



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

12 FEBRUARY 2026

Bids invited for Great Nicobar airport survey

Jayashree Nandi

letters@hindustantimes.com

NEW DELHI: The government has invited bids for marine geotechnical investigation work for a greenfield international airport at Chingenh on Great Nicobar Island to be developed by the Airports Authority of India (AAI), according to documents seen by HT.

Chingenh is one of the so-called pre-tsunami villages, from which tribals were relocated to various camps after the 2004 tsunami; they have since been seeking permission to return, but the administration hasn't allowed them to.

HT reported on January 23 that

members of the Tribal Council of Great Nicobar say the Andaman and Nicobar administration has asked them to give up claims to some of the villages in which they used to live before the tsunami—a request they are not keen to accede to because the old villages are an integral part of their culture and heritage.

The international airport is one of the four components of the Great Nicobar Holistic Development project. The other three are an International Container Transshipment Terminal (ICCT); a power plant; and a township. The total land required for the project is 166.10 sqkm.

The tender called by Engineers



The airport is a component of the Great Nicobar Holistic Development Project.

India Limited, a state-owned engineering consultancy and project management company on February 4, is aimed at ensuring that investigations related to design and construction of offshore and

coastal infrastructure required for an airport is conducted; this is especially important given the environmental vulnerability of the entire chain of islands in the Bay of Bengal.

Such investigations normally include in-depth soil sampling, drilling, and geophysical surveys to evaluate the seabed and sub-seabed conditions.

Further, AAI, last November, also invited an e-tender for "Project Management Consultancy Services for Development of Greenfield Airport at Great Nicobar Island".

That tender document said the project cost is estimated to be ₹8,573 crore.



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HINDUSTAN TIMES

PATNA

12 FEBRUARY 2026

Bihar urges Centre to fast-track int'l tag for Darbhanga airport

Bishnu K Jha

htpatna@hindustantimes.com

DARBHANGA : The Bihar government has stepped up efforts to secure international status for Darbhanga airport, with JD(U) working president and Rajya Sabha MP Sanjay Kumar Jha on Wednesday urging the Centre to expedite the process during Zero Hour in the Upper House.

Raising the issue in Parliament, Jha highlighted the state government's "prompt and proactive" steps to facilitate the upgradation of the airport, which currently operates under the Regional Connectivity Scheme (RCS-UDAN) and is considered one of the top-performing airports under the scheme in terms of passenger traffic.

He informed the House that the Bihar government had sent

a formal proposal to the Airports Authority of India (AAI) on September 18, 2024, seeking international status for Darbhanga airport, followed by a reminder. The airport presently functions under the control of the Indian Air Force, making coordination with the Union government and defence authorities crucial for any expansion.

According to Jha, the AAI, in a letter dated October 18, 2024, had conveyed the requirement of around 90 acres of additional land to extend the runway to 12,000 feet to accommodate wide-body aircraft in line with international airport norms. Acting swiftly, the state government secured a no-objection certificate from the ministry of defence on December 9, 2024.

Subsequently, the Bihar Cabinet, in its meeting on January

10, 2025, approved ₹245 crore for land acquisition.

The sanctioned funds have been released to the Darbhanga district administration, and the land acquisition process is stated to be in its final stages.

Emphasising the airport's growing importance, Jha said Darbhanga has emerged as a key aviation hub for north Bihar and neighbouring regions. He noted that its proximity to the India-Nepal border enhances its strategic and economic significance, making a strong case for international operations.

Granting international status, he argued, would boost trade, tourism and employment opportunities in the Mithila region while strengthening connectivity for eastern India.

Jha urged the Union civil aviation minister to ensure

DARBHANGA HAS EMERGED AS A KEY AVIATION HUB FOR NORTH BIHAR AND NEIGHBOURING REGIONS. ITS PROXIMITY TO INDIA-NEPAL BORDER ADDS TO STRATEGIC VALUE

coordinated action among all concerned agencies and take an early decision on the state's proposal.

The demand for international status has been gaining momentum in the region amid a steady rise in passenger traffic, having a footfalls over 30 lakh in five years, and expanding flight operations from Darbhanga in recent years.



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THE INDIAN EXPRESS

DELHI

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Goa Opp MLAs claim Centre planning to shut Dabolim Airport

Pavneet Singh Chadha
Panaji, February 12

OPPOSITION PARTIES in Goa on Thursday alleged that the Union government was planning to shut Goa's Dabolim International Airport and hand it over to the "corporate lobby".

Addressing a press conference, AAP legislator Venzy Viegas accused the ruling BJP government of making compromises to benefit its corporate allies, and claimed that it has initiated moves aimed at shutting Dabolim Airport.

"Dabolim Airport is the lifeline of South Goa. Our tourism sector, taxi operators, hotel industry and many allied businesses depend on it. We will unite all stakeholders in this sector and citizens to launch a massive agitation and overturn the government's plan. We will soon take to the streets against this decision."

In a post on X, AAP convener Arvind Kejriwal said, "BJP govt at Centre is planning to convert Dabolim exclusively

for defence purposes. Dabolim acts as a lifeline for S Goa. This is not acceptable to the people of Goa. We will fight to keep Dabolim for civil purposes."

Dabolim airport is operated by the Airports Authority of India as a civil enclave in the naval airbase INS Hansa.

In a letter addressed to Defence Minister Rajnath Singh on Thursday, Congress's South Goa MP Viriato Fernandes requested that the airport should remain operational for both military and civil/commercial aircraft.

Goa Transport Minister Mauvin Godinho said he met the Defence Minister in Delhi earlier this week, after he received information that a private airport operator was "lobbying" to turn Dabolim airport into an exclusive naval facility. Godinho said Singh assured him the airport would not be shut. On the sidelines of an event in Goa, Godinho said he submitted a memorandum highlighting certain issues concerning the airport.



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AMAR UJALA

DELHI

13 FEBRUARY 2026

हवाई नेविगेशन के बुनियादी ढांचे को आधुनिक बनाने के लिए खर्च होंगे 3,490 करोड़ रुपये

नई दिल्ली। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने देश में हवाई नेविगेशन के बुनियादी ढांचे को अपग्रेड करने के लिए 3,490 करोड़ रुपये आवंटित किए हैं। नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोले ने बृहस्पतिवार को लोकसभा में बताया कि यह राशि 2026-2028 की अवधि के दौरान खर्च की जाएगी। इसमें से 1,532 करोड़ रुपये विशेष रूप से हवाई यातायात प्रबंधन प्रणालियों के स्वचालन के लिए रखे गए हैं।

यह निवेश बढ़ते हवाई यातायात की मांग को पूरा करने और सुरक्षा बढ़ाने के लिए किया जा रहा है। इसके अलावा, एएआई ने अपने हवाईअड्डों पर साइबर सुरक्षा ढांचे को मजबूत करने के लिए

हवाईअड्डों पर विमानों से पक्षियों के टकराने की घटनाएं बढ़ीं...सरकार ने लोकसभा को बताया कि देश के हवाईअड्डों पर विमानों से पक्षियों के टकराने की घटनाओं में कमी नहीं आई है। 2024 में ऐसी 1,278 घटनाएं हुई थीं, जो 2025 में बढ़कर 1,782 हो गईं। नागरिक उड्डयन मंत्रालय की ओर से उपलब्ध डाटा के मुताबिक, पिछले पांच वर्षों में देश के हवाईअड्डों पर विमानों से पक्षी टकराने की 6,337 घटनाएं दर्ज की गईं।

आईआईटी मद्रास को सलाहकार नियुक्त करने का प्रस्ताव दिया है। यह कदम पिछले वर्ष दिल्ली हवाईअड्डे पर एटीसी सिस्टम में आई तकनीकी खराबी जैसी घटनाओं को रोकने में मदद करेगा। व्यरो



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DESHBANDHU

DELHI

13 FEBRUARY 2026



धामी ने बद्रीनाथ, केदारनाथ में हैलीपैड विस्तार के लिए 2.13 करोड़ किए स्वीकृत

देहरादून। मुख्यमंत्री पुष्कर सिंह धामी ने गुरुवार को विधानसभा क्षेत्र बद्रीनाथ में विकासखण्ड ज्योतिमठ के तहत बद्रीनाथ धाम में यूकाडा की ओर से संचालित स्थाई हैलीपैड के प्लेटफॉर्म विस्तार एवं एप्रोच रोड के सुधारीकरण के कार्यों के लिए 1.74 करोड़ रुपए की धनराशि स्वीकृत की। उन्होंने केदारनाथ धाम में जीएमवीएन के पास स्थित हैलीपैड का सुरक्षात्मक कार्यों के लिये 39.40 लाख रुपये की धनराशि की स्वीकृति प्रदान की है। उन्होंने नन्दा राजजात यात्रा के विभिन्न पड़ावों की पार्किंग के लिये 4.60 करोड़ रुपए स्वीकृत किये हैं, इसके अलावा उन्होंने राज्य की कई और महत्वपूर्ण योजनाओं के लिए धनराशि की स्वीकृति प्रदान की है। मुख्यमंत्री धामी ने नन्दा राजजात यात्रा के लिये विकासखण्ड नन्दानगर में ग्राम कनोल मुख्य पड़ाव में स्थाई सतह पार्किंग निर्माण को लेकर 33.65 लाख रुपए स्वीकृत किए जबकि ग्राम आला मुख्य पड़ाव में अस्थाई सतह पार्किंग निर्माण के लिए 18.30 लाख रुपए, ग्राम रामणी मुख्य पड़ाव में स्थाई सतह पार्किंग निर्माण के लिए 31.03 लाख रुपए की धनराशि की स्वीकृति को अनुमोदित किया है। श्री धामी ने ऊधम सिंह नगर जिले के राजकीय आश्रम पद्धति उच्च माध्यमिक विद्यालय बिडौर एवं राजकीय आश्रम पद्धति बालिका उच्च माध्यमिक विद्यालय खटीमा के मरम्मत और रख-रखाव के लिये 2.3 करोड़ की धनराशि स्वीकृत की है।



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DAINIK JAGRAN

DELHI

13 FEBRUARY 2026

हवाईअड्डों पर विमानों से पक्षियों के टकराने की 1782 घटनाएं

नई दिल्ली, प्रेस : सरकार ने गुरुवार को लोकसभा को बताया कि पिछले वर्ष देश के हवाईअड्डों पर विमानों से पक्षियों के टकराने की 1782 घटनाएं हुईं। 2024 में ऐसे 1278 घटनाएं हुई थीं। नागरिक उड्डयन महानिदेशालय ने लाइसेंस प्राप्त हवाईअड्डों पर संभावित वन्यजीव खतरों के प्रबंधन के लिए दिशानिर्देश जारी किए हैं।

नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोले ने प्रश्न के लिखित उत्तर में डाटा साझा करते हुए बताया कि पिछले पांच वर्षों में देश के हवाईअड्डों पर विमानों से पक्षियों के टकराने की 6337 घटनाएं हुई हैं। अन्य प्रश्न के उत्तर में मंत्री ने बताया कि भारतीय विमानपत्तन प्राधिकरण ने एयर नेविगेशन इन्फ्रास्ट्रक्चर के आधुनिकीकरण के लिए 3,490 करोड़ रुपये आवंटित किए हैं। इनमें जिसमें हवाईअड्डों पर एयर ट्रांफिक कंट्रोल



राज्य मंत्री मुरलीधर मोहोले • फाइल

- नागरिक उड्डयन राज्य मंत्री मोहोले ने लोकसभा में बताया
- पिछले पांच वर्षों में पक्षियों के टकराने की 6,337 घटनाएं

सिस्टम के लिए 1,532 करोड़ रुपये शामिल हैं। पिछले नवंबर में एयर ट्रांफिक कंट्रोल सिस्टम में तकनीकी गड़बड़ी ने दिल्ली हवाईअड्डे पर उड़ान संचालन बाधित हुआ था। एएआइ ने हवाईअड्डों पर आपरेशनल टेक्नोलॉजी व सूचना प्रौद्योगिकी

संसद प्रश्नोत्तर

वर्षवार विमानों से पक्षियों के टकराने की घटनाएं

वर्ष	घटनाएं
2021	775
2022	1,131
2023	1,371
2024	1,278
2025	1,782

प्रणालियों के साइबर सुरक्षा ढांचे को मजबूत करने के लिए प्रयास शुरू किए हैं। मंत्री ने कहा कि भारत में कुल 25,001 एक्टिव पायलट हैं, जिनमें 10,261 एटीपीएल (एयरलाइंस ट्रांसपोर्ट पायलट लाइसेंस) धारक पायलट शामिल हैं।

जल गुणवत्ता जांच को 2870 प्रयोगशालाएं

नई दिल्ली, प्रेस : जल शक्ति मंत्री सीआर पटिल ने लोकसभा में बताया कि जल जीवन मिशन के तहत देशभर में जल गुणवत्ता जांच की 2,870 प्रयोगशालाएं कार्यरत हैं ताकि हर ग्रामीण घर को सुरक्षित पेयजल सुनिश्चित किया जा सके। पटिल ने प्रश्न के उत्तर में कहा कि केंद्रीय भूजल बोर्ड और राज्य सरकारें विभिन्न गुणवत्ता मानकों और प्रदूषकों जैसे विद्युत चालकता, फ्लोराइड, नाइट्रेट, भारी धातुओं आदि के लिए अपने प्रयोगशालाओं के माध्यम से विश्लेषण करती हैं। भूजल प्रदूषण कम करने व नागरिकों को सुरक्षित पेयजल प्रदान करने की जिम्मेदारी मुख्य रूप से राज्यों की है।

High-value flyers drive Adani Airport's gains

Non-aero revenue accounted for half of company's ₹9,652 crore revenue

Nehal Chaliawala
nehal.chaliawala@livemint.com
MUMBAI

With affluent flyers buying food, chocolates, perfumes and duty-free liquor, Adani Airport Holdings Ltd made more incremental income from its non-aeronautical business than from its mainstay of managing air traffic during the first nine months of FY26.

Aero income of the Adani Group company, which is the biggest private airport operator, grew by over a fifth year-on-year to ₹3,495 crore during the first nine months through December of FY26. Non-aero revenue, including from duty-free shopping and food & beverages sales, grew by a third to ₹4,743 crore and accounted for half of the company's total revenue of ₹9,652 crore, according to an investor presentation by parent company Adani Enterprises Ltd.

Aero income includes revenue from aircraft landing fees, parking fees, terminal rentals and user charges levied on passengers. Income from duty-free sales outlets and F&B stores falls into the non-aero category, which also include lease and retail, car parking, passenger services and other items.

Non-aero income outpacing aero revenue is in line with the company's goals. Adani Airport chief executive officer Arun Bansal said in recent media interviews that the company is targeting 70% of its revenue from non-aero sources by 2030. Non-aero revenue brings greater returns on capital employed than aero income, according to analysts at brokerage JM Financial.

The company will invest ₹20,000 crore in city-side developments to augment its non-aero income, the *Economic Times* reported on 7 August 2025, quoting Bansal. Almost three-fourths of the investment will be earmarked for Mumbai and Navi Mum-



Adani Airport chief executive officer Arun Bansal said in recent media interviews that the company is targeting 70% of its revenue from non-aero sources by 2030. BLOOMBERG

bai airports, he said.

Adani operates eight airports across India—Mumbai, Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati, Thiruvananthapuram and Navi Mumbai, which opened in December. The company is expected to be the next to be listed by the Adani Group.

The Adani Group did not respond to

Only at Delhi airport did non-aero revenue exceed aero income. GMR also operates airports in Indonesia, Greece and the Philippines. The company is yet to disclose its Q3 earnings. Analysts at JM Financial noted that surging wealth among affluent Indians has led to significant premiumization in consumption.

"This is reflected in rising international travel (largely driven by metro cities), and also rise in non-aero spends. The rise in non-aero spends is in duty-free and airport retail. We expect this trend to sustain, especially with airports located in metro cities (Delhi, Mumbai, Bengaluru and Hyderabad)," the analysts noted in their 19 December note on GMR Airports.

The analysts argued that while there has been a surge in domestic air traffic, this increase was led by non-metro cities and largely relied on by first-time flyers. This segment does not lead to a rise in non-aero revenue, which gives higher return on capital, due to limited spending power, they noted.

SWEET SPOT

AERO income rose by over a fifth to ₹3,495 crore during the first nine months through Dec of FY26

NON-aero revenue, including duty-free and F&B sale, grew by a third to ₹4,743 crore

NON-aero income outpacing aero revenue is in line with the company's goals

Mint's request for comment.

Comparatively, the non-aero income of GMR Airports Ltd, the only listed private airport operator in India and Adani's closest peer, from operating the Delhi, Hyderabad and North Goa airports was ₹2,147 crore during the first half of FY26. This accounted for 42% of the total income of ₹5,099 crore at these three airports.



Corporate Communications Directorate

THE TRIBUNE

DELHI

13 FEBRUARY 2026

Bhajji calls for Amritsar airport expansion

NEW DELHI, FEBRUARY 12

AAP Rajya Sabha MP and former international cricketer Harbhajan Singh met Union Civil Aviation Minister Kinjarpu Rammohan Naidu on Thursday and pushed for the expansion of Amritsar airport.

Harbhajan urged the Centre to expand Sri Guru Ram Das Jee International Airport in Amritsar and said the number of direct flights to the US, Canada, and Australia should be increased. "I met the Civil

Aviation Minister today and flagged several matters concerning Punjab. Chief among them was the need for an additional terminal at Sri Guru Ram Das Jee International Airport in Amritsar. If direct air services to the US or Canada are launched from there, it would greatly benefit the people of Punjab," he said.

Harbhajan said demand for international connectivity from Punjab remains high and needs to be addressed. — TNS

India aviation reform vital before reckless expansion



Abhijit Bhattacharyya

The prospect of civil aviation spreading to every nook and corner of this country is a welcome development. This was evident at the just-concluded "Wings India" in Hyderabad, and acknowledged by both Airbus and Boeing, the two biggest players in the world passenger aircraft market. While Airbus predicted India's commercial aircraft fleet would triple to 2,250 by the next decade, Boeing claimed "India and South Asia will need 3,300 new aircraft by 2044".

Nevertheless, the reality of Indian aviation must be closely examined. Let's start with the State's foundational document, the Constitution of India, which prescribes the role and responsibility of various wings of the State: Parliament and state legislatures, the executive, judiciary and the overlapping Centre-state concurrent responsibilities. Under the Seventh Schedule, the "Union List" (Item 29) includes "airways, aircraft and air navigation of aerodromes, regulation and organisation of air traffic and of aerodromes; provision for aeronautical education and training and regulation of such education and provided by states and other agencies". There is no mention of aviation in either the "State List" (containing 66 items) or the "Concurrent List" (of 47 items). Therefore, like control over the Railways, aviation is the sole prerogative of the Central government and its duties and responsibilities are clear and unambiguous. Aviation is a Central subject and not that of the states as it's a strategic asset of a continent-like-country of 1.42 billion people.

This issue has gained critical importance due to two recent accidents — the first on June 12, 2025 at Ahmedabad airport after an Air India Boeing-787 "Dreamliner" crashed immediately after take-off, killing 260 people in air and on the ground; and

the second on January 28, 2026, near Baramati airfield in Maharashtra, where a chartered Learjet-45 of a private non-scheduled operator crashed, killing the deputy chief minister of Maharashtra and his staff on board. In Ahmedabad, a big plane crashed within seconds of take-off. At Baramati, a small aircraft crashed seconds before landing. That means both take-off and landing in Indian aviation, along with the man-machine interface and overall airport infrastructure and management, deserve an in-depth relook, and long-term reforms need to be initiated.

The expansion of aviation at breakneck speed does not always work, mainly due to sheer complexities and sophistication of technology and the possible absence of adequate numbers of trained personnel in the apron, hangar, control tower and cockpit.

Aviation is essentially a capital, fuel, labour and tech-intensive industry, and the gestation period of each requires long-term expertise and impeccable professionalism. Hence, anyone with the sole motive of profit and cutting corners to fly high should never be allowed to operate. The State has to come down hard and take control to ensure that flight safety gets top priority at all times.

Aviation is the most unforgiving among all modern industries, and the way things have been run in India ever since the 1991-1992 liberalisation and privatisation means there is a vital need for course-correction by the Indian State. The skies can't be left solely in the hands of private players any longer. As is well known, over 34 non-scheduled private carriers have closed shop in last 34 years. On top of that, the Government of India was forced to privatise Air India owing to the recurring losses it was incurring.

Since the vast majority of

Aviation is essentially a capital, fuel, labour and tech-intensive industry, and the gestation period of each requires long-term expertise and professionalism. Hence, anyone with the sole motive of profit should never be allowed to operate.

private airlines have clearly proved themselves to be less than competent, it is time for the Centre to get back into the aviation sector because a continent-like-country India should never be left without a strategic industrial asset like aerial route. Let the private firms continue to operate, but the field today needs sound operators with financial heft. The private operators, regrettably, have showed their ambition but not their ability. Without sound economics and deep pockets, operating in the aviation sector is hard to sustain. Quality control and flight safety being the top priority, financial shortcuts are bound to lead to avoidable disasters.

Let's peruse an open-source Internet document. A letter dated March 5, 2019 by the chief electoral officer of Telangana, addressed to all state officials, forwarded information received from the Election Commission on the "list of non-scheduled operators' permit-holders, as updated by the DGCA, New Delhi, up to 20.2.2019". There were 99 (NSOP) private carriers on the eve of India's 2019 Lok Sabha elections.

Today, the same "List of NSOP", as updated till 30.9.2025 and uploaded in its website, contains 133 carriers (all private, except Pawan Hans, which is the only government-owned helicopter service provider). The list contains a bewildering variety of aircraft and helicopters, virtually all of which are foreign-made, and thus imported at a huge cost. Cessna, Bell, Falcon, King-Air, Euro-copter, Beechcraft, Embraer, Challenger, Airbus, Ecureuil, Hawker, PC-12, AW (Augusta-Westland), Gulfstream, Robinson, Pilatus, Sikorsky, Bombardier, Dauphin, Leonardo, Mi-172 and Learjet-45 fill the inventory which criss-cross the

Indian skies.

This mushrooming growth of NSOPs requires pilots, engineers, maintenance staff, mandatory check of flying machines, repair, overhaul, spare parts, flight testing, landing charges, parking charges and various other paraphernalia which require huge investment and an endless flow of cash because of the flight safety factor.

The off-line airfield at Baramati, where the January crash took place, is now in focus. Any serious person in the aviation world will always prefer to operate in a proper take-off/landing environment, with all equipment on the ground in order. Helicopters can of course be deployed from helipads; but if a fast-moving 15-year-old Learjet-45 with a VIP on board takes to negotiating an inherently challenging scenario, with manual helping hands on the ground or a rudimentary control tower, it may be time to first concentrate on arrival and departure facilities on the ground before going in for a reckless expansion of air assets.

Aircraft do not fly 24 hours a day. If it flies for 10 hours, it has to be on the ground 14 hours for maintenance and logistics, engineering needs, before it can be in the air again.

Post-script: An Air India Boeing 787 London-Bengaluru flight faced a "fuel control switch" glitch before taking off on February 1. While the plane landed safely and the crew filed a report with the DGCA, the UK Civil Aviation Authority rightly questioned the airline's action. "How AI 787 craft with full passenger load, grounded on arrival in India for safety checks, took off from London?" The very next day, the government told Parliament that "over two-thirds of AI planes were identified with recurring defects". Clearly Indian aviation needs major reforms: we have had enough of fortune-seeking private players. Are we missing out on flight safety?

The writer is a life member of the Aeronautical Society of India and an alumnus of the National Defence College, New Delhi. The views expressed here are personal.



Corporate Communications Directorate

AMAR UJALA

DELHI

13 FEBRUARY 2026

अब वीआईपी विमान तभी उड़ेंगे, जब सुरक्षा व परिचालन के मापदंड पूरे होंगे

चंडीगढ़। हाल की विमान दुर्घटनाओं को ध्यान में रखते हुए हरियाणा के नागरिक उड्डयन विभाग सख्त नियम बनाने जा रही है। अब विमान व हेलिकॉप्टर को तब तक उड़ान की इजाजत नहीं दी जाएगी जब तक सभी सुरक्षा और परिचालन संबंधी मापदंड पूरी तरह से संतुष्ट न हो जाएं। हरियाणा के नागरिक उड्डयन विभाग ने सुरक्षा संबंधी इन प्रबंधन सेवाओं के लिए पात्र एजेंसियों से बोलियां आमंत्रित की हैं।

इनका उद्देश्य सुव्यवस्थित परिचालन निगरानी को मजबूत करना और सुरक्षा प्रोटोकॉल का कड़ाई से पालन सुनिश्चित करना है, विशेष रूप से मुख्यमंत्री और अन्य वीवीआईपी को ले जाने वाली उड़ानों के लिए। इन सेवाओं में ई-फ्लाइट प्लानिंग, फ्लाइट डिस्पैच, फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) मॉनिटरिंग, मौसम संबंधी जानकारी,

नागरिक उड्डयन विभाग ने सुरक्षा संबंधी प्रबंधन सेवाओं के लिए मांगे आवेदन

नोटाम (नोटिस टू एयरमेन) अपडेट, लोड और ट्रिम गणना, यात्री सूची तैयार करना, लाइसेंस मॉनिटरिंग और विभाग के सरकारी विमानों के बेड़े के लिए संबद्ध परिचालन सहायता सेवाएं शामिल हैं।

प्रस्तावित प्रणाली के तहत मुख्यमंत्री और अन्य विशेष अतिथियों को राज्य के विमान से यात्रा करने की अनुमति तब तक नहीं दी जाएगी जब तक कि सभी सुरक्षा और परिचालन संबंधी मापदंड पूरी तरह से संतुष्ट न हो जाएं। उड़ानें तभी आगे बढ़ेंगी जब मौसम की स्थिति निर्धारित विमानन सुरक्षा सीमाओं के भीतर प्रमाणित होगी।



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 FEBRUARY 2026

Air India to consider ₹88,000 crore FY27 budget with bulk as opex outlay

Rohit Vaid
New Delhi

The board of Tata Group-owned Air India is expected to meet on Friday (February 13, 2026) to consider a budget of around ₹88,000 crore for financial year 2026-27 (FY27), with the bulk of the outlay earmarked for operational expenditure, top sources in the airline told *businessline*.

When contacted, Air India did not respond to *businessline's* queries.

Sources told *businessline* that the upcoming board meeting assumes significance as the airline is expected to present a new plan to achieve profitability.

Notably, they said the airline might move away from its previous plan referred to as "Road to Profitability".

According to sources, the airline is projecting revenues in the range of ₹75,000-80,000 crore for the next fiscal. Consequently, the potential shortfall of around ₹8,000-10,000 crore may be supported by promoter Tata Sons, as per sources familiar



with the matter. Besides, sources pointed out that hiring in select operational and engineering roles, as well as rationalisation of international operations in view of persistent airspace restrictions will be other items on the board's agenda.

'BLACK SWAN' EVENTS

The airline has suffered the impact of a series of "black swan" events over the past one year, including geopolitical tensions, airspace closures, safety-related disruptions and operational challenges.

A case in point, sources cited, is the impact of Pakistan's airspace closure, which on a full-year basis would cost the airline approximately ₹4,500-₹5,000

crore on account of longer flight routings and higher fuel burn.

"Now even Iran airspace is closed, impacting operations to Europe and to the US. The longer routes are more time-consuming and expensive to operate," a second source said.

"International route rationalisation might be discussed. However, the cost-cutting measures will most probably consume the majority of the board's focus," the source noted. Presently, the airline is trying to boost cost saving measures; it has frozen fresh hirings and placed certain travel restrictions on executives.

Last year, Air India undertook temporary reductions in some international and domestic services to stabilise operations and manage disruptions, including safety inspections and extended flight routings.

Meanwhile, delays in aircraft deliveries, ongoing fleet refurbishment, and integration-related costs continue to exert pressure on finances and capacity expansion plans.



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 FEBRUARY 2026

Airlines flag 'operational instability' over crew rest norms

Rohit Vaid
New Delhi

The airline industry has formally raised objections to the Directorate General of Civil Aviation's (DGCA) latest draft regulations on cabin crew fatigue management norms.

In a letter dated January 12, 2026, addressed to the DGCA, the Federation of Indian Airlines (FAI), which represents major carriers including Air India, IndiGo and SpiceJet, stated that the proposed framework could create structural constraints across the sector.

businessline has reviewed

the FIA letter which cautioned that the proposed framework could lead to operational instability.

Notably, the federation described the draft rules as more restrictive than prevailing international standards.

According to the FIA, the proposed norms lack the required flexibility to address diverse operational models followed by Indian carriers.

SCHEDULING ISSUE

On the issue of scheduling, the FIA has urged the regulator to adopt 'Flight Duty Period' which is defined as the total duration a crew member remains on duty as



the primary metric for assessing fatigue, instead of daily flight time caps.

Besides, the federation has raised objections to the proposed expansion of the "night window" between midnight and 6am, along with a restriction limiting crew to two landings during this period.

As per the federation,

these measures would disrupt established crew pairings and result in additional duty days.

Furthermore, the draft provision which mandates single-room accommodation for cabin crew during layovers has emerged as another area of disagreement.

FIA has termed the requirement as operationally impractical, citing limited hotel inventory. Nevertheless, it maintained that twin-sharing arrangements allow quicker assistance in the event of medical emergencies.

Additionally, the federation stated that the cumulative impact of the proposed

provisions would lead to increased duty fragmentation and a higher number of nights spent away from home base.

It added that the changes could reduce airlines' ability to recover from disruptions arising from adverse weather conditions or technical issues.

The industry's representation comes after a period of operational disruptions in late 2025 due to the implementing of the new pilot fatigue regulations.

Accordingly, the Federation of Indian Airlines has sought a phased or staggered implementation of the proposed cabin crew rules.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

13 FEBRUARY 2026

No final conclusions reached: AAIB on AI171 crash probe

The Aircraft Accident Investigation Bureau (AAIB) on Thursday said media reports claiming that the investigation into the Air India flight AI171 crash has been finalised are "incorrect and speculative", adding that the probe is still underway and no final conclusions have been reached. The AAIB said it is conducting the probe strictly in accordance with the Aircraft (Investigation of Accidents and Incidents) Rules, 2025, and in line with India's obligations under ICAO Annex 13, which lays down international standards for aircraft accident investigations. Referring to the preliminary report on the AI171 crash released in July last year, the AAIB said it had only provided factual information available at that stage of the investigation. **BS REPORTER**

SpiceJet swings to ₹262 crore loss in December quarter

Budget carrier SpiceJet swung to a ₹262 crore loss in the December quarter of 2025-26 (FY26) as compared to a ₹20 crore profit in the corresponding period last year due to the impact of the new labour codes, grounded aircraft awaiting maintenance, international airspace restrictions and a weaker rupee against the dollar. The airline's total income declined 6.6 per cent year-on-year (Y-o-Y) to ₹1,545 crore, while total expenses rose 9.4 per cent Y-o-Y to ₹1,787 crore. On a sequential basis, the loss narrowed from ₹622 crore in the September quarter. SpiceJet said the implementation of the new labour codes from November 21, 2025, led to a one-time increase in employee benefit provisions, resulting in an exceptional item of ₹19.8 crore during the quarter. **BS REPORTER**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

13 FEBRUARY 2026

Nearly half of sanctioned posts vacant at DGCA

There are 787 vacant posts in the Directorate General of Civil Aviation (DGCA) of the total 1,530 sanctioned posts in the aviation safety body, the government informed Parliament on Thursday. As many as 230 posts, of the total 598 sanctioned posts, in the Bureau of Civil Aviation Security are vacant. The shortfall

has not impacted the functioning of these organisations. Further, all methods of recruitment are pursued vigorously in order to ensure timely and continuous availability of requisite manpower, Minister of State for Civil Aviation, Murlidhar Mohol stated in a written reply to the Lok Sabha.



Corporate Communications Directorate

DESHBANDHU

DELHI

13 FEBRUARY 2026

भारतीय यात्रियों के लिए वियतजेट की नई पेशकश

नई दिल्ली। होली की छुट्टियों को खास बनाने के लिए वियतजेट ने भारतीय यात्रियों के लिए एक स्पेशल स्प्रिंग ट्रेवल ऑफर पेश किया है। इस पहल के तहत इको टिकट पर यात्रा करने वाले यात्रियों को 20 किलो तक मुफ्त चेक-इन बैगेज का लाभ मिलेगा। वहीं बिजनेस क्लास के यात्रियों के लिए खास तौर पर तैयार किया गया वियतनामी फेस्टिव मेन्यू भी उपलब्ध कराया जा रहा है। इसका उद्देश्य ताकि इस सीजन वियतनाम जाने वाले यात्रियों को ज्यादा सुविधा और बेहतर अनुभव देना है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

13 FEBRUARY 2026

एआइ-171 विमान हादसे में एअर इंडिया ने शुरू की अंतिम मुआवजा प्रक्रिया

नई दिल्ली, प्रेस: एअर इंडिया ने एआइ-171 विमान हादसे में जान गंवने वाले यात्रियों के परिजनों को अंतिम मुआवजा देने की प्रक्रिया शुरू कर दी है। एयरलाइन ने स्पष्ट किया है कि जो परिवार अंतिम मुआवजा स्वीकार करेंगे, उन्हें एक डिस्चार्ज और इंडेमिटी फॉर्म पर हस्ताक्षर कर यह सुनिश्चित करना होगा कि वे भविष्य में एअर इंडिया, विमान निर्माता कंपनियों, हवाईअड्डा प्राधिकरण या सरकारी एजेंसियों के खिलाफ कोई दावा नहीं करेंगे। वहीं, इस हादसे की जांच कर रहे विमान दुर्घटना जांच ब्यूरो (एएआईबी) की अंतिम रिपोर्ट 12 जून तक आने की उम्मीद है। टाटा समूह के स्वामित्व वाली एअर इंडिया फिलहाल 25 लाख रुपये की अंतिम सहायता दे रही है। सूत्रों के मुताबिक यदि किसी परिवार का अंतिम मुआवजा 25 लाख रुपये से कम निकलता है, तो उन्हें अतिरिक्त 10 लाख रुपये देने का प्रस्ताव भी किया जाएगा। इसके अलावा टाटा समूह द्वारा स्थापित एआइ-171 मेमोरियल एंड वेलफेयर ट्रस्ट मृतकों के परिजनों को एक करोड़ रुपये की अनुग्रह राशि अलग से प्रदान कर रहा है। उल्लेखनीय है

विमान हादसे की जांच अभी जारी: एएआईबी

विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने स्पष्ट किया है कि विमान हादसे की जांच अभी जारी है और इसके पूरा होने संबंधी मीडिया रिपोर्टें भ्रामक हैं। नागरिक उड्डयन मंत्रालय ने भी कहा कि जांच किसी अंतिम निष्कर्ष पर नहीं पहुंची है। मंत्रालय के अनुसार एएआईबी, विमान दुर्घटना जांच नियम-2025 और अंतरराष्ट्रीय नागरिक उड्डयन संगठन के अनुबंध-13 के तहत तय मानक से जांच करता है।

कि 12 जून 2025 को अहमदाबाद से लंदन जा रही एयर इंडिया की बोइंग 787-8 उड़ान एआइ-171 टेकऑफ के तुरंत बाद दुर्घटनाग्रस्त हो गई थी, जिसमें 241 यात्रियों सहित कुल 260 लोगों की मौत हुई थी। एएनआइ के अनुसार, 166 परिवारों को 25 लाख रुपये का मुआवजा दिया जा चुका है, 52 परिवारों के लिए प्रक्रिया जारी है।

Air India Starts Final Compensation Process for AI 171 Crash Victims

Families must waive future claims to receive final payout

Press Trust of India

New Delhi: Air India has initiated the process of paying final compensation to families of those killed in the AI 171 plane crash, with recipients required to sign a discharge and indemnity form confirming they will not pursue future claims against the airline, original equipment manufacturers or government agencies in connection with the accident.

The Tata Group-owned airline is currently paying an interim compensation of ₹25 lakh. If the final compensation calculated for a family is less than ₹25 lakh already paid, an additional ₹10 lakh will be offered, sources said on Thursday.

Separately, an ex gratia payment of ₹1 crore is being disbursed to families of the deceased by The AI-171 Memorial and Welfare Trust set up by the Tata Group.

In one of India's worst aviation disasters, 260 people — including 241 passengers — were killed when Air India's Boeing 787-8 operating flight AI171 to London Gatwick crashed shortly after take-off from Ahmedabad on June 12, 2025.

In a statement on Thursday, Air India said it is ensuring that the final compensation being offered "is fair and in accordance with the law". "Following initial interim payments of ₹25 lakh to families of the deceased, and with the process of ex gratia payment of ₹1 crore from The AI-171 Memorial and Welfare Trust underway, Air India has initiated the final compensation process," it said.

Emphasising transparency, the airline said that, in line with recognised industry standards, compensation payments are made on a full and final basis to provide closure.

The final compensation amount will vary for each family depending on multiple factors and has been calculated in accordance with the applicable legal framework and individual circumstances, the statement said.

Families opting to receive the final compensation will be required



Crash Investigation Ongoing, No Final Findings Yet: AAIB

New Delhi: The Aircraft Accident Investigation Bureau

(AAIB) on Thursday said the probe into last year's Air India AI171 crash is ongoing and no final conclusions have been reached.

In a clarification, the AAIB termed media reports claiming the investigation has been finalised as "incorrect and speculative".

"The investigation is still in progress. No final conclusions have been reached," the AAIB said, noting that aircraft accident probes are technical, evidence-based processes aimed at identifying root causes and improving safety. **PTI**

to confirm that they have no future claims against Air India or any other entity including original equipment manufacturers, airports and government agencies.

"This particular aspect is important in order to ensure that the process is indeed final and to prevent Air India from receiving any direct or indirect claims in the future," the airline said.

Details of how many families will be offered final compensation in this manner were not immediately available.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

13 FEBRUARY 2026

SpiceJet Posts Net Loss of ₹261cr in Q3

Our Bureau



New Delhi: Budget carrier SpiceJet reported a consolidated net loss of Rs 261.38 crore in the quarter ended December compared to a net profit of Rs 20.43 crore in the year ago period. The profit after tax (PAT) is attributable to the owners of the holding company.

The company's total revenue from operations stood at Rs 1,408 crore in Q3FY26, up 14% over Rs 1,237 crore posted in the corresponding period of the last financial year.

The loss declined sequentially from Rs 621 crore reported in Q2FY26, riding on 78% jump in company's topline in the quarter under review compared to Rs 792 crore posted in the July-September quarter of FY26.

SpiceJet said that grounded fleet costs, higher ATF prices, rupee depreciation and one-time labour law impact weigh on expenses in the reported quarter.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

13 FEBRUARY 2026

SpiceJet posts ₹269-cr loss in December qtr



SPICEJET ON THURSDAY reported a loss of ₹269.27 crore in the three months ended December as higher costs and one-time expenses took a toll on the budget carrier's bottom line.

- FE BUREAU/AGENCIES



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

13 FEBRUARY 2026

AAIB: Report on AI crash speculative, probe still on

YARUQHULLAH KHAN
New Delhi, February 12

THE AIRCRAFT ACCIDENT Investigation Bureau (AAIB) on Thursday clarified that the investigation into the Air India AI-171 crash is still ongoing, dismissing media reports claiming the probe is complete as 'speculative and incorrect'. "The investigation is still in progress. No final conclusions have been reached," the AAIB said in a statement on Thursday, a day after an Italian website *Corriere della Sera* claimed that the investigation by the AAIB is at its fag end.

The Italian newspaper reported on Wednesday that investigators are preparing to state in the final report that the crash was because one of the pilots turned off the aircraft's fuel switches in an 'almost certainly' intentional act, citing sources in western aviation agencies.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 FEBRUARY 2026

Jet Airways to sell 3 aircraft frames, 6 engines for \$46 mn

PTI
NEW DELHI

Grounded Jet Airways has executed an agreement for the sale of three aircraft frames and six engines to a Malta-based entity for USD 46 million.

Jet Airways flew for 25 years before stopping operations in April 2019 due to debt woes and is currently undergoing a liquidation process.

In a filing to the BSE on Wednesday, the airline said it has executed the sale and pur-



chase agreement and related documents for three aircraft frames and six engines.

The total value of the deal with Malta-based Ace Aviation is USD 46 million, which translates to over Rs 417 crore at current exchange rates.

Aircraft frame MSN 35159 - VT-JES, and engines ESN 906336 and ESN - 906364, will be sold for USD 16 million,

while aircraft frame MSN 35158 - VT-JEV, as well as engines ESN 906353 and ESN -906298 will be sold for USD 12.5 million, according to the filing.

Further, aircraft frame MSN 35162 - VT-JEM and engines ESN - 906351 and ESN - 906337 will be purchased by the Malta-based entity for USD 17.5 million.

All three frames are of wide-body Boeing 777 planes.

Generally, the aircraft frame refers to the basic body of an aircraft without components.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 FEBRUARY 2026

AKASA AIR CO-FOUNDER PRAVEEN IYER RESIGNS



PTI

NEW DELHI

Akasa Air's Co-Founder and Chief Commercial Officer Praveen Iyer has resigned, marking the second high-level exit in four months at the over three-year-old airline.

After a five-year journey, Iyer has decided to move on to begin the next chapter of his life. He will partner closely with the leadership team to ensure a smooth and structured transition through April 30, 2026, the airline said in a statement.

Iyer is the second Co-Founder after Neelu Khatri to leave the airline, which started flying from August 7, 2022. Khatri stepped down in October 2025. Iyer is also part of the airline's Executive Committee.

Now, Akasa Air has four Co-Founders -- Aditya Ghosh, Anand Srinivasan, Belson Coutinho and Bhavin Joshi. Vinay Dube is the Founder and CEO of the airline.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 FEBRUARY 2026

SriLankan Airlines targets major expansion in Indian skies

Dhairya Gajara

MUMBAI

SriLankan Airlines is preparing a decisive expansion of its India network, targeting 100 weekly flights by the end of 2026 as it doubles down on its most critical overseas market.

The state-owned carrier currently operates about 90 weekly services to nine Indian cities—New Delhi, Mumbai, Chennai, Bengaluru, Kochi, Madurai, Tiruchirapalli, Thiruvananthapuram and Hyderabad—using a 23-aircraft fleet comprising A330-300 widebodies and A320-family narrowbodies. India has emerged as the backbone of Sri Lanka's tourism recovery: of about 2.3 million foreign visitors in 2025, roughly 531,000



were Indians, accounting for nearly a quarter of arrivals.

Fawzan Fareid, regional manager for India, Bangladesh and Nepal, said the airline would intensify frequencies on existing routes while adding one or two new destinations as early as this year. "For a small carrier, 90 weekly flights to one country is already significant. Our objective is to cross 100 by reinforcing our core cities, guided by granular traffic and catchment data," he said.

SriLankan operated 126 weekly flights to 13 Indian cities before Covid-19, including

Kolkata, Goa and Coimbatore. Those routes were suspended during the downturn, but Ahmedabad, Kolkata and Coimbatore are now under active evaluation for a relaunch.

Any new route must support daily operations to be commercially sustainable, the airline said. Mumbai and Chennai remain anchor markets. On the Mumbai-Colombo sector, SriLankan operates 14 weekly flights and claims about 60% market share, helped by its exclusive use of A330-300 wide-body aircraft. Despite intensifying competition from Indian carriers, the airline reports healthy load factors, underpinning what it describes as a calibrated but firm expansion strategy centred on India's rising outbound demand.

Avoid speculations on crash: CM

CM Fadnavis advises against politicising the crash, says it is being investigated by various agencies

Faisal Malik

faisal.malik@htlive.com

MUMBAI: Chief minister Devendra Fadnavis has cautioned against speculating on the cause of the plane crash that claimed the life of deputy chief minister and NCP chief Ajit Pawar on January 28, saying the accident is being investigated by various agencies. He also advised against politicising the crash.

Fadnavis on Wednesday was responding to allegations raised by NCP (SP) MLA Rohit Pawar, who is also a close relative of Ajit Pawar, that the crash was the result of sabotage. On Tuesday, Rohit Pawar also demanded an investigation by an independent agency after raising a number of questions regarding the maintenance practices of VSR Ventures, the company that owned the



CM Fadnavis said that he was the first to request a detailed enquiry into the plane crash that killed Ajit Pawar. RAJU SHINDE/HT PHOTO

Learjet 45 aircraft in which Ajit Pawar was travelling; the pilot's drinking habits; and alleged last-minute decisions taken by the company. He implied that one or more of these factors could have contributed to the crash.

Responding to these charges, Fadnavis said, "The demand for a proper investigation is not wrong. In fact, I was the first to write to the central government requesting a detailed inquiry." He claimed that Union civil aviation minister KR Naidu ordered a formal probe following his letter. However, he said, "If we raise questions without waiting for the

investigation to be completed, it will create confusion."

The Air Safety Directorate (under the Directorate General of Civil Aviation), regarded as the highest authority for aviation accident investigations in India, is leading the inquiry. Simultaneously, the Criminal Investigation Department (CID) is conducting its own investigation. The DGCA is also probing the accident.

Fadnavis said the aircraft's black box and the rear section of the plane have been recovered. The communication between the pilot and Air Traffic Control (ATC) is available in digitised format

and other crucial evidence has been collected. A forensic audit of the materials is currently underway. "I believe people should wait for the investigation to be completed. No one should show distrust in our investigating agencies," he remarked.

Fadnavis dismissed Rohit Pawar's allegations, saying, "He must have said all this emotionally." Ajit Pawar was a respected and beloved leader across party lines, said the CM. "He was our favourite leader, and everyone wants the truth behind the accident. It will certainly emerge through the probe," he said.

DGCA team visits Baramati crash site

A team of four senior officials from the Directorate General of Civil Aviation (DGCA) on Wednesday inspected the site of the Learjet crash near Baramati in Pune that claimed the lives of Maharashtra deputy chief minister Ajit Pawar and four others last month. Officials said the team examined CCTV footage and video recordings related to the January 28 crash, as part of the ongoing investigation.

Flight attendant Pinky's father also seeks probe into crash

MUMBAI: A day after NCP (SP) MLA Rohit Pawar raised several questions regarding the Baramati air crash in which deputy chief minister Ajit Pawar died, flight attendant Pinky Mali's father Shivkumar Mali also demanded a thorough investigation.

In the wake of the presentation given by Rohit Pawar on Tuesday, there was a suspicion that it was not an accident but sabotage, he told PTL. Pinky Mali was among the five persons on board the aircraft who died in the January 28 crash.

"Whether it was an accident or a sabotage, both the aspects should be investigated by the government," said Shivkumar Mali. "The truth should come out, and we should get answers to the questions and doubts which are in my mind," he said, adding that his daughter should



Pinky Mali, deceased flight attendant.

get justice.

His daughter was flying with Ajit Pawar when the crash took place. Mali said investigators should look into why the aircraft and the pilot were changed at the last moment.

He also expressed doubts about the reason given by the private company that the pilot was changed because the original pilot was stuck in the traffic.

30K flier complaints filed this yr on Air Sewa portal, says govt

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: Over 30,000 complaints have been filed by fliers through the government's Air Sewa portal this year, with ticketing and fare-related issues accounting for the highest number of grievances, the civil aviation ministry informed the Lok Sabha on Thursday.

In a written response to queries by Congress MP Shashi Tharoor, civil aviation minister K Ram Mohan Naidu said a 24x7 Passenger Assistance Control Room (PACR) has been established for real-time monitoring and resolution of air travellers' grievances in coordination with airlines, airports and other stakeholders. "Since its operationalisation, approximately 97% of passenger grievances have been addressed," Naidu said.

According to details of complaints logged till February 9, the Air Sewa portal received 16,634 complaints over ticketing and fare issues, followed by grievances regarding flight delays (8,498) and baggage (5,102).

Complaints were also received through social media and calls, including 1,153 related to refunds, 547 over cancellations, 373 due to baggage and 157 over flight delays, the response added.

"Based on analysis of complaints received, certain recurring and systemic issues primarily relating to peak-hour congestion, flight disruptions due to operational and weather-related factors, refund, baggage handling delays, parking complaint, and passenger facilitation challenges, have been identified," Naidu said.

Complaints logged

Air Sewa portal

Ticketing & Fare
16,634

Baggage
5,102

Flight Delays
8,498

Social media and calls

Refunds | Cancellation
1,153 | **547**

Baggage | Delays
373 | **157**

Details of complaints received till February 9, 2026

India has 25K licensed pilots, govt informs LS

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: India has 25,001 pilots below the age of 65 and holding valid flying licenses, the Centre informed the Lok Sabha on Thursday, even as the government said that it does not maintain data on commercial or airline pilots that are unemployed or not in active service.

In a written response to queries raised by Trinamool Congress (TMC) lawmaker, Minister of State (MoS) for civil aviation Murlidhar Mohol provided category wise details of licences issued by the civil aviation regulator Directorate General of Civil Aviation (DGCA).

According to the data, the country has 10,051 Airline Transport Pilot Licence (ATPL) holders for planes and 210 for helicopters. Maximum license holders are the Commercial Pilot

Licence (CPL) — 12,480 plane CPL holders and 777 for helicopters. In addition, 1,483 pilots hold Private Pilot Licences (PPL).

"No such detail of unemployment of pilots holding Commercial Pilot License (CPL) or Airline Transport Pilot License (ATPL) is maintained," the minister

1,279 ATC posts lying vacant, informs govt

In a separate response to queries by TMC MP June Maliah, Mohol said 1,279 posts out of the sanctioned 5,537 positions for air traffic controllers (ATC) are vacant.

"Aviation safety is maintained through optimal utilization of available manpower in accordance with the extant norms and standards. No key operational units have been shutdown due to man-power shortage," Mohol said.



Corporate Communications Directorate

THE HINDU

DELHI

13 FEBRUARY 2026

Airlines say duty norms will reduce productivity

Jagriti Chandra
NEW DELHI

The industry body representing airlines in the country has informed the Directorate General of Civil Aviation (DGCA) that its proposed rest and duty norms for cabin crew will “decrease productivity” of staff, hamper growth, and erode their competitiveness in the global market.

In a letter, a copy of which has been reviewed by *The Hindu*, the Federation of Indian Airlines (FIA) has opposed several provisions proposed by the DGCA in a November notification on cabin crew rest and duty hours. The FIA represents Indian airlines including IndiGo, Air India, SpiceJet and Akasa.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

13 FEBRUARY 2026

AAIB denies reports of finalisation of AI 171 crash investigation, calls them 'incorrect & speculative'

Sukalp Sharma
New Delhi, February 12

AMID SPECULATION in sections of Western media that Indian investigators probing the fatal crash of Air India flight AI 171 are veering towards deliberate action by one of the pilots as the cause of the accident, the Aircraft Accident Investigation Bureau (AAIB) said Thursday that reports suggesting that the investigation into the accident has been finalised are "incorrect and speculative".

"The investigation is still in progress. No final conclusions have been reached. The AAIB conducts investigations strictly in accordance with the Aircraft (Investigation of Accidents and Incidents) Rules, 2025, and India's obligations under ICAO (International Civil Aviation Organization) Annex 13. Aircraft accident investigations are technical, evidence-based processes aimed at determining root causes and enhancing safety," the agency clarified Thursday

evening. "The Preliminary Report released earlier provided factual information available at that stage. The Final Investigation Report, containing conclusions and safety recommendations, will be published upon completion of the investigation in line with established international norms," it said, urging media outlets to "exercise restraint and avoid premature speculation".

"Unverified reporting causes unnecessary public anxiety and undermines the integrity of an ongoing professional investigation," the AAIB said.

Reports in Western news outlets have been indicating that the probe is purportedly zeroing in on deliberate action by one of the pilots; AAIB and the government have maintained that the probe is underway with all angles being investigated and nothing has been ruled out yet. AAIB's latest clarification comes close on the heels of a report in Italian newspaper *Corriere della Sera*, which said Indian investi-

AI begins final settlement process

Press Trust of India
New Delhi, February 12

AIR INDIA (AI) has initiated the process for providing final compensation to the families of those who died in the AI 171 plane crash, wherein those willing to accept the amounts have to ensure that they will not make any future claims against the airline, original equipment manufacturers and government agencies in relation to the fatal accident.

The carrier is in the process

of paying the interim compensation of Rs 25 lakh.

In case, the final compensation amount calculated is less than Rs 25 lakh, that was paid as interim compensation, then those families will be offered an additional Rs 10 lakh, sources said Thursday.

Besides, an *ex gratia* amount of Rs 1 crore to the families of those who died in the crash is being given by the AI-171 Memorial and Welfare Trust, set up by the Tata Group.

gators "are preparing to write in their final report that the plane crashed because one of the pilots turned off the two fuel switches". The report, it said, is based on inputs from "Western sources".

"In short, there was no technical defect. But human intervention was 'almost certainly' intentional. This is what *Corriere* learned from two Western sources familiar with the most

recent discussions between New Delhi and Washington," said the report, translated from Italian.

AAIB's preliminary report released a month after the June 12 crash said that the accident occurred after both engines of the aircraft were starved of fuel as both its engine fuel control switches transitioned from 'RUN' to 'CUTOFF' position within a second of each other,

moments after lift-off. The crash — India's worst aviation disaster in decades — claimed 260 lives.

The preliminary report mentioned that in the cockpit voice recording, one of the pilots was heard asking the other why he cut off the fuel, to which the other responded saying he did not. There has been speculation on whether the switches were flipped by one of them — inadvertently or otherwise — or whether the transition signal to the system was due to a technical, mechanical or software issue. The AAIB report did not state that either of the pilots physically flipped the switches, just that they transitioned from 'RUN' to 'CUTOFF'.

The selective information in the preliminary report had many believing that it implicitly pointed a finger at the flight crew, particularly captain Sumeet Sabharwal. The final report is expected to be released before the one-year anniversary of the crash.

FULL REPORT ON

WWW.INDIANEXPRESS.COM



Corporate Communications Directorate

JANSATTA

DELHI

13 FEBRUARY 2026

‘अहमदाबाद विमान हादसा : तीन हफ्ते में केंद्र रपट दाखिल करे’

जनसत्ता ब्यूरो
नई दिल्ली, 12 फरवरी।

सुप्रीम कोर्ट ने गुरुवार को केंद्र सरकार को अहमदाबाद एअर इंडिया विमान दुर्घटना मामले की जांच के लिए अपनाए गए प्रक्रियात्मक मानक पर तीन हफ्ते के भीतर एक रपट दाखिल करने का निर्देश दिया। इस हादसे में 260 लोगों की जान चली गई थी। मामले की सुनवाई के दौरान प्रधान न्यायाधीश सुर्यकांत ने सुझाव दिया कि पक्षकार एअरक्राफ्ट में तकनीकी गड़बड़ियों पर मीडिया रपटों से प्रभावित न हों। इसके अलावा किसी खास ब्रांड के एअरक्राफ्ट पर नुक्ताचीनी करने पर रोक लगाएं।

उन्होंने कहा कि यह बहुत ही बुरा हादसा था, जिसमें 261 बेगुनाह जानें गईं। यह किसी

भी देश के लिए कोई छोटी-मोटी दुखद घटना नहीं है। एक माता-पिता के लिए जो अपने पायलट बेटे को इस तरह खो रहा है, हम समझ सकते हैं। हमें पिता के साथ पूरी हमदर्दी है और हम सच में नहीं जानते कि वह इस सदमे और खालीपन से कैसे बाहर निकल जाएगा। लेकिन हमें किसी खास ब्रांड के एअरक्राफ्ट के खिलाफ कोई भी टिप्पणी करते समय बहुत-बहुत सावधानी बरतनी चाहिए। एक समय था जब ड्रीमलाइनर को सबसे अच्छे और सबसे सुरक्षित एअरक्राफ्ट में से एक माना जाता था।

प्रधान न्यायाधीश सुर्यकांत और न्यायमूर्ति जायमाल्य बागची की पीठ ने पायलट फेडरेशन और पायलट सुमीत सभरवाल के पिता की ओर से वरिष्ठ वकील की बात सुनने के बाद रपट दाखिल करने का आदेश दिया।



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SWATANTRA BHARAT

LUCKNOW

12 FEBRUARY 2026

अकासा एयर को बड़ा झटका : को फाउंडर प्रवीण अय्यर का इस्तीफा

नई दिल्ली। अकासा एयर के को-फाउंडर प्रवीण अय्यर ने इस्तीफा दिया। अब आनंद श्रीनिवासन उनकी जगह नए कमर्शियल हेड की भूमिका में होंगे। जानिये एयरलाइन की विस्तार योजनाओं पर इसका क्या असर पड़

■ अब आनंद श्रीनिवासन संभालेंगे कमान

सकता है। तीन साल पुरानी इस एयरलाइन के लिए यह दूसरा बड़ा झटका है, क्योंकि इससे पहले भी एक अन्य को-फाउंडर कंपनी छोड़ चुके हैं। अय्यर ऐसे समय पर कंपनी छोड़ गए हैं, जब एयरलाइन विमानों की डिलीवरी में देरी के बाद अपनी विस्तार योजनाओं को फिर से पटरी पर लाने की कोशिश में है।

इस्तीफे के बाद नया नेतृत्व
रिपोर्ट्स के मुताबिक, प्रवीण अय्यर अकासा एयर की फाउंडिंग टीम का अहम हिस्सा थे और एयरलाइन की



एग्जीक्यूटिव कमिटी में भी शामिल थे। उनके इस्तीफे के बाद, कंपनी ने तत्काल प्रभाव से अपने मौजूदा चीफ इंफॉर्मेशन ऑफिसर, आनंद श्रीनिवासन को नया कमर्शियल हेड नियुक्त किया है। हालांकि, इस खबर पर अभी तक एयरलाइन की ओर से कोई आधिकारिक टिप्पणी नहीं आई है।

टॉप मैनेजमेंट में लगातार दूसरा बड़ा एग्जिट
प्रवीण अय्यर का इस्तीफा अकासा

एयर के टॉप मैनेजमेंट से दूसरा हाई-प्रोफाइल एग्जिट है। पिछला एग्जिट: पिछले साल एयरलाइन की एक और को-फाउंडर, नीलू खत्री, जो अंतरराष्ट्रीय परिचालन की प्रमुख थीं, ने भी कंपनी छोड़ दी थी।

स्थापना: अकासा एयर ने अगस्त 2022 में अपनी उड़ानें शुरू की थीं और इसे अभी लगभग तीन साल ही हुए हैं। इतनी कम अवधि में को-फाउंडर स्तर के दो अधिकारियों का

जाना कॉर्पोरेट गवर्नेंस और स्थिरता के लिहाज से अहम खबर है।

विस्तार योजनाएं और चुनौतियां
अय्यर का इस्तीफा एयरलाइन के लिए एक महत्वपूर्ण मोड़ पर आया है। अकासा एयर इस समय 'बोइंग' से विमानों की डिलीवरी में देरी के कारण धीमी पड़ी अपनी ग्रोथ को फिर से तेज करने की कोशिश कर रही है।

एयरलाइन की मौजूदा स्थिति और योजनाओं पर एक नजर:
मार्केट शेयर: वर्तमान में घरेलू बाजार में अकासा एयर की हिस्सेदारी लगभग 5 है।

फ्लीट विस्तार: विमान निर्माता बोइंग द्वारा डिलीवरी में देरी के चलते एयरलाइन की वृद्धि कुछ समय के लिए सुस्त पड़ गई थी। हालांकि, इस साल कंपनी ने अब तक तीन नए विमानों को अपने बेड़े में शामिल किया है और वर्ष के अंत तक लगभग 12 और विमान जोड़ने की योजना है।



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12 FEBRUARY 2026

डीजीसीए के नए इयूटी नियमों के लिए क्या पूरी तरह तैयार है इंडिगो?

नई दिल्ली। देश की सबसे बड़ी एयरलाइन इंडिगो ने विमानन नियामक डीजीसीए को परिचालन व्यवस्थाओं को लेकर आश्चस्त किया है। एयरलाइन ने कहा कि नए फ्लाइट इयूटी टाइम लिमिटेशन (एफबीटीएल) नियमों के पूर्ण अनुपालन के लिए सभी आवश्यक परिचालन, रोस्ट्रिंग और मॉनिटरिंग व्यवस्थाएं लागू की जा रही हैं। पायलटों की इयूटी से जुड़े नए नियमों पर दी गई अस्थायी छूट 10 फरवरी को समाप्त हो गई। इसके बाद आज डीजीसीए ने विस्तृत बयान जारी कर एयरलाइन की तैयारियों की जानकारी दी। दिसंबर की अव्यवस्था के बाद सख्ती-दिसंबर की शुरुआत में भारी परिचालन अव्यवस्था के चलते 3 से 5 दिसंबर के बीच इंडिगो ने 2,507 उड़ानें रद्द की थीं। जांच में ये खामियां आईं सामने ऑपरेशन्स का अत्यधिक अनुकूलन पाया गया। नियामकीय तैयारी की कमी पाई गई। सिस्टम सॉफ्टवेयर सपोर्ट में खामियां मिलीं।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

13 FEBRUARY 2026

SpiceJet posts ₹269 cr loss on higher costs

New Delhi: SpiceJet on Thursday reported a loss of Rs 269 crore in the three months ended Dec 2025 as higher costs and one-time expenses took a toll on the budget carrier's bottom line. The airline had a profit of Rs 25 crore in the same period of 2024. Total income declined to Rs 1,523 crore. TNN

Ahmedabad crash probe still on: AAIB junks media reports

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, FEBRUARY 12

The Aircraft Accident Investigation Bureau (AAIB) on Thursday categorically denied Italian media reports suggesting that the investigation into the Air India Flight AI-171 accident had been finalised.

“The investigation is still in progress. No final conclusions have been reached. The AAIB conducts investigations strictly in accordance with the Aircraft (Investigation of Accidents and Incidents) Rules, 2025. Aircraft accident probes are technical, evidence-based processes aimed at determining root causes and enhancing safety,” it said, terming the Italian reports, blaming a pilot for the crash as “incorrect and speculative”.

Meanwhile, nearly eight months after the crash, Air India has moved to formally close the compensation process, making it clear that families accepting the fair and final payout will have to waive any further claims arising out of the accident, sources told *The Tribune* on Thursday.

Later, the airline said: “Air India wholeheartedly understands that monetary compensation cannot make up for the loss of a loved one. At the same time, getting more clarity about final compensation is an impor-

Air India starts process for final compensation

tant moment for the families affected by this tragic incident.”

Following initial interim payments of Rs 25 lakh to families of the deceased, and with the process of ex-gratia payment of Rs 1 crore from the AI-171 Memorial and Welfare Trust being underway, Air India has initiated the final compensation process. “We have ensured that the final compensation being offered to families is fair and in accordance with the law. The information about this has been shared in a transparent, compassionate way with the affected families,” it said.

Following industry standards, compensation payments are made on a “full and final” basis in order to provide a conclusion. While we cannot discuss specific cases, the amounts offered to each family have been calculated using the applicable legal framework and differs depending upon individual circumstances. Families agreeing to receive final compensation are requested to confirm that they have no future claims against AI. This particular aspect is important to prevent AI from receiving any direct or indirect claims in the future, it added.