



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

29 OCTOBER 2025

AAI to monitor Terminal 3 project

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Chennai: Taking a serious view of the repeated missed deadlines for the T3 terminal under the Chennai airport's Phase II expansion, the Airports Authority of India (AAI) will implement live monitoring of the project to ensure its inauguration by June 2026.

AAI chairman Vipin Kumar has directed airport officials to install CCTV cameras across the construction site. This setup will provide a live feed directly to his phone and workstation, allowing him to personally monitor the ongoing work. "The cameras have been installed. The chairman will track the work live from now," said an official.

As part of the Phase II expansion project to create an integrated international termi-

Once T3 is ready, airport's capacity to handle international flights will increase. Immigration and check-in counters will be enhanced

nal, T2 was developed and inaugurated in 2023, and work on T3 was scheduled to be completed in 2025. However, the project was delayed. Officials said the project has reached 30% completion. After showcase notices were issued to the contractors, work was accelerated.

When T3 is completed, the airport's capacity to handle international flights of Code F category will increase, while passenger amenities such as immigration and check-in counters will also be enhanced.



Corporate Communications Directorate

AMAR UJALA

DELHI

30 OCTOBER 2025

एयरपोर्ट पर फ्लाइट टेस्ट आज से

यमुना सिटी। नोएडा एयरपोर्ट पर बृहस्पतिवार से कैलिब्रेशन फ्लाइट टेस्ट शुरू होगा। नागरिक उड़्डयन महानिदेशालय (डीजीसीए) की ओर से यह टेस्ट शुक्रवार तक चलेगा। इस दौरान एयरपोर्ट के नेविगेशन, संचार प्रणालियों समेत कई मानकों की जांच होगी। दरअसल, विमान सेवा शुरू करने के लिए सबसे महत्वपूर्ण एयरोड्रम लाइसेंस मिलने के लिए यह प्रक्रिया अपनाई जा रही है। बृहस्पतिवार और शुक्रवार के दिन एयरपोर्ट पर दो बार आधुनिक सेंसर और उपकरणों से युक्त विमान उड़ान भरेगा और उतरेगा। कैलिब्रेशन फ्लाइट की यह प्रक्रिया दोनों दिन दो-दो घंटे तक होगी। टेस्ट के दौरान एयरपोर्ट के रनवे, इंस्ट्रुमेंट लैंडिंग सिस्टम, रडार, रनवे लाइट और संचार उपकरणों समेत कई सेंसर को जांचा जाता है। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 OCTOBER 2025

Noida airport licence expected by early Nov: Sources

Rohit Vaid
New Delhi

The Noida International Airport (NIA) is expected to receive its regulatory aerodrome licence by early November, contingent on the facility clearing navigation equipment calibration testing.

Accordingly, the Airports Authority of India (AAI) is expected to conduct calibration testing flights within the next few days.

"Everything is contingent on the NIA clearing all its calibration tests," senior industry representatives told *businessline*.

"If the NIA clears calibration testing, then the regulator will be in a position to grant the licence by November 5 to 7."

Prior to the Directorate General of Civil Aviation



TRIAL RUN. The Airports Authority of India is expected to conduct calibration testing flights within the next few days

(DGCA) granting its clearance, the Bureau of Civil Aviation Security (BCAS) is required to carry out inspections for anti-sabotage checks and to verify the required apparatus for anti-hijacking and bomb squad operations.

TERMINAL TRIALS

Businessline was the first to

report that NIA, with a December opening in sight, has commenced advanced terminal trials along with testing of technical equipment as part of its final preparations. At that time, Christoph Schnellmann, Chief Executive Officer of Noida International Airport told *businessline*, "We have commenced advanced ter-

минаl trials and testing of technical equipment."

"With Phase 1 nearing completion, we are on track and eagerly looking forward to commencing commercial operations this year, bringing a world-class aviation experience to the region."

Recently, Civil Aviation Minister Ram Mohan Naidu told *businessline* in an exclusive interview that, as per the current schedule, the airport's construction phase should conclude by the end of this month.

"Contingent on the project meeting its revised timelines, we expect the airport to be operational by year-end," Naidu stated.

Meanwhile, a comprehensive operational readiness, activation and transition (ORAT) programme has been completed. This initiative aimed to ensure that all airport systems, pro-

cesses and personnel are fully prepared for day-one operations.

This critical phase involved trial runs, simulations and familiarisation programmes for airlines, ground handlers and other essential stakeholders.

SECURITY SCREENING

Notably, tests were conducted on various systems, including baggage handling, security screening, check-in counters and boarding gates.

At present, the airport has conducted terminal trials — part of the ORAT process — which mark the final preparatory stage before operations go live. These trials focused on evaluating passenger flows, systems integration, and co-ordination among airport service providers.

In addition, the cargo terminal is nearly complete, and

its ORAT programme has started.

During the first phase, the airport will operate a single runway and terminal, designed to handle 12 million passengers annually.

The airport is expected to handle six million passengers in its maiden year of operations. Furthermore, upon completion of the fourth and final phase, the airport will have the capacity to serve up to 70 million passengers each year.

In terms of airline connectivity, IndiGo is expected to be the first passenger airline to begin operations from the new airport, having signed a Memorandum of Understanding with Noida International Airport.

Additionally, several international carriers have expressed interest in launching services once the airport becomes fully operational.



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

29 OCTOBER 2025

एयरपोर्ट; चंडीगढ़ की 3 फ्लाइट्स की बुकिंग बंद... नवंबर में शुरू हो सकेगी

जयपुर | जयपुर एयरपोर्ट पर रविवार से फ्लाइट संचालन का नया शेड्यूल लागू हो गया है, लेकिन चंडीगढ़ के लिए जयपुर एयरपोर्ट से फिलहाल एयर कनेक्टिविटी खत्म हो गई है। क्योंकि जयपुर एयरपोर्ट से चंडीगढ़ के लिए फ्लाइट संचालन पूरी तरह बंद हो गया है। 25 अक्टूबर तक चंडीगढ़ के लिए सुबह से शाम तक तीन फ्लाइट संचालित हो रही थी। 26 अक्टूबर से नए शेड्यूल में तीनों फ्लाइट्स बंद हुईं। एयरपोर्ट से मिली जानकारी के अनुसार चंडीगढ़ एयरपोर्ट पर तकनीकी कार्यों के चलते कई शहरों की फ्लाइट्स बंद की गई हैं। ऐसे में करीब 10 दिन बाद फ्लाइट संचालन फिर शुरू होने की संभावना है। एयरपोर्ट प्रबंधन के आधिकारिक सूत्रों से मिली जानकारी के अनुसार जयपुर से रोज 86 फ्लाइट्स के लिए एयरलाइंस ने फ्लाइट संचालन का प्रस्ताव दिया हुआ है। उसके तहत विंटर शेड्यूल में 37 घरेलू शहरों के लिए फ्लाइट्स मिल सकेंगी। यानी हर सप्ताह 605 फ्लाइट्स का डिपार्चर हो सकेगा।



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FREE PRESS JOURNAL

MUMBAI

29 OCTOBER 2025

Purandar airport hits roadblock

Staff Reporter

PUNE

The proposed Purandar International Airport has hit a major roadblock after villagers from Pargaon firmly refused to give up their land for the project, casting doubt over the future of Pune's second airport.

The decision was taken unanimously during a gram sabha held on the occasion of Diwali Padwa, where residents resolved not to part with their land under any circumstances. The development has brought the ambitious project, intended to be Maharashtra's second-largest airport after Navi Mumbai, to a standstill once again.

Despite administrative assurances and claims that 94% of landowners had given consent, opposition remains strong in Pargaon Memane — one of the seven villages identified for acquisition. Farmers have declared their stance with the slogan "No land, no development," further complicating the process for district authorities.

The project requires 2,832 hectares of land across seven villages in Purandar taluka. The administration had earmarked Rs4,285 crore for land acquisition, but survey work has been delayed due to resistance. The survey of 64 hectares in Pargaon has also been halted amid protests.



Corporate Communications Directorate

HINDUSTAN

DELHI

30 OCTOBER 2025

एयरपोर्ट पर दो दिन विमान उतरेगा



ग्रेटर नोएडा, वरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट पर गुरुवार और शुक्रवार को नागरिक उड्डयन महानिदेशालय की ओर से कैलिब्रेशन फ्लाइट टेस्टिंग होगी। इस दौरान विमान रनवे को उतार कर नेविगेशन और संचार प्रणालियों की सटीकता और विश्वसनीयता की जांच की जाएगी।

एक अधिकारी ने बताया कि डीजीसीए का विशेष विमान हर दिन

दिसंबर में उतरा था विमान

एयरपोर्ट के रनवे पर दिसंबर 2024 में भी विमान उतर चुका है। इस दौरान इंडिगो एयरलाइंस के एयरबस-ए320 कामर्शियल विमान वीटी आईएफआई ने रनवे पर पहली लैंडिंग की थी। विमान ने करीब 25 मिनट हवा में आईएलएस और अन्य उपकरणों की जांच की।

करीब दो घंटे जांच के लिए उड़ान भरेगा। यह कैलिब्रेशन फ्लाइट टेस्टिंग व्यावसायिक उड़ान शुरू करने के लिए एयरोड्रम लाइसेंस मिलने से पहले की जरूरी प्रक्रिया है। इसकी रिपोर्ट के आधार पर ही उड़ाने शुरू करने का

AAI कैलिब्रेशन टेस्टिंग से एयरोड्रम लाइसेंस मिलने का रास्ता साफ हो जाएगा, जिसके बाद ट्रायल ऑपरेशन और फिर व्यावसायिक उड़ानें शुरू हो सकेंगी।

- **शैलेंद्र भाटिया**, ओएसडी नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड

प्रमाणीकरण मिलेगा। कैलिब्रेशन फ्लाइट एक तकनीकी प्रक्रिया है, जिसमें ये जांच होती है कि एयरपोर्ट के सभी नेविगेशन और एयर ट्रैफिक कंट्रोल सिस्टम सुरक्षा मानकों के अनुरूप सही काम कर रहे हैं या नहीं।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

30 OCTOBER 2025

 Hindustan Times

Noida airport likely to get aviation licence by Nov 7

**Neha LM Tripathi and
Vinod Rajput**

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NEW DELHI/NOIDA: The Directorate General of Civil Aviation (DGCA) is likely to issue the much-awaited aerodrome licence for the upcoming Noida International Airport in Jewar by November 7, paving the way for trial operations and commercial flights, DGCA director general Faiz Ahmed Kidwai said on Wednesday.

“The calibration flight is expected to be completed by this week,” Kidwai said. “We are aiming to issue the aerodrome license to the airport operator by

around November 7.”

Officials said that DGCA had carried out aerodrome licensing inspections between September 22 and 25, during which 38 observations were raised regarding the airport’s readiness.

“Yamuna International Airport Pvt Ltd – the project concessionaire – has submitted action taken reports (ATRs) for approximately 20 observations, and given probable dates of completion for the remaining items as October 39, and November 7,” a government official said.

“The pending points mainly relate to aerodrome infrastructure, rescue and fire-fighting services, air traffic control (ATC)

equipment installation, and manpower augmentation,” the government official cited above said. “The license, however, will be issued only if the operator manages to fulfil all the mandatory requirements,” he added.

Meanwhile, Noida International Airport Ltd CEO RK Singh said the DGCA’s specialised calibration aircraft will conduct technical checks of the airport’s navigation and communication systems over the next few days.

A spokesperson for concessionaire Zurich International said the company would comment after receiving details from the government on the latest developments.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

30 OCTOBER 2025

 Hindustan Times

IGI airport set for up to 20% increase in capacity by '30

Neha LM Tripathi

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NEW DELHI: The Indira Gandhi International Airport (IGIA) is set for a major capacity upgrade that will boost passenger handling by nearly 20% by 2029-30 without dismantling Terminal 2 (T2), Delhi International Airport Ltd (DIAL) chief executive officer Videh Kumar Jaipurjar said on Wednesday.

DIAL, which manages the airport, plans to raise IGIA's annual capacity from 105 million to 125 million passengers through targeted expansions at Terminals 1 and 3, rather than building a new terminal in place of Terminal 2 immediately.

Jaipurjar said the increase will come from three key projects — constructing a new Pier E at Terminal 3, which will add 1 crore to 1.2 crore (10-12 million) passengers annually (CPA), eas-



We expect to exhaust our current 10.5 crore passenger capacity in three-four years

V JAIPURIAR, CEO, DIAL

ing congestion at Terminal 1, and creating additional aircraft parking stands at T3.

"We are in the process of finalising the master plan. In about a month, we will know whether the proposed 1-1.2 crore passenger capacity Pier E, expected to be ready at T3 in two to three years, will cater to domestic or international operations. We expect to exhaust our current 10.5 crore passenger capacity in the next three to four years," Jaipurjar said at an aviation conference.

purjar said at an aviation conference.

Terminal 3 currently has four piers — two each for domestic and international operations. One domestic pier will be converted for international use this winter, leaving the terminal with three international and one domestic pier.

The upcoming Pier E, which is likely to be ready in about three years, will give DIAL the flexibility to assign it for either domestic or international operations depending on traffic trends.

However, the airport's long-term master plan still includes replacing the Terminal 2, which was built in 1986 and currently handles about 1.5 crore (15 million) passengers annually, with a much larger terminal. But, that plan has been deferred for now. Terminal 2 will remain in use "for the foreseeable future", Jaipurjar clarified.



Corporate Communications Directorate

JANSATTA

DELHI

30 OCTOBER 2025

जेवर हवाई अड्डे पर आज और कल परीक्षण के लिए उतरेगा विमान

जनसत्ता संवाददाता
ग्रेटर नोएडा, 29 अक्टूबर।

नोएडा अंतरराष्ट्रीय हवाई अड्डे पर गुरुवार और शुक्रवार को नागरिक उड्डयन महानिदेशालय (डीजीसीए) की ओर से कैलिब्रेशन उड़ान जांच का परीक्षण होगा।

जिसके तहत विमान को रनवे पर उतार कर उड्डयन और संचार प्रणालियों की सटीकता एवं विश्वसनीयता जांची जाएगी। बताया गया है कि डीजीसीए का एक विशेष विमान दोनों दिन करीब दो घंटे जांच के लिए उड़ान भरेगा। कैलिब्रेशन उड़ान जांच व्यावसायिक उड़ान शुरू करने के लिए एयरोड्रम लाइसेंस मिलने से पहले की आवश्यक प्रक्रिया है। इसकी रपट के आधार पर ही उड़ानें शुरू करने का प्रमाणीकरण मिलेगा। बताया गया है कि कैलिब्रेशन उड़ान, एक तकनीकी प्रक्रिया है, जिसमें यह जांच की जाती है कि हवाई अड्डे के सभी नेविगेशन और एअर

ट्रैफिक कंट्रोल (एटीसी) प्रणाली सुरक्षा मानकों के अनुरूप सही काम कर रही हैं या नहीं। किसी भी हवाई अड्डे को व्यावसायिक उड़ानों के लिए अनुमति देने से पहले यह जांच अनिवार्य है।

जांच के दौरान डीजीसीए और भारतीय विमानपत्तन प्राधिकरण की टीम कई प्रणालियों की जांच करेगी। इससे यह पता चलता है कि विमानों को भेजे जाने वाले नेविगेशन संदेश सटीक हैं और अंतरराष्ट्रीय मानकों के अनुरूप काम कर रहे हैं। चूंकि इनमें गड़बड़ी होने पर उड़ान प्रभावित हो सकती है। जेवर में बन रहे हवाई अड्डे के रनवे पर दिसंबर 2024 में भी विमान उतर चुका है। इस दौरान इंडिगो एअरलाइंस के एअरबस-ए320 व्यवसायिक विमान वीटी आइएफआइ रनवे पर पहली बार उतरा था। विमान ने करीब 25 मिनट हवा में आइएलएस समेत अन्य उपकरणों की जांच की। हालांकि, तब केवल सफल उतरने और उड़ान भरने का ही परीक्षण हो पाया था।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

30 OCTOBER 2025

CISF inducted at Navi Mumbai In- ternational Airport

NAVI MUMBAI: The Central Industrial Security Force (CISF) has been formally inducted in the Navi Mumbai International Airport (NMIA), and this is one of the biggest achievements of India's aviation security structure.

The induction process, started on October 29, 2025, will be done in phases and initially deploy 900 personnel out of the sanctioned 1,840.

With the induction of NMIA, the CISF now enjoys security cover to 71 airports nationwide under its specialist Aviation Security Group (ASG).

The formal induction ceremony, which took place at NMIA, was attended by Praveer Ranjan, Director General of CISF, as the Chief Guest, and by Binita Thakur, ADG (Airport Sector).

MPOST



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

30 OCTOBER 2025

नवी मुंबई एयरपोर्ट की सुरक्षा सीआईएसएफ के हवाले

मुंबई, 29 अक्टूबर (एजेंसी):
केंद्रीय औद्योगिक सुरक्षा बल ने
नवनिर्मित नवी मुंबई अंतर्राष्ट्रीय हवाई
अड्डे की सुरक्षा की जिम्मेदारी बुधवार
को संभाल ली। प्रधानमंत्री नरेन्द्र मोदी
ने इसी महीने की 8 तारीख को हवाई
अड्डे के पहले चरण का उद्घाटन किया
था। यह 19,650 करोड़ रुपये की
लागत से निर्मित देश का सबसे बड़ा
'ग्रीनफील्ड' हवाई अड्डा है। हवाई अड्डे
का वाणिज्यिक परिचालन दिसम्बर में
शुरू करने का प्रस्ताव है। एक वरिष्ठ
अधिकारी ने बताया, "बुधवार को
हवाई अड्डे पर आयोजित एक
औपचारिक समारोह के दौरान लगभग
200 सी.आई.एस.एफ. कर्मियों को
शामिल किया गया।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

30 OCTOBER 2025

IGI To Up Capacity By 20% In 5 Years

Extra Pier And Parking Stands At T3 Planned

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New Delhi: The GMR-backed Delhi International Airport Ltd (DIAL) will increase Indira Gandhi International Airport's capacity by about 20% from the current 10.5 crore passengers annually to 12.5 CPA by 2029-30 without the existing terminal 2 making way for a bigger facility for now. This will be achieved by building pier E at T3 that will add 1-1.2 CPA, removing some bottlenecks at T1 and adding aircraft parking stands at T3, DIAL CEO Videsh Kumar Jaipuriar said on Wednesday.

"We are working on the master plan. Based on it, we will know in a month or so whether pier E that should be ready in two-three years will be domestic or international. We expect to exhaust our existing capacity in three-four years," Jaipuriar said at an aviation conference in the city.

T3 currently has four piers, two each for domestic and international flights. One of the domestic piers will be converted into an international one this winter.

The final phase of development at Indira Gandhi International Airport envisages demolishing the 1986-built 1.5-CPA T2 and building a much bigger terminal in its place. When that happens remains to



Getty Images/File Photo

'Ready to handle winter rush'

The Delhi airport is "well prepared" for the winter rush, thanks to the use of technology, DIAL CEO Videsh Kumar Jaipuriar said on Wednesday. "Our 'airport predictive operation centre' generates data that we share with all stakeholders like airlines, CISF and Bureau of Immigration. This gives us a fairly accurate passenger footfall expected each hour," he pointed out. The prediction allows the stakeholders to deploy adequate personnel at all touch points like entry, check-in, security check and immigration. "This sharing of data has cut wait time at the security check by 15%," the CEO added. "This winter should go smoothly for passengers." **TNN**

be seen as Noida International Airport is also going to open this winter and DIAL will closely watch its impact on IGI. T2 reopened after getting refurbished on Oct 26. Jaipuriar said beginning the work on T2's successor would depend "on the trigger of traffic".

Airport operators usually

kick off the next phase of growth when the actual passenger footfall reaches 80% of the capacity. As IGI will achieve 12.5 CPA by 2029-30, 80% of that means 10 crore. The T2 replacement could be planned around that time. The airport handled a little less than eight crore passengers in 2024-25.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

29 OCTOBER 2025

Nat'l aviation safety centre in India soon

New Delhi: India will set up a national aviation safety centre modelled on global best practices to train aircraft accident investigators and aviation professionals, a senior government official said on Tuesday. Mentioning about various steps being taken to boost the country's civil aviation space, civil aviation secretary Samir Kumar Sinha said the number of professionals in regulatory and investigation roles is being doubled. "India is establishing a national aviation safety centre... The first-of-its-kind institution in the region to train investigators and aviation professionals modelled on global best practices. This initiative represents our long-term vision to build world-class safety infrastructure and human capital," he said, emphasising that aviation safety is a shared responsibility. — PTI



Corporate Communications Directorate

THE ASIAN AGE

DELHI

29 OCTOBER 2025

Curb power bank use on flights likely

New Delhi: Aviation regulator DGCA may put in place certain restrictions on the use of power banks onboard flights after studying global practices, according to a senior official. In the wake of the incident of a passenger's power bank catching fire onboard an IndiGo flight on October 19, the DGCA has been looking into the use of power banks onboard flights. The official said that some restrictions might be brought in but there are no plans to ban the use of power banks. The global practices are being looked and after that, a decision will be taken, the official said.

On October 19, a passenger's power bank caught fire on board a Dimapur-bound IndiGo plane while taxiing at the Delhi airport. — PTI

विमानन कंपनियों और बेबस यात्री



विमानन कंपनियों डायनामिक फेयर के तहत किराया तो बढ़ाती जा रही हैं, लेकिन व्यवस्थाएं घटाती जा रही हैं।

डॉ. वितेक एस अशवाथ

मुद्रा

विमान यात्रियों की बढ़ती संख्या जहां विकास के आंकड़ों को प्रदर्शित करने के लिए सुखद होती है, वहीं विगत कुछ वर्षों में भारत में एकाध विमानन कंपनियों के बढ़ते प्रभुत्व और यात्री सम्मत नियम-कायदों के अभाव में निरंकुश होती कंपनियों डायनामिक फेयर के तहत किराया तो बढ़ाती जा रही हैं, लेकिन व्यवस्थाएं घटाती जा रही हैं। संचालन संबंधी अपारदर्शिता के कारण यात्री खुद को बेबस महसूस करते हैं।

यात्रियों के कष्ट को सूची में सर्वप्रथम विमान संचालन के अंतिम क्षणों में देरी अथवा रद्द करने की घोषणा से उपजा मानसिक व शारीरिक त्रास है। विमान सेवाओं में देरी अथवा रद्द होना मानो आम बात हो गई है। इसमें भी दिल्ली, मुंबई सरोखे कुछ महानगरों के लिए हो रहे संचालन को छोड़ दिया जाए, तो रद्द होते विमानों की संख्या में विगत कुछ समय से असंगत रूप से वृद्धि हुई है। इनमें भी टियर 2 व 3 शहरों के मध्य तथा नए एयरपोर्ट वाले या छोटे शहरों के बीच विमान



संचालन में अपेक्षाकृत ज्यादा व्यवधान आते हैं। नागर विमानन महानिदेशालय (डीजीसीए) द्वारा 25 जनवरी, 2023 को संशोधित नागर विमानन नियम भाग 3, श्रृंखला एम, खंड 2 व 4 के तहत देरी एवं रद्द होने की अवस्था में यात्रियों को प्रदान की जाने वाली सुविधाओं, मुआवजों आदि का तो उल्लेख है, लेकिन ये प्रावधान यात्रियों को राहत पहुंचाने के बजाय विमान कंपनियों को बचने की सुगम राह ज्यादा प्रदान करते हैं। विमानों की देरी या रद्द होने से सामान्य नागरिकों के साथ बच्चे, गर्भवती महिलाएं, बुजुर्ग आदि भी प्रभावित

होते हैं, जिनके बारे में नियम कोई भी लचीलापन या विशेष प्रावधान नहीं रखते। जैसे देरी या रद्द होने का समय यदि 24 घंटे से कम है, तो यात्रियों को मात्र भोजन या नाश्ता सुलभ करवाना होगा एवं उससे अधिक देर होने की अवस्था में ही उनके ठहरने की व्यवस्था मुहैया करवानी होगी। हालांकि, भोजन या नाश्ते को स्पष्ट रूप से परिभाषित नहीं करने से संचालक एक इडली या डोसा उपलब्ध कराकर खानापूर्ति कर लेते हैं।

इसके अलावा, नियम विमान संचालन के समय को दृष्टिगत रखते हुए प्रदान की जाने वाली सुविधा को भी सही ढंग से निर्देशित नहीं करते। उदाहरणार्थ, यदि रात के समय संचालित होने वाला विमान रद्द होता है, तो यात्री कहाँ ठहरेंगे? कंपनियों सेवा रद्द होने की अवस्था में बिना कटौती टिकट राशि लौटाने या विकल्प स्वरूप आगामी उपलब्ध विमान में यात्रा करने का विकल्प देती हैं, लेकिन सीमित ज्ञान व जटिल प्रक्रिया के चलते अधिकांश यात्री इसका लाभ नहीं उठा पाते। इन परिस्थितियों में भी अक्सर या तो वे दो घंटे तक की देरी में छूट के प्रावधान का लाभ लेते हुए देरी को एक घंटे 55 मिनट तक सीमित कर यात्रियों को विमान में बैठकर इंतजार करने के लिए छोड़ देते हैं या देरी को शनैः शनैः बढ़ाते हैं, ताकि यात्री किसी तरह का दावा ही न कर सकें। जापान में विमान के विलंबित होने की अवस्था में यात्रियों को समुचित नकद मुआवजा देने का प्रावधान है, ताकि यात्री कुछ भरपाई कर सकें।

नियमों के तहत विलंब या रद्द होने पर की गई

वैकल्पिक व्यवस्था में 24 घंटे से अधिक देरी होने पर यात्रियों के ठहरने की व्यवस्था तय करने संबंधी छूट संचालक कंपनियों को दी गई है, जिसका फायदा उठाते हुए वे बिजनेस क्लास में सफर करने वाले वरिष्ठ व अस्वस्थ यात्रियों को भी होटल के भरोसे छोड़ देते हैं। वैसे कंपनियों का पहला प्रयास येन-केन-प्रकारेण इस दायित्व से बच निकलने का ही रहता है।

यहां सोचने वाली बात यह है कि यदि यात्री टिकट रद्द करवाना चाहे या उसका विमान छूट जाए, तो उसे रद्दीकरण नियमों के तहत लगभग टिकट जितनी राशि दंडस्वरूप कटवानी होती है। लेकिन कंपनियों द्वारा अंतिम समय में रद्दीकरण को लेकर किसी भी प्रकार के मुआवजे का प्रावधान नहीं है। देरी या रद्द करने हेतु दिए जाने वाले कारणों को सार्वजनिक नहीं करने से आशंका बनती है कि संचालक और विमान प्राधिकरण के बीच मिलीभगत है। यात्रियों को जानने का अधिकार होना चाहिए कि संचालन में देरी या यात्रा रद्द क्यों हुई एवं परिवहन हेतु वैकल्पिक व्यवस्था क्यों नहीं की गई? डीजीसीए का भी दायित्व बनता है कि उक्त परिस्थितियों में संचालक के खर्च पर यात्रियों को गंतव्य तक पहुंचाने की उचित व्यवस्था करे। इससे कंपनियों की मनमानी पर प्रभावी अंकुश लगेगा। शायद, डीजीसीए को दंड राशि मिलती हो, लेकिन यात्रियों को किसी भी प्रकार से भरपाई नहीं होती।

आम जन की विमान सेवाओं पर बढ़ती निर्भरता और किंचित सेवा प्रदाताओं के बढ़ते एकाधिकार के मद्देनजर जरूरी है कि यात्री सम्मत एवं संचालन के प्रति कठोर प्रतिबद्धता वाले नियम बना कर लागू किए जाएं, ताकि जवाबदेह विमान सेवाओं के साथ यात्रियों के भी कष्ट कम हो सकें।



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 OCTOBER 2025

Airbus seeks PLI scheme for aerospace manufacturing

IN NEED OF SUPPORT. Scheme will help boost component production: aerospace major

Rohit Vaid
New Delhi

Aerospace major Airbus India has urged the Centre to extend the production-linked incentive (PLI) scheme to the aerospace manufacturing sector to help expand the country's base for aerospace component production.

Speaking at Aviation India and South Asia 2025 Summit, Jurgen Westermeier, President and Managing Director, Airbus India and South Asia, noted that aerospace manufacturing requires significant long-term capital investment.

INVESTMENT NEEDED

"India needs to have a lot of investment to get things going," Westermeier said.

"We have in India this production-linked incentive. Why not extend this one to the aerospace industry? This



BIG ORDER BOOK. Airbus has more than 1,200 passenger jets on order from various India-based airlines

is a growing industry."

At present, Airbus sources nearly \$1.5 billion (₹15,000 crore) worth of components and services from India every year.

Last month, Airbus' board visited India to tour various manufacturing sites and inaugurate training institutes that have been established with support from the aerospace major.

"We are re-engineering parts and producing better quality and more efficient components. India is really an exciting place to be. We

want to further develop the aerospace ecosystem," he added. "We are making complex parts in India and also supporting maintenance and engineering capabilities."

EXPANDING FOOTPRINT

Besides, Westermeier said Airbus has been expanding its engineering footprint.

"We are hiring up to 20 per cent more people every year in the engineering area," he said.

Recollecting his earlier experience in the country, Westermeier recalled that

during Covid, the industry had downsized, making it difficult to ramp up production of aircraft.

"Without the essential supply chain support from India, the ramp-up would not have been possible," he said. When asked about Airbus' plans to set up a final assembly line (FAL) in India, Westermeier stated that the company already has sufficient capacity to produce aircraft for now.

However, he added that Airbus is producing the C295 military transport aircraft in India with the Tatas.

"We are also building a final assembly line for the H125 helicopter. This final assembly line is a testament to what we believe India is capable of as a market," he said. "We will inaugurate this final assembly line next year in March."

Currently, Airbus has more than 1,200 passenger jets on order from various India-based airlines.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

29 OCTOBER 2025

Air India Express to add 20-24 aircraft in '26: MD

AJINKYA KAWALE
Mumbai, 28 October

Tata Group-owned Air India Express is expected to add about 20-24 new aircraft to its fleet in 2026, increasing its current fleet size of 110 aircraft, the airline's managing director (MD) Aloke Singh said on Tuesday.

Over the past 20 months, the low-cost carrier has inducted 50 'white-tail' Boeing 737 aircraft, taking its fleet size to 110, Singh added.

A white-tail aircraft is a plane that has been built by the manufacturer but does not have a confirmed buyer at the time of completion.

Airlines retrofit such aircraft to match their fleet standards, adjusting seating layouts based on their business plan. "Subject to supply chain, and how the delivery, production line progresses, I think we are looking at (adding) about 20 to 24 aircraft in the next calendar year," he said at an event showcasing the airline's first retrofitted aircraft.

The airline plans to retrofit around 50 aircraft with new cabin interiors such as seats and lighting by the middle of the next calendar year.

While one aircraft was retrofitted



MD Aloke Singh said over the past 20 months, the airline has inducted 50 'white-tail' Boeing 737 aircraft

and pressed into service, a second one was already underway, he said.

The first retrofitted aircraft features a Tsungkotepsu-inspired tail art, celebrating the warrior heritage of the Ao Nagas from Nagaland. This comes after the airline announced a new brand identity in October 2023.

Air India Express also rolled out a menu of hot meals that passengers can pre-book or order on the aircraft.

Meanwhile, Singh explained that the focus was on strengthening the airline's domestic presence currently, adding that the domestic network was growing faster than the short haul international network.

परिचालन में नहीं मिली खामी : विल्सन

एयर इंडिया विमान दुर्घटना की एएआईबी की शुरुआती जांच रिपोर्ट से मिला था संकेत

दीपक पटेल

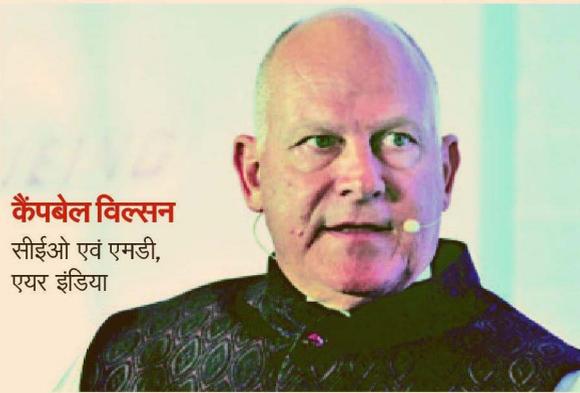
नई दिल्ली, 29 अक्टूबर

एआई-171 विमान दुर्घटना के संबंध में विमान दुर्घटना जांच ब्यूरो (एएआईबी) की जुलाई में जारी शुरुआती जांच रिपोर्ट में संकेत दिया गया था कि एयर इंडिया के परिचालन में 'कुछ भी गलत नहीं था' और उसकी मौजूदा कार्यप्रणाली में किसी बदलाव की जरूरत नहीं है। विमानन कंपनी के मुख्य कार्याधिकारी और प्रबंध निदेशक कैम्बेल विल्सन ने आज यह जानकारी दी।

विल्सन ने कहा, 'उद्योग में जो कुछ भी होता है, चाहे वह हमारे साथ हो या दूसरों के, वह आत्मनिरीक्षण का कारण होता है। यह कार्यप्रणाली की समीक्षा करने का कारण होता है। अंतरिम रिपोर्ट में संकेत दिया गया था कि विमान के इंजन या कार्यप्रणाली में ऐसा कुछ भी नहीं था जिसे बदलने की जरूरत हो। बेशक हम हमेशा यह देखते हैं कि हम कैसे सुधार करते रहें, कैसे बेहतर होते रहें और कैसे सीखते रहें।'

इस साल 12 जून को अहमदाबाद से लंदन जाने वाली एयर इंडिया फ्लाइट एआई-171 बोइंग 787 ड्रीमलाइनर विमान की थी जो उड़ान भरने के कुछ क्षण बाद एक कॉलेज की इमारत से टकरा गई थी। उसमें सवार 241 लोगों की मौत हो गई और केवल एक व्यक्ति बचा।

विल्सन ने यहां एविएशन इंडिया



कैम्बेल विल्सन

सीईओ एवं एमडी,
एयर इंडिया

■ अंतरिम रिपोर्ट में संकेत दिया गया था कि विमान के इंजन या कार्यप्रणाली में ऐसा कुछ भी नहीं था जिसे बदलने की जरूरत हो

■ 12 जून को अहमदाबाद से लंदन जा रहा एयर इंडिया का एआई-171 बोइंग 787 ड्रीमलाइनर विमान दुर्घटनाग्रस्त हो गया था

2025 समिट में पैनल डिस्कशन के दौरान कहा, 'उस दुखद दिन के बाद यह भारत में लोगों से हमारा पहला सार्वजनिक संवाद है।' उन्होंने कहा, 'पीड़ित लोगों के लिए, प्रभावित परिवारों के लिए, कंपनी के लिए, स्टाफ के लिए यह बहुत ही दुखद था।'

एएआईबी ने 12 जुलाई को एआई-171 दुर्घटना पर अपनी शुरुआती रिपोर्ट जारी की थी, जिसमें पता चला था कि उड़ान भरने के तुरंत बाद दोनों इंजनों में फ्यूल सप्लाई बंद हो गई थी। दोनों फ्यूल कंट्रोल स्विच जल्दी-जल्दी 'कटऑफ' स्थिति में चले गए थे और हालांकि उन्हें लगभग 10 सेकंड बाद फिर से चालू कर दिया गया था। लेकिन इंजन पहले ही बंद

हो चुके थे। रिपोर्ट में कहा गया था कि एक पायलट ने दूसरे से पूछा कि उसने स्विच क्यों बंद किए और दूसरे पायलट ने इससे इनकार कर दिया। रिपोर्ट में यह ब्योरा नहीं दिया गया कि किस पायलट ने क्या कहा। एएआईबी ने तकनीकी खराबी से इनकार नहीं किया और कहा कि चल रही जांच में एविएशन मेडिसिन और मनोविज्ञान विशेषज्ञों को शामिल किया गया है।

विल्सन ने कहा, 'अहमदाबाद में हमारे 600 से ज्यादा लोग ग्राउंड पर मौजूद थे। हमने टाटा संस के जरिए (प्रभावित लोगों की मदद के लिए) ट्रस्ट बनाया है। हमने सभी प्रभावित परिवारों को एक्स-ग्रेसिया दिया है। जाहिर है कि हमने अंतरिम मुआवजा दे दिया है और अब हम

अंतिम मुआवजे पर काम कर रहे हैं। एयर इंडिया और टाटा दोनों की प्रतिबद्धता है कि जो लोग प्रभावित हुए हैं, उन्हें राहत के लिए हम हर मुमकिन कोशिश करेंगे, भले ही इसमें कितना भी वक्त लगे।'

विल्सन ने कहा, 'हम जांचकर्ताओं के साथ भी काम कर रहे हैं। हम सीधे तौर पर जांच में शामिल नहीं हैं। यह सरकार की देखरेख में हो रही है। अंतरिम रिपोर्ट में संकेत दिया गया है कि विमान, इंजन अथवा परिचालन में कोई गड़बड़ी नहीं थी। जाहिर तौर पर दूसरों की ही तरह हम भी अंतिम रिपोर्ट का इंतजार कर रहे हैं। अगर उसमें कुछ सीखने के लिए होगा तो हम निश्चित तौर पर वैसा करेंगे। मगर फिलहाल हम यह सुनिश्चित करने पर ध्यान दे रहे हैं कि हम हर संभव तरीके से उनकी मदद करें।'

शुरुआती चरण यानी दुर्घटना के बाद 3 महीनों तक एयर इंडिया ने वाइड बॉडी विमानों के साथ अपनी अंतरराष्ट्रीय उड़ानों में करीब 15 फ्रीसेदी की कटौती की थी। विल्सन ने कहा कि ऐसा केवल यह सुनिश्चित करने के लिए किया गया था कि सामान्य से बेहतर जांच के लिए समय मिल सके। साथ ही इस तथ्य को भी साबित किया जा सके कि पायलट और इंजीनियर अब ज्यादा सतर्क हैं।

उन्होंने कहा, 'हमने जानबूझकर, स्वेच्छा से एवं नियामकीय सतर्कता के लिहाज से अतिरिक्त जांच की और परिचालन अब धीरे-धीरे सामान्य हो गया है।'

द्विपक्षीय उड़ान अधिकारों पर भारत की आलोचना गलत : एल्बर्स

दीपक पटेल
नई दिल्ली, 29 अक्टूबर

इंडिगो के सीईओ पीटर एल्बर्स ने बुधवार को कहा कि कुछ एयरलाइनें भारत की ऐसी छवि पेश कर रही हैं कि वह किसी को भी अधिक द्विपक्षीय उड़ान अधिकार नहीं दे रहा है, जो एकदम गलत है। उन्होंने कहा कि भारत केवल मांग और दो-तरफा उपयोग के आधार पर

उड़ानें आवंटित करता रहा है।

उनकी यह टिप्पणी अमीरात के अध्यक्ष टिम क्लार्क की इस आलोचना के कुछ महीने बाद आई है जिसमें उन्होंने कहा था कि भारत दुबई को अतिरिक्त द्विपक्षीय अधिकार देने पर प्रतिबंध वाला रवैया अपना रहा है। क्लार्क ने उस समय कहा था कि विदेशी कंपनियों की उड़ानें सीमित करना अपने पैरों पर कुल्हाड़ी मारने जैसा है, क्योंकि विमानन से देश



की अर्थव्यवस्था की संपदा में कई गुना बढ़ोतरी होती है। भारत अभी तक यूएई

और कतर के लिए द्विपक्षीय उड़ान अधिकार बढ़ाने का अनिच्छुक रहा है। दुबई और दोहा जैसे पश्चिम एशिया के हब मुख्य रूप से उत्तर अमेरिका और यूरोप जाने वाले भारतीय यात्रियों के लिए ट्रांजिट प्वाइंट का काम करते हैं। साथ ही, भारतीय विमानन कंपनियां लगातार चौड़े आकार वाले विमानों को अपने बेड़े में शामिल कर रही हैं। इससे वे बिना रुके लंबी दूरी की उड़ानों का संचालन कर पा

रही हैं। एविएशन इंडिया समिट 2025 में पैनल परिचर्चा के दौरान एल्बर्स ने स्वीकार किया कि ग्रैट एंड व्हिटनी इंजन की समस्या के कारण इंडिगो के लगभग 40 विमान वर्तमान में जमीन पर खड़े हैं। यह स्थिति निराश करने वाली तो है, लेकिन इस बारे में लगातार शिकायत करने का कोई मतलब नहीं है। इसके बजाय एयरलाइन समस्या का समाधान करने की दिशा में प्रयास करेगी।

AIR INDIA MD & CEO CITES FINDINGS OF PRELIMINARY INVESTIGATION INTO AI-171 CRASH

AAIB report shows nothing wrong with Air India ops: Wilson

DEEPAK PATEL
New Delhi, 29 October

The Aircraft Accident Investigation Bureau's (AAIB's) preliminary investigation report on the AI-171 crash, which was released in July, indicated there was "nothing wrong" with Air India's operations and that no changes were required in its existing practices, the airline's managing director and chief executive officer (MD&CEO) Campbell Wilson said on Wednesday.

"Anything that happens in the industry, whether that's us or others, is a cause for introspection. It is a cause for reviewing practices... The interim report indicated that there was nothing wrong with aircraft engines or practices that required changing. But, of course, we're always looking at how we can keep improving, keep getting better, and keep learning," Wilson said.

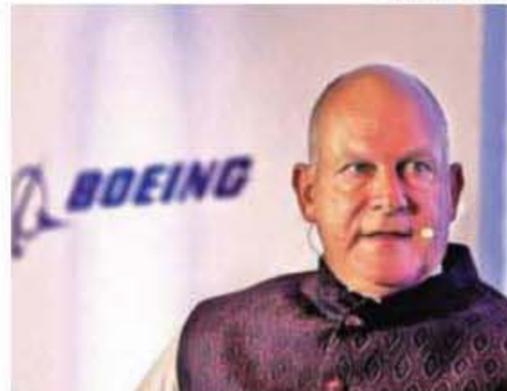


PHOTO: REUTERS

«THE INTERIM REPORT INDICATED THAT THERE WAS NOTHING WRONG WITH AIRCRAFT ENGINES OR PRACTICES THAT REQUIRED CHANGING»

Campbell Wilson
MD & CEO, Air India
(at the Aviation India & South Asia Summit & Exhibition 2025 in New Delhi on Wednesday)

On June 12, Air India Flight AI-171, a Boeing 787 Dreamliner, from Ahmedabad to London crashed into a college building shortly after takeoff, killing 241 people on board

and leaving only one survivor. "This is really the first public engagement that we've done in India since that tragic day," Wilson said during a panel discussion at [Aviation](#)

India 2025 summit here. "It was absolutely devastating for the people involved, for the families of those involved, for the company, for the staff," Wilson added.

The AAIB had released its preliminary report on July 12, which revealed that fuel supply to both engines was cut off shortly after take-off. The two fuel control switches were moved to the "cutoff" position in quick succession, and although they were turned back on about 10 seconds later, the engines had already flamed out. The report stated that one pilot asked the other why he moved the switches, and the other responded by denying it. The report did not identify who said what. The AAIB did not rule out technical faults, and said aviation medicine and psychology experts were involved in the ongoing probe. Turn to Sec II, P3 ▶

PAGE 3
Image of India not giving bilateral flying rights wrong: IndiGo chief

The image being portrayed by some airlines that India is not granting more bilateral flying rights to anyone is "wrong", and the country has simply been selective in allocating them based on demand and two-way utilisation, IndiGo CEO Pieter Elbers said. Elbers also said that around 40 of IndiGo's aircraft are currently grounded due to Pratt and Whitney engine issues.



■ Akasa Air eyes IPO in 2-5 yrs: CEO

tion. There is commitment from both Air India and from Tata to do absolutely all we can for as long as it takes to bring closure to those that have been affected." "We're also working with investigators. We're not involved in the investigation directly. It's something that is run by the government. The interim report indicated that there was nothing wrong with the aircraft, the engines or the operation of the airline. We obviously, as everyone else, await the final report, and if there's anything to learn from it, we will absolutely make sure that we do. But for the moment, our focus is on to make sure

that we help them the best way we can," he added. In the initial phase, for the three months following the accident, the airline reduced its international wide-body flights by about 15 per cent. This was done just to ensure that there was time for even more checks than would normally be the case, to recognise the fact that pilots and engineers were being even more cautious than usual, Wilson noted. "We had deliberately, both voluntarily and from a regulatory caution perspective, put in additional checks, and that has now progressively gone back to a more normal level of operations," he added.

AAIB report shows nothing wrong with A-I ops: Wilson

Wilson said: "We've had more than 600 people on the ground in Ahmedabad. We've set up a Trust (to support affected people) through Tata Sons. We have provided ex-gratia pay-

ments to all the families of those affected. We've obviously completed the interim compensation of our own, and we are working through the final compensa-



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30 OCTOBER 2025

Akasa eyes IPO in 2-5 years

DEEPAK PATEL
New Delhi, 29 October

Akasa Air plans to launch its initial public offering (IPO) within the next two to five years, its Founder and Chief Executive Officer (CEO) Vinay Dube said on Wednesday, adding that the airline remains "well-capitalised at every step" to ensure flexibility and resilience as it expands operations.

Asked during a panel discussion at the Aviation India 2025 summit here about further fundraising plans, Dube said: "There is no next phase we are planning. Our next phase

should be an IPO in a two to five year time period."

He added that Akasa's philosophy is to remain well-capitalised to handle unforeseen challenges. "If we have to pivot and do something different, we are always well-capitalised," he noted. Explaining the rationale behind the airline's recent fundraise, Dube said, "One of the mistakes that airlines have made in the past is being undercapitalised. So, we made sure we got money before we needed it. Because when you need money, no one is willing to give it to you."

Akasa Air had on August 19

announced the completion of its strategic investment transaction — first unveiled in February — after securing all regulatory approvals. The fundraising brought in Premji Invest, 360 ONE Asset, and Claypond Capital, along with additional capital from the Jhunjhunwala family, to support the airline's expansion and long-term growth plans.

The transaction is estimated at around \$125 million, according to people familiar with the matter. Akasa said the funds will be used to expand operations, enhance customer experience, and invest in safety.

Image of India not giving bilateral flying rights wrong: IndiGo

CEO Elbers says New Delhi is selective about allocation

DEEPAK PATEL
New Delhi, 29 October

The image being portrayed by some airlines that India is not granting more bilateral flying rights to anyone is "wrong", and the country has simply been selective in allocating them based on demand and two-way utilisation, IndiGo CEO Pieter Elbers said on Wednesday.

His comments come months after Emirates President Tim Clark criticised India's restrictive stance on granting additional bilateral rights to Dubai, saying that restricting air access to foreign carriers is akin to "shooting yourself in the foot" since aviation is a "wealth multiplier" for the economy.

India has so far been reluctant to expand bilateral flying rights for the UAE and Qatar, as West Asian hubs like Dubai and Doha primarily serve as transit points for Indian passengers traveling onward to North America and Europe. At the same time, Indian carriers are steadily inducting wide-body aircraft and ramping up non-stop operations to long-haul destinations.

Elbers, while talking during a panel discussion at Aviation India Summit 2025, acknowledged that around 40 of IndiGo's aircraft are currently grounded due to Pratt and

Whitney engine issues. He said that while the situation was "frustrating", there was little point in "endlessly complaining" about it and the airline would rather focus its efforts on solutions.

IndiGo, he said, was pursuing several mitigating measures such as securing damp leases, extending existing leases, and bringing back aircraft to maintain capacity. "If you have 40 planes grounded, it's a terrible number. But by expressing each and every earnings call, how many are grounded, by saying that we are extremely frustrated, it doesn't bring any of these planes back in production," Elbers said.

"We have put all our emphasis on mitigating measures... rather than spending half an hour on complaining about what it is, I rather explain half an hour what exactly we are doing to mitigate the impact. And yes, when the doors are closed and the mics are off, of course, I'm frustrated about it, but it doesn't bring the resolution any closer by endlessly complaining about it," he added.

Shifting focus to India's international aviation policy, Elbers said that much of the current debate around bilateral flying rights overlooked the progress already made by the Indian government in selectively updating air service agreements.

"In today's India, we have a set of operators who are committed to build their international presence as a long-term venture. It's not a short-



PHOTO: REUTERS

“QUITE A FEW COUNTRIES, OVER THE PAST FEW YEARS, HAVE UPDATED THEIR AIR SERVICE AGREEMENTS WITH INDIA”

Pieter Elbers
Chief executive officer, IndiGo

term thing," Elbers said, adding that both the government and private sector were investing heavily in aviation infrastructure. "Quite a few countries, over the past few years, have updated their air service agreements with India. It has been done with Kuwait and Indonesia. So, I think the image which some like to portray is that India is not giving any traffic rights, it's just wrong. India is giving selective traffic rights wherever it makes sense to allocate those traffic rights," he stated.

He added that opportunities continued to exist within the existing bilateral framework, with the government factoring in the balance of utilisation between India and other countries. "We have put out massive aircraft orders - including wide bodies - as Indian operators. IndiGo actually doubled our wide-body order with Airbus to 60 already. So that's just a massive number. And, for that, obviously we need traffic rights," Elbers said.

Elbers noted that IndiGo's international expansion continues apace. "We are now operating 2,300 daily flights now," he said, adding that this winter season, the airline is serving 18 additional destinations - 12 domestic and six international - compared with last year. He said demand for non-stop international routes had been strong, with passengers responding positively to direct flights to destinations such as London, Manchester, and Copenhagen.

नोएडा इंटरनेशनल एयरपोर्ट पर आज से शुरू होगी डीजीसीए की कैलिब्रेशन फ्लाइट ट्रायल

- एयरपोर्ट पर उड़ान से पहले सुरक्षा प्रणालियों की होगी जांच
- दो दिन तक चलेगा परीक्षण, ग्राउंड लाइसेंसिंग से पहले जरूरी प्रक्रिया पूरी करने की तैयारी



सुरक्षा और संचालन मानकों की पुष्टि

संचालन की अंतिम तैयारी

ग्रेटर नोएडा, 29 अक्टूबर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट (जेवर) के जल्द शुरू होने की दिशा में एक और अहम कदम उठाया गया है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) गुरुवार से दो दिन तक एयरपोर्ट पर कैलिब्रेशन फ्लाइट्स संचालित करेगा। इन उड़ानों के जरिए हवाई नेविगेशन और संचार प्रणालियों की सटीकता और विश्वसनीयता की जांच की जाएगी। यह प्रक्रिया एयरपोर्ट के ग्राउंड लाइसेंस से पहले की अनिवार्य तकनीकी जांच है।

नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नियाल) के सीईओ आर.के. सिंह ने बताया कि विशेष विमान प्रतिदिन दो घंटे तक यह तकनीकी परीक्षण करेगा। यह एयरपोर्ट को संचालन योग्य बनाने की दिशा में एक महत्वपूर्ण माइलस्टोन है।

नेविगेशन सिस्टम्स की गहन जांच

डीजीसीए को टीम, एयरपोर्ट्स अथॉरिटी ऑफ इंडिया (एआई) के साथ मिलकर, इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस), वीएचएफ ओम्निडायरेक्शनल रेंज (वोओर), डिस्टेंस मेजरिंग इक्विपमेंट (डीएमई) और एटीसी टॉवर के संचार उपकरणों की जांच करेगी। इनका उद्देश्य यह सुनिश्चित करना है कि विमान को भेजे जाने वाले नेविगेशन सिग्नल पूरी तरह सटीक और अंतरराष्ट्रीय उड्डयन मानकों के अनुरूप हों। किसी भी तरह की गड़बड़ विमान को लैंडिंग और एप्रोच को प्रभावित कर सकती है।

परीक्षण के दौरान उड़ानें अलग-अलग ऊंचाई और कोण से की जाएंगी, ताकि सभी प्रणालियों की सटीकता मापी जा सके। मौसम और संचालन की स्थिति के अनुसार यह प्रक्रिया दो दिनों से अधिक भी चल सकती है।

डीजीसीए नियमों के अनुसार, कैलिब्रेशन फ्लाइट्स के माध्यम से यह सुनिश्चित किया जाता है कि हवाई यातायात नियंत्रण (एटीसी) से लेकर रनवे तक सभी तकनीकी प्रणालियां सुरक्षित और मानक के अनुरूप काम कर रही हैं।

पहले हो चुकी है वैलिडेशन फ्लाइट और सुरक्षा मंजूरी

गौरतलब है कि 9 दिसम्बर 2024 को एयरपोर्ट पर पहली वैलिडेशन फ्लाइट सफलतापूर्वक संचालित की गई थी। उस दौरान रनवे और एयरसाइड इंफ्रास्ट्रक्चर की तैयारी का परीक्षण किया गया था। वहीं, ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी (बकास) ने पहले ही एयरपोर्ट को सुरक्षा मंजूरी (एनओसी) दे दी है, जिससे यह साबित होता है कि यहां की सुरक्षा व्यवस्था राष्ट्रीय मानकों के अनुरूप है।

एनआईएएल के नोडल अधिकारी शैलेन्द्र भाटिया ने बताया कि कैलिब्रेशन परीक्षण के नतीजे मंजूर होने के बाद एयरपोर्ट ग्राउंड लाइसेंसिंग के लिए तैयार हो जाएगा। इसके बाद ट्रायल ऑपरेशन और व्यवसायिक उड़ानों की शुरुआत का मार्ग प्रशस्त होगा।

नोएडा इंटरनेशनल एयरपोर्ट, जो एशिया के सबसे बड़े हवाई अड्डों में से एक बनने जा रहा है, दिसम्बर में उड़ान शुरू होने की उम्मीद है।

15 नवम्बर के बाद होगा एयरपोर्ट का लोकार्पण

प्रदेश के मुख्यमंत्री योगी आदित्यनाथ ने 25 अक्टूबर को नोएडा एयरपोर्ट के निर्माण कार्य कार्यों का निरीक्षण करने पहुंचे थे। इस दौरान विकासकर्ता कंपनी की तरफ से 15 नवम्बर से पहले सभी अधूरे कार्य पूरा करने का आश्वासन दिया गया था। इसके बाद के मुख्यमंत्री ने दिल्ली जाकर प्रधानमंत्री नरेंद्र मोदी से मिलकर लोकार्पण करने के लिए समय मांगा था। उम्मीद है कि 15 नवम्बर के प्रधानमंत्री कार्यालय से लोकार्पण का समय मिल सकता है। लोकार्पण होने के बाद दिसम्बर से व्यवसायिक विमानों का उड़ान शुरू हो जाएगा।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

29 OCTOBER 2025

Flights, trains cancelled in city

DC CORRESPONDENT
HYDERABAD, OCT. 28

Cyclone Montha has disrupted air and rail transport to Andhra Pradesh, forcing the cancellation of several flights and trains bound for coastal cities including Visakhapatnam, Rajahmundry, and Vijayawada.

Airline officials announced on Tuesday that flights from the Shamshabad airport, were cancelled due to adverse weather conditions. IndiGo and Air India Express cancelled 18 departures and 17 arrivals scheduled for the day.

Airline authorities said passengers were informed in advance about the cancellations.

The cyclone has impacted 165 trains overall so far — of which 122 have been can-

celled, eight diverted, and 29 rescheduled, said the South Central Railways.

For passenger convenience, SCR has also set up helpline numbers 040-27786170, 040-27786140 and 040-27781765.

Railway authorities said passengers holding reserved tickets will be informed via SMS alerts in case of train cancellations, diversions, or rescheduling. For online ticket holders, refunds will be automatically credited to their accounts.

Passengers with physical tickets can claim refunds at the reservation counters within three days of cancellation. Those who miss this window can approach the Chief Commercial Manager (Claims) office for assistance.

A senior SCR official said, "All departures have been

placed on high alert, and every station is prepared to handle the situation even if conditions worsen. As of now, everything is under control, and the cyclone's intensity is moderate." At an emergency meeting on Tuesday, SCR general manager Sanjay Kumar Srivastava reviewed preparedness and passenger safety.

He directed officials to deploy essential materials to vulnerable sections. He instructed teams to closely monitor the cyclone's path, coordinate with state government and NDRF officials, and ensure patrolling of tracks in potentially affected areas.

He ordered the posting of stationary watchmen at vulnerable bridges and other sensitive points to provide real-time updates on ground conditions.



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

30 OCTOBER 2025

भयानक था विमान हादसा, पीड़ितों की हर संभव मदद कर रहे

नई दिल्ली, प्रेटर: एअर इंडिया के सीईओ कैपबेल विल्सन ने बुधवार को कहा कि जून में हुआ अहमदाबाद विमान हादसा प्रभावित लोगों, उनके स्वजनों व कर्मियों के लिए अत्यंत भयानक था। एयरलाइन पीड़ितों की मदद करने के लिए हर संभव प्रयास कर रही है, ताकि उनके आगे के जीवन को सुगम बनाया जा सके। ज्ञात हो, 12 जून को अहमदाबाद से लंदन के गेटविक के लिए उड़ान भरने वाला एअर इंडिया का बोइंग 787-8 विमान उड़ान भरने के कुछ ही क्षणों बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में विमान में सवार 241 यात्रियों समेत 260 लोगों की जान गई थी।

दिल्ली में आयोजित 'एविएशन इंडिया एंड साउथ एशिया 2025 कांफ्रेंस' में विल्सन ने कहा, दुर्घटना की अंतरिम जांच रिपोर्ट में विमान, इंजनों व एयरलाइन के संचालन में कोई खामी नहीं पाई गई।

एअर इंडिया के सीईओ बोले, अंतरिम जांच रिपोर्ट में विमान व एयरलाइन के संचालन में कोई खामी नहीं पाई गई

12 जून में अहमदाबाद में हुए विमान हादसे में 241 यात्रियों समेत गई थी 260 की जान

“हम निश्चित रूप से अन्य सभी की तरह अंतिम रिपोर्ट का इंतजार कर रहे हैं। यदि इससे कुछ सबक मिलता है तो हम सीखेंगे।” टाटा समूह के स्वामित्व वाली एयरलाइन ने दुर्घटना के पीड़ितों के लिए अंतरिम मुआवजे का काम पूरा कर लिया है और अंतिम मुआवजे पर तेज से काम कर रही है। विमान दुर्घटना जांच ब्यूरो ने 12 जुलाई को जारी प्रारंभिक रिपोर्ट में कहा था कि विमान के दोनों इंजनों को ईंधन की आपूर्ति एक सेकंड के अंतराल में बंद कर दी गई थी।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

30 OCTOBER 2025



Eased Pilot Duty Norms to Ensure Op Stability: DGCA

Arindam Majumder

New Delhi: The Directorate General of Civil Aviation (DGCA) on Wednesday said that exemptions granted to airlines from certain clauses on night duty limits were intended to maintain operational stability while ensuring safety.

"The variations are transitional in nature, aimed at ensuring a smooth and safe operational transition without compromising the regulatory intent. These will be reviewed with operators after six months from implementation," the DGCA said in a statement.

ET had earlier reported that the regulator granted airlines limited exemptions from changes to night duty limits in the revised flight duty time limitation (FDTL) norms coming into effect on November 1.

Under the new norms, the definition of night hours has been extended by an hour— from midnight to 6 AM instead of 5 AM. The rules also restrict pilots to two landings during this period and cap duty hours at 10 hours.

However, the DGCA has now allowed up to three landings if duty periods fall between 12 AM and 1:56 AM or 5 AM and 6 AM. Airlines must, however, provide pilots with rest periods twice the length of the duty time for such flights.

The Federation of Indian Pilots (FIP) criticised the move, saying the relaxation contradicts the DGCA's undertaking before the Delhi High Court, where it had promised to fully implement the revised rules.

Night operations, particularly between 2 AM and 6 AM, are known to be more fatigue-inducing as pilots experience lower alertness levels due to the body's natural circadian rhythm.

DGCA chief Fiaz Ahmed Kidwai said the exemptions were granted after considering factors like early sunrise and extended daylight hours in the eastern and northeastern regions, where airports often lack night landing facilities.

"As a regulator, DGCA must balance safety and operational viability. This calibrated and phased implementation reflects our commitment to aviation safety while maintaining stability. Such phased implementation, along with temporary adjustments, aligns with established regulatory practices," Kidwai said.

According to people familiar with the matter, airlines told the regulator that extending night duty hours and restricting landings would disrupt operations.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

30 OCTOBER 2025

AHMEDABAD PLANE ACCIDENT: Preliminary Findings

Crash Probe doesn't Indicate any Fault with the Aircraft: AI Chief

Our Bureau

New Delhi: Air India managing director and chief executive Campbell Wilson said on Wednesday that the Aircraft Accident Investigation Bureau's (AAIB) preliminary findings on the Ahmedabad plane crash indicated there was nothing wrong with either the aircraft, engines, or the airline's operational practices.

"Anything that happens in the industry — whether that's us or others — is a cause for introspection and review. The interim report indicated that there was nothing with aircraft engines or practices that required changing. But of course, we're always looking at how we can keep improving and learning," Wilson said, addressing the Aviation India 2025 Summit.

An Air India Boeing 787 aircraft crashed shortly after taking off in

Ahmedabad on June 12, killing 270 people. Initial findings by AAIB, tasked with probing the accident, said the plane's fuel switches were disengaged seconds after taking off. The report also mentioned that



The AAIB report has been criticised for selectively issuing a single sentence from the cockpit voice recorder

there was confusion among the two pilots about who disengaged the fuel switch, which regulates the flow of fuel to the engine.

The AAIB has so far not issued any directive to Boeing or the engine maker General Electric, indicating it hasn't found any critical issue with the equipment. However, the report has faced criticism from airline officials and industry experts who said the AAIB has selectively issued a single sentence from the cockpit voice recorder, on-

ly arousing suspicion of pilot suicide, without giving other details.

Air India however faced intense scrutiny from sector regulator Directorate General of Civil Aviation (DGCA) which issued show cause notices to several top officials of the airline for various violations.

"We continue to fully cooperate with investigators," said Wilson.

He said Air India had mobilised significant resources in Ahmedabad to assist victims' families.

"We've had more than 600 people on the ground in Ahmedabad. We've set up a trust through Tata Sons to support affected families. We have provided ex-gratia payments to all those impacted, completed interim compensation, and are working through the final compensation process," he said.

He reiterated the airline's commitment to "do absolutely all we can for as long as it takes to bring closure to those affected."

GOVT CAUTIOUS ON EXPANDING ACCESS TO INDIA

Airlines back govt's stance on access to foreign players

SUKALP SHARMA
New Delhi, October 29

THE CHIEF EXECUTIVES of India's major airlines IndiGo and Air India on Wednesday defended the government's evident policy of not expanding bilateral air services agreements with countries that house global hub airports and whose airlines account for a significant chunk of international medium- and long-haul passenger traffic to and from India.

With major home-grown airlines investing heavily in expanding their international footprint, the government has been selective and cautious in expanding foreign carriers' access to the Indian market, even as countries like the United Arab Emirates and Qatar, and their airlines, have been pushing New Delhi to allow them to carry more passengers to and from India.

IndiGo CEO Pieter Elbers said that it would be wrong to say that India is not granting additional bilateral rights to anyone, noting that India has over the recent years expanded air services agreements with some countries, which reflects



that the country is open to revising pacts in cases where both sides have something to gain.

"The image that some like to portray that India is not giving any traffic rights is just wrong, India gives selective traffic rights wherever it makes sense...The opportunities are out there and the traffic rights are being given in a way taking into consideration whether they are consumed by both sides," Elbers said at the Aviation India and South Asia 2025 summit in the Capital.

"We have put out massive orders as Indian operators...If

there are certain destinations where 90% of the seats are operated by non-Indian operators and 10% operated by us, then that is the opportunity to fill those seats and then talk about potential expansion...The Indian government is taking the right steps when it comes to opening the market," the IndiGo CEO said.

Speaking at the same event, Air India's MD and CEO Campbell Wilson said that the pace of liberalising the Indian skies should be such that it doesn't undercut the investments being made by Indian airlines

and the broader aviation ecosystem in the country.

"For some of the other carriers, upwards of 60, 70, and in some cases 90% of what (passenger traffic) they are taking from India is transiting and going on to somewhere else...Indian carriers are investing tens of billions of dollars on wide-body aircraft to serve these markets directly...I firmly believe that it is in India's interest to make sure that the pace of liberalisation is such that it doesn't undercut the investments being made by Indian aviation players," Wilson said.

Wilson also said that the issue of market access and imbalances doesn't pertain to just bilateral air traffic rights, but also the shortage of slots at busy airports. The Air India CEO said that when it comes to some developed international markets, slot constraints at airports is a big challenge for airlines currently looking to expand their international footprint. He argued that various large overseas carriers were able to secure slots long ago, while carriers like Air India that are "starting somewhat later" don't enjoy the same luxury.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 OCTOBER 2025

achievement

UP turn into North India's fastest growing aviation hub

UP State Bureau

LUCKNOW

Uttar Pradesh's aviation sector is touching new heights, with passenger and cargo traffic recording unprecedented growth. Under Chief Minister Yogi Adityanath's leadership, the state has not only expanded its network of airports but also emerged as a vital hub for regional connectivity and logistics.

Between April and August 2025, air passenger traffic grew 14.6% year-on-year to reach 60 lakh. Uttar Pradesh's share in India's total air traffic



climbed to 3.52%, up 34 basis points from the previous year. This means one in every 30 air travellers in India now flies from a UP airport.

From just 59.97 lakh passengers in 2016-17, Uttar Pradesh handled 142.28 lakh in 2024-25, including 12.99 lakh inter-

national flyers. The compound annual growth rate of 10.1% reflects consistent expansion in air travel demand. Even after the pandemic slump in FY 2020-21, the state achieved one of the fastest recoveries in India, doubling passenger numbers within two years.

Over 60 lakh passengers travelled from UP airports between April-August 2025

Varanasi, Prayagraj, Ayodhya, and Gorakhpur are leading the state's aviation surge. Prayagraj posted a 76.4% rise in passenger traffic, Varanasi 34.4%, Gorakhpur 27.6%, and Kanpur 13.3%. Ayodhya Airport—named after Maharshi Valmiki—grew from just 2 lakh passengers in

2023-24 to over 11 lakh in 2024-25, becoming one of the fastest-growing terminals in northern India.

On the logistics front, air cargo traffic recorded an impressive 19.1% compound annual growth rate between FY 2016-17 and

FY 2024-25, jumping from 5,890 to 28,360 metric tonnes. Lucknow led with 22,099 tonnes, while Prayagraj registered a 50% increase. During April-August 2025 alone, Kanpur's cargo rose 165% and Agra's by 247%, as industrial clusters integrated into global supply chains.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 OCTOBER 2025

Aviation sector to incur ₹105 bn loss in FY26

PTI

NEW DELHI

Indian aviation industry's net financial losses to increase to Rs 95-105 billion in FY2026, credit rating agency ICRA said in a release. The agency expects net losses to widen more than Rs 100 billion in FY2026, compared with Rs 55 billion in FY2025. The increase is attributed to slower traffic growth amid high aircraft deliveries and rising operational costs.

According to the release, a major cost driver continues to be aviation turbine fuel

(ATF), which rose 3.3 per cent sequentially in October 2025. Fuel prices averaged Rs 95,181 per kilolitre in FY2025, lower than last year, but volatility persists due to exchange rate fluctuations. Fuel accounts for 30-40 per cent of airlines' operating costs, while a large share of expenses remains dollar-denominated, leaving airlines vulnerable to currency movements.

India's domestic air passenger traffic also declined in September 2025, as compared to the same period the previous year. The domestic



air passenger traffic was estimated at 128.5 lakh in September 2025, down 1.4 per cent from 130.3 lakh in September 2024 and 0.8 per cent lower than 129.5 lakh in August 2025.

The fall comes despite airlines deploying slightly higher capacity compared to the previous month, though

capacity remained 3.3 per cent lower year-on-year. The aviation sector continues to navigate a mix of operational and financial headwinds.

During the first half of FY2026 (April-September 2025), domestic passenger traffic touched 803.7 lakh, a 1.3 per cent increase over the same period last year. ICRA said this slow growth reflected "cautious travel sentiment" amid ongoing challenges in the industry.

At the same time, international air traffic for Indian carriers has shown stronger momentum.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 OCTOBER 2025

VISAKHAPATNAM

Mass flight cancellations over Montha

The Severe Cyclonic Storm (SCS) Montha led to the cancellation of over 35 flights across airports in Andhra Pradesh and Telangana, including Shamshabad, Vijayawada, Visakhapatnam, and Rajahmundry. This included 30 IndiGo, two Air India, and five Air India Express services. The India Meteorological Department (IMD) reported that Montha was expected to cross the Andhra Pradesh coast near Kakinada on Tuesday evening with winds up to 110 kmph.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 OCTOBER 2025



Shuttle bus catches fire at Delhi airport

FPJ News Service
NEW DELHI

A shuttle bus parked near Terminal 3 of Delhi's Indira Gandhi International Airport caught fire on Tuesday afternoon, officials said. The Air India ground handling company's bus was vacant at the time, and no injuries were reported. The incident, reported around 1 pm, prompted a quick response from the air-

port's fire team, which extinguished the blaze within minutes. Police said only the driver was present when the fire broke out, and the area was briefly cordoned off as a precaution.

Air India Sats Airport Private Limited (AISATS) and Delhi airport authorities confirmed that all operations remained normal. An investigation is underway to determine the cause of the fire.



Corporate Communications Directorate

HINDUSTAN

DELHI

30 OCTOBER 2025

तीन हजार विमान आने की उम्मीद

नई दिल्ली, एजेंसी। नागरिक उड्डयन महानिदेशालय (डीजीसीए) महानिदेशक फैज अहमद किदवई ने बताया कि देश में भविष्य में करीब तीन हजार वाणिज्यिक विमान आने की उम्मीद है।

दिल्ली में एक कार्यक्रम में उन्होंने कहा कि भारत तेजी से बढ़ते नागरिक उड्डयन बाजारों में से एक है और घरेलू विमानन कंपनियों ने विमानों के लिए भारी ऑर्डर दिए हैं। कहा कि हमारे पास 200 नागरिक उड्डयन नियम हैं और एयर लाइन्स के साथ मिलकर हमने करीब 100 से ज्यादा नियमों में संशोधन किया है।



Corporate Communications Directorate

THE HINDU

DELHI

30 OCTOBER 2025

AI wide-body ramp up in 2026: Wilson

Jagriti Chandra
NEW DELHI

Air India (AI) will induct a new wide-body aircraft every six weeks in 2026 for the next two years, which, alongside the refurbishment of legacy Boeing 787 and 777, will position it as a “modern, international” airline by 2028, according to CEO Campbell Wilson.

“Through the course of 2026 there is a massive ramp-up in our wide-body induction,” Mr. Wilson said at the Aviation India Summit. The new additions will include the first of the 787-9s joining the airline in December 2025 and then in 2026, an average of one every six weeks. These will be mostly 787-9s and also two Airbus A350-1000s in the financial year 2026.

So far, the airline has in-



Campbell Wilson

ducted six A350s from its order of 68 wide-body jets, which form part of its larger 570-aircraft buy from Boeing and Airbus. So far, the AI Group, including Air India Express, has added nearly 57 new planes. Overall, the airline will continue to add a new aircraft every six to seven days. By 2027, all of the 26 787 fleet will be refurbished fully.



Corporate Communications Directorate

THE HINDU

DELHI

30 OCTOBER 2025

Akasa IPO in two to three years, says CEO Dube

Jagriti Chandra
NEW DELHI

Three-year-old airline Akasa will come out with an IPO in two to five years, CEO Vinay Dube said.

"With Boeing increasing its production rate, there is more confidence in our expansion," the CEO said on expansion. He added the airline will add 196 aircraft until December 2032.

The CEO said 85% of the 400 grounded pilots were now actively flying and by the end of the next 30 to 60 days, all of them will accrue flying hours.

 Hindustan Times

Air India CEO calls crash tragic, awaits final probe report

Neha LM Tripathi

netters@hindustantimes.com

NEW DELHI: Describing the crash of a Boeing 787 in June as "absolutely devastating," Air India chief executive officer (CEO) Campbell Wilson on Wednesday said the airline continues to support affected families and staff while cooperating with the ongoing investigation.

At an Aviation event in Delhi on Wednesday, he also acknowledged that the Tata Group airline has been facing a difficult year marked by airspace closures, supply-chain delays, and regional instability.

Airspace closures, including that of Pakistan after the Peshawar terror attack in April and Operation Sindoor, India's subsequent military action against terrorist infrastructure in May, is expected to cost Air India around ₹4,000 crore in the current financial year as the airline has to use longer routes for its long haul and ultra long haul international operations, he said.

"This is the first public engagement we have done since that tragic day...It was absolutely devastating; for the people involved, their families, and our staff," Wilson said.

"We've been doing absolutely everything we can to support those affected: families, first responders, and staff. We have more than 600 people on the ground in Ahmedabad and have set up a trust with Tata that is providing extra share payments to all the families."

The Dreamliner crashed shortly after takeoff from Ahmedabad airport on June 12, leading to the death of 260 people. One passenger survived.

He said interim compensation had been completed and final payments were being processed.



Campbell Wilson, CEO, Air India.

REUTERS

"The commitment from both Air India and Tata is to do absolutely all we can, for as long as it takes, to bring closure to those affected," he said.

Wilson stressed that the investigation is government-led and independent of the airline. "The interim report indicated there was nothing wrong with the aircraft, the engines, or the operation of the airline. We, like everyone else, await the final report, and if there's anything to learn, we will absolutely make sure that we do," he said. Following the accident, Air India introduced a "safety pause," reducing international flying by about 15% for three months to carry out additional checks. "It has now progressively gone back to a more normal level," he said.

However, the airline chief said Air India is navigating one of its most challenging years, with multiple external disruptions affecting global aviation. "It's been reported that the airspace closures we face alone will be in the order of ₹4,000 crore. That's a big sum in anyone's book," Wilson said, referring to rerouting costs arising from conflict-related restrictions in South Asia, the Middle East and Europe. He added that supply-chain disruptions and workforce shortages have delayed aircraft deliveries and refurbishment timelines.



Corporate Communications Directorate

THE HINDU

CHENNAI

29 OCTOBER 2025

Air India Express to strengthen local network

Lalatendu Mishra
MUMBAI

Air India Express, the low cost subsidiary of Air India, will boost presence in the local market for market share with the segment likely to grow faster than the global network, MD & CEO Alope Singh said.

“About two years ago, as much as 60% of the network was short-haul international and rest domestic. Today, it is about 50-50. We have been growing international short-haul as well. But, we have been growing faster in the local market and this trend would continue,” he said.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

30 OCTOBER 2025

IndiGo, Air India back govt's cautious stance on market access to large foreign airlines

SUKALP SHARMA
NEW DELHI, OCTOBER 29

THE CHIEF executives of India's major airlines IndiGo and Air India on Wednesday defended the government's evident policy of not expanding bilateral air services agreements with countries that house global hub airports and whose airlines account for a significant chunk of international medium- and long-haul passenger traffic to and from India.

With major home-grown airlines investing heavily in expanding their international footprint, the government has been selective and cautious in expanding foreign carriers' access to the Indian market, even as countries like the United Arab Emirates and Qatar, and their airlines, have been pushing New Delhi to allow them to carry more passengers to and from India. IndiGo CEO Pieter Elbers said that it would be wrong to say that

EXPLAINED
E Home-grown airlines expanding global footprint

WITH MAJOR home-grown airlines investing heavily in expanding their international footprint, the government has been selective in expanding foreign carriers' access to the Indian market.

India is not granting additional bilateral rights to anyone, noting that India has over the recent years expanded air services agreements with some countries, which reflects that the country is open to revising pacts in cases where both sides have something to gain. "The image that some like to portray that India is not giving any traffic rights is just wrong. India gives selective traffic rights wherever it makes sense. The opportunities

Uncertainties can't derail us: Air India

New Delhi: There are many uncertainties impacting travel demand, but those cannot "derail us", Air India chief Campbell Wilson said. The airline is estimated to incur a loss of Rs 4,000 crore due to Pakistan airspace closure, he said. **PTI**

are out there and the traffic rights are being given in a way taking into consideration whether they are consumed by both sides," Elbers said at the Aviation India and South Asia 2025 summit in the Capital.

"We have put out massive orders as Indian operators. If there are certain destinations where 90 per cent of the seats are operated by non-Indian operators and 10 per cent operated by us, then that is the opportunity to fill those seats and then talk about potential ex-

pansion. The Indian government is taking the right steps when it comes to opening the market," the IndiGo CEO said.

Speaking at the same event, Air India's MD and CEO Campbell Wilson said that the pace of liberalising the Indian skies should be such that it doesn't undercut the investments being made by Indian airlines and the broader aviation ecosystem in the country. "For some of the other carriers, upwards of 60, 70, and in some cases 90 per cent of what (passenger traffic) they are taking from India is transiting and going on to somewhere else. Indian carriers are investing tens of billions of dollars on wide-body aircraft to serve these markets directly. I firmly believe that it is in India's interest to make sure that the pace of liberalisation is such that it doesn't undercut the investments being made by Indian aviation players," Wilson said.

FULL REPORT ON
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Corporate Communications Directorate

JANSATTA

DELHI

30 OCTOBER 2025

एअर इंडिया को पाकिस्तान वायु क्षेत्र बंद होने से 4,000 करोड़ का नुकसान

जनसत्ता ब्यूरो
नई दिल्ली, 29 अक्टूबर।

पहलगाम आतंकी हमले के बाद पाकिस्तान के हवाई क्षेत्र को बंद किए जाने से एअर इंडिया को भारी नुकसान का सामना करना पड़ रहा है।

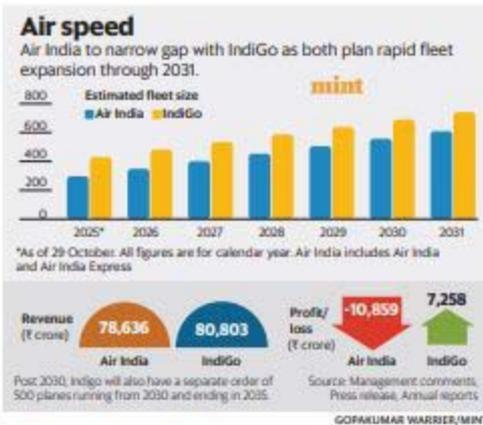
दूसरे देशों के लिए मार्ग लंबा होने की वजह से उड़ान के वक्त में एक से डेढ़ घंटा की बढ़ोतरी हो गई, जिसका खामियाजा विमानन कंपनी (एअर इंडिया) को भुगतना पड़ रहा है। एअर इंडिया के मुख्य कार्यकारी अधिकारी (सीइओ) कैपबेल विल्सन ने मंगलवार को कहा, पाकिस्तान ने अभी भी

विमानन कंपनी इंडिया के सीइओ कैपबेल विल्सन ने कहा।

भारतीय विमानों के लिए अपने हवाई क्षेत्र को बंद रखा है। इस वजह से कंपनी को अब करीब 4,000 करोड़ रुपए का नुकसान हो चुका है।

कैपबेल ने कहा, पाकिस्तान द्वारा उसके अपने वायु क्षेत्र पर प्रतिबंध लगाने की वजह से एअर इंडिया को यूरोप और उत्तरी अमेरिका के लिए वैकल्पिक मार्गों को अपनाना पड़ रहा है।

इससे ईंधन की खपत में काफी बढ़ोतरी हुई है। इसके अलावा चालक दल के सदस्यों समेत अन्य खर्च में भी बढ़ोतरी से एअर इंडिया को अब तक 4,000 करोड़ रुपए का नुकसान हो चुका है।



AI matches IndiGo in fleet expansion

FROM PAGE 1

than 100 jets last December, bringing the total such aircraft on order over 570.

IndiGo, too, had announced the purchase of 500 Airbus aircraft in June 2023 deliveries of which were scheduled to begin in 2030 and end in 2035.

IndiGo's order came on the back of an earlier order of 480 planes that runs until 2030 for the Gurgaon-based carrier.

IndiGo's chief executive Pieter Elbers reiterated the carrier's stated fleet plans saying the airline had received 58 new aircraft in calendar year 2024.

"So, that is like one aircraft every Friday or during the week last year," he said.

To be sure, Wilson also highlighted severe challenges facing the airline while speaking at the same event.

"Aside from the AI71 accident, there was the war with Pakistan, closure of Middle East airspace, 50% tariff on India by Mr. Trump and constraints on H-1B visas. All of these are quite unprecedented shocks to the system," he said.



Air India's CEO Campbell Wilson.

REUTERS

Rising incomes and strong economic growth have fueled hopes among India's carriers that the number of people flying will keep rising.

This has led to record orders on Airbus and Boeing. Typically, airlines place bulk orders to be delivered over several years, which helps them negotiate purchase prices of planes at a discount.

"2026 will be an important year (for Air India) as Air India and Air India Express, on average, will be adding one

aircraft a week," said an executive who was privy to the developments.

"Between Air India and Air India Express, there are 50-odd aircraft deliveries scheduled next year," a second person said.

Both of them wanted to stay anonymous.

Air India and Air India Express together have a fleet size of 297 planes, while IndiGo had more than 430 planes as of 29 October 2025.

IndiGo's 64.2% share of the domestic passenger market is

more than double that of the Air India Group's 27.3%.

IndiGo expects 100 Airbus deliveries over the next 26 months through calendar year 2027.

This includes deliveries of an unspecified number of the narrow body, long haul A321 XLR jets that can fly for six to seven hours.

"By the end of December or early January, we are expecting the [first] XLR to come in," Elbers said.

While the regular pace of aircraft deliveries will help Air India's expansion, some challenges could lie ahead, an expert said.

"If Air India is adding one aircraft a week, then yes, they would be matching IndiGo on the pace of supply additions," said Shobit Singhal, associate director of Anand Rathi Institutional Equities.

But uncertainty over deliveries hangs over the order on Boeing, he said. "About 33% of Air India's supply is with Boeing, while IndiGo's is entirely with Airbus and, historically, Airbus deliveries have been faster than Boeing's."

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Air India ramps up fleet expansion to IndiGo speed

Abhishek Law & Dipali Banka
NEW DELHI/MUMBAI

A little more than two years since it placed the first of two mega-orders of passenger jets on Airbus SE and Boeing Co., India's second largest carrier Air India has started taking deliveries at the rate of one aircraft a week—catching up with market leader IndiGo's additions to its fleet.

The Tata Group owned airline has 524 aircraft yet to be delivered, chief executive officer (CEO) Campbell Wilson said. "And all of those will

come by around 2031. We will be taking an aircraft about once every six days (including AIX) for the next few years," Wilson said at an event in New Delhi on Wednesday.

A day earlier, Alok Singh, managing director and CEO of Air India Express, had told reporters at the Mumbai airport, "We are looking at about 20 to 24 aircraft in the next calendar year."

In June 2023, Air India ordered 470 planes from Boeing and Airbus followed by an additional purchase of more

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30 OCTOBER 2025

Airbus India head eyes PLIs for aerospace



Jürgen Westermeier said the growth trajectory is excellent for the Indian aviation sector.

Airbus India head Jürgen Westermeier on Wednesday suggested that the government can look at providing production-linked incentives for the country's aerospace industry.

India is a key market for Airbus, which sources over \$1.4 billion in components and services annually from the country.

Westermeier, who recently took charge as the president and managing director for India and South Asia, said the growth trajectory is excellent for the Indian aviation sector.

At a conference in the national capital, he said why there are no Production-Linked Incentives (PLIs) for the aerospace industry in India.

Emphasising the need to develop the country's aerospace ecosystem, Westermeier said there are opportunities in all areas.

"...the aerospace industry is a long-term industry, you need a lot of investments to get things going and in India, the Production Linked Incentives, why not extend this one to the aerospace industry," he asked.

He was speaking at the Aviation India and South Asia 2025 conference.

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DELHI

30 OCTOBER 2025



Boeing delays 777X debut, books \$4.9 bn charge

The planemaker has now recorded \$16 billion in total charges for the strategic 777X jetliner

[Bloomberg](#)
[feedback@live.mint.com](#)

Boeing Co. announced a \$4.9 billion accounting charge and delayed debut for its 777X jetliner, a reminder of the long recovery ahead for the US planemaker even as rising aircraft deliveries bolster its cash.

The non-cash writedown, which was previously reported by *Bloomberg*, overshadowed third-quarter earnings, with a \$7.47 loss per share that was wider than the \$4.44 deficit predicted by analysts. Revenue of \$23.3 billion beat estimates.

The planemaker has now recorded almost \$16 billion in total charges for the 777X, a strategically important aircraft that is running seven years behind schedule amid tough regulatory scrutiny and is now scheduled to enter service in 2027. The latest charge shows how chief executive officer Kelly Ortberg still faces multiple challenges to stabilize the company, even as Boeing benefits from surging aircraft orders with support from the Trump administration.

The latest schedule slip reflects the slow pace of the latter stages of the certification

process.

While some analysts questioned why Boeing recorded such a large accounting loss for a delay of a year or less, Ortberg said the company wanted to ensure it had captured the risks in a process not fully within its control.

"What we wanted to do was make sure this isn't a quarterly thing for us," Ortberg said during an interview on *CNBC*, adding that the company is confident in its latest action plan.

Shares fell as much as 4.2% in New York trading. Boeing has outperformed the Dow Jones Industrial Average so far this year.

Ortberg also said he's hopeful that Boeing will eventually reap benefits as US President Donald Trump meets Chinese President Xi Jinping on Thursday. The planemaker hasn't booked a major aircraft deal from China since 2017.

The better-than-expected revenue and free cash flow in the quarter underscores the steady improvement to the 737 and 787 Dreamliner production this year. That's a break from the costly delays and quality lapses on the two models that have frustrated customers and weighed on its finances for a half-decade.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

30 OCTOBER 2025

Pak airspace closure: AI loses ₹4,000 cr

ENS ECONOMIC BUREAU @NewDelhi

AIR INDIA has incurred losses of ₹4,000 crore over the past few months due to restrictions on flying over Pakistan, the airline's CEO Campbell Wilson said on Wednesday.

The closure of Pakistani airspace, imposed following the Pahalgam terror attack in April, has forced international flights from India to North America and Europe to take longer routes, significantly increasing operational costs.

"We were hit by a few unprecedented things this year, which are almost Black Swan events... Aside from the A171 accident, there was the war with Pakistan, closure of Middle East airspace, 50% tariff on India by Donald Trump, and constraints



'Doing everything to support those affected in crash'

Wilson said the airline has been doing everything to support those affected in the June plane crash. He said the interim probe report into the crash indicated there was nothing wrong with the aircraft, the engines and the operation of the airline.

on H-1B visas. All of these are quite unprecedented shocks to the system," said Wilson at an event in New Delhi. The CEO said while there are many uncertainties impacting overall travel demand, they can't derail them. "I think the opera-

tive word in 2025 is uncertainty. Uncertainty in global trade policy, global stability and peace, and politics. I think that does have an impact on the demand environment," he said.

The airline has faced various headwinds in recent times, es-

pecially the fatal crash of a Dreamliner aircraft in Ahmadabad that killed 260 people on June 12. Wilson said the plane crash in June was devastating for people, families and the staff involved, and the airline has been doing everything to support those affected to ease their journey forward.

Wilson said the interim probe report into the crash indicated there was nothing wrong with the aircraft, the engines and the operation of the airline. "We as with everyone else, we await the final report, and if there's anything to learn from it, we will," he added. Wilson said the pace of liberalisation of bilateral flying rights should not be "too much" that it undercuts investments by Indian airlines and other aviation players.

महंगा हो सकता है हवाई सफर, 105 अरब के घाटे में एयरलाइंस कंपनियां

नई दिल्ली, 29 अक्टूबर (एजेंसी): भारत में हवाई यात्रा करने वालों के लिए आने वाले दिनों में सफर महंगा हो सकता है। देश की एयरलाइंस कंपनियां फिलहाल गंभीर आर्थिक संकट से जूझ रही हैं।

ताजा रिपोर्टों के अनुसार एयरलाइंस कंपनियों को करीब 105 अरब रुपए के घाटे का सामना करना पड़ रहा है। ईंधन की बढ़ती कीमतें, प्रतिस्पर्धा और संचालन लागत में वृद्धि ने एयरलाइंस की मुनाफाखोरी पर गहरा असर डाला है। विशेषज्ञों का कहना है कि घाटे की भरपाई के लिए कंपनियां टिकट दरों में बढ़ौतरी कर सकती हैं, जिससे आम यात्रियों की जेब पर अतिरिक्त बोझ पड़ने की आशंका है।

रेटिंग एजेंसी इक्रा ने अपनी हालिया रिपोर्ट में वित्तीय वर्ष 2026 में भारतीय एयरलाइंस के घाटे का आंकड़ा पेश किया है। इन आंकड़ों से पता चल रहा है कि अगले साल



एयरलाइंस कंपनियों के लिए अच्छा नहीं रहने वाला है। रिपोर्ट में भारतीय एयरलाइंस कंपनियों का शुद्ध वित्तीय घाटा 95 से 105 अरब रुपए के बीच रहने का अनुमान लगाया गया है।

वित्तीय वर्ष 2025 की बात करें तो एयरलाइंस कंपनियों का घाटा 55 अरब रुपए रहने का अनुमान लगाया गया था। वहीं अगले ही साल इसमें दोगुनी वृद्धि की गई है।

घरेलू उड़ानें भी हो रही कम

घरेलू यात्रा करने वालों की संख्या में कमी देखी जा रही है। पिछले साल के सितंबर महीने के

आंकड़ों की बात करें तो घरेलू हवाई यात्रा की संख्या 130.3 लाख थी, जो सितंबर 2025 में गिरकर 128.5 लाख रह गई है। यानी कि इसमें 1.4 प्रतिशत की गिरावट है। साथ ही अगस्त महीने में भी इसमें कमी देखी गई थी।

हालांकि, घरेलू उड़ानों की धीमी रफ्तार के बावजूद भी अंतर्राष्ट्रीय रूट्स पर भारतीय एयरलाइंस के लिए हालात बेहतर नजर आ रहे हैं। अगस्त 2025 में करीब 29.9 लाख लोगों ने अंतर्राष्ट्रीय यात्रा की थी, जो पिछले साल की तुलना में लगभग 7.8 प्रतिशत ज्यादा है।

फ्यूल की कीमतों ने बढ़ाई चिंता

रिपोर्ट में इस बात की जानकारी दी गई है कि एयरलाइंस कंपनियों के बढ़ते घाटे की बड़ी वजह उनकी बढ़ती ऑपरेशनल कॉस्ट है। इसमें सबसे ज्यादा असर विमान के ईंधन यानी एविएशन टरबाइन फ्यूल (ए.टी.एफ.) का होता है। सिर्फ अक्टूबर 2025 में ही ए.टी.एफ. की कीमतों में 3.3 प्रतिशत का उछाल दर्ज किया गया है।

बढ़ते दामों से एयरलाइंस पर खर्च का बोझ और आ गया है। इसके अलावा डॉलर के लगातार मजबूत होने से एयरलाइंस कंपनियों को वित्तीय बोझ बढ़ रहा है। जरूरी सामान और कलपुर्जे, विमान का किराया इन सभी का भुगतान डॉलर में किया जाता है। रुपया कमजोर होने से एयरलाइंस कंपनियों को ज्यादा पैसे का भुगतान करना पड़ता है।

Corporate Communications Directorate

THE PIONEER

DELHI

29 OCTOBER 2025

Delhi Govt celebrates artificial rain, weather department says skies stayed dry

RAJESH KUMAR, New Delhi

The much-hyped artificial rains and cloud seeding in the national Capital was a failure as the moisture content in the clouds was reportedly low. The Delhi Government, though, declared it a success.

The first trial was completed by 2pm on Tuesday; for the second trial, the flight took off from Meerut around 4pm and completed the trial in an hour.

Soon after the first trial, Delhi Environment Minister Manjinder Singh Sirsa said IIT-Kanpur has opined that rain could happen within 15 minutes to four hours after the exercise. "The rainfall



The aircraft to be used for the first cloud-seeding trial in the national Capital taking off from Kanpur

PTI

won't be heavy since the humidity levels were only at 15 to 20 per cent," the minis-

ter said. However, the India Meteorological Department (IMD) data shows there was

no rainfall recorded in Delhi till 5.30 pm.

However, Singh Sirsa on

Tuesday claimed that a cloud seeding trial was conducted successfully in several areas of Delhi, including Khekra, Burari, North Karol Bagh, Mayur Vihar, Sadakpur, and Bhojpur. Detailing how the exercise was carried out, Sirsa said the Cessna aircraft took off from Kanpur, adding it released eight fire flares each weighing 2 to 2.5 kilograms and the trial lasted for half an hour. Each flare lasted for two to two-and-a-half minutes, he said. According to officials, during the trial, silver iodide and sodium chloride compounds were released from the aircraft to induce artificial rain.

Nine to 10 such trials are

planned over the next few days. Since the IMD has informed that the wind direction is towards north, areas falling under that region are being targeted.

The Government had conducted a test flight over Burari last week. However, due to low atmospheric moisture of less than 20 per cent, as against the 50 per cent typically required for cloud seeding, rainfall could not be induced. Environmentalists have termed the cloud-seeding trial a short-term measure, saying it may temporarily reduce pollution but fails to address the root causes of the Capital's deteriorating air quality. The oppo-

sition AAP mocked the exercise, calling it a tactic to "steal Lord Indra's (rain god's) credit", even as the BJP hailed the move to tackle the pollution crisis.

Historically, the first cloud seeding trial in the national capital was conducted during the monsoon of 1957, while the second attempt was made during the winter of the early 1970s, according to climate scientist Roxy Mathew Koll from the Indian Institute of Tropical Meteorology (IITM). In 1972, silver iodide particles released from ground-based generators acted as tiny nuclei around which moisture condensed to form raindrops, according to an IITM report.



Corporate Communications Directorate

THE PIONEER

DELHI

29 OCTOBER 2025

India to set up national aviation safety centre, say Govt official

PRESS TRUST OF INDIA
New Delhi

India will set up a national aviation safety centre modelled on global best practices to train aircraft accident investigators and aviation professionals, a senior Government official said on Tuesday.

Mentioning about various steps being taken to boost the country's civil aviation space, Civil Aviation Secretary Samir Kumar Sinha said the number of professionals in regulatory and investigation roles is being doubled.

"India is establishing a national aviation safety centre. The first of its kind institution in the region to train investigators and aviation professionals modelled on global best practices. This initiative represents our long-term vision to build world-class safety infrastructure and human capital," he said, emphasising that aviation safety is a shared responsibility.

He was speaking at the inaugural of the 13th Asia Pacific Accident Investigation Group (APAC-AIG) meeting, which is taking place in India



Civil aviation secretary Samir Kumar Sinha

FILE PHOTO

for the first time. At the inaugural, the participants stood in silence for a brief while as a mark of respect for those who died in the fatal Air India plane crash on June 12 that had killed 260 people. The Aircraft Accident Investigation Bureau (AAIB) is probing the crash.

AAIB Director General GVG Yugandhar said the imple-

mentation of the recommendations of AAIBs' is a grey area. Most of the countries have independent AAIBs. "All the accidents are categorised for study and analysis by ICAO (International Civil Aviation Organisation) and all other member nations. However, implementation of the recommendations is a grey

area because all the investigation reports are submitted and hosted by individuals AAIBs. "The recommendations are kept subjective and they are not classified further," Yugandhar said.

Globally, he said all investigation agencies have one challenge, that of recruiting and retaining qualified investigators.



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

29 OCTOBER 2025

घरेलू हवाई यात्रियों में आया 15.7 फीसदी का उछाल

स्वतंत्र भारत संवाददाता, लखनऊ। वाराणसी, अयोध्या, प्रयागराज और गोरखपुर जैसे शहर बने उत्तर प्रदेश की हवाई ग्रोथ के इंजन - अप्रैल से अगस्त 2025 की अवधि में प्रदेश के हवाई अड्डों से 60 लाख से अधिक यात्रियों ने किया सफर - इन तीन महीनों में भारत के कुल हवाई यातायात में राज्य की हिस्सेदारी 3.52 फीसदी तक पहुंची लखनऊ, विशेष संवाददाता। यूपी की हवाई कनेक्टिविटी और यात्री संख्या में तेजी से वृद्धि हो रही है। इस साल अप्रैल से अगस्त की अवधि में प्रदेश के हवाई अड्डों पर यात्रियों की संख्या पिछले वर्ष की तुलना में 14.6 फीसदी बढ़कर 60.02 लाख हो गई है। वहीं इस अवधि में भारत के कुल हवाई यातायात में राज्य की हिस्सेदारी 3.52 फीसदी तक पहुंच गई, जो 2024 की तुलना में 34 बेसिस पॉइंट अधिक है। इसका मतलब है कि

अब देश के हर 30 में से एक हवाई यात्री उत्तर प्रदेश से यात्रा कर रहा है। नोएडा इंटरनेशनल एयरपोर्ट के शुभारंभ के साथ इस रफतार में और भी वृद्धि होगी। बीते आठ सालों में यूपी के हवाई अड्डों से यात्रा करने वालों की संख्या 59.97 लाख से बढ़कर 142.28 लाख तक पहुंच गई है। इनमें 129.29 लाख घरेलू और 12.99 लाख अंतरराष्ट्रीय यात्री शामिल रहे। कोविड-19 महामारी के दौरान वर्ष 2020-21 में यात्री संख्या 48.35 लाख तक गिर गई थी, लेकिन यूपी ने सबसे तेज रिकवरी दिखाई। महज दो वर्षों में यात्रियों की संख्या दोगुनी हो गई। वर्ष 2023-24 की तुलना में 2024-25 में हवाई यात्रियों की संख्या में 25.9 प्रतिशत का ग्रोथ दर्ज किया गया है, जबकि 2023-24 और 2024-25 में अप्रैल-अगस्त माह के बीच तुलना करें तो यह ग्रोथ 14.6

फीसदी रही। अयोध्या, प्रयागराज और वाराणसी बने स्टार परफॉर्मर राज्य के कई शहरों ने इस ग्रोथ में अहम योगदान दिया है। 2023-24 से 2024-25 के बीच वाराणसी में 34.4 प्रतिशत, प्रयागराज में 76.4 प्रतिशत, गोरखपुर में 27.6 प्रतिशत और कानपुर में 13.3 प्रतिशत की वृद्धि दर्ज की गई। यह दर्शाता है कि धार्मिक पर्यटन और क्षेत्रीय कनेक्टिविटी ने यात्री संख्या को तेजी से बढ़ाया है। खासतौर पर अयोध्या एयरपोर्ट जहां से 2023-24 में 2 लाख से ज्यादा यात्रियों ने उड़ान भरी थी तो वहीं 2024-25 में यह आंकड़ा बढ़कर 11 लाख से अधिक पहुंच गया। वहीं प्रयागराज और वाराणसी से भी धार्मिक और व्यावसायिक उड़ानों की संख्या लगातार बढ़ रही है। प्रयागराज में 2023-24 में 6 लाख तो वहीं 2024-25 में यह संख्या 10.77 लाख से अधिक पहुंच गई।



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THE TIMES OF INDIA

DELHI

30 OCTOBER 2025

DGCA to relax pilot duty time rules from Nov 1

New Delhi: India will implement relaxed flight duty time rules for pilots to ensure cockpit crew operating flights are not fatigued. DGCA Wednesday said 7 remaining clauses of revised flight duty time limitations will be implemented from Nov 1. Fifteen clauses were implemented on July 1. Pilots of big Indian carriers have long complained of punishing rosters & warned fatigued pilots adversely impacts safety. **TNN**

AI Exp unveils retrofitted Boeing 737 with new interiors, economy seating

TIMES NEWS NETWORK

Mumbai: Air India Express on Tuesday unveiled its first retrofitted Boeing 737 aircraft featuring new interiors and upgraded seating as part of airline's ongoing fleet modernization drive.

The airline's managing director Alope Singh said they plan to complete retrofitting of 50 B737 MAX aircraft by mid-2026. The major cabin retrofit programme will standardize cabins on their Boeing 737 MAX aircraft, converting it from current business and economy class dual configuration to a single all-economy configuration.

With all-economy configuration, a total of 650 extra seats will be added to its fleet of 50 B737 MAX aircraft, equivalent to four additional aircraft.



GROWTH STRATEGY: The airline plans to complete retrofitting of 50 B737 MAX aircraft by mid-2026

The retrofitted aircraft operated its first flight on Tuesday, AIX-230, Mumbai-Hyderabad, with 175 passengers on board. "The interiors are light, uplifting, and practical with high-density seating that still offers generous legroom and comfortable cushioning," Singh said. Each seat is

equipped with an in-seat power supply for personal devices, mood lighting, and larger overhead lockers. The airline also showcased its expanded menu of hot meals. "These are paid pre-booked meals reheated on-board, while limited buy-on-board options are also available," he said.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

29 OCTOBER 2025

AI Exp to begin ops at Navi Mumbai with 5 daily flights

TIMES NEWS NETWORK

Mumbai: When the Navi Mumbai International Airport (NMIA) starts handling flights in a few months from now, Air India Express will begin its run at the new airport with five departures a day to the metros of Delhi, Bengaluru, Chennai, Hyderabad and Kolkata, said an Air India Express official on Tuesday. The airline will then scale up its operations to 20 departures a day from Navi Mumbai. The airline said it is building hub operations in Navi Mumbai and Bengaluru airport.

In Sept, Air India Express had announced 40 daily arrival and departure domestic flights connecting 15 cities in the first phase of operations. The Air India group said it plans to

scale up its Navi Mumbai operations to 55 daily departures by mid-2026, including up to five daily international flights, and further to 60 daily departures (and 60 arrivals) by winter 2026. A few months ago, IndiGo and then Akasa Air announced plans to operate from day one of the commissioning of the Navi Mumbai airport. IndiGo planned 36 domestic departure and arrival flights connecting 15 cities from day one. By Nov, IndiGo planned to increase its flight frequency to 158 daily arrivals and departures, including 14 international departures. Akasa plans to start with 15 daily domestic flights, increasing it to over 40, including 8-10 international flights by summer 2026.

Since the airport opening has been delayed, the airlines will scale up operations

only late next year. NMIA is being built in five phases, with the launch phase expected to accommodate 20 million passengers per annum (MPPA) and handle 0.5 million metric ton (MMT) of cargo. Upon full completion, NMIA will have the capacity to serve 90 MPPA and handle 3.2 MMT of cargo annually.

Ticket booking is expected to begin about a month before the Navi Mumbai airport opens; passengers will get to choose between the two airports at the time of booking. Currently, Mumbai airport handles about 55 million passengers per annum. By 2032, NMIA's 90 million capacity, combined with Mumbai's 55 million annual passengers, will have both these airports handle a total of 145 million passengers per annum.



Corporate Communications Directorate

THE TRIBUNE

DELHI

29 OCTOBER 2025

Implement new fatigue rules, pilots' body asks DGCA

NEW DELHI, OCTOBER 28

The Federation of Indian Pilots (FIP) on Tuesday warned the Directorate General of Civil Aviation (DGCA) that any attempt to delay or relax the rollout of the new Flight Duty Time Limitations (FDTL) regulations, known as CAR 2024, would amount to contempt of court and breach of a solemn undertaking given before the Delhi High Court. It demanded that the regulator "immediately withdraw or rescind any communication, order, or instruction granting extension or relaxation to airlines" in implementing CAR 2024. —TNS