

TG gives 960 acres to AAI for new Mamnoor airport

PULI SHARATH KUMAR | DC
WARANGAL, JAN. 6

The state government on Tuesday handed over about 950 acres of land to the Airports Authority of India (AAI) for the revival of the long-awaited Mamnoor airport. The foundation ceremony is expected at the end of this month, and the first flight could take off by late 2027.

The Mamnoor airport, built by the Nizam government in 1930 as an airstrip for military purposes and currently defunct, has 696.14 acres of land. The government has acquired an additional 253 acres of private land, paying farmers compensation of around ₹295 crore at a rate of ₹1.2 crore per acre, enabling the AAI to rebuild

● **MAMNOOR** airport, built by Nizam government in 1930, has 696 acres of land. The government has acquired an additional 253 acres of private land, paying farmers compensation of ₹295 crore at a rate of ₹1.2 crore per acre, enabling AAI to rebuild airport according to modern specifications.

the airport according to modern specifications.

Despite strong demand for an airport in Telangana's second-largest city, the government could not build an airport because the Central government had promised the GMR Group that no commercial airport would be built within a 150-km radius of the Shamshabad airport.

Government, however, secured an exemption from the GMR Group on this contractual obligation.

A technical team from AAI, led by general manager B.V. Rao, inspected the boundaries alongside revenue and roads department officials. The existing runway will be expanded to accommodate 72-seater aircraft, with plans for further expansion to handle larger planes based on passenger demand. When completed, it will be able to handle Airbus A320-category aircraft.

Union civil aviation minister Kinjarapu Rammohan Naidu, speaking at an event in Delhi, announced construction of airport to commence shortly.

■ **Page 9: Airport Works Soon: Rammohan**



The Mamnoor airport, built by the Nizam government in 1930 as an airstrip for military purposes and currently defunct, has 696.14 acres of land. — DC

Airport works soon, says Min.

FROM PAGE 1

Union civil aviation minister Kinjarapu Rammohan Naidu, speaking at a cultural event in Delhi, announced that the construction of the airport will commence shortly. Prime Minister Narendra Modi and Chief Minister Revanth Reddy are expected to perform the groundbreaking ceremony together.

The opening of Mamnoor airport is expected to revolutionise the economy of northern Telangana. It will serve as a lifeline and provide a major boost to the Warangal IT hub and the Kakatiya

Mega Textile Park by allowing international delegates and investors to fly directly to the city.

Tourism is expected to flourish as international and domestic travellers gain easier access to Unesco World Heritage sites like the Ramappa Temple, the Warangal Fort and the Thousand Pillar Temple. This surge in visitors will boost local hotels, transport services, and create thousands of jobs for local youth.

During World War II, the air strip was handed over by the Nizam government to the British. It was bombed during Operation Polo.



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SWATANTRA BHARAT

LUCKNOW

7 JANUARY 2026

जेवर एयरपोर्ट के लिए प्रयागराज से जल्द मिलेगी सीधी फ्लाइट

स्वतंत्र भारत ब्यूरो लखनऊ। नोएडा में बन रहे जेवर एयरपोर्ट का जल्द ही शुभारंभ होना है। इस एयरपोर्ट से प्रयागराज को भी सीधी हवाई कनेक्टिविटी होगी। विमानन कंपनी इंडिगो द्वारा प्रयागराज से जेवर एयरपोर्ट के लिए सीधी विमान सेवा शुरू की जाएगी। नागर विमानन निदेशालय (डीजीसीए) के मार्च माह से लागू होने वाले समर शेड्यूल में इस उड़ान को शामिल किया जा रहा है। जेवर एयरपोर्ट का शुभारंभ होने के बाद प्रयागराज-जेवर विमान की समय सारिणी जारी की जाएगी। एयरपोर्ट के लिए उड़ान शुरू होने से प्रयागराज से नोएडा या ग्रेटर नोएडा जाने वाले लोगों की राह आसान हो जाएगी। डीजीसीए के समर शेड्यूल में इस विमान के संचालन की मंजूरी दे दी गई है। मार्च माह के अंतिम सप्ताह से डीजीसीए का समर शेड्यूल प्रभावी हो जाएगा। एयरपोर्ट सलाहकार समिति के सदस्य मुरारी लाल अग्रवाल ने बताया कि दिल्ली में लगने वाले जाम की वजह से नोएडा, ग्रेटर नोएडा के लोगों को इंदिरा गांधी इंटरनेशनल एयरपोर्ट पहुंचने में काफी समय लग जाता है। जेवर एयरपोर्ट के लिए प्रयागराज से सीधी विमान सेवा शुरू होने से लोगों को सुविधा होगी।



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THE ASIAN AGE

DELHI

8 JANUARY 2026

AIRLINES ASKED TO PROVIDE DATA ON AVERAGE FARES

New Delhi, Jan. 7: India's government has asked IndiGo, Air India, SpiceJet and Akasa to provide data on average fares charged, a document shows, as antitrust authorities investigate unprecedented travel disruptions in December.

Pilot shortages at IndiGo, which dominates India's aviation market with a 65 per cent share, forced it to cancel about 4,500 flights last month, stranding thousands of passengers and disrupting air travel nationwide.

Fares of certain airlines surged during the crisis, prompting government to impose temporary caps.

The competition commission of India (CCI) in December said it was proceeding against IndiGo to assess whether it had abused its market position.

The directorate general of civil aviation (DGCA) has written to airlines asking for average fares on each route they operated on, for economy and premium economy seats, over the period Dec. 1-15.

A government source said the details have been sought at the request of the CCI as they could help

over the period Dec. 1-15.

A government source said the details have been sought at the request of the CCI as they could help it to assess airfare patterns across airlines during the disruptions.

The government email also asked airlines to provide fare data on affected routes during the disruptions. — Reuters





Corporate Communications Directorate

AMAR UJALA

DELHI

8 JANUARY 2026

टिकट के दाम में खेल पर सरकार सख्त, एयरलाइंस से मांगा हिसाब

नई दिल्ली। भारतीय विमानन क्षेत्र में मचे हड़कंप के बीच केंद्र सरकार ने बड़ा कदम उठाया है। इंडिगो के खिलाफ चल रही एंटीट्रस्ट जांच को आगे बढ़ाते हुए सरकार ने इंडिगो समेत एअर इंडिया, स्पाइसजेट और अकासा एयर से टिकट के किराए का विस्तृत डाटा मांगा है।

दिसंबर 2025 में पायलटों की कमी के कारण इंडिगो ने लगभग 4,500 उड़ानें रद्द की थीं, जिससे देशभर के हजारों यात्री फंसे रह गए थे। इस संकट के दौरान हवाई टिकटों की कीमतों में भारी उछाल देखा गया। आरोप है कि इंडिगो ने अपनी बाजार हिस्सेदारी (लगभग 65%) का फायदा उठाते हुए

टिकटों के दाम मनमाने ढंग से बढ़ाए। भारतीय प्रतिस्पर्धा आयोग अब इस बात की जांच कर रहा है कि क्या इंडिगो ने बाजार में अपनी मजबूत स्थिति का गलत इस्तेमाल किया है।

नागरिक उड़डयन महानिदेशालय ने एयरलाइंस को ईमेल भेजकर 1 से 15 दिसंबर के बीच का डाटा देने को कहा है। इसमें हर रूट पर लिया गया औसत किराया, इकोनॉमी व प्रीमियम इकोनॉमी सीटों की कीमतों का विवरण और उन रूट्स का डाटा देना होगा जहां उड़ानें सबसे प्रभावित हुईं। शिकायत के अनुसार, इंडिगो ने पहले उड़ानें रद्द कीं और फिर उन्हीं रूट्स पर बहुत अधिक कीमतों पर सीटें बेचीं। एजेंसी

इंडिगो एंटीट्रस्ट जांच के तहत सरकार ने एयरलाइंस से किराए का डेटा मांगा

रॉयटर्स

नई दिल्ली, 7 जनवरी

एक दस्तावेज से पता चला है कि भारत सरकार ने इंडिगो, एयर इंडिया, स्पाइसजेट और अकासा से वसूले जाने वाले औसत किराए के आंकड़े मुहैया कराने को कहा है। एंटीट्रस्ट अधिकारी दिसंबर में हुए यात्रा संबंधित व्यवधानों की जांच कर रहे हैं।

भारत के विमानन बाजार में करीब 65 फीसदी भागीदारी रखने वाली इंडिगो में पायलटों की कमी ने पिछले महीने लगभग 4,500 उड़ानें रद्द करने के लिए मजबूर किया। इससे हजारों यात्री फंस गए और देशभर में हवाई यात्रा अस्त-व्यस्त हो गई। संकट के दौरान कुछ एयरलाइनों के किराए में भारी वृद्धि हुई, जिससे सरकार को उन पर अस्थायी सीमा लगानी पड़ी।

भारत के प्रतिस्पर्धा नियामक सीसीआई ने दिसंबर में कहा कि वह यह आकलन करने के लिए इंडिगो के खिलाफ जांच कर रहा है कि उसने अपनी बाजार स्थिति का दुरुपयोग किया है या नहीं। इंडिगो ने इस मामले पर फिलहाल कोई टिप्पणी नहीं की है।

रॉयटर्स ने 1 जनवरी को इंडिगो, एयर इंडिया, एयर इंडिया एक्सप्रेस, स्पाइसजेट और अकासा को भेजे गए सरकारी ईमेल की समीक्षा की है। इसके अनुसार, भारत के नागर विमानन महानिदेशालय, जो सुरक्षा की निगरानी करता है, ने एयरलाइंस को पत्र लिखकर 1-



सख्त रुख

- दिसंबर में इंडिगो संकट ने हवाई यात्रा में बाधा डाली, जिससे किराया बढ़ गया
- भारत किराये के पैटर्न के आकलन के लिए डेटा चाहता है
- एयरलाइंस से सभी मार्गों के लिए औसत किराया देने को कहा गया

15 दिसंबर की अवधि के लिए, इकॉनमी और प्रीमियम इकोनॉमी सीटों के लिए उनके द्वारा संचालित हर रूट पर औसत किरायों की जानकारी मांगी है।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

8 JANUARY 2026

Govt seeks fare data from airlines after Dec crisis

REUTERS

New Delhi, 7 January

The central government has asked IndiGo, Air India, SpiceJet and Akasa to provide data on average fares charged, a document shows, as antitrust authorities investigate unprecedented travel disruptions in December.

Pilot shortages at IndiGo, which dominates India's aviation market with a 65 per cent share, forced it to cancel about 4,500 flights last month, stranding thousands of passengers and disrupting air travel nationwide.

Fares of certain airlines surged during the crisis, prompting the govern-

ment to impose temporary caps.

The regulator Competition Commission of India (CCI) in December said it was proceeding against IndiGo to assess whether it had abused its market position. IndiGo has not commented on the case. The Directorate General of Civil Aviation (DGCA), which oversees safety, has written to airlines asking for average fares on each route they operated on, for economy and premium economy seats, over the period December 1-15, according to a *Reuters* review of a January 1 government email to IndiGo, Air India, Air India Express, SpiceJet and Akasa. The CCI and the civil aviation authority did not re-

THE DGCA HAS WRITTEN TO AIRLINES ASKING FOR AVERAGE FARES ON EACH ROUTE THEY OPERATED ON, FOR ECONOMY AND PREMIUM ECONOMY SEATS, OVER THE DECEMBER 1-15 PERIOD

spond to *Reuters* queries on the private email. Akasa declined to comment, while other airlines did not respond.

CCI seeks information from airline, DGCA

Competition Commission has sought

information from IndiGo as well as aviation regulator DGCA in order to assess whether the country's largest airline indulged in unfair business practices against the backdrop of massive flight cancellations last month, according to sources.

The sources on Wednesday said the regulator has sent certain queries to IndiGo to gather more information as it looks into the business practices of the airline.

Besides, information has been sought from DGCA, including on airfares, to have a better understanding of the sector before deciding on the next course of action, they added.



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DAINIK BHASKAR

DELHI

8 JANUARY 2026

डीजीसीए की सख्ती • पायलटों की कमी के बीच बढ़ाया था मनमाना किराया एयरलाइंस से औसत किराये के आंकड़े मांगे

भारकर न्यूज़ | नई दिल्ली

सरकार ने इंडिगो, एअर इंडिया, स्पाइसजेट, अकासा से औसत किराये का आंकड़ा देने को कहा है। यह जानकारी प्रतिस्पर्धा आयोग की उस जांच के बीच मांगी गई है, जिसमें दिसंबर में बड़े पैमाने पर इंडिगो की फ्लाइट कैसल होने की असल वजहों का पता लगाया जा रहा है।

देश के नागरिक विमानन बाजार में इंडिगो की करीब 65% हिस्सेदारी है। कंपनी में पायलटों की

कथित कमी के कारण उसे पिछले महीने लगभग 4,500 उड़ानें रद्द करनी पड़ी थी। इससे हजारों यात्री फंस गए और पूरे देश में हवाई यात्रा बाधित हुई। इस संकट के दौरान कुछ एयरलाइंस ने किराये में भारी बढ़ोतरी की, जिसके बाद सरकार को अस्थायी रूप से किराये की सीमा तय करनी पड़ी।

यह संकट तब शुरू हुआ था जब नागरिक विमानन नियामक डीजीसीए ने पायलटों के लिए सख्त ड्यूटी और आराम के नए नियम पूरी तरह लागू किए।

बीते साल 1 से 15 दिसंबर तक की देनी है जानकारी

डीजीसीए ने 1 जनवरी को इंडिगो, एअर इंडिया, एअर इंडिया एक्सप्रेस, स्पाइसजेट और अकासा सहित एयरलाइंस को पत्र लिखकर 1 से 15 दिसंबर तक के किराये की जानकारी मांगी। दूसरी तरफ प्रतिस्पर्धा आयोग ने दिसंबर में ही इंडिगो के खिलाफ कार्रवाई शुरू की, ताकि पता लगाया जा सके कि क्या कंपनी ने अपनी प्रमुख बाजार स्थिति का दुरुपयोग किया।



Corporate Communications Directorate

DESHBANDHU

DELHI

8 JANUARY 2026

इंडिगो के बेड़े में शामिल हुआ देश का पहला ए321एक्सएलआर विमान

नई दिल्ली, 7 जनवरी (एजेंसियां)। निजी विमान सेवा कंपनी इंडिगो के बेड़े



- इसका परिचालन मुंबई-एथेंस मार्ग पर 23 जनवरी से और दिल्ली-एथेंस मार्ग पर 24 जनवरी से करेगी
- यह विमान एक बार ईंधन भरने के बाद 8,700 किलोमीटर तक उड़ान भर सकता है

में देश का पहला ए321एक्सएलआर विमान बुधवार को शामिल हो गया। लंबी दूरी की उड़ान भरने में सक्षम एयरबस कंपनी का यह विमान दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर उतरा। कंपनी इसका परिचालन मुंबई-एथेंस मार्ग पर 23 जनवरी से और दिल्ली-एथेंस मार्ग पर 24 जनवरी से

करेगी। यह विमान एक बार ईंधन भरने के बाद 8,700 किलोमीटर तक उड़ान

भर सकता है। इसमें ईंधन की बचत भी होगी। एयरलाइंस ने एक प्रेस विज्ञप्ति में बताया कि इसमें इंडिगोस्ट्रेच की 12 सीटें और इकोनॉमी श्रेणी की 183 सीटें हैं। इंडिगो ने कुल चालीस ए321एक्सएलआर विमानों के ऑर्डर दिये हैं जिनमें से नौ की

डिलीवरी इस साल होने की उम्मीद है। उसने बताया कि अन्य विमानों का इस्तेमाल तुर्की के इस्ताम्बूल और बाली के देनपसार की उड़ानों के लिए किया जायेगा। इन दोनों गंतव्यों के बाद कंपनी की योजना नये विमानों के साथ यूरोप और पूर्वी एशिया में नेटवर्क विस्तार की है।

इंडिगो के मुख्य कार्यकारी अधिकारी पीटर एलबर्स ने ए321एक्सएलआर विमान के बेड़े में शामिल होने को गौरव का क्षण बताते हुए कहा कि इस विमान की उन्नत क्षमता दुनिया के नये क्षेत्रों तक सेवा विस्तार में मददगार होगी। इस विमान में मनोरंजन के लिए यात्री ब्लूबॉक्स की इनफ्लाइट कनेक्टिविटी से लोकप्रिय भारतीय और हॉलीवुड फिल्मों, टीवी शो, गेम्स और एनिमेटेड सीरीज का लुफ्त उठा सकेंगे।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

7 JANUARY 2026

बेंगलुरु व दिल्ली की फ्लाइट देर से आई

जासं, कानपुर: कोहरे व धुंध के चलते बेंगलुरु व दिल्ली की फ्लाइट मंगलवार को भी देरी से पहुंची।



बेंगलुरु की फ्लाइट 48 तो दिल्ली की फ्लाइट 27 मिनट लेट रही। दिल्ली की फ्लाइट दोपहर दो बजे के बजाय 2:27 पर, बेंगलुरु की फ्लाइट दोपहर 12:50 की जगह 1:38 बजे चक्रेरी एयरपोर्ट पर आई।



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THE ECONOMIC TIMES

DELHI

8 JANUARY 2026

Direct Flights From B'desh to Pak from Jan 29



Dhaka: State-run Biman Bangladesh Airlines will

resume direct flights between Dhaka and Karachi from January 29, restoring the non-stop air connectivity between Bangladesh and Pakistan after more than a decade, officials said on Wednesday. — PTI



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THE ECONOMIC TIMES

DELHI

8 JANUARY 2026

Govt Seeks Air Fare Data in IndiGo Antitrust Probe



NEW DELHI The government has asked IndiGo, Air India, SpiceJet and Akasa to provide data on average fares charged, a document shows, as antitrust authorities investigate unprecedented travel disruptions in December. The Directorate General of Civil Aviation (DGCA) has written to airlines asking for average fares on each route they operated on, over the December 1-15 period. —Reuters



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

8 JANUARY 2026

Airlines asked to furnish fare details

THE GOVERNMENT HAS asked IndiGo, Air India, SpiceJet and Akasa Air to provide data on average fares charged, a document shows, as antitrust authorities probe unprecedented travel disruptions in December, reports **Reuters**. Pilot shortages forced IndiGo to cancel about 4,500 flights last month.

IndiGo gets delivery of first Airbus A321XLR

ATHENS-BOUND



■ The airline plans to deploy the A321XLR on non-stop services from Delhi and Mumbai to Athens

NITIN KUMAR
New Delhi, January 7

BUDGET CARRIER INDIGO on Wednesday received the first of the 40 Airbus A321XLR aircraft it had placed an order for.

The airline plans to deploy the aircraft on non-stop services from Delhi and Mumbai to Athens later this month, marking its first international induction. A total of nine A321XLRs are expected to join IndiGo's fleet during 2026. The Airbus A321XLR, a long-range variant of the narrow-body A321, combines extended flying range with the lower operating costs of a single-aisle aircraft.

With a range of approximately 8,700 km, it allows airlines to operate direct flights on thin, long-distance routes that were previously possible only with larger wide-body jets.

The aircraft improves fuel efficiency, reduces per-seat costs, and offers airlines flexibility to open new markets while maintaining higher frequencies and profitability.

After the Athens launch, IndiGo plans to deploy additional A321XLRs on existing international routes, including Istanbul and Denpasar, Bali. Future deliveries will also support the airline's expansion into new long-haul destinations across Europe and East Asia, strengthening its international network with this fuel-efficient narrow-body jet.

Meanwhile, CCI has sought information from IndiGo as well as DGCA in order to assess whether the country's largest airline indulged in unfair business practices against the backdrop of massive flight cancellations last month, according to sources.





Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

8 JANUARY 2026

Alaska Airlines places its largest aircraft order



ALASKA AIRLINES
WILL purchase
110 new Boeing
aircraft. The deal
includes 105 737 MAX 10
jets and five 787-10 Dream-
liners, along with options for
35 additional MAX 10s.
Alaska said the order will
help grow its fleet from 413
aircraft to more than 475 by
2030 and over 550 by 2035.



Corporate Communications Directorate

HINDUSTAN

DELHI

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कुछ अलग | हालिया शोध में विमानों के पानी में बैक्टीरिया मिलने का दावा किया गया, हवाई सफर के दौरान चाय-कॉफी का शौक पड़ सकता है महंगा

विमान का जल भी सेहत के लिए पूरी तरह सुरक्षित नहीं

न्यूयॉर्क, एजेंसी। अगर आप हवाई यात्रा के दौरान पानी, चाय-कॉफी पीते हैं तो अब संभल जाइये। एक नए अध्ययन में दावा किया गया कि कुछ एयरलाइंस अपने यात्रियों को ऐसा पानी परोस रही हैं, जो सेहत को नुकसान पहुंचा सकता है। विमान में परोसे जाने वाले पानी में बैक्टीरिया पाए गए हैं, जो पेट से जुड़ी बीमारियों का खतरा बढ़ा सकते हैं।

अमेरिकी संस्था सेंटर फॉर फूड एंड मेडिसिन एंड लॉनेविटी ने यह शोध किया। संस्था ने तीन साल की अवधि में 10 बड़ी और 11 क्षेत्रीय एयरलाइंस द्वारा परोसे गए 35,000 से अधिक पानी के नमूनों की जांच की। रिपोर्ट में कहा गया, यात्री विमान के वाथरूम में



हाथ धोने के बजाय 60% अल्कोहल वाले हैंड सैनिटाइजर का उपयोग करें। क्योंकि वहां इस्तेमाल होने वाला पानी भी पूरी तरह सुरक्षित नहीं रहता है।

कई बैक्टीरिया मिले: शोध के अनुसार, 2.7% पानी के नमूनों में 'टोटल कोलीफॉर्म' बैक्टीरिया पाए

इन बीमारियों का खतरा

विशेषज्ञों के अनुसार, दूषित पानी पीने की वजह से यात्रियों को पेट से जुड़ी बीमारियां जैसे दस्त, उलटी और अन्य संक्रमण हो सकते हैं। यही वजह है कि शोधकर्ताओं ने यात्रियों को फ्लाइट में सिर्फ बोतलबंद पानी पीने की ही सलाह दी है।

गए, जो इस बात का संकेत है, उसमें बीमारी फैलाने वाले जीवाणु (पैथोजन) भी हो सकते हैं। पानी के नमूनों में ई.कोलाई बैक्टीरिया भी मिला है।

अमेरिका की पर्यावरण संरक्षण एजेंसी (ईपीए) ने 2011 में एयरक्राफ्ट ड्रिंकिंग वाटर रूल लागू किया था। इसके तहत

रिपोर्ट में दिया गया ग्रेड

- डेल्टा और फ्रंटियर एयरलाइंस को सबसे बेहतर 'ए' ग्रेड मिला
- अमेरिकन एयरलाइंस, जेटब्लू और स्पिरिट एयरलाइंस को डी ग्रेड मिला
- यूनाइटेड, साउथवेस्ट और हवाईयन एयरलाइंस को सी ग्रेड मिला

एयरलाइंस को विमानों की पानी की टैंकियों को वर्ष में चार बार साफ करना होता है। नियमित रूप से कोलीफॉर्म तथा ई.कोलाई की जांच भी जरूरी है। मगर इसका कड़ाई से पालन नहीं हुआ। शोध में शामिल सभी एयरलाइंस ने कहा, वे नियमानुसार ही पानी देते हैं।

यात्रियों के लिए सलाह

- बोतलबंद पानी पीएं
- गर्म पेय जैसे चाय और कॉफी से बचें
- सैनिटाइजर का इस्तेमाल करें

भारतीय लोगों पर भी पड़ सकता है असर

अध्ययन में यूनाइटेड एयरलाइंस, अमेरिकन एयरलाइंस और डेल्टा एयरलाइंस भी शामिल हैं। तीनों एयरलाइंस से भारतीय भी सफर करते हैं, इसलिए यह उनके लिए भी खतरा माना जा रहा है।

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दमदार: बिना रुके 11 घंटे उड़ेगी इंडिगो के बेड़े की नई एयरबस

नई दिल्ली, एजेंसी। भारत के उड्डयन उद्योग के लिए नए साल की ऐतिहासिक शुरुआत हुई है। घरेलू एयरलाइन इंडिगो को बुधवार को दिल्ली एयरपोर्ट पर देश का पहला एयरबस ए321 एक्सएलआर एयरक्राफ्ट मिला। यह विमान खासतौर से लंबी दूरी की उड़ानों के लिए बनाया गया है जो बिना रुके 11 घंटे तक उड़ान भर सकता है।

यह न केवल तकनीक के लिहाज से बड़ी उपलब्धि है, बल्कि भारतीय यात्रियों के लिए भी एक बिल्कुल नया और बेहतर उड़ान

अनुभव मिलने वाला है। इस एयरक्राफ्ट को महीने के आखिर से दिल्ली और मुंबई से एथेंस के लिए बिना रुके सीधी सेवा के लिए इस्तेमाल किया जाएगा।

इंडिगो के सीईओ पीटर एल्बर्स ने कहा कि यह इंडिगो के लिए मौल का पत्थर है। अब भारत से लंबी दूरी की यात्रा करना आसान होने जा रहा है। इस एयरक्राफ्ट की आधुनिक क्षमताएं हमें नए क्षेत्रों तक पहुंचने और अंतरराष्ट्रीय उड्डयन में नई पहचान दिलाने में मदद करेंगी।

87 सौ किलोमीटर की दूरी तक उड़ान भर सकता है विमान एक बार में

विमान में क्या है खास

यह एयरक्राफ्ट एक बार में 4,700 नॉटिकल मील यानी करीब 8,700 किलोमीटर की दूरी तक उड़ान भर सकता है। इस एयरक्राफ्ट में दो श्रेणी (बिजनेस क्लास और एकोनॉमी क्लास) हैं। बिजनेस क्लास में 12 और इकोनॉमी क्लास में 183 सीटें हैं। यह विमान बिना रुके 11 घंटों की उड़ान भर सकता है। इसकी इकोनॉमी सीट काफी चौड़ी है और बिजनेस क्लास की सीट बेहद आधुनिक और सुविधाजनक है। इसके अलावा उड़ान के दौरान मनोरंजन और कनेक्टिविटी की सुविधा भी मिलेगी।

30 फीसदी कम ईंधन की खपत वाली है यह नई एयरबस

खर्च भी होगा कम

एयरबस का कहना है कि इस एयरक्राफ्ट में पुराने एयरक्राफ्ट के मुकाबले 30 फीसदी कम ईंधन की खपत होगी। इससे यह पहले के मुकाबले और अधिक किफायती हो गया है। इसमें शोर भी 50 फीसदी कम होगा। इसकी कुल लंबाई 44.41 मीटर है, जबकि इसका टैंक ऑफ का अधिकतम वजन 101.5 टन है। अंतरराष्ट्रीय बाजार में अपने विस्तार की योजनाएं बना रही इंडिगो को इसका फायदा मिलेगा।

इंडिगो का ध्यान लंबी दूरी की यात्राओं पर

इंडिगो के लिए यह विमान अंतरराष्ट्रीय विस्तार प्लान के लिए अहम हिस्सा होने वाला है। कंपनी का फोकस ऐसी लंबी दूरी की यात्रा पर है, जहां अभी तक भारत से सीधी उड़ानें नहीं जाती हैं। कंपनी को उम्मीद है कि आने वाले वर्षों में यात्रियों की संख्या तेजी से बढ़ेगी और यह विमान इसमें अहम भूमिका निभाएगा।

भारत-एथेंस के बीच पहली बार सीधी उड़ान सेवा मिलेगी

ए321 एक्सएलआर एयरक्राफ्ट मिलने के बाद यह पहली बार होगा जब कोई भारतीय एयरलाइन भारत और एथेंस के बीच सीधी उड़ान सेवा शुरू करेगी। इस रास्ते पर बिजनेस और इकोनॉमी, दोनों क्लास की सुविधा मौजूद होगी। इंडिगो की योजना की इस योजना से पर्यटन, व्यापार और अंतरराष्ट्रीय संपर्क को बढ़ावा मिलेगा।

इस साल नौ और विमान मिलने की उम्मीद

ए321 एक्सएलआर एयरक्राफ्ट के कुल 40 ऑर्डर दिए गए हैं। वर्ष 2026 में नौ एयरक्राफ्ट डिलीवर होने की उम्मीद है। एयरलाइन ने कहा कि एथेंस के लिए बिना रुके सेवा शुरू करने की जा रही है। बाद में मिलने वाले एयरक्राफ्ट को इस्तांबुल, तुर्की और टेनपसार, बाली जैसे मौजूदा रास्तों पर इस्तेमाल किया जाएगा।





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उड़ान संकट में वसूले किराए का ब्योरा तलब

नई दिल्ली, एजेंसी। भारत सरकार ने देश की बड़ी विमानन कंपनियों से औसत किराए का आंकड़ा मांगा है।

सूत्रों का दावा है कि नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इस संबंध में इंडिगो, एयर इंडिया, स्पाइस जेट और आकासा एयरलाइन को पत्र लिखकर सभी रूट पर वसूले गए औसत किराए का विवरण मांगा है। सूत्रों के अनुसार डीजीसीए ने विमानन

कंपनियों से एक से 15 दिसंबर के बीच इकोनॉमी और प्रीमियम इकोनॉमी श्रेणी के लिए वसूले गए किराए की विस्तृत जानकारी मांगी है।

विमानन कंपनियों ने भी अभी तक कोई जानकारी साझा नहीं की है। सरकारी सूत्रों के अनुसार भारतीय प्रतिस्पर्धा आयोग (सीसीआई) के निर्देशों के आधार पर ये आंकड़ा मांगा गया है।



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THE HINDUSTAN TIMES

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Airlines told to submit data on avg fares during IndiGo chaos

NEW DELHI: The Directorate General of Civil Aviation has sought data on average domestic fares charged by airlines in the first half of December 2025, two officials aware of the development confirmed to HT.

The move comes as the fair-trade watchdog, the Competition Commission of India (CCI), examines whether IndiGo, violated competition norms. According to a Reuters report, the government has asked IndiGo, Air India, SpiceJet and Akasa to provide the data. IndiGo cancelled at least 5,500 flights in the first 10 days of last month. This not only inconvenienced passengers, but also led to a surge in air fares. →P17

2023 near-miss probe : DGCA to check carriers' nav systems

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The Aircraft Accident Investigation Bureau (AAIB) has asked the Directorate General of Civil Aviation (DGCA) to inspect all scheduled airlines and the air navigation services provider to assess their safety management systems. The recommendation follows a near-

miss involving two IndiGo aircraft over Delhi in 2023.

In its final report on the November 17, 2023, airprox (air proximity) incident at Delhi's Indira Gandhi International Airport, the AAIB said safety margins dropped to dangerously low levels moments after takeoff. This triggered collision avoidance alerts, averting a potential major accident. →P13



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THE HINDUSTAN TIMES

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'23 near-miss: DGCA to check navigation systems

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to dangerously low levels moments after takeoff. This triggered collision avoidance alerts, averting a potential major accident.

Besides DGCA inspections, the AAIB asked IndiGo to ensure correct Flight Management and Guidance System (FMGS) entries, avoid cockpit disturbances during setup and enforce comprehensive cross-checks during training. FMGS is an integrated avionics system in Airbus aircraft that automates flight planning, navigation, and trajectory control.

It also stressed the need to monitor post-takeoff trajectories and maintain operational discipline

THE AAIB'S ORDER FOLLOWS A NEAR-MISS INVOLVING TWO INDIGO AIRCRAFT OVER DELHI IN 2023

during simultaneous runway operations at busy airports such as Delhi.

The report also noted that strict adherence to TCAS procedures is crucial to prevent accidents when safety margins erode rapidly.

The incident involved IndiGo flight 6E 2113 (Delhi-Hyderabad)

and flight 6E 2206 (Delhi-Raipur). Both Airbus aircraft departed within seconds of each other from different runways after receiving ATC clearance.

VT-IUO (6E 2113) was cleared to depart runway 27 and follow its Standard Instrument Departure (SID) — a pre-defined manoeuvre ensuring safe climb. However, it deviated towards the corridor of runway 29R, from where VT-ISO (6E 2206) had just departed and was climbing.

This caused a serious loss of separation. The AAIB found the vertical gap dropped to 400 feet and the lateral distance to 1.2 nautical miles — breaching the man-

datory 1,000 feet and five nautical miles required in controlled airspace.

The breach triggered ATC alerts and Traffic Collision Avoidance System (TCAS) warnings in both cockpits. The report credited the pilots' timely response to the TCAS advisories — which provide commands to avoid conflicting traffic — for preventing a collision.

There were no injuries or damage to the aircraft.

The bureau attributed the incident to VT-IUO's deviation from its SID, which caused it to infringe on the separation required from the other aircraft in congested airspace.

Regulator seeks airline fare data

**HT Correspondent &
Agencies**

letters@hindustantimes.com

NEW DELHI: The civil aviation regulator, the Directorate General of Civil Aviation (DGCA), has sought data on average domestic fares charged by airlines in the first half of December 2025, two officials aware of the development confirmed to HT.

The move comes as the fair trade watchdog, the Competition Commission of India (CCI), examines whether the country's largest airline, IndiGo, violated competition norms. According to a *Reuters* report, the government has asked IndiGo, Air India, SpiceJet and Akasa to provide the data.

IndiGo, which has a market share of over 63%, cancelled at least 5,500 flights in the first 10 days of last month, largely due to crew unavailability after new crew rest norms came into force. This not only led to passenger inconvenience but also raised questions about India's aviation ecosystem.

"The CCI had written to the DGCA asking for the data. The DGCA, hence, has written to the airlines asking to share the data between December 1 and 15," a senior official said.

A *Reuters* report, citing a government email dated January 1, stated that the regulator sought average fares on each route

operated for economy and premium economy seats.

To be sure, the DGCA also investigated the matter and submitted its detailed report to the civil aviation ministry. However, the government is yet to take action based on it.

Civil aviation minister K. Ram Mohan Naidu on Sunday said that the ministry had sought clarifications from the DGCA and that action against IndiGo was expected soon. He was speaking after landing in a test flight at Bhogapuram airport.

It should be noted that while the DGCA maintains data on flight delays and cancellations by individual airlines—which carriers submit by the 10th of every month—it does not track air fares.

"Domestic air fares were regulated till the early 1990s and regulation on international air fares ended in 2004. Since then, the regulator does not have any record, which is why the regulator may have written to the airlines," a former DGCA official said. "The CCI seeking data for their inquiry into the matter seems to be a good step."

One complaint being reviewed by the CCI accuses IndiGo of cancelling flights and then offering seats at much higher prices, allegedly amounting to abuse of its dominant market position, *Reuters* reported.



Corporate Communications Directorate

THE HINDU

DELHI

8 JANUARY 2026

IndiGo receives first delivery of A321 XLR

Jagriti Chandra

NEW DELHI

IndiGo on Wednesday took the delivery of first of the 40 A321 XLRs on order.

The longest narrow-body aircraft will allow the airline to fly further than its current fleet of A320 aircraft allows, though it has started flying to four European destinations with Boeing 787 aircraft borrowed from Norse Atlantic and also has Boeing 777

borrowed (or wet-leased) from Turkish Airlines used to fly to Istanbul.

Nine A321 XLRs will be inducted in CY26 and deployed on existing routes such as Denpasar and Istanbul. Thereafter new routes in East Asia and Europe will be launched. IndiGo is also required to surrender Turkish wet-leased (where aircraft and crew are leased) aircraft, which are used to fly to Istanbul, as per a DGCA directive.



Corporate Communications Directorate

THE HINDU

DELHI

8 JANUARY 2026

Govt. seeks fare data as part of IndiGo scrutiny

Reuters
NEW DELHI

The Directorate General of Civil Aviation has written to airlines asking for average fares on each route they operated on, for economy and premium economy seats, over the period December 1-15, according to a *Reuters* review of a January 1 government e-mail to IndiGo, Air India, Air India Express, SpiceJet and Akasa.

Pilot shortages at Indi-

Go, which dominates India's aviation market with a 65% share, forced it to cancel about 4,500 flights last month, stranding thousands of passengers and disrupting air travel nationwide.

Fares of certain airlines surged during the crisis, prompting the government to impose temporary caps.

The CCI in December said it was proceeding against IndiGo to assess whether it had abused its market position.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

8 JANUARY 2026

IndiGo starts receiving A321 XLR; to replace Turkish Boeing 777 on Istanbul flights

New Delhi: IndiGo will replace its damp-leased wide-body Boeing 777 aircraft on the Delhi-Istanbul and Mumbai-Istanbul routes with its new Airbus A321 XLR long-range narrow-body planes that the airline began inducting on Wednesday. The lease on two Boeing 777 aircraft that are among the planes IndiGo has on lease from Turkish carriers is valid only till the end of February, and will not be extended, regulator Directorate General of Civil Aviation (DGCA) had said last month.

IndiGo's first A321 XLR, which is also India's first aircraft of the type, landed in Delhi on Wednesday.

The airline will launch its flights to Athens from Mumbai and Delhi using this aircraft later this month. IndiGo said that it expects another eight planes from its order of 40 A321 XLRs to be delivered this year, which will first be deployed on existing routes such as those to Istanbul and Bali (Indonesia). As more A321 XLRs join its fleet, the airline will also launch flights on new long-haul routes to Europe and East Asia, it said. **ENS**



Corporate Communications Directorate

MINT

DELHI

8 JANUARY 2026

Centre seeks fare data from airlines

Reuters
feedback@livemint.com
NEW DELHI

The central government has asked IndiGo, Air India, SpiceJet and Akasa to provide data on average fares charged, a document shows, as antitrust authorities investigate unprecedented travel disruptions in December.

Pilot shortages at IndiGo, which dominates India's aviation market with a 65% share, forced it to cancel about 4,500 flights last month, stranding thousands of passengers and disrupting air travel nationwide.

Fares of certain airlines surged during the crisis, prompting the government to impose temporary caps.

Competition regulator, the Competition Commission



IndiGo cancelled about 4,500 flights last month.

of India (CCI) in December said it was proceeding against IndiGo to assess whether it had abused its market position. IndiGo has not commented on the case.

The Directorate General of Civil Aviation, which oversees safety, has written to airlines

TURN TO PAGE 2

Govt calls for fare data from airlines

FROM PAGE 1

asking for average fares on each route they operated on, for economy and premium economy seats, over the period December 1-15, according to a Reuters review of a January 1 government email to IndiGo, Air India, Air India Express, SpiceJet and Akasa.

The CCI and the civil aviation authority did not respond to queries on the private email.

Akasa declined to comment, while other airlines did not respond.

A government official, asking not to be identified because they were not authorised to speak publicly, said that the details have been sought at the request of the CCI as they could help it to assess airfare patterns across airlines during the disruptions.

The government email also asked airlines to provide "fare data on affected routes" during the disruptions, the email said.

There is no indication the case is being broadened to scrutinise other airlines.

One complaint being reviewed by the CCI accuses IndiGo of cancelling flights and then offering seats at much higher prices, amounting to abuse of its dominant market position, Reuters has previously reported.



Corporate Communications Directorate

MINT

DELHI

8 JANUARY 2026



IndiGo is the first Indian carrier to have inducted the long-range variant of the Airbus A321neo. **PTI**

IndiGo gets first Airbus A321 XLR

Domestic carrier IndiGo on Wednesday received its first Airbus A321 XLR aircraft at the Delhi airport, and will be deployed for non-stop services to Athens from Delhi and Mumbai starting later this month.

Of the total order of 40 A321 XLR aircraft, nine are expected to be delivered in 2026.

After its first international induction to operate non-stop services to Athens, subsequent aircraft will be deployed on existing routes such as Istanbul, Turkey, and Denpasar, Bali, the airline said. The aircraft that are to be inducted into the fleet later will enable the airline to expand to new long-haul routes in Europe and East Asia, it added.

IndiGo is the first Indian carrier to have inducted the long-range variant of the Airbus A321neo in its fleet. The next-generation narrow-body aircraft has a range of up to 8,700km and enhanced fuel efficiency. **PTI**

Indian aviation and telecom: A tale of two disruptions

RAJAT KATHURIA



is dean, school of humanities and social sciences, and professor of economics, Shiv Nadar University.

Unlike Charles Dickens' fabled expression, it isn't the best or worst of times for us in India; we have seen better and we have seen worse. Inspired, however, by the title of the celebrated work from which these lines are taken, I am going to tell a tale—not of two cities, but of two disruptions, both of which arrived on India's scene with a bang, promising the consumer escape from mediocrity and even delivering on that promise for a while.

This is a tale of IndiGo in aviation and Vodafone in telecom. Both injected competition into sectors long accustomed to limited choice and uneven service. For a brief period, they expanded our access, brought prices down and forced sluggish incumbents to respond. And then, as so often happens in India, the novelty wore off. The firms grew large, the market structure shifted and, most importantly, policy became the whipping boy for all that went wrong.

IndiGo launched in 2006 as an efficient low-cost air carrier and forced a massive

transformation; domestic passenger traffic grew from about 25 million in 2005-06 to over 152 million by 2024. Its obsessive focus on lowering the cost per available seat kilometre compared to full-service rival airlines contributed to a decline in real airfares. IndiGo's market dominance in recent years has been staggering; today, it controls over 60% of India's domestic market with a fleet of over 350 aircraft to support its high-frequency network of routes.

Vodafone's story began earlier. Hutchison Max started operations in 1994 in what was then Bombay. When UK-based Vodafone acquired Hutch in 2007, Indian telecom tariffs were already among the lowest in the world. Vodafone's innovations such as low-value prepaid packs drove prices steadily down. A phone call that cost more than ₹16 a minute in 1999 fell below ₹1 by 2010. Eight years later, it merged with Idea Cellular, another success. Tele-density rose from 2.3% in 1999 to nearly 86% by 2024, though this was aided by the 2016 entry of a low-cost player, Reliance Jio. Vodafone was not the largest telecom operator, but it was part of a competitive market equilibrium that delivered the consumer significant value.

Sustaining success, though, is not easy. And institutions often play a major role,

especially in licensed market categories. At the heart of IndiGo's recent regulatory run-in lies a simple question: Did the airline assume that regulatory orders could be ignored because enforcement would be selective? History suggests that many businesses see India as a soft state.

India opened telecom to private competition in the 1990s and such was the market's attraction that by that decade's end, many firms were bidding commercially unrealistic sums for licences to enter it. When they predictably failed to meet their obligations, pressure on the regulator to bail them out led to a 1999 grand deal that converted fixed licence fees into a revenue sharing arrangement with the government. Telecom firms survived, but regulatory credibility was weakened.

For IndiGo's current troubles, the trigger was the regulator's enforcement of revised flight duty time limitations. These rules, designed to reduce pilot fatigues, had long been announced. IndiGo, however, contin-

ued with its tight-schedule model that relied on maximizing aircraft utilization. But once the new norms kicked in, its system broke down: large-scale flight cancellations followed and airfares surged. The regulator was forced to intervene with capacity cuts and fare controls. This was not ignorance of the

new rules, but possibly a strategic response that assumed accommodation by the regulator.

Vodafone's decline is inseparable from India's policy and regulatory weaknesses. In 2019, the telecom firm was called upon to pay the government massive dues on the basis of a wider definition of 'adjusted gross revenues' than it had been operating on; so heavy was the burden that Vodafone never recovered.

At the other extreme sits IndiGo, which is alleged to have bet that our need for aviation market stability would let it carry on the way it had been operating. The lesson is not that firms act opportunistically—markets assume they will—but that a state that oscillates between indulgence and strictness

gives up some of its credibility as a rule enforcer. If blame is to be assigned, it should be borne as much by faltering businesses as a government that selectively enforces its own rules, since a profit-motivated business will always opt for what suits its interests. Policy, therefore, is not just what translates into rules. It also includes how those rules are enforced. Regulation means nothing in the absence of a mechanism to uphold it. Observe the current state of the World Trade Organization, a rules-based organization that has unfortunately been stripped of its enforcement power by the US, rendering it toothless as a body.

Meanwhile, the frailty of Indian policy is on full display. Vodafone is now half owned by the government, while IndiGo is so systemically important that the Centre cannot let it fail even if it remains private.

If all this sounds familiar, it is because we have seen versions of it before: liberalization opens the door, private enterprise rushes in, competition flourishes and then market concentration, ironically often as a result of rivalry, creates new fragilities. Markets, as I wrote earlier for *Mint*, need boundaries; they rarely set limits on their own. In that sense, market self-regulation is a myth propounded by oligarchies in their self-interest.

The IndiGo and Vodafone nosedives both underscore regulatory weaknesses we are familiar with



Corporate Communications Directorate

MILLENNIUM POST

DELHI

8 JANUARY 2026

IndiGo flight disruptions: CCI seeks info from airline

Commission also seeks information from DGCA

MPOST BUREAU

NEW DELHI: Competition Commission has sought information from IndiGo as well as aviation regulator DGCA in order to assess whether the country's largest airline indulged in unfair business practices against the backdrop of massive flight cancellations last month, according to sources.

In early December, IndiGo, the country's largest airline with a domestic market share of over 63 per cent, faced operational disruptions that resulted in thousands of flights getting cancelled before the situation normalised.

The Directorate General of Civil Aviation (DGCA) curtailed the airline's winter schedule by 10 per cent, and its probe into the disruptions has been completed, while the Competition Commission of India (CCI) had also taken cognisance of the situation.

The sources on Wednesday



said the regulator has sent certain queries to IndiGo to gather more information as it looks into the business practices of the airline. Besides, information has been sought from DGCA, including on airfares, to have a better understanding of the sector before deciding on the next course of action, they added.

CCI keeps a tab on unfair competition in the marketplace, and as a first step, makes a prima facie assessment of a case. If there is a prima facie conclusion that the entity concerned has violated competition norms, then the regulator orders a detailed probe by its Director General (DG).

At present, in the case of

IndiGo, the anti-trust watchdog is assessing whether there is prima facie evidence of anti-competitive practices.

CCI will be mainly looking at whether the airline abused its dominant position, violating the competition norms.

On December 18, CCI, in a release, said it has taken cognisance of the information filed against IndiGo in the context of the recent flight disruptions witnessed in the aviation sector across various routes.

"Based on the initial assessment, the Commission has decided to proceed further in the matter in accordance with the provisions of the Competition Act, 2002," it had said.



Corporate Communications Directorate

MILLENNIUM POST

DELHI

8 JANUARY 2026

AAIB recommends inspection of airlines' safety mgmt systems

NEW DELHI: Aircraft Accident Investigation Bureau (AAIB), in a probe report into an airprox incident involving two IndiGo planes, has recommended that aviation regulator DGCA carry out an inspection to assess the effectiveness of airlines' safety management systems.

In its 35-page final investigation report into the incident that happened in the Delhi airspace on November 17, 2023, the probe agency said that non-adherence to the Standard Operating Procedures (SOP) by the crew of one of the flights was one of the probable reasons for the incident, while the airline's failure to take timely action despite repeated SID-related occurrences prior to the particular incident was a contributing factor.

Generally, airprox refers to two aircraft coming closer than the permitted distance between them, and Standard Instrument Departure Route (SID) per-

The recommendation came in AAIB's probe report into an 2023 airprox incident involving two IndiGo planes

tains to the route that an aircraft takes from the take-off to the enroute phase.

IndiGo's A321 aircraft operating flight IGO2113 from Delhi to Hyderabad and A320 plane operating the flight IGO2206 from Delhi to Raipur were involved in the serious airprox incident.

Apart from non-adherence to SOP by the crew of IGO2113 during cockpit preparation and failure to update the SID when it was provided, AAIB cited inadequate measures taken to minimise disturbances during cockpit preparation, failure to cross-verify the SID informa-

tion during the TPC (Threats-Plan-Considerations) briefing, and the lack of monitoring during the climb as probable causes.

Making various recommendations in the final report, AAIB has said the Directorate General of Civil Aviation (DGCA) may carry out a one-time inspection to assess the effectiveness of the safety management system of all the scheduled operators and air navigation service provider as well as reiterate the rules to ensure compliance with prompt reporting of mandatory occurrences without fail.

The recommendations also come in the context of AAIB's detailed examination of the occurrence data provided by the Airports Authority of India (AAI), which indicated six previous SID-deviation events involving IndGo aircraft that had happened within a four-month period from August 2023 to November 2023. AGENCIES

DGCA asks airlines to submit details of fares charged last month

S LALITHA @ New Delhi

THE Aviation regulator, Directorate General of Civil Aviation (DGCA), has asked major airlines in India to submit details on the fares they have charged for different sectors in December last year.

The Civil Aviation Ministry had imposed a cap on all airfares last month, which still remains in force.

A senior airline executive confirmed to this newspaper the receipt of such a directive from the regulator. The order issued recently has asked IndiGo, Spicejet, Akasa Air and Air India to submit the average fare charged by them on different sectors from December 1 to 15.

The regulator's order is in light of exorbitant fare charged by a few airlines during and in the aftermath of the IndiGo operation disruption from December 1 to 9.

The Ministry had on December 6 issued a directive capping air fare charges and came out with this maximum permissible rate chart - ₹7,500 for up to 500 km; ₹12,000 for 500-1,000 km; ₹15,000 for 1,000-1,500 km and ₹18,000 for over 1,500 km.

"This order on fare cap continues to be imposed even now,"



a senior official of the Civil Aviation Ministry said.

The AirSewa platform, the redressal mechanism for flyers by the Civil Aviation Ministry, had received 14,002 complaints

in December on various issues. A significant number of them pertain to fare hikes. The portal received 3,206 grievances from December 3 to 9 alone, the

Ministry said in a statement earlier. A few airlines spoken to refused to comment on the order.

Though a cap was imposed last month, Civil Aviation Minister K Ram Mohan Naidu had told the Lok Sabha that the government cannot impose fare caps for an entire year, citing seasonal fluctuations in demand and operational realities of the aviation sector.





Corporate Communications Directorate

THE MORNING STANDARD

DELHI

8 JANUARY 2026

IndiGo takes delivery of country's first Airbus A321XLR at Delhi Airport

ARSHAD KHAN @ New Delhi

INDIGO has become the first Indian airline to induct an Airbus A321XLR aircraft in its fleet as the long-range variant of the Airbus A321neo arrived at Indira Gandhi International Airport, Delhi, on Wednesday morning.

The aircraft will be deployed on the airline's upcoming non-stop services connecting Mumbai to Athens from January 23, 2026, and Delhi to Athens from January 24, 2026, operating thrice weekly on both routes.

Of the total order of 40 A321XLR aircraft, nine are likely to be delivered in calendar year 2026. After its first international induction to operate non-stop services to Athens, subsequent aircraft will be deployed on existing routes such as Istanbul, Turkey and Denpasar, Bali. Thereafter deliveries will enable IndiGo to expand to new long-haul routes in Eu-



rope and East Asia.

Pieter Elbers, Chief Executive Officer, IndiGo said that this is an important milestone as we prepare to redefine long-haul travel for India. "The advanced capabilities of this aircraft enable us to reach newer regions across the globe and further strengthen India's position as a key player in international aviation. This reinforces our commitment to giving wings to the nation by connecting it to the world."

The Airbus A321XLR, with

its 8,700 km range and superior fuel efficiency, marks a key addition to IndiGo's fleet as India's largest airline eyes expansion into long-haul international routes.

Jürgen Westermeier, President & MD, Airbus India and South Asia said that by opening up mid-to-long-haul routes that were previously unreachable by single-aisle aircraft, this delivery serves as a catalyst for IndiGo's international growth while significantly enhancing India's global connectivity.





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

8 JANUARY 2026

IndiGo ने दिखाई A321 XLR की झलक



■ **NBT रिपोर्ट, नई दिल्ली :**
इंडिगो (IndiGo) एयरलाइंस ने बुधवार को अपने नए और खास विमान A321 XLR की पहली झलक दिखाई। यह भारत का पहला 'एयरबस 321 XLR' विमान है, जिसे लंबी दूरी के अंतरराष्ट्रीय सफर के लिए खास तौर पर बनाया गया है। दिल्ली एयरपोर्ट पर विमान के लैंड होने की खबर देते हुए एयरलाइन ने सोशल मीडिया पर इसकी झलकियां शेयर की। इंडिगो ने खुशी जताते हुए कहा, भारत का पहला A321 XLR आखिरकार अपने घर पहुंच गया है। यह नैरो बॉडी होते हुए भी 8700 KM तक नॉन स्टॉप उड़ सकता है। यही खूबी इसे अलग बनाती है। 39 प्लेन आने अभी बाकी हैं।

DGCA chief inaugurates Garuda Aerospace Drone Battery manufacturing facility

PIONEER NEWS SERVICE

■ Chennai

In a major boost to India's indigenous drone manufacturing ecosystem, Faiz Ahmed Kidwai, Director General of the Directorate General of Civil Aviation (DGCA), inaugurated a new drone battery manufacturing facility set up by Garuda Aerospace in Chennai. The facility was unveiled during Bharat Drone Udaan, an industry event organised by the Bharat Drone Association at Garuda Aerospace's operations centre.

The inauguration comes shortly after Garuda Aerospace launched its defence drone manufacturing unit, marking another signif-

icant milestone in the company's expansion. Backed by former Indian cricket captain MS Dhoni, the startup continues to strengthen its position as a key player in India's rapidly evolving drone sector, with a focus on domestic manufacturing and self-reliance.

During the visit, Kidwai also inaugurated a newly developed Academic Block at Garuda Aerospace's DGCA-approved Remote Pilot Training Organisation (RPTO). The expanded academic infrastructure is expected to increase training capacity and improve curriculum delivery, catering to the growing demand for certified drone pilots across sectors such as agriculture,



defence, infrastructure, disaster response, and logistics.

The DGCA chief also released the Garuda Bharat Drone Udaan Impact Book, a publication that documents Garuda Aerospace's

growth journey, technological milestones, and real-world applications of drone technology across rural and industrial India. The book highlights innovative use cases, successful

case studies, and the company's role in promoting responsible drone adoption and ecosystem development under the Make in India initiative.

Speaking at the event, Agnishwar Jayaprakash, Founder and Director of Garuda Aerospace, said the company's evolution reflects the impact of progressive government policies. "From our beginnings in agricultural technology a decade ago, we have grown into India's largest drone company, having manufactured more than 3,000 drones and trained over 2,500 pilots. We were the first to receive DGCA approvals for both manufacturing and training, and our clients were the

first to benefit from AIF-backed drone loans," he said.

Jayaprakash added that initiatives such as the SMAM drone subsidy scheme, Production Linked Incentive (PLI) program, and government-led efforts to empower women's self-help groups with agricultural drones have played a crucial role in scaling the industry. "Our growth would not have been possible without consistent regulatory support from the DGCA and the Ministry. We remain committed to local manufacturing and positioning India as a global drone hub," he noted.

Addressing the gathering, DGCA Kidwai praised Garuda Aerospace for its wide-ranging drone portfolio and focus on indigenisation.

Regulatory drift in IndiGo case sets a dangerous precedent

RAJNEESH KAPUR

The year 2025 will be remembered as one of the darkest chapters for Indian civil aviation. The fatal Air India accident on one hand and IndiGo's Flight Duty Time Limitations (FDTL) crisis on the other have together dented India's hard-earned reputation in global aviation. At the heart of this slide lies not just corporate misjudgment, but a troubling pattern of delayed, diluted and selectively tough enforcement by the Government and the regulator.

The slow, half-hearted response to the FDTL fiasco handed IndiGo extra time, narrative control and negotiating space it did not deserve, while sending a wider signal to the market that proximity and influence can soften even the gravest of violations.

The new FDTL framework notified by the Ministry of Civil Aviation and implemented by the aviation regulator was no overnight surprise. Its effective date, intent and broad contours were known well in advance, and airlines were expected to recalibrate hiring, crew rostering and scheduling to comply.

Yet IndiGo entered the crucial winter schedule without adequate pilots or robust rosters, and the regulator failed to subject its schedules to a realistic stress test of FDTL compliance.

When the crunch came in November and December, thousands of flights were delayed or cancelled, passengers were stranded across the network, and yet the immediate regulatory reaction was confined to special audits, inspections and operational relaxations instead of swift punitive action.

very tangible benefits to IndiGo. First, no major penalties, slot curbs or flight restrictions were imposed at the peak of public outrage; by the time any tougher language appeared, tempers had cooled, and the airline had already begun its recovery.

Second, the official discourse revolved around "recovery roadmaps", "special audits" and "enhanced monitoring", signalling that the crisis would ultimately be managed through negotiations and improvement plans, not through decisive blows to the airline's licence, slots or expansion ambitions. In effect, the focus shifted from accountability to damage control.

The FDTL issue did not explode in a vacuum. Pilot bodies, safety experts and industry observers had warned during the rule-making stage that failure to hire and redesign rosters in time would raise fatigue levels and increase the risk of operational collapse. The regulator's responsibility was never limited to drafting rules and issuing circulars; it was equally responsible for ensuring a smooth, time-bound transition, especially for the country's largest airline, whose failure can rattle the entire domestic system.

Nevertheless, IndiGo's winter schedule was cleared without a rigorous assessment of whether its manpower and rostering systems could actually sustain the stricter FDTL regime.

Complaints of broken rosters, crew exhaustion and mounting delays surfaced weeks before the situation spiralled, but enforcement escalated far too slowly from mere reminders and warnings to anything resembling deterrent action.



Crucially, this is not an isolated episode. The script has become familiar: notices are issued, strong words like "taken serious note" and "under close watch" are deployed, but the corporate decision-makers responsible for systemic failures rarely face exemplary penalties. When a system responds this way again and again, the message to operators is unambiguous you can stretch rules, trigger a crisis, and then rely on negotiations, lobbying and public relations to dilute the fallout. A culture of "manage now, pay lightly later" inevitably takes root.

Set this against the way the regulator and the Ministry have acted in relatively minor or limited-

impact cases, and the contrast is stark. Air India has been fined hefty amounts for operating a flight with a first officer whose recency requirements were not fully met, with additional disciplinary orders against rostering officials. It has paid repeated penalties for deficiencies in wheelchair assistance and for gaps in low-visibility training, along with suspensions of crew and other corrective directives.

Even a largely technical violation, such as painting a specific external livery on a Boeing aircraft without prior clearance, invited a significant monetary penalty, later showcased in Parliament as an

example of strict enforcement.

Yet when it comes to the FDTL crisis at IndiGo, a far more consequential event that disrupted the travel, time, health and financial interests of thousands of passengers across the country, the response so far has largely revolved around audits, warnings, threats of future action and negotiated recovery plans.

The distinction could not be clearer: visible toughness for small or procedural infractions, softness and patience when the violation is deep, systemic and attributable to the strategic choices of a dominant player.

Both the Ministry and the reg-

ulator frequently cite statistics to claim an active enforcement regime — hundreds of actions every year, ranging from warnings and suspensions to fines and cancellations. But between what is recorded on paper and what creates a genuine deterrent, there lies a large execution gap.

Many of these actions are clustered around minor lapses, lower-level staff or mid-tier officials, while cases that would hurt top management or alter boardroom risk calculations remain rare.

Over the years, airlines have repeatedly received stern advisories that any future violation will invite "strict action" or even licence suspension, yet real licence-level penalties after major crises are few and far between.

The IndiGo episode fits this pattern. At the political level, tough soundbites have been plentiful — vows to set such an example that no airline would dare repeat these mistakes. On the ground, however, the response has largely been limited to show-cause notices, review meetings, process-improvement commitments and assurances of closer monitoring.

The gap between rhetoric and reality has once again been laid bare: severe language, lenient consequences. For an industry that is capital-intensive, highly regulated and structurally prone to safety risks, such inconsistency is more than a governance flaw; it is an invitation to complacency.

If aviation rules are truly about more than the number of hours in a pilot's logbook — if they are about passenger rights, public safety and orderly markets — then selective toughness will not suffice. Large operational failures such as the FDTL breakdown,

widespread crew fatigue or deliberate scheduling games must trigger direct accountability at the top — including steep fines, slot reductions, and temporary freezes on new route approvals.

Warnings and notices should be treated as the starting point, not the end point, of enforcement. Once a systemic failure is established, a graded penalty framework with automatic, time-bound sanctions should kick in, reducing the scope for political discretion or behind-the-scenes lobbying.

The Ministry must also look inward. When rules that were known a year in advance crumble at the point of implementation, the blame cannot rest solely with the airline.

The architecture that was designed, cleared and oversaw those rules must be scrutinised, and internal responsibility fixed. Without this, every large failure becomes an opportunity for statements rather than structural reform.

The IndiGo crisis and the FDTL controversy have made one thing abundantly clear: regulatory inertia and governmental leniency do not merely shield a single private carrier; they send a corrosive signal to the entire industry that size and influence can immunise even serious breaches.

If this pattern is not broken, the next disaster or meltdown will again be pinned on pilots, crew and frontline staff, while the real culprits — boardrooms that treat rules as adjustable and institutions that refuse to enforce them — escape unscathed. That would not just be unjust; it would be a conscious refusal to confront the truth.



Corporate Communications Directorate

THE STATESMAN

DELHI

8 JANUARY 2026

BRIEFLY

One-year-old boy dies on Air India flight after emergency landing:

Bhopal: A one-year-old boy died on an Air India flight from Jaipur to Bengaluru, even as the aircraft made a medical emergency landing at Indore airport on Tuesday evening. According to officials, the incident occurred on Air India flight IX1240, which took off from Jaipur at 5.30 p.m. and was scheduled to reach Bengaluru later that night. During the journey, the pilot requested a medical emergency landing at Indore. The flight landed at Indore airport at around 8 p.m. A team of doctors attended to the child, identified as Mohammad Abraar. Officials said the child experienced severe breathing problems during the flight. After landing at Indore, he was rushed to a hospital, where doctors declared him brought dead.

Stuck in Nagpur for 6 yrs, AI Boeing-777 turns 'strip store'

Had Landed For Mandatory 30-Day Overhaul

Shishir.Arya
@timesofindia.com

Nagpur: An Air India Boeing-777 that landed at a Nagpur maintenance unit for a mandatory 30-day overhaul nearly six years ago has remained grounded ever since, stripped off its parts for other aircraft and still waiting in the wings.

If ripoffs are common at neighbourhood car workshops, this was exactly what was done with the plane at the Maintenance Repair and Overhaul (MRO) depot, where it arrived in Feb 2020.

A part was taken off from this aircraft to fit into another plane, hoping it would be replaced with a new one so-



A part was taken off this aircraft for another plane, hoping it would be replaced with a new one. Gradually it was stripped of more parts

on. And gradually it was stripped of more parts and the aircraft lay grounded at AIESL's (Air India Engineering Services Ltd) MRO depot at Mihan-SEZ here. Earlier, AIESL was part of Air India, which the Tata Group took over from the central government in 2022.

It all began with a quick-fix idea for another Boeing-777, which landed at the same time for a phase check that has a shorter turnaround. MRO engineers took out

a part from the first Boeing, which has a call sign of VT-ALL, and inserted it into the other plane, sources said. And then the Boeing became a strip store for spare parts. It takes around 30 days for an MRO to complete the C check mandated for the Boeing, but here it has been stuck for half a-decade.

It was hoped the fresh spare would be arranged soon, but calculations misfired. The plane cannot fly back until an airworthiness

release certificate (ARC) is issued. The delay, which was expected not to go beyond days, continued for months, then years. Aircraft after aircraft flew away with some part or other taken off from VT-ALL, the sources said.

This exposes problems in inventory management. It's not normal to pluck out a crucial spare from one aircraft and use it in another, the sources said. Cannibalising the aircraft did not matter so far as both AIESL and Air India were part of the same group. The plane's overhaul gained speed after Tata Group took over. However, the flyout dates were extended at least three times — Nov 2025, Dec 2025, and then Jan 2026.

Work continues now on the Boeing's fuel tank, the sources said. AIESL management did not respond to TOI's queries. Later, an official passed the buck to Air India.

In a first, Adani, Embraer tie up to build commercial fixed-wing planes in India

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New Delhi: India will soon join a select group of nations that have a final assembly line (FAL) for commercial fixed-wing aircraft. The Adani Group has tied up with Brazil's Embraer to make in India the latter's popular regional jets, which are operated on short-to medium-haul routes with seating capacity ranging from 70 to 146 passengers.

Last month, Adani Aerospace signed an MoU with Embraer in Brazil for the FAL, in the biggest boost for PM Modi's make-in-India programme in the aviation space. The two groups did not comment on the story. Details such as the site and investment for the propo-

ASSEMBLY LINES

➤ **Airbus setting up 2 FALs in India with Tatas** for military transport aircraft (C295) and H125 civilian helicopters

➤ **Embraer, Mahindra** have tied up to build C-390 Millennium (IAF) in India

➤ **Airbus FALs in France, US, Germany, China, and Canada**

➤ **Boeing FALs in US, China**

➤ **Embraer FALs in Brazil and US; Bombardier FALs in Canada, US**

sed FAL and when it will get operational are not yet known. A formal announcement is expected later this month at the Hyderabad air show.

➤ **Govt mulls sops, P 19**

Govt mulls sops for aircraft orders

➤ **From P 1**

Being the world's fastest growing aviation market with over 1,800 planes on order from airlines, including Air India group, IndiGo and Akasa, govt has been keen that global aerospace majors set up final assembly lines (FALs) for commercial aircraft in India.

With Embraer taking the lead, govt is looking at ways to incentivise customers who order from India's first major commercial aircraft FAL. Its success and the presence of an ecosystem for assembling commercial planes, govt feels, will nudge the big two — Airbus and Boeing — to follow suit instead of just focussing on increasing their sourcing from the country.

"Several things are under consideration, including fiscal incentives for those ordering from this FAL. Like

1ST FINAL ASSEMBLY LINE IN INDIA

➤ **Embraer** has nearly 50 aircraft of 11 types in India currently

➤ **With no Airbus and Boeing** single-aisle airplanes available for delivery till almost the middle of next decade for fresh orders placed now, some startups in India are planning to launch operations with Embraer

➤ **Star Air** uses Embraer and is likely to order more of these regional jets



any new programme, the idea is to give incentives on a reducing basis as the orders grow, say, after every 50 orders placed," said an official.

Embraer has a footprint with nearly 50 aircraft of 11 types in India, covering commercial, defence, and business aviation.

At present, in the commercial airline space, Star Air uses Embraer and is likely to order more of these regional jets. With no Airbus and Boeing single-aisle aircraft available for delivery

till almost the middle of next decade for fresh orders placed now, some startups in India are planning to launch operations with Embraer.

"There is a vast market for our capacity aircraft that ranges from 80 to 146 seaters. We believe India will require 500 such aircraft in the next 20 years," Raul Villaron, Embraer senior VP, had said.

Gautam Sahni, MD of Subha Aviation and leading Indian charter operator for two decades, has sought govt nod for operator's permit.

Sahni is said to be in talks with Embraer.

"I am awaiting clearance from govt and can't comment any further. But it's a fact that the Indian regional aviation market is gearing up for massive growth thanks to new airports opening in tier II and III cities and the focus on the subsidised Udan scheme. Delhi and Mumbai getting secondary airports each will boost regional flights connectivity from these two mega urban centres," said Sahni, who plans to have his base in the upcoming No-ida Airport.

Last June, Embraer had told **TOI** it would increase sourcing and could even set up an FAL based on getting sizeable orders from India. It already has a fully owned Indian subsidiary to scout for business opportunities across defence, commercial aviation, business aviation, services & support space here.