



# Corporate Communications Directorate

DESHBANDHU

DELHI

12 MARCH 2026

## नोएडा इंटरनेशनल एयरपोर्ट की टैरिफ दरें अंतिम चरण में 23 मार्च को हितधारकों से होगी अंतिम सलाह

गेटर नोएडा, 11 मार्च (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट (जेवर एयरपोर्ट) के जल्द ही संचालन शुरू होने की तैयारी के बीच एयरपोर्ट्स इकोनॉमिक रेगुलेटरी अथॉरिटी (ऐरा) अब अंतिम टैरिफ दरों को अंतिम रूप देने की प्रक्रिया में जुट गई है। पिछले साल अगस्त में जारी की गई अंतरिम दरों पर अब हितधारकों की राय लेकर अंतिम निर्णय लिया जाएगा।

इसके लिए ऐरा ने 23 मार्च को दिल्ली में सभी संबंधित पक्षों के साथ महत्वपूर्ण बैठक बुलाई है। बैठक में एयरलाइंस, यात्रियों के प्रतिनिधि और अन्य हितधारक अपनी सुझाव-राय रखेंगे, जिसके आधार पर लैंडिंग, पार्किंग, यूजर डेवलपमेंट फीस (यूडीएफ) समेत अन्य एयरोनॉटिकल शुल्कों को अंतिम मंजूरी मिलेगी।

### पांच साल का खर्च अनुमान काफी ऊंचा

एयरपोर्ट संचालक कंपनी (यापल) ने आगामी पांच वर्षों



■ जेवर एयरपोर्ट के शुल्कों पर अंतिम मुहर लगाने वाली है, यात्रियों पर पड़ सकता है असर

(2026 से 2030) के लिए अपने अनुमानित परिचालन खर्च प्रस्तुत किए हैं : 2026 : 482.60 करोड़ रुपए, 2027 : 537.70 करोड़ रुपए, 2028 : 577.40 करोड़ रुपए, 2029 : 605.80 करोड़ रुपए, 2030 : 651.90 करोड़ रुपए।

इसके अलावा, हवाई सेवाओं से अलग अन्य मदों में पांच वर्षों के दौरान कुल 1,645.29 करोड़ रुपए का अतिरिक्त खर्च होने का अनुमान है। इन अनुमानों के आधार पर ही टैरिफ दरों का अंतिम निर्धारण होगा।

अंतिम टैरिफ में तय प्रमुख शुल्क (जिन पर अब अंतिम मुहर लगेगी)

### लैंडिंग शुल्क

घरेलू विमान: 100 एमटी तक 875 रुपए प्रति एमटी, अधिक क्षमता पर 87,500 रुपए + 1,155 रुपए प्रति एमटी

अंतरराष्ट्रीय विमान: 100 एमटी तक 1,000 रुपए प्रति एमटी, अधिक क्षमता पर 1 लाख रुपए + 1,300 रुपए प्रति एमटी

### पार्किंग शुल्क (निःशुल्क अवधि के बाद)

पहले 2 घंटे : 100 एमटी तक 25 रुपए प्रति घंटा, अधिक पर 2,500 रुपए

4 घंटे के बाद: 50 रुपए या 5,000 रुपए प्रति घंटा

### यूजर डेवलपमेंट फीस (यूपीएफ)

घरेलू प्रस्थान यात्री: 690 रुपए

अंतरराष्ट्रीय प्रस्थान यात्री: 1,380 रुपए

घरेलू आगमन: 300 रुपए

अंतरराष्ट्रीय आगमन: 595 रुपए प्रति यात्री

ये दरें अंतिम हैं और हितधारकों के सुझावों के बाद संशोधित या अंतिम रूप से लागू की जाएंगी। एयरपोर्ट के शुरूआती चरण में ज्यादातर घरेलू उड़ानें होने की संभावना है, इसलिए इन शुल्कों का यात्रियों पर सीधा प्रभाव पड़ेगा।

ऐरा का यह कदम नोएडा इंटरनेशनल एयरपोर्ट को पारदर्शी और टिकाऊ बनाने की दिशा में महत्वपूर्ण है, जो जल्द ही दिल्ली-एनसीआर के लिए एक प्रमुख वैकल्पिक हवाई अड्डा बनने जा रहा है। अंतिम टैरिफ आदेश के बाद यात्रा लागत पर स्पष्ट तस्वीर उभरेगी।



# Corporate Communications Directorate

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DECCAN CHRONICLE

HYDERABAD

11 MARCH 2026

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## 25 West Asia flights cancelled at Hyd airport

**Hyderabad:** Thirteen flights from West Asia to Hyderabad were cancelled on Tuesday following the ongoing conflict there, airport sources said. Another 12 flights scheduled for leave to various countries in the Gulf were also cancelled. Social media timelines were flooded with confused travellers seeking updates on the status of their flights.

“I have a flight from Hyderabad to Kuwait and Kuwait to New York... Can you please confirm if the flights will be running-on 13th March. In the app it's still showing confirmed,” Rohit Chalumuri, a traveller posted on 'X'. Over 360 flights at Hyderabad Airport have been cancelled from February 28 till March 10, sources added.

— PTI



# Corporate Communications Directorate

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DECCAN CHRONICLE

HYDERABAD

11 MARCH 2026

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## International tag for Madurai Airport

**DC CORRESPONDENT**  
NEW DELHI, MARCH 10:

The Union Cabinet On Tuesday approved declaration of Madurai Airport in Tamil Nadu, as an International Airport.

The Union information and broadcasting minister said that the policy decision to declare Madurai airport as an international airport will help bring air connectivity from various parts of the world to the temple city, and there is a huge industrial cluster around it.

“The decision would also strengthen the city’s role as an educational and healthcare hub,” the minister said, adding that multiple airlines have

shown interest in expanding their international flights from the airport.

In a X post PM Narendra Modi said, “A significant step for Tamil Nadu’s growth and connectivity! The Union Cabinet has approved the declaration of Madurai Airport as an International Airport. This will boost tourism, trade and economic opportunities across Southern Tamil Nadu in particular. Madurai, a city celebrated for its timeless culture and spiritual heritage, is set to strengthen its global connect.”

Madurai Airport, located in the Temple City of Madurai, Tamil Nadu, is one of the oldest airports in the State.



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

12 MARCH 2026

## नोएडा इंटरनेशनल एयरपोर्ट की टैरिफ दरें इस माह होंगी तय

जागरण संवाददाता, घंटेर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट के लिए भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण टैरिफ दरों को लेकर सभी हित धारकों से सुझाव लेगा। इसके लिए 23 मार्च को बैठक बुलाई गई है। प्राधिकरण ने अगस्त 2025 में अंतिम टैरिफ दरों का निर्धारण किया था। टैरिफ दरें एक अप्रैल 2026 से पांच साल के लिए लागू होंगी। नोएडा एयरपोर्ट को नागर विमानन महानिदेशालय ने एयरोड्रम लाइसेंस जारी कर दिया है। इस माह के अंत में एयरपोर्ट का उद्घाटन संभावित है। अप्रैल से नोएडा एयरपोर्ट से यात्री और कार्गो सेवाओं को शुरुआत होगी।

भारतीय विमान पत्तन आर्थिक विनियामक प्राधिकरण ने पिछले साल अगस्त में एयरपोर्ट के लिए अंतिम टैरिफ दरों का निर्धारण किया था। एयरपोर्ट के जल्द शुरू होने को देखते हुए प्राधिकरण दरों को अंतिम रूप से तय करने में जुट गया है। 23 मार्च को दिल्ली में सभी हित धारकों के सुझाव लेने के लिए बैठक बुलाई गई है। एयरपोर्ट संचालक कंपनी को और से विमान सेवा संचालन खर्च के अनुमानित अंकड़े रखे गए थे। इसके तहत 2026 में 482.60 करोड़, 2027 में 537.70 करोड़, 2028 में 577.40 करोड़, 2029 में 605.80 करोड़ व 2030 में 651.90 करोड़ रुपये का अनुमानित खर्च बताया था। हवाई

- भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण ने टैरिफ दरों के लिए 23 मार्च को बैठक
- अगस्त 2025 में पांच साल के लिए जारी की गई थीं अंतिम टैरिफ दरें

सेवाओं के अतिरिक्त अन्य मद में पांच साल के दौरान 1645.29 करोड़ खर्च का अनुमान रखा था। इसके आधार पर प्राधिकरण ने एयरपोर्ट के लिए टैरिफ दरों का अंतिम रूप से निर्धारण किया था। घरेलू विमान की लैंडिंग के लिए सौ मीट्रिक टन क्षमता तक 875 रुपये प्रति मीट्रिक टन व इससे अधिक पर 87500 व 1155 रुपये प्रति मीट्रिक टन शुल्क तय किया था। अंतरराष्ट्रीय विमान सेवा के लिए सौ मीट्रिक टन तक एक हजार रुपये प्रति मीट्रिक टन व इससे अधिक क्षमता पर एक लाख रुपये और प्रति मीट्रिक टन 1300 रुपये शुल्क तय किया था। पार्किंग शुल्क के तहत निशुल्क अवधि के बाद पहले दो घंटे के लिए सौ मीट्रिक टन तक 25 रुपये प्रति व सौ मीट्रिक टन से अधिक होने पर 2500 रुपये व 30 रुपये प्रति मि.टन शुल्क एवं चार घंटे के बाद सौ मीट्रिक टन तक 50 रुपये प्रति घंटा प्रति मीट्रिक टन व सौ मीट्रिक टन से अधिक क्षमता पर 5000 रुपये और 60 रुपये प्रति घंटा प्रति मीट्रिक टन का तय किया था।



# Corporate Communications Directorate

HARI BHUMI

DELHI

12 MARCH 2026

## एयरपोर्ट का 95 प्रतिशत कार्य कम्प्लीट

# जेवर एयरपोर्ट का पहला चरण जल्द होगा शुरू, एक रनवे से उड़ेंगी रोज करीब 150 फ्लाइट, हवाई अड्डा 7 करोड़ यात्रियों सेवा में देने सक्षम

एजेसी नई दिल्ली

लखनऊ। गौतमबुद्ध नगर जिले के जेवर में बन रहा नोएडा इंटरनेशनल एयरपोर्ट तेजी से संचालन की दिशा में आगे बढ़ रहा है। प्रदेश सरकार की इस महत्वाकांक्षी परियोजना के पहले चरण का लगभग 95 प्रतिशत निर्माण कार्य पूरा हो चुका है, जबकि शेष कार्य 10 नवंबर तक पूरा कर लिया जाएगा।

पहले चरण में एयरपोर्ट को एक रनवे के साथ संचालित किया जाएगा। इसकी सालाना यात्री क्षमता करीब 1 करोड़ 20 लाख होगी और प्रतिदिन औसतन करीब 150 उड़ानों के संचालन का अनुमान है। अधिकारियों के अनुसार, जैसे ही यात्रियों की संख्या एक करोड़ के आंकड़े को पार करेगी, एयरपोर्ट पर दूसरे

रनवे के निर्माण की प्रक्रिया शुरू कर दी जाएगी।

दो रनवे के साथ यह एयरपोर्ट करीब 7 करोड़ यात्रियों को सेवा देने में सक्षम होगा। परियोजना के पहले चरण में लगभग 3,300 एकड़ क्षेत्र में विकसित किए जा रहे हिस्से का लोकार्पण किया जाएगा। एयरपोर्ट के लिए अब तक 6,700 एकड़ भूमि का अधिग्रहण किया जा चुका है, जबकि शेष 5,100 एकड़ भूमि अगले तीन महीनों में अधिग्रहित करने की योजना है। भूमि खरीद पर करीब 5000 करोड़ रुपए खर्च किए गए हैं, वहीं निर्माण कार्य पर लगभग 7000 करोड़ रुपए की लागत आ रही है। सरकार की योजना है कि नोएडा इंटरनेशनल एयरपोर्ट को देश के सबसे बड़े और आधुनिक हवाई अड्डों में से एक के रूप में विकसित किया जाए।



औद्योगिक विकास को मिलेगा बढ़ावा

परियोजना पूरी होने के बाद यहां कुल पांच रनवे होंगे और एयरपोर्ट का कुल क्षेत्रफल लगभग 11,750 एकड़ तक पहुंच जाएगा। अंतिम रूप से तैयार होने पर इसकी सालाना यात्री क्षमता करीब 30 करोड़ होने का अनुमान है, जिससे यह दुनिया के सबसे बड़े एयरपोर्ट्स में शामिल हो सकता है। एयरपोर्ट के निर्माण से क्षेत्र में आर्थिक और औद्योगिक विकास को भी बढ़ावा मिलने की उम्मीद है। इसके आसपास लॉजिस्टिक्स, पर्यटन, व्यापार और औद्योगिक गतिविधियों में तेजी आएगी और बड़ी संख्या में प्रत्यक्ष व अप्रत्यक्ष रोजगार के अवसर पैदा होंगे। विशेषज्ञों का मानना है कि जेवर एयरपोर्ट के शुरू होने से इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर बढ़ते यात्री दबाव को काफी हद तक कम किया जा सकेगा। साथ ही, यह परियोजना दिल्ली-एनसीआर और पश्चिमी उत्तर प्रदेश के लिए एक महत्वपूर्ण परिवहन केंद्र के रूप में उभरेगी और प्रदेश को वैश्विक निवेश व व्यापार के नक्शे पर और मजबूती से स्थापित करेगी।



# Corporate Communications Directorate

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HINDUSTAN

DELHI

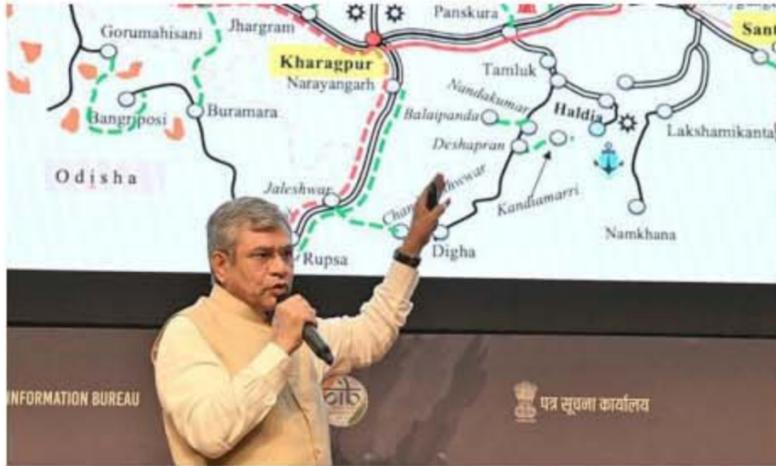
12 MARCH 2026

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## बेंगलुरु हवाईअड्डे पर 21 उड़ानें रद्द

बेंगलुरु, एजेंसी। हवाई क्षेत्र में लगाए गए प्रतिबंधों के कारण बुधवार को बेंगलुरु के केमगौड़ा अंतरराष्ट्रीय हवाईअड्डे पर कुल 21 उड़ानें रद्द कर दी गईं, जिससे पश्चिम एशियाई गंतव्यों की ओर जाने वाली सेवाएं प्रभावित हुईं।

बेंगलुरु इंटरनेशनल एयरपोर्ट लिमिटेड ने यह जानकारी दी। कंपनी ने कहा कि हवाई क्षेत्र में प्रतिबंध के कारण 11 मार्च को 11 आगमन और 10 प्रस्थान उड़ानों को रद्द करना पड़ा।



Union Minister Ashwini Vaishnaw at a media briefing in New Delhi on Tuesday. SUSHIL KUMAR VERMA

## ₹689-cr. cost hike for road to Noida airport approved

**The Hindu Bureau**  
NEW DELHI

The Cabinet Committee on Economic Affairs on Tuesday approved a ₹689-crore hike in the capital cost of building greenfield connectivity between the Noida International Airport and the Delhi-Mumbai Expressway.

The revised cost of the road project is ₹3,630 crore, up from the earlier approved cost of almost ₹2,942 crore, and the project will be developed on Hybrid Annuity Mode (HAM) in the States of Uttar Pradesh and Haryana. The Haryana government has agreed to bear ₹450 crore of the additional cost.

This 31.42 km-long corridor will provide direct and high-speed connectivity from the southern parts of Delhi, Faridabad, and Gurugram in Haryana to Noida International Airport. “The corridor intersects Eastern Peripheral Expressway, Yamuna Expressway, and Dedicated Freight Corridor (DFC), enabling multimodal transport convergence,” according to a statement from the Ministry of Road Transport and Highways.

**Four-lane road to Ujjain**  
About 11 km of the road is to be developed as an elevated highway. This corridor traverses the area earmarked for high-density urban development and future infrastructure expansion under the Faridabad Master Plan, 2031.

The Cabinet Committee, chaired by Prime Minister Narendra Modi, also ap-

## Cabinet panel gives nod to two railway projects

**NEW DELHI**

The Cabinet Committee on Economic Affairs approved two rail projects for West Bengal and Jharkhand on Tuesday at a total cost of ₹4,474 crore. These projects include a fourth rail line between Santragachi and Kharagpur in West Bengal and another connecting Sainthia in West Bengal and Pakur in Jharkhand. The two projects cover five districts in and will increase the existing rail network by about 192 km. It will enhance connectivity to nearly 5,652 villages, covering a total population of about 147 lakh. The proposed capacity enhancement will improve rail connectivity to several prominent tourist destinations.

proved the development of an 80.45 km-long, four-lane corridor from the Badnawar-Petlawad-Thandla-Timarwani section of NH-752D, at a total capital cost of ₹3,839 crore. This road will connect Ujjain to the Timrawani interchange on the Delhi Mumbai Expressway.

The Timarwani-Thandla-Petlawad-Badnawar-Ujjain corridor is the shortest route for traffic from Gujarat and Maharashtra to Ujjain. Upgradation of the Timarwani-Badnawar section will strengthen inter-State connectivity and also take care of the surge in traffic expected during the Simhastha Kumbh Mela in April 2028, the Road Ministry said.



Emirates planes sit on the tarmac of Dubai International Airport (DXB) after two drones came down in the vicinity of the airport, in Dubai, United Arab Emirates, on Wednesday. REUTERS

## Drone attacks near Dubai airport trigger wider Gulf flight disruptions

**Reuters**  
*Dubai, March 11*

TWO DRONES fell near Dubai's main airport and Bahrain evacuated some planes on Wednesday, as attacks on infrastructure across the Gulf continued to disrupt air traffic, hampering efforts to restore flights as the war on Iran entered a 12th day.

The US-Israel war against Iran has led to tens of thousands of flight cancellations, reroutings and schedule changes worldwide, shutting much of the Middle East's airspace - in-

cluding Qatar's - due to missile and drone threats.

This has plunged aviation into its worst crisis since the pandemic, as Dubai International Airport (DXB), the busiest hub for global passengers, and other regional airports are critical transit points for long-haul travel.

The conflict has also disrupted a key oil export corridor, leading to a spike in jet fuel prices, pushing fares higher on some routes and deepening concern about a broader hit to travel demand. Time-sensitive air cargo were also heavily affected.

Bahrain's Civil Aviation Affairs said on Wednesday several Gulf Air aircraft, without passengers, and some cargo air planes, were relocated to alternative airports to "ensure the continuity and efficiency of air operations" during the crisis.

It did not provide further details. Gulf Air was not immediately available for comment. Tracking data on FlightRadar24 showed several passenger jets moving to locations in Saudi Arabia over the past 24 hours.

Dubai's media office confirmed two drones fell near Dubai airport, but said air

traffic was operating as normal. Reuters witnesses said there was no visible damage to the airport.

The attack marked a renewed threat after DXB airport sustained damage on the first day of the conflict, alongside Abu Dhabi and Kuwait's international airports.

Regional carriers like Dubai's Emirates and Abu Dhabi's Etihad, as well as Qatar Airways, have resumed some flights but were still operating well below capacity.

Four people sustained injuries in the attack on Wednesday, authorities said.



## Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

12 MARCH 2026

# Noida airport Phase 1: 1.2 cr flyers annually, 150 flights daily

**Express News Service**  
*Lucknow, March 11*

PHASE 1 of the soon-to-be opened Noida International Airport in Jewar will have one runway and an annual passenger handling capacity of 1.20 crore. On average, around 150 flights are expected to operate daily, confirmed the Uttar Pradesh government on Wednesday.

Around 95% construction under Phase 1 is completed, said officials, adding that the work will be completed by

November 10.

UP Chief Minister Yogi Adityanath had earlier said Prime Minister Narendra Modi will inaugurate the mega project.

According to officials, once the number of passengers crosses 1 crore annually, the process of constructing the second runway will begin.

With two runways, the airport will be capable of serving around 7 crore passengers annually.

In the first phase, officials said the portion developed over



**With two runways, the airport will be capable of serving around 7 crore passengers annually.** FILE

approximately 3,300 acres will be inaugurated. For the project, a total of 6,700 acres of land has already been acquired, while the remaining 5,100 acres is planned to be acquired over the next three months.

Around Rs 5,000 crore has been spent on land acquisition for the airport, while approximately Rs 7,000 crore is being invested in construction, the government said.

Once the entire project is completed, the airport will have five runways and will expand to

cover about 11,750 acres in total. It is then expected to handle up to 300 million (30 crore) passengers annually, making it one of the largest airports in the world.

On Tuesday, airport authorities had presented the aerodrome licence to Adityanath. A delegation led by the airport's Chief Executive Officer Christoph Schnellmann met the chief minister in Lucknow and briefed him on the progress of the project and the next steps toward starting operations.

On March 5, the airport received security approval from the Bureau of Civil Aviation Security (BCAS). A day later, the Directorate General of Civil Aviation (DGCA) granted it a provisional aerodrome licence.

According to officials, the licence is valid for six months, until September 5, subject to further approval by the DGCA. "This (grant of licence) means that flights can now land and take off from the Noida International Airport," CEO Rakesh Singh had said.

## Noida airport licence presented to CM Yogi



**PIONEER NEWS SERVICE**  
■ Lucknow

A delegation from the Noida International Airport met Chief Minister Yogi Adityanath on Tuesday and presented the aerodrome licence issued by the Government of India.

With this, a major step toward the operationalisation of the airport at Jewar has been completed.

Following the issuance of the licence, the process for the airport's inauguration and the start of commercial flight operations will now move forward.

The delegation, led by Airport Chief Executive Officer Christoph Schnellmann along with other senior officials, also briefed the chief minister about the progress of the project and the upcoming stages. According to the officials, after obtaining the aerodrome licence, the final phase of regulatory approvals is currently underway. The airport's aerodrome security programme is presently under review by the Bureau of Civil Aviation Security. Once the security clearance is granted, the airport management will coordinate with all concerned agencies to finalise the date for the formal inauguration and the start of commercial operations. The Noida

International Airport being developed in Jewar of Gautam Buddha Nagar is a major greenfield airport that will connect the National Capital Region and western Uttar Pradesh with major cities across India and the world.

The airport is being developed with world-class facilities, combining Swiss efficiency with Indian hospitality. The airport's chief executive officer is Christoph Schnellmann.

The development of the airport is planned in four phases. In the first phase, one runway and one passenger terminal building have been constructed, with an annual capacity of approximately 12 million passengers. In the second phase, the capacity will be expanded to 30 million passengers. With further expansion in the third and fourth phases, the total capacity is targeted to reach 70 million passengers annually.

In the first phase, the terminal building covers an area of approximately 1.38 lakh square metres and includes 48 check-in counters, nine security screening lanes, and nine immigration counters. Domestic and international lounges are also being developed for passenger convenience. Additionally, the airport will have 10 aerobridges and 28 aircraft parking stands.

## What makes the Faridabad–Jewar Airport Elevated corridor significant



### EXPLAINER GURUGRAM

#### TRIBUNE NEWS SERVICE

**I**N major move to bolster NCR connectivity, the Union Cabinet has approved a Rs 3,631-crore elevated corridor linking the upcoming Noida International Airport with Faridabad.

#### ■ What is the Faridabad–Jewar Airport Elevated Corridor project?

The Union Cabinet has approved a Rs 3,631-crore elevated road corridor to provide direct connectivity between Faridabad and the upcoming Noida International Airport at Jewar. The project includes a 7.8-kilometre elevated stretch that will link the airport to the Delhi–Mumbai Expressway, enabling faster access from Haryana and other parts of the

### Project to link Faridabad & the upcoming Noida Airport



The proposed route.

MAP NOT TO SCALE

National Capital Region (NCR).

The corridor is expected to significantly reduce travel time and improve regional connectivity between Faridabad, Gurugram and other nearby NCR cities.

#### ■ Why is this corridor important for NCR connectivity?

The project will strengthen transport infrastructure by connecting several major road and logistics networks. The corridor will intersect with the Eastern Peripheral Expressway, the Yamuna Expressway and the Dedicat-

ed Freight Corridor (DFC), creating a seamless route for both passenger and cargo movement. Improved connectivity to Noida International Airport is expected to boost economic activity, facilitate smoother logistics and support development along the Delhi–Mumbai Industrial Corridor and surrounding regions.

#### ■ Which areas and villages will the corridor pass through?

The elevated corridor and its connecting routes will pass through several villages in Faridabad and Palwal districts of Haryana, including Shahpur, Sotai, Chandawali, Bahbalpur, Fafunda (Phaphunda), Panhera Khurd, Narhawali, Mehmudpur, Hirapur and Mohara — the site of a major six-lane bridge over the Yamuna River — as well as Kalan and Baghpur.

#### ■ When will the construction begin and what happens next?

Following the Union Cabinet's approval, the project will move into the detailed planning, design and tendering stage. Construction is expected to begin once these processes are completed.

Officials believe the corridor will play a crucial role in ensuring smooth access to Jewar Airport, particularly for commuters and businesses from Haryana and western NCR.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

12 MARCH 2026

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## **Air India Express plane suffers nose wheel damage**



**Mumbai:** An Air India Express Boeing 737 Max aircraft suffered nose wheel damage after a suspected hard landing at Phuket airport in Thailand on Wednesday. No one was hurt in the incident. The airport's only runway was shut following the incident, resulting in several flight diversions. our

BUREAU



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

12 MARCH 2026

## DGCA mulls stricter rules for foreign airlines

**DEEPAK PATEL**  
New Delhi, 11 March

The Directorate General of Civil Aviation (DGCA) has proposed stricter rules for foreign airlines operating to and from India, including mandatory digital registration on its e-governance portal, stronger legal accountability for local representatives, automatic suspension of unused airport permissions after prolonged inactivity, and a formal passenger grievance reporting system.

The aviation regulator on Wednesday issued a draft aeronautical information circular (AIC) — a formal advisory used by regulators to communicate operational or regulatory requirements to airlines — seeking to tighten oversight of foreign carriers flying into India.

A key feature of the proposal is a shift to a digital-first compliance system through the eGovernance of Civil Avi-

### The fine print

- Airlines legally liable for acts or lapses of its local representative
- Aviation incidents must be reported to DGCA within four hours
- Airport approvals may be suspended after four unused IATA seasons
- Passenger grievance register and periodic reporting mandated

ation (eGCA) portal, the DGCA's online platform used for licensing, approvals, and regulatory filings.

Under the proposed framework, foreign airlines will have to obtain unique login credentials by uploading authenticated documents related to their incorporation and operational approvals.



Portal access will be activated only after the regulator verifies the credentials and competence of the airline's designated "local representative" in India.

The draft circular proposes to considerably strengthen the role of the local representative, an individual or legal entity based in India who acts as the

airline's official point of contact with the regulator.

Under the proposed rules, the representative must either be an Indian national or a registered Indian entity and will be responsible for ensuring regulatory compliance on behalf of the airline.

The proposal requires the representative to report any aviation incident to the DGCA within four hours, maintain updated information on the eGCA portal at all times, and ensure that any change in representation is completed within prescribed deadlines. Importantly, unlike the AIC issued in 2020, the proposed framework would make the airline itself legally liable for any lapses committed by its local representative.

"The airline shall be responsible for all acts or omissions done by the local representative in discharge of its responsibilities assigned by the airline... and shall immediately replace the local represen-

tative if, at any point in time, the airline or DGCA observes frequent lapses," the draft AIC observed.

The draft also introduces the concept of "deemed suspension" of an airline's authorisation to operate to specific airports if those approvals remain unused for an extended period.

Under the proposal, if a foreign carrier does not operate flights to a particular Indian airport for "four consecutive International Air Transport Association (IATA) seasons", the regulator may suspend that airport authorisation.

The IATA seasons refer to the global airline industry's two scheduling periods each year — summer and winter — during which airlines plan flight schedules and slot usage worldwide.

In addition, the draft AIC outlines a new passenger grievance redress mechanism for foreign carriers operating in India.



# Corporate Communications Directorate

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BUSINESS STANDARD

DELHI

12 MARCH 2026

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## CCI dismisses market dominance complaint against IndiGo, A-I

Fair trade regulator Competition Commission of India (CCI) on Wednesday dismissed a complaint alleging abuse of market dominance by InterGlobe Aviation and Air India (A-I). The complainant alleged that the domestic carriers were maintaining unconscionable and illegal rates of cancellation charges and imposing arbitrary conditions and prices for the sale of services. According to the complainant, InterGlobe Aviation, which operates IndiGo, held more than 65 per cent share in the domestic aviation sector, while Air India accounted for around 27 per cent. Together, both these players control about 90 per cent of the market share, raising concerns of dominance and possible anti-competitive practices, as per the complaint.

PTI



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

12 MARCH 2026

**इंडिगो, एअर इंडिया को राहत**

## एयरलाइंस के खिलाफ शिकायत खारिज हुई

बिजनेस संवाददाता | नई दिल्ली

प्रतिस्पर्धा आयोग (सीसीआई) ने इंडिगो और एअर इंडिया के खिलाफ शिकायत खारिज कर दी है। इन पर मार्केट पोजिशन का गलत इस्तेमाल करने का आरोप लगाया गया था। शिकायतकर्ता ने दावा किया था कि ये कंपनियां मनमाने ढंग से टिकट कैसिलेशन चार्ज वसूल रही हैं और अनुचित शर्तें थोप रही हैं। इंडिगो (67%) और एअर इंडिया (27%) की संयुक्त बाजार हिस्सेदारी 94% है। इसे लेकर एकाधिकार की चिंता जताई गई थी। हालांकि, आयोग ने मामले की जांच के बाद पाया कि प्रतिस्पर्धी कानूनों का कोई उल्लंघन नहीं हुआ है। एयरलाइंस का रिफंड सिस्टम व्यवस्थित है और यात्रियों को टिकट लेते समय कैसिलेशन शर्तों की पूरी जानकारी दी जाती है।



# Corporate Communications Directorate

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DESHBANDHU

DELHI

12 MARCH 2026

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## बेंगलुरु-दिल्ली में विमानों की मरम्मत को डीजीसीए की मंजूरी

नई दिल्ली, 11 मार्च (देशबन्धु)। भारत में विमान मरम्मत और रखरखाव एमआरओ सेक्टर को मजबूत करने की दिशा में हैवियस एयरोटेक इंडिया लिमिटेड ने बड़ा विस्तार किया है। कंपनी ने नागर विमानन महानिदेशालय डीजीसीए से कई अहम मंजूरी हासिल की है। जर्मनी की सैफ्रान केबिन जर्मनी के साथ रणनीतिक साझेदारी भी की है। अब बेंगलुरु में कंपनी की नई तकनीकी सुविधाएं शुरू की गई हैं, जबकि दिल्ली स्थित यूनिट को भी नई तरह की तकनीकी सेवाएं देने की अनुमति मिली है। इसका सबसे बड़ा फायदा यह होगा कि भारतीय एयरलाइंस को अब विमान के कई महत्वपूर्ण उपकरणों और केबिन से जुड़ी मरम्मत के लिए विदेश पर निर्भर नहीं रहना पड़ेगा।



# Corporate Communications Directorate

DECCAN HERALD

BANGALORE

11 MARCH 2026

## West Asia crisis: 7 flights cancelled at KIA

**BENGALURU, DHNS:** Seven flights were cancelled at the Kempegowda International Airport (KIA) on Tuesday due to airspace restrictions in West Asia.

With eight arrivals and nine departures cancelled, travel to Abu Dhabi, Dubai, Riyadh, Jeddah, Dammam and Doha remained affected.

However, even as the conflict in West Asia rages on, daily cancellations at the Bengaluru airport have started to fall.

Compared to 72 flight cancellations on March 2, the airport saw fewer than 20 cancellations each on March 9 and 10. Throughout the week, the impacted sectors have remained the same.

As of Tuesday evening, the airport had scheduled 25 flights to West Asia — 12 arrivals and 13 departures. It operated flights to and from Jeddah, Sharjah, Dubai, Abu Dhabi, Ras Al Khaimah and Muscat, among other cities in the Gulf, in addition to cargo flights.





# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

12 MARCH 2026

## पश्चिम एशिया के लिए एअर इंडिया समूह करेगा 58 उड़ानें संचालित

**नई दिल्ली, आइएनएस:** विमानन कंपनी एअर इंडिया और उसकी कम लागत वाली सहायक कंपनी एअर इंडिया एक्सप्रेस गुरुवार को पश्चिम एशिया के लिए कुल 58 निर्धारित और गैर-निर्धारित उड़ानें संचालन करेंगी। पश्चिम एशिया में जारी संघर्ष के बीच विमानन कंपनियों सेवकों का संचालन सावधानीपूर्वक कर रही हैं, क्योंकि कई क्षेत्रों के हवाई मार्ग प्रतिबंधित हैं और कुछ मार्ग बंद भी किए गए हैं।

दोनों एयरलाइनें गुरुवार को मुंबई और कोझिकोड से सऊदी अरब के रियाद के लिए एक-एक गैर-निर्धारित सेवाएं संचालित करेंगी। दोनों एयरलाइनें जेदा और मस्कट के लिए निर्धारित सेवाएं भी संचालित करेंगी, जिनमें एअर इंडिया एक्सप्रेस द्वारा संचालित जेदा के लिए कुल 10 उड़ानें और मस्कट के लिए आठ निर्धारित उड़ानें शामिल हैं। इसके अतिरिक्त, एअर इंडिया दिल्ली से जेदा के लिए एक राउंड ट्रिप और



एयर इंडिया एक्सप्रेस विमान

मुंबई से दो राउंड ट्रिप संचालित करेगी, जबकि एअर इंडिया एक्सप्रेस बंगलुरु और कोझिकोड से जेदा के लिए एक-एक राउंड ट्रिप संचालित करेगी। बयान में आगे कहा गया है कि एअर इंडिया एक्सप्रेस मस्कट के लिए भी अपनी निर्धारित सेवाएं संचालित करेगी, जिसमें दिल्ली और मुंबई से एक-एक राउंड ट्रिप और कोझिकोड से दो राउंड ट्रिप शामिल हैं। नियमित उड़ानों के अतिरिक्त, एअर इंडिया व एअर इंडिया एक्सप्रेस यूएई और सऊदी अरब के लिए कुल 40 गैर-निर्धारित उड़ानें संचालित करेंगी, जो उस समय प्रस्थान स्थल पर उपलब्ध स्लाट व अन्य परिस्थितियों पर निर्भर करेंगी।



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

12 MARCH 2026

## एअर इंडिया एक्सप्रेस विमान के पहिए फुकेट में लैंडिंग के समय टूटे

मुंबई, प्रेट्र : थाईलैंड के फुकेट हवाई अड्डे पर हार्ड लैंडिंग करते समय एअर इंडिया एक्सप्रेस के बोइंग 737 मैक्स विमान के दो अगले पहिए टूट गए। इसके चलते दुर्घटनाग्रस्त विमान को हटाने के लिए फुकेट के इस रनवे को बंद कर दिया गया है।

एक वरिष्ठ डीजीसीए अधिकारी के अनुसार विमान वीटी-बीडब्ल्यूक्यू ने हैदराबाद से फुकेट के लिए उड़ान आइएक्स 938 का संचालन किया। यात्रियों को विमान से उतारकर टर्मिनल भवन में ले जाया गया। किसी भी व्यक्ति को चोट नहीं आई है। बोइंग 737-मैक्स 8 पर सवार यात्रियों की संख्या ज्ञात

एयरलाइंस के दुर्घटनाग्रस्त विमान के सभी यात्री सुरक्षित, विमान को हटाने के लिए फुकेट के इस रनवे को बंद किया गया

नहीं हो सकी। एअर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि विमान को फुकेट हवाई अड्डे पर नोज क्लीप्स यानी अगले पहिए के साथ समस्या का सामना करना पड़ा और चालक दल ने सभी मानक प्रोटोकॉल का पालन किया और यात्रियों को सुरक्षित विमान से उतारा गया। बता दें कि हार्ड लैंडिंग आमतौर पर एक अनियोजित लैंडिंग होती है।



# Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

12 MARCH 2026

## एअर इंडिया एक्सप्रेस विमान के अगले पहिए फुकेट में लैंडिंग के समय टूटे

**मुंबई, प्रेट:** थाईलैंड के फुकेट हवाई अड्डे पर बुधवार को एअर इंडिया एक्सप्रेस के विमान में सवार यात्री बाल बाल बचे। भारतीय विमानन कंपनी एअर इंडिया एक्सप्रेस के बोइंग 737-8 मैक्स विमान के फुकेट हवाई अड्डे पर हार्ड लैंडिंग करते समय अगले दो पहिए टूट गए। दुर्घटनाग्रस्त विमान को हटाने के लिए रनवे बंद कर दिया गया है।

डीजीसीए के एक वरिष्ठ अधिकारी के अनुसार, विमान हैदराबाद से फुकेट के लिए उड़ान भरी थी। फुकेट में लैंडिंग के दौरान हादसा हो गया। राहत की बात यह रही कि किसी यात्री को चोट नहीं आई। हादसे के बाद यात्रियों को विमान से उतारकर टर्मिनल भवन ले जाया गया। विमान में कुल कितने लोग सवार थे, इसकी जानकारी नहीं दी गई है। अधिकारियों के अनुसार, विमान रनवे पर फंसा रहा और इसे बे में खींचा जा रहा है, जिस कारण हवाई अड्डे के

- ▶ भारतीय एयरलाइंस के दुर्घटनाग्रस्त विमान के सभी यात्री सुरक्षित
- ▶ विमान को हटाने के लिए फुकेट के इस रनवे को बंद किया गया



संचालन को अस्थायी रूप से बंद कर दिया गया है। एअर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि विमान को हवाई अड्डे पर नोज व्हील्स यानी अगले पहिए के साथ समस्या का सामना करना पड़ा और चालक दल ने सभी प्रोटोकाल का पालन किया और यात्रियों को सुरक्षित विमान से उतारा गया। डीजीसीए अधिकारी ने कहा, विमान ने फुकेट हवाई

अड्डे के रनवे 9 पर हार्ड लैंडिंग की जिसमें एक उछाल भी शामिल था। हार्ड लैंडिंग आमतौर पर एक अनियोजित लैंडिंग होती है, जहां विमान अत्यधिक ऊर्ध्वाधर गति और बल के साथ जमीन पर उतरता है। रायटर के अनुसार थाई राज्य प्रसारक एमसीओटी द्वारा एक्स पर पोस्ट की गई एक छवि में विमान के लैंडिंग गियर का एक हिस्सा दिखाया गया है, जिसमें पहिया गायब है और लैंडिंग गियर सीधे रनवे में धंसा हुआ है और टार्मेक पर एक लंबा, मुड़ता हुआ स्किड मार्क है। डीजीसीए अधिकारी ने कहा, "विमान रनवे पर फंसा हुआ है, नोज व्हील्स टूटकर अलग हो गए हैं। उचित प्राधिकरण द्वारा थाईलैंड के विमानन अधिकारियों के साथ परामर्श के बाद एक जांच की जाएगी।" अधिकारी ने कहा कि विमान के दोनों नोज व्हील्स 8 मार्च को नियमित रखरखाव के हिस्से के रूप में बदले गए थे।

# Pieter Elbers, 'a Man in a Hurry', Gets an Early Farewell at IndiGo

Elbers' handling of the situation following new pilot rest rules said to have worked against him

Arindam Majumder

**New Delhi:** Global airline executives have always remained sceptical about working for Indian airline owners. Unlike the strong management-run carriers in the West, Indian owners—and sometimes even their spouses—have been notorious for interfering in day-to-day functioning of carriers.

During meetings held by founder Naresh Goyal, which were often termed as 'darbar' or a gathering of trusted lieutenants by Jet Airways employees, top CXOs used to line up to take permission for the smallest of changes from Goyal and his wife Anita. Pieter Elbers faced none of those issues. Handpicked by co-founder Rahul Bhatia who holds 37% stake in the airline, Elbers was given a complete free hand to run India's largest airline.

Elbers was a much sought-

after global executive, playing a key role in developing Dutch carrier KLM and Schiphol as an international connector and also popular among employees. Former CEO Ronojoy Dutta's tenure ended early because IndiGo risked losing the race to hire Elbers to a Middle Eastern carrier.

"Bhatia was very enthusiastic, bagging him as the CEO," said an IndiGo executive. "Rightly so. IndiGo had come out of Covid and chalked out plans to become a global carrier. It needed a face which was respected in global aviation circles."

At IndiGo, Elbers soon got down to the business of building IndiGo's global strategy and branding. He set a target of almost doubling share of international business to 40% by 2030.

He coined a new term "India by IndiGo", which often became the promotion tagline for the airline.

He was often seen celebrating Indian festivals in traditional attires and most of IndiGo's new destination launches had Elbers

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## ACHIEVEMENTS

Airline under him increased its share of int'l biz, inducted biz class in domestic sector & took to flying to Europe with wet-leased aircraft

ving the national flag. He started building his own team, often sidelining many IndiGo lifers while giving out of turn promotion. "He was as conscious about his own brand as he was of IndiGo's and had his strong likes and dislikes. You had a short window of gaining his trust or being sidelined," a second executive said.

To his credit, Elbers was on the right course executing his mission. The airline sharply increased its share of international business, inducted business class in the domestic sector, and took a giant leap of flying to Europe with wet-leased aircraft.

"He was a man in hurry and wouldn't take a No," said an IndiGo executive. "The sales team once raised the issue saying that we should slow down as resources were too stretched to market so many new destinations. There were prompt changes in the team, and

one senior official was asked to leave."

What it led to was an environment of sycophancy where employees raced to become "the favourite of the CEO." In early November, when the new pilot rest rules kicked in, many IndiGo senior executives flagged that the airline's crew strength wasn't enough to handle the number of flights. "Senior officials kept suggesting to continue hiring pilots but were turned down by the management saying that utilisation remained low," said a person aware of the developments. "None voiced their opinion strongly fearing repercussions and one fine day everything broke down."

The severe chaos played out on television and social media platforms. "Bhatia takes pride in building what is not merely an airline but a public utility for the country. This was his worst nightmare. The fate of Elbers was sealed that day," the person said.

While there was a smooth transition planned where Elbers exit would be announced followed by the naming of his replacement, people close to him said he himself asked for an early resignation due to certain personal reasons. In September 2022, while introducing Elbers to IndiGo employees, Bhatia had quipped that he was giving the keys of the company to him. He meant that Elbers was allowed to run the airline in his own way. But he lost all moral authority to lead.



# Make 'No Wi-Fi' an Airline Sales Pitch

Air India became the first domestic airline to introduce in-flight Wi-Fi in January 2025. It was hailed as a triumph of tech dishing out yet another invaluable service for the air, especially business, traveller. More than a year on, we're not too sure if it's a value-add. Flights have long been the last bastion of disconnection, rare interludes when executives could plead tech-disabled '5<sup>th</sup> amendment' — emails unsent, calls unanswered. It was a socially and professionally acceptable pause, a liminal space between departure and arrival. No companies went into red because of phone calls going into voicemail.

The argument for airborne internet is efficiency. Why waste 6 hrs between Delhi and London when deals can be struck mid-



air? But productivity gains are marginal, while costs — psychological and cultural — are profound. The enforced break of a flight is restorative. It's the rare chance to think without notification, reboot, and recall that life is not merely a sequence of meetings. For international business-class travellers, especially those in first

class, Wi-Fi-less hours are not a deprivation, but a privilege that comes with the glass of champagne, fine dining and hushed privacy. These individuals are the most relentlessly connected. A long-haul flight offers the only legitimate excuse to 'vanish' without guilt. Wi-Fi can only undermine this much-deserved experience.

Airlines tout connectivity as progress. In truth, it's annexation of yet another frontier by the more manufactured aspects of work. Skies should remain a refuge. Business travellers, of all people, deserve the luxury of being unreachable at 35,000 ft. In fact, airlines should sell their passengers being temporarily unreachable as one of their invaluable services.

## AI Express plane's nose wheels detach after hard landing



Two pilots of the Air India Express plane have been derostered following the incident at Phuket airport.

**PRESS TRUST OF INDIA**  
Mumbai, March 11

**AN AIR INDIA EXPRESS** Boeing 737 MAX plane, carrying 138 people, made a hard landing at Phuket airport on Wednesday, and its two nose wheels got detached, leaving the aircraft stuck on the runway for hours, officials said. Passengers were deplaned and taken to the terminal building. There was no injury to any person, a senior DGCA official said.

According to the officials, airport operations were temporarily suspended as the aircraft was stuck on the runway and was later towed to the bay. The flight was operated from Hyderabad to Phuket.

"The nose wheels have been installed on the aircraft involved in the incident at Phuket airport, allowing normal airport operations to resume," an Air India Express spokesperson said in a statement. It could not be immediately ascertained for how

many hours the aircraft was stuck on the runway, as well as for how long the airport operations were suspended. Following the incident, the two pilots have been derostered, one of the officials said, adding that there were 138 people, including 6 crew members.

The aircraft was involved in a suspected hard landing with a bounce on runway 9 at the Phuket airport, the DGCA official said. A hard landing in aviation parlance is usually an unintentional landing where an aircraft hits the ground with excessive vertical speed and force. "Aircraft is stuck on the runway, both nose wheels got detached," the Directorate General of Civil Aviation (DGCA) official said earlier in the day.

The official said both nose wheels of the aircraft were replaced as part of routine maintenance on March 8. An investigation would be carried out by the appropriate authority after consultation with the Thai aviation authorities.



# Corporate Communications Directorate

HARI BHUMI

DELHI

12 MARCH 2026

## पश्चिम एशिया के लिए एयर इंडिया की बड़ी पहल, 58 उड़ानें होंगी संचालित

मुंबई (एजेंसी)। विमानन कंपनी एयर इंडिया और उसकी कम लागत वाली अनुषंगी कंपनी एयर इंडिया एक्सप्रेस बुधवार को पश्चिम एशिया के लिए कुल 58 निर्धारित और गैर-निर्धारित उड़ानें संचालन करेगी। क्षेत्र में अमेरिका,



इजराइल और ईरान से जुड़े बढ़ते संघर्ष के बीच विमानन कंपनियां सेवाओं का संचालन सावधानीपूर्वक कर रही हैं, क्योंकि कई क्षेत्रों के हवाई मार्ग प्रतिबंधित हैं और कुछ मार्ग बंद भी किए गए हैं। एयर इंडिया ने कहा कि दोनों कंपनियां 11 मार्च को जेद्दा और मस्कट से आने-जाने वाली अपनी-अपनी निर्धारित सेवाएं जारी रखेंगी। बयान के अनुसार, एयर इंडिया जेद्दा से आने-जाने वाली आठ उड़ानों का संचालन करेगी, जबकि एयर इंडिया एक्सप्रेस मस्कट से आने-जाने वाली 14 निर्धारित उड़ानों का संचालन करेगी। एयर इंडिया बुधवार को दिल्ली और मुंबई से जेद्दा के लिए एक-एक आने-जाने वाली उड़ान संचालित करेगी। वहीं एयर इंडिया एक्सप्रेस हैदराबाद और कोइंबटूर से जेद्दा के लिए एक-एक आने-जाने वाली उड़ान चलाएगी। एयर इंडिया एक्सप्रेस, मस्कट के लिए अपनी निर्धारित सेवाएं भी संचालित करेगी। इनमें दिल्ली, मुंबई, कन्नूर, तिरुवनंतपुरम और तिरुचिरापल्ली से एक-एक आने-जाने वाली उड़ान तथा कोच्चि से दो आने-जाने वाली उड़ानें शामिल हैं। इसके अतिरिक्त, निर्धारित सेवाओं के अलावा एयर इंडिया और एयर इंडिया एक्सप्रेस संयुक्त रूप से संयुक्त अरब अमीरात से आने-जाने के लिए कुल 36 अतिरिक्त गैर-निर्धारित उड़ानों का भी संचालन करेगी।



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12 MARCH 2026

## विमान का पहिया निकलने से हड़कंप

मुंबई, एजेसी। थाईलैंड के फुकेट हवाई अड्डे पर बुधवार को एयर इंडिया एक्सप्रेस के बोइंग 737 मैक्स विमान की लैंडिंग के दौरान बड़ा हादसा टल गया। लैंडिंग के समय विमान के आगे के दोनों पहिए अलग हो गए। हालांकि, उसकी सुरक्षित लैंडिंग करा ली गई। विमान हैदराबाद से फुकेट पहुंचा था।

घटना से यात्रियों में दहशत फैल गई, जब तक वे सुरक्षित बाहर नहीं आ गए, तब तक विमान के अंदर अफरा-तफरी का माहौल रहा। घटना के बाद विमान

■ हैदराबाद से थाईलैंड  
पहुंचा था विमान  
■ लैंडिंग के दौरान हादसा  
हुआ, सभी सुरक्षित

रनवे पर फंस गया, जिससे कुछ समय तक हवाई अड्डे पर उड़ानें बंद रहीं। विमान में छह क्रू मेम्बर समेत 138 यात्री सवार थे।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) के एक वरिष्ठ अधिकारी ने बताया कि सभी यात्री और चालक

दल के सदस्य सुरक्षित हैं। उन्होंने कहा कि थाईलैंड के विमानन अधिकारियों के साथ परामर्श के बाद संबंधित प्राधिकरण घटना की जांच करेगा।

एयर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि फुकेट हवाई अड्डे पर विमान के आगे के पहिए में खराबी आ गई थी। चालक दल ने सभी मानक प्रोटोकॉल का पालन करते हुए विमान की सुरक्षित लैंडिंग कराई। नियमित रखरखाव के तहत 8 मार्च को विमान के आगे के दोनों पहिए बदले गए थे।



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12 MARCH 2026

## सौ से अधिक उड़ान सेवाएं संचालित

नई दिल्ली, विशेष संवाददाता। खाड़ी देशों में फंसे भारतीयों को निकालने के लिए विमानन कंपनियों द्वारा विशेष उड़ान सेवा संचालित की जा रही है। बुधवार को भारत की निजी विमानन कंपनियों द्वारा 100 से अधिक उड़ानें संचालित की गईं। इनमें से कुछ उड़ानें खाड़ी देशों के रास्ते यूरोप तक संचालित की गईं हैं, जिससे कि हवाई यात्रा को सूचारु रखा जा सके। उधर, गुरुवार को भारत से रियाद के लिए उड़ान सेवा शुरू होगी।

नागरिक उड्डयन मंत्रालय की तरफ से कहा गया है कि पश्चिमी एशिया की स्थिति पर बारीकी से नजर रखी जा रही है। भारत के अलग-अलग शहरों से दुबई, अबू धाबी, शारजाह, जेद्दा, दोहा, कतर के बीच संचालित की गईं। हालांकि कई बार बीच में उड़ानों को रोकना भी पड़ रहा है लेकिन सभी सुरक्षा मानकों का पालन करते हुए उड़ान सेवा

### युद्ध के बीच अब किराए पर संकट, फ्यूल सरचार्ज बढ़ा

पश्चिमी एशिया में तनाव का असर अब हवाई यात्रा के किराए पर पड़ने जा रहा है। एयर इंडिया और एयर इंडिया एक्सप्रेस ने गुरुवार हर घरेलू फ्लाइट टिकट पर 399 रुपए का फ्यूल सरचार्ज लगाएगा। एयर इंडिया ने खाड़ी क्षेत्र की मौजूदा भू-राजनीतिक स्थिति के कारण जेट ईंधन की कीमतों में बढ़ोतरी का हवाला देते हुए अपनी घरेलू और अंतरराष्ट्रीय उड़ानों पर फ्यूल सरचार्ज चरणबद्ध तरीके से बढ़ाने का फैसला किया है। कंपनी का कहना है कि मार्च की शुरुआत से एविएशन टर्बाइन फ्यूल (एटीएफ) की कीमतों में काफी वृद्धि हुई है। कीमत बढ़ने से एयरलाइनों पर सौघा असर पड़ रहा है।

संचालित की जा रही है। बुधवार को एयर इंडिया और एयर इंडिया की तरफ से 58 उड़ानें संचालित की हैं। वहीं, इंडिगो ने खाड़ी देशों के रास्ते यूरोप तक 38 उड़ानें संचालित की हैं। वहीं, स्पाइसजेट ने पुणे, जयपुर, अहमदाबाद, दिल्ली, मुंबई और अन्य शहरों से नौ दुबई के बीच उड़ान सेवा संचालित की हैं। वहीं, नागर विमानन मंत्री किंजरापु राम मोहन नायडू का कहना है कि लगातार स्थिति पर नजर

रख रहे हैं। सभी संबंधित हितधारकों के साथ सीधे संपर्क में हैं।

**आज से रियाद के लिए उड़ान संचालित :** मंत्रालय ने बताया है कि एयर इंडिया और एयर इंडिया एक्सप्रेस गुरुवार से रियाद के लिए उड़ान सेवा शुरू करेंगी। जबकि इंडिगो मुंबई-रियाद-मुंबई सेवा शुरू करेगी। वहीं, स्पाइसजेट को परिचालन सुनिश्चित करने के लिए वैकल्पिक हवाई अड्डा मंजूरी लेने में मदद की गई है।

## Air India to hike fuel surcharges amid conflict

### HT Correspondent

letters@hindustantimes.com

**NEW DELHI:** The Air India group on Tuesday announced a phased increase in fuel surcharges across its domestic and international network, citing a sharp rise in jet fuel prices driven by the conflict in West Asia.

Aviation turbine fuel (ATF), which accounts for nearly 40% of an airline's operating costs, "has seen significant price escalation due to supply interruptions" since early March, the group said in a statement.

Globally, jet fuel prices have roughly doubled since the conflict began, surging from around \$85-90 a barrel to between \$150 and \$200. Airlines in other regions have moved to pass on the cost too. Australia's Qantas, Scandinavia's SAS and Air New Zealand announced fare hikes or temporary surcharges, while Hong Kong Airlines said it would raise fuel surcharges by up to 35.2%.

Air India said the cost pressure was compounded in India by high excise duty and value-added tax on ATF in major cities such as Delhi



**Globally, jet fuel prices have roughly doubled since the conflict.**

and Mumbai, "magnifying the cost impact and placing substantial strain on airline operating economics".

The revised surcharges will be rolled out in three phases across all flights, including those operated by Air India Express.

Under the first phase, effective for all new bookings from 0001 hours IST on March 12, a surcharge of ₹399 will apply on domestic and SAARC routes. West Asia and Middle East routes will attract a \$10 surcharge. The surcharge on Southeast Asian routes will rise from \$40 to \$60, and on African routes from \$60 to \$90. A fuel surcharge will also be introduced on flights from Singapore,

where none currently applies.

The second phase, effective for bookings from 0001 hours IST on March 18, will raise surcharges on long-haul routes — from \$100 to \$125 on European routes, and from \$150 to \$200 on both North American and Australian routes.

A third phase covering Far East markets, including Hong Kong, Japan and South Korea, is planned, with details to be announced.

Tickets issued before the respective phase dates will not attract the new surcharges unless passengers make itinerary or date changes that require a fare recalculation, the airline said.

"Air India regrets the need to increase fuel surcharges in this manner but emphasises that it is necessitated by factors outside its control. Absent such fuel surcharges, it is likely that some flights would be unable to cover operating cost and would have to be cancelled," the statement said.

Air India said it would review surcharges periodically. Air India Express currently does not levy fuel surcharges on any of its flights.

## Qantas, SAS, Air NZ hike fares, cite fuel cost

**NEW DELHI:** Australia's Qantas Airways, Scandinavia's SAS and Air New Zealand announced airfare hikes on Tuesday, blaming an abrupt spike in the cost of fuel caused by the Middle East conflict that is rattling global aviation.

Jet fuel prices, which were around \$85 to \$90 per barrel before US-Israeli strikes on Iran, have soared to between \$150 and \$200, New Zealand's flag carrier said as it suspended its financial outlook for 2026 due to uncertainty over the conflict.

The war has disrupted a key oil-export corridor, driving up airline costs, pushing fares higher on some routes and deepening concern about a broader hit to global travel. "Increases of this magnitude make it necessary to react in order to maintain stable and reliable operations," an SAS spokesperson said, adding it had implemented a "tem-

porary price adjustment."

The largest Scandinavian airline last year temporarily adjusted its fuel hedging policy due to uncertain market conditions and said that it had no fuel consumption hedged for the following 12 months.

Several Asian and European airlines, including Lufthansa and Ryanair, have oil hedging in place, securing a part of their fuel supplies at fixed prices.

Finnair, which had hedged over 80% of its first-quarter fuel purchases, warned that even the availability of fuel could be at risk if the conflict dragged on.

"A prolonged crisis could affect not only the price of fuel but also its availability, at least temporarily," a Finnair spokesperson said, adding that this was not happening yet.

Kuwait, a major jet fuel exporter to north-west Europe, has faced output cuts. **REUTERS**



Operation temporarily halted at Phuket airport @AVIATIONBRK/X

## AI Express flight loses its nose wheels after hard landing at Phuket

### HT Correspondent

letters@hindustantimes.com

**NEW DELHI:** An Air India Express Boeing 737 MAX aircraft, with 138 people onboard, lost both its nose wheels after a suspected hard landing at Phuket airport on Wednesday, leaving the aircraft stranded on the runway for hours and forcing a temporary halt to airport operations, officials aware of the matter said.

The aircraft VT-BWQ operated the flight IX938 from Hyderabad to Phuket.

A hard landing in aviation is when an aircraft touches down on the runway with a higher than normal vertical speed.

It could not be immediately ascertained for how many hours the aircraft was stuck on the runway, as well as for how long the airport operations were suspended. "The aircraft involved in a hard landing incident with a bounce on runway 9 at the Phuket airport was stuck on the runway while both its nose wheels detached during touchdown," an official said, adding that "no pas-

sengers or crew on board were injured." Passengers were deplaned and taken to the terminal building. There was no injury to any person, another official added.

"The nose wheels have been installed on the aircraft involved in the incident at Phuket airport, allowing normal airport operations to resume," the airline said in a statement. "We apologise for the incident, which will be investigated in accordance with established procedures."

According to Flightradar24, a live flight tracking website, the aircraft took off at 6.42 am, about 30 minutes after its scheduled departure time, and landed in Phuket at 11.24am, about 20 minutes before its expected time. "Following the incident, the two pilots were de-rostered pending investigation," the official added.

Earlier in the day, an airline spokesperson said the plane experienced an issue with the nose wheel at the Phuket airport, and the crew followed all standard protocols, and guests were safely deplaned.



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

12 MARCH 2026

## AIRLINES SEEK FDTL RULE RELIEF SAYING LONGER ROUTES BREACH FLIGHT LIMITS

**Dipali Banka**

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**MUMBAI:** IndiGo and Air India Group have sought a temporary exemption from pilot duty hour requirements from the Directorate General of Civil Aviation (DGCA) after the West Asia conflict lengthened some international routes, pushing flight times beyond limits that normally require an additional pilot, according to a government official familiar with the matter.

Under India's Flight Duty Time Limitation (FDTL) rules, if a single-sector flight exceeds 10 hours of flight time—the maximum permitted duration for a two-pilot crew—airlines are required to deploy an additional pilot. This means operating the flight with an augmented crew consisting of a captain and two first officers.

The aviation safety regulator is conducting a safety assessment and could possibly agree to grant such exemptions, according to the official quoted above. *Mint* could not independently ascertain whether the exemption will be granted. An email sent to DGCA went unanswered.

The longer routings have already pushed several flights beyond the 10-hour limit. An Air India flight from Delhi to London, which earlier remained within the threshold, now takes between 10 hours 45 minutes and 11 hours 5 minutes, requiring the airline to deploy an additional pilot. Before the West Asia crisis and the closure of Pakistani airspace, such flights typically took 8.5-9 hours.

The request for relief also comes at a time when India's aviation sector is already struggling to hire enough pilots. New FDTL rules introduced last year require airlines to increase pilot numbers, including a restriction that allows pilots to operate flights landing between midnight and 6 a.m. only twice a week.

Airlines had already deployed buffer pilots after the closure of Pakistani airspace



The Air India Express flight that made a hard landing at the Phuket airport in Thailand on Tuesday. SPECIAL ARRANGEMENT

## Air India Express flight makes hard landing at Phuket

**Jagriti Chandra**

NEW DELHI

An Air India Express flight, travelling from Hyderabad to Phuket, made a hard landing at the Phuket International Airport on Tuesday, damaging its nose wheel and leaving the aircraft stranded on the airport's only runway.

The incident forced authorities to suspend operations at the airport for several hours, with multiple flights being diverted or delayed.

The airline's Boeing 737 MAX 8 aircraft touched down at 11.24 a.m. local time. A video that went viral on social media showed the aircraft bouncing on

the runway before settling down. Photos circulating online appeared to show the nose wheel missing after the landing, with a metal rod embedded in the ground.

### **No injuries**

There were no injuries in the incident. "The crew followed all standard protocols, and guests were deplaned," the airline said in a press statement. The runway was closed after the incident. The aircraft was removed from the runway nearly seven hours later, and flight operations resumed at the airport later in the day. The aircraft was declared temporarily un-airworthy.



# Corporate Communications Directorate

LOKSATYA

DELHI

12 MARCH 2026

## सिंगापुर एयरलाइंस की सेल 15 मार्च तक, किराया 5,800 रुपये से शुरू

नई दिल्ली, एजेंसी

सिंगापुर एयरलाइंस की सहायक कंपनी स्कूट ने 'मार्च थीमैटिक सेल' की घोषणा की है जो 15 मार्च तक चलेगी।

ऑफर के तहत भारत से सिंगापुर के लिए इकोनॉमी क्लास का एक तरफ का किराया मात्र 5,800 रुपये से शुरू होता है। सिंगापुर से आगे एशिया-पैसिफिक और अन्य लोकप्रिय शहरों के लिए भी कनेक्टिंग उड़ानें उपलब्ध हैं। ऑफर के तहत हर गंतव्य के लिए अलग-अलग अंतराल होंगे जो 01 अप्रैल से 16 दिसंबर के बीच हैं।

किफायती विमान सेवा कंपनी स्कूट एयर ने बताया कि चेन्नई से सिंगापुर का किराया 5,800 रुपये से शुरू हो रहा है। तिरुचिरापल्ली से फुकेट का किराया 8,500 रुपये से, तिरुवनंतपुरम से सिडनी का 15,000 रुपये से और विशाखापत्तनम से बैंकॉक का 7,900 रुपये से शुरू होगा। अमृतसर से सेबू

का टिकट 11,500 रुपये से और कोयंबटूर से नात्रांग का 10,500 रुपये से मिलेगा।

अमृतसर और चेन्नई से यात्रा करने वाले यात्री अब स्कूट के बोइंग 787 ड्रीमलाइनर विमानों में 'स्कूटप्लस' का बेहतर अनुभव भी ले सकते हैं। इसके लिए टिकट मात्र 12,900 से शुरू हो रहा है। 'स्कूटप्लस' के अंतर्गत यात्रियों को कई अतिरिक्त सुविधाएं मिलती हैं, जिनमें प्राथमिकता के आधार पर चेक-इन और बोर्डिंग, ज्यादा लेगरूम वाली आरामदायक सीटें, 15 किलोग्राम केबिन बैग और 30 किलोग्राम चेक-इन बैग की अनुमति शामिल है।

अमृतसर से जाने वाले यात्रियों को ऑफर का लाभ 27 अप्रैल से 04 जून और बाद में 06 जुलाई से 24 अक्टूबर तक की यात्रा पर मिलेगा।

कोयंबटूर, तिरुवनंतपुरम, विशाखापत्तनम, तिरुचिरापल्ली और चेन्नई से उड़ान भरने वाले यात्री 01

अप्रैल से 28 अप्रैल, 12 मई से 18 जून, 01 जुलाई से 05 नवंबर और 19 नवंबर से 16 दिसंबर के बीच यात्रा पर ऑफर का लाभ ले सकते हैं।

### ● मलेशिया एयरलाइंस की भारतीय यात्रियों के लिए विशेष किराये की पेशकश

मलेशिया एयरलाइंस ने भारत के यात्रियों के लिए विशेष किराये का घोषणा की है। एयरलाइंस की प्रेस विज्ञापित में बताया गया है कि ऑफर के तहत 10 मार्च से 23 मार्च तक बुकिंग करायी जा सकती है। यह बुकिंग 18 दिसंबर 2026 तक की यात्रा के लिए होगी। ऑफर के तहत इकोनॉमी क्लास का रिटर्न किराया 20,599 रुपये से शुरू होगा। यात्री मलेशिया एयरलाइंस के नेटवर्क पर कुआलालंपुर, सिंगापुर, ऑकलैंड, सिडनी और अन्य गंतव्यों के लिए टिकट बुक करा सकेंगे।



# Corporate Communications Directorate

MINT

DELHI

12 MARCH 2026

## Government proposes stricter entry norms for foreign airlines

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**F**oreign airlines seeking to operate flights to India may soon have to apply through a digital approval system, appoint a local representative and submit a standardized set of documents, under draft rules aimed at tightening scrutiny of ownership and regulatory compliance.

The move seeks to streamline approvals while ensuring that only airlines meeting safety and operational standards are allowed to run scheduled services to and from India. The regulator has invited feedback on the draft by 9 April 2026.

For passengers, the change is unlikely to immediately affect fares or flight availability.

The draft framework issued by the Directorate General of Civil Aviation (DGCA), and uploaded on its website, has proposed that foreign carriers register on the civil aviation ministry's e-governance portal and submit applications online to obtain operating authoriza-



The move seeks to streamline approvals, while also ensuring safety standards. **BLOOMBERG**

tion before launching flights to India. Such approvals are currently largely handled through correspondence-based submissions to the regulator, with documentation requirements determined on a case-by-case basis. The new system aims to replace that with a uniform portal-based process.

"An airline shall register itself on E-Governance of Civil Aviation portal... by creating unique login ID and password (Login Credentials) and providing ... details and documents," the draft said. Airlines will need to upload a set of documents, including their incorporation

certificate, a valid air operator certificate (AOC), articles of association and details of their management structure and registered addresses.

A key addition in the draft is the requirement for foreign airlines to appoint an authorized representative in India who will act as the local point of contact for regulatory communication and compliance.

"Airline (foreign carrier) shall nominate or appoint a local representative to represent it before DGCA for all operational matters, passenger grievances, etc," the draft said, specifying that such a person must be an Indian or a resident of India. This could also be a legal entity incorporated or registered in the country.

Until now, foreign carriers operating flights to India typically maintained local offices, ground-handling arrangements or general sales agents, but the requirement for a formally designated local representative was not explicitly codified as part of the operating authorization framework.

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



# Corporate Communications Directorate

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MINT

DELHI

12 MARCH 2026

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## **Skye Air Mobility raises \$9 mn in Series B funding round**

**New York:** Drone logistics solution provider Skye Air Mobility on Wednesday announced raising a total of \$9 million in a Series B funding round to fuel hyperlocal drone delivery expansion. The round structured in two parts—Series B1 of \$4 million and Series B2 of \$5 million—was led by IAN Group's second venture fund IAN Alpha Fund, and saw participation from AVNM Ventures, Faad Capital, Bajaj Capital, and other prominent investors, the company said.

PTI

## Airlines seek pilot duty time relief as longer routes bite

IndiGo and Air India Group said to have sought the relief following the West Asia conflict

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MUMBAI

IndiGo and Air India Group have sought a temporary exemption from pilot duty hour requirements from the Directorate General of Civil Aviation (DGCA) after the West Asia conflict lengthened some international routes, pushing flight times beyond limits that normally require an additional pilot, according to a government official familiar with the matter.

Under India's Flight Duty Time Limitation (FDTL) rules, if a single-sector flight exceeds 10 hours of flight time—the maximum permitted duration for a two-pilot crew—airlines are required to deploy an additional pilot. This typically means operating the flight with an augmented crew consisting of a captain and two first officers.

The aviation safety regulator is conducting a safety assessment and could possibly agree to grant such exemptions, according to the official quoted

above. *Mint* could not independently ascertain whether the exemption will be granted. An email sent to DGCA went unanswered.

The longer routings have already pushed several flights beyond the 10-hour limit. For instance, an Air India flight from Delhi to London, which earlier remained within the threshold, now takes between 10 hours 45 minutes and 11 hours 5 minutes, requiring the airline to deploy an additional pilot.

Before the West Asia crisis and the closure of Pakistani airspace, flights to Western destinations typically took 8.5-9 hours.

The request for relief also comes at a time when India's aviation sector is already struggling to hire enough pilots. New FDTL rules introduced last



IndiGo and Air India Group approached the regulator after flight durations on several westbound routes increased. #MINT18

year require airlines to increase pilot numbers, including a restriction that allows pilots to operate flights landing between midnight and 6 a.m. only twice a week. Airlines had already deployed buffer pilots after the closure

of Pakistani airspace. As a result, airlines have been ramping up pilot hiring to comply with the new norms. However, flight durations stretching from around eight hours to more than ten hours on some sectors

may further increase crew requirements. Emails sent to IndiGo and Air India Group were unanswered till presstime.

Airlines seek dispensations from the DGCA during times of crisis, war, and

dispensations from FDTL rules during disruptions caused by weather or security events, such as during the 9/11 attacks and major snowstorms in the US, said Sanjay Lazar, aviation expert and CEO of Avialaz Consultants.

"This dispensation (if sought) by the airlines would be based on a detailed risk assessment by the DGCA on a case by case basis. Though I personally believe additional pilots are necessary in view of the uncertainty of the air space disruption and incidents of flight return like we saw over Ethiopia and Cairo recently," he said, adding that the inherent powers of the regulator permit it to issue dispensations if they feel safety norms are addressed.

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

### WAR IMPACT

**WEST** Asia conflict lengthened some international routes, pushing flight times beyond limits

**AIRLINES** need to deploy additional pilot if a single-sector flight exceeds 10 hours of flight time

**THE** longer routings have already pushed several flights beyond the 10-hour limit

**THE** request for relief comes when the aviation sector is already struggling to hire enough pilots

other exigencies. In the past, airlines have requested similar dispensations during events like the closure of Pakistani airspace, the Iran-Iraq war, and disruptions in Gulf airspace.

Airlines also seek case-by-case dis-



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

12 MARCH 2026

## IN DELHI AND BENGALURU

### DGCA grants key approvals to expand aircraft MRO capabilities

#### OUR CORRESPONDENT

**NEW DELHI:** The Directorate General of Civil Aviation (DGCA) has granted a series of approvals enabling expanded aircraft maintenance, repair and overhaul (MRO) capabilities at facilities operated by Haveus Aerotech India Limited in Delhi and Bengaluru.

According to the company, its Bengaluru unit has been granted approval to undertake the maintenance of aircraft components such as galleys, avionics, and life-saving equipment. Additionally, the Bengaluru unit has been approved as an authorised service station for



Safran Cabin Germany. The Delhi unit, on the other hand, has been granted approval to undertake the servicing of environmental and temperature-controlled containers used in aviation operations. This includes the servicing of containers used to carry temperature-sensitive cargo. The company has men-

tioned that its Delhi unit had already been granted approval to set up a repair shop for Unit Load Device (ULD) containers, which are widely used in aircraft operations. The Delhi unit has also been approved to undertake the repair and fabrication of plastic components used in aircraft cabins, as well as the repair of aircraft cabins, such as seat covers and upholstery.

The facilities of the company are located over an area of 1.5 lakh square feet in Bengaluru and over 50,000 square feet in Delhi, with the facilities located near the international airports in the two cities to enhance aircraft maintenance operations.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

12 MARCH 2026

## CCI rejects plaint against IndiGo, AI alleging abuse of market dominance

**NEW DELHI:** CCI on Wednesday dismissed a complaint alleging abuse of market dominance by InterGlobe Aviation and Air India. The complainant alleged that the domestic carriers were maintaining unconscionable and illegal rates of cancellation charges and imposing arbitrary conditions and prices for the sale of services.

According to the complainant, InterGlobe Aviation, which operates IndiGo, held more than 65 per cent share in the domestic aviation sector, while Air India accounted for around 27 per cent. Together, both these players control about 90 per cent of the market share, raising concerns of dominance and possible anti-competitive practices, as per the complaint.

After examining the information, the Commission said the allegations did not estab-



**'The cancellation & refund terms are disclosed to passengers in advance. These are applied equally to all consumers'**

lish any prima facie violation of competition law provisions.

CCI noted that the allegation of abuse of dominance does not warrant further examina-

tion as operators have in place a system for refund of tickets, and it is possible for passengers to have a substantially refundable ticket if they opt for that category of ticket. The refund and cancellation terms are disclosed to passengers in advance.

These are applied equally to all consumers and not in a discriminatory, unfair or exclusionary manner, the competition watchdog added. "In view of the information provided, the Commission is of the opinion that no prima facie case of contravention of Sections 3 and 4 of the Act is made out against OP-1 and OP-2. Accordingly, the Information is directed to be closed... under Section 26(2) of the Act," it said in the order. Sections 3 and 4 pertain to anti-competitive agreements and abuse of dominant position, respectively. **PII**



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

12 MARCH 2026

## AI Express plane damaged after hard landing at Phuket

EXPRESS NEWS SERVICE

@Hyderabad

A major aviation incident was narrowly averted on Wednesday after an Air India Express flight from Hyderabad made a hard landing at Phuket International Airport in Thailand, resulting in the detachment of the aircraft's nose wheels and forcing the temporary closure of the runway.

The aircraft (IX938) from Rajiv Gandhi International Airport to Phuket bounced during touchdown. On the second contact, both nose wheels reportedly detached, leaving the aircraft stuck on the runway and prompting authorities to halt flight operations.

The aircraft involved was a Boeing 737 MAX 8 with registration number VT-BWQ. It departed Hyderabad at 6.42 am and arrived in Phuket at 11.24 am, ahead of its scheduled landing time of 11.40 am. According to sources, there were 131 passengers, two infants and seven crew members on board at the time of the incident. No injuries were reported and passengers were safely deplaned.

REPRESENTATIVE IMAGE



The crew followed all standard protocols and guests were safely deplaned. We thank our guests, the Phuket airport authorities and all stakeholders for their cooperation

Air India

A video of the landing, which went viral on social media, shows the aircraft bouncing once after touching down before making a second, harder contact. The impact reportedly caused both nose wheels to detach, leaving the aircraft immobilised on the runway.

Airport authorities immediately shut down the runway

and began efforts to tow the aircraft to the bay. The closure triggered disruption at the busy tourist hub, with several arriving and departing flights either cancelled or diverted to nearby airports.

In a statement, an Air India Express spokesperson confirmed the incident, saying, "We confirm that our Hyderabad-Phuket flight on March 11 experienced an issue with the nose wheel at Phuket Airport. The crew followed all standard protocols and guests were safely deplaned. We thank our guests, the Phuket airport authorities and all stakeholders for their cooperation."

Later, the airline said the nose wheels had been installed on the aircraft, allowing normal airport operations to resume. It also apologised for the incident and said it would be investigated in accordance with established procedures.

The airport officials issued a Notice to Airmen (NOTAM) announcing the temporary closure of the runway from 12.08 pm to 6 pm while emergency teams worked to clear the aircraft and restore operations.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

12 MARCH 2026

## DGCA: Strict safety norms for foreign airlines in India

S LALITHA @ New Delhi

IN a move to put in place a robust system to grant authorisation for foreign airlines that want to operate in India, the aviation regulator, the Directorate General of Civil Aviation (DGCA), has decided to update and digitalise the existing process. It has released a draft to strengthen its oversight over foreign airlines.

The fresh Aeronautical Information Circular (AIC) is an update over the framework in operation since September 2020 which lays the guidelines for authorisation to foreign airlines under bilateral air services agreements.

"The objective is to align the guidance with current regulatory practices and digital processes. A key transformational change in the draft AIC is the integration of the eGCA platform (digital platform of DGCA) for submission and processing of applications for grant of operating authorisation and approval of schedules, thereby replacing the earlier largely



### Tighter regulations

The regulator will in future grant operating authorisation to foreign airlines only after ascertaining that the effective control of the airline remains with the country that designates the airline. It needs to mandatorily disclose details of its senior leadership and appoint a local representative.

manual submission process and facilitating electronic processing," the circular said.

The DGCA introduces the mechanism of Passenger Grievance Redressal Framework, ensuring that foreign airlines operating in India are aligned

with the passenger grievance handling and consumer protection mechanisms applicable within the country.

It also introduces provisions to address unforeseen or urgent operational circumstances, wherein the foreign scheduled airlines require permissions beyond normal office hours.

The documentation requirements to be submitted by designated foreign airlines have been rationalised. They include details on Air Operator Certificate, operating specifications, safety oversight arrangements in the Country the operator belongs to, fleet details, and other clearances.

"In the draft AIC, the foreign scheduled carriers have been allowed to operate their approved flights with certain revisions without seeking prior approval of DGCA subject to submission of requisite documents and updation of the information in the eGCA platform," it added.

The regulator has invited feedback on the draft from all stakeholders by April 9.



# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

12 MARCH 2026

## हैदराबाद से जा रहे विमान का पहिया टूटा

■ भाषा, मुंबई: हैदराबाद से थाईलैंड के फुकेट जा रहे एयर इंडिया एक्सप्रेस के बॉइंग 737 मैक्स विमान की बुधवार को फुकेट एयरपोर्ट पर हार्ड लैंडिंग हुई, जिससे आगे के पहिये टूट गए।

डीजीसीए ने बताया, हार्ड लैंडिंग के कारण विमान रनवे पर उछल गया था। सभी यात्रियों को सुरक्षित विमान से उतार लिया गया। हादसे में किसी के घायल

थाईलैंड के फुकेट में हार्ड लैंडिंग



होने की खबर नहीं है। विमान के रनवे पर फंस जाने के कारण एयरपोर्ट का

संचालन कुछ देर रोकना पड़ा। विमान को खींचकर बे तक ले जाया गया। प्रवक्ता ने बताया, विमान के आगे के पहिये में खराबी आने के बाद चालक दल ने सभी मानक सुरक्षा प्रक्रियाओं का पालन करते हुए यात्रियों को सुरक्षित बाहर निकाल लिया। डीजीसीए के अनुसार, पहिये नियमित रखरखाव के तहत आठ मार्च को ही बदले गए थे।

**क्या है हार्ड लैंडिंग ?**

जब विमान उतरते समय बहुत जोर से या तेज झटके के साथ रनवे पर टकराता है, तो उसे हार्ड लैंडिंग कहते हैं। इससे विमान के पहियों या लैंडिंग गियर को नुकसान हो सकता है। आमतौर पर तकनीकी दिक्कतों से ये परेशानी होती है।



# Corporate Communications Directorate

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THE PIONEER

DELHI

12 MARCH 2026

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## **AI EXPRESS' NOSE WHEELS DETACHES**

An Air India Express Boeing 737 MAX made a suspected hard landing at Phuket airport on Wednesday, detaching its two nose wheels, a senior DGCA official said. The aircraft, VT-BWQ, was operating flight IX938 from Hyderabad to Phuket. Passengers were safely deplaned and escorted to the terminal, with no injuries reported. The number of passengers on board could not be immediately confirmed. Airport operations were temporarily suspended while the aircraft was towed off the runway. Air India Express later confirmed in a statement that the nose wheels were reinstalled, allowing normal airport operations to resume. The airline apologized for the incident and said it would be "investigated in accordance with established procedures."

# The Pieter Principle- Rebuilding Indi-Go



**SANJAY LAZAR**

Two hours after the Indian Stock exchanges closed on March 10, the Interglobe Board sat down to discuss the letter the Managing Director had received from Pieter Elbers- Ceo Indigo, and within 15 minutes, at 1745 hours the board accepted Elbers resignation, thanked him for his services, and decided that the Founder & Managing Director Rahul Bhatia would take over as interim CEO. The Stock exchanges & Media were informed before 1800 hours.

Rahul Bhatia's carefully worded email to reassure the 37,300 employees of Indigo was sent out and hit almost all the mail boxes by 1815-1820 hours.

In his email to employees Bhatia stated that "Interglobe founded Indigo 22 years ago, with one simple mission... make air travel affordable and accessible for every Indian." "I join hands with all of you today to ensure that we regain our right of choice with our customers..."

**"What happened last December should never have taken place... our customers didn't deserve it and nor did all of you, especially the frontline employees who bore most of the brunt for no fault of theirs." "you are indeed the living spirit of Indigo"**

The context and tone of the two-page missive laid bare the recent undercurrents that had beset the once chummy relationship between the Managing Director and the CEO. There was obvious unhappiness over the constant pressure



from Government, since the December Indigo crisis, as the Ministry itself & by extension the DGCA, had come under immense pressure from the PMO, alliance partners and the public for full accountability and transparency.

Sources within Indigo spoke of the gradual distance, that had developed between the CEO and others board level personell, since last December, and things had come to a head with the events of the past few days, with the embarrassment over the international flights due to the Iran war and the restrictions placed on their wet leased wide body aircraft, even though none of that was the CEOs fault. Operationally, the war was causing Indigo to bleed on each international flight.

Sources indicate that both leaders had a pretty cut and dry discussion which pointed the way to the exit, and things were wrapped up in less than 6 hours

on that day.

Indigo had brought Pieter on board to streamline the operations, double revenue by 2030 and transition to a hybrid carrier, with the induction of wide body aircraft, upgrade into the stretch product and rebuild the loyalty program. In many ways, Pieter had achieved a lot of those tasks, but he paid the price for someone else cutting corners at Indigo operations.

Shock waves went through the media; however, this was a development that was inevitable after the December Indigo Crisis for many close Industry watchers. His removal almost 90 days after the crisis, was a bit like closing the stable doors after the horse had bolted.

**Perhaps Pieter and Indigo had missed a trick way back In December of not being able to control the media narrative.** As an upstanding aviation leader, one almost expected him to offer his res-

METRIC	BEFORE ELBERS	AFTER ELBERS
MARKET CAP	₹85000-90000 Crores	₹168,000 crore
FLEET SIZE	279-300 AIRCRAFT	440 AIRCRAFT
PAX CARRIED ANNUALLY	69 MILLION	112-118 MILLION
PAX LOAD FACTOR	73-75%	84-86%
ASKMS	110-120 BILLION ANN (APRX)	180-200 BILL ANN (EST)
OTP	78-82% TYPICAL RANGE	74-76 POST DISRUPTION
PROFITABILITY	RECOVERING FROM COVID LOSSES	STRONG PROFITS - DECLINE IN 2026

ignation and shoulder responsibility, in the great tradition of other aviation leaders such as Gary Kelly-Southwest, Allen Joyce-Qantas, Dennis Muilenburg-Boeing, Kim E-Bae-Jeju Air; Dave Calhoun-Boeing; Sebastian Mikosz-Kenya Airways or Akbar Al baker of Qatar who offered to step down for the Airbus grounding issue.

I personally would not be surprised if Pieter had offered to quit privately, but the truth will never be known. Had that occurred and Pieter offered to step down, it may have endeared him to the Indian public, the Government and his own board, who would have deflected their own mistakes. Sadly, that didn't happen, and the owners didn't speak up then, and Pieter was left holding the can and apologising to the nation for the Indigo crisis.

**So how will history judge Pieter Elbers and his stint at Indigo?**

Let's look at how Indigo grew from the day that Pieter Elbers entered Indigo and almost doubled Market Capitlisation, Fleet size increased,

number of passengers up by 50 per cent, Passenger Load factor up by 15 per cent, ASKMS because flat post disruption and it was profitable until the December disruption.

We also examined Indigos performance vis-à-vis global airlines, and found that Elbers had brought Indigo into a unique league. **Globally Indigo is in a league of the best, with an operating margin of 20 per cent-25 per cent** a comparison on par with Ryan Air (20 per cent) and Southwest (8-12 per cent), which is significantly higher than most global airlines. Indigo is also on par with global leaders in terms of weekly ASK capacities, reflecting its massive domestic network

There were some morale issues with the Pilots at Indigo though Senior Pilots stated "Pieter was a nice guy, and has been made the fall guy" others breathed a sigh of relief that this period was over and they could now move on to grow further, the fact is that there is an HR issue which Indigo will have to address quickly to boost morale.

By any matrix, Pieter will go down as one of the more successful Aviation leaders in India, but we also need to look at the hemorrhaging of the last 3 months. During the last 3 months, Indigo has lost approx. 57,0000+ crores of market cap. (Share price on 1/12/26 was 5916, closed on 10/3/26 at 4355) Stock price had plunged 35 per cent since its 52 weeks high and a 4.9 per cent loss of domestic market share. That would have alarmed the MD & the Board, between December and March they lost close to double the market capitalisation that their initial IPO was worth.

**REBUILDING INDIGO**

Indigo is not broken, merely bruised. It is an Indian brand that stands for excellence globally. Rahul Bhatia the founder & managing Director will have to have all hands-on deck, to reorient the Indigo way, back to his own vision. Customer confidence will have to be rebuilt and route rationalisation needs to be implemented. Breakneck growth will have to take a back seat for the next quarter until they stabilise operations, rediscover OTP that made them the first choice.

Indigo will have to reorient a bit to become nimble to cope with international exigencies like the Iran war & should delineate international & domestic operations. Regaining domestic market share is key and passenger focus is important to take on a rejuvenated Air India and Akasa Airlines in the Indian skies as it also flies globally with wide bodies. The market has today greeted the change of guard with cautious optimism, As Rahul Bhatia invokes Bollywood and says "Main Hoon Na", the future beckons.

Sanjay Lazar is CEO Avialaz consultants & an Aviation expert. He is @sjlazars on @x

## IndiGo CEO resigns with immediate effect, 3 mths after schedule collapse

**Saurabh Sinha**  
@timesofindia.com

**New Delhi:** IndiGo CEO **Pieter Elbers** Tuesday resigned from the airline with immediate effect, three months after the carrier's unprecedented domestic schedule collapse last Dec that had left lakhs of passengers



stranded at airports across its network. Airline founder & MD **Rahul Bhatia** will be the interim CEO till a replacement is found.

Making his disappointment about the Dec chaos clear, **Rahul Bhatia** said in an internal mail to employees sent on Tuesday: "What happened last Dec should never have taken place... Our customers didn't deserve it and nor did all of you, especially the frontline

employees who bore most of the brunt for no fault of theirs.... I wish to place on record my indebtedness to all my colleagues who carried the company's cross with grace and dignity, and ploughed through sleepless nights to restore IndiGo's operational integrity."

**Airline founder & MD Rahul Bhatia will be the interim CEO till a replacement is found**

Signed as "Rahul alias ('Main Hoon Na')", the founder's mail to employees says: "I step into my expanded role of managing the affairs of IndiGo with a deep sense of responsibility not only to the company's customers and its shareholders, but to every employee who powers this airline. I see the resili-

ence in the effort you put in, and I greatly value your dedication... fully committed to strengthening our culture, reinforcing operational excellence, and ensuring that we continue to deliver exceptional service and value to our customers."

The action, planned for some time by the airline brass, was waiting for operations to stabilise. "They have to run the airline and couldn't have removed those found responsible in one go," said senior govt official briefed on the matter. **Elbers'** resignation letter to **Rahul Bhatia** reads: "....due to personal reasons, I hereby submit my resignation from the position of CEO of IndiGo with effect from (Tuesday). I would request that notice period may be waived off.... If the company so desires, obviously, I will be available for any handover or transition otherwise."



# Corporate Communications Directorate

THE TRIBUNE

DELHI

12 MARCH 2026

## Aircraft hard-lands in Phuket, DGCA steps in

**SHEKHAR SINGH**  
TRIBUNE NEWS SERVICE

NEW DELHI, MARCH 11

An Air India Express aircraft from Hyderabad to Phuket made a suspected hard landing at Phuket airport on Wednesday, detaching its two nose wheels and prompting a temporary runway closure, a senior Directorate General of Civil Aviation (DGCA) official said.

The Boeing 737-800, registration VT-BWQ, was operating flight IX938 when the incident occurred on landing at runway 9.

The DGCA official said the aircraft experienced a suspected hard landing with a bounce on touchdown. In aviation terms, a hard landing is an unintentional contact with the runway at excessive vertical speed and force.

The official noted both nose wheels had been replaced during routine maintenance on March 8.

Following the incident, Phuket Airport issued a Notice to Airmen (NOTAM) from 12.08 pm to 6 pm on Wednesday, announcing the temporary closure of the runway after reporting a runway malfunction involving the Air India Express flight operating from

### Nose wheels detach from landing gear on touchdown

Hyderabad.

Initial information indicated that the hard landing damaged the landing gear and nose landing gear, preventing the aircraft from immediately vacating the runway.

Airport authorities later installed replacement nose wheels on the aircraft, after which normal airport operations resumed.

In a statement, an Air India Express spokesperson said the nose wheels had been installed on the aircraft involved in the incident at Phuket Airport, allowing operations to return to normal. "We apologise for the incident, which will be investigated in accordance with established procedures," the spokesperson said. The aircraft had arrived ahead of schedule, landing at 11.24 am against its scheduled arrival time of 11.40 am.

All seven crew members, 131 passengers and two infants on board were reported safe, and no injuries were reported in the incident.