



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

30 SEPTEMBER 2026

23 dead in Thailand floods; Bangkok airport in chaos



A flooded street in Bangkok, which has been swamped by around 320 mm of rain within three days

PHOTO: AP/PTI

The death toll from rains and flooding in Thailand has risen to 23, authorities said on Tuesday, as waters receded from the hard-hit capital Bangkok, where its main airport operated in chaos, and the government approved a multi-million aid package. Bangkok was swamped by around 320 mm of rain within three days last week, nearly as much as the sprawling low-lying metropolis usually gets in the whole of September. Across the country, at least 23 people have died since September 16, including 4 in Bangkok, according to the Interior Ministry. Although Bangkok's main airports kept running, chaos ensued at Suvarnabhumi Airport, the country's largest, where Thai Airways said its operations were crippled by half of its personnel being unable to come to work.

REUTERS



Corporate Communications Directorate

DESHBANDHU

DELHI

30 SEPTEMBER 2026

नोएडा एयरपोर्ट से बढ़ेगी हवाई कनेक्टिविटी

- एक अक्टूबर से शुरू होगी नई सेवा
- दोनों रूट पर टिकट बुकिंग शुरू

ग्रेटर नोएडा, 29 सितम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट से हवाई कनेक्टिविटी के विस्तार का सिलसिला जारी है। अकासा एयर एक अक्टूबर से एयरपोर्ट से कोलकाता और बेंगलुरु के लिए सीधी उड़ान सेवा शुरू करने जा रही है। दोनों रूट के लिए टिकटों की बुकिंग भी शुरू हो गई है। बेंगलुरु के लिए इंडिगो पहले से ही सीधी उड़ान संचालित कर रही है। नई सेवाओं के शुरू होने से नोएडा एयरपोर्ट से दक्षिण और पूर्वी भारत के प्रमुख शहरों तक पहुंच आसान होगी।

अकासा एयर के नए शेड्यूल के अनुसार, नोएडा एयरपोर्ट से कोलकाता की उड़ान सुबह 10:30 बजे रवाना

कोलकाता और बेंगलुरु के लिए अकासा की सीधी उड़ानें



होकर दोपहर 12:50 बजे नेताजी सुभाष चंद्र बोस इंटरनेशनल एयरपोर्ट पहुंचेगी। वापसी में कोलकाता से विमान दोपहर 1:30 बजे उड़ान भरेगा और दोपहर 3:50 बजे नोएडा एयरपोर्ट पहुंचेगा।

बेंगलुरु के लिए भी सीधी सेवा
बेंगलुरु रूट पर अकासा एयर की उड़ान सुबह सात बजे बेंगलुरु से रवाना होकर सुबह 9:45 बजे नोएडा एयरपोर्ट पहुंचेगी। वापसी में नोएडा से

विमान शाम 4:30 बजे उड़ान भरेगा और रात 7:20 बजे बेंगलुरु पहुंचेगा। इस रूट पर इंडिगो की सीधी सेवा पहले से उपलब्ध है। अकासा की नई उड़ान शुरू होने से यात्रियों के पास इस मार्ग पर अतिरिक्त विकल्प उपलब्ध होंगे।

अहमदाबाद और पुणे के लिए कनेक्टिंग फ्लाइट

अकासा एयर नोएडा एयरपोर्ट से

अहमदाबाद और पुणे जाने वाले यात्रियों को कनेक्टिंग फ्लाइट की सुविधा भी देगी। इसके चलते इन शहरों के लिए यात्रियों के पास अतिरिक्त हवाई विकल्प उपलब्ध होंगे।

मुंबई की एक उड़ान फिलहाल बंद

नई सेवाओं के साथ अकासा एयर ने अपने मौजूदा शेड्यूल में भी बदलाव किया है। एक अक्टूबर से नोएडा

एयरपोर्ट से दोपहर 2:05 बजे मुंबई के लिए संचालित होने वाली उड़ान को फिलहाल बंद किया जा रहा है। इसके स्थान पर कोलकाता और बेंगलुरु के लिए नई उड़ानों को शेड्यूल में शामिल किया गया है।

त्योहार और सर्दियों के सीजन पर नजर

नोएडा इंटरनेशनल एयरपोर्ट से फिलहाल इंडिगो और अकासा एयर की उड़ानों का संचालन हो रहा है। त्योहारी सीजन और आगामी सर्दियों को देखते हुए एयरलाइंस की ओर से एयरपोर्ट के नेटवर्क का विस्तार करने की तैयारी चल रही है। नए शहरों के जुड़ने से पश्चिमी उत्तर प्रदेश के साथ दिल्ली-एनसीआर के यात्रियों को भी फायदा मिलने की उम्मीद है। यात्रियों की संख्या बढ़ने के साथ आने वाले समय में एयरपोर्ट से अन्य शहरों के लिए भी नई उड़ान सेवाएं शुरू होने की संभावना है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 SEPTEMBER 2026

No laser lights around airport

Mumbai: Mumbai police has issued an order prohibiting the use of paragliders, flying balloons, high-riser crackers, light-emitting objects, kites and laser light beams in the free flight zone surrounding Chhatrapati Shivaji Maharaj International Airport, Juhu Aerodrome as well as naval air station INS Shikra, an official said on Monday.

The order issued by Deputy Commissioner of Police (Operations) Akbar Pathan aims to ensure aircraft safety during landing, take-off, and flight operations, he added.

Reports were received regarding laser light beams being flashed directly at landing aircraft in the approach path, alongside objects being flown into the airspace, posing significant dangers to operational safety, he said.

The temporary ban will come into force from October 1 and remain in effect for 60 days through November 29, unless withdrawn earlier. Any person violating the order will face prosecution, the official added.

-PTI

Corporate Communications Directorate

THE PIONEER

DELHI

30 SEPTEMBER 2026

Customs intercepts three with drones, parts worth ₹1.03 crore at IGI Airport

PIONEER NEWS SERVICE

■ New Delhi

Customs officers at IGI Airport have booked three Indian passengers for smuggling drones and drone parts worth ₹1,03,55,900, after intercepting them at Terminal-3 following their arrival from Hong Kong via Vietnam on September 25, 2026.

The passengers arrived on Flight No VN593 dated September 25, 2026 from Hong Kong to Vietnam, and Flight No VN981 dated September 25, 2026 from Vietnam to Delhi. During customs proceedings, the passengers were intercepted and subjected to a baggage search.

The search led to recovery of ten Autel Robotics MDX-1 drones, eleven remote controllers for Autel Robotics MDX-1 drones, ten AC/DC adaptors, ten USB chargers, twenty data cables, ten remote controller lanyards,



sixty propellers, ten gimbals with payload cameras, twenty remote controller antennas, ten power cables for Autel Robotics MDX-1 drones, ten remote controller stands, forty remote controller joysticks, one Autel ESC PCBA used, four plastic arms, and one used iPhone 18 Pro Max with 512 GB storage.

A chartered engineer called upon by customs officers reported that the drones

are professional grade, fitted with thermal imaging and laser range-finder capabilities, classifying them as military or defence-grade Unmanned Aerial Vehicles that require mandatory DGCA registration for each drone. The total market value of the recovered items was assessed at ₹1,03,55,900.

The recovered drones, parts and the iPhone were seized under Section 110(1) of

the Customs Act, 1962, in the presence of independent witnesses, vide detention receipts numbered 67050 dated September 26, 2026, 67051 dated September 26, 2026, 67052 dated September 26, 2026 and 67053 dated September 26, 2026.

According to customs officials, the passenger stated that the drones and parts had been brought by him from Hong Kong for one of his friends, who is the real owner of the goods, and that he had intentionally smuggled the drones into India without declaring them before customs authorities and without payment of applicable customs duty. Further investigation into the matter is under process, according to a press release issued by Shankar Prasad Sarma, Additional Commissioner of Customs, IGI Airport, New Delhi, on September 27, 2026.



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THE TIMES OF INDIA

DELHI

30 SEPTEMBER 2026

Drones and their parts worth ₹1cr seized at IGI

New Delhi: Three Indian passengers have been charged for attempting to smuggle drones and their parts worth Rs 1 crore. These passengers had arrived at IGI Airport on Sept 25 from Hong Kong via Vietnam.

During Customs proceedings, the passengers were subjected to a baggage search, which resulted in the recovery of 10 autel robotics mdx-1 drones, 11 remote controllers of autel robotics mdx-1 drones, 10 adaptors, 10 USB chargers, 20 data cables, 40 remote controller joysticks and other parts. They also recovered one iPhone 18 Pro Max 512 GB.

“Chartered engineer informed Customs officials that these are professional-grade drones with thermal imaging and laser range-finder and are military/defence grade UAV. They also require mandatory DGCA registration for each drone...” said a Customs official.

The passengers told officials that the items were brought for a friend who owns them. “One passenger also stated that he intentionally smuggled these drones into India without declaration to the Customs authorities and without payment of applicable Customs duty,” said the official.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

30 SEPTEMBER 2026

10 military-grade drones seized at IGIA

AGE CORRESPONDENT
NEW DELHI, SEPT. 29

Three Indian passengers were intercepted at Delhi airport with 10 professional-grade drones equipped with thermal imaging and laser range finders, described as military-grade unmanned aerial vehicles.

The drones, valued at over ₹1.03 crore, were recovered from the pas-

sengers who had arrived at Terminal-3 from Hong Kong through Vietnam on September 25. They were intercepted while crossing the green channel, based on intelligence developed by customs officers.

A detailed examination of the baggage led to the recovery of 10 drones along with complete accessories, including controllers, gimbals with

▶ **THE DRONES**, valued at over ₹1.03 crore, were recovered from the passengers who had arrived from Hong Kong through Vietnam on September 25

cameras, cables, propellers and joysticks.

Officials said that a Chartered Engineer's assessment confirmed that the drones were pro-

fessional-grade and equipped with thermal imaging and laser range finders. They were assessed as military- or defence-grade UAVs requiring mandatory registration with the Directorate General of Civil Aviation. The passengers were apprehended and the goods seized under the Customs Act, 1962. Further investigation is underway.

पाकिस्तान को छोड़ चीन से हवाई मार्ग का विकल्प तलाश रहा भारत

उड्डयन मंत्री ने कहा, शिनजियांग से नया मार्ग बनाने पर चीन से बातचीत जारी

नई दिल्ली। पाकिस्तान का हवाई क्षेत्र बंद होने से भारतीय विमानों को लंबा रास्ता तय करना पड़ रहा है और खर्च भी बढ़ रहा है। इसे कम करने के लिए भारत चीन के शिनजियांग के ऊपर से नया हवाई रास्ता शुरू करने पर विचार कर रहा है। नागरिक उड्डयन मंत्री राम मोहन नायडू ने मंगलवार को बताया कि शिनजियांग के होतान के रास्ते को लेकर भारत और चीन के बीच बातचीत चल रही है।

पिछले साल अप्रैल में पहलगाम आतंकी हमले के बाद पाकिस्तान ने अपना हवाई क्षेत्र भारतीय विमानों के लिए बंद कर दिया था। इसके बाद उत्तर और पश्चिम भारत से यूरोप और उत्तरी अमेरिका जाने वाली उड़ानों को अरब सागर के ऊपर से मस्कट की ओर लंबा रास्ता अपनाना पड़ रहा है। इससे उड़ान का समय 45 मिनट से दो घंटे तक बढ़ गया है और ईंधन व संचालन खर्च भी बढ़ा है। नायडू ने कहा, होतान वाला रास्ता काफी छोटा हो सकता है। विदेश मंत्रालय चीन के साथ इस मुद्दे पर बातचीत कर रहा है। प्रस्तावित मार्ग में दिल्ली और मुंबई से उड़ानें लेह की ओर जाकर होतान के पास चीनी हवाई क्षेत्र में प्रवेश कर सकती हैं। इसके बाद विमान किर्गिस्तान की ओर जाकर यूरोप, ब्रिटेन और उत्तरी अमेरिका के मौजूदा



भूटान रूट पर भी नजर

पाकिस्तानी एयरस्पेस के विकल्प के रूप में भूटान रूट की संभावना पर चर्चा हो रही है। सूत्रों के मुताबिक, अगर चीन या भूटान में से किसी भी एक वैकल्पिक एयर रूट पर सहमति बनती है तो भारतीय एयरलाइंस को राहत मिल सकती है। भूटान के ऊपर से रूट मिलने या चीन के शिनजियांग एयरस्पेस के इस्तेमाल की अनुमति से विमानों को मौजूदा लंबे रूट से बचने का विकल्प मिल सकता है।

मार्गों से जुड़ सकते हैं। अधिकारियों के अनुसार, फिलहाल सभी भारतीय विमान एल639 मार्ग का इस्तेमाल कर रहे हैं, जिससे करीब दो घंटे अतिरिक्त लगते हैं। नए मार्ग से जार्जिया, बाकू, मध्य एशिया और उत्तरी यूरोप जाने वाली उड़ानों में काफी बचत हो सकती है। एजेंसी

तुर्किये ने फिर किया कश्मीर का जिक्र, भारत ने किया खारिज

नई दिल्ली। भारत ने मंगलवार को संयुक्त राष्ट्र महासभा (यूएनजीए) में तुर्किये के राष्ट्रपति रेचप तैयब अर्दोआन के भाषण में जम्मू-कश्मीर का जिक्र किए जाने को बेवजह बताया हुए खारिज कर दिया। नई दिल्ली ने कहा कि कश्मीर मुद्दे पर किसी बाहरी पक्ष का कोई अधिकार या भूमिका नहीं है। विदेश मंत्रालय के प्रवक्ता रणधीर

विदेश मंत्रालय ने कहा, कश्मीर मुद्दे पर किसी बाहरी पक्ष का कोई अधिकार नहीं

जायसवाल से उनकी पाश्चिमी इंडिया वीरिंग के दौरान पूछा गया कि भारत, तुर्किये के राष्ट्रपति अर्दोआन के हालिया यूएनजीए के संबोधन को किस नजरिये से देखता है। अर्दोआन ने अपने संबोधन में कहा था कि दक्षिण एशिया में कश्मीर मुद्दे समेत सभी विवादों को संयुक्त

राष्ट्र चार्टर के दायरे में बातचीत के जरिये सुलझाया जाना चाहिए। जायसवाल ने कहा, भारत यूएनजीए में तुर्किये के राष्ट्रपति द्वारा भारत और केंद्र शासित प्रदेश जम्मू-कश्मीर के बारे में की गई अनावश्यक टिप्पणियों को खारिज करता है। यह मामला भारत की भौगोलिक अखंडता और संप्रभुता से जुड़ा है और इस मुद्दे पर किसी बाहरी पक्ष का कोई अधिकार या भूमिका नहीं है। एजेंसी



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DELHI

30 SEPTEMBER 2026

विमानन सम्मेलन में आएंगी वैश्विक कंपनियां

राष्ट्रीय राजधानी में मार्च में होने वाले 'रूट्स एशिया 2027' में 115 से अधिक प्रमुख एयरलाइन कंपनियों और 55 से अधिक देशों के प्रतिनिधियों के शामिल होने की उम्मीद है। यहां 16 से 18 मार्च तक होने वाले रूट्स एशिया 2027 में एयरलाइन कंपनियों, हवाई अड्डों, गंतव्यों और एशिया-प्रशांत क्षेत्र में हवाई संपर्क के भविष्य से जुड़े विमानन क्षेत्र के निर्णय लेने वाले प्रमुख अधिकारी शामिल होंगे। रूट्स एशिया 2027 के आयोजन से पहले आयोजित कार्यक्रम में नागर विमानन मंत्री राम मोहन नायडू ने कहा कि यह खासकर ऐसे समय में एक महत्वपूर्ण वैश्विक विमानन कार्यक्रम है, जब दुनिया एक-दूसरे से जुड़ने की कोशिश कर रही है। उन्होंने कहा, 'भारत दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार बन गया है और हमारा लक्ष्य वैश्विक स्तर पर तीसरा सबसे बड़ा विमानन बाजार बनना है।' भाषा

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

30 SEPTEMBER 2026

THE COMPASS

Higher fuel costs for IndiGo may keep profits under pressure

DEVANGSHU DATTA

Warren Buffett had once pointed out that aviation is a financially unstable cyclical business. It requires huge capital investments, and operational costs depend to a large extent on the volatility of fuel prices.

The recent past has seen airlines struggling to cope with rising fuel costs, and the demand for seats has also been affected by geopolitical tensions and slowing economic activity.

This has led to pressure on revenues and expenditures.

Nevertheless, InterGlobe Aviation (aka IndiGo) is viewed bullishly by many analysts.

The argument is that gains in market share, and cost control has driven it to dominance in the world's third-largest aviation market. It has a long growth runway since India is under-penetrated and IndiGo is gaining global market share.

As disposable incomes rise, and schemes like UDAN improve connectivity further, IndiGo could see a path to greater profitability.

The long-term growth drivers include fleet expansion, international network surge, a strong balance sheet with ₹52,900 crore cash, and investments in

maintenance repair and overhaul (MRO).

IndiGo reported a fair FY26 and a weak Q1FY27 as higher fuel prices and lower aircraft utilisation offset price hikes.

Operating and net profit remained under pressure. The management guided for over 25 per cent year-on-year (Y-o-Y) passenger revenues per seat kilometre (PRASK) growth in Q2FY27 despite low capacity growth.

There are concerns about an airport operator's potential entry into airline operations but that faces serious regulatory hurdles. It would breach global norms given the obvious conflict of interest.

Fuel costs are high and will remain high and volatile until the Iran war sees a resolution.

Domestic aviation turbine fuel (ATF) price hikes were temporarily capped by oil marketing companies (OMCs) until early June.

Fuel cost/available seat km (ASK) in Q1FY27 rose 81 per cent Y-o-Y and 63 per cent quarter-on-quarter (Q-o-Q) to ₹2.49.

Fuel expenses amounted to 44.1 per cent of revenue (30 per cent in FY26 and 32.4 per cent in FY25). The management is prepared to offset higher costs through pricing and fuel sur-



charges but margin recovery may depend on supply normalisation.

If IndiGo maintains pricing, and there is a reduction of fuel prices to below 35 per cent of revenues, there would be substantial margin expansion.

The management believes the recent price hikes may be structural, rather than cyclical. A post-Covid price expansion in FY22 and FY23 was sustained through FY24-FY25. The management expects the current pricing to be sustainable even with fuel price normalisation, due to resilient demand.

Given good load factors, and guidance of PRASK growth being

achieved, Q2FY27 could be strong. IndiGo has a dominant market share of 65 per cent (July 2026). The second-largest operator Air India has 26.7 per cent. Moreover, Air India's poor financial performance could place constraints on its ability to remain competitive.

IndiGo is opting for higher fleet ownership (as opposed to leasing), investments in engines and international expansion.

It is targeting 40 per cent international capacity by 2030. India is an underpenetrated outbound market, with passport penetration of around 9 per cent.

Given rising middle-class incomes and a large growing diaspora, there's an upside. IndiGo has the domestic network to capture overseas traffic from Tier-II and III cities, as well as best-in-class cost structure.

It can offer competitive fares, and the fleet pipeline of over 900 aircraft leaves it in a good position to capture future global traffic.

In July, IndiGo signed an agreement with CFM International (a joint venture between GE Aerospace and Safran) to procure 1,000 LEAP 1A engines for its fleet of 510 Airbus A320neo-aircraft, alongside long-term MRO support.

This could provide a big com-

petitive advantage enabling future growth.

The strategic shift from leasing to owning is more nuanced. Increasing ownership from 22 per cent currently to 40 per cent by FY30 (via its GIFT City leasing platform) may reduce recurring lease costs and forex exposures. The Bengaluru MRO facility is in-house, which will reduce costs and improve resilience.

IndiGo generates high free cash flow and on a cumulative basis. This amounted to ₹42,400 crore (net of lease repayments) over the last five years.

It reported forex losses, which come from marking up forex-denominated lease liabilities rather than instant cash outflow.

Raising fleet ownership, rejigging treasury operations to increase hedge coverage from 15 per cent to 33 per cent and localising MRO (which is another source of forex outgo) would reduce exposure to forex volatility.

The investment narrative seems convincing enough and the airline seems to be doing the right things. But investors will need to wait on geopolitics because high fuel costs remain a drag on profits.

The writer is a New Delhi-based independent journalist



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

30 SEPTEMBER 2026

नए रूट से सीधे पश्चिमी देश जा सकेंगे भारतीय विमान पाक एयरस्पेस का विकल्प बनेगा लेह-होतान रूट; चीन से बातचीत

भास्कर न्यूज़ | नई दिल्ली

पाकिस्तान का एयरस्पेस बंद होने के बाद यूरोप और उत्तरी अमेरिका जाने वाली भारतीय उड़ानों को अरब सागर और मस्कट की ओर लंबा चक्कर लगाना पड़ रहा है। इससे उड़ान का समय 45 मिनट से दो घंटे तक बढ़ा है। इसी संकट को दूर करने के लिए भारत चीन के साथ शिनजियांग के होतान होकर नया एयर रूट खोलने पर बातचीत कर रहा है।

प्रस्तावित रूट में दिल्ली और मुंबई से उड़ानें लेह की ओर जाएंगी। वहां से होतान के पास चीनी एयरस्पेस में प्रवेश करेंगी और किर्गिस्तान होकर यूरोप, ब्रिटेन



व उत्तरी अमेरिका के मौजूदा रूट से जुड़ सकेंगी। नागरिक उड्डयन मंत्री राम मोहन नायडू ने कहा कि दोनों देशों के बीच होतान रूट पर चर्चा जारी है। हालांकि उन्होंने रूट खुलने की कोई समयसीमा नहीं बताई।



Corporate Communications Directorate

DESHBANDHU

DELHI

30 SEPTEMBER 2026

हवाई यात्रा: कनेक्टिविटी बढ़ाना अगली बड़ी प्राथमिकता : राम मोहन

नई दिल्ली, 29 सितम्बर (एजेंसियां)। केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने मंगलवार को कहा कि भारत का विमानन बाजार एयरलाइंस द्वारा जोड़ी जा रही क्षमता की तुलना में अधिक तेजी से बढ़ रहा है। उन्होंने कहा कि यह रुझान देश में हवाई यात्रा की बढ़ती मांग को दर्शाता है और भविष्य में विमानन क्षमता तथा कनेक्टिविटी के विस्तार की आवश्यकता को और मजबूत करता है।

एक कार्यक्रम को संबोधित करते हुए नायडू ने बताया कि पिछले एक दशक में भारत में रेवेन्यू पैसेंजर किलोमीटर (आरपीके) की वृद्धि दर 7.3 प्रतिशत चक्रवृद्धि वार्षिक वृद्धि दर (सीएजीआर) रही है, जबकि एयरलाइंस द्वारा उपलब्ध कराई गई सीट क्षमता, यानी एवैलेबल सीट किलोमीटर (एसके), की वृद्धि दर 7 प्रतिशत सीएजीआर रही है।

उन्होंने कहा, 'इसका मतलब है कि बाजार सीटों की उपलब्धता से अधिक तेजी से बढ़ रहा है।' उन्होंने कहा कि यह स्थिति बताती है कि आने वाले वर्षों में हवाई यात्रा की मांग को पूरा करने के लिए अतिरिक्त क्षमता निर्माण और बेहतर कनेक्टिविटी पर लगातार निवेश करना होगा। भारत आज दुनिया का तीसरा सबसे बड़ा घरेलू



बाजार सीटों की उपलब्धता से अधिक तेजी से बढ़ रहा है।' उन्होंने कहा कि यह स्थिति बताती है कि आने वाले वर्षों में हवाई यात्रा की मांग को पूरा करने के लिए अतिरिक्त क्षमता निर्माण और बेहतर कनेक्टिविटी पर लगातार निवेश करना होगा: **राम मोहन नायडू**

विमानन बाजार बन चुका है। बढ़ती आय, क्षेत्रीय संपर्क में सुधार और हवाई यात्रा की बढ़ती मांग ने इस वृद्धि को गति दी है। सरकार अब भारत को आने वाले वर्षों में दुनिया का तीसरा सबसे बड़ा समग्र विमानन बाजार बनाने का लक्ष्य लेकर चल रही है। इस तेजी से बढ़ती मांग को समर्थन देने के लिए सरकार बड़े स्तर पर एयरपोर्ट नेटवर्क का विस्तार कर रही है। नायडू ने बताया कि वर्ष 2014 में देश में केवल 74 परिचालन एयरपोर्ट थे, जबकि वर्तमान में उनकी संख्या बढ़कर 166 से अधिक हो चुकी है।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

28 SEPTEMBER 2026

INDIGO FLIGHT SUFFERS TAIL STRIKE

Mumbai, Sept. 27: A Bengaluru-bound IndiGo flight from Guwahati suffered a tail strike during a second landing attempt at the Bengaluru airport on Sunday, sources said.

IndiGo said in a statement that its aircraft operating its Guwahati-Bengaluru flight experienced "abnormal runway contact" while landing during gusty weather at the Kempegowda International Airport.

All customers and crew are safe and have disembarked safely, the statement said.

The IndiGo A321 aircraft faced a string of tail strikes at different airports in the country in the past as well. "The aircraft is undergoing maintenance checks. It will resume operations after securing necessary clearances," the airline said in the statement.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

29 SEPTEMBER 2026

Air India to resume Delhi-Tel Aviv direct flights from Dec 1; five flights a week

MUMBAI, PTI: Israel Ministry of Tourism on Monday said that Air India will resume its direct flights between Delhi and Tel Aviv from December 1, 2026, restoring a key air link between India and Israel.

Air India will be the only airline operating non-stop flights between the two countries, with five weekly flights sched-

uled from Sunday through Thursday aboard Boeing 777 aircraft, the Israel Ministry of Tourism said in a statement.

The resumption of Air India's flights on December 1 is expected to provide further momentum to tourism ties between India and Israel and make the destination more accessible to new segments of

Indian travellers.

"The return of Air India's direct flights is an important development for tourism between India and Israel. For Indian travellers, the restoration of a regular non-stop connection makes the journey more convenient and gives them greater flexibility when planning a visit to Israel," Israel

Ministry of Tourism, India, Consul for Tourism Affairs Galit Hoffman said.

She said India remains an important market for Israel, and direct air connectivity has a significant role to play in supporting the growth of travel between our two countries.

"We would like more Indian

travellers to discover the many different sides of Israel, beyond its longstanding appeal for pilgrimage and spiritual travel... The return of the Delhi route gives us an important opportunity to build greater awareness of this diversity and encourage more Indian travellers to experience Israel in different ways," she added.

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

29 SEPTEMBER 2026

Air India CEO-designate sets out safety, profitability priorities

BENGALURU, DHNS: Air India CEO-designate Tewolde Gebremariam has put safety, operational reliability and profitability at the centre of the flag carrier's next phase of transformation, outlining his priorities in his first company-wide townhall with employees.

Tewolde, who will assume the role after receiving all necessary regulatory approvals, also expressed confidence in Air India's long-term prospects, citing India's economic growth, favourable demographics, geographic position and large global diaspora as key opportunities for the airline.

Addressing more than 24,000 employees worldwide, Tewolde thanked them for their contribution to Air India's transformation over the past four years, including the merger and integration of Air India and Vistara.

"Over the past four years, a great deal has been achieved. At the same time, there remains significant opportunity ahead of us. That is what makes this an exciting moment for Air India and for all of us," he said.

Safety, he said, would re-

main the airline's foremost priority. "Everything we do must be safe. Safety is a shared responsibility, and every Air Indian has a role to play," Tewolde said, calling for a stronger culture of reporting and encouraging employees to raise concerns without hesitation.

Key focus

Operational reliability was identified as another key focus, with Tewolde saying customers should be able to trust Air India to operate flights on time, deliver baggage reliably and communicate transparently when disruptions occur.

On profitability, he said the airline needed to improve both revenue and cost-performance.

"We must improve both revenue and cost-performance," he said, pointing to opportunities across the international network, commercial activities and cargo business.

Tewolde also stressed that cost discipline should extend across the organisation, saying every employee could contribute to savings and operational efficiencies.



**Tewolde
Gebremariam**



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 SEPTEMBER 2026

डीजीसीए ने जाइरोप्लेन पायलट लाइसेंस के लिए जारी किया नया सिलेबस

मुंबई: नागरिक उड़्डयन
महानिदेशालय (डीजीसीए) ने
जाइरोप्लेन पायलट लाइसेंस के
लिए नया सिलेबस जारी किया
है। डीजीसीए ने बताया कि इसमें
जाइरोप्लेन श्रेणी में डीजीसीए
पायलट लाइसेंस के इच्छुक
उम्मीदवारों के लिए ग्राउंड व उड़ान
प्रशिक्षण का पाठ्यक्रम तय किया है।
भारत में जाइरोप्लेन की सुविधा की
दिशा में यह शुरुआती कदम है। (प्रेट्र)

Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

30 SEPTEMBER 2026

भारत उड़ानों के लिए चीन के एयरस्पेस के इस्तेमाल को लेकर कर रहा बातचीत

नई दिल्ली, आइएनएस : आपरेशन सिंदूर के समय से ही भारतीय विमानों के लिए पाकिस्तानी हवाई क्षेत्र बंद है। दो हफ्ते पहले पाकिस्तान ने भारतीय विमानों पर लगी पाबंदियों को एक और महीने के लिए बढ़ा दिया था। इसके कारण पश्चिमी देशों की उड़ानों में अधिक समय और खर्च लग रहा है। इसे कम करने की भारत लगातार कोशिश कर रहा। इसी संदर्भ में भारत, चीन के साथ शिनजियांग इलाके में उसके हवाई क्षेत्र के इस्तेमाल को लेकर बातचीत कर रहा है। यह जानकारी नागरिक उड्डयन मंत्री राम मोहन नाथडू ने मंगलवार को दी।

उन्होंने कहा, "दोनों देशों के बीच चीन में होटन रूट पर बातचीत चल रही है। विदेश मंत्रालय इस मामले पर चीन के साथ बातचीत कर रहा है। देखते हैं क्या होता है, लेकिन हम दूसरे विकल्पों की कोशिश कर रहे हैं।" यह कदम चीन के राष्ट्रपति शी चिनफिंग के नई दिल्ली में ब्रिक्स शिखर सम्मेलन में शामिल होने के कुछ दिनों बाद उठाया गया है। सूत्रों का कहना है कि होटन के रास्ते उड़ानें संचालित करने के लिए एक साल से अधिक समय से बातचीत चल रही

दोनों देशों के बीच चीन में होटन रूट पर बातचीत चल रही है

आपरेशन सिंदूर के बाद से ही पाकिस्तान के एयरस्पेस पर पाबंदी है



भारत-चीन एयरस्पेस। प्रतीकात्मक

है। शी के दिल्ली आने से पहले, चाइना सदर्न एयरलाइंस ने घोषणा की कि वह 21 सितंबर से ग्वांगझु और नई दिल्ली के बीच सीधी उड़ानें फिर से शुरू करेगी, जिससे छह साल से बंद पड़ा एक रूट फिर से चालू हो जाएगा। भारत और चीन के बीच रिश्तों में एक बार फिर से सुधार देखा जा रहा है। चीन के राष्ट्रपति शी चिनफिंग ने हाल में नई दिल्ली का दौरा किया था। जिसके दौरान दोनों देशों ने सहयोग बढ़ाने पर राजमंदा जाहिर की।

Air India's ₹10,000cr Fundraise Plan Draws Cashflow Concerns

Private lenders seek clarity on liquidity despite airline's AAA credit rating

Sangita Mehta & Kala Vijayraghavan

Mumbai: Air India is seeking about ₹10,000 crore in fresh loans from banks to fund fleet expansion, aircraft refurbishment and operating expenses, even as some lenders are reluctant to extend new credit to the loss-making airline due to limited visibility on its cash flows, people familiar with the matter said.

The hesitation comes despite the Tata Group-promoted airline's AAA credit rating.

Some private sector banks have sought greater clarity on Air India's cash flows and turnaround plans before extending new loans, the people cited above said. State-owned banks are, however, willing to renew existing credit lines because of their relationship with the Tata Group and Air India's high credit score that signals lowest risk, they added.

Tata Group declined to comment. A senior group official said the conglomerate has never faced difficulty raising funds for any of its companies, including Air India, because of the strength of the Tata brand.

An official close to the matter said, "All new businesses, especially aviation, have a gestation period to become profitable and are not in any unusual situation regarding profitability. There are ongoing discussions on lending rates and the airline has already secured a sizeable loan from a leading bank."

Air India's consolidated loss more than doubled to ₹22,238 crore in the financial year ended March 2026 from ₹10,858 crore a year earlier. The deterioration was partly due to foreign-exchange losses,



The airline has outstanding debt facilities of nearly ₹40,000 crore. State Bank of India is its largest lender, followed by Bank of Baroda and Punjab National Bank

which rose to ₹7,388 crore in FY26 from ₹1,545 crore in FY25.

One source of comfort for lenders is an assurance that Tata Sons will continue to hold at least a 51% stake in the airline. However, lenders are worried that loan repayment could depend on continued equity infusions by the promoter. Tata Sons owns 74.9% of Air India, while Singapore Airlines holds the remaining 25.1%.

In June, the Tata Sons board approved a fresh capital infusion of more than

₹10,000 crore into Air India, its largest investment in the airline since committing ₹18,000 crore to acquire the company in 2021. Lenders are also seeking greater clarity on the continuation of N Chandrasekaran as the chairman of Tata Sons. Chandrasekaran is also the chairman of Air India's board.

The airline has outstanding debt facilities of nearly ₹40,000 crore. State Bank of India is its largest lender, followed by Bank of Baroda and Punjab National Bank, according to disclosures by rating agency Crisil at the end of May.

Air India is of strategic importance to the Tata Group. The airline was acquired from the government through the group's wholly owned subsidiary Talace Pvt Ltd as part of the government's disinvestment programme. The acquisition has made the Tata Group India's second-largest aviation player after IndiGo.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

30 SEPTEMBER 2026

Lufthansa Expects a Challenging 2027



Deutsche Lufthansa AG CEO Carsten Spohr predicted another year of financial and operational

challenges ranging from uncertain aircraft deliveries to high oil prices and cost pressure at home that will force the airline to sharpen efficiencies. Spohr singled out the long-overdue delivery of the Boeing Co. 777X model, for which Lufthansa is the launch customer. **Bloomberg**



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

30 SEPTEMBER 2026

Airline fleet boom fuels retrofit demand

AKBAR MERCHANT
Mumbai, September 29

RAPID EXPANSION OF India's airline fleets is driving demand for aircraft modifications, retrofit solutions and engineering services, as carriers look to customise and upgrade aircraft after delivery, according to Ireland-based Eirtech Aviation Services.

"The number of aircraft on order and being delivered in India on a monthly basis is ahead of almost anywhere else in the world," said Michael Sattler, president,

Eirtech Aviation Services.

The opportunity extends beyond aircraft manufacturers and component suppliers to companies that design, certify and, in some cases, manufacture parts and kits for post-delivery modifications.

Unlike traditional maintenance, repair and overhaul (MRO) companies, engineering firms such as Eirtech typically do not physically work on the aircraft themselves. They design and certify modifica-



tions and provide the engineering documentation and approved data required for installation, while the physical work is carried out by approved MROs.

Eirtech, which works with major flag carriers and low-cost airlines in India, said it has seen strong demand for livery services, cockpit power systems and Electronic Flight Bag (EFB) solutions. Its engineers work with airlines to develop designs and documentation that can then be implemented

by MROs or aircraft paint shops.

"The design engineers work very closely with our Indian customers. We take the initial concept, develop the drawings and then prepare the engineering documentation required for the MRO or paint shop to apply the design to the aircraft," said Anthony Kelly, vice-president, sales, Eirtech Aviation Services.

Eirtech is also seeing demand for cockpit EFB mounts and power solutions as pilots increasingly rely on electronic devices instead of traditional paper-based navigation materials.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 SEPTEMBER 2026

AI incoming CEO to reward staff for cost-saving ideas

Incoming Air India Chief Executive Officer Tewolde Gebremariam plans to introduce programmes that reward employees for ideas that deliver measurable cost savings and improve operational efficiency, as the Tata Group-owned airline seeks to strengthen its financial performance while sharpening its focus on safety and operational reliability.

Gebremariam, who will take charge after receiving requisite security clearances, said at a townhall with employees on Monday that cost discipline must become part of Air India's culture.

He also identified sustainable profitability, safety and



operational reliability as key priorities for the airline. "Cost management is not just the responsibility of leadership or the finance function. Every employee can contribute to savings, and those savings add up across an organisation of our scale," he said.

Seeking to send out a positive message to employees, he said, "wherever you are in the organisation, you will be empowered to make decisions that help our customers and supported in delivering the right outcomes".

-PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 SEPTEMBER 2026

Boeing 737 MAX software issue poses no safety risk to operations: Akasa Air

Akasa Air on Monday said it is closely coordinating with aircraft manufacturer Boeing regarding a software issue identified in certain Boeing 737 MAX jets, while maintaining that the glitch has no impact on the safety of its operations.

The airline's statement came after Boeing disclosed that pilots could, under a specific landing scenario, lose

access to automated flight guidance due to a software issue.

Boeing has already informed all 737 operators about the matter and is working on a software update to permanently fix the problem.

Responding to concerns over the issue, Akasa Air said its aircraft continue to operate safely and in compliance with all regulatory requirements.

"We are closely coordinating with Boeing and can confirm that there is no impact to the safety of Akasa Air operations. Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements. The safety of our passengers and crew remains our highest priority," the airline said in a statement.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 SEPTEMBER 2026

BENGALURU

2 passengers held with ganja at KIA

Two passengers who arrived from Bangkok at Kempegowda International Airport here were arrested for concealing hydroponic ganja, valued at Rs 6.33 crore, officials said on Monday.

The incident occurred on September 26, they said.

According to officials, the first passenger was intercepted after it was discovered that he had concealed 3.12 kg of hydroponic ganja valued at Rs 1.09 crore in checked-in baggage.

In the case of the second passenger, 14.97 kg of hydroponic ganja, valued at Rs 5.24 crore, concealed in checked-in baggage was seized.

Both the passengers were arrested under the Narcotic Drugs and Psychotropic Substances (NDPS) Act.

In a series of posts on 'X', the Bengaluru Customs also shared details about recent seizures it made in connection with gold and ganja smuggling. On September 24, a passenger who arrived from Bangkok was held after 12 kg of hydroponic ganja, valued at Rs 4.20 crore was seized. On the same day, 6.54 kg of hydroponic ganja, valued at Rs 2.29 crore, was seized from another passenger who also arrived from Bangkok.

On September 23, a passenger who arrived from Colombo was intercepted at the airport here for allegedly attempting to smuggle 823 grams of gold.



Corporate Communications Directorate

HINDUSTAN

DELHI

30 SEPTEMBER 2026

चीन के रास्ते नया हवाई मार्ग तलाश रहा भारत

नई दिल्ली, एजेंसी। भारत पाकिस्तान के लगातार बंद एयरस्पेस के असर को कम करने के लिए चीन के शिनजियांग क्षेत्र के ऊपर से एक वैकल्पिक हवाई रास्ता शुरू करने की संभावना तलाश रहा है। केंद्रीय नागरिक उड्डयन मंत्री राम मोहन नायडू ने मंगलवार को यह जानकारी दी।

राम मोहन नायडू ने मंगलवार को कहा कि दक्षिण-पश्चिमी शिनजियांग के हाईन के ऊपर से प्रस्तावित यह हवाई गलियारा मौजूदा रास्ते की तुलना में काफी छोटा हो सकता है। अप्रैल

रुट्स एशिया में 55 देशों के प्रतिनिधि लेंगे हिस्सा

नई दिल्ली में मार्च में होने वाले रुट्स एशिया 2027 में 115 से अधिक प्रमुख एयरलाइन कंपनियों व 55 से अधिक देशों के प्रतिनिधियों के शामिल होने की उम्मीद है। 16 से 18 मार्च तक रुट्स एशिया सम्मेलन होगा है।

2025 में पहलगाम आतंकी हमले के बाद पाकिस्तान ने अपना एयरस्पेस बंद कर दिया था।

{ XINJIANG OPTION }

India explores China route to bypass Pak airspace ban

Neha LM Tripathi

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NEW DELHI: India is exploring an alternative air route over China's Xinjiang to reduce the impact of the continued closure of Pakistani airspace, civil aviation minister Ram Mohan Naidu said on Tuesday.

He was speaking at the curtain-raiser for Routes Asia 2027, the route development event for the Asia Pacific, which India will host next March.

"We are looking at other alternatives. Discussions on the Hotan route are going on between the two countries. Our external affairs ministry is engaging with their country [China]... let us see how it goes, but we are trying alternatives," Naidu said.

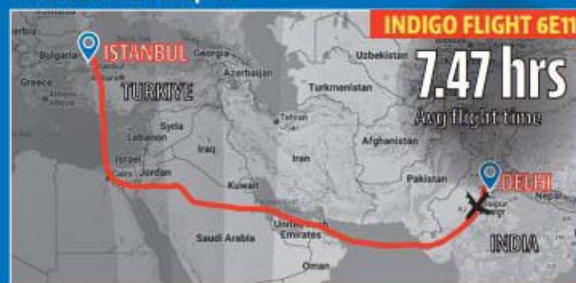
Naidu did not indicate a timeline for the route's opening, nor did he suggest that an agreement had been reached with China.

Pakistan closed its airspace to Indian airlines after the Pahalgam terror attack in April 2025, and its latest notice extends the closure to October 24. Since then, Indian airlines flying to Europe and North America from northern and western India have had to detour over the Arabian Sea towards Muscat. The detour adds between 45 minutes and two hours of flying time, and has driven up fuel burn and operating costs on several sectors.

"All Indian carriers from the

How closures hurt Indian airlines

Two flights on same route shows India's IndiGo flying an extra 1 hour 40 minutes because of the detour it has to take avoid Pakistani airspace



north and north west are following the L639 route to avoid the Pakistan airspace... which increases their flying time by 2 hours," a person aware of the matter said. L639 is one of the designated airways that carry the detour over the Arabian Sea.

The Delhi-Istanbul sector

shows how arduous the detour is. IndiGo's 6E-11 is scheduled to take 8 hours 39 minutes, according to flight-tracking data. Turkish Airlines' TK717, which is not covered by the Pakistani ban, is scheduled at 6 hours 45 minutes, almost two hours less.

Naidu said the proposed corri-

dor over Hotan, in southwestern Xinjiang, would offer a significantly shorter route.

If the discussions pan out, Indian airlines flying from Delhi and Mumbai would head towards Leh, enter Chinese airspace near Hotan, turn towards Kyrgyzstan, and then connect to existing routes to Europe, the UK and North America. "The route may lead to significant savings for destinations like Georgia, Baku, Central Asia, and northern Europe," the second person said.

The corridor would also take Indian aircraft into difficult and sensitive airspace. Reuters reported in November 2025 that the airspace falls within the Chinese People's Liberation Army's Western Theatre Command, whose responsibilities include responding to any conflict with India. The region is ringed by mountains as high as 20,000 feet (6,100m). International airlines generally avoid it, the report said, because an aircraft that loses cabin pressure must descend quickly to lower altitude, and there are few emergency airports to divert to. No non-Chinese airline had used Hotan airport in the previous 12 months, according to the report.

The detour has proved particularly costly for Air India, which relies heavily on western long-haul routes out of its Delhi and Mumbai hubs.

Tewolde's flight plan: cost saving, deeper AI-AI Express synergies

Jagriti Chandra
NEW DELHI

Cost cutting and deeper integration between Air India (AI) and low-cost arm Air India Express (AI Express) will be at the centre of CEO-designate Tewolde Gebremariam's agenda, with the new AI chief calling for shared services, greater asset utilisation and organisation-wide focus on cutting duplication and improving efficiency.

In his first town hall with staff, Mr. Gebremariam said AI and AI Express should operate as 'multiple brands with a single unit of production,' with the two airlines retaining distinct customer-facing identities while sharing resources wherever



Tewolde Gebremariam

possible, sources said.

While AI will continue as a full-service carrier and AI Express as low-cost carrier, he said customer-facing functions would remain distinct while areas such as IT, HRD, finance and engineering could be streamlined and shared.

"The objective would be to reduce costs and streng-

then the airlines' competitiveness," he said.

Whether the two airlines ultimately operate with one Air Operator Certificate (AOC) or retain two was "secondary" to achieving operational synergies.

"Cost saving is top on the agenda," he said, urging staff to identify and propose cost-saving opportunities and help build a stronger culture of cost consciousness.

'No burning cash'

He also linked cost agenda with the wider financial challenge, saying, "We cannot continue to lose money. We cannot continue to burn cash."

On revenue, he called for an urgent improvement in revenue/available seat

kilometre (RASK) and greater use of cargo as a revenue stream, saying AI was losing to foreign freighters.

Safety and reliability, meanwhile, stay core priorities, with Mr. Gebremariam calling for consistent operational performance, including clean and safe aircraft, on-time departures and arrivals, baggage travelling with passengers and better disruption recovery.

He also described growth as 'the oxygen of business' while stressing it must be profitable and sustainable. The CEO further called for a "One Air India" approach, a leaner and flatter organisation, fewer silos and reviews of outsourcing, IT systems and internal processes.

LOKSATYA

DELHI

30 SEPTEMBER 2026

तैयारी

115 से अधिक एयरलाइन लेंगी हिस्सा

दिल्ली विमानन शिखर सम्मेलन में जुटेंगे 55 देशों के विमानन प्रतिनिधि



16 से 18 मार्च तक होंगे 'रूट्स एशिया 2027'
भारत को तीसरा सबसे बड़ा विमानन
बाजार बनाने का लक्ष्य

गौरव चोपरा

नई दिल्ली, लोकसत्या। राष्ट्रीय राजधानी में मार्च 2027 में आयोजित होने वाले 'रूट्स एशिया 2027' में 55 से अधिक देशों के प्रतिनिधियों के साथ 115 से अधिक प्रमुख एयरलाइन कंपनियों के शामिल होने की उम्मीद है। कार्यक्रम में नागर विमानन मंत्री राम मोहन नायडू ने

कहा कि सरकार भारत को दुनिया का तीसरा सबसे बड़ा विमानन बाजार बनाने के लक्ष्य पर काम कर रही है।

यहां 16 से 18 मार्च तक दिल्ली के भारत मंडपम कन्वेंशन सेंटर में होने वाले 'रूट्स एशिया 2027' में एयरलाइन कंपनियों, हवाई अड्डों, गंतव्यों और एशिया-प्रशांत क्षेत्र में हवाई संपर्क के भविष्य से जुड़े

विमानन क्षेत्र के निर्णय लेने वाले प्रमुख अधिकारी शामिल होंगे।

'रूट्स एशिया 2027' के आयोजन से पहले आयोजित कार्यक्रम में नागर विमानन मंत्री राम मोहन नायडू ने कहा कि यह खासकर ऐसे समय में एक महत्वपूर्ण वैश्विक विमानन कार्यक्रम है, जब दुनिया एक-दूसरे से जुड़ने की

कोशिश कर रही है। उन्होंने कहा कि भारत दुनिया का तीसरा सबसे बड़ा घरेलू विमानन बाजार बन गया है और हमारा लक्ष्य वैश्विक स्तर पर तीसरा सबसे बड़ा विमानन बाजार बनना है। इसके लिए हवाई संपर्क बहुत महत्वपूर्ण है। नायडू ने कहा कि यह आयोजन भारत के क्षेत्रीय और अंतरराष्ट्रीय हवाई संपर्क को महत्वपूर्ण बढ़ावा देगा। उन्होंने बताया कि रूट्स एशिया 2027 में 115 से अधिक प्रमुख एयरलाइन कंपनियों, 55 से अधिक देशों के प्रतिनिधि और 2,500 से अधिक आमने-सामने की बैठकों के होने की उम्मीद है। मंत्री ने कहा कि ये सिर्फ कार्यक्रम नहीं हैं। ये

संकेत हैं। वे दुनिया को बताते हैं कि भारत केवल सबसे बड़ा विमानन बाजार नहीं बनना चाहता, बल्कि एशिया और उससे आगे के विमानन क्षेत्र को आकार देने में भागीदार बनना चाहता है। उन्होंने कहा कि सरकार भारत को दुनिया का तीसरा सबसे बड़ा विमानन बाजार बनाने के लक्ष्य पर काम कर रही है। नायडू ने कहा कि इसके लिए 2047 तक यात्रियों की संख्या को मौजूदा 24 करोड़ से करीब छह गुना बढ़ाकर 130 करोड़ करने और परिचालन वाले हवाई अड्डों की संख्या को लगभग तीन गुना बढ़ाकर 165 से 400 करने का लक्ष्य है।



Corporate Communications Directorate

LOKSATYA

DELHI

30 SEPTEMBER 2026

अगस्त में घरेलू हवाई सफर पर पड़ा असर स्पाइसजेट की 20.92% उड़ानें रद्द

- सभी विमानन कंपनियों में रद्दीकरण की दर 1.04%, तकनीकी खामी बनी सबसे बड़ी वजह

नई दिल्ली, लोकसत्या। घरेलू हवाई यात्रा के साथ उड़ानों के रद्द होने का आंकड़ा भी अगस्त में चर्चा में रहा। नागरिक विमानन महानिदेशालय के आंकड़ों के मुताबिक अगस्त में घरेलू विमानन कंपनियों ने 121.26 लाख यात्रियों को गंतव्य तक पहुंचाया, जबकि पिछले साल इसी महीने 129.47 लाख यात्रियों ने हवाई सफर किया था। इस तरह यात्रियों की संख्या में 6.34 फीसदी की गिरावट दर्ज हुई।



दूसरी ओर निर्धारित उड़ानों में 1.04 फीसदी रद्द हुई। कंपनियों के स्तर पर देखें तो स्पाइसजेट की रद्द उड़ानों का अनुपात सबसे अधिक 20.92 फीसदी रहा। इसके बाद इंडियावन एयर की 10.60 फीसदी और अलायंस एयर की 4.58 फीसदी उड़ानें रद्द हुईं। फ्लाई91 में यह

दर 1.35 फीसदी, एयर इंडिया समूह में 1.14 फीसदी और स्टार एयर में 0.90 फीसदी रही। इंडिगो की 0.33 फीसदी उड़ानें रद्द हुईं, जबकि अकासा एयर की दर सबसे कम केवल 0.07 फीसदी रही।

रद्दीकरण के कारणों पर नजर डालें तो तकनीकी खामी सबसे बड़ा कारण

रही। अगस्त में रद्द हुई निर्धारित उड़ानों में 50.2 फीसदी के पीछे तकनीकी वजह बताई गई। परिचालन संबंधी कारणों से 20.4 फीसदी उड़ानें रद्द हुईं। 18.4 फीसदी मामलों में कारण अन्य श्रेणी में दर्ज किया गया, जबकि मौसम की वजह से 8.5 फीसदी और व्यावसायिक कारणों से 3.5 फीसदी उड़ानें निरस्त हुईं। जनवरी से अगस्त तक घरेलू विमानन कंपनियों ने कुल 1,105.30 लाख यात्रियों को सफर कराया। यह पिछले वर्ष की समान अवधि के मुकाबले 0.18 फीसदी कम है। यानी साल के शुरुआती आठ महीनों में हवाई यात्रियों की संख्या लगभग स्थिर रही, लेकिन अगस्त में इसमें अपेक्षाकृत बड़ी गिरावट दर्ज हुई।



Corporate Communications Directorate

MINT

DELHI

30 SEPTEMBER 2026

New Airbus freighter takes flight

Bloomberg
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Airbus SE flew its new A350 freighter for the first time on Tuesday morning, an important milestone in the European plane-maker's quest to gain a bigger slice of the growing cargo business long dominated by Boeing Co.

Painted in a cardboard beige to resemble a package, the aircraft took off from Airbus's Toulouse facility in southern France, where the company is based. The A350 freighter was originally supposed to enter operations in 2025, but supply chain constraints caused repeated delays. The aircraft is now due to start commercial service with customers in the second half of next year.

The freighter is built using the platform of Airbus' biggest aircraft in production, the



Airbus's A350F takes off at the beginning of a four-hour maiden flight from Toulouse in France on Tuesday.

REUTERS

A350-1000. It's specifically built as a freighter rather than many cargo-carrying models that have been converted from passenger aircraft.

The plane is set to compete with Boeing's 777 and 747, which account for the bulk of global cargo operations. Airbus has received more than 100 orders for the aircraft, includ-

ing 20 from Atlas Air, one of the biggest air freight operators in the world and previously a loyal Boeing customer.

Recent geopolitical woes have created an uptick in demand for transporting cargo by air to avoid risky waters like the strait of Hormuz and the Red Sea, where ships have been delayed or damaged.



Corporate Communications Directorate

MINT

DELHI

30 SEPTEMBER 2026

India seeks China air route amid Pakistan airspace ban

Discussions are underway to secure access to Chinese airspace near Hotan

Abhishek Law
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NEW DELHI

India is turning to China for an alternative air corridor to Europe and North America amid Pakistan's closure of its airspace to Indian carriers for the past 15 months.

Civil aviation minister Kinjarapu Ram Mohan Naidu on Tuesday said that diplomatic-level discussions are underway to secure access to Chinese airspace near Hotan in Xinjiang province.

"We are exploring alternate air spaces and Hotan is under discussion," Naidu said on the sidelines of a ministry event in New Delhi. "Diplomatic-level discussions are underway. We are strongly pushing for Hotan."

Under the broad routing being considered, wide-body aircraft could fly from northern India towards Leh, enter Chinese airspace, cross Hotan area and then turn west towards Central Asia, before joining the scheduled routes to Europe, the UK and North America.

The discussions at the external affairs ministry level have been underway for about a year, Naidu said.

Pakistan first imposed the restriction on Indian aircraft in April 2025 following Operation Sindoor earlier that month, and has since extended it repeatedly. The latest Pakistani NOTAM (Notice to Airmen or Notice to Air Missions) keeps its airspace unavailable to Indian-registered aircraft and aircraft owned, oper-



REUTERS

ated or leased by Indian airlines until 24 October 2026.

For Indian carriers, the closure has meant longer routings for several international services, particularly those connecting northern India with Europe and North America. Flight times have increased by about 45 minutes to 2 hours, depending on the route.

The additional flying has resulted in higher fuel consumption, longer aircraft utilization

and increased operating costs amid elevated jet-fuel prices.

"Using Hotan Prefecture as an alternative route for flights to the US and Europe could offer some cost savings, but it may not fully offset the benefits of Pakistani airspace," said Mark Martin of Martin Consulting, an aviation safety firm.

For an extended version of this story, go to live-mint.com.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 SEPTEMBER 2026

HOTAN ROUTE MAY OFFER INDIA SHORTER PATH TO EUROPE, US

India explores China route to bypass Pak airspace

MPOST BUREAU

New Delhi, September 29

India is exploring a new air corridor through China's Xinjiang region to shorten flights to Europe, the UK and North America as Pakistan's continued closure of its airspace forces Indian carriers to take costly detours, Civil Aviation Minister Ram Mohan

Naidu said on Tuesday. The proposed route, being discussed between Indian and Chinese officials for more than a year, would pass near Hotan in south-western Xinjiang, but no agreement or timeline for opening the corridor has been reached.

Indian airlines have been barred from using Pakistani airspace since

April 2025, after the Pahal-gam terror attack. Carriers operating westbound flights from Delhi, Mumbai and other parts of northern and western India have since diverted routes over the Arabian Sea towards Muscat. The diversion has added up to two hours of flying time on some sectors, increasing fuel consumption, crew costs

and other operational expenses.

"We are looking at other alternatives. Discussion on the Hotan route is going on between the two countries. Our external affairs ministry (MEA) is engaging with their country... let us see how it goes, but we are trying alternatives," Naidu told reporters.

If approved, flights from

Delhi and Mumbai could travel towards Leh, enter Chinese airspace near Hotan, continue towards Kyrgyzstan and then join existing routes to western destinations. A person familiar with the matter said Indian carriers were currently using the L639 route to avoid Pakistan, adding about two hours to some flights. **CONTINUED ON P8**

China route

Another person said a Hotan route could reduce costs on services to Georgia, Baku, Central Asia and northern Europe.

The prolonged restrictions have weighed particularly heavily on Air India's long-haul operations. Former Air India CEO Campbell Wilson estimated in 2025 that the airline could lose about Rs 4,000 crore because of the closure, while the carrier had separately estimated a potential 12-month impact of around \$600 million.

The discussions come as India-China air connectivity gradually resumes. China Southern Airlines restarted Guangzhou-New Delhi flights this month, while IndiGo and Air India have also restored direct services to China.

External Affairs Minister S Jaishankar said on Monday that India-China ties were in a better position than in 2025, describing the change as a recovery from a relationship that had gone "so much off-track".

In a separate incident, Pakistan has blocked its airspace to a Russian flight carrying nuclear fuel for Bangladesh's Rooppur nuclear power plant.

At a time when Bangladesh has sought to rebuild ties with Pakistan, it has faced a reality check. The first batch of nuclear fuel for Unit-2 of Bangladesh's first nuclear power plant was scheduled to arrive on September 24.

The timing is significant as Bangladesh is looking to begin commercial operations at its first nuclear power plant at the earliest, as it faces its worst energy crises in decades. Against this backdrop, Pakistan's denial of airspace clearance is likely to delay the delivery of nuclear fuel and, potentially, affect the plant's operational timeline.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 SEPTEMBER 2026

India to host Routes Asia 2027 in March in Delhi

Routes Asia is set to be held from March 16-18, 2027 at Bharat Mandapam

OUR CORRESPONDENT

New Delhi, September 29

Civil Aviation Minister K. J. Somaiya unveiled the curtain raiser for Routes Asia 2027 in New Delhi on Tuesday. Routes Asia is set to be held from March 16-18 next year at Bharat Mandapam.

The 24th edition of this global conference on aviation is expected to gather over 115 airlines, representatives from more than 55 countries, airports, tourism boards, and other aviation authorities. The event



attracted representatives from 28 embassies. The 2027 edition will be held under the theme "Bharat Aviation Rising: Inclusive Growth - Connecting Asia &

Beyond", said the Minister. India's growing aviation ecosystem offers an opportunity to expand, said minister, while adding that it is poised to witness more car-

riers and routes. India has over 166 airports at present and will see the emergence of another 100 in the next decade. The minister also emphasized the need

HIGHLIGHTS

- » The 24th edition of this global conference is expected to gather over 115 airlines, representatives from over 55 countries
- » India has over 166 airports at present and will see the emergence of another 100 in the next decade

to adopt a hub-and-spoke model to connect more cities with new emerging markets and create business opportunities for airlines, boosting tourism.

India took over the responsibility of hosting Routes Asia from China West Airport Group during the closing ceremony of Routes Asia 2026 in Xi'an in April.

Samir Kumar Sinha, Civil Aviation Secretary, spoke about the power of aviation to connect people, create trade, and business opportunities.

India tries for China alternate air route

S LALITHA @ New Delhi

INDIA is holding talks with China to use its airspace to negate the impact caused to the country's aviation sector due to the closure of Pakistani airspace for Indian carriers for over 17 months.

A senior official told newsmen on Tuesday that the possibility of flying above Hotan in Xinjiang airspace in Northwestern China was being repeatedly explored by Indian officials during the multiple rounds of talks held with their Chinese counterparts. The talks have been carried out for over a year now through the Ministry of External Affairs, he added.

Parts of Xinjiang airspace are controlled by the military, which is proving to be difficult to get clearance for. After the Pahalgam terror attack on April 22, Pakistan closed its airspace to India for a one-month period on April 24. India reciprocated in a similar fashion. The ban has since then been extended by both countries every month, with the latest ban in place up to October 24.

Flights operated by Indian



Improved India-China relations give hope

Ties have improved during the last year. After 5.5 years, the first flight between India and China resumed operations on October 26, 2025. Indigo presently operates three routes to China—Delhi to Guangzhou (in Southern China), Kolkata to Guangzhou and Kolkata to Shanghai. AI recommenced its flights from Delhi to Shanghai on February 1, 2026.

airlines to and from India, the US and Canada need to take a circuitous route, resulting in increased travel time for the public, excess fuel being spent and the need to double the cockpit crew due to flight duty limitations. Flights between India and China came to a halt following the Galwan Valley clash in June 2020. However, ties have improved during the last year. After 5.5 years, the first flight between India and China resumed operations on October

26, 2025. Indigo presently operates three routes to China—Delhi to Guangzhou (in Southern China), Kolkata to Guangzhou and Kolkata to Shanghai. Air India recommenced its flights from Delhi to Shanghai on February 1, 2026.

China Southern Airlines began operations between Guangzhou and Delhi a week ago, while Air China resumed flights between Beijing and Delhi on April 21.

Air India has been impacted

HURDLE OR NOT

- China route:** India seeks access to Xinjiang airspace to offset Pak ban
- Talks ongoing:** Officials have repeatedly raised use of the Hotan airspace with China
- Clearance hurdle:** Military control over parts of Xinjiang makes approval difficult
- Cost impact:** Longer routes mean more fuel, flight time and crew costs

enormously. An airline source told this newspaper last year, "We had requested the government sometime ago to take efforts to impress upon China to permit the usage of a portion of its military airspace in Xinjiang for Indian aircraft. The ban on airspace by Pakistan has forced us to use a circuitous route to reach the Western nations, which has caused a surge in operational costs. This has taken a heavy financial toll on us".



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

30 SEPTEMBER 2026

एयर ट्रेवल में 1-2 तिमाही और रह सकता है सुस्ती का दौर, क्षमता में कटौती से बढ़े किराए

नई दिल्ली, 29 सितम्बर (एजेंसी): भारतीय एविएशन इंडस्ट्री के लिए मौजूदा साल चुनौतीपूर्ण रहा है। पश्चिम एशिया में फरवरी में बढ़े संघर्ष के कारण विमान ईंधन की कीमतों में तेजी आई और कुछ अंतरराष्ट्रीय एयरस्पेस प्रभावित हुए। इसके चलते एयरलाइंस को कई मार्गों पर उड़ानों की संख्या कम करनी पड़ी, जिसका असर घरेलू हवाई यात्री यातायात पर भी पड़ा।

क्लियरट्रिप के चीफ बिजनेस ऑफिसर-एयर गौरव पटवारी के अनुसार यह स्थिति मुख्य रूप से सप्लाई से जुड़ी है और अगले 1-2 तिमाही तक दबाव रह सकता है। पटवारी के मुताबिक घरेलू और अंतरराष्ट्रीय उड़ानों में यात्रियों की कुल संख्या सालाना आधार पर लगभग स्थिर है। पिछले दो-तीन महीनों में घरेलू विमानन क्षमता में काफी कटौती हुई है और रोजाना घरेलू यात्रियों की संख्या करीब 4 लाख या इससे कम रह गई है। उनके अनुसार, यह स्तर करीब 2019 में देखा गया था। एयरलाइंस पर ईंधन समेत अन्य लागत का दबाव बढ़ने से क्षमता घटाई गई और औसत हवाई किराए में भी तेजी आई।

आगे बढ़ सकती है दबाव के बाद मांग

कंपनी का मानना है कि यह स्थिति स्थायी नहीं है। एयरलाइंस के पास 1,500 से ज्यादा विमान डिलीवरी के लिए कतार में हैं। ऐसे में अगले एक-दो तिमाही तक दबाव के बाद स्थिति सामान्य होने की उम्मीद है। क्षमता बढ़ने पर मौजूदा समय की दबी हुई मांग सामने आ सकती है। अंतरराष्ट्रीय बाजार में दक्षिण-पूर्व एशिया, यूरोप, जापान और श्रीलंका की यात्रा ने अच्छा प्रदर्शन किया है। हालांकि पश्चिम एशिया में जारी व्यवधान का भारत से विदेश जाने वाले यात्रियों की संख्या पर असर पड़ा है। वहीं, ट्रेवल इंडस्ट्री में कमीशन या 'टेक रेट' फिलहाल बड़े स्तर पर नहीं बदला है।

गैर-हवाई कारोबार बढ़ाने पर जोर

क्लियरट्रिप की करीब 80 फीसदी आय अभी हवाई यात्रा से आती है। कंपनी होटल, बस और ट्रेन जैसे क्षेत्रों का योगदान वित्त वर्ष 2027 के अंत तक बढ़ाकर 30-35 फीसदी करना चाहती है।



Corporate Communications Directorate

THE PIONEER

DELHI

30 SEPTEMBER 2026

DELHI SEEKS CHINA ROUTE FOR FLIGHTS

PIONEER NEWS SERVICE

■ New Delhi

India is exploring an aviation corridor through China to reduce the extra cost and time airlines face because of the ongoing closure of Pakistani airspace, Civil Aviation Minister Ram Mohan Naidu said on Tuesday.

The proposed route would pass through the Hotan area



Indira Gandhi International Airport, Delhi. Representative image WIKIMEDIA COMMONS

of southwestern Xinjiang. It could provide Indian airlines with a shorter connection to destinations in Europe, North America and parts of Central Asia.

Naidu said India's Union Ministry of External Affairs was engaged with Chinese authorities on the issue, while cautioning that discussions were still underway.

CONTINUED ON >> P4

Delhi seeks China route for flights

Under the proposed arrangement, flights departing from Delhi and Mumbai would travel towards Leh before entering Chinese airspace near Hotan. From there, aircraft will proceed towards Kyrgyzstan and connect with established international routes serving Europe and North America.

Indian carriers have been using longer routes to avoid Pakistani airspace after its closure following the April 2025 Pahalgam terror attack. The diversion has required flights from northern and western India to travel south over the Arabian Sea before reconnecting with their international routes. A person familiar with the matter said airlines operating from the north and northwest are taking the L639 route, flying via Bhopal and Ahmedabad, crossing the Arabian Sea before heading towards Oman, to bypass Pakistani airspace, adding as much as two hours to some flights. The longer routes have increased fuel consumption and operating expenses for Indian carriers, with the impact particularly significant for Air India because of its extensive long-haul network from Delhi and Mumbai.

Campbell Wilson, Air India's former chief exec-



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THE TELEGRAPH

KOLKATA

29 SEPTEMBER 2026

“ We must improve
both revenue and
cost performance...
initiatives are already
under discussion

Tewolde Gebremariam,
incoming Air India CEO



Pak airspace closed, India eyes China skies

In Talks With Beijing For Route To West: Minister

Saurabh Sinha@timesofindia.com

New Delhi: India is trying to work out a "Pakistan bypass" with China for its domestic airlines as the latest closure since April 2025 has made routes between Delhi and West unviable due to longer detours amid soaring oil prices. India is in talks with China to make the Hotan route in Xinjiang available to its airlines.

The Hotan plan has been in the works for months, with Air India and IndiGo doing feasibility studies. AI's Boeing 777s, B787s and Airbus A350s can take the route. IndiGo can do so after it starts getting A350s.

"We are exploring alternate airspaces and Hotan is under discussion. Diplomatic-level talks are underway. We are strongly pushing for Hotan. We are asking Indian airlines to launch more international flights from other parts of India (where western routes are not impacted by Pak airspace closure) like the south and improve connectivity from there," aviation minister **Ram Mohan Naidu** said on the sidelines of Routes Asia 2027 Tuesday.

India is keen on a Pakistan bypass as international travel is growing at about 5% over the past decade, while airlines' growth plans are hit by the neighbour's airspace closures. To be sure, India also reciprocally closes its airspace for Pak airlines but their operations are mainly to the West.

Air India, which lost Rs 4,000 crore due to Pakistan airspace closure in a year, had made a presentation on the Hotan waypoint route.

Some AI wide body aircraft have additional oxygen storage, allowing them more time to step descend to 14,000 feet and then 10,000 feet in ca-



FLYING OVER CHINESE WALL?

India-China ties have improved in last couple of years: EAM

New York: The ties between India and China are "better" today than they were a couple of years ago, external affairs minister **S Jaishankar** said, underlining that as border issues are resolved, the relationship returns to normalcy.

He was responding to a question on India-China relations, which have seen an upswing in recent times, including President Xi Jinping's recent visit to India for the Brics Leaders' Summit hosted by New Delhi.

"If you asked me, compared to where you were in 2025, is the relationship better today? I would say yes. Compared to 2024, even more so," Jaishankar said during a con-

versation hosted at Asia Society on Monday. He said it was not so much a "structural change", but part of the reason things had improved was that "they had gone so much off-track that the moment you stabilised it, it was going to improve". After the 2020 border standoff, the relationship had been impacted, he said.

Following the standoff, all "normal contacts" between the two nations had halted, though "trade was continuing". Official exchanges, visa issuance and flights were impacted. "So once the border standoff was resolved, it was natural that this would start to improve," he said.



se of single engine failure or cabin de-pressurisation while flying out of the region.

This is the second time in five years that Air India has found an alternate way around an airspace closure. Before Aug 2021, AI flights used the Pakistan-Afghanistan-Turkmenistan/Uzbekistan route. After Taliban took over Kabul, AI took the longer route via south Pakistan and then Iran-Turkey. In a few months, Air India found a way out by overflying the Hindu Kush.

A plane gets lighter as it burns fuel, allowing it to

ascend. A wide body taking off from Delhi for Europe or North America is tanked up for the non-stop journey and must overfly the Hindu Kush, where minimum altitude is 30,000 feet. The tallest mountain is 25,289-foot Terich Mir.

Air India finalised the Hindu Kush route for the B787 after one-and-a-half months of simulator studies as it could fly at about 35,000 feet. For the heavier B777, it took under four months to finalise procedures for overflying Hindu Kush and ensure it also maintained 30,000 feet.



Corporate Communications Directorate

THE TRIBUNE

DELHI

30 SEPTEMBER 2026

India eyes China corridor to counter Pak flight curbs

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, SEPTEMBER 29

India is exploring the possibility of securing access to Chinese airspace over Xinjiang for its airlines, a move that could significantly shorten flight times to Europe and North America and save Indian carriers millions of dollars in fuel and operating costs currently caused by Pakistan's continued closure of its airspace.

Government sources indicated that discussions on alternative flight paths have been part of broader India-China engagement as New Delhi seeks to improve international connectivity and support the rapid expansion of its aviation sector. Any arrangement would require clearances from Chinese authorities, as parts of the Xinjiang airspace remain under military control.

The potential savings are substantial. Air India has estimated that access to a proposed route through Hotan in Xinjiang could reduce its loss-

Talks on to utilise Xinjiang airspace

es by about \$1.13 million a week—equivalent to nearly \$59 million a year if sustained—while restoring up to 15 per cent of passenger and cargo capacity cut on some long-haul routes, according to a Reuters report based on an Air India document.

The Delhi-New York route illustrates the potential impact. Air India operates the route with its Airbus A350-900. The airline has reported that the Pakistan airspace closure has increased journey times on some long-haul routes by up to three hours and raised fuel costs by as much as 29 per cent.

An A350-900 burns about 5.8 tonnes of fuel an hour in long-haul operations. Thus, if the Xinjiang corridor were to eliminate three hours of additional flying, a single Delhi-New York sector could theoretically save about 17 tonnes of jet fuel.

CONTINUED ON PAGE 8

India eyes China corridor..

At a global average, jet-fuel price of about \$195 a barrel, that represents roughly \$24,000-25,000 (about Rs 21 lakh) in fuel alone per one-way flight. This is an illustrative calculation; the actual saving would depend on the final route, aircraft load, winds, fuel prices and operational requirements.

Indian airlines, particularly Air India, have been among the worst affected by Pakistan's refusal to reopen its airspace to Indian carriers. Flights to Europe, the US and Canada have been forced to take longer routes, increasing fuel consumption, crew costs and flight times. Around 800 weekly flights operated by Indian carriers have been affected

by the closure, according to multiple media reports.

As per sources, Air India has formally urged the government to pursue discussions with Beijing to allow use of the Xinjiang corridor, arguing that access to the route could restore competitiveness on key long-haul sectors and improve aircraft utilisation.

The proposed routing would allow westbound flights from India to travel via Leh, enter Chinese airspace around Xinjiang and then reconnect with established routes towards Europe, the UK and North America. The government has also been examining access to airports such as Hotan, Kashgar and Urumqi for emergency diversions.