

# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

5 OCTOBER 2024

## ● TELCOS WANT TO USE 2700-2900 MHz BAND FOR BROADBAND AAI not in favour of allocation proposal for telecom services

JATIN GROVER  
New Delhi, October 4

**THE AIRPORTS AUTHORITY** of India (AAI) has opposed a proposal by the telecom industry to the department of telecommunications (DoT) for allowing the use of spectrum in the 2700-2900 MHz band for wireless broadband services, according to people in the know.

The spectrum is currently used by AAI for aeronautical radio navigation service, which is crucial for aircraft landing and precision approach, as well as overall flight safety.

The opposition from AAI came in response to a proposal by ITU-APT Foundation of India (IAFI), which counts Bharti Airtel, Jio, Meta, Amazon, Qualcomm, Tata Communications, among others, as its members.

In its proposal to the DoT, IAFI pitched for accommodating fixed wireless access (FWA) in the 2700-2900 MHz band, largely in those places where AAI is not operating in the band. Sources said IAFI proposed that the broadband application can co-exist in the band with AAI.

AAI, however, said the spectrum is also used to operate primary approach radar (PAR), which falls

### MAKING WAVES



■ The spectrum is currently used by AAI for aircraft landing, precision approach and overall flight safety

■ The plan is to accommodate fixed wireless access largely in places where AAI is not operating in the band



■ Also, telcos say the broadband application can co-exist in the band with AAI

■ AAI, however, says the spectrum is also used to operate primary approach radar

■ This radar uses radio waves to determine an aircraft's position during its final approach to a landing

undercritical systems for safety of life services as well as for defence purposes. PAR uses radio waves to determine an aircraft's position during its final approach to a landing.

Besides, owing to expansion of airports in the country, the band, even if with co-existence, cannot be used for any other purpose than aeronautical radio navigation service, AAI told DoT in a recent meeting.

The concerns of AAI can largely be attributed to the possible interference between frequencies if broadband is allowed to operate in the 2700-2900 MHz band. The same could disrupt the airline services and risk the passengers' lives, an industry executive said. The discussion assumes significance as currently DoT is working to update the national frequency allocation plan (NFAP).

Notably, DoT officials have asked AAI to share its future expansion programme of airports and introduction of new technologies. The department has also asked telecom operators and other stakeholders to submit technical studies on the band for co-existence and come up with references on how this band is used internationally, an industry executive said.



# Corporate Communications Directorate

AMAR UJALA

DELHI

5 OCTOBER 2024

## जयपुर हवाईअड्डे को बम से उड़ाने की धमकी, सुरक्षा की गई कड़ी

जयपुर। जयपुर हवाईअड्डे पर केंद्रीय सशस्त्र पुलिस बल को शुक्रवार दोपहर एक धमकी भरा ईमेल मिला। हाल के दिनों में तीसरी बार जयपुर को बम धमाकों की धमकी दी गई है। इससे पहले शहर के प्रमुख स्कूलों और रेलवे स्टेशन को निशाना बनाने की धमकियां मिल चुकी हैं। जयपुर एयरपोर्ट के एसएचओ संदीप वसेरा ने बताया कि सीआईएसएफ को शुक्रवार दोपहर 2.15 बजे किसी अज्ञात व्यक्ति ने मेल भेजा था। मेल को देश के 100 से अधिक हवाईअड्डों को टैग किया गया है। धमकी में लिखा है कि याद रखना, दुनिया के सबसे ताकतवर देशों से हमने अकेले टक्कर ली है। बम बम और बड़े धमाके होंगे। एजेंसी



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

5 OCTOBER 2024

## नोएडा एयरपोर्ट पर एक माह होगा फ्लाइट ट्रायल

जागरण संवाददाता, ग्रेटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट पर एक माह तक फ्लाइट ट्रायल होगा। नोएडा इंटरनेशनल एयरपोर्ट लि. के मुख्य कार्यपालक अधिकारी डा. अरुणवीर सिंह ने बताया कि 15 नवंबर से 15 दिसंबर तक एयरपोर्ट पर बिना यात्रियों के विमान उतरेंगे और उड़ान भरेंगे। ट्रायल के जरिये यहां लगे उपकरणों

की जांच की जाएगी। वहीं 30 नवंबर को कामर्शियल फ्लाइट का ट्रायल होगा। इसके बाद विकासकर्ता कंपनी यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. वाइआइएपीएल एयरोड्रोम लाइसेंस के लिए नागर विमानन महानिदेशालय में आवेदन करेगी। नोएडा इंटरनेशनल एयरपोर्ट पर 17 अप्रैल से यात्री विमानों का संचालन शुरू हो जाएगा।



# Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

5 OCTOBER 2024

## जयपुर सहित सौ एयरपोर्ट पर वम धमाकों की धमकी

जगरण संवाददाता, जयपुर : जयपुर अंतरराष्ट्रीय हवाई अड्डे सहित देशभर के सौ से अधिक हवाई अड्डों पर शुक्रवार दोपहर को धमकी भरा मेल मिला है। मेल हवाई अड्डों पर तैनात केंद्रीय औद्योगिक बल की अधिकारिक मेल आईडी पर करीब 1:21 बजे मिला है। मेल में लिखा है, याद रखना। दुनिया के सबसे ताकतवर देशों में अकेले टक्कर लेते हैं। हमने सबको तनाव में डाल दिया है, परिणाम के लिए तैयार रहो। सब जगह होगा, बूम, बूम, बूम। आल द बेस्ट, इससे बचने का कोई रास्ता नहीं है। हवाई अड्डे पर धमकी भरा मेल मिलने के बाद सीआइएसएफ के जवानों के साथ ही बम निरोधक दस्ते की टीम ने सर्च आपरेशन चलाया। हवाई अड्डा प्रशासन की ओर से इस संबंध में पुलिस में रिपोर्ट दर्ज करवाई गई है। सुरक्षा एजेंसियों के अलर्ट के साथ ही साइबर टीम भी जांच में जुट गई है। पुलिस उपायुक्त तेजस्विनी गौतम ने बताया कि जयपुर अंतरराष्ट्रीय हवाई अड्डे सहित देशभर के एक सौ हवाई अड्डों पर मेल किया गया है।

# Corporate Communications Directorate

---

FREE PRESS JOURNAL

MUMBAI

4 OCTOBER 2024

---

JAPAN

## **Airport shut after WWII bomb blasts**

A US bomb, likely dropped during World War II, exploded near the runway at Miyazaki Airport in southwest Japan on October 2, forcing its closure. The blast created a 7 metre-wide and 1 metre-deep crater on the taxiway, prompting authorities to shut down the runway, South China Morning Post reported. According to Japan's Transport Ministry, a bomb disposal team confirmed the explosion was caused by an American bomb buried beneath the surface, dating back to a wartime air raid. Fortunately, no injuries were reported. The runway shutdown has led to the grounding of 87 flights but there is no danger of any further explosions. Repairs to fill the crater are expected to be completed by Thursday morning, said Japan's top govt spokesperson.



# Corporate Communications Directorate

HINDUSTAN

DELHI

5 OCTOBER 2024

## नोएडा एयरपोर्ट पर एक माह तक विमानों का ट्रायल होगा

### प्रोजेक्ट अपडेट | 1

ग्रेटर नोएडा, चरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर एक महीने तक लगातार विमानों को उतारकर ट्रायल किया जाएगा। विमानन कंपनियां रनवे पर विमान की लैंडिंग और टेकऑफ से जुड़ी रिपोर्ट तैयार करेगी और एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) को भेजेगी। यह प्रक्रिया 15 नवंबर से 15 दिसंबर तक लगातार जारी रहेगी।

एयरपोर्ट पर छोटे और बड़े विमानों को उतारकर रनवे की गुणवत्ता परखी

### घरेलू उड़ानों पर इसी महीने फैसला होगा

एयरपोर्ट से पहले दिन से ही 65 फ्लाइट शुरू करने का प्रयास किया जा रहा है। इनमें घरेलू एवं अंतरराष्ट्रीय दोनों फ्लाइट शामिल हैं। घरेलू स्तर पर पहले दिन से फ्लाइट कहां के लिए शुरू की जाएगी, इसके लिए इसी महीने फैसला हो जाएगा। घरेलू और अंतरराष्ट्रीय फ्लाइट शुरू करने के लिए नायल और यापल के अधिकारी आइटा के साथ बैठक कर चुके हैं।

जाएगी। नायल के अधिकारी ने बताया कि नोएडा इंटरनेशनल एयरपोर्ट से 17 अप्रैल 2025 को व्यावसायिक विमानों की फ्लाइट प्रस्तावित है। इसको लेकर पूरी कार्ययोजना तैयार हो चुकी है। फ्लाइट शुरू करने से पहले एयरपोर्ट पर रनवे की टेस्टिंग शुरू की जाएगी।

30 नवंबर को अकासा, इंडिगो और एएआई के छोटे और बड़े विमान पूरे क्रू मेंबर और यात्रियों के साथ रनवे पर उतरेंगे। यमुना प्राधिकरण के सीईओ अरुणवीर सिंह ने बताया कि रनवे की हर प्रकार की जांच के लिए लगातार खाली विमानों को उतारकर अध्ययन किया जाएगा।



# Corporate Communications Directorate

---

HINDUSTAN

DELHI

5 OCTOBER 2024

---

## जयपुर हवाई अड्डे समेत कई संस्थानों को धमकी

नई दिल्ली। जयपुर अंतरराष्ट्रीय हवाई अड्डे, बेंगलुरु में इंजीनियरिंग कॉलेज तथा तमिलनाडु में शिक्षण संस्थानों को शुक्रवार को धमकी दी गई। जयपुर अंतरराष्ट्रीय हवाई अड्डे की सुरक्षा में लगे केंद्रीय औद्योगिक सुरक्षा बल को शुक्रवार दोपहर धमकी भरा ईमेल मिला। अधिकारी ने बताया, ईमेल में 'देख लेंगे' हम मजबूत देश से टकरा लेंगे' लिखा हुआ था। अधिकारी ने बताया, हवाई अड्डे पर एहतियातन सुरक्षा बढ़ाई गई है। संदिग्ध व्यक्तियों पर नजर रखी जा रही है।



# Corporate Communications Directorate

AMAR UJALA

DELHI

5 OCTOBER 2024

## मस्कट जा रहा विमान धुआं उठने पर तिरुवनंतपुरम एयरपोर्ट लौटा

तिरुवनंतपुरम। एअर इंडिया एक्सप्रेस का एक विमान शुक्रवार को केरल से मस्कट के लिए उड़ान भरने के कुछ देर बाद धुआं नजर आने की वजह से तिरुवनंतपुरम एयरपोर्ट पर लौट आया। एयरपोर्ट के सूत्रों ने बताया कि घटना सुबह 10:30 बजे की है। विमान में 142 यात्री सवार थे। विमान की जांच के लिए उन्हें उतारा गया और बाद में उनकी यात्रा के लिए वैकल्पिक व्यवस्था की गई। अभी यह स्पष्ट नहीं हो पाया कि संदिग्ध धुआं नजर आने का कारण क्या था। एजेसी



# Corporate Communications Directorate

BUSINESS LINE

DELHI

5 OCTOBER 2024

## IndiGo to use AI-backed platform for real-time security alerts

**Our Bureau**  
Mumbai

IndiGo is using artificial intelligence (AI) powered risk management platform to get real-time alerts about potential security risks and disruptions at airports in its global network, the airline said. While airlines have been relying on AI for preventive maintenance or improving passenger experience, integrating a risk management platform will help IndiGo adjust its flight schedules proactively and minimise disruptions during emergencies.

### NEW TOOLS

This is especially crucial as aviation continues to be affected by global conflicts such as those in West Asia and Ukraine. Airlines have been forced to reroute or



**SAFER SKIES.** The announcement comes on the backdrop of the ongoing crisis in the Middle East

cancel flights due to these ongoing conflicts. Flight routes are selected taking into various factors such as enroute wind conditions, temperature, weather, geopolitical factors and navigation charges collected by countries.

"This new technology empowers us to proactively identify potential risks by providing real-time intelligence, allowing us to make

well-informed decisions that prioritise the well-being of everyone onboard. By integrating this intelligence into our operations, we can adjust flight plans proactively, minimize disruptions for our passengers, and ensure the highest level of safety across our expanding network," said Capt Ashim Mitra, IndiGo's Senior Vice President (operations).

### USING AI AND ML

The advanced technology platform utilises AI and machine learning to analyse vast amounts of data from various sources, including open-source intelligence and official aviation bodies like European Union Aviation Safety Agency.

Meanwhile the International Air Transport Association (IATA) has called upon governments to protect civil aviation during conflict.



# Corporate Communications Directorate

---

BUSINESS LINE

DELHI

5 OCTOBER 2024

---

## **SpiceJet says salary, GST dues cleared**

**New Delhi:** Crisis-hit SpiceJet, which recently raised ₹3,000 crore through Qualified Institutional Placement (QIP) of shares, on Friday said it has cleared all pending salary and GST dues as well as deposited 10 months' dues of Provident Fund. The process of clearing other outstanding dues is ongoing, an airline spokesperson said. [en](#)

# एस एविएशन ने कन्वर्जन स्लॉट के लिए एक और विमान खरीदा

भाविनी मिश्रा

नई दिल्ली, 4 अक्टूबर

तीन बोइंग बी777 विमानों के अधिग्रहण के लिए जेट एयरवेज के साथ संघर्ष कर रही एस एविएशन ने बिजनेस स्टैंडर्ड को बताया कि उसने फरवरी 2025 की शुरुआत में कन्वर्जन स्लॉट के लिए एक और विमान खरीदा है।

माल्टा स्थित एस एविएशन की पैतृक कंपनी चैलेंज ग्रुप के मुख्य निवेश अधिकारी माइकल कोइश ने कहा कि उनके पास 2025 की शुरुआत में यात्री विमान को मालवाहक विमान में बदलने के लिए कन्वर्जन स्लॉट (विमान का प्रकार बदलने के लिए दिए गए समय स्लॉट) हैं

और इसके लिए उन्हें जल्द ही विमान खरीदने की जरूरत है। लेकिन जेट एयरवेज के ऋणदाताओं और एयरलाइन के सफल बोलीदाता जालान कालरॉक

कंसोर्टियम, दोनों से सहयोग के अभाव की वजह से उन्हें बाजार से अन्य विमान खरीदने को बाध्य होना पड़ा, जिसमें महज 3 से 4 महीने लगे।

उन्होंने कहा, 'हमने 2025 की पहली तिमाही से शुरू होने वाले कई कन्वर्जन स्लॉट हासिल किए हैं। हमने शुरू में इस समय सीमा को पूरा करने के लिए 2024 के मध्य तक इन जेट विमानों की खरीद को अंतिम रूप

**जेट एयरवेज संग  
सौदे में विलंब की  
वजह से यह  
विमान बाजार से  
खरीदना पड़ा**

देने का लक्ष्य रखा था। हालांकि बैंकों और एसआरए (सक्सेसफुल रिजोल्यूशन एप्लीकेंट, जो जेकेसी है) से सहयोग के अभाव की वजह से सौदे में काफी विलंब हुआ। हमने अभिरुचि पत्र पर हस्ताक्षर किए और दो साल पहले जेट के खाते में 56 लाख डॉलर स्थानांतरित किए। समाधान योजना के तहत, यह सौदा 45

दिनों के भीतर पूरा हो जाना चाहिए था, लेकिन दो साल बीत जाने के बाद भी कोई प्रगति नहीं हुई है, और वे अपने कदम पीछे खींचते जा रहे हैं।'

## SpiceJet clears salary, GST dues; deposits 10-month PF



Crisis-hit SpiceJet, which has recently raised ₹3,000 crore, on Friday said it has cleared all pending salary and GST dues as well as deposited ten months' dues of provident fund. On September 23, the airline announced raising ₹3,000 crore through Qualified Institutional Placement (QIP) of shares. An airline spokesperson said that within the first week of raising fresh funds, it has cleared all pending salary and GST dues and has made significant progress by depositing ten months' dues of PF. The process of clearing other outstanding dues is ongoing, he said in a statement. Among other efforts, the airline has reached settlement with various aircraft lessors.

PTI

# Ace acquires another plane as Jet deal gets delayed

**BHAVINI MISHRA**

New Delhi, 4 October

Ace Aviation, which has been fighting Jet Airways for the acquisition of three Boeing B777 aircraft, said that it has acquired another aircraft for the conversion slot in early February 2025. Conversion slots are time slots given to change plane type.

Michael Koish, chief investment officer, Challenge Group, which is the parent company of Malta-based Ace Aviation, said it has conversion slots in early 2025 to convert passenger aircraft to freighter and for that they needed the acquisition of the assets soon. However, the lack of cooperation from both the lenders of Jet Airways and the successful bidder for the airline, Jalan Kalrock Consortium, forced them to procure another aircraft from the market.

“We have secured several conversion slots starting the first quarter of 2025. We initially aimed to finalize the purchase of these Jet aircraft by mid-2024 to meet this deadline. However, the lack of cooperation from the banks and the SRA (Successful Resolution Applicant, that is JKC) has delayed the deal significantly. As a reminder, we signed an LOI (Letter of Intent) and injected \$5.6 million into Jet account two years ago. Under the resolution plan, the deal was supposed to be closed within 45 days, yet two years have elapsed with no progress, and they keep dragging their feet,” he said.

Koish said procuring another aircraft from the market was “smooth”, which demonstrates how efficiently such acquisitions can proceed when all parties cooperate. “To meet our first MRO (Maintenance, Repair, and Overhaul) slot, we have already procured another aircraft from the market; this process was smooth, taking just three-four months with minimal chal-

lenges. This illustrates how efficiently such acquisitions can proceed when all parties cooperate. For the second MRO slot later in 2025, we depend

on closing this deal with Jet Airways,” he said.

As of now, State Bank of India and JKC are at loggerheads in the Supreme Court, with the latter telling the court that lenders are intentionally pushing the company towards liquidation to maximise their profit by selling the airline’s assets as “scrap”.

Koish said despite the Supreme Court directive six months ago to complete the transaction of sale of three Jet aircraft, they have seen minimal engagement from their side. “We have persistently pushed for progress, but they have not responded to our repeated requests to move forward with the transaction. Pursuant to various requests, the Jet team agreed to discuss the issues for completion of sale in compliance with the directions passed by the courts. However, there was no effective steps or dialogue from their side to progress with the sale and the orders of the courts for completion of sale are still not complied with,” Koish said.

He further said that Jet has not allowed them inspection for two years ever since the sale was finalised.

“Despite our repeated requests, we have not been allowed to conduct a thorough inspection of the aircraft. A back-to-birth records inspection is vital — not only for us but also for Jet, as it provides a clear picture of their asset’s condition. We offered to bear all costs for this inspection, yet they have refused without justification. Their refusal places us in a risky situation and delays the planning of necessary maintenance scope of work, which is needed to fix and maintain the aircraft that are currently not airworthy,” he said.

In spite of the challenges in acquiring the aircraft from Jet, Koish said the Indian market is strategically important to them and they will not walk away from the deal.

“During hearings, there were some ridiculous claims made in court suggesting we would like to walk away. Such statements are cynical and untrue. We have consistently proven that we are the ones trying to close this deal, while it appears that others are finding excuses to delay the process and avoid concluding it,” he said.



“PURSUANT TO VARIOUS REQUESTS, THE JET TEAM AGREED TO DISCUSS THE ISSUES FOR COMPLETION OF SALE IN COMPLIANCE WITH THE DIRECTIONS PASSED BY COURTS. HOWEVER, THERE WAS NO EFFECTIVE STEPS OR DIALOGUE FROM THEIR SIDE TO PROGRESS WITH THE SALE”

**MICHAEL KOISH**  
Chief Investment Officer, Challenge Group



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

5 OCTOBER 2024

## एयर इंडिया का विमान धुएं की चेतावनी पर लौटा

नई दिल्ली। एयर इंडिया एक्सप्रेस के विमान में धुआं दिखने पर उसे वापस तिरुवनंतपुरम एयरपोर्ट पर लौटाना पड़ा है। अधिकारियों ने बताया, शुक्रवार सुबह 10:30 बजे मस्कट जाने वाली फ्लाइट में धुआं दिखा। इसमें 142 यात्री थे। लैंडिंग के बाद सभी यात्रियों को उतारकर जांच की गई। यात्रियों को दूसरे विमान से भेजा गया।



# Corporate Communications Directorate

---

RS DAINIK JAGRAN

DELHI

5 OCTOBER 2024

---

## स्पाइसजेट ने 10 माह का बकाया पीएफ जमा कराया

नई दिल्ली: विमानन कंपनी स्पाइसजेट ने शुक्रवार को कहा कि उसने सभी बकाया वेतन, जीएसटी के साथ 10 महीने का प्रोविडेंट फंड (पीएफ) जमा करा दिया है। कंपनी ने पिछले महीने ही तीन हजार करोड़ रुपये की राशि जुटाई है। कंपनी के प्रवक्ता ने कहा कि अन्य सभी प्रकार के बकाया भुगतान की प्रक्रिया जारी है। किराये पर विमान देने वालों से भी मामले निपटाए जा रहे हैं। (एनडीए)



# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

5 OCTOBER 2024

## SpiceJet clears salary, GST dues, deposits PF

PRESS TRUST OF INDIA  
New Delhi, October 4

**CRISIS-HIT SPICEJET, WHICH** has recently raised ₹3,000 crore, on Friday said it has cleared all pending salary and GST dues as well as deposited ten months' dues of provident fund (PF). On September 23, the airline announced raising ₹3,000 crore through Qualified Institutional Placement (QIP) of shares.

The airline said that within the first week of raising fresh funds, it has cleared all pending salary and GST dues and has made significant progress by depositing ten months' dues of PF. The process of clearing other outstanding dues is ongoing, he said in a statement.



**The crisis-hit airline says the process of clearing other outstanding dues is ongoing**

The QIP attracted a diverse range of top-tier institutional investors and funds, including marquee names such as Goldman Sachs (Singapore), Morgan

Stanley Asia. Among other efforts, SpiceJet has reached settlement with various aircraft lessors. The carrier has been facing multiple headwinds, including financial problems and legal woes. It is also operating with a reduced fleet.

On October 1, the Delhi High Court issued a notice to the airline, directing it to file a response to a petition. The petition seeks the execution of an order that requires SpiceJet to ground three aircraft engines and hand them over to their lessors. The court scheduled the execution petition for further hearing on November 13.

On Friday, shares of SpiceJet fell 4.25% to close at ₹62.79 a piece on BSE.

## AI merger: Vistara issues 'essential steps' for flyers

FE BUREAU  
Mumbai, October 4

**AHEAD OF ITS** full integration with Air India, Vistara issued "essential steps" on Friday for passengers travelling on or after November 12, when all Vistara flights will operate under the Air India banner.

Key steps include modifications required for booked Vistara tickets, which will need to be reissued by Air India. On the day of travel, passengers will check in at Air India's

### ON THE RUNWAY

■ Air India will reissue the booked Vistara tickets

However, PNRs will remain same

■ Lounge access and special services purchased through Vistara may not be valid



■ Vistara will refund additional services fee where applicable

■ Vistara flyers who purchased excess baggage will have their allowances transferred to Air India flight

Air India will maintain 'Vistara experience' on acquired planes

Both Tata-operated airlines expect flight schedules to remain consistent, but should changes occur, the Air India customer service team will inform customers via email and SMS.

The most notable change in this integration will be lounge access. Lounge access and special services purchased through Vistara may not be valid for travel after November 12. Vistara will refund these additional services where applicable.

counters at the airports.

"All PNRs will remain the same after the migration; however, the original Vistara

ticket will be replaced with a new ticket issued by Air India with a different e-ticket number. Customers are advised to

keep records of both the old and new ticket details to address any discrepancies during travel," Vistara stated.





# Corporate Communications Directorate

HINDUSTAN

DELHI

5 OCTOBER 2024

## उड़ान के बाद एयर इंडिया एक्सप्रेस के विमान से अचानक निकला धुआं

तिरुवनंतपुरम, एजेंसी। एयर इंडिया एक्सप्रेस के एक विमान में शुक्रवार को उड़ान भरने के दौरान धुआं निकलने लगा। इसके बाद विमान तिरुवनंतपुरम हवाई अड्डे पर वापस लौट आया।

एयरलाइन और हवाई अड्डे के कर्मियों के अनुसार घटना सुबह करीब

10.30 बजे मस्कट जाने वाले विमान में हुई। विमान में 142 यात्री सवार थे, धुएं के दिखने के बाद सभी को विमान से सुरक्षित नीचे उतार दिया गया।

एयर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि यात्रियों के लिए दूसरे विमान की व्यवस्था की गई है।

{ KEY MYTHS }

# Lessons for aviation sector from IndiGo's new financial results

Anjali Bhargava



India's largest private airline declared impressive profits of ₹1,894 crore for the fourth quarter of FY 2024 and for the first quarter of the present financial year, busting two myths that surround the airline business in India while establishing a couple of maxims.

### Myth One: Airlines are a loss-making business in India

ModiLuft, Damania, East West, MDLR, Paramount, Kingfisher, Sahara, Jet Airways, Go First — by no means is this a comprehensive list — are among the airlines that have run into financial trouble ever since India permitted private airlines to operate.

It is widely believed that running an airline is a bad business, not one to deliver strong returns on investment. This is widely believed globally as well, with many quoting Richard Branson's oft repeated statement: the best way of becoming a millionaire is to start off as a billionaire, and go into the airline industry

The Center for Asia Pacific Aviation (CAPA), a consultancy

operating in India, has in its reports over the past 15 years been consistently reporting every year's losses and the picture they have recorded over the years is that the airline business in India is mostly a loss making proposition, with red ink all over the books.

And while all of the above is true, the quarter after quarter of profits by the market leader IndiGo have put paid to this constant refrain one hears in India's aviation circles: that the airline business is mostly loss making.

A detailed analysis of IndiGo's performance will debunk this myth. The airline has made profits for much of its 17-year existence (albeit, very small ones in the initial years).

The airline launched flights in August 2006 and as is to be expected made losses in that and subsequent years of flying. In 2009-10, the airline earned a profit of around ₹80 crore and all the way from then to 2019-2020, the airline was profitable. The large losses during and after the pandemic wiped out a large portion of the accumulated profits. In FY 2020-21, the airline recorded a loss of ₹5,500 crore followed by a further loss of ₹5,800-odd crore in FY 2021-22.

Things began to look up in 2022 and the year ended with a small loss of ₹300 crore for the carrier but by March 2023, air travel was back with a bang. India's largest private airline by market share made bumper profits amounting to ₹8,100 crore for the year ended March 2024. The present financial year too is expected to be handsomely profitable.

Against IndiGo's bumper profits, the combined losses of the remaining airlines — Air

India, Vistara, AirAsia India, Air India Express, Akasa, SpiceJet et al — are in excess of ₹11,000 crore (US\$ 1.4 billion by one estimate). Naturally, this leads most to conclude that this is a bad business per se but clearly

the market leader is defying this maxim.

Some analysts disagree, as does this writer, who has tracked the industry for over 25 years: there is nothing wrong with the airline business per se, barring badly run companies and poor management and execution. Although the market leader has its own set of present problems presently, the fact that it is aggressively profitable speaks volumes for the airline business in India. As experts and analysts of the sector argue,



The airline has made profits for much of its 17 years, albeit, very small ones in the initial years. HT PHOTO

many of the players are unable to make profits for reasons that go beyond the general market conditions with poor management being the biggest culprit.

### Myth Two: The govt is not doing its bit to help Indian airlines thrive

This also debunks this myth that has been built over the years by a struggling sector. No matter which aviation forum, conference, discussion or meeting one attends or reads about, there is a constant refrain or rather complaint that one hears from the Indian carriers: the government does not provide a level playing field and this is the primary reason why airlines in India have

global carriers as they typically make losses at home.

But former and present government and ministry of civil aviation officials say that this is only a partial truth. One of the reasons why the government remains quite unmoved by the pleas of the sector is that they are not convinced that the industry is as "loss making or beleaguered" as it claims. These officials believe that most of the airlines that have gone bust in the past have done so more because of mismanagement by the founders/promoters/management, mal-intent or even a hostile operating environment.

They point to IndiGo's success to buttress their point. Jet operated in virtually a no competition era so taking its example might not be ideal but IndiGo has amply demonstrated how an airline can make money and build a strong business even when there are reasonably strong competitors.

A senior MOCA official who asked not to be named points to three or four facts observed by them over the years. He argues that in good times, airlines can and do make good money and in a fairly debt-free and easy manner. For one, through sale and lease back, airlines that go in for large aircraft orders and straight away book a large profit

as there is almost a discrepancy of US \$ 5-8 million per aircraft between the price at which the airline buys the plane from the manufacturer and at which it sells to and leases back the asset from the leasing company. If the airline chooses to bring that money back into the company's books, it has a good buffer to begin with as IndiGo did with its very first 100 aircraft order at the time of launch. This is what many argue gave the airline a headstart over others to begin with.

Another reason why government officials say they are not convinced about the sorry plight of airlines is because unlike most other businesses airlines do not need working capital loans as once they open flights for bookings, fares are collected in advance.

Therefore, revenues flow in prior to the service delivery. This is a big advantage which few other businesses offer. Further, debt is usually not a concern for most airlines as aircraft financing is also well established and does not reflect on the airline's liabilities as such. Unlike debt of say infrastructure companies and other similar businesses, there is no real gestation period for the asset (the aircraft) to begin to offer returns. The moment the aircraft begins to fly, it delivers

returns.

Three, most airlines — both in India and globally — earn revenues through ancillary businesses and this can be a significant portion of their total revenues. In other words, as has been demonstrated by airlines such as IndiGo in the past, the business can be profitable and quite remunerative even when the macro environment is not wholly favourable. It is argued that even if the airline loses some money through its core operation of flying, it can in part be made up through other avenues.

The broader question the authorities ask is this: if the airline business is consistently loss making, why would many of the players continue in it since in most cases the sector has seen many pretty shrewd businessmen (the Wadias for instance)? Moreover, why would new entrants like Akasa and others continue to come in and start operations? After the initial losses of starting up are recovered, the entrants clearly expect to chart out a profitable course.

The officials argue that to make a business successful, the founders have to have the right intentions and not look to make quick money or enrich themselves, as has sometimes been the case with some of the airlines that have shut shop.



PICK OF THE DAY



# Corporate Communications Directorate

MINT

DELHI

5 OCTOBER 2024

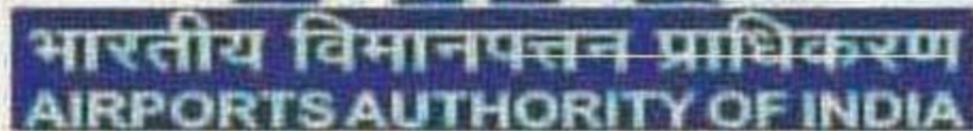
## Gangwal buys Southwest Airlines shares worth \$108 mn

PTI



**New Delhi:** Rakesh Gangwal, co-founder of IndiGo, has acquired 3.6 million shares of American carrier Southwest Airlines for \$108 million. An aviation industry veteran, Gangwal joined Southwest in July this year amid Elliott Investment Management, one of the airline's largest shareholders, seeking sweeping changes at the carrier.

PTI



# Corporate Communications Directorate

---

MINT

DELHI

5 OCTOBER 2024

---

## **SpiceJet says cleared salary, GST; deposited 10-month PF dues**

**New Delhi:** Crisis-hit SpiceJet, which has recently raised ₹3,000 crore, on Friday said it has cleared all pending salary and GST dues as well as deposited ten months' dues of provident fund. On 23 September, the airline announced raising ₹3,000 crore through Qualified Institutional Placement of shares. The process of clearing other outstanding dues is ongoing.

**PTI**

## विस्तारा में बुकिंग है, तो मिल जाएंगे एयर इंडिया के टिकट 12 नवंबर से विस्तारा के यात्री हो जाएंगे शिफ्ट



Maneesh Aggarwal  
@timesofindia.com



■ नई दिल्ली : विस्तारा का एयर इंडिया के साथ विलय होने के बाद अब 12 नवंबर से विस्तारा की तमाम फ्लाइट एयर इंडिया द्वारा ऑपरेट की जाएंगी। 11 नवंबर की आधी रात 11:59 बजे विस्तारा की अंतिम फ्लाइट टेक ऑफ होगी। इसके बाद विस्तारा से यात्रा करने वाले तमाम यात्री एयर इंडिया की फ्लाइट में ट्रांसफर होना शुरू हो जाएंगे। इसके लिए एयर इंडिया मैनेजमेंट पूरी तैयारी कर रहा है। लेकिन सूत्रों का कहना है कि कुछ दिनों तक यात्रियों को फ्लाइट डिले, री-शेड्यूल या अन्य किसी तरीके से प्रॉब्लम हो

सकती है।

विस्तारा एयरलाइंस ने बताया कि जिन्होंने 12 नवंबर और इसके बाद की विस्तारा की अडवांस बुकिंग करा रखी है, वे अपनी एयर इंडिया की वेबसाइट या मोबाइल ऐप से जानकारी ले सकते हैं। एयर इंडिया का नया टिकट भी निकाला जा सकता है। वैसे एयर इंडिया की तरफ से यात्रियों की फ्लाइट में किसी भी बदलाव की जानकारी उन्हें समय रहते मेसेज या ई-मेल करके दिए जाने का दावा किया जा रहा है। हां, विस्तारा की बुकिंग कराने वाले यात्रियों को एक लॉस जरूर होगा। वह यह कि जिन्होंने लाउंज और अन्य अतिरिक्त सुविधा ली होगी, उन्हें वह नहीं मिलेगी।



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

5 OCTOBER 2024

## ‘एयर इंडिया एक्सप्रेस’ की आपात लैंडिंग

तिरुवनंतपुरम,  
(पंजाब केसरी):  
‘एअर इंडिया  
एक्सप्रेस’ का एक  
विमान शुक्रवार सुबह  
उड़ान भरने के दौरान  
संदिग्ध रूप से धुआं  
दिखाई देने के बाद



तिरुवनंतपुरम हवाई अड्डे पर वापस  
लौट आया। विमानन कंपनी और  
हवाई अड्डा सूत्रों ने यह जानकारी  
दी। हवाई अड्डे के एक सूत्र ने बताया  
कि मस्कट जाने वाले विमान में धुएं  
की चेतावनी अपराह्न करीब साढ़े  
10 बजे मिली। सूत्र ने बताया कि  
विमान में 142 यात्री सवार थे और  
जांच के लिए यात्रियों को विमान से  
उतार दिया गया। ‘एअर इंडिया

एक्सप्रेस’ के प्रवक्ता ने बताया कि  
यात्रियों के लिए एक वैकल्पिक  
विमान की व्यवस्था की गई है।  
उन्होंने बताया कि जांच की जाएगी  
कि धुआं उठने का क्या कारण है।  
उन्होंने एक बयान में कहा, “हम  
विमान परिचालन के हर पहलू में  
सुरक्षा को प्राथमिकता देते हैं और  
असुविधा के लिए खेद व्यक्त करते  
हैं।”



# Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

4 OCTOBER 2024

## IndiGo's Gangwal buys \$100mn stake in Southwest

**New York:** Rakesh Gangwal, who co-founded IndiGo, purchased 3.6 million shares of Southwest on Sept 30 and Oct 1 according to SEC filings. He paid between \$29 and \$30 a share — taking the investment value to over \$100 million. Gangwal said he made the purchases as soon as the so-called trading window — when directors and other insiders are permitted to buy and sell the stock — opened.



Southwest put Gangwal on the board in July as activist investor Elliott Investment Management increased pressure on the carrier, demanding leadership and strategy changes to improve financial performance. The company announced a board overhaul and other changes last month.

Last month, Southwest said executive chairman Gary Kelly will step down and six other directors will retire from its 15-member board. Elliott has held firm to demands for more changes in the top ranks, including the ouster of CEO Bob Jordan. Last week, it said it plans to request a special shareholder meeting to press for those changes.

Gangwal told Reuters on Wednesday that more upheaval in the executive suite and boardroom would hurt shareholders. REUTERS