

Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

29 AUGUST 2026

Patna airport to get immigration, customs counters by Jan

Ruchir Kumar

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PATNA: The Airports Authority of India (AAI) is set to finalise within the next two weeks the tender for constructing immigration and customs facilities at Patna airport, paving the way for the handling of international flights even as operational constraints currently prevent wide-bodied aircraft from operating from the airport, officials said on Friday.

The AAI floated a ₹3.62 crore tender on August 10, with bids opened on August 26, for converting the domestic terminal of Patna's Jai Prakash Narayan International Airport into an integrated terminal by constructing immigration and customs counters and other essential internal partitions. The contract is expected to be finalised within another week or two, with the work likely to be completed by January next year, officials of the civil aviation department said.

The new facilities will allow international passengers to complete immigration, customs and baggage-related formalities at Patna itself. Passengers taking connecting flights from metro airports will also be able to have their baggage booked through to their international



The AAI floated a ₹3.62 crore tender on August 10, with bids opened on August 26.

HT PHOTO

destination, officials said.

The move comes months after Bihar's civil aviation department floated a tender on March 25 inviting domestic airlines to launch direct international services from Patna and Gaya to destinations including Kathmandu, Sharjah, Bangkok, Colombo and Singapore under the state's new destination policy.

"The Bihar government has approved the new destination policy to stimulate and facilitate the establishment of air services to new international destina-

tions by providing VGF (viability gap funding) or incentives to kick-start such operations," said civil aviation department secretary Nilesh Ramachandran Deore.

In the initial phase, flights are planned on the Patna-Kathmandu route and from Gaya to all five identified international destinations. Airlines will have to operate the services for a minimum of two days and up to seven days a week. The state will provide financial support for six months initially, extendable by another six months

depending on performance, with no support beyond the VGF component.

Patna airport is also being developed as a hub under the hub-and-spoke model, under which passengers from Bihar and neighbouring regions can be brought to Patna through feeder flights before connecting to international destinations. The model is expected to improve international connectivity while allowing passengers to complete customs and immigration formalities at Patna itself.

Deore said the inclusion of Patna airport in the hub-and-spoke model would significantly ease international travel for passengers from Bihar by providing immigration, customs and baggage-processing facilities locally.

The development follows the ₹1,200 crore-plus modernisation of Patna airport, with its new terminal inaugurated in May 2025. The 65,150-sq-metre terminal can handle 3,000 passengers during peak hours and has increased the airport's annual passenger-handling capacity from around 30 lakh to one crore. It has 64 check-in counters and five aerobridges.

However, Patna airport's short operational runway remains a major constraint for international connectivity. The runway's landing distance is reduced because of threshold displacement necessitated by the secretariat clock tower at one end and overhead electricity cables on the Phulwarisharif side, preventing the operation of wide-bodied aircraft with capacities of more than 300 passengers.

Former Patna airport director Atul Dikshit said an AAI feasibility study conducted during his tenure from 2005 to 2009 had identified the Airbus A319, having a maximum pas-

senger capacity of 156, as one of the best suitable aircraft for the runway length at Patna airport. Airbus A320 (180 passenger capacity) aircraft currently operate from Patna but face load restrictions during peak summer when high temperatures affect aircraft performance.

"Bigger, wide-bodied aircraft cannot operate from Patna airport due to threshold displacement of the runway because of the secretariat clock tower," Dikshit said, adding that international services from Patna would therefore initially have to rely on A320s or Boeing 737s suitable for short-haul flights of up to around three hours.

Such aircraft could serve some Southeast Asian and Gulf destinations, he said, but would limit the scope for longer-haul international services from Patna.

Airline operators have also raised concerns that, despite the Bihar cabinet's approval of the new destination policy and the terminal's modernisation, operational constraints at Patna airport have not been adequately addressed. They said the restrictions effectively limit the airport to mid-sized, single-aisle narrow-body aircraft, constraining the potential for long-haul international connectivity.

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 AUGUST 2026

नोएडा एयरपोर्ट पर एटीसी और एएआइ के समन्वय में फिर शुरू हुई प्रशिक्षण उड़ानें

जगरण संवाददाता, ग्रेटर नोएडा : नोएडा इंटरनेशनल एयरपोर्ट के हवाई क्षेत्र में पिछले दो दिनों से इंडिगो के एयरबस ए320 विमान ने लगातार कई घंटों तक उड़ान भरीं। यमुना इंटरनेशनल एयरपोर्ट प्रा.लि. (यापल) की तरफ बताया गया कि विमान की ये उड़ानें इंडिगो एयरलाइंस द्वारा नोएडा इंटरनेशनल एयरपोर्ट, एयर ट्रैफिक कंट्रोल (एटीसी) और एयरपोर्ट अथॉरिटी आफ इंडिया (एएआइ) के समन्वय में संचालित की जा रही हैं। ये उड़ानें एयरलाइन के नियमित प्रशिक्षण कार्यक्रम का हिस्सा हैं। इससे पहले 19, 20 और 21 अगस्त को इसी तरह की उड़ानें एयरपोर्ट से देखने को मिली थीं।

इंडिगो का विमान पहले तीन दिन प्रशिक्षण उड़ानें भरने के बाद 28

28 और 29 अगस्त को जेवर समेत आसपास के क्षेत्रों में लगातार उड़ानें भरता नजर आया इंडिगो का विमान

और 29 अगस्त को फिर से नोएडा एयरपोर्ट से उड़ान भरने के बाद जेवर, टप्पल, जहांगीरपुर, पिसावा, चंडौस और खैर क्षेत्र के ऊपर होते हुए रनवे के ऊपर से बार-बार चक्कर लगाता दिखाई दिया।

28 और 29 अगस्त को दोपहर तीन बजे से शाम तक 6ई9042 विमान ने नोएडा एयरपोर्ट से उड़ान भरी और दो बार लगभग एक-एक घंटे की उड़ानें भरने के बाद वापस इसी एयरपोर्ट पर लौटा।

यापल ने बताया कि कि प्रशिक्षण उड़ानें एयरलाइन के परिचालन और प्रशिक्षण कार्यक्रमों

का नियमित हिस्सा हैं। ऐसी उड़ानों को निर्धारित विमानन प्रक्रियाओं के तहत योजना बनाकर संचालित किया जाता है।

इनमें पायलट और क्रू को संबंधित एयरपोर्ट की परिचालन प्रक्रियाओं, हवाई मार्गों तथा एटीसी के साथ समन्वय का व्यावहारिक अभ्यास कराया जा सकता है। प्रशिक्षण उड़ानों के दौरान विमान को अलग-अलग दिशा और निर्धारित मार्गों पर संचालित किया जाता है। इससे चालक दल को एयरपोर्ट के आसपास के हवाई क्षेत्र और उड़ान प्रक्रियाओं से परिचित होने का अवसर मिलता है। ये उड़ानें एयरलाइन के नियमित प्रशिक्षण कार्यक्रम का हिस्सा हैं। जिससे पायलट व क्रू को प्रशिक्षित किया जा रहा है।



Corporate Communications Directorate

HINDUSTAN

DELHI

30 AUGUST 2026

एयरपोर्ट के संचालन की गति धीमी रहेगी : ज्यूरिख

नई दिल्ली/नोएडा एजेंसी। भू-राजनीतिक चुनौतियों के कारण नोएडा अंतरराष्ट्रीय हवाई अड्डे के परिचालन में धीमी वृद्धि होने के आसार हैं। निकट भविष्य में इसके प्रदर्शन को लेकर अनिश्चितता बनी हुई है।

हवाई अड्डे का संचालन करने वाली कंपनी ज्यूरिख एयरपोर्ट इंटरनेशनल एजी ने यह जानकारी दी। नोएडा अंतरराष्ट्रीय हवाई अड्डे से परिचालन 15 जून से शुरू किया गया था। जुलाई में हवाई अड्डे से 1,044 उड़ानों का संचालन हुआ और करीब 77,000

यात्रियों ने यात्रा की। हवाई अड्डे से जून में 204 उड़ानों का संचालन हुआ था और करीब 25,000 यात्रियों ने यात्रा की थी।

ज्यूरिख एयरपोर्ट इंटरनेशनल ने 2026 को जारी अपनी पहली छमाही की निवेश प्रस्तुति में कहा, 'चुनौतीपूर्ण भू-राजनीतिक माहौल से परिचालन में वृद्धि की गति धीमी रहने के आसार हैं और निकट अवधि के प्रदर्शन पर भी अनिश्चितता बनी हुई है। हवाई अड्डे से उड़ानों का नेटवर्क लगातार बढ़ता रहेगा और इसके बाद अंतरराष्ट्रीय उड़ान सेवाएं भी शुरू होने की उम्मीद है।

Noida airport could see 'slower ramp-up' amid geopolitical challenges: Operator

Sukalp Sharma
New Delhi, August 29

NOIDA INTERNATIONAL Airport (NIA) is expected to see a "slower ramp-up" of operations – passenger traffic, flights and routes are likely to increase more gradually than initially expected – primarily due to a challenging geopolitical environment, according to Zurich Airport Limited.

NIA is operated by a special purpose vehicle of Zurich Airport International AG, the international business entity of Zurich Airport Limited.

"Slower ramp-up expected due to challenging geopolitical environment, with near-term performance remaining subject to elevated uncertainty. Route network will continue to expand, with international services expected to follow," Zurich Airport said in its post-earnings presentation in Switzerland.

The operator, however, remains confident about the "airport's long-term growth prospects" and the "attractive fundamentals of the Indian aviation market". According to the presentation, the route network will continue to expand, with international services expected to follow at the Noida Airport. It identified India and Brazil as key focus markets, citing their growth potential and its existing presence.

Losses continue

The NIA, located in Jewar near Noida, began operations on June 15. IndiGo and Akasa Air currently operate from the airport, together serving 17 domestic routes.

NIA handled 204 flights in June, which rose to 1,044 in July. Passenger numbers also increased from about 25,000 in June to 77,000 in July.

In the first half of 2026, the airport earned CHF (Swiss Francs) 2.5 million in revenue against operating expenses of CHF 4.9 million, resulting in a loss of CHF 2.4 million before in-



Noida airport began operations in June. FILE

terest, taxes, depreciation and amortisation. Air India Express had planned to operate from NIA but later backed out amid financial pressures worsened by the West Asia conflict. The continued closure of Pakistani airspace has also affected Indian airlines' west-bound operations and expansion plans.

The challenges

Zurich Airport's guidance for 2026 indicates that NIA's operations will weigh on the expenditure of the parent company including operating expenses, depreciation and amortisation and finance expenses.

While Noida Airport's operationalisation is expected to result in higher revenue for Zurich Airport, the net impact on the group's consolidated earnings for the year is likely to be negative, which is common for early stage large infrastructure projects. The operationalisation of NIA comes at a time when the aviation sector is grappling with headwinds amid the West Asia crisis, forcing airlines to prune schedules and put network expansion plans on hold.

NIA is the second major airport serving Delhi-NCR, after Delhi Airport. Its location, however, remains a challenge. It is around 80 km from central Delhi and nearly 60 km from Central Noida. Although the airport has expressway connectivity, proposed rapid rail and high-speed rail links are still years away.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 AUGUST 2026

'Noida airport may see slower ramp-up due to challenging global situation'

AGENCIES

Washington, August 29

Noida International Airport may see a "slower ramp-up" due to the challenging geopolitical environment, with near-term performance facing elevated uncertainty, its operator Zurich Airport International AG said.

The Jewar, Uttar Pradesh-based airport began operations on June 15, handling 204 flights and 25,000 passengers in June, followed by 1,044 flights and 77,000 passengers in July.

Zurich Airport said the route network will continue to expand, with international services expected to follow. It expressed confidence in the long-term growth potential of India's aviation market.

In H1 2026, the airport's revenue stood at CHF 2.5 million, while operating expenses were CHF 4.9 million. It incurred a loss of CHF 2.4 million before interest, taxes, depreciation and amortisation.

The airport has an initial capacity of 12 million passengers annually, with Phase 1 investment estimated at CHF 750 million.



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PIONEER

DELHI

30 AUGUST 2026

Geopolitical issues may slow Noida airport ramp-up: Zurich Airport

PIONEER NEWS SERVICE

■ New Delhi

Noida International Airport is expected to see a "slower ramp-up" due to a challenging geopolitical environment, and near-term performance is subject to elevated uncertainty, according to its operator, Zurich Airport International AG.

The airport, located in Jewar, Uttar Pradesh, started operations on June 15, handling 1,044 flights and 77,000 passengers in July.

In June, Noida International Airport handled 204 flights and



25,000 passengers.

"Slower ramp-up expected due to challenging geopolitical environment, with near-term performance remaining subject to elevated uncertainty," Zurich Airport International said in its investor presentation for the first half of 2026.

GMR to expand Asia operations

New Delhi: The GMR group will explore "significant opportunities" for airports and adjacent businesses in West Asia, Central Asia, Eastern Europe and Southeast Asia, according to chairman G.M. Rao.

GMR Airports, part of the diversified group, operates six airports in the country, including at Delhi and Hyderabad, as well as an airport in Indonesia. It is also developing an airport in Greece. Its Bhogapuram airport in Andhra Pradesh started operations on August 17.

Rao expressed confidence over the long-term growth prospects of Indian aviation, supported by rising incomes, expanding tourism, increasing penetration of aviation infrastructure and progressive initiatives by the government.

To tap the growth opportunities, the company has scaled up its 'Airport Platform' portfolio by advancing into capital-light airport adjacency businesses such as duty free, cargo, retail, food and beverage.

In his message in the company's annual report for 2025-26, Rao said the group sees a long runway of growth ahead for its portfolio, supported by long residual concession tenures and strong underlying demand fundamentals.

"Looking ahead, we will continue to pursue new airport concession opportunities while also expanding our presence in asset-light portfolio focused on Operations & Maintenance contracts and airport adjacent businesses, enabling us to drive sustainable growth while maintaining financial discipline," he said. **PTI**

Corporate Communications Directorate

BUSINESS LINE

DELHI

30 AUGUST 2026

Majority of pilots have accepted revised compensation package, says Air India

Rohit Vald
New Delhi

Tata Group-promoted Air India has said that an overwhelming majority of its pilots have accepted the revised compensation and benefits package rolled out as part of the airline's refreshed Employee Value Proposition (EVP).

In an email to pilots, reviewed by *businessline*, Air India's Senior Vice-President — Flight Operations, Captain Manish Uppal, said that an overwhelming majority of pilots have accepted the revised compensation and benefits package.

REFRESHED OFFERING

Accordingly, the refreshed EVP includes enhanced compensation and benefits, new career progression opportunities and measures aimed at improving the quality of life for pilots.

Besides, as part of the new career pathway, pilots across Air India and Air India Express will operate under a common seniority framework, aimed at providing a more integrated and transparent progression route across the Group.

At present, Air India Group has over 5,000 pilots on the rolls. Under the framework, Air India Express will serve as the primary pathway for pilots seeking command upgrades. Following command experience at Air India Express, pilots will have the opportunity to progress to Air India and subsequently pursue widebody flying and command opportunities.

HIGHER TAKE-HOME

The Group has also introduced changes to pilot compensation. Notably, Air India will continue to provide guaranteed pay for 40 flying



JOB PACKAGE. New career pathways, enhanced benefits and quality-of-life initiatives introduced as airline prepares for next phase of growth *businessline*

hours, while enhancing flying allowance rates. On the other hand, flying allowance rates beyond 40 hours have also been increased.

Similarly, training compensation has been enhanced, with payouts linked to fleet-average flying hours. Moreover, pilots signing up to support the growing Boeing 737 fleet at Air India Express will receive a fleet allowance. Additionally, the Group has introduced a more structured base allocation policy. Upon command upgrades, pilots may be assigned to any base for two years, extendable by six months based on operational requirements. Following completion of this tenure, they will be transferred to their preferred eligible base.

Meanwhile, line-released commanders, who have spent more than two-and-a-half years at an involuntary company-assigned base, will also be transitioned to their preferred eligible base at the earliest opportunity.

Furthermore, relocation support has also been enhanced, covering

temporary stay, movement of household goods, incidental expenses and relocation leave.

EXPANDING FLEET

The initiatives come as Air India Group expands its fleet and operations. Since 2022, the Group has grown from around 100 aircraft to nearly 300 aircraft and has placed orders for 600 new aircraft, including 80 widebody aircraft.

The Group has also invested in pilot capability building, including an Aviation Academy in Gurugram with Airbus and Boeing full-flight simulators and a flying training school in Amravati, Maharashtra.

Uppal said the revised EVP offering reflected the Group's commitment to recognising and rewarding its pilots, while urging those who had not yet signed the compensation revision letter to do so.

He said the new offering was only a beginning and that the Group would continue to strengthen its proposition as it moves forward.

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DECCAN CHROICAL

HYDERABAD

29 AUGUST 2026

Delayed flight, tea break saved 26 from Bheemili

DC CORRESPONDENT
VISAKHAPATNAM, AUG. 28

A delayed flight and a 15-minute break for tea saved the lives of 26 pilgrims from Bheemili from the fury of floods in Nepal. Eight of them returned home to Bheemili via Delhi on Friday evening, including Bheemili ZPTC member Gadu Venkatappa Naidu. Talking to this correspondent on Friday, Naidu said they had set off for the Chinese border on way to Mansarovar at about 6 am on August 24. After traveling for three hours and covering 80 km, they came to a ghat road from where they could see a bridge over a river and a village nearby.

"Suddenly we saw people in the village running after sighting huge vol-



ZPTC member from Bheemili Gadu Venkatappa Naidu and his family members seen at a temple in Nepal before the floods earlier this week. — DC

umes of water gushing down. By then two buses had crossed the bridge and

their fate is still not known. We took a U turn and climbed a hillock to save ourselves," the ZPTC member said.

Recalling their luck, he said their travel agent had missed his flight and arrived three hours late carrying their visas for Mansarovar. Had the agent come earlier, they would have started at 3 am, instead of 6 am and got trapped. Further, people kept stopping the bus for toilet breaks or having tea. This delayed their journey by another 30 minutes.

Naidu said apart from their group, four pilgrims from Visakhapatnam, three from Tadepalligudem, and several from Hyderabad escaped the flood fury. This was his first trip to Nepal and the Himalayas.



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DECCAN HERALD

BANGLORE

29 AUGUST 2026

IndiGo Ventures to invest in Sarvam to boost aviation AI use

NEW DELHI, PTI: IndiGo Ventures, the venture capital arm of the country's largest airline IndiGo, on Friday said it will invest in AI company Sarvam.

Financial details were not disclosed.

The investment builds on the existing relationship between IndiGo and Sarvam who have been working together to enhance customer experience, empower employees and streamline complex operational workflows across the airline through Artificial Intelligence (AI) technologies.

"The investment creates a long-term platform for accelerating AI-led innovation and operational excellence at IndiGo," a statement said.

Sarvam is the country's full-stack sovereign AI company and IndiGo Ventures will



pump in the money as part of Series B funding round.

As per the statement, IndiGo and Sarvam will continue to develop and evaluate applications across customer experience, employee productivity and airline operations, with the ability to expand successful use cases across IndiGo's network.

IndiGo's Chief Digital and Information Officer Neetan Chopra said the partnership with Sarvam gives it access to cutting-edge AI capabilities, built in India and tailored to the needs of the market.

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DAINIK JAGRAN

KANPUR

29 AUGUST 2026

तीन टीमों ने की सात घंटे जांच, जुटाए साक्ष्य

मलवे से इंजन निकाला, कटर से काटा टुकड़ा, डीजीसीए लखनऊ व दिल्ली व एएआइबी की टीम कर रही जांच

जागरण संवाददाता, कानपुर: डायरेक्ट्रेट जनरल आफ सिकिल एविएशन (डीजीसीए) लखनऊ व दिल्ली की टीम के साथ एयरक्राफ्ट इन्वेस्टिगेशन ब्यूरो (एएआइबी) की कुल तीन टीमें प्रशिक्षण विमान हादसे में प्रशिक्षक और प्रशिक्षु की मौत की जांच में जुटी हैं। शुक्रवार दोपहर 12 बजे पहुंची टीमों ने शाम सात बजे तक जांच की। टीमों ने जांच के लिए विमान के इंजन व कटर से मलवे का एक टुकड़ा काटकर निकाला है। घटनास्थल की फीते से नापजोख की गई है। टीमों हादसे के कारण में मानवीय चूक या तकनीकी गड़बड़ी को लेकर जांच कर रही हैं। घटनास्थल पर जांच होने तक लोगों का आवागमन प्रतिबंधित किया गया है। अब टीम शनिवार को जांच करने के लिए सुबह नौ बजे मौके पर पहुंचेगी।

गर्ग एविएशन का चार सीटर प्रशिक्षण विमान गुरुवार सुबह गंगा बैराज के तीन किमी आगे उन्नाव की ओर नन्हापुरवा में दुर्घटनाग्रस्त हो गया था। उसमें सवार प्रशिक्षक पायलट कैप्टन सचिन भाटिया और प्रशिक्षु पायलट अभिषेक पुजारी की मौत हो गई थी। उड़ान भरने के 15-20 मिनट बाद विमान हवा में दो बार घुमा और गिर गया था। डीजीसीए लखनऊ की टीम गुरुवार को ही पहुंच गई थी और घटना स्थल पर जांच की थी। डीजीसीए दिल्ली की टीम भी शुक्रवार सुबह पहुंची। वरसात के



घटनास्थल की जांच करते डीजीसीए व एएआइबी की टीम के सदस्य • जागरण

विमान मेंटेनेंस के कागज सील, बयान लिए

डीजीसीए की टीम शुक्रवार सुबह गर्ग एविएशन फ्लाइट क्लब में पहुंची। विमान मेंटेनेंस के कागजात सील कर टीम ने अपने पास रख लिए। प्रशिक्षक और प्रशिक्षु का रिकार्ड भी कब्जे में लिया। प्रशिक्षण विमान के एकेडमी से उड़ने के समय के बारे में पूछा तो बताया कि 11:15 बजे उड़ा था। टीम ने अन्य पायलट और प्रशिक्षुओं समेत कई लोगों के बयान लिए हैं।

कारण टीम सुबह मौके पर नहीं गई थी। दोपहर 12 बजे डीजीसीए की लखनऊ और दिल्ली की टीमों मौके पर गई। करीब 15-20 मिनट बाद एएआइबी की टीम भी पहुंची। फीते से घटनास्थल और मलवे के स्थान की नापजोख की गई। विमान को उतारने के समय प्रयोग किए जाने वाले प्रोपेलर (पंखों) की जांच की। कपड़ों से विमान के मलवे के कुछ हिस्से पोंछकर फोटो ली गई और

रजिस्टर में कुछ लिखा भी। विमान से इंजन अलग कर सील किया है। एक बड़े डिब्बे में इंजन रखकर जांच के लिए टीम अपने साथ ले गई है। जांच के दौरान वीडियो और फोटोग्राफी कराई गई। जांच कर रही टीमों ने हादसे के प्रथम दृष्टया कारण पर भी कुछ बोलने से इन्कार किया। कहा कि विमान पूरी तरह क्षतिग्रस्त हो गया है। कारणों की स्पष्टता के लिए विस्तृत जांच की जा रही है।

07 घंटे शुक्रवार को मौके पर की गई नापजोख, इंजन काटकर सील कर साथ ले गई टीम

04 सीटर प्रशिक्षण विमान था, जो उड़ान भरने के कुछ ही मिनटों बाद दुर्घटनाग्रस्त हो गया

कुछ हुआ और पायलट ने नियंत्रण खो दिया

जागरण संवाददाता, कानपुर: विमान के मलवे के साक्ष्यों के अनुसार, पायलट ने इमरजेंसी लैंडिंग का प्रयास ही नहीं किया। विमान में कुछ हुआ और पायलट के नियंत्रण खोने के कारण हादसा हो गया। पायलटों के मुताबिक, यह प्रशिक्षण विमान ऐसे होते हैं कि जरूरत पर उनकी लैंडिंग कम स्थान पर भी कराई जा सकती है। इसलिए इन प्रशिक्षण विमानों में पैराशूट नहीं होता है। उपकरणों की जांच से पायलट के विमान पर नियंत्रण खोने के कारणों की जांच की जा रही है।

जांच में विमान के फ्लैप खुले नहीं मिले हैं। फ्लैप विमान के पंखों के पिछले हिस्से पर लगे गतिमान

साक्ष्यों के अनुसार विमान उतारने का प्रयास ही नहीं हुआ 10 फीट आगे या पीछे होती बाउंड्री तो बच सकती थी जान

(मूवेबल) पैनल होते हैं, जो उड़ान भरने और उतरने के दौरान विमान को अतिरिक्त लिफ्ट और हवा का अवरोध देते हैं। विमान के लैंडिंग गेयर खुले नहीं मिले हैं। इससे स्पष्ट है कि पायलट विमान की इमरजेंसी लैंडिंग नहीं चाहते थे। यह भी तथ्य सामने आया है कि बाउंड्री से 10 फीट आगे या पीछे विमान गिरता तो हो सकता था कि प्रशिक्षक पायलट और प्रशिक्षु की जान बच जाती है।



क्षतिग्रस्त विमान को देखती डीजीसीए व एएआइबी • जागरण

दो माह में दो हादसे, खतरे में फ्लाइटिंग एकेडमी का लाइसेंस

जागरण संवाददाता, कानपुर: दो माह में दो हादसे होने से गर्ग एविएशन फ्लाइटिंग क्लब कई सवाल के घेरे में है। दोनों हादसों की जांच चल रही है, जांच रिपोर्ट में लापरवाही सामने आने पर एकेडमी का लाइसेंस निलंबित हो सकता है। जांच टीम यह भी देख रही है कि हादसाग्रस्त विमान का कंट्रोलिंग सिस्टम ही तो थोड़ा नहीं दे गया। विदेशी विमान के मेंटेनेंस के दौरान जबरन पर लगाए गए पुर्जों की भी जांच जारी है।

गर्ग एविएशन पायलट ट्रेनिंग एकेडमी, कैट में एक साल से प्रशिक्षण ले रही रिया बत्रा 27 जून की रात प्रशिक्षक के साथ दो इंजन का विमान (ट्रिवन विमान) लैंड करने के बाद इंजन बंद करने की प्रक्रिया के दौरान ही उतरने लगी थी। इससे प्रोपेलर (पंखे) की चपेट में आने से पीट में चोट आ गई थी। डीजीसीए की टीम अभी भी इसकी जांच कर रही है। अब गुरुवार को इसी विमान से हुए हादसे में प्रशिक्षक और प्रशिक्षु की जान चली गई। जांच टीम ने शुक्रवार को एकेडमी पहुंचकर उड़ान से पहले प्रारंभिक जांच में किसी तरह की कोई चूक होने की जानकारी ली। टीम ने कई लोगों के बयान लिए। प्रशिक्षक के अनुभव से जुड़े दस्तावेज भी लिए। सेफ्टी मैनेजर राजीव भल्ला ने कहा कि दोनों ही दुर्घटनाओं की जांच डीजीसीए कर रही है। वह इस बारे में कुछ नहीं कहना चाहते हैं।

- दो माह में दो हादसे, लापरवाही मिलने पर निलंबित किया जा सकता है लाइसेंस
- देखा जा रहा कि विमान के कंट्रोलिंग सिस्टम ने ही तो थोड़ा नहीं दे दिया



ट्रेनिंग विमान का इंजन बाइस में पैक कर लेकर टीम के सदस्य • स्वाजीव शिवाजी

होने के बाद एकेडमी के प्रशिक्षु डरे सहमे हैं। अपने साथियों को खोने का दर्द सभी को होता रहा। हादसे की खबर जानने के बाद कई प्रशिक्षुओं के मां-पिता भी घिंटित दिखे। वह अपने बच्चों को फोन कर कई तरह के सवाल करते हुए कुशलता पूछते रहे। गुरुवार को हुए हादसे के बाद कोई उड़ान नहीं भरी गई है। रविवार से फिर प्रशिक्षण शुरू कराया जाएगा। डीजीसीए की अंतिम जांच रिपोर्ट आने के बाद ही सुरक्षा मानकों की वास्तविक स्थिति और हादसे की मूल वजह पूरी तरह स्पष्ट हो सकेगी।

Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

29 AUGUST 2026

लैंडिंग के दौरान प्लेन का पहिया फटा, सभी 41 लोग सुरक्षित

नईदुनिया प्रतिनिधि, बिलासपुर : छत्तीसगढ़ के चकरभाठा स्थित बिलासा देवी केवट एयरपोर्ट पर लैंडिंग के समय एलायंस एयर (देश की एकमात्र सरकारी एयरलाइंस) के विमान का बायां टायर फट गया और उसमें चिंगारी उठती देखी गई। एयर एलायंस का विमान 91-613 (बीटी-यूडीए) शुक्रवार दोपहर दिल्ली से बिलासपुर पहुंचा था। विमान रनवे पर कुछ दूरी तक घिसटता रहा, पायलट की सूझबूझ से विमान सुरक्षित रनवे पर रुका और सभी यात्री बाल-बाल बचे। विमान में 37 यात्री और चार कर्मी सहित कुल 41 लोग सवार थे।

हादसे के तुरंत बाद एयरपोर्ट प्रबंधन और तकनीकी टीम ने मोर्चा संभाला। रनवे पर सभी यात्रियों और कर्मियों को सुरक्षित नीचे उतारा गया और विशेष वाहनों के जरिए



दिल्ली से बिलासपुर पहुंचे एलायंस एयर के विमान को टायर फटने के बाद अलग ले जाकर खड़ा किया गया और उसकी तकनीकी जांच की जा रही है

● नईदुनिया

टर्मिनल बिल्डिंग पहुंचाया गया। विमान का टायर क्षतिग्रस्त होने की तकनीकी जांच शुरू की गई। तकनीकी खराबी के चलते एलायंस एयर प्रबंधन ने बिलासपुर से आगे प्रयागराज तक जाने वाली संबंधित कनेक्टिंग फ्लाइट को तत्काल प्रभाव से रद्द कर दिया। इससे आगे जाने वाले यात्रियों को असुविधा का सामना करना पड़ा।

FRESH FUNDING APPEAL UNDER SCRUTINY

Temasek Backs SIA to Fly Challenges Since 2024 Long Haul with Air India

Singapore investor bullish on partnership despite loss-making Indian carrier's woes

Forum Gandhi

Mumbai: Singapore state investor Temasek has backed Singapore Airlines' investment in Air India, as a fresh funding request from the latter draws scrutiny in Singapore over the airline's growing exposure to the loss-making Indian carrier.

Temasek, which owns about 50.41% of Singapore Airlines (SIA), said it supports the carrier's long-term strategy despite the challenges facing Air India.

"As a shareholder of SIA, Temasek views their business decision from a long-term perspective and is supportive of it," Juliet Teo, joint head of portfolio development and head of ecosystem enablement at Temasek



sek Singapore, said in a statement published on its website on Saturday. Singapore Airlines holds a 25.1% stake in Air India, with Tata Sons owning the rest.

Air India has sought around \$1.5 billion in fresh equity from its owners, Reuters reported earlier this week.

The funding request has triggered concerns in Singapore. Kenneth Tjong, a lawmaker from the opposition Workers' Party, has

urged the government to ensure that Temasek's funds are not used to shore up the Indian carrier. "No one, least of all Singaporeans, owes Air India a living... If Singapore Airlines wants to continue its bet on Air India, it should do so on its own two feet, and not on Temasek's," Tjong said in a note.

He sought oral answers from Singapore's transport minister Jeffrey Siew during the upco-

ming parliamentary session on September 8, ET reported earlier. Teo, however, said Temasek recognises that the large-scale transformation of Air India involves complex, multi-year operational and integration challenges.

Efforts of this scale take time and "are not expected to be linear, particularly in the aviation sector, where outcomes are shaped by industry developments, including aircraft innovation and fleet renewal cycles, and external factors such as airspace disruptions, geopolitical developments, and fuel price volatility," she explained.

Singapore Airlines could be facing a fresh capital call after reporting its first quarterly loss since 2022. The result came despite record revenue, as weaker performance at Air India and a sharp increase in jet fuel costs weighed on the group. Its investment in Air India has become a growing financial burden for SIA.

Challenges Since 2024 ▶▶ 7

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Over the past two years, the Singapore carrier has recorded around \$1.3 billion (\$780 million) in operating losses linked to its stake in the Indian airline, although that figure has improved from \$82.02 billion on its balance sheet as of March 31, 2025. SIA recognised \$1945.2 million (approximately \$740 million) as its share of Air India's losses for FY2025/26.

The challenges have compounded since SIA committed to Air India in November 2024. The investment was followed by the Ahmedabad aircraft crash, restrictions that forced Indian airlines to avoid Pakistani airspace, and a subsequent surge in fuel prices. Together, these develop-

ments have added pressure to an investment that has yet to deliver the returns SIA had anticipated.

Defending Temasek's investment in SIA, Teo said, "As we build a resilient and forward-looking portfolio, we support the strategic moves by our portfolio companies that position them for long-term growth and global competitiveness. While such initiatives take time, we believe that they are important for sustaining growth over the long run."



Corporate Communications Directorate

FINANCIAL EXPRESS

DELHI

30 AUGUST 2026

We support Singapore Airlines' Air India investment, says Temasek

SINGAPORE'S SOVEREIGN WEALTH fund Temasek on Saturday said it supports Singapore Airlines' investments in Air India and highlighted that the Indian carrier's large-scale transformation involves complex, multi-year operational and integration challenges.

A statement from Temasek, which is a stakeholder in Singapore Airlines (SIA), comes against the backdrop of concerns raised in certain quarters about the carrier's investment in the loss-making Air India.

Singapore Airlines owns a 25.1% stake in Air India, and the remaining shareholding is with Tata Sons, which acquired the Indian airline from the government in January 2022.

Temasek on Saturday said SIA has articulated its objective to invest in a second hub to secure long-term growth beyond Singapore.

—PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 AUGUST 2026

IndiGo Ventures to invest in Sarvam to boost AI use in aviation

PTI

NEW DELHI

IndiGo Ventures, the venture capital arm of country's largest airline IndiGo, on Friday said it will invest in artificial intelligence company Sarvam. Financial details were not disclosed. "The investment builds on the existing relationship between IndiGo and Sarvam, who have been work-

ing together to enhance customer experience, empower employees and streamline complex operational workflows across the airline through artificial intelligence technologies," a statement said. "The investment creates a long-term platform for accelerating AI-led innovation and operational excellence at IndiGo."

Sarvam is the country's full-

stack sovereign artificial intelligence company, and IndiGo Ventures will pump in the money as part of a Series B funding round. IndiGo and Sarvam will continue to develop and evaluate applications across customer experience, employee productivity and airline operations, with the ability to expand successful use cases across IndiGo's network.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 AUGUST 2026

BILASPUR

Alliance Air flight's tyre bursts, all safe

A Bilaspur-bound flight from Delhi suffered a tyre burst during landing at the airport here in Chhattisgarh on Friday, but all 41 people on board were safely evacuated, officials said. The flight, 91613, operated by Alliance Air, was carrying 37 passengers and four crew members when the incident occurred during landing at around 11 am, an official said. The left-side tyre suffered a puncture as the flight landed, he said. All passengers and crew members were safely evacuated and brought from the runway to the terminal building following the incident, he said.



Long journey: Singapore Airlines said SIA and Tatas had recognised that the AI transformation programme would take time. REUTERS

Singapore Airlines to weigh capital infusion in AI

Lalatendu Mishra
MUMBAI

With questions being raised about Air India's (AI) future amid mounting losses and delay in turnaround plan, Singapore Airlines (SIA) reiterated its long-term commitment to AI in which it holds 25.1% stake.

SIA said investment in AI received the full attention of its board and any requests for additional capital for AI would be evaluated under the group's disciplined capital allocation framework.

This is considering AI business strategy, the group's operating cash flow and the investment needs for new aircraft and products, SIA said in a Letter to the editor of Singapore's *The Business Times*.

The publication had published an article titled "Singapore Airlines faces some bleak choices as it lies trapped in Air India's money pit."

It asked if SIA should just cut losses and walk away from AI when additional infusion of \$1.5 billion was needed out of which \$375 million was to come from SIA.

Huge losses

In the last fiscal, the majority Tata-owned airline suffered losses of over ₹20,000 crore. Tata Sons board reportedly asked chairman N. Chandrasekaran to arrest the losses.

"The SIA Group's investment in AI is aligned with its long-term multi-hub strategy to enable direct

participation in the growth of a key market like India," SIA said in its response to *The Business Times* article.

Huge market

Stating India was projected to be the world's third-largest economy by 2030, SIA said the country was the world's third-largest aviation market by passenger traffic, which was expected to treble by 2044 from 2024 levels. It stated SIA and Tata had recognised AI transformation programme would take time.

Many challenges

"In the past year, AI had also had to contend with the prolonged Pakistan airspace closure to Indian carriers since April 2025, the impact of the tragic AI171 accident in June 2025, the depreciation of the Indian rupee against the U.S. dollar, the loss of a key market due to the Middle East conflict and sustained high fuel prices," SIA said.

"Nonetheless, AI is making tangible progress across customer experience, fleet renewal, network growth and operational performance," it said. Highlighting AI continued to take delivery of new aircraft and retrofit existing aircraft to enhance customer offering, SIA said, "this approach supported sustainable growth for the SIA Group and long-term shareholders' returns." Meanwhile, Singapore's Temasek, the majority shareholder of SIA, backed the airline's investment in AI.

Corporate Communications Directorate

INDIAN EXPRESS

DELHI

30 AUGUST 2026

Temasek backs SIA's Air India investment

Sukalp Sharma

New Delhi, August 29

TEMASEK, THE Singapore government-owned investment company that is the majority shareholder in Singapore Airlines (SIA), said Saturday that it backs SIA's investment in Air India, and views it from a long-term view of securing growth beyond the city-state. Temasek's statement, which came amid concerns being raised in Singapore over the loss-making Air India seeking fresh capital infusion from its shareholders Tata Sons and Singapore Airlines; the latter holds 25.1% stake in the Indian airline.

"As a shareholder of SIA, we view their business decision from a long-term perspective and are supportive of it. We recognise that the large-scale transformation of Air India involves complex, multi-year operational and integration challenges. Efforts of this scale take time and are not expected to be linear, particularly in the aviation sector, where outcomes are shaped by industry developments, including aircraft innovation and fleet renewal cycles, and external factors such as airspace disruptions, geopolitical developments, and fuel price volatility," Temasek said in its statement.

Air India, which is implementing an ambitious and cash-guzzling transformation programme, is also struggling

due to external headwinds like the Pakistani airspace closure, West Asia conflict-related disruptions, and sky high fuel prices. The airline, which was taken over by the Tata group from the government in January 2022, recently sought about \$1.5 billion from its shareholders, it is learnt.

In a social media post on Wednesday, Kenneth Tiong, an opposition MP in Singapore's parliament, raised concerns over Singapore Airlines investing further in Air India, and the consequent impact it could have on Temasek. Singapore-based newspaper The Business Times published an opinion piece on Singapore Airlines's exposure to Air India, saying that SIA faced some "bleak choices" as it lay "trapped in Air India's money pit". The publicly issued statement by Temasek on Saturday was in response to the article.

According to Temasek, SIA has articulated its objective to invest in a second hub to secure long-term growth beyond Singapore, and as the world's third-largest aviation market, India is well-positioned to serve as this second hub. It added that SIA has long participated in the India market, including an operating presence through Vistara since 2013 and its investment in Air India "allows it to deepen its participation in India's aviation growth".

FULL REPORT ON

WWW.INDIANEXPRESS.COM



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 AUGUST 2026

Temasek says it backs Singapore Airlines' investments in Air India

AGENCIES

New Delhi, August 29

Singapore's sovereign wealth fund Temasek on Saturday backed Singapore Airlines' (SIA) investment in Air India, saying it supports the carrier's long-term strategy despite concerns over the Indian airline's losses.

Temasek, a stakeholder in SIA, said the airline has identified India as a potential second hub to support long-term growth beyond Singapore. SIA owns a 25.1 per cent stake in Air India, with the remaining share-

holding held by Tata Sons.

"We view their business decision from a long-term perspective and are supportive of it," Temasek said.

It acknowledged that Air India's transformation involves complex, multi-year operational and integration challenges, with outcomes affected by aircraft cycles, airspace disruptions, geopolitical developments and fuel price volatility.

SIA's net profit fell 57 per cent to SGD 1.184 billion (nearly Rs 8,900 crore) in FY2026, partly

due to Air India losses. Air India's loss exceeded SGD 3.56 billion (over Rs 26,700 crore).

Reports said Air India is seeking an additional USD 1.5 billion, or over Rs 14,000 crore. SIA said its board will assess any funding request after considering its own capital needs and Air India's strategy.

Singapore MP Kenneth Tiong Boon Kiat has opposed further use of Temasek funds for Air India and raised questions in Parliament.

The matter is scheduled for September 8.

Corporate Communications Directorate

PIONEER

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30 AUGUST 2026

Temasek says supportive of Singapore Airlines' investments in Air India

PIONEER NEWS SERVICE

■ New Delhi

Singapore's sovereign wealth fund Temasek on Saturday said it supports Singapore Airlines' investments in Air India and highlighted that the Indian carrier's large-scale transformation involves complex, multi-year operational and integration challenges.

A statement from Temasek, which is a stakeholder in Singapore Airlines (SIA), comes against the backdrop of concerns raised in certain quarters about the carrier's investment in the loss-making Air India.

Singapore Airlines owns a 25.1 per cent stake in Air India, and the remaining shareholding is with Tata Sons, which acquired the Indian airline from the Government in January 2022.

In a statement on Saturday, Temasek said SIA has articulated its objective to invest in a second hub to secure long-term growth beyond Singapore.

"As the world's third-largest air transport market after the US and China, India is well-positioned to serve as this second hub. SIA has



long participated in the India market, including an operating presence through Vistara since 2013, and its investment in Air India allows it to deepen its participation in India's aviation growth," it said.

Temasek said that as a shareholder of SIA, "we view their business decision from a long-term perspective and are supportive of it".

Earlier this week in a social media post, Singapore's Member of Parliament Kenneth Tiong Boon Kiat cited a media report and flagged concerns about Singapore Airlines investing more in Air India.

"Air India has asked its owners for another \$1.5 billion. Singapore Airlines

owns about a quarter of it, and Temasek owns most of Singapore Airlines, so this is not only a question for private shareholders. Whichever of the two writes the cheque, it will have a significant impact on Temasek," he had said in a Facebook post.

Singapore Airlines Group's net profit dropped 57 per cent to SGD 1.184 billion (nearly ₹8,900 crore) in the fiscal year ended March 2026, mainly due to the absence of a prior-year one-off accounting gain related to the Vistara merger, and Air India losses.

Air India's loss stood at more than SGD 3.56 billion (over ₹26,700 crore) in the financial year ended March 2026, as the carrier grap-

pled with the fallout of airspace curbs and other headwinds.

Figures were disclosed by Singapore Airlines Group in its annual financial report for 2025-26, released in May. The rupee figures are based on the exchange rate of May 14.

Sources earlier this week said Air India is planning to seek additional funds to the tune of \$1.5 billion, which is over ₹14,000 crore at the current exchange rate.

On Saturday, Temasek also said it recognises that the large-scale transformation of Air India involves complex, multi-year operational and integration challenges.

"Efforts of this scale take time and are not expected to be linear, particularly in the aviation sector, where outcomes are shaped by industry developments, including aircraft innovation and fleet renewal cycles, and external factors such as airspace disruptions, geopolitical developments, and fuel price volatility," it said in the statement.

Meanwhile, on August 27, Singapore Airlines said its board will carefully consider Air India's any requests for

additional capital after taking into consideration the group's other capital requirements, as well as the Indian carrier's business strategy.

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

Earlier this month, Chandrasekaran announced he would step down as Tata Sons Chairman when his current term ends in February 2027.

In the Facebook post earlier this week, Kenneth Tiong Boon Kiat also said that no one, least of all Singaporeans, owes Air India a living.

"I will not support, nor expect, any future use of Temasek's funds to prop up Air India via Singapore Airlines. If Singapore Airlines wants to continue its bet on Air India, it should do so on its own two feet, and not on Temasek's," he had said.



Corporate Communications Directorate

TIMES OF INDIA

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Man on Phuket-B'luru flight tries to hide drugs in overhead panel, held

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New Delhi: A passenger flying from Phuket to Bengaluru Friday allegedly tried to conceal narcotics in the overhead oxygen mask panel of Air India Express flight (IX 903). Sources say he was allegedly carrying 13 packets of contraband substance he had bought in Phuket.

"He tried to hide them in an overhead panel of the aircraft lavatory. When he was not able to either do so or conceal the entire stuff with him, he threw some in the lavatory bin," said sources. They added this passenger told the crew he had inadvertently damaged an overhead panel while changing clothes in the lavatory.

When the aircraft land-

The passenger told crew he had inadvertently damaged an overhead panel while changing clothes in lavatory

ed in Bangalore around 7 pm Friday, there were customs officials at the aerobridge who are learnt to have arrested him. At this stage, it is not known whether customs had intel on this passenger allegedly carrying narcotics or the crew had informed the airport.

An AI Express spokesperson said: "We are aware of an ongoing investigation. We maintain strict protocols and continue to support the authorities in all investigations."