



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

8 JANUARY 2026

PM may inaugurate revival work on Mamnoon airport

Shiva Kumar Pinna

Hanumakonda: Revenue minister Ponguleti Srinivas Reddy on Wednesday reviewed various development works in erstwhile undivided Warangal district.

He appreciated district collector Dr Satya Sharada for the speedy disbursement of compensation for land acquired for the revival of the Mamnoon airport.

According to sources, the Airports Authority of India (AAI) is planning a foundation-laying ceremony for the revival works, likely to be conducted by Prime Minister Narendra Modi. In the recent past, the AAI officials visited and inspected the si-

AAI officials visited and inspected the Mamnoon airport site, sought land acquisition details from the Warangal collector, and collected the required land documents

te, sought land acquisition details from the Warangal collector, and collected the required land documents. It is learnt that the Prime Minister is likely to visit Warangal to inaugurate or dedicate several key projects, including the Mamnoon airport revival, the Tribal University in Mulugu district, a railway facility in Mahabubabad, and the Rail-

way Manufacturing Unit in Ayodhyapuram village in Hanamkonda district.

Addressing the media, Ponguleti said the Congress govt, under the leadership of chief minister A Revanth Reddy, plans to develop Warangal as a second capital. "Underground drainage, drinking water facilities for the needy, and amenities on par with Hyderabad will be provided soon. Tenders for the underground drainage works will be floated this month. Major air connectivity through Mamnoon airport will also become operational shortly," he said, and added that work on the super-speciality hospital in Warangal is nearing completion.



Corporate Communications Directorate

BUSINESS LINE

DELHI

9 JANUARY 2026

Mumbai airport handled 55.5 m passengers in CY25

Our Bureau
Mumbai

The Mumbai airport handled 55.5 million passengers in CY 2025, its highest ever in a single year.

While new routes contributed to passenger flows, year-on-year growth was a modest 1.3 per cent due to capacity constraints. In CY 2024, the airport had handled 54.8 million passengers.

Mumbai International Airport Ltd (MIAL) on Thursday said passenger traffic in 2025 was driven by strong seasonal demand in peak travel periods. January was the busiest month with nearly 5 million passengers followed by November, which saw the highest single day passenger throughput of over 1.75 lakh on 29th of the month.

SIGNIFICANT ROLE

Connectivity expansion



Mumbai International Airport Ltd said passenger traffic in 2025 was driven by strong seasonal demand BLOOMBERG

played a significant role during the year, with Mumbai airport adding several new routes to its network.

New international destinations launched in CY 25 included Almaty, Amman, Bali (Denpasar), Copenhagen, Fujairah, Krabi, Manchester and Tbilisi.

Domestic connectivity was further strengthened with the addition of services to Adampur, Amravati, Hindon, Jharsuguda, Porbandar and Solapur, MIAL said.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

9 JANUARY 2026

मुंबई हवाई अड्डे पर यात्री यातायात 1.3 % बढ़ा

मुंबई अंतरराष्ट्रीय हवाई अड्डे पर यात्री यातायात 2025 में 1.3 प्रतिशत की मामूली वृद्धि के साथ 5.55 करोड़ हो गया। मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड (एमआईएएल) ने यह जानकारी दी। एमआईएएल ने बताया कि इनमें से 3.92 करोड़ घरेलू और 1.63 करोड़ से अधिक अंतरराष्ट्रीय यात्रियों ने यात्रा की। इस हवाई अड्डे पर 2024 में यात्री यातायात 5.48 करोड़ था। एमआईएएल के अनुसार छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे में 2025 में यात्री आवाजाही मजबूत मांग और व्यस्त यात्रा अवधि के कारण बढ़ी। भाषा



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

8 JANUARY 2026

जयपुर एयरपोर्ट एआई स्मार्ट श्रेणी में

जयपुर | जयपुर एयरपोर्ट देश के चुनिंदा आर्टिफिशल इंटेलिजेंस (एआई) स्मार्ट एयरपोर्ट की श्रेणी में आ गया है। एयरपोर्ट पर एआई आधारित क्यू मैनेजमेंट सिस्टम लागू हो गया है। इससे यात्रियों को भीड़ और इंतजार से राहत मिलेगी। इससे व्यस्त समय में भी यात्रियों की टर्मिनल में आवाजाही आसान होगी। नई तकनीक से यात्रियों को टर्मिनल में रियल टाइम भीड़ की जानकारी मिलेगी। दरअसल, जयपुर इंटरनेशनल एयरपोर्ट लिमिटेड (जिआल) ने दोनों टर्मिनलों पर एआई इनेबल्ड एयरपोर्ट क्यू मैनेजमेंट सिस्टम (एक्यूएमएस) शुरू कर दिया है।



Corporate Communications Directorate

DESHBANDHU

DELHI

9 JANUARY 2026

मुंबई हवाई अड्डे ने पिछले साल बनाया नया रिकॉर्ड

मुंबई। मुंबई के छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे ने कैलेंडर वर्ष 2025 में 5.55 करोड़ यात्रियों की आवाजाही के साथ एक नया रिकॉर्ड कायम किया। यह आंकड़ा कैलेंडर वर्ष 2024 की तुलना में लगभग 1.3 प्रतिशत और वर्ष 2023 की तुलना में 7.6 प्रतिशत अधिक है। कुल यात्रियों में 1.63 करोड़ अंतरराष्ट्रीय और 3.92 करोड़ घरेलू यात्री शामिल हैं। हवाई अड्डे के लिए जनवरी 2025 अब तक का सबसे व्यस्त महीना रहा, जिसमें करीब 50 लाख यात्रियों ने यहां से सफर किया। इसके बाद नवंबर 2025 में लगभग 49 लाख यात्रियों की आवाजाही दर्ज की गई। नवंबर में एक दिन में सबसे अधिक यात्रियों का रिकॉर्ड भी बना। हवाई अड्डे पर 29 नवंबर को 1,75,925 यात्रियों की आवाजाही दर्ज की गई।

Transport minister inspects airport pick-up system

BENGALURU, DHNS

Transport Minister Ramalinga Reddy carried out a reality check at the Kempegowda International Airport (KIA) to gain perspective on pick-up rules and overcharge fees enforced by the authorities in December.

Reddy, accompanied by the Bangalore International Airport Limited management and a group of taxi drivers, surveyed both the airport terminals and the designated parking areas.

"I did not have to walk all the way to the parking area, and it was already noticeable how far it was from the arrival gates. I can understand why the new rules are frustrating to both passengers and cab drivers. It does not work in favour of either," Reddy told *DH*.

The minister had also previously pointed out that the new rules do not take into consideration the needs of differently abled and senior citizens.

Under the new pick-up rules enforced on December 13 at T1, commercial vehicles not associated with the airport operator must wait at designated parking zones, P3 and P4. Vehicles receive 10 minutes of complimentary parking, which has now been extended to 15 minutes. After this, cab drivers must pay Rs 100 for a half-hour slot and Rs 50 for every additional hour.

The designated parking areas can be accessed using shuttle buses, which operate at intervals of seven minutes, in addition to buggies and cars



Ramalinga Reddy

available at T1. Similar rules were enforced at T2 on December 11.

"I have had a meeting with the management regarding this and guided them towards rolling back the rules. This is the second meeting we have had in this regard. If the management is adamant about this, I will reach out to the chief secretary to look into this," he added.

The minister was also unhappy with the reduction of BMTc bays at the airport.

Chikkaballapura MP K Sudhakar carried out a similar interaction with the management on Tuesday.

Another protest

Meanwhile, cab drivers at the airport are planning another protest.

G Narayanaswamy, president of Karnataka Chalakara Okkuta, who is at the forefront of the movement, said, "The lives of approximately 35,000 drivers have been affected by these rules, and the airport has not taken any responsibility. We have trust in our minister. But in case the airport decides to stick with its rules, thousands of drivers will be protesting at the airport."

BRIDGING HUBS, BLOCKING SERVICE

No Calls, We Only Fly!

Telcos, airport & metro operators | Passengers find it hard to operate slug it out over costs, connectivity | phones due to patchy network

Subhrojit Mallick,
Arindam Majumder &
Krishna Kumar

New Delhi | Mumbai: The New Mumbai International Airport (NMIA) and Aqua Line (Metro Line 3) are the commercial capital's latest infrastructure showpieces but the people who use them are increasingly being frustrated by the difficulty in getting their phones to work. They're getting squeezed in the tangle between those who run the facilities and the mobile phone companies, who can't seem to come to an agreement on what the former can charge the latter.

Passengers at NMIA are told instead to connect to free airport Wi-Fi after signing up with a WhatsApp account. Inside the new underground line, which connects the southern tip of the island-city to the northern suburbs, Vodafone Idea and BSNL users can access a patchy network, but everybody else—including customers of the country's two biggest mobile companies—is disconnected.

The high-stakes financial standoff is between telecom companies Reliance Jio, Bharti Airtel and Vodafone Idea on the one hand and, on the other, Adani Airports Holdings (AAHL) and Mumbai Metro Rail Corp. (MMRCL), centred around costs and control of cellular connectivity.

NMIA has exclusive control of network infrastructure at the airport while Saudi Arabia-based ACES has been engaged by MMRCL for the Aqua Line. Both are seeking high rents to use the infrastructure, according to the telcos. The companies have refused to pay saying the charges being sought are exorbitant and commercially untenable. The telcos have also contested the legality of installing active infrastructure without a valid licence.

A crucial meeting on the issue is set for the middle of this month at the Department of Telecom.

In a countermove, telcos are using the stalemate to revisit existing contracts with other airports. They have started renegotiating with Delhi and Hyderabad airports to lower current rates. The Cellular Operators Association of India (COAI), a lobby group that represents the three private telcos, has also written to the operator of the upcoming Jewar airport in Noida to allow the phone companies to install their own infrastructure and not involve any exclusive third party. Telcos have also asked the National



SIGNAL LOST

On Aqua Line metro, Vodafone Idea and BSNL work patchily, others have no network

Passengers at New Mumbai Airport are asked to use free Wi-Fi via WhatsApp login

Dispute centres on costs and control of cellular infrastructure

Infrastructure operators seek high rents, according to telecom companies

Telcos refuse to pay, calling charges exorbitant and commercially unviable

NMIA seeks ₹92 lakh monthly per operator, vs ₹15-20 lakh at Delhi T1 and ₹45 lakh at Mumbai airport

Department of Telecom to hold a meeting on the issue later this month



Highways Authority of India (NHAI) to clarify the charges they have to pay to enable connectivity inside the newly opened Dwarka Expressway tunnel system in the capital. Pending that, telcos are using the infrastructure provided by the builder to provide connectivity.

"Public infrastructure developers typically try to recover their investments and generate profit over a span of 20-30 years, but NMIA is trying to break even within three years. They are treating the statutory Right of Way (right of way) permissions as a means of generating revenue," said a telecom industry executive. "Both state and central RoW rules state in building access should not be seen as a source of revenue generation but instead should be provided on a cost basis."

Other private airports have been taking control of their in-building network infrastructure to ensure uninterrupted coverage. For instance, Delhi airport has its own in-building solution (IBS) for 5G.

"The telcos normally target high footfall areas inside the terminal where network coverage remains strong while in other areas it remains weak," a government official said. "Airport operators seek fast seamless coverage across the entire airport premises."

So, it's natural that the airport would like to have its own infra. NMIA is seeking ₹92 lakh per month per operator. This significantly exceeds the cost of deploying an in-building network. COAI told the telecom secretary in a December 30 note, a copy of which ET has seen.

Executives said, telecom operators typically pay between ₹15 lakh and ₹20 lakhs per month at the refurbished Terminal 1 in Delhi and about ₹45 lakh per month at the existing Mumbai airport (CSMIA). At government-run airports, the costs are about a tenth of what they pay in TL, according to sources.

Adani Airports CEO Arun Bansal said the charges are high as the company wants to recover the cost of developing infrastructure at a greenfield airport.

"It's natural. Mumbai airport is an established airport where charges have been recovered over the years," he said. "New Mumbai is a greenfield airport where there has been an upfront cost of development."

Charges such as passenger, landing and parking fees tend to be more at new airports and will decline over time as costs are recovered, he said. Chhatrapati Shivaji Maharaj International Airport Mumbai (CSMIA) is also run by AAHL. However, American Tower Corp. (ATC) is a neutral host there rather than AAHL itself.

Bansal said operators have been given the option of operating for two years without any charges if they install equipment manufactured in India. Government-owned BSNL has taken up this offer and is currently working with the airport to set up services.

"I want to promote Make in India, which is also part of the nation's vision in my airport," Bansal said. "Hence, we have offered that to the operators. But none of them has agreed to that."

On the Aqua Line, telcos are sparring with Saudi-based ACES, which spent around ₹20 crore to set up its own telecom equipment.

Mumbai Metro Rail Corp said the steeper costs were in line with the higher real estate rates in the city, compared with Delhi, Bangalore or Hyderabad.

मुंबई हवाई अड्डा: 5.55 करोड़ यात्रियों का नया रिकॉर्ड

- यह आंकड़ा कैलेंडर वर्ष 2024 की तुलना में लगभग 1.3 प्रतिशत और वर्ष 2023 की तुलना में 7.6 प्रतिशत अधिक है

मुंबई, एजेंसी

मुंबई के छत्रपति शिवाजी महाराज अंतर्राष्ट्रीय हवाई अड्डे ने कैलेंडर वर्ष 2025 में 5.55 करोड़ यात्रियों की आवाजाही के साथ एक नया रिकॉर्ड कायम किया।

यह आंकड़ा कैलेंडर वर्ष 2024 की तुलना में लगभग 1.3 प्रतिशत और वर्ष 2023 की तुलना में 7.6 प्रतिशत अधिक है। कुल यात्रियों में 1.63 करोड़ अंतर्राष्ट्रीय और 3.92 करोड़ घरेलू यात्री शामिल हैं। हवाई अड्डे के लिए जनवरी 2025 अब तक का सबसे व्यस्त महीना रहा, जिसमें करीब 50 लाख यात्रियों ने यहां से सफर किया। इसके बाद नवंबर 2025 में लगभग 49 लाख

यात्रियों की आवाजाही दर्ज की गयी।

नवंबर में एक दिन में सबसे अधिक यात्रियों का रिकॉर्ड भी बना। हवाई अड्डे पर 29 नवंबर को 1,75,925 यात्रियों की आवाजाही दर्ज की गयी।

इसके अलावा, अक्टूबर से दिसंबर में एक तिमाही में सबसे अधिक यात्रियों का रिकॉर्ड बना। इस दौरान कुल 1.43 करोड़ यात्रियों की आवाजाही रही।

कैलेंडर वर्ष 2025 में हवाई अड्डे पर 3,31,011 उड़ानों का भी रिकॉर्ड बना। इसमें 92,141 अंतर्राष्ट्रीय और 2,38,870 घरेलू उड़ानें शामिल रही



हैं। गत 21 नवंबर को एक नया रिकॉर्ड बना, जब एक ही दिन में 1,036 उड़ानों की आवाजाही दर्ज की गयी।

मुंबई हवाई अड्डे पर ट्रैफिक के लिहाज से पिछले साल दिल्ली शीर्ष गंतव्य रहा। यहां से जाने वाली 17 प्रतिशत उड़ानें दिल्ली के लिए थीं।

इसके बाद बेंगलुरु (10 प्रतिशत) और गोवा (छह प्रतिशत) का स्थान रहा।

शीर्ष अंतर्राष्ट्रीय गंतव्य दुबई रहा। कुल अंतर्राष्ट्रीय उड़ानों में 15 प्रतिशत दुबई के लिए रहीं। लंदन और अबू धाबी दोनों का योगदान 7.5 प्रतिशत-7.5 प्रतिशत रहा।



Corporate Communications Directorate

THE PIONEER

DELHI

9 JANUARY 2026

Passenger traffic at Mumbai airport grows 1.3 pc to 55.5 mn in 2025



Passenger traffic at Mumbai International Airport saw a modest growth of 1.3 per cent to 55.5 million during 2025 against 54.8 million in 2024, private airport operator MIAL said on Thursday.

Of this, the airport recorded 39.2 million domestic and over 16.3 million international passengers, Mumbai International Airport Ltd (MIAL) said.

Passenger movement at CSMIA in 2025 was driven by strong seasonal demand and peak travel periods with January emerging as the busiest month, as the airport saw close to 5 million passengers (both departing and arriving) using the facility followed closely by November with about 4.9 million passengers, it said.

Also, the airport recorded its top-three highest single-day passenger traffic figures during November, including its highest-ever single-day throughput of 1,75,925 passengers on November 29 last year.

The October-December quarter of CY25 also marked the highest quarterly passenger traffic, with 14.36 million passengers handled in the last quarter of previous year, MIAL said.

VIP cars, touts continue to choke airport arrival

SANJAY MANDAL AND SAMARPITA BANERJEE

Calcutta: Another new year has arrived, but Calcutta airport's long-standing problems show no sign of easing.

Beacon-fitted cars continue to be parked along the kerbside outside the terminal's arrival gates, forcing passengers — many of them elderly, carrying luggage or using wheelchairs — to board their vehicles from the second or even third lane.

Over the past few days, Metro visited the airport and found persistent chaos in front of the arrival area, where passengers exit the terminal and get into their vehicles. Beacon-fitted cars displaying boards of various government agencies were parked for long durations, blocking the kerbside meant for quick pick-ups.

Buses were also seen stationed directly in front of the building's gates. Sources said the buses were waiting to pick up jawans of paramilitary forces.

Kerbside chaos

During a visit last week, Metro witnessed congestion along the arrival-level kerbside in the afternoon, with multiple lanes blocked by VIP vehicles parked well beyond permissible limits.

Despite a designated VIP parking zone, several vehicles remained stationed in front of the terminal, particularly near arrival gates 2A, 2B, 3A and 3B. Cars fitted with beacons or displaying boards of various government departments lined the kerbside, leaving little space for either passengers or vehicles.

A white Maruti Suzuki Ertiga bearing a "Government



A bus parked outside the airport terminal at the arrival level last week. It remained parked for half an hour



Cars, including a beacon-fitted one, parked outside an arrival gate at the airport on Monday. Picture by Sanat Kr Sinha

of India Customs" board was seen parked outside gates 3A and 3B for nearly half an hour. Another white car with a "Police" sticker stood near gate 2B for close to an hour.

An airport official was seen speaking to the drivers of some of these vehicles, but they paid no heed.

Across the road, the lane designated for app-based cabs was crowded with touts. Several were seen approaching arriving passengers, offering cab rides and hotel bookings at rates significantly higher than those charged by app-based platforms.

Repeat scenes

A visit this week revealed a similar scene, though with fewer beacon-fitted cars. During an hour at the airport, this newspaper saw a white car

cars parked right in front of the arrival gates. We had no option but to cross the road with our two-year-old daughter to get into the car," Mahato said.

Other travellers were also seen facing similar difficulties.

What officials say

An airport official said vehicles are allowed to stop in front of the departure or arrival levels for eight minutes to pick up or drop passengers. A fine of ₹500 is imposed on vehicles that exceed the time limit.

"The police have removed lane dividers in front of the departure area to reduce congestion. Earlier, if a car stopped to drop a passenger, vehicles behind it could not move ahead, leading to huge congestion," the official said.

On the issue of beacon-fitted cars occupying the arrival kerbside, the official said the matter would be taken up again. "We will be speaking to the police authorities in the next meeting. Traffic management on the city side is the responsibility of the police," he said.

A police officer said drivers of beacon-fitted vehicles are routinely instructed to park in the designated area opposite the old domestic terminal. "They have been told to come and wait in front of the terminal only a few minutes before the passenger exits. We often prosecute vehicles that remain parked for long durations," the officer said.

An airport official said the parking agency staff often ask these vehicles to move, but they refuse to budge. "The police often force our vehicle — parked near gate 3C on the departure level for emergencies — to be moved, but say nothing to the beacon-fitted cars," the official said.

bearing a "Lok Bhavan" tag parked near arrival gates 3A and 3B from around 3pm.

Another white car with a "Police" sticker was seen standing near the same gates from 2.45pm to 3.39pm. Throughout this period, no police personnel were visible managing traffic or preventing unauthorised parking.

Touts were again seen roaming outside the terminal, approaching arriving passengers and offering cab services at inflated rates.

Passengers' ordeal

Kunal Mahato, 35, who arrived in Calcutta with his family from Delhi on an Air India Express flight last Monday afternoon, said getting into a cab became an ordeal moments after stepping out of the terminal.

"There is a series of VIP

Wrong runway landing: ATC units may have to record video

Saurabh Sinha
@timesofindia.com

New Delhi: After an Ariana Afghan flight from Kabul landed on a wrong runway at Delhi's IGI Airport last Nov, the Aircraft Accident Investigation Bureau (AAIB) has recommended that air traffic control (ATC) units "be equipped with devices to record video and background communications of controllers performing ATC duties in the tower."

In its preliminary report of the incident, the bureau said video recording device installation needs "to be implemented for all international airports on priority."

The recommendation comes as the "cockpit voice recorder (CVR) recording of the involved flight had been overwritten because the aircraft operated its next flight without downloading or replacing the CVR at IGI Airport," the report says. The 34-year-old Airbus A310's digital flight data recorder (DFDR) data was retrieved and its "analysis is in progress."

AAIB said the idea of the recommended recording was to "analyse the controller's actions post incident/ accident" and that this "information shall be solely utilised for investigation purposes by the Di-

rectorate General of Civil Aviation (DGCA) and AAIB."

On Nov 23, the Ariana Afghan Airlines AFG311 flight was cleared to land on IGIA's runway 29 left (29L). ATC had instructed AFG311 to continue to approach runway 29L which was read back correctly. At two nautical miles to touchdown, ATC gave landing clearance for runway 29L while Air India flight AI 2243, was departing from runway 29 right (29R). But AFG311 landed on an unassigned runway, 29R, at 12.06 pm despite clearance for runway 29L.

Crew statements of arriving and departing flights were obtained as witness records for analysis. The aircraft operated its next flight

as AFG 312 to Kabul at 3.42 pm the same day.

Delhi has two runway systems: the northern runway system that includes runways 09/27 and 10/28, and the southern with 11L/29R and 29L/11R. Runways 29L/11R and 29R/11L are parallel, separated by only 360 meters.

The runways did not meet the criteria for parallel runways for simultaneous use. Therefore, both runways were operated in "segregated dependent mode", with 29L designated exclusively for arrivals and 29R for departures.

Segregated dependent mode means there are no parallel landings and takeoffs of the kind passengers see at, say, San Francisco.

IGIA Traffic Growth Flatlines; Hit By Clash, Crash & Chaos

No Footfall Growth Only For Third Time In This Millennium

Saurabh.Sinha
@timesofindia.com

New Delhi: For the first time this millennium — except the Covid blip and 2008 economic downturn — Delhi's Indira Gandhi International Airport (IGIA) did not see its passenger footfall grow on a year-on-year basis in 2025.

Last calendar year (CY), IGIA handled about 7.8 crore passengers — almost the same as the number in CY 2024 — with both being 8.3% more than 2023's 7.2 crore.

There are several factors due to which IGIA was unable to maintain its CAGR of 8%, which was being witnessed on a year-on-year basis. These include the airport's main runway being shut for repairs for some months during the year; the closure of 32 airports in north and central India during Operation Sindoor for some days in May; continued closure of Pakistan airspace for Indian carriers due to which some western routes, mainly to and from Delhi, have been impacted; the aftermath of Air India AI



NOT MUSIC TO EARS: IGIA growth could remain muted in the short term as Noida Airport could open this year and wean away domestic footfall

171 crash after which the airline reduced flights, and finally, the IndiGo schedule collapse in Dec. For both AI and IndiGo, the main hub is IGIA.

Meanwhile, India's second busiest airport — Mumbai's CSMIA — was a little less impacted by factors like the closure of 32 airports during Operation Sindoor and closure of Pakistan airspace.

As a result, CSMIA handled 5.6 crore passengers — its highest ever — in CY 2025. This was 1.3% more than the 2024 numbers and 7.6% over the 2023 figures.

IGIA flatlined due to its location in the heart of north India and being the base of AI and IndiGo. Its growth could remain muted in the short term as Noida Internat-

ional Airport could open this year and wean away domestic footfall.

On a pan-India basis, air traffic was spared this flatline. DGCA data shows Jan-Nov 2025 saw 15.3 crore domestic flyers — up 4.8% from 14.6 crore in the same period in 2024. India saw 5.7 crore international travellers in Jan-Sept 2025 — up 7.5% from 5.3 crore in the corresponding period in 2024.

IGIA can handle over 10.5 crore passengers annually but is yet to touch the 8-crore mark. Airlines hope Delhi Airport Authority Ltd (DIAL) uses this breathing period to sort out key irritants, such as connectivity between terminals. The about-a-decade old air train plan remains on paper. DIAL now plans to implement airside transfers for domestic to international and vice-versa transfers between T3 and T1/2. Domestic passengers will, however, continue to trudge by road between T1 and T3/2 — almost 9km apart — till an automatic people mover like air train is in place.



Corporate Communications Directorate

THE TRIBUNE

DELHI

9 JANUARY 2026

Experts to evaluate social impact of greenfield airport at Nagchala

PRATIBHA CHAUHAN
TRIBUNE NEWS SERVICE

SHIMLA, JANUARY 8

The state government has constituted a multi-disciplinary expert group for undertaking evaluation of the already submitted Social Impact Assessment report on land acquisition for the greenfield airport at Nagchala in Balh valley of Mandi district.

The notification in this regard has been issued by the Department of Tourism and Civil Aviation. "The expert group will act as an independent multi-disciplinary group, to evaluate the Social Impact Assessment report submitted by the Social Impact Assessment unit for development of Greenfield Airport at Nagchala, District Mandi," the notification reads.

The expert group has been asked to make specific recommendations within two months from the date of its constitution to the state government as provided under subsection (4) and (5) of Section 7 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and

LOCALS OPPOSED PROJECT

- Proposed over 232 hectares of land in the fertile Balh Valley of Mandi district, the project faced stiff opposition from the locals who refused to part with the highly fertile land in the Nagchala area
- The social impact survey undertaken by the consultant, too, had recommended selection of an alternative site due to the land to be acquired being highly fertile and productive
- A joint venture company was registered in 2022 with ₹51 lakh and ₹49 lakh being invested by the state government and the AAI, respectively, as equity share capital

Resettlement Act, 2013.

It was during the previous BJP regime that the MoU for the proposed project was signed between Airports Authority of India (AAI) and the Himachal government on January 15, 2020. However, the project failed to take off due to

factors like paucity of funds and cost escalation, with BJP accusing Congress regime of pushing it to the back burner.

Mandi DC will be the chairman of the expert group while Joint Director of the Ner Chowk Medical College will be an official Member Vinod Kumar, Assistant Professor (Sociology) and Heena, Assistant Professor (Sociology) at Mandi Government college will be the two non-official social scientists.

Shyam Lal (Member Nagar Parishad Ner Chowk) and Lalit Kumar Member (Rajgarh Ward, BDC Balh) will be the two representatives of the gram panchayats. The two experts on rehabilitation, who will be part of the group, will be District Revenue Officer, Mandi and Tehsildar (Balh). District Tourism Development Officer, Mandi will be the Technical Expert in the subject.

The setting up of the airport, the dream project of former CM Jai Ram Thakur, was primarily aimed at having an international airport in the state to promote tourism.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

8 JANUARY 2026

IndiGo gets first Airbus A321 XLR

MUMBAI, Jan 7: 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.

Subsequent aircraft will be deployed on existing routes such as Istanbul, Turkey, and Denpasar, Bali, the airline stated.

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

सुरक्षा

विमानन विशेषज्ञों के अनुसार टर्बुलेंस उड़ान का एक सामान्य और प्राकृतिक हिस्सा

हवाई यात्रा के दौरान झटका लगे तो न घबराएं, विमान रहेगा महफूज

अमर उजाला नेटवर्क

नई दिल्ली। हवाई यात्रा के दौरान अचानक आने वाले झटके जिन्हें आम तौर पर टर्बुलेंस कहा जाता है अक्सर यात्रियों को डराने वाले अनुभव बन जाते हैं। विमान का हिलना, पेट में खालीपन महसूस होना, ट्रे पर रखे गिलास का छलक जाना और केबिन में असहज सन्नाटा, ये सभी दृश्य लगभग हर यात्री ने कभी न कभी देखे और महसूस किए हैं।

हालांकि, विमानन विशेषज्ञों और वैज्ञानिकों के अनुसार टर्बुलेंस उड़ान का एक सामान्य और प्राकृतिक हिस्सा है। इसे समझ लिया जाए, तो डर की जगह भरोसा पैदा हो सकता है। मौसम विज्ञान के अनुसार टर्बुलेंस का अर्थ है



टर्बुलेंस को लेकर सबसे बड़ी आशंका यही होती है कि कहीं विमान को नुकसान न पहुंच जाए। विशेषज्ञ इस डर को निराधार बताते हैं। जॉर्जिया

विमान को नहीं होता टर्बुलेंस से खतरा

टेक की एयरोनाटिक्स इंजीनियर मैरिलिन स्मिथ के अनुसार विमान के पंखों का झुकना खतरे का संकेत नहीं, बल्कि सुरक्षा का हिस्सा है। पंखों को इस तरह डिजाइन किया जाता है कि वे लचोले हों और झटकों को सहन कर सकें। यदि वे कठोर होते तो विमान इतना भारी हो जाता कि उड़ ही न पाता। हर विमान को उड़ान से पहले और बाद में कठोर परीक्षणों से गुजारा जाता है।

हवा की वह स्थिति जिसमें वायु प्रवाह शांत और समान न रहकर अव्यवस्थित, अनियमित और तेजी से बदलता हुआ हो जाता है। जैसे शांत धुएं की एक सीधी लकीर अचानक घूमती और बिखरती दिखे, वही प्रक्रिया हवा में बड़े पैमाने पर घटित होती है। हवा में यह अस्थिरता जमीन के पास भी हो सकती है और विमान की कूजिंग ऊंचाई से

कहीं ऊपर भी। लेकिन हवाई यात्रियों को जो टर्बुलेंस सबसे अधिक महसूस होता है, उसके पीछे मुख्य रूप से तीन कारण माने जाते हैं पर्वत, जेट स्ट्रीम और तुफानी मौसम। साइंटिफिक अमेरिकन और एविएशन वीक में प्रकाशित रिपोर्ट के अनुसार जब तेज हवा किसी पर्वत श्रृंखला से टकराती है तो उसका पूरा प्रवाह सीधे आगे नहीं बढ़ पाता। कुछ

हवा पहाड़ों के ऊपर से बह जाती है, जबकि कुछ नीचे दबकर ऊपर की ओर उठने लगती है। इससे वायुमंडल में लहरों जैसी संरचनाएं बनती हैं, जिन्हें माउंटन वेव्स कहा जाता है। कई बार ये लहरें धीरे-धीरे और व्यापक रूप में फैलती हैं, लेकिन कभी-कभी यही तरंगें टूटकर तीव्र और अस्थिर वायु धाराओं में बदल जाती हैं।

सेंसर, एल्गोरिदम और हार्ड-टेक निगरानी,, आज के विमानों में लगे सेंसर लगातार उन हिस्सों की निगरानी करते हैं, जहां थकान या घिसाव की संभावना अधिक होती है। जैसे ही कोई संकेत मिलता है, उस हिस्से को जांच या बदलने के लिए चिन्हित कर लिया जाता है। इसके साथ ही वैज्ञानिक पॉल शर्मन जैसे विशेषज्ञों के नेतृत्व में विकसित किए गए उन्नत एल्गोरिदम अब वास्तविक समय में टर्बुलेंस का बेहतर अनुमान लगाने में मदद कर रहे हैं। क्वांटम, एयर फ्रांस और लुफ्थान्सा जैसी अंतरराष्ट्रीय एयरलाइंस इस तकनीक को अपनाने की दिशा में आगे बढ़ चुकी हैं, जबकि बोइंग इसे नए विमानों के लिए विकल्प के रूप में पेश कर रहा है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

8 JANUARY 2026

Govt mulls revoking cap on airfares by mid-Jan

Rohit Vaid
New Delhi

The Centre is considering revoking the cap on airfares, which were imposed following IndiGo's recent flight disruptions, industry sources told *businessline*.

The Ministry of Civil Aviation is expected to convene a stakeholders' meeting to discuss the matter. "We are expecting the cap to be revoked by mid-January. A meeting on the issue is expected to be convened soon," said sources.

The capacity deployed across major routes has stabilised, while further capacity addition through wet lease arrangements is expected.

The Centre capped air-

fares in early December after taking cognisance of the unusually high fares amid IndiGo's flight disruptions.

REASONABLE FARES

The Aviation Ministry invoked its regulatory powers to ensure fair and reasonable fares across all affected routes. The fare cap did not apply to business class travel and flights operated under UDAN.

At present, the cap has been set at ₹7,500 for routes up to 500 km, ₹12,000 for 500-1,000 km, ₹15,000 for 1,000-1,500 km and ₹18,000 for sectors above 1,500 km.

The official directive issued at the time mandated strict adherence by airlines to the prescribed fare caps. Further, the Ministry said the fare cap would remain in

force until the situation fully stabilised.

According to the Ministry, fare levels would continue to be monitored through real-time data and active coordination with airlines and online travel platforms.

FARE DATA SOUGHT

In another development, sources said the DGCA had asked airlines to submit data on the average fares charged during the period of travel disruptions in December.

Sources said the details were sought at the request of the Competition Commission of India as the information could help the Commission assess airfare patterns across airlines during the disruption period.

Meanwhile, the Ministry is expected to come out with an

action taken report on the findings of the confidential report submitted by a committee constituted by the DGCA on the operational disruption at IndiGo.

INDIGO PROBE REPORT

Notably, the report deals with the causes behind the largescale flight cancellations. Sources highlighted that IndiGo submitted extensive data points, which were analysed. The committee examined IndiGo's flight cancellations, including aspects related to planning, crew management and regulatory oversight.

IndiGo was asked to share its recruitment plan for pilots and cabin crew, including updated strength and the training pipeline for the coming months.



Corporate Communications Directorate

BUSINESS LINE

DELHI

8 JANUARY 2026

IndiGo inducts its first Airbus A321XLR aircraft



New Delhi: Airlines major IndiGo inducted its first Airbus A321XLR aircraft. The long-range variant of the Airbus A321neo arrived at the Indira Gandhi International Airport in New Delhi on Wednesday. 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. It has a range of up to 8,700 km and features a dual-class configuration offering 12 IndiGoStretch and 183 economy class seats. Of a total firm order of 40 aircraft, nine are expected to be delivered in 2026. After successful induction on the aforesaid routes, the planes will be deployed on existing routes such as Istanbul (Turkey) and Denpasar (Bali). OUR BUREAU

‘Scoot’s January Thematic Sale’ offers discounted fares across its network

Our Bureau
Chennai

Scoot, the low-cost subsidiary of Singapore Airlines, has announced the launch of ‘Scoot’s January Thematic Sale’ between January 7 and 12, offering attractive fares across its extensive network.

Customers can book one-way economy class fares from India to Singapore starting at just ₹5,900, with onward connections to popular destinations across the Asia-Pacific and beyond.

PROMOTIONAL FARES

Promotional fares are available for booking for travel between January 28 and October 24, 2026. They cover destinations such as Bangkok, Phuket, Bali, Hong Kong, Seoul, Sydney and many others.



With this limited-time sale, travellers from Amritsar, Chennai, Thiruvananthapuram and beyond can now enjoy exciting getaways at exceptional value, said a release.

Some of the featured fares include Chennai to Singapore from ₹5,900; Tiruchirappalli to Chiang Rai from ₹11,900; Thiruvananthapuram to Melbourne from ₹14,900; Visakhapatnam to Bali (Denpasar) from ₹9,000; Amritsar to Hong Kong from ₹12,000 and Coimbatore to Bangkok from ₹8,900, it added.

Post-privatisation, Air India takes 1st Dreamliner delivery

Press Trust of India
New Delhi

Tata Group-owned Air India has taken delivery of the first Boeing 787-9 aircraft after the airline was privatised nearly four years ago.

This is also the first line-fit or custom-made Dreamliner for the airline.

Generally, line fit refers to an aircraft specifically made for a particular airline.

An official on Thursday said Air India completed the title transfer of the Dreamliner at Boeing’s Everett factory in Seattle on January 7.

IN INDIA SOON

After inspections by the Directorate General of Civil Aviation (DGCA), the aircraft is expected to arrive in India in the next few days.

The new aircraft has a three class configuration — economy, premium eco-



Air India completed the title transfer of the Dreamliner at Boeing’s Everett factory in Seattle on January 7

nomy and business class seats.

The last line-fit Dreamliner that was acquired by Air India was in October 2017 when the carrier was under government ownership.

According to the official, the latest aircraft is the airline’s first wide-body delivery from the 220 Boeing jets ordered in 2023.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

9 JANUARY 2026

Air India takes delivery of first Dreamliner after privatisation

Tata Group-owned Air India has taken delivery of the first Boeing 787-9 aircraft after the airline was privatised nearly four years ago. This is also the first line fit or custom-made Dreamliner for the airline. Generally, line fit refers to an aircraft specifically made for a particular airline. An official on Thursday said Air India completed the title transfer of the Dreamliner at the Boeing's Everett factory in Seattle on January 7. After inspections by the Directorate General of Civil Aviation (DGCA), the aircraft, also the first line fit Dreamliner to be taken by Air India after being acquired by Tatas in January 2022, is expected to arrive in India in the next few days. The new aircraft has a three class configuration — economy, premium economy and business class seats.

PTI



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

9 JANUARY 2026

उपलब्धि • पहले 'लाइन फिट' बोइंग 787-9 ड्रीमलाइनर की डिलीवरी एअर इंडिया को आठ साल बाद मिला नया ड्रीमलाइनर, लंबी उड़ानों में बढ़ेगी लजरी

बिजनेस संवाददाता | नई दिल्ली

पहला ए321 एक्सएलआर विमान इंडिगो के बेड़े में

टाटा समूह के स्वामित्व वाली एअर इंडिया ने विमानन क्षेत्र में अपनी पकड़ मजबूत करते हुए एक बड़ी उपलब्धि हासिल की है। कंपनी ने आठ साल के लंबे अंतराल के बाद अपने पहले 'लाइन फिट' बोइंग 787-9 ड्रीमलाइनर की डिलीवरी ले ली है। सिएटल (अमेरिका) स्थित बोइंग के कारखाने में 7 जनवरी को इस विमान का मालिकाना हक औपचारिक रूप से एअर इंडिया को सौंप दिया गया। वर्ष 2022 में निजीकरण के बाद यह पहला मौका है जब सीधे फैक्ट्री से तैयार होकर कोई ड्रीमलाइनर बेड़े में शामिल हुआ है। विमानन नियामक (डीजीसीए) की अनिवार्य जांच

इस बीच देश की सबसे बड़ी एयरलाइन इंडिगो ने अपने बेड़े में पहला एयरबस ए321 एक्सएलआर विमान शामिल कर लिया है। नॉनस्टॉप 8,700 किमी उड़ान भरने वाला विमान दिल्ली पहुंच चुका है। इंडिगो यह विमान हासिल करने वाली पहली भारतीय एयरलाइन बन गई है। इस नए विमान से इंडिगो अब भारत से यूरोप और अन्य दूरस्थ क्षेत्रों तक बिना स्के सीधी उड़ानें संचालित कर सकेगी। इस विमान का इस्तेमाल 23 जनवरी से मुंबई से एर्थेस और 24 जनवरी से दिल्ली से एर्थेस के बीच शुरू होने वाली नॉन-स्टॉप उड़ानों के लिए किया जाएगा।

प्रक्रिया पूरी होने के बाद विमान कुछ दिनों में भारत पहुंच जाएगा। यह नया ड्रीमलाइनर कंपनी के कार्यालय अभियान का हिस्सा है। इसके तहत वैश्विक स्तर पर सेवाओं को बेहतर बनाने का लक्ष्य है।

यह ड्रीमलाइनर 2023 में दिए

गए 220 बोइंग विमानों के ऑर्डर का 52वां विमान है। यह एअर इंडिया का पहला नया वाइड-बॉडी विमान भी है। इससे पहले मिले 51 विमान नैरो-बॉडी थे। वर्तमान में एअर इंडिया समूह के पास कुल 300 से अधिक विमान हो गए हैं।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

8 JANUARY 2026



IndiGo staff welcome its first Airbus A321XLR at Indira Gandhi International Airport in New Delhi on Wednesday.

छोटे-छोटे उपायों से विमानन उत्सर्जन हो सकता है आधा

वैश्विक विमानन उत्सर्जन जलवायु परिवर्तन पर महत्वपूर्ण प्रभाव डालता है। वैश्विक कार्बन उत्सर्जन में इसकी हिस्सेदारी लगभग चार प्रतिशत है। हालांकि, शोधकर्ताओं का कहना है कि उड़ानों की संख्या कम किए बिना और स्वच्छ ईंधन की अनुपस्थिति में भी उत्सर्जन 50 प्रतिशत तक कम किया जा सकता है। कम्प्यूटेशनल अर्थ एंड एनवायरनमेंट नामक पत्रिका में शोधकर्ताओं ने 2023 में 2.7 करोड़ से अधिक वाणिज्यिक उड़ानों का विश्लेषण करके जलवायु परिवर्तन से निपटने वाला यह निष्कर्ष निकाला है।

16% की और कमी आगामी यात्रियों को समायोजित करने से उत्सर्जन में

10.7% की कमी आ सकती है सभी मार्गों को उन की सर्वोत्तम क्षमता पर संचालित करने से उत्सर्जन में

50% की कमी संभव है सबसे कुशल विमान, सभी इकोनमी क्लास लेआउट और 95 प्रतिशत लोड फैक्टर के साथ सैद्धांतिक रूप से

22-57% तक कमी आगामी विमानन क्षेत्र में ऊर्जा की कम खपत करने वाले विमानों में अधिकतम यात्रियों की क्षमता को बढ़ाने से

कारगर रणनीतियां

शोधकर्ताओं का कहना है कि केवल सबसे अधिक ईंधन-कुशल विमानों का उपयोग करके, सभी सीटों को किफायती बनाकर और यात्रियों की संख्या बढ़ाकर वैश्विक विमानन उत्सर्जन में 50 प्रतिशत तक की कमी की जा सकती है। आक्सफोर्ड युनिवर्सिटी के भौतिकी

विभाग के सह-लेखक मिलान वलोवर ने कहा कि ये ऐसे उपाय हैं जिनका उपयोग हम अभी शुरू कर सकते हैं। पहले से ही मौजूद सबसे कम ऊर्जा की खपत करने वाले विमानों को उन मार्गों पर अधिक रणनीतिक रूप से तैनात करके विमानन उत्सर्जन में 11 प्रतिशत की तत्काल कमी हासिल की जा सकती है जिन पर एयरलाइंस पहले से ही उड़ान भरती हैं।

विमानन उद्योग से होने वाला उत्सर्जन

84.4 ग्राम कार्बन डाइऑक्साइड का उत्सर्जन हुआ 2023 में प्रत्येक यात्री के लिए प्रति किलोमीटर औसतन

900 ग्राम तक कार्बन डाइऑक्साइड का उत्सर्जन हुआ कुछ हवाई मार्गों पर प्रति यात्री प्रति किलोमीटर, जो कि कम ईंधन की खपत करने वाले विमानों के उत्सर्जन से लगभग 30 गुना अधिक है

बिजनेस व फर्स्ट क्लास की सीटों से पांच गुना ज्यादा उत्सर्जन

शोधकर्ताओं ने विमान के माडल में ही महत्वपूर्ण अंतर पाया। अलग-अलग माडल की वजह से प्रत्येक यात्री के लिए कार्बन डाइऑक्साइड का उत्सर्जन प्रति किलोमीटर 60-360 ग्राम के बीच था। यदि सभी विमानों को सबसे कुशल माडलों से बदल दिया जाय तो लंबी दूरी की उड़ानों के लिए बोइंग 787-9 और छोटी और मध्यम दूरी की उड़ानों के लिए एयरबस ए321नियो ईंधन की बचत 25-28 प्रतिशत तक हो सकती है। बिजनेस और फर्स्ट क्लास की सीटें इकोनमी क्लास की सीटों की तुलना में पांच गुना अधिक कार्बन डाइऑक्साइड उत्सर्जित करती हैं।

HIGHER AIRCRAFT INDUCTION KEY REASON

Airlines set to step up bank borrowing

YEAR OF HIGH PURCHASES

■ Airlines' borrowing requirements are likely to increase from 2026-27 as deliveries of wide-body aircraft accelerate

■ Net bank borrowings by the aviation industry fell to **₹2,183 cr** in 2025 (up to November 28, 2025) from **₹6,700 cr** in the corresponding period of 2024

■ Airlines are collectively expected to add around **130-140** aircraft in 2026

■ Total outstanding loans to the aviation industry increased to **₹48,649 cr** as of November 28 from **₹46,446 cr** a year earlier



YARUQHULLAH KHAN
New Delhi, January 8

BANK LENDING TO the aviation sector is expected to rise in 2026 after touching a three-year low last year, driven by a fresh round of aircraft inductions, higher staffing costs and growing overseas operations, according to airline executives and banking data.

Industry executives told *FE* that airlines are likely to return to banks as they prepare to take delivery of a larger number of aircraft, expand international networks and manage higher lease rentals, fuel costs and foreign exchange exposure. Increased hedging requirements amid a weakening rupee are also expected to add to funding needs.

"Increased hiring due to new flight duty norms, coupled with setting up ground staff at international hubs, will push overseas payouts up in 2026, which typically means higher borrowing," an airline executive said.

Airlines are collectively expected to add around 130-140

aircraft in 2026, including 10-15 wide-body planes as expansion plans pickup pace. This follows a slower year in 2025, when domestic carriers added an estimated 85-95 aircraft, compared with nearly 130 in 2024. IndiGo inducted 64 aircraft during the year, while Air India added about 23 and Akasa Air three.

According to executives, borrowing requirements are likely to increase from 2026-27 as deliveries of wide-body aircraft accelerate and domestic carriers expand further into long-haul international markets.

Rising costs are another factor. Nearly half of airline expenses such as fuel, aircraft leases and maintenance are denominated in dollars, making carriers vulnerable to currency volatility.

The expected rise in borrowing comes after a sharp slowdown in 2025. Net bank borrowing by the aviation industry fell to ₹2,183 crore in 2025 (up to November 28), from ₹6,700 crore in the corresponding period of 2024 and ₹16,003 crore in 2023,

according to Reserve Bank of India sectoral credit data. Net borrowing reflects the difference between fresh loans raised and repayments made during the period.

Despite the fall in net borrowing, overall bank exposure to the sector continued to rise. Total outstanding loans to the aviation industry increased to ₹48,649 crore as of November 28, 2025, from ₹46,446 crore a year earlier and ₹39,746 crore in 2023, RBI data showed.

Outstanding credit to aviation grew 4.7% year-on-year at the end of November 2025, sharply lower than the 16.7% growth seen in 2024 and 67.4% in 2023, reflecting the sector's cautious borrowing stance amid financial stress.

Losses remain a concern. According to Icra, the domestic aviation industry is expected to post a collective net loss of ₹17,000-18,000 crore in FY26, higher than its earlier estimate of ₹9,500-10,500 crore, potentially reinforcing the need for external funding as expansion resumes.



Ground chaos, thin staffing leave IndiGo flyers fretting

Flyers travelling to and from Mumbai have complained of unusually slow services, long wait times and a lack of airline staff to address concerns

Ateeq Shaikh

ateeq.shaikh@hindustantimes.com

MUMBAI: Long queues at check-in counters, a shortage of ground staff, delayed assistance and anxious passengers, scenes like these have become increasingly common at Chhatrapati Shivaji Maharaj International Airport in recent days.

After a spate of flight cancellations in December, IndiGo appears to be grappling with fresh operational challenges at Mumbai airport, particularly on the ground, triggering widespread passenger inconvenience.

Since the weekend, flyers travelling to and from Mumbai have complained of unusually slow services, long wait times and a lack of airline staff to address concerns. Several passengers said the situation has left them worried about missing flights, with little clarity or assistance available at critical points such as check-in and boarding.



On Wednesday, IndiGo check-in counters at Chhatrapati Shivaji Maharaj International Airport saw long queues and confusion, as anxious passengers feared missing flights amid baggage glitches and a lack of staff assistance.
KUNAL PUROHIT/X

On Wednesday afternoon, Mumbai-based passenger Kunal Purohit, who was flying out of the city, encountered unusually long queues at IndiGo's check-in counters. "I thought of queuing up to check in, but the line was so long that I would have missed my flight," he said. Purohit then attempted to use the self-bag drop facility, but that too failed despite multiple tries. "I kept

going back and forth and could not find a single IndiGo employee to ask for help," he said, adding that fellow passengers were visibly stressed about missing their departures. "I finally found a very helpful staffer who asked me to drop the bags at the international check-in counter."

Another passenger, Ananya Sharan, described delays after

landing in Mumbai from New Delhi on Sunday night. Posting on X, she said passengers had to wait nearly 20 minutes for ground staff assistance to disembark the aircraft, followed by an additional 15-minute delay due to a shortage of buses to the terminal. "Had quite a messy experience with IndiGo at the Mumbai airport," she wrote.

HT reached out to IndiGo seeking clarity on the reported ground-handling issues, but did not receive a response till the time of going to press.

The latest complaints come close on the heels of a major disruption last month, when IndiGo cancelled around 4,500 flights starting December 2. The cancellations, triggered by the enforcement of stricter pilot duty and rest norms, left thousands of passengers stranded across airports and unsure whether scheduled flights would operate.

Under the revised rules, pilots are required to take longer rest breaks and face tighter limits on night flying hours, leading to significant schedule disruptions. During the 10-day crisis, airfares on competing airlines surged sharply, in some cases exceeding the cost of certain international routes, further compounding passenger distress.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

8 JANUARY 2026

DGCA to check navigation 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 trig-

gered 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 during simultaneous runway operations at busy airports such as Delhi. The report also noted that strict adherence to TCAS procedures is crucial to prevent acci-

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

dents 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 mandatory 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.

Reimagining India's civil aviation in 2026

Injecting the DGCA with expertise at every level is the pressing need of the hour, especially to avoid the tragic blunders of the past year

The year gone by will go down in history as a tragic year for Indian aviation. The question before us is: Do we as a nation brood over the past or look ahead to rectify what's broken? Resilient India would vote for the latter.

The June 2025 Air India 171 crash is something that the nation cannot erase from memory, not just because of the lives lost but also because of how devastating the psychological impact was for almost anyone who keenly observed the aftermath of the crash. That the flying public remains wary and prays silently before take-off and during touchdown even today speaks volumes about the collective trauma this disaster inflicted — shaking the confidence of many, both within the airline and outside. Worse, confidence in the system, including in those in charge of keeping the skies safe, has taken a severe beating. As one observer put it, India was struck by two numbing disasters in close succession: The crash and the handling of its aftermath.

So, even as we are still to ascertain the factors that led to the tragedy, 2026 presents a valuable opportunity for the Indian civil aviation ecosystem to pause and prepare to take a mammoth leap. If there is one lesson the year gone by has taught us, it is this: India lacks standard operating procedures (SOPs), systems, and expertise (to the point of embarrassment) in a highly technical and specialised field. This, despite the country producing one of the largest batches of engineering graduates annually and being the only country to have achieved a soft-landing on the lunar south pole. It is worth reiterating here that India as a nation needs to do this for its own sake, not to prove a point to others in the global community.

Let me highlight a few gaps that became glaring after the June crash. If the post-crash handling of the victims' bodies and their grief-stricken kin left a lot to be desired, one factor that seems to have been overlooked post the accident is that crash sites (and data recovered) have to be treated akin to crime scenes and not contaminated or trampled over by all and sundry, as it appears to have happened after the crash in Ahmedabad. Numerous news reports claimed that the site wasn't cordoned off as required for a significant length of time after the crash.

What was even more galling was the mishandling of the retrieval and decoding of the black box and the cockpit voice recorder. This was only matched by the ill-thought-out communication from the authorities after the recovery and decoding, all of which came at a sensitive juncture when the tragedy was still fresh in the memory of the public and the families of the victims. So far, most in the industry or outside of it cannot tell you where these devices were first sent to (the US, some news platforms claimed) or by whom these were decoded.

But perhaps what irked us the most in the aftermath of the accident is the total breakdown of communication and lack of transparency in what was eventually communicated to the public. Simply arranging for a top-level press conference post the tragedy — to outline how India would be handling the investigation, addressing concerns of the families of victims including compensation and what would be done to allay the fears of both the crew and passengers till a firm cause of the accident can be arrived at — would have gone a long way in ending the endless media speculation that followed the event.

Minor by comparison but equally incomprehensible was a recent report regarding a dispute between India's airport operators and the Air-



Anjali Bhargava



What irked us the most in the aftermath of the accident is the lack of transparency in what was eventually communicated to the public. HT ARCHIVE

ports Economic Regulatory Authority of India (AERA). It highlighted how a lack of expertise was leading to ludicrous judgments by regulatory and semi-judicial bodies in India. The report said that a recent judgment by Telecommunications Disputes Settlement And Appellate Tribunal (TDSAT) — the body that looks into telecom disputes in the country — suggested that user charges at Mumbai airport be increased to what can only be termed "absurd" levels, given current and prevalent air fares. It is a prime example of entrusting a dispute on a complex subject to an authority competent to tackle something radically different!

What is most concerning and needs immediate attention is the fact that, though this column and those

across several platforms have highlighted the lack of expertise in the directorate general of civil aviation (DGCA), the body that is entrusted with the safety of millions of fliers, the needle seems to have moved very little. A recent paper submitted by the regulator to the civil aviation ministry raises all the issues that leave it hamstrung and unable to address vital aspects of the country's aviation ecosystem. To avoid a repeat of what we witnessed in 2025, injecting DGCA with expertise at every level is the most pressing need of the hour.

Anjali Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal

Govt asks airlines for fare data as IndiGo faces probe

Reuters

feedback@livemint.com

NEW DELHI: 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% 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.

India's competition regulator, the 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.

India's 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 Competition Commission of India (CCI) and the civil aviation authority did not respond to *Reuters* queries on the private email. Akasa declined to comment, while



In Dec, the CCI moved against IndiGo to probe possible abuse of market position. AFP

other airlines did not respond.

A government official, asking not to be named because they were not authorised to speak publicly, 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, 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

JANSATTA

DELHI

9 JANUARY 2026

एअर इंडिया को निजीकरण के बाद मिला पहला 'ड्रीमलाइनर' विमान

नई दिल्ली, 8 जनवरी (भाषा)।

टाटा समूह के स्वामित्व वाली एअर इंडिया ने निजीकरण के बाद अपना पहला बोइंग 787-9 विमान प्राप्त कर लिया है। टाटा समूह ने जनवरी 2022 में सरकार से विमानन कंपनी का स्वामित्व हासिल किया था। यह एअर इंडिया के लिए विशेष रूप से विनिर्मित या लाइन फिट पहला ड्रीमलाइनर विमान भी है। सामान्य तौर पर लाइन फिट का तात्पर्य किसी विशेष विमानन कंपनी के लिए विशेष रूप से विनिर्मित विमान से होता है।

एक अधिकारी ने गुरुवार को बताया कि एअर इंडिया ने सात जनवरी को सिएटल में

बोइंग के एवरेट कारखाने में 'ड्रीमलाइनर' का स्वामित्व हासिल किया। नागर विमानन महानिदेशालय (डीजीसीए) द्वारा निरीक्षण के बाद इस विमान के अगले कुछ दिन में भारत पहुंचने की उम्मीद है। जनवरी 2022 में निजीकरण के बाद एअर इंडिया द्वारा लिया जाने वाला यह पहला 'लाइन फिट' ड्रीमलाइनर है। एअर इंडिया ने आखिरी बार 'लाइन फिट' ड्रीमलाइनर अक्टूबर 2017 में हासिल किया था जब विमानन कंपनी सरकार के स्वामित्व में थी। अधिकारी ने बताया कि यह नवीनतम विमान उसका पहला 'वाइड-बाडी' विमान है और 2023 में आर्डर किए गए 220 बोइंग विमान में से 52वां विमान है।



Corporate Communications Directorate

MINT

DELHI

9 JANUARY 2026

Privatized AI gets its first Dreamliner



This is also Boeing first line fit or custom-made Dreamliner for Air India.

Tata Group-owned Air India has taken delivery of the first Boeing 787-9 aircraft after the airline was privatised nearly four years ago.

This is also the first line fit or custom-made Dreamliner for the airline. Generally, line fit refers to an aircraft specifically

made for a particular airline. An official on Thursday said Air India completed the title transfer of the Dreamliner at the Boeing's Everett factory in Seattle on 7 January.

After inspections by the Directorate General of Civil Aviation (DGCA), the aircraft, also the first line fit Dreamliner to be taken by Air India after being acquired by Tatas in January 2022, is expected to arrive in India in the next few days.

The new aircraft has a three class configuration—economy, premium economy and business class seats.

According to the official, the latest aircraft is the airline's first wide-body and 52nd overall delivery from the 220 Boeing jets ordered in 2023. The last line fit Dreamliner that was acquired by Air India was in October 2017.

Air India Express has already taken delivery of 51 narrow-body Boeing 737-8s, including its first line fit plane that was inducted in late December.

PTI



Corporate Communications Directorate

MILLENNIUM POST

DELHI

9 JANUARY 2026

Adani Group, Embraer plan to set up final assembly line for regional jets in India

NEW DELHI: Adani Group has inked an initial pact with Brazilian aerospace major Embraer for setting up a final assembly line for its regional jets in India, according to sources.

To tap the "huge opportunities" in India, Embraer had set up its office in the national capital in October 2025. At present, Embraer, whose E-Jets began operations in India in 2005, has nearly 50 aircraft in the country serving the Indian Air Force, government agencies, business jet operators and commercial airline Star Air.

Adani Group, which already has good presence in the fast-growing Indian aviation space, will be making its foray into building aircraft in India in association with Embraer.



The sources said Adani Defence and Aerospace recently signed a Memorandum of Understanding (MoU) with Embraer for setting up the Final Assembly Line (FAL) in India.

Further details could not be ascertained.

There were no comments from Adani Group and Embraer.

The development also comes against the backdrop of the government pushing

for 'Make In India' activities in the high-growth civil aviation space.

Currently, there are no FALs for civilian aircraft in India.

Last year, Civil Aviation Minister K Rammohan Naidu had said the government was in the process of setting up a special purpose vehicle for making regional transport aircraft and added that necessary policies are in place for India to manufacture planes and its components.

In November 2025, a senior Embraer official said in Bangkok that the aircraft maker is targeting the Indian market because it is an untapped market in Asia.

"India is a market with lowest yields worldwide... if you don't have seat cost that is com-

petitive, then it is very difficult to make it work. With E195-E2 (aircraft) and high density seat configuration, the seat cost is very competitive...," Raul Vil-laron, Senior Vice President - Head of Region for Asia Pacific at Embraer, had said.

Embraer's E195-E2 can have up to 146 seats.

The company is looking to strengthen its presence in the country's commercial aviation, defence, business aviation, services and support, and urban air mobility segments.

In 2024, Embraer Defense & Security and Mahindra Defence Systems inked an MoU to evaluate the opportunity to jointly pursue the Indian Air Force's Medium Transport Aircraft (MTA) programme with the C-390 Millennium. P11



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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

THE MORNING STANDARD

DELHI

9 JANUARY 2026

City-bound Air India passengers stuck in Bali

S LALITHA @ New Delhi

THE New Year vacation in Bali, Indonesia, turned frustrating for 182 passengers on Thursday, as their return flight to India was cancelled. The Air India flight from Bali to Delhi (AI2146) was called off after the incoming Delhi-Bali flight was diverted to another airport in Indonesia due to poor weather. The delay, combined with the operating crew reaching the end of their duty hours, forced the airline to postpone the return journey by a day.

Passengers are now scheduled to travel to Delhi on Friday, January 9, after a delay of

Usual flight duration is just 7 hours & 30 minutes

Passengers are now scheduled to travel to Delhi on Friday, January 9, after a delay of more than 24 hours. The usual flight duration between the two cities is just seven hours and 30 minutes. Videos shared online by a passenger booked on the cancelled flight showed angry scenes.

more than 24 hours. The usual flight duration between the two cities is just seven hours and 30 minutes.

Videos shared online by a passenger booked on the cancelled Airbus A321 flight AI2146 showed angry scenes at Bali airport (Denpasar Airport), with passengers crowding around staff seeking explanations for the delay.

The Airbus A321 was origi-

nally scheduled to depart Bali at 10 am (local time) on January 8 and reach Delhi at 3 pm. According to a source familiar with the situation, the incoming Delhi-Bali flight was diverted to another airport in Indonesia. An announcement was then made that the Bali-Delhi flight would take off at 2:45 pm (a delay of 285 minutes). However, the flight was further delayed. Meanwhile, the operat-

ing crew's duty hours was nearing to an end.

Air India confirmed the incident, stating, "Flight AI2145 operating from Delhi to Denpasar on 8 January was diverted to Juanda in Indonesia due to unfavourable weather conditions in Denpasar. With weather conditions improving, the flight departed and landed at Denpasar later. Due to the diversion, the operating crew reached the mandatory Flight Duty Time Limitations, restricting them from operating the return flight to Delhi immediately. This resulted in the cancellation of AI2146 from Denpasar on Thursday."



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

9 JANUARY 2026

एयर इंडिया को मिला पहला 'ड्रीमलाइनर'

■ पीटीआई, नई दिल्ली: टाटा ग्रुप की मालिकाना हक वाली एयर इंडिया को अपना पहला बोइंग 787-9 विमान (ड्रीमलाइनर) मिल गया है। करीब चार साल पहले एयर इंडिया के निजीकरण के



FILE बाद से यह पहला मौका है जब कंपनी को बोइंग से इस तरह का विमान मिला है। खास बात यह है कि यह एयर इंडिया के लिए खास तौर पर तैयार किया गया Line fit ड्रीमलाइनर विमान है। इसका मतलब होता है वह विमान जिसे किसी एयरलाइन की जरूरतों के हिसाब से ही बनाया गया हो। यह विमान सिस्टल से जल्द ही भारत पहुंचेगा। इस डिलीवरी के साथ एयर इंडिया अब अपनी अंतरराष्ट्रीय उड़ानों को और भी आरामदायक और आधुनिक बनाने की तैयारी में है। इसमें इकॉनमी, प्रीमियम इकॉनमी और बिजनेस क्लास, तीनों तरह की सीटें होंगी।



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

8 JANUARY 2026

Lens on airlines' fare data

AMIYA KUMAR
KHUSWAHA

New Delhi: The Centre has asked airline operators Air India, IndiGo, SpiceJet and Akasa Air to share data on average fare charged in December when unprecedented flight disruptions prompted the government to temporarily impose airfare caps following a sudden spike in air tickets.

According to sources, the Directorate General of Civil Aviation (DGCA) has asked the airline operators to provide the average airfare data after the Competition Commission of India (CCI) wrote to the aviation regulator on the matter. The information sought by the airlines is from the period of December 1 to December 15.

The CCI has sought data



SKY-HIGH PRICES

for its ongoing proceedings against IndiGo to investigate whether it abused its dominant market position in the domestic aviation sector.

In early December, things came to a standstill when, due to a shortage of pilots, thousands of IndiGo flights were cancelled and delayed, leaving many passengers stranded in multiple airports across the country. Those desperate to reach their destinations were forced to pay the unusually high fares being charged by various airline operators.

Flyers had taken to social media to vent their anger against airlines such as IndiGo, Air India and SpiceJet and many travel aggregators for charging overpriced airfares during the distress period.

Some air tickets went beyond ₹50,000 to ₹80,000, which generally cost around ₹5,000-7,000 if booked earlier.

On December 6, the government intervened and imposed a cap on airfare tickets for a temporary period. The airfare caps were not applicable for business class and UDAN flights and also excluded user development fee (UDF), passenger service fee (PSF) and taxes on air tickets.

The CCI on December 18 took cognisance of the crisis and began examining IndiGo's monopoly in the domestic aviation market, in which IndiGo controls a 60 per cent share.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

8 JANUARY 2026

IndiGo flights from Kanpur to Navi Mum

Kanpur: IndiGo Airlines is set to connect Kanpur with Navi Mumbai by the end of this month. An agreement was signed between the civil aviation minister and IndiGo Airlines. Currently, IndiGo operates one daily flight from Kanpur to Mumbai. Discussions are also underway to start flights to Ahmedabad and Pune from Feb. TNN



Corporate Communications Directorate

THE TRIBUNE

DELHI

9 JANUARY 2026

Month on, IndiGo's Dec meltdown leaves more questions than answers

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, JANUARY 8

A month after IndiGo Airlines' operations spiralled into chaos in early December last year, accountability remains elusive. The inquiry committee constituted by the Directorate General of Civil Aviation (DGCA) has completed its investigation and submitted its report, yet regulatory action is still awaited.

With findings now under examination and penalties still uncertain, the country's largest airline continues to face searching questions over planning failures, leadership accountability and regulatory follow-through.

The probe panel, headed by DGCA Joint Director General Sanjay K Bramhane, was set up on December 5 to conduct a detailed assessment of the circumstances that led to the unprecedented flight disruptions. The committee submitted its report on December 26 evening after completing what officials described as a comprehensive review.



Passengers wait outside the IndiGo airlines ticket counter. FILE

Civil Aviation Minister Ram Mohan Naidu while speaking to reporters recently confirmed that the report had been forwarded to the ministry, where it was currently under analysis, along with further inputs sought from the DGCA.

If the investigation is complete, what explains the continued delay in decisive action? The scale of the disruption remains without precedent in Indian aviation. IndiGo cancelled more than 1,600 flights in a single day, followed by several days of mass cancellations. Published data shows that between December 1 and 9, the airline scrapped 4,290

domestic flights and 64 international services.

The inquiry committee is understood to have identified inadequate planning around the implementation of revised pilot rest norms as a key trigger for the operational collapse. If the primary cause was known well in advance, why was the airline unprepared for a regulatory change that had been flagged repeatedly by the regulator?

The Federation of Indian Pilots (FIP) has described the disruption as "pre-planned", alleging that it was aimed at further delaying the enforcement of FDTL norms. The

pilots' body has argued that a shortage of 150-200 pilots could not logically result in the cancellation of over 1,600 flights in a single day or more than 4,000 flights over eight days. Was the meltdown a case of gross mismanagement, or was it a calculated attempt to influence regulatory timelines? In the immediate aftermath of the crisis, the DGCA initiated regulatory action against IndiGo, directing the airline to cut its winter schedule by 10 per cent. Show-cause notices were also issued to key executives, including CEO Pieter Elbers and COO Isidre Porqueras.

The DGCA's December 5 order constituting the inquiry panel painted a troubling picture of systemic weaknesses within the airline. On December 12, the IndiGo Board also approved the appointment of Chief Aviation Advisers LLC, led by Captain John Illson, to conduct an independent expert review. A month on, there is no public timeline for completion of the review, nor any assurance that its findings will be disclosed.