



Corporate Communications Directorate

BUSINESS LINE

DELHI

5 OCTOBER 2026

Aviation Ministry to discuss Mumbai airport issues tomorrow

Press Trust of India
New Delhi/Mumbai

The Civil Aviation Ministry has convened a meeting of airlines and Adani Airport's representatives on Tuesday to discuss the proposed partial shifting of international flights from Mumbai airport to Navi Mumbai airport, according to sources.

With Mumbai airport's Terminal 1 renovation set to start in January 2027, airlines have been asked to stop one-third of their international operations from October 25 or shift them to Navi Mumbai airport.

Sources said representatives of airlines, including IndiGo, Air India and SpiceJet, and Adani Airports, are expected to attend the meet, chaired by Civil Aviation Secretary Samir Kumar Sinha.

● **AIRPORT FINANCES**

Should CIAL collect user fees?



PAUL ANTONY

The year 2025-26 seems to have been good for Cochin International Airport Limited (CIAL), which made a record profit of ₹502 crore and, in another record, declared a dividend of 55 per cent. On a turnover of ₹1,220 crore, it implies a remarkable 41 per cent margin.

In contrast, GMR Airports Ltd, the closest peer, which operates the Delhi and Hyderabad airports, registered just 1.57 per cent profit margin.

This prompted me to take a closer look at tariff fixation at Indian airports.

Airports are capital-intensive and investors need to be fairly compensated. Accordingly, the regulator — the Airports Economic Regulatory Authority of India (AERA) — fixes tariffs, including user development fees, based on the investments projected in the airport operator's core aeronautical activities.

In the case of CIAL, the AERA had approved an investment of ₹1,416 crore for 2022-26, and a user fee of ₹270 for domestic and ₹570 for international passengers.

During 2025-26, the user fee collected was ₹236 crore, but CIAL executed only about 40 per cent of the approved aeronautical works. The excess collection led to the record profit and dividend.

The unspent amount should, therefore, have been excluded from the profit, else CIAL should have stopped levying the user fee.

When the Kochi airport started operations in 1999, there was no AERA. CIAL collected a user fee of ₹500 per passenger and issued a receipt for it.

Today, the user fee is incorporated in the flight fare, and most passengers may not even realise they are paying it.

In 2005, the then Chief Minister Oommen Chandy discontinued the user fee when CIAL began making profits. The collection was restarted in 2022.

The user fee would attract



SOLO ACT. Kochi airport is dependent on a single runway THULASI KAKKAT

less opposition were it earmarked for something productive, such as the construction of a second runway.

The sole runway at Kochi airport is due for re-carpeting in 2028. Once the work starts, no flights will be permitted between 10 am and 6 pm, leading to major disruptions. Yet CIAL has not made any effort to develop a second runway. As a first step, it must acquire around 300 acres.

SHAREHOLDERS' ROLE

When the issue of dividend is discussed, it is often argued that the non-resident Indian (NRI) investors who have made CIAL a reality should not be denied returns when the airport is doing well. But it would be instructive to examine how the funding was raised.

The airport was commissioned on May 25, 1999, at a cost of ₹305 crore. CIAL's equity on March 31 that year was ₹66 crore. Interest-free deposits of ₹21 crore came from service providers like Air India and the duty-free shop contractor. The rest comprised loans raised from HUDCO, the State Bank of Travancore and Federal Bank at about 18 per cent interest.

The investor directors, mostly NRIs, held equity of only ₹11 crore, or 3.61 per cent of the project cost. The private investors increased their holding only after CIAL started making profits in 2002-03.

While CIAL today has about 16,000 shareholders, about 26 per cent of the equity is held by the top three private shareholders and they alone receive ₹68 crore dividend; some would allege a conflict of interest when

shareholders sit on the board, decide to collect user fees and pay dividends to themselves without executing developmental works.

It raises the question whether the CIAL should have followed the IPO route to expand its equity base.

EXPERT GUIDANCE

A related issue pertains to whether the Chief Minister and Ministers should continue to serve on the CIAL board. Once the airport became operational, they should arguably have made way for officers and other professionals to manage it.

One wonders whether it is the absence of the right expertise on the CIAL board that has led to the de-prioritisation of the second runway or the conversion of the precious T2 Terminal space next to the apron as an exclusive 40,000-sq ft 'Business Jet Terminal', which is used by very few, and the 60,000-sq ft '0484 Aero Lounge', forcing CIAL to plan for the expansion of the domestic terminal.

The manner in which the sole direct London flight to CIAL was aborted in 2025 after four years of operation at reasonable occupancy levels smacks, again, of a lack of vision. CIAL needs to decide where it sees itself in 10 years. Should it continue to remain a satellite of West Asian airports? Especially at a time when numerous airports are springing up across India, and 2,000 new aircraft orders have been placed in anticipation of a major expansion of the country's airline services.



Corporate Communications Directorate

BUSINESS LINE

DELHI

5 OCTOBER 2026

Ahmedabad airport imposes new drop/visit charges on taxis

Our Bureau

Ahmedabad

Getting dropped off at the Sardar Vallabhbhai Patel International Airport in Ahmedabad by a taxi will now attract a fee, with the Adani Group-operated airport introducing a “drop-off/visit charge” for taxis and other commercial vehicles entering the terminal area.

The airport has also raised charges for commercial vehicle “pick-ups” by 33.3 per cent, adding to the cost of using taxis to travel to and from the airport.

Taxis and other commercial four-wheelers will be charged ₹50 for drop-off/visit, with the levy going up to ₹200 if the vehicle exceeds the eight-minute limit.

The charges also cover tempos, minibuses and buses, for which the levy can go up to ₹600 for the first 0-30 minutes, adding to the cost of airport travel for passengers using hired transport.

The new charges came into force since October 1. Taxis and other commercial vehicles arriving to pick up passengers will now attract a ₹200 pick-up charge, up from ₹150 earlier — a 33.3 per cent increase.

NO OPTIONS

Auto-rickshaws, meanwhile, are not available for pick-up near the Terminal 1 exit, leaving passengers who want to take an auto to walk out of the terminal area to access one.

On Sunday, passengers were seen walking out of the terminal pick-up zones towards the main road with their luggage and families, apparently to avoid the increased fee.

The airport said the new charges were aimed at managing increasing traffic and supporting the maintenance of its infrastructure.

एयरलाइंस ने अदाणी एयरपोर्ट्स से मांगा बातचीत का रिकॉर्ड

दीपक पटेल

नई दिल्ली, 4 अक्टूबर

विमानन कंपनियों ने रविवार को अदाणी समूह से मुंबई एयरपोर्ट के टर्मिनल 1 के पुनर्विकास को लेकर 2020 से हुई सभी बातचीत का रिकॉर्ड मांगा। उन्होंने एयरपोर्ट ऑपरेटर के उस दावे को चुनौती दी है जो शनिवार को एक विज्ञप्ति में किया गया था। इसमें कहा गया था कि तब से एयरलाइंस के साथ बड़े पैमाने पर बातचीत चल रही है।

रविवार को अदाणी समूह के नियंत्रण वाले मुंबई इंटरनैशनल एयरपोर्ट लिमिटेड (मायल) को भेजे गए एक पत्र में, एयरलाइन ऑपरेटर्स कमिटी (एओसी) ने विमानन कंपनियों को 25 अक्टूबर तक मुंबई एयरपोर्ट से नवी मुंबई एयरपोर्ट (जो हाल ही में खुला है) पर अपनी अंतरराष्ट्रीय सेवा का 33 प्रतिशत हिस्सा शिफ्ट करने का आदेश देने के आधार के बारे में भी जानकारी मांगी है। बिजनेस स्टैंडर्ड ने



इस पत्र को देखा है। मुंबई और नवी मुंबई, दोनों एयरपोर्ट एएचएल के नियंत्रण में हैं। शनिवार को जारी एक प्रेस विज्ञप्ति में एएचएल ने बताया कि उसने एयरलाइंस से अपनी सेवा नवी मुंबई शिफ्ट करने को कहा है, क्योंकि '60 साल पुरानी बिल्डिंग (मुंबई एयरपोर्ट का टर्मिनल 1) को लेकर सुरक्षा संबंधी चिंताएं' हैं।

प्रेस विज्ञप्ति में एएचएल के सीईओ अरुण बंसल का यह बयान शामिल था: '2020 से ही टर्मिनल 1 के भविष्य को लेकर एयरलाइंस के साथ व्यापक बातचीत चल रही है। प्रस्तावित पुनर्विकास योजना को ईआरए के सामने भी पेश

किया गया था और बाद में इसे मंजूर किए गए टैरिफ ढांचे में शामिल कर लिया गया।'

इसके जवाब में, एओसी ने रविवार को कहा, 'मीडिया रिलीज में कहा गया है कि 2020 से ही टी1 के भविष्य को लेकर एयरलाइंस के साथ व्यापक बातचीत चल रही है। चूंकि यह एयरपोर्ट ऑपरेटर का एक खास दावा है, इसलिए हम मांग करते हैं कि 2020 से हुई ऐसी सभी बैठकों के एमओएम (बैठक का विवरण), बातचीत के रिकॉर्ड और बैठकों के नतीजों के दस्तावेज पेश किए जाएं और संबंधित हितधारकों के साथ साझा किए जाएं।'



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

5 OCTOBER 2026

Show records of consultations since 2020: Airlines to AAHL

DEEPAK PATEL
New Delhi, 4 October

Airlines on Sunday asked the Adani group to show records of all consultations on Mumbai airport Terminal 1's (T1) redevelopment since 2020, challenging its claim that extensive consultations were held.

In a communication sent to the Adani group-controlled Mumbai International Airport Ltd (MIAL), the Airline Operators Committee (AOC) also asked it to explain the basis of ordering the airlines to shift a specific 33 per cent of international services to the newly-opened Navi Mumbai International Airport (NMIA) by October 25.

Business Standard has reviewed the communication. Both, Mumbai and Navi Mumbai airports are controlled by AAHL. It stated in a press

Airlines' demands

- Explain the basis for shifting a specific 33% of international flights to Navi Mumbai airport
- Show minutes of meetings of all consultations held since 2020 on Mumbai's Terminal 1 redevelopment
- Explain flight shifts despite spare Terminal 1 capacity, and share the detailed redevelopment plan
- Do not make changes without proper airline consultation

release on Saturday airlines were asked to shift services to NMIA due to "safety concerns regarding the 60-year old building [of Mumbai airport's T1]".

AAHL Chief Executive Officer (CEO) Arun Bansal was quoted as saying: "Extensive consultations with airlines on the future of Terminal 1 have been ongoing since 2020, and the proposed redevelopment

was also presented before AERA (Airports Economic Regulatory Authority) and subsequently incorporated into the approved tariff framework. While we appreciate the concerns expressed by certain airlines, passenger safety must remain paramount."

The AOC responded seeking details of the consultation record since 2020 and flagging



that the group took over MIAL only in mid-2021. "The release states that 'extensive consultations with airlines on the future of T1 have been ongoing since 2020'. Since this is a specific claim by the airport operator, we request all MoMs (minutes of meetings), consultation records and documented outcomes of all meetings since 2020 be produced and shared with

stakeholders," it stated.

"This is particularly relevant as 2020 was the Covid-19 period and Adani group took over operations of only in mid-2021," it said, adding that these documents should be shared before a comprehensive stakeholder consultation is held.

The airlines also asked AAHL to "clarify the basis of the stated 33 per cent impact on international flights or traffic".

"Does this refer to terminal capacity, passenger traffic, flights or slots? What methodology and capacity assessment has been used to arrive at this figure, and in which stakeholder meeting was this proposal discussed and agreed? Was any proposed reduction/relocation of slots considered in accordance with the IATA's WSG/WSG principles?" it asked. International Air Transport Association's (IATA)

Worldwide Airport Slot Guidelines (WASG) and the Worldwide Slot Guidelines (WSG) lay down internationally accepted principles for allocating and managing airport slots.

The AOC said airlines fully support the safe and timely refurbishment and redevelopment of T1. However, this should not be treated as acceptance of any reduction, cancellation or relocation of established international operations without transparency and consultation.

All international flights at Mumbai airport currently operate from T2. According to AAHL, around 5 million domestic passengers a year capacity needs to be shifted from T1 to T2 at MIA. Around 33 per cent of international flights currently operating from T2 have to be shifted to NMIA.

More on business-standard.com



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

4 OCTOBER 2026

Taxi row at airport ends in assault case

TIMES NEWS NETWORK

Ahmedabad: A security officer posted at Ahmedabad airport was allegedly assaulted by a group of men hours after he stopped a taxi at an entry checkpoint and questioned its driver. The officer sustained injuries to his left leg and right hand and required 13 stitches during treatment at Civil Hospital.

According to a complaint lodged with Airport police on Saturday, the 31-year-old officer was on duty at the airport's arrival entry checkpoint around 11.30pm on Friday when he stopped a taxi for inspection. As the vehicle was not carrying any passengers, he asked the driver to turn back.

The driver allegedly argued with the officer and attempted to enter despite being stopped. The complainant told police that the driver threatened him and warned him against preventing the vehicle from



proceeding.

According to the complaint, three other taxi drivers later arrived at the spot and joined the argument. They allegedly threatened the officer, saying they would deal with him if all of them were not allowed entry. The officer alleged that around 6.30am, while returning home after completing his night shift, he was allegedly followed by two men on a motorcycle near Nobel Crossroads. One of the assailants struck him with a wooden stick. The two men then beat him repeatedly on his left leg and right hand, abused him and threatened to kill him.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

5 OCTOBER 2026

एयरपोर्ट पर महिला यात्री सुविधाओं का किया निरीक्षण

साहिबगढ़ : हिंडन एयरपोर्ट पर यात्री सेवा अभियान के तहत रविवार को अधिकारियों ने यात्री सुविधाओं का निरीक्षण किया। अधिकारियों ने महिला, बच्चे और वरिष्ठ नागरिकों को मिलने वाली सुविधाओं को देखा। अधिकारियों ने बेबी चेंजर रूम, नर्सिंग रूम, भोजन, खेल क्षेत्र, सेनिट्री पैड सुविधा, शौचालय, बैठने की व्यवस्था को देखा। इस दौरान अधिकारियों ने यात्रियों से बातचीत कर एयरपोर्ट पर होने वाली परेशानियों के बारे में भी जाना। एयरपोर्ट पर यात्री सुविधाओं को और बेहतर करने के लिए अभियान चलाया जा रहा है। (जास)



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

5 OCTOBER 2026

Aviation Ministry, Airlines to Discuss Mumbai Airport Issues on Oct 6

New Delhi | Mumbai: The civil aviation ministry has convened a meeting of airlines and Adani Airport's representatives on Tuesday to discuss the proposed partial shifting of international flights from Mumbai airport to Navi Mumbai airport, according to sources.

With Mumbai airport's Terminal 1 (T1) renovation set to start in January 2027, airlines have been asked to stop one-third of their international operations from October 25 or shift them to Navi Mumbai airport.

Both airports are part of Adani Airport Holdings (AAHL).

However, airlines have expressed concerns about the move, and AAHL has said extensive consultations have been taking place with airlines on the future of T1 since 2020.

Sources said representatives of airlines, including IndiGo, Air India, SpiceJet, and Adani Airports, are expected to attend the meeting to be chaired by civil aviation secretary Samir Kumar Sinha.

The meeting is scheduled to be held on October 6, Tuesday, they added. On October 3, AAHL said 91% of Mumbai airport's passenger traffic will remain unaffected due to the demolition of the north section of T1. — PTI





Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

5 OCTOBER 2026

DEBT REFINANCING

DIAL Raises ₹3,500 Cr to Refinance \$522.6 M Dollar Bonds

15-year non-convertible debentures carry initial 8.71% coupon; proceeds to fund redemption or refinancing of dollar notes

Shilpy Sinha

Mumbai: Delhi International Airport Ltd (DIAL) has raised ₹3,500 crore through 15-year rupee-denominated non-convertible debentures (NCDs) to refinance its \$522.6 million 6.125% dollar notes due in October 2026, according to people familiar with the development.

The NCDs carry an initial coupon of 8.71% a year, payable quarterly. The coupon is linked to the RBI repo rate, with an initial spread of 375 basis points, and will reset after five and 10 years.

India Infrastructure Finance Company Ltd (IIFCL) was the largest investor, subscribing ₹1,426 crore. NI

Funding Shift

DIAL RAISES FUNDS VIA 15-YEAR RUPEE NCDs



DIAL's next major dollar-bond maturity of **\$500 million** due in June 2029

IF Infrastructure Finance invested ₹550 crore, while IIFCL Bank, ICICI Bank and IDFC First Bank subscri-

bed ₹481 crore, ₹433 crore and ₹409 crore, respectively. SBI Capital Markets subscribed ₹200 crore.

DIAL OWNERSHIP



HDFC Bank and ICICI Bank were the arrangers. The key information document names IIFCL Bank, ICICI Bank, IDFC First Bank and NIIF Infrastructure Finance as anchor investors, with a combined allocation of ₹1,050 crore.

The proceeds will be used for the full redemption, repurchase or refinancing of the \$522.6 million notes due in 2026 and to meet issue-related costs.

After refinancing the October 2026 maturity, DIAL will have \$500 million of dollar bonds due in June 2029. ICRA has said the company could partly repay the 2029 bonds through internal cash accruals and land monetisation and refinance the balance. "DIAL has a moderately leveraged

capital structure, with the presence of bullet repayments in the medium term, exposing the company to refinancing risk. It has major debt maturities due in October 2026 and June 2029," ICRA said in a report.

DIAL is a joint venture between GMR Airports Ltd and Airports Authority of India. GMR Airports holds 74% and AAI 26%. The company operates Delhi's Indira Gandhi International Airport under a 30-year concession, extendable by another 30 years.



After refinancing the Oct 2026 maturity, DIAL will have \$500 million of dollar bonds due in June 2029

Mumbai airport, airlines clash over Navi Mumbai shift

Jagriti Chandra

NEW DELHI

A dispute is brewing between Adani-run Mumbai International Airport Ltd. (MIAL) and airlines over a proposed operational reshuffle during phased redevelopment of Terminal 1 (T1). The plan involves moving domestic traffic from T1 to Terminal 2 (T2), while shifting some international services to the more distant Navi Mumbai International Airport.

In a letter to airlines, a copy of which was reviewed by *The Hindu*, MIAL warned as many airlines failed to attend September 16 meeting and have yet to submit transition plans sought by September 25, it will proceed with a previously announced 33% cut in international departure slots from 11.59 pm on October 25 amounting to 265 of T2's



From Oct 26, MIAL will allocate vacated T2 facilities to domestic operators from T1.

770 weekly international slots. Airlines have until 4 pm October 6 to identify the slots they want temporarily discontinued; otherwise, MIAL will determine them "based on operational, capacity and implementation considerations."

From October 26, MIAL will allocate the vacated T2 facilities to domestic operators moving from T1.

The International Air Transport Association (IA-

TA) opposed the move saying any transfer should be voluntary and backed by airline consultation. "IATA is fundamentally opposed to forced airline relocations," it said. IATA also warned Navi Mumbai's wider operating ecosystem may not be ready for international services.

Meanwhile, in a press statement Mumbai airport said the move to Navi Mumbai airport would be temporary. Navi Mumbai will also offer 100% waiver on landing charges for new international flights as well as vouchers to international passengers to offset the difference in the User Development Fee levied at Navi Mumbai and Mumbai Airports.

T1 redevelopment will begin from January, which will raise its capacity by 33% - up to 20 million passengers/year from 15 million currently.



Corporate Communications Directorate

MINT

DELHI

5 OCTOBER 2026

Centre steps in to resolve Mumbai airport stand-off

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NEW DELHI

The aviation ministry is meeting industry stakeholders on Tuesday to discuss the proposed redevelopment of Mumbai airport's Terminal-1, following a stand-off between Adani Airport Holdings and airlines over the matter.

International airlines have opposed Adani's move to temporarily shift some of their operations from Terminal-1 of Chhatrapati Shivaji Maharaj International Airport (CSMIA) in Mumbai to the Navi Mumbai International Airport (NMIA) about 50 km away. Adani, which operates both airports, plans to demolish and rebuild the ageing Terminal-1 at CSMIA from January.

Aviation ministry officials led by secretary Samir Kumar Sinha are expected to discuss the matter with Adani and the airlines at a meeting at 2pm on Tuesday, according to an email seen by *Mint*, marked 'high importance'. The meeting is scheduled just two hours before a 4 pm deadline set by Adani-owned Mumbai International Airport Ltd, which operates CSMIA, for airlines to identify the international departure slots they are willing to temporarily discontinue. Airlines and the International Air Transport Association are expected to attend the meeting.

Adani Airport and the ministry did not respond to queries sent on Sunday. Adani Airport has proposed temporarily discontinuing 265 of 770 weekly international departure slots at Terminal-2 from 25 October, with the freed-up capacity to be



Airlines have reiterated their opposition to the proposed redevelopment of Mumbai airport's Terminal-1.

used to accommodate domestic traffic shifted from Terminal-1. If airlines do not identify the slots on their own, the slots will be based on operational, capacity and implementation considerations, the operator said.

Airlines, which rejected the proposal on Friday, reiterated their opposition on Sunday. The Airline Operators Committee (AOC)—Mumbai said it fully supports the redevelopment of Terminal-1, but questioned the basis for the proposed operational changes and

CSMIA airport handled over 38 mn domestic passengers, 17 mn international passengers in FY26

reasons for the proposed shift. "Such a significant operational transition must be based on transparency, facts, proper consultation and collaboration with all stakeholders," it said in a media statement.

The airlines sought records of consultations since 2020 and clarity on how the airport operator arrived at the proposed 33% impact on international operations. They also rejected the incentives being offered at Navi Mumbai as a solution to the dispute.

"Incentives do not address these fundamental questions," AOC-Mumbai said, seeking capacity assessment and refur-

bishment plan before any changes to current operations.

"If the available capacity at T1 and T2 is sufficient to accommodate the existing operations, there should be no operational basis to reduce, cancel or relocate flights from T1," the statement added.

Adani Airport is India's second-largest airport operator after GMR Airports. It manages eight airports in India, making up nearly 23% of the domestic passenger traffic. CSMIA airport, which operates Terminal-1 and Terminal-2, handled over 38 million domestic passengers, and nearly 17 million international passengers in FY26. The airport's annual passenger capacity is 55 million.

The ministry's intervention comes after airlines on Friday rejected Adani's proposal. Last week, AOC-Mumbai had said its members did not accept the proposed reduction, cancellation or withdrawal of established international departure slots. The airlines have argued that their support for redeveloping Terminal-1 cannot be construed as consent to the withdrawal of international slots that had already been coordinated and approved for the winter schedule beginning October-end.

For an extended version of this story, go to livenint.com



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

4 OCTOBER 2026

Adani Airports to redevelop Mumbai airport's T1 North Section from January

MPOST BUREAU

Mumbai, October 3

Adani Airports will begin phased redevelopment of Mumbai airport's ageing Terminal 1 from January 2027, starting with the North Section of Terminal 1B, citing safety concerns around the nearly 60-year-old facility.

About 5 million passengers annually, or roughly 9 per cent of Mumbai airport's total traffic of around 55 million, will be temporarily affected in the first phase, while 91 per cent of traffic will continue nor-

mally, Adani Airport Holdings Ltd (AAHL) said on Saturday. Airlines operating from the affected section can temporarily shift services to the newly operational Navi Mumbai International Airport, with AAHL supporting the transition.

"91 per cent of Mumbai Airport's passenger traffic will remain unaffected... Only the North Section of Terminal 1B, which accounts for around one-third of T1's capacity, is being demolished in Phase 1 to minimise passenger inconvenience and operational disruption," said

Arun Bansal, CEO, AAHL.

Terminal 1 handles about 15 million passengers annually & its redevelopment is expected to raise capacity by 33 per cent to 20 million.

Bansal said passenger safety must remain paramount, adding that consultations with airlines have been underway since 2020 and the redevelopment was incorporated into the approved tariff framework.

He said Navi Mumbai airport's availability makes phased redevelopment possible without shutting the entire terminal.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

5 OCTOBER 2026

होगी मुश्किल मुंबई एयरपोर्ट के T-1 टूटने से कई शहरों की कनेक्टिविटी पर असर

मुंबई एयरपोर्ट पर स्लॉट घटने से कम होगी फ्लाइट्स, हवाई सफर होगा महंगा

Maneesh Aggarwal
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File Photo



■ **नई दिल्ली :** अदाणी ग्रुप द्वारा संचालित मुंबई एयरपोर्ट के डोमेस्टिक टर्मिनल-1 के एक हिस्से को तोड़ने का इंटरनैशनल और डोमेस्टिक दोनों ही रूटों पर गंभीर असर पड़ेगा। दिल्ली, हैदराबाद, बंगलुरु और चेन्नै जैसे बड़े शहरों की मुंबई से एयर कनेक्टिविटी गंभीर रूप से प्रभावित होने की आशंका है। वही एक्सपर्ट एयर फेयर बढ़ने का अंदेशा जता रहे हैं।

एविएशन, ट्रेवल एंड टूरिज्म कमिटी के चेयरमैन सुभाष गोयल का कहना है

कि इतनी बड़ी संख्या में फ्लाइटों को कम करने से एयर फेयर बढ़ना तय ही है। वहीं, दिल्ली में टूर एंड ट्रेवल कंपनी चलाने वाले राकेश अरोड़ा का कहना है कि मुंबई एयरपोर्ट प्रभावित होता है तो समझिए इससे दिल्ली समेत देश के तमाम छोटे-बड़े एयरपोर्ट भी प्रभावित होंगे।

जेब पर पड़ेगा भारी

● **क्या है मामला:** मुंबई एयरपोर्ट के टी-1 के एक हिस्से को गिराए जाने से उड़ानों पर असर पड़ेगा।

● **असर:** दिल्ली, हैदराबाद, बंगलुरु और चेन्नै जैसे महानगरों की कनेक्टिविटी प्रभावित होगी।

● **दिल्ली-मुंबई रूट पर मार:** सबसे व्यस्त दिल्ली-मुंबई रूट पर पीक आवर्स के दौरान फ्लाइट्स मिलना कठिन हो सकता है।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

5 OCTOBER 2026

मुंबई एयरपोर्ट के T-1 को तोड़ने पर ऑपरेटर और एयरलाइंस आमने-सामने

Maneesh Aggarwal
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■ नई दिल्ली: मुंबई एयरपोर्ट के T-1 तोड़ने के मामले में एयरपोर्ट चलाने वाली अदाणी ग्रुप की कंपनी MIAL और एयरलाइंस में ठन गई है। कंपनी MIAL T-1 की क्षमता बढ़ाने के लिए एयरपोर्ट इकॉनॉमिक रेगुलेटरी अथॉरिटी ऑफ इंडिया (AERA) का हवाला देते हुए T-1 को चरणबद्ध तरीके से तोड़ने के लिए एयरलाइंस से उड़ानों को अस्थायी रूप से कम करने की बात कह रही है। वहीं एयरलाइंस उड़ानें कम करने के मूड में नहीं है। इंटरनैशनल एयर ट्रांसपोर्ट असोसिएशन (IATA) भी मुंबई एयरपोर्ट के ऑपरेटर MIAL के पक्ष में नहीं है।



कल दिल्ली में सिविल एविएशन
मिनिस्ट्री में बड़ी बैठक।

सूत्रों का कहना है कि इसका समाधान निकालने के लिए संभवतः मंगलवार को दिल्ली में नागर विमानन मंत्रालय में उच्चस्तरीय मीटिंग हो सकती है। जहां बीच का रास्ता तलाशने के लिए तमाम एयरलाइंस और MIAL के अधिकारी आमने-सामने होंगे।

एयरलाइंस शिफ्ट हाने को तैयार नहीं

जो भारतीय एयरलाइंस T-1 से उड़ानें ऑपरेट कर रही है, वह एक बार T-2 में शिफ्ट करने को तो तैयार हो सकती है, लेकिन वे उड़ानें मुंबई से नवी मुंबई एयरपोर्ट पर शिफ्ट करने को तैयार नहीं है। इसी तरह से इंटरनैशनल एयरलाइंस भी नवी मुंबई जाने को तैयार नहीं है। इन सभी एयरलाइंस से कहा गया है कि वे अपनी उड़ानों के बिटर शेड्यूल में से 33% फ्लाइट्स को अस्थायी रूप से कम कर दें। इन्हें चाहे नवी मुंबई शिफ्ट कर ले, आसपास के एयरपोर्ट जैसे पूणे, नासिक, सूरत में।

How new T3 pier will boost IGI's int'l capacity by over 50%

Saurabh Sinha
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New Delhi: India's busiest airport, Delhi's Indira Gandhi International Airport, is gearing up for over 50% enhancement in international traffic by adding a new pier at Terminal 3, along with a marginal rise in domestic capacity through internal changes at T1 within the next four years.

Together, these changes will take the hub's capacity from the current 10.4 crore passengers per annum (CPA), spread across the all-domestic T1 (4 CPA) and T2 (1.4 CPA), and the domestic-cum-international T3 (5 CPA, with 3 crore international and 2 crore domestic), to over 12.5 CPA by early 2030.

With the addition of the new international Pier E, which will have a capacity of 1.6 CPA, T3's overall capacity will increase to 6.6 CPA, including 4.6 crore international and 2 crore domestic passengers annually. At T1, Delhi International Airport Ltd plans to increase capacity to 4.5 CPA by adding check-in and security counters without making any structural changes to the terminal.

T2 will continue as it is for some years before it is demolished to make way for a bigger T4 sometime in the next decade, depending on demand, as Delhi-NCR has recently got its secondary air-



The new international Pier E, which will have a capacity of 1.6 CPA

A SOURCE SAYS

The new international Pier E at T3 could cost about ₹2,000 crore while T1 changes could cost about ₹100 crore

port in Greater Noida, which is struggling to attract flights and passenger footfalls in the shadow of big brother IGIA.

GMR Group-backed DIAL shared details of the 10-year master plan, which is being finalised with stakeholders, at a consultation held on Aug 16 at a nearby Radisson Hotel. This

plan has to be submitted to the aviation ministry this month, which will then seek comments from govt agencies and is expected to clear it, with changes if any emerge from its consultations, by next March. DIAL will then begin execution, which is expected to take about three years from the start of work. Such planning is undertaken once every decade to prepare for contemporary travel trends.

"DIAL informed us that the new international Pier E at T3 could cost about Rs 2,000 crore while T1 changes could cost about Rs 100 crore. While IGIA has more than enough domestic capacity at almost 8

CPA," said people who attended the meeting.

Widening roads leading to and from the airport

Given the increase in road traffic this will bring, along with one of India's biggest malls opening in a vastly expanded Aerocity by then, Delhi govt had asked RITES to study how the additional traffic could be handled.

RITES is learnt to have submitted its report to PWD. The original plan was to have a Y-shaped flyover between T1 and T3 to do away with a traffic signal and allow free-flowing traffic at the junction where motorists coming from the Dhaura Kuan/Vasant Vihar side go straight towards T1 and turn left for T3. The plan also proposed doubling the road width right up to T3, including expansion of the under-runway tunnel.

Airside transfer system ready

DIAL has completed arrangements for airside transfer of passengers between T1 and T3 since last month and is now awaiting Bureau of Civil Aviation Security clearance to begin the service. It has procured six low-floor Volvo buses with baggage compartments for the purpose, which will be brought to the airport as soon as it gets the nod.



Corporate Communications Directorate

AMAR UJALA

DELHI

5 OCTOBER 2026

2.5 लाख रुपये घूस लेते डीजीसीए अफसर गिरफ्तार

नई दिल्ली। केंद्रीय जांच ब्यूरो (सीबीआई) ने रिश्वत मामले में नागरिक उड्डयन महानिदेशालय (डीजीसीए) के उपनिदेशक सुशील कुमार गर्ग को गिरफ्तार किया है। अधिकारियों ने रविवार को बताया कि गिरफ्तारी चेन्नई में हुई। गर्ग को निजी कंपनी एकवी एयर ट्रेनिंग ऑर्गनाइजेशन प्रा. लि. के निदेशक सचिन केशव भाने से ढाई लाख रुपये घूस लेते हुए पकड़ा गया। सचिन को भी गिरफ्तार कर लिया गया है।

सीबीआई ने गर्ग व भाने के साथ ही कंपनी के खिलाफ भी केस दर्ज किया है। गर्ग को ट्रॉजिट रिमॉड पर दिल्ली लाकर पूछताछ होगी। सीबीआई के मुताबिक, उड़ान के लिए जरूरी प्रमाणपत्र देने के लिए घूस मांगी गई थी। एजेंसी



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

3 OCTOBER 2026

अहमदाबाद के लिए सुबह 5:40 बजे नई फ्लाइट शुरू

जयपुर | जयपुर-अहमदाबाद के बीच इंडिगो ने नई फ्लाइट शुरू की है। यह फ्लाइट अलसुबह संचालित होगी। इससे बिजनेस और कामकाज के सिलसिले



में सुबह जल्दी अहमदाबाद पहुंचने वाले यात्रियों को सुविधा मिलेगी। फ्लाइट 6ई-

अब रोज 4 उड़ानें

7138 जयपुर से सुबह 5:40 बजे अहमदाबाद के लिए रवाना होगी। वापसी में फ्लाइट 6ई-7145 अहमदाबाद से सुबह 9:30 बजे जयपुर पहुंचेगी। जयपुर एयरपोर्ट से अहमदाबाद के लिए रोजाना 4 फ्लाइट उपलब्ध होंगी। इससे अलग-अलग टाइम स्लॉट में यात्रा की सुविधा बढ़ने के साथ इस रूट पर सीटों की उपलब्धता भी बढ़ेगी।



Corporate Communications Directorate

DESHBANDHU

DELHI

5 OCTOBER 2026

बोइंग 737 मैक्स की सुरक्षा चिंताओं को किया खारिज

नई दिल्ली। अकासा एयर के संस्थापक और मुख्य कार्यकारी अधिकारी (सीईओ) विनय दुबे ने उतरने के दौरान बोइंग 737 मैक्स में सॉफ्टवेयर गड़बड़ी से जुड़ी सुरक्षा चिंताओं को खारिज कर दिया है। एयरलाइन के पास 43 बोइंग 737 मैक्स विमानों का बड़ा बेड़ा है, जो देश भर में और विदेशों में उड़ान भरते हैं। दुबे ने कहा, 'हमारे मूल्यांकन और बोइंग के साथ चर्चा के बाद हम पुष्टि कर सकते हैं कि हमारी परिचालन निरंतरता, नए विमान वितरण कार्यक्रम और बेड़े में शामिल करने की समय-सीमा पर किसी भी तरह का कोई प्रभाव नहीं पड़ेगा। हमारा बेड़ा पूरी तरह सुरक्षित है। ये चिंताएं कुछ दिन पहले ही सामने आई थीं जब द वॉल स्ट्रीट जर्नल ने यह खबर दी थी कि बोइंग ने अगस्त में खरीदारों को अपने 737 मैक्स जेट में एक सॉफ्टवेयर गड़बड़ी के बारे में जानकारी दी थी। हालांकि उसने यह भी कहा था कि इससे कोई सुरक्षा जोखिम नहीं है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

4 OCTOBER 2026

‘FlyDubai co-pilot was earlier barred over radical ideology’

NEW YORK, PTI

An Omani citizen, Hamam al-Hammami, has been identified as the FlyDubai co-pilot who attacked Indian Captain Smit Machchhar and allegedly attempted to take control of a Dubai-Tel Aviv flight this week, according to media reports.

Al-Hammami was reportedly previously barred from flying in Oman over concerns about his radical ideological views, the *Wall Street Journal* reported on Saturday, quoting people familiar with the matter.

On FlyDubai flight FZ1073 on Wednesday, he attacked Machchhar with a crash axe, typically kept in the cockpit for use in emergencies.

The UAE, which is leading the investigation, said on Saturday that its probe had revealed the co-pilot attempted to carry out a “terrorist act”.

Several other news publications, including *CNN*, identified al-Hammami by name, although his identity has not been officially confirmed.

“The alleged attacker is an Omani national named Hamam al-Hammami,” the *WSJ* report said.

CNN, citing two sources and an Israeli official, also identi-



Dubai Crown Prince Hamdan bin Mohammed bin Rashid Al Maktoum meets Captain Smit Machchhar at a hospital in the UAE. PTI

Dubai leader visits Capt Machchhar

Dubai Crown Prince Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum on Saturday visited Captain Smit Machchhar in hospital and praised the Indian pilot for his courage and sense of responsibility. Hamdan, who is also the

UAE’s defence minister, said the FlyDubai pilot had “embodied the highest degrees of courage, responsibility, and care for human life.” “From us, and from the leadership of the nation, he has our full praise and appreciation,” he said.

fied the pilot as Omani citizen Hamam al-Hammami.

CNN cited another source, saying al-Hammami was removed from flight training because of concerns over his radical views and was subsequently given another role at Oman’s national airline.

It was not immediately clear to what extent he was vetted before being hired by

UAE-based FlyDubai. News reports citing sources said he had been working for the airline for about eight months.

Al-Hammami completed a distance-learning course in aviation management at Buckinghamshire New University in 2023.

The university said he did not undergo any pilot training at the institution.



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

3 OCTOBER 2026

दिवाली पर फ्लाइट्स के किराए में उछाल, यात्रियों की जेब पर बढ़ा बोझ

नवज्योति, जयपुर। दिवाली की रौनक के बीच हवाई सफर का खर्च बढ़ गया है। धनतेरस पर जयपुर आने वाली फ्लाइट्स ने यात्रियों का बजट बिगाड़ दिया है। 6 नवंबर को मुंबई से जयपुर का हवाई किराया 16741 से 21887 रुपए तक रहा। बेंगलुरु से जयपुर का किराया 19781 से 26951 रुपए तक है, जबकि यहाँ से केवल 7 फ्लाइट उपलब्ध हैं।

हैदराबाद से जयपुर का किराया 14728 से 16775 रुपए और पुणे से 16362 से 20320 रुपए तक है। चेन्नई से जयपुर की एकमात्र फ्लाइट का किराया 24211 रुपए है। अहमदाबाद से जयपुर के लिए 13800 से 16665 रुपए, कोलकाता से 9095 से 12455 रुपए और

गोवा से जयपुर की एकमात्र फ्लाइट का किराया 11916 रुपए है। जयपुर से अहमदाबाद-कोलकाता जाना भी हुआ महंगा:- त्योहारी सीजन में बढ़े किराए यात्रियों की टैशन बढ़ा रहे हैं। नवरात्रि-दीपावली के बीच 11 अक्टूबर को जयपुर से अहमदाबाद का किराया 7100 से 16617 रुपए तक है।

इंडिगो की 4 फ्लाइट होने के बावजूद किराए में बड़ा अंतर है। 17 अक्टूबर को सप्तमी पर किराया 6800 से 8299 रुपए तक रहेगा। कोलकाता की हवाई यात्रा भी जेब पर भारी पड़ेगी। 11 अक्टूबर को जयपुर-कोलकाता का किराया 12260 से 21227 रुपए है। 17 अक्टूबर को कोलकाता का किराया 12260 से 15095 रुपए तक रहेगा।

FUEL, OTHER COSTS BITE AIRLINES

Domestic Airfares Fly through Roof this Festive Period

Carriers reduce flights on some routes, ramp up capacity in busy sectors

Forum Gandhi

Mumbai: Indians flying to their hometowns this festive season or taking a year-end local holiday could face steep airfares, with ticket prices on some major domestic routes already up as much as 68% from a year ago as airlines balance strong travel demand with higher fuel costs and fewer flight options on some routes.

The number of domestic flights scheduled for the October-December quarter are down 5% from a year earlier, while seat capacity is down just 1.2%, according to data from a global aviation analytics firm OAG. Airlines are flying fewer services but putting more seats on each flight, using larger aircraft to keep overall capacity broadly stable. At the same time, jet fuel prices have risen sharply, adding to airline costs.

Average one-way fares between September 1 and November 10 have risen 68% on the Delhi-Hyderabad, 51% on Mumbai-Kolkata, 39% on Delhi-Goa and 37% on Mumbai-Bengaluru routes, as per data reviewed by ET.

The capacity shift does not mean there is a broad shortage of seats. Instead, the impact varies significantly by route, with airlines adding capacity on some sectors while reducing frequencies on others.

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Departure Options

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“The busiest day for domestic capacity this quarter is expected to be December 7, with 589,386 seats scheduled, below the 603,634 seats on last year’s busiest day,” said John Grant, chief analyst at OAG.

OAG’s data show the divergence across markets. Mumbai-Jamnagar capacity has more than tripled to 102,520 seats from 32,452 a year earlier, while Delhi-Navi Mumbai capacity has risen to 142,600 from 8,158 as the new airport ramps up operations. Ahmedabad-Kolkata capacity, however, is down 20.9% and Hyderabad-Jaipur by 33.1%.

That matters for passengers as fewer flights can mean fewer departure options on peak dates even when airlines maintain overall seats through larger aircraft. Where demand is strong and frequencies are limited, fares can rise faster.

Fuel is adding to the pressure. Domestic ATF prices rose ₹16 a litre from October 1 to about ₹137 a litre from ₹121, following increases of ₹6.28 a litre in September and ₹5 a litre in August. Fuel accounts for 30-40% of airline operating expenses, according to ICRA.

Domestic ATF prices were already about 20% higher year-on-year in August after oil marketing companies raised prices by Rs 5,000 a kilolitre, ICRA said. Airlines also have significant dollar-denominated costs, including aircraft leases and maintenance, leaving them exposed to movements in both fuel prices and the rupee.

“While traditional domestic favourites such as Goa continue to see healthy demand, with bookings up 10% year-on-year, destinations such as Leh, Dehradun and Amritsar are also seeing strong growth this festive season,” said Alope Bajpai, co-founder and group co-CEO of ixigo. “Higher ATF prices could put upward pressure on domestic airfares, particularly around peak-festive travel dates, while easier visa access and improving connectivity are giving international travel an added push.”

Yatra said domestic fares are 30-40% higher than last year while international fares are 30-50% higher. Domestic bookings and searches have remained broadly steady, with strong demand on Delhi-Mumbai, Delhi-Bengaluru, Mumbai-Delhi and Mumbai-Bengaluru, as well as routes connecting major metros with Patna and Kochi.

Yatra expects fares on high demand routes to rise another 15-20% as departure dates approach, particularly where capacity remains constrained.

International schedules are expanding slightly faster, with flights up 3% and seats 2% year-on-year for October-December quarter, according to OAG. Planned capacity to Saudi Arabia is up 22%, while Thailand is down 8%. Capacity to Canada has risen 27%, while planned capacity to China has quadrupled.

Demand is also shifting toward overseas leisure destinations. Ixigo’s bookings to Hanoi have more than doubled year-on-year while Bali bookings are up 89%, followed by Colombo (76%) and Bangkok (74%). Abu Dhabi bookings have risen 38% and Singapore 12%.

Yatra said international searches and bookings have softened although Southeast Asia and West Asia continue to see strong demand.



Corporate Communications Directorate

HINDUSTAN

DELHI

5 OCTOBER 2026

डीजीसीए का अधिकारी घूसखोरी में गिरफ्तार

कलंक के खिलाफ

नई दिल्ली, एजेंसी। केंद्रीय अन्वेषण ब्यूरो (सीबीआई) ने रिश्वतखोरी के एक कथित मामले में नागर विमानन महानिदेशालय (डीजीसीए) के एक उप महानिदेशक को गिरफ्तार किया है।

सीबीआई के वरिष्ठ अधिकारियों ने रविवार को जानकारी देते हुए बताया कि आरोपी अधिकारी को तमिलनाडु से गिरफ्तार किया गया है। पूछताछ के लिए राजधानी दिल्ली लाने के लिए एजेंसी अदालत से आरोपी अधिकारी

- सीबीआई ने तमिलनाडु से गिरफ्तार किया
- पूछताछ के लिए आरोपी को दिल्ली लाया जाएगा

को ट्रांजिट रिमांड मांगेगी। मामले की जांच से जुड़े अधिकारियों ने बताया कि कथित तौर पर रिश्वत मांगे जाने की सूचना मिलने के बाद एजेंसी ने एक प्राथमिकी दर्ज की थी।

जांच एजेंसी की तरफ से फिलहाल आरोपी अधिकारी के नाम का खुलासा नहीं किया गया है।

Final airline audits this week ahead of US checks

Neha LM Tripathi

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NEW DELHI: The Directorate General of Civil Aviation (DGCA) will begin a final round of inspections of all Indian airlines this week, ahead of the US Federal Aviation Administration's (FAA) audit of India's safety oversight, officials told HT.

"Two rounds of inspections, majorly focusing on operations of Air India and Indigo, were conducted in August and September. The final round of inspections however will cover all airlines," one of the officials aware of the development said.

The inspections will largely focus on the operational and safety standards maintained by the airlines, officials said. A third official said the "special" or

TWO ROUNDS OF INSPECTIONS WERE CONDUCTED IN AUGUST AND SEPTEMBER. THE FINAL ROUND WILL COVER ALL AIRLINES

"final" inspection would be completed by the end of the month.

"Airlines have been informed about the pre-FAA inspections," another official said. "Some serious observations were noted in the previous two inspections which were raised with the concerned airlines for them to immediately take the needed action and inform about the same."

The observations were not disclosed, but airlines had responded, said people aware of the matter.

The DGCA is also preparing replies to an FAA questionnaire. "The DGCA will also submit a set of questionnaires asked by the FAA. These replies are attached with evidence and will be submitted to the US regulator before their arrival," an official said.

These roughly 200 questions will be answered before FAA arrives in India.

"The DGCA visits different departments within the airlines to ensure that there are no lapses. The process is time-consuming, as inspections at each airline can take several days to complete," a former airline official said.

continued on → 13

AIRLINE INSPECTIONS

FAA's reassessment of India's civil aviation safety oversight under its International Aviation Safety Assessment (IASA) programme is scheduled for November 16 to 20. It examines whether a country's civil aviation authority complies with safety standards set by the International Civil Aviation Organisation (ICAO), a specialised agency of the United Nations. India currently holds Category 1 status.

"In case India were to be downgraded, we would not be able to expand into the US market. There could also be greater scrutiny of the existing flight operations as well. In the previous instance, when India was downgraded, an action plan based on the observations made by the US authorities

was made after which the Category 1 status was restored," former DGCA joint director general JS Rawat said.

A civil aviation ministry official aware of the matter said, "FAA majorly looks at air safety and operations apart from various other aspects. We are confident that India would be able to retain the Category 1 status this year too."

The FAA routinely assesses the civil aviation authorities of countries whose airlines fly to the US, have applied to fly to the US or have code-share arrangements with US airlines. The reassessment is conducted every five years.

India was last assessed in 2021, when its ICAO effective implementation (EI) score rose from 69.95% to 85.65%, indicating improved compliance with ICAO standards.

The FAA visit comes as a major overhaul of the regulator has been proposed, with a plan to transform the DGCA into an independent, financially autonomous authority. HT first reported that the DGCA had submitted the proposal to the civil aviation ministry.

The need for such a body "has been a repeated observation made by the FAA in every audit", an official said, adding that a short, mid and long-term restructuring plan was needed, considering the present and future development of aviation in the country.

Corporate Communications Directorate

THE HINDUSTAN TIMES

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Ministry, airlines to discuss Navi Mumbai shifting tussle

Press Trust Of India

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NEW DELHI/MUMBAI: The civil aviation ministry has convened a meeting of airlines and Adani Airports' representatives on Tuesday to discuss about the proposed partial shifting of international flights from Mumbai airport to Navi Mumbai airport, according to people familiar with the matter.

With Mumbai airport's Terminal 1 (T1) renovation set to start from January 2027, airlines have been asked to stop one-third of their international operations from October 25 or shift them to Navi Mumbai airport.

Both airports are part of Adani Airport Holdings Ltd (AAHL). However, airlines have expressed concerns about the move while AAHL has said that extensive consultations have been taking place with airlines on the future of T1 since 2020.

The people said that representatives of airlines, including IndiGo, Air India, SpiceJet, and Adani Airports are expected to attend the meeting that is to be chaired by Civil Aviation Secretary Samir Kumar Sinha.

The meeting is scheduled to be held on October 6, Tuesday, they



Ahead of Mumbai airport's T1 renovation in January 2027, authorities asked airlines to halt one-third of their international operations from October 25 or shift them to Navi Mumbai airport.

added.

On October 3, AAHL, said 91% of Mumbai airport's passenger traffic will remain unaffected due to the demolition of the north section of T1 for redevelopment of the six-decade old terminal and subsequent relocation of partial operations to T2 and Navi Mumbai International Airport.

T1 redevelopment will begin from January 2027 which will increase its capacity by 33% - up to 20 mppa from current 15 mppa, AAHL had said in a statement.

Mumbai International Airport, one of the busiest in the country, has two terminals — T1 and T2.

While T1 is used for domestic operations, international flights operate from T2.

Global airlines' grouping IATA has opposed the partial relocation of international flights and termed it as "forceful relocation". In a letter to the ministry on September 9, the International Air Transport Association (IATA) also sought the civil aviation ministry's intervention in the matter.

AAHL, on October 3, said "extensive consultations" with airlines on the future of T1 have been ongoing since 2020, and the proposed redevelopment was also presented before the airports tariff

regulator AERA and subsequently incorporated into the approved tariff framework. "Of Mumbai airport's approximately 55 million passengers per annum only around 5-mppa (about 9 per cent) will be temporarily deoperationalised," AAHL had said.

To ensure continuity of operations and minimise inconvenience to passengers, AAHL had said it has provided airlines with the option to temporarily relocate their operations to Navi Mumbai International Airport at their discretion.

AAHL will support airlines through this transition and will provide all necessary assistance to ensure a smooth and seamless migration of services, it had said.

Mumbai airport operator MIAL has communicated to the 46 airlines to effect a 33 per cent cut in international departure slots at the airport with effect from 11.59 pm on October 25.

At present, a total of 46 airlines operate 770 weekly international flights from T2 and from October 25, which is also the start of the winter schedule, MIAL has asked carriers to temporarily discontinue 265 weekly overseas services, the people had said on October 2.

CBI ARRESTS DGCA DY DIRECTOR IN ₹2.5L BRIBERY CASE

NEW DELHI: The CBI has arrested Directorate General of Civil Aviation (DGCA) Deputy Director Sushil Kumar Garg, posted in Chennai, for allegedly taking ₹2.5 lakh bribe for issuing airworthiness certificate to aircraft operated by a private company, officials said Sunday.

The agency also arrested the Director of Ekvi Air Training Organisation Pvt Ltd, Sachin Keshav Bhane, for giving bribe to the officer, they said.

The CBI action followed registration of a case against Deputy Director (Airworthiness) Garg, Ekvi Air Training Organisation Director Bhane, the company, and others in relation to alleged demand and acceptance of illegal gratification, sources said.

Garg had allegedly demanded the bribe for issuing airworthiness certification in favour of aircraft operated by the company, they said. The agency had received inputs about the alleged bribe demand following which an FIR was registered and a raid was conducted, they said. **PTI**



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THE HINDU

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TEL AVIV

UAE had shared details of pilots, ahead of flydubai flight, with Israel



REUTERS

Authorities in the United Arab Emirates shared with Israel a list of passengers and crew ahead of the flydubai flight on which a pilot attempted to seize control of the Israel-bound aircraft and crash it, regional officials said on Sunday, raising new questions over how the attacker evaded detection. AP

IN CONVERSATION WITH NETANYAHU

‘Had one last fight left in me’: Pilot recounts cockpit horror

Shubhajit Roy

New Delhi, October 4

INDIAN PILOT Smit Machchhar, who survived a violent assault by his Omani co-pilot, identified as Hamam al-Hammami, inside a flydubai cockpit and averted a catastrophic crash on September 30, revealed harrowing details of the incident during a phone conversation with Israel’s Prime Minister Benjamin Netanyahu on Saturday night.

Recovering at a hospital in Abu Dhabi, Machchhar recounted how he fought through blurred vision and severe disorientation to unlock the cockpit door from the inside, allowing crew members to intervene.

Co-pilot asks to pray

“It was just a normal flight, and the co-pilot wanted to pray, which a lot of locals do pray, and which is not out of the ordinary. But while he was praying, out of respect, I was just looking at the front and not at the back.”

“And suddenly, after I think I would say about 4-5 minutes, there was a big blow to the back of my head. My first thought



Captain Smit Machchhar is recovering at a hospital in Abu Dhabi. ANI

was that there was catastrophic damage to the aircraft, and something is not right. But then after that, the blows kept coming one after the other, and that’s when I realised that it’s not the aircraft; it’s the other guy who was in the cockpit with me,” Machchhar said.

“I did try to stop him, but because of his initial blows, my vision was almost like nothing, and I was completely blurred out, and at that point, the next thought I had was that the aircraft was sharply going down. So my memory is

still in bits and pieces right now, but this is what I remember from that time.”

Machchhar tries to open the door

“And I did try to; I did try and manage to open the door once, but I think he shut it back. And at this point, I remember I was lying down on the cockpit floor, and I felt the aircraft and the whooshing sound and people screaming. And as I was telling the ambassador here that I had that one last fight left in me. That, you know, call it personal or call it for people. But let’s say I did it. That if I don’t do it, I’m gonna die,” he said.

“And that’s when I pushed against everything. I gave everything that I had, and just went for the door and opened the door. And thankfully, people were waiting to pounce back and take over the control, and the rest is what you know, sir,” he told Netanyahu.

“The door from the inside has a twist-to-open mechanism, and from the outside it cannot. It can only be opened with a code. So my colleagues from outside were trying to.... but the guy was not allowing....”

“And the only way to open the door was to reach the knob, and like any other knob, just to twist it open, and it opens on its own. So there is no pin, but yes, the door. It was a short, quick twist, but the point was to reach that place, and once I had my hand on the knob, I guess I twisted it, and I opened it.”

Flight FZ1073 left Dubai for Tel Aviv on September 30 with 174 people on board, most of them Israelis. Midway through the flight, the Boeing 737 Max dropped sharply after co-pilot Hamam al-Hammami attacked the captain.

Passengers and other crew took back control of the cockpit, and the plane landed in Tabuk, in northwest Saudi Arabia. Authorities in the UAE, Saudi Arabia and Israel are now investigating.

Netanyahu has invited Machchhar and Prime Minister Narendra Modi to Israel for the country’s Independence Day, and called the pilot a “hero of Israel, India and the world”.

He also said the co-pilot went through “Islamist radical indoctrination”. The UAE is looking into the facts, the motive and whether the attack was planned or linked to terrorism.



Corporate Communications Directorate

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CBI arrests DGCA official, firm director in bribery case

Express News Service
New Delhi, October 4

THE CBI has arrested Directorate General of Civil Aviation (DGCA) Deputy Director (Airworthiness) Sushil Kumar Garg, posted in Chennai, and Director of Ekvi Air Training Organisation Pvt Ltd Sushil Kumar Garg in connection with an alleged bribery case.

The agency has alleged that Garg demanded and accepted a bribe of Rs 2.5 lakh for extending undue favours in the airworthiness certification of the aircraft operated by the private firm.

According to sources, the payment was linked to regulatory clearances concerning the airworthiness of aircraft operated by Ekvi Air Training Organisation Pvt. Ltd.

Airworthiness certification is a key regulatory process intended to ensure that aircraft

meet prescribed safety and operational standards.

Besides Garg and Bhane, the CBI has also named the company and other unknown persons in the case, officials said.

Further investigation is underway to ascertain the role of other individuals in the case and to examine whether the purported exchange of money was part of a wider arrangement involving aviation-related approvals, the agency said.

The CBI had received inputs about the alleged bribe demand, following which an FIR was registered and a raid was conducted, sources said. According to officials, Garg accepted the Rs 2.5 lakh bribe, after which he and Bhane were arrested. The agency will move court seeking transit remand of the accused officer to bring him to the national capital for questioning, they said.



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The flydubai aircraft in which co-pilot attacked the captain and tried to crash the plane lands at Ben Gurion International Airport. FILE

UAE shared details about flydubai flight with Israel: Officials

Melanie Lidman
& Samy Magdy
Tel Aviv, October 4

AUTHORITIES IN the United Arab Emirates shared with Israel a list of passengers and crew ahead of the flydubai flight on which a pilot attempted to seize control of the Israel-bound aircraft and crash it, regional officials said Sunday, raising new questions over how the attacker evaded detection.

While the investigation continues, preliminary details about the incident have highlighted several major security lapses. Officials already have said the Omani co-pilot had been barred from flying by his own country because of concerns about his extremist views. It also remains unclear how a citizen of Oman, an Arab country that has no diplomatic relations with Israel, was allowed to fly a plane load of Israelis to Tel Aviv.

The UAE, which is leading the investigation, said the co-pilot attacked the flight's captain with the cockpit's crash axe and tried to take control of the plummeting plane in a "terrorist attack" Wednesday.

The regional officials said Emirati authorities had shared information about the passen-

Police investigate flydubai co-pilot's Australia links

AUSTRALIAN POLICE said on Sunday that authorities there were investigating the "links to Australia" of a flydubai co-pilot who attacked the captain on a flight to Tel Aviv.

The co-pilot of the flydubai flight 1073, which was bound for Israel from Dubai, attacked the pilot with an emergency crash axe, the United Arab Emirates prosecutor general said on Saturday, calling the incident a "terrorist attack".

The co-pilot of the flydubai jet was identified as Hammam al-Hammami, an Omani national, two sources with knowledge of the investigation said. REUTERS

gers and crew, including their nationalities. Israel hadn't raised red flags on any passenger or member of the crew, said the officials, who spoke on condition of anonymity because they were not authorized to speak to reporters about the probe. AP

MINT

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Air India plea could reshape air-crash compensation rules

Air India seeks faster hearing in 38-year-old Indian Airlines crash compensation dispute

Krishna Yadav
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NEW DELHI

Thirty-eight years after an Indian Airlines flight crashed near Ahmedabad, killing 133 people, Air India has asked the Supreme Court to fast-track a hearing in a compensation dispute whose outcome could reshape how India compensates victims of air crashes.

The apex court is scheduled to hear the plea on Monday, according to the cause list, after Air India filed its application on 1 October. At the heart of the dispute is a simple question: should families of air-crash victims continue to be compensated using formulas developed for road-accident victims under the Motor Vehicles Act, or should courts adopt a separate framework for aviation accidents?

The outcome could shape how compensation is determined in future air-crash cases, with victims arguing that awards should reflect actual economic loss, including income and future earning capacity, as well as inflation. They also contend that compensation should also take into account airlines' financial capacity and insurance cover, rather than being restricted by formulas developed for road accidents.

"The decision could have implications beyond compensation for plane-crash victims, as it could shape the broader framework for consumer protection and how victims are compensated for harm," said Satyam Dwivedi, aviation law specialist and managing partner at DC Law Offices.

Air India told the Supreme Court in September 2025 to keep the underlying question of law open for consideration in connected or future proceedings.

The compensation dispute has been



Air India told the Supreme Court in September 2025 to keep the underlying question of law open for consideration in connected or future proceedings.

pending before the top court since 2010, after litigation arising from the 19 October 1988 crash travelled from the lower court in Ahmedabad to the Gujarat high court and eventually to the Supreme Court.

crash case should not be calculated using the Motor Vehicles Act framework used for road accidents. They said aviation accidents are fundamentally different because passengers have no control over an aircraft's operation or safety.

LONG-PENDING DISPUTE

SC will hear the plea on Monday, showed the cause list, after Air India filed its application on 1 Oct.

DISPUTE has been pending before the top court since 2010, after litigation over the 19 Oct 1988 crash

THE outcome could shape how relief compensation is determined in future air-crash cases

VICTIMS argue that relief should take into account airlines' financial capacity, insurance cover

Mint's queries emailed to Air India and the Airports Authority of India (AAI) remained unanswered.

In written submissions filed in October 2025 and reviewed by Mint, the victims argued that compensation in an air-

Instead, they argued that compensation should account for the victim's actual economic loss, including income, future earning capacity and changes in earnings, as well as inflation.

The victims also argued that airlines

are large, financially capable and insured enterprises, and that compensation in an air crash should therefore not be restricted by formulas developed for road accidents. They said the availability of insurance should also be considered while ensuring that victims receive full and just compensation.

The plea also pointed to the 2010 Mangalore air-crash case, in which the Supreme Court applied principles under the Motor Vehicles Act to determine compensation. The victims, however, argued that the court did not specifically decide whether the MVA framework should apply to air-crash claims, leaving the issue open.

Lawyers say the case could ultimately have implications beyond compensation payable in the 1988 crash.

"This is a very important case, and the Supreme Court should use this opportunity under Article 142 to lay down standardized guidelines for compensation. You cannot put a different value on a person's life based on whether they travelled by air or road," said Dwivedi.

Alay Razvi, managing partner at Accord Juris, said a more individualised approach could potentially increase compensation exposure in some cases. "If the Supreme Court requires a more individualised assessment of actual loss, compensation exposure may increase in cases involving young victims, high-income earners, professionals with demonstrable career growth or families with substantial financial dependency. Airlines may also face greater exposure where liability is shared with other parties but is not subject to an applicable statutory or convention-based limit," Razvi said.

The case dates back to 19 October 1988, when Indian Airlines Flight IC-113, from Mumbai to Ahmedabad, crashed while approaching Ahmedabad airport.

For an extended version of this story, go to [livemint.com](https://www.livemint.com)



Corporate Communications Directorate

MILLENNIUM POST

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Bribery case: DGCA official held

NEW DELHI: The CBI arrested DGCA Deputy Director Sushil Kumar Garg and Ekvi Air Training Organisation Director Sachin Keshav Bhane in an alleged Rs 2.5 lakh bribery case, officials said Sunday. Garg allegedly demanded and accepted the bribe for issuing an airworthiness certificate to the private company's aircraft. The agency registered an FIR and conducted raids.

पायलट और यात्री की सुरक्षा एक-दूसरे से अलग प्राथमिकताएं नहीं

के चेहरे पर भले न दिखे लेकिन यह एकाग्रता और निर्णय लेने की क्षमता को प्रभावित कर सकती है।

भारत में उड़ान के समय, ड्यूटी की अवधि और आराम को लेकर पहले से ही नियम मौजूद हैं। डी.जी.सी.ए. के नियम विशेष रूप से यह कहते हैं कि यदि किसी पायलट को पता हो या संदेह हो कि थकान से उड़ान की सुरक्षा पर प्रतिकूल प्रभाव पड़ सकता है, तो उसे उड़ान ड्यूटी नहीं करनी चाहिए।

हमने हाल ही में विमान उद्योग में व्यवधान देखे हैं और हमने ऐसे मामले भी देखे हैं, जिनमें पायलट शराब या अन्य नशीले पदार्थों के प्रभाव में पाए गए। ऐसे मामलों को नजरअंदाज नहीं किया जा सकता। किसी भी ऐसे पायलट को विमान की कमान



देवी एम. चेरियन

संभालने की अनुमति कभी नहीं दी जानी चाहिए जो उड़ान भरने के लिए अनफिट हो।

लेकिन इसका एक दूसरा पहलू भी है। यदि हमें यह पता किसी हादसे के बाद ही चलता है कि कोई पायलट तनाव, अत्यधिक थकान, शराब की लत या किसी मानसिक स्वास्थ्य समस्या से जूझ रहा था, तो इसका मतलब है कि व्यवस्था चेतावनी के संकेतों को समय रहते पहचानने में विफल रही है।

पायलटों को जवाबदेह होना चाहिए। लेकिन एयरलाइंस की भी यह जिम्मेदारी है कि वे ऐसा माहौल तैयार करें, जहां पायलट बिना यह महसूस किए कि वे पेशेवर रूप से असफल हो गए हैं, यह कह सकें— 'मैं आज उड़ान भरने के लिए फिट नहीं हूँ।'

इसके लिए गोपनीय काउंसलिंग, एविएशन

मनोवैज्ञानिकों तक पहुंच और उचित चिकित्सकीय सहायता की आवश्यकता है। इसके लिए तनाव, थकान और नशीले पदार्थों की समस्याओं से जुड़े कार्यक्रमों की जरूरत है। इसके लिए नियमित स्वास्थ्य निगरानी और शायद सबसे महत्वपूर्ण, एक ऐसी संस्कृति की आवश्यकता है, जहां मदद मांगने को कमजोरी न समझा जाए। शराब के मुद्दे पर विशेष ध्यान देने की जरूरत है। शराब पीने के बाद ड्यूटी पर रिपोर्ट करने वाले पायलट के मामले में कोई समझौता नहीं हो सकता। सैंकड़ों यात्रियों की सुरक्षा को खतरे में नहीं डाला जा सकता।

यहीं पर आधुनिक विमान प्रणाली को अलग तरह से सोचने की आवश्यकता है। उद्देश्य केवल किसी दुर्घटना के बाद दोष मढ़ने के लिए किसी को ढूंढना नहीं होना चाहिए। उद्देश्य दुर्घटना को शुरू में ही रोकना होना चाहिए। और यही वजह है कि यात्रियों को भी किसी दुर्घटना को तुरंत 'पायलट की गलती' मान लेने से बचना चाहिए।

कभी-कभी मानवीय भूल हो सकती है। कभी-कभी कोई तकनीकी विफलता हो सकती है। कभी-कभी कई कारक एक साथ जुड़ जाते हैं। कभी-कभी पूरी तस्वीर साफ होने में जांच को महीनों लग सकते हैं। हमें ऐसे विमान चाहिए जिनका उचित रखरखाव हो। हमें ऐसी तकनीक चाहिए जो ठीक से काम करे। हमें कड़े प्रशिक्षण की आवश्यकता है। हमें मजबूत नियमों और प्रभावी निगरानी की आवश्यकता है और हमें ऐसे पायलट चाहिए जो अच्छी तरह से आराम किए हुए हों, शारीरिक रूप से स्वस्थ और मानसिक रूप से तंदुरुस्त हों।



एक पायलट जो उड़ान भरने से इंकार करता है क्योंकि वह वास्तव में अस्वस्थ है, वह असल में उस विमान के प्रत्येक यात्री की रक्षा कर रहा हो सकता है। शायद यही वह बातचीत है जो अब हमें करनी चाहिए।

लगातार यह पूछने की बजाय कि 'क्या वह पायलट था या विमान?' आइए हम यह पूछें— 'क्या सुरक्षा प्रणाली के प्रत्येक हिस्से ने दुर्घटना को रोकने के लिए हर संभव प्रयास किया?' यदि उत्तर 'नहीं' है, तो हमें यह जानने की आवश्यकता है कि ऐसा क्यों है। यदि विमान को बेहतर रखरखाव की आवश्यकता

है, तो उसे ठीक करें। यदि कार्यप्रणालियों को बदलने की आवश्यकता है, तो उन्हें बदलें। यदि पायलटों को अधिक आराम की आवश्यकता है, तो उन्हें आराम दें। यदि मानसिक स्वास्थ्य सहायता अपर्याप्त है, तो उसे मजबूत करें।

यदि शराब और नशीले पदार्थों की जांच को और कड़ा करने की आवश्यकता है, तो उसे कड़ा करें। जब मानव जीवन का सवाल हो, तो कोई समझौता नहीं होना चाहिए।

अंततः, यात्रियों को इस बात से कोई फर्क नहीं पड़ता कि अंतिम जांच में तकनीकी खराबी सामने आती है, मानवीय भूल या कई कारकों का संयोजन। वे पूरे विश्वास के साथ विमान में सवार होना चाहते हैं और सुरक्षित अपने गंतव्य तक पहुंचना चाहते हैं। पायलट की सुरक्षा और यात्री की सुरक्षा एक-दूसरे से अलग प्राथमिकताएं नहीं हैं। जब यात्री अपनी जान कॉकपिट क्रू के हाथों में सौंपते हैं, तो विमानन जगत को उस भरोसे के दोनों पक्षों की रक्षा करनी ही चाहिए। devi.m.cherian@gmail.com