flight 171 crashed shortly after takeoff from Ahmedabad, leading to the deaths of 260 people. To be sure, the airline had slashed capacity by 5% due to increased checks on many of its planes in the aftermath of the incident. The decline reduced Air India's market share from 27.1% to 26.2%, while its load factor dropped from 81.5% to 78.6%.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

29 AUGUST 2025

IndiGo gets six-month extension to operate two Turkish Airlines planes

'The six-month extension to IndiGo to operate leased Turkish Airlines planes comes with certain conditions'

MUMBAI/NEW DELHI: Aviation regulator DGCA has granted a six-month extension to IndiGo on damp leasing of two Boeing 777 aircraft from Turkish Airlines, sources said on Thursday.

The surprising development comes less than three months after the Directorate General of Civil Aviation (DGCA) in May provided a one-time final extension of three months till August 31 to IndiGo for operating the Turkish Airlines

Currently, IndiGo is operating 2 B777-300 ER aircraft under damp lease from Turkish Airlines

aircraft and had also asked the carrier not to seek any further extension.

The DGCA move had come against the backdrop of Turkiye backing Pakistan

and condemning India's strikes on terror camps in the neighbouring country in May.

The sources on Thursday said the regulator has granted a six-month extension to IndiGo for operating the leased planes from Turkish Airlines with certain conditions.

Currently, IndiGo is operating two B777-300 ER aircraft under damp lease from Turkish Airlines, and the current lease is to expire on August 31. PFI



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

30 AUGUST 2025

Over 250 flights hit as airlines issue advisory

EXPRESS NEWS SERVICE @ New Delhi

HEAVY rain in the Capital on Friday morning disrupted flight operations at Indira Gandhi International (IGI) Airport, leading to delays in nearly 250 departures and arrivals. The average delay was recorded at around 30 minutes, airport officials said.

The impact of the weather became more pronounced after 9 am, when departure boards showed a series of delayed flights across terminals. "The average delay of affected flights was about half an hour, though some departures were pushed back by longer durations," an airport official said. Passengers also faced traffic snarls on arterial routes leading to the airport. Vehicles moving through Dhaula Kuan and RK Puram reported long queues, while stretches near Ulaanbaatar Road were briefly waterlogged.

Airlines issued advisories throughout the morning urging passengers to plan their travel with the city's weather and traffic situation in mind. IndiGo issued a statement saying, "Delhi's traffic has been badly affected due to heavy rains. Passengers are advised to plan their travel in advance and keep checking flight-related updates on our website or mobile app." The airline also assured that its airport staff were available round the clock to assist travellers. Air India and SpiceJet issued similar advisories on social media platforms, asking passengers to check status of their flights.

INDIGO AIRLINE HITS AN AIR POCKET

PIONEER NEWS SERVICE
■ New Delhi

The IndiGo stock ruled below ₹5,300 in mid-June. And then it rose. Its Q1 FY26 results were not good. But the stock kept moving northwards, and crossed ₹6,150 by August 20. Experts were surprised about the contradiction. No turbulence, but a smooth upward ride. The stock looked stable with the pilots (management) in

tive on the aviation sector due to anticipated start-up of new airports in Delhi and Mumbai by Q2 FY26, and a dip in oil price.... IndiGo's Pratt & Whitney engine-fitted fleet is already starting to return to operations, which would help control non-fuel cost." The higher depreciation expenses are due to factors that will help the airline in the future. It rose because IndiGo is adding more aircraft on finance lease, as compared to operation lease.



complete control of the flight. It outperformed the indices. Then it hit an air pocket. The share price dived. On August 26 and 28, when the indices came down sharply, the Indigo fall was deeper.

Compared to the closing price on August 25, the airline stock plummeted by almost ₹400, or more than 6.5 per cent. In comparison, the two main indices were down by two per cent each. When the company's flight seemed bad, the stock rose. When the economy faltered due to various reasons, the stock sank more than expected. What is happening in IndiGo? What are the investors thinking? What explains the erratic behaviour of the stock?

In the first case, future expectations explain the opposing link between the quarterly performance and stock price. In the second instance, immediate implications describe what happened to the stock. According to a report by a brokerage house, the airline's "passenger volume decelerated to 12 per cent as a result of the temporary airspace closure in north India." It added that "reported PAT (profit after tax) ... (was) down 20 per cent YoY on 10 per cent lower RASK (Revenue per Available Seat-km), 37 per cent higher depreciation cost and ₹1.5 billion forex loss."

But the brokerage house was enthusiastic about the future. "We remain posi-

Based on the stable Airbus delivery trend, and anticipation of grounded aircraft turning operational, expect IndiGo to fetch lucrative time-slots at the upcoming airports near Delhi and Mumbai (as and when they turn operational). IndiGo has reduced its fleet size in the past two quarters as it is returning its high-cost damp-lease fleet, and replacing these with upcoming delivery from Airbus, which could help control non-fuel cost," the report explains. Thus, the brokerage house kept a 'buy' on the stock, and enhanced the target stock price in the future from ₹6,500 to nearly ₹6,900.

So far so good. So, what happened in the past two trading sessions? A few days ago, a news report revealed that the former co-owner of IndiGo, Rakesh Gangwal and his family, which had a public spat with co-founder, Rahul Bhatia, had decided to sell more stakes they owned in the airline. They had done so since 2022, when the fight happened. But this time, as Gangwal family stock was expected to go below five per cent, the sentiments turned negative.

For some inexplicable reasons (remember, Gangwal exit is good news as there will be no more tussle related to ownership), the stock went down. Maybe, there is some other story hidden there. Watch this space for more news and analysis on the airline.

India turns used cooking oil into sustainable aviation fuel



SUMAN
BOSE

India is witnessing a transformative movement as used cooking oil (UCO), edible oil wastes, and mill effluents are repurposed into Sustainable Aviation Fuel (SAF), marking a significant stride towards cleaner and greener aviation.

This innovation, which converts kitchen discards and industrial effluents into high-value jet fuel, is rooted in the nation's commitment to climate goals and the vision of a circular economy.

Why India Needs the Transition

India's aviation sector is expanding rapidly, fuelling an ever-growing demand for jet fuel and contributing to greenhouse gas emissions. With the government setting a phased SAF blending mandate—beginning with a one per cent SAF requirement in jet fuel for international flights by 2027 and rising to two per cent by 2028—the push for sustainable alternatives is both urgent and strategic.



UCO, which is otherwise a pollutant if improperly disposed of, is emerging as an ideal feedstock. Repurposing such waste meets dual policy goals: reducing import reliance on crude oil and tackling the mounting environmental burden of edible oil disposal.

Circular Economy: Maximising Economic Value

The conversion of UCO and edible oil wastes into SAF exemplifies economic circularity. Instead of being dumped in landfills or sewers, restaurants and food companies now see value in selling used oil for biofuel production.

Example from leading refiner Indian Oil Corporation (IOC) who have established supply chains, collecting UCO from commercial kitchens, hotels, and mill effluents, and then refining it to jet-grade standards at advanced facilities.

The Panipat refinery, set to start commercial SAF production by December 2025 with a capacity of 35,000 tonnes annually, is a testament to India's green aviation ambitions.

Such facility not only produces certified SAF but also creates new jobs in waste aggregation, logistics, refining, and technology development. The UCO market in India could reach \$3 billion, underscoring the substantial

The Pioneer
SINCE 1838

economic opportunity at hand. The system's circularity lies in its closed-loop logic—oil used for frying in kitchens ends up powering aircraft, unlocking new revenue for waste generators, reducing the cost of waste management, and fostering a financially sustainable biofuel ecosystem. Moreover, bio-refineries with integrated processing capabilities can drive further efficiencies and enable co-processing of multiple waste streams, such as other edible oil wastes, animal fats, and agro-industrial effluents.

Positive Impact on Environment

SAF made from UCO and mill effluents delivers dramatic environmental benefits. Lifecycle greenhouse gas emissions can be slashed by up to 80 per cent compared to conventional jet fuel, helping airlines sharply reduce their carbon footprint and comply with international standards like CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation).

Additionally, the diversion of edible oil wastes prevents pollution of water bodies and land, curtails illegal reuse (which is hazardous to public health), and mitigates landfill pressure. Compared to fossil jet fuel, SAF embodies a "closed carbon cycle": the CO₂ released by burning is recaptured during crop

growth or waste production, framing SAF as a cornerstone in India's net-zero by 2050 ambitions.

The Road Ahead

India's journey from frying pan to flight is just beginning, with policy, industry, and technology aligning at a critical moment. By leveraging waste oil and effluents for SAF through innovative refining, India can convert a disposal challenge into an export opportunity—especially as Europe and global airlines increase SAF uptake. Continued R&D to improve feedstock collection and conversion, digital tracking for supply-chain sustainability, and government incentives will be crucial in scaling up.

With aviation sustainability now a global imperative, India's leadership in the UCO-to-SAF transition signifies not only an environmental leap but also a path to economic resilience and energy security. The future is clear: yesterday's waste, if collected and processed wisely, can fuel tomorrow's flight towards green skies.

The writer is President and Co Founder – GreenSource Energy Pte Ltd (Singapore) and Co Founder of GoFar Advisory & Investments Pte Ltd

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Delhi Airport issues advisory amid inclement weather forecast

TGG NETWORK
NEW DELHI

The Delhi Airport authorities issued a passenger advisory on Friday, following a weather forecast of inclement conditions in the national capital.

"As per the Indian Meteorological Department's forecast, inclement weather conditions are expected in Delhi. However, flight operations at Delhi Airport are currently normal. For the latest flight information, passengers are advised to contact their respective airlines," the Delhi Airport said in the passenger advisory on X.

The India Meteorological Department (IMD) has issued an orange alert for most of the zones, including Central, East, South and New Delhi.

According to the IMD, moderate rainfall is expected across several parts of Delhi over the next 2-3 hours.

The weather agency has advised the residents to stay indoors, do not take shelter under trees or weak structures etc. They have also been advised to check road/traffic conditions. Travellers are ad-



IGI Airport, Delhi. ANI

vised to carry an umbrella or a raincoat with them.

Meanwhile, rainfall lashed several parts of Delhi today, bringing respite from the humid weather.

Earlier in the week, Delhi experienced heavy rainfall, lashing several parts of the region.

According to the IMD's forecast on August 28, "Isolated heavy rainfall likely to continue over Uttarakhand, Himachal Pradesh, East Rajasthan during next 7 days; Jammu & Kashmir, Punjab, Haryana during August 29-September 2; West Rajasthan on August

30-31; West Uttar Pradesh during August 31-September 2; East Uttar Pradesh on September 1-2 with isolated very heavy rainfall very likely over Uttarakhand on August 28-29, September 1-2 and East Rajasthan on August 31." "Light/moderate rainfall at most/many places over Northwest India and accompanied with thunderstorm & lightning likely over Uttar Pradesh, Himachal Pradesh on August 28; West Rajasthan on August 28-29; Jammu-Kashmir-Ladakh, Gilgit-Baltistan-Muzaffarabad, Uttarakhand during next 7 days.



Corporate Communications Directorate

THE PIONEER

DELHI

30 AUGUST 2025

Over 250 flights hit as rain pounds Delhi-NCR

PIONEER NEWS SERVICE

■ New Delhi

Rain lashed several parts of Delhi and the surrounding National Capital Region (NCR) on Friday morning, causing widespread waterlogging and traffic snarls in several areas. Flight operations were also hit at the Delhi airport, with as many as 209 departures and 43 arrivals witnessing delays till 2 pm, as per Flightradar24 website.

Between 8.30 am and 11.30 am, the city's primary weather station at Safdarjung recorded 56.2 mm of rainfall, while Lodhi Road logged 34.8 mm and Aya Nagar 11.8 mm, according to the India Meteorological Department (IMD) data.

Commuters in the national capital faced heavy traffic jams on several major stretches on Friday morning after a spell of rain. Traffic was affected on the Delhi-Noida-Direct (DND) flyway, Mathura Road, Vikas Marg, ITO, ISBT, Geeta Colony, Sarai Kale Khan, Pragati Maidan, Mehrauli-Badarpur road, Akshardham, Rohtak Road, Peeragarhi Road, Delhi-Jaipur Highway,



Madhuban Chowk, MB Road, MG Road, Dhoola Kuan, ITO and Rajaram Kohli Marg, an official of the Delhi Traffic Police said.

A long queue of vehicles was also reported from Badarpur to Ashram, causing major inconvenience to office-goers and school buses. Vehicles moved at a snail's pace, with commuters expressing their anguish over the traffic jam on social media.

Other areas in the capital

that reported waterlogging and traffic disruptions include Panchkuian Marg, Mathura Road, Shastri Bhawan, RK Puram, Moti Bagh, Mehrauli-Gurgaon Road, Nehru Place, East of Kailash, and Kidwai Nagar.

"What's with the snail-paced traffic on NH8 to Delhi? Even ambulances are struggling to move an inch further," a commuter said.

Another commuter wrote that they have been stuck in massive traffic from

the Badarpur flyover to the Sarita Vihar metro station. "It took me more than an hour to cover four kilometres, and now there is no movement for 30 minutes," he added. A motorist said that he witnessed major waterlogging at AIIMS Chowk crossing bringing traffic to a standstill amid heavy rains. Many also shared visuals of vehicles wading through knee-deep waterlogged roads in several parts of the city.

INDIGO AIRLINE HITS AN AIR POCKET

PIONEER NEWS SERVICE

■ New Delhi

The IndiGo stock ruled below ₹5,300 in mid-June. And then it rose. Its Q1 FY26 results were not good. But the stock kept moving northwards, and crossed ₹6,150 by August 20. Experts were surprised about the contradiction. No turbulence, but a smooth upward ride. The stock looked stable with the pilots (management) in

tive on the aviation sector due to anticipated start-up of new airports in Delhi and Mumbai by Q2 FY26, and a dip in oil price.... IndiGo's Pratt & Whitney engine-fitted fleet is already starting to return to operations, which would help control non-fuel cost." The higher depreciation expenses are due to factors that will help the airline in the future. It rose because IndiGo is adding more aircraft on finance lease, as compared to operation lease.



complete control of the flight. It outperformed the indices. Then it hit an air pocket. The share price dived. On August 26 and 28, when the indices came down sharply, the IndiGo fall was deeper.

Compared to the closing price on August 25, the airline stock plummeted by almost ₹400, or more than 6.5 per cent. In comparison, the two main indices were down by two per cent each. When the company's flight seemed bad, the stock rose. When the economy faltered due to various reasons, the stock sank more than expected. What is happening in IndiGo? What are the investors thinking? What explains the erratic behaviour of the stock?

In the first case, future expectations explain the opposing link between the quarterly performance and stock price. In the second instance, immediate implications describe what happened to the stock. According to a report by a brokerage house, the airline's "passenger volume decelerated to 12 per cent as a result of the temporary airspace closure in north India." It added that "reported PAT (profit after tax) ... (was) down 20 per cent YoY on 10 per cent lower RASK (Revenue per Available Seat-km), 37 per cent higher depreciation cost and ₹1.5 billion forex loss."

But the brokerage house was enthusiastic about the future. "We remain posi-

"Based on the stable Airbus delivery trend, and anticipation of grounded aircraft turning operational, expect IndiGo to fetch lucrative time-slots at the upcoming airports near Delhi and Mumbai (as and when they turn operational). IndiGo has reduced its fleet size in the past two quarters as it is returning its high-cost damp-lease fleet, and replacing these with upcoming delivery from Airbus, which could help control non-fuel cost," the report explains. Thus, the brokerage house kept a 'buy' on the stock, and enhanced the target stock price in the future from ₹6,500 to nearly ₹6,900.

So far so good. So, what happened in the past two trading sessions? A few days ago, a news report revealed that the former co-owner of IndiGo, Rakesh Gangwal and his family, which had a public spat with co-founder, Rahul Bhatia, had decided to sell more stakes they owned in the airline. They had done so since 2022, when the fight happened. But this time, as Gangwal family stock was expected to go below five per cent, the sentiments turned negative.

For some inexplicable reasons (remember, Gangwal exit is good news as there will be no more tussle related to ownership), the stock went down. Maybe, there is some other story hidden there. Watch this space for more news and analysis on the airline.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

30 AUGUST 2025

श्रीनगर में स्पाइसजेट की इमरजेंसी लैंडिंग

श्रीनगर। दिल्ली से शुक्रवार को यहां आ रही एक उड़ान ने श्रीनगर हवाई अड्डे पर आपात स्थिति में उतरने का अनुरोध किया और फिर वह सुरक्षित रूप से उतर गई। अधिकारियों ने यह जानकारी दी। उन्होंने बताया कि स्पाइसजेट की उड़ान संख्या एसजी 385 ने दबाव संबंधी समस्या के कारण आपात स्थिति की सूचना दी। अधिकारियों बताया कि विमान अपराह्न तीन बजकर 27 मिनट पर हवाई अड्डे पर सुरक्षित उतर गया। उन्होंने बताया कि यह विमान दिल्ली से श्रीनगर जा रहा था जिसमें चार बच्चों समेत 205 यात्री और चालक दल के सात सदस्य सवार थे।



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THE TELEGRAPH

KOLKATA

29 AUGUST 2025

IndiGo stake sale

■ **NEW DELHI:** IndiGo promoter Rakesh Gangwal's family trust on Thursday sold a 1.3 per cent stake in the country's largest airline for ₹2,933 crore through open market transactions. **PTI**



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

29 AUGUST 2025

Surat-Dubai flight diverted to Ahmedabad

Ahmedabad: An IndiGo flight from Surat to Dubai was diverted to Sardar Vallabhbhai Patel International Airport in Ahmedabad on Thursday after a technical snag was detected mid-air, prompting the pilot to carry out a precautionary landing.

Flight 6E-1507, carrying over 150 passengers, took off from Surat International Airport when the crew noticed an issue in the performance of one of its engines while flying over the Arabian Sea. The pilot immediately alerted Air Traffic Control (ATC) and sought permission to divert to the nearest airport.

The aircraft landed safely in Ahmedabad, averting what could have been a major mishap. "While the aircraft is undergoing necessary maintenance checks before resuming operations, an alternative aircraft was promptly arranged to complete the journey. The flight landed in Dubai at around 1335 hrs, local time. We regret the inconvenience caused to our customers and made all possible efforts to minimise it, including offering meals and refreshments," IndiGo said in a statement.

Following the landing, IndiGo's engineering team began inspecting the affected aircraft. TNN



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THE TRIBUNE

DELHI

30 AUGUST 2025

SpiceJet flight makes emergency landing

SREINAGAR, AUGUST 29

A SpiceJet flight from Delhi to Srinagar requested an emergency landing at Srinagar Airport on Friday after experiencing a "pressurisation problem," officials said.

A senior airport official in Srinagar told The Tribune that flight number SG 385, carrying over 205 passengers—including four infants—and seven crew members, reported an emer-

gency situation mid-flight.

Originally scheduled to depart in the morning, the flight was delayed and eventually took off from Delhi Airport at around 125 am, landing safely in Srinagar at 3.27 pm.

Officials stated that the pilot issued a "Mayday" call to Air Traffic Control after the aircraft experienced a drop in cabin pressure. A full emergency was declared at the airport, and all response teams

were activated.

"Although the aircraft eventually regained cabin pressure, the oxygen masks had deployed automatically as a precaution," an airport official said, adding that the aircraft has since been grounded for inspection. Fortunately, the flight landed safely, and no medical assistance was requested by any of the passengers or crew members. — OC