



Corporate Communications Directorate

AMAR UJALA

DELHI

13 OCTOBER 2026

अमृतसर एयरपोर्ट पर संदिग्ध ड्रोन गतिविधि, 3 उड़ानें डायवर्ट

अमृतसर। श्री गुरु रामदास जी अंतरराष्ट्रीय एयरपोर्ट के आसपास रविवार रात संदिग्ध ड्रोन गतिविधि सामने आई। सुरक्षा एजेंसियों को तुरंत अलर्ट किया गया। एयरपोर्ट परिसर और आसपास के आसमान में दो से तीन ड्रोन उड़ते देखे गए। सुरक्षा के मद्देनजर रनवे का संचालन रोक दिया गया। इसके चलते अमृतसर आने वाली तीन उड़ानों का मार्ग बदलना पड़ा। इसकी वजह से यात्रियों को परेशानी का सामना करना पड़ा। एजेंसी

छोटे हवाई अड्डों का नहीं हो रहा पूरा इस्तेमाल

एयर इंडिया के सीसीटीओ ने की क्षेत्रीय हवाई संपर्क मजबूत करने की वकालत

दीपक पटेल

नई दिल्ली, 12 अक्टूबर

भारत के 160 हवाई अड्डों में से करीब दो-तिहाई का इस्तेमाल बहुत कम हो रहा है। जबकि केवल 40 हवाई अड्डे ही ऐसे हैं, जो अपनी 70 से 80 फीसदी क्षमता पर काम कर रहे हैं। एयर इंडिया के मुख्य वाणिज्यिक अधिकारी एवं परिवर्तन अधिकारी (सीसीटीओ) निपुण अग्रवाल ने सोमवार को यह जानकारी दी। हवाई अड्डों की इस हालत के लिए उन्होंने कमजोर क्षेत्रीय हवाई संपर्क को जिम्मेदार ठहराया।

जीई एरोस्पेस इंडिया की ओर से आयोजित परिचर्चा में अग्रवाल ने कहा कि भारत ने हवाई अड्डों के निर्माण में अच्छा काम किया है, लेकिन अब यह सुनिश्चित करना होगा कि इस बुनियादी ढांचे का बेहतर तरीके से इस्तेमाल भी हो।

‘देश में 160 हवाई अड्डे हैं। इनमें से केवल 40 हवाई अड्डे 70 से 80 फीसदी क्षमता के साथ काम कर रहे हैं। शेष 120 हवाई अड्डों का इस्तेमाल बहुत कम हो रहा है।’

निपुण अग्रवाल,

मुख्य वाणिज्यिक अधिकारी एवं परिवर्तन अधिकारी एयर इंडिया



इसके लिए महानगरों से आगे छोटे शहरों तक हवाई संपर्क बढ़ाना होगा, ताकि अधिक यात्री इन हवाई अड्डों से आवाजाही कर सकें।

निपुण ने कहा कि एयरलाइंस अपने नेटवर्क का विस्तार करते हुए दूसरे दर्जे के शहरों को जोड़ने के लिए क्षेत्रीय जेट और छोटे विमानों

का इस्तेमाल कर सकती हैं। क्षेत्रीय जेट सामान्य छोटे आकार के विमानों से भी अलग श्रेणी के यात्री विमान होते हैं, जो पारंपरिक नैरो-बॉडी विमानों से छोटे होते हैं। ऐसे विमानों का इस्तेमाल उन मार्गों पर किया जा सकता है, जहां यात्रियों की संख्या बड़े विमानों के संचालन के लिए

पर्याप्त नहीं होती। उन्होंने कहा, ‘देश में 160 हवाई अड्डे हैं। इनमें से केवल 40 हवाई अड्डे 70 से 80 फीसदी क्षमता के साथ काम कर रहे हैं। शेष 120 हवाई अड्डों का इस्तेमाल बहुत कम हो रहा है।’ अग्रवाल ने कहा कि विमानन क्षेत्र के विस्तार के अगले चरण में एयरलाइंस को अपने मौजूदा नेटवर्क से आगे बढ़कर छोटे शहरों पर ध्यान देना होगा। एयर इंडिया का मौजूदा नेटवर्क मुख्य रूप से बड़े केंद्रों पर आधारित है। ये ऐसे हवाई अड्डे होते हैं, जहां से यात्री दूसरे गंतव्यों के लिए विमान बदल सकते हैं।

अग्रवाल ने कहा कि यदि हवाई यात्रा अधिक किफायती हो तो भारत का विमानन बाजार कहीं अधिक तेजी से विस्तार कर सकता है। अभी अधिक करों के कारण हवाई यात्रा महंगी बनी हुई है और विमानन क्षेत्र को अब भी विलासिता की वस्तु की तरह देखा जाता है, जबकि अन्य

परिवहन साधनों से यात्रा करने वाले लोगों के बीच भी हवाई यात्रा करने की काफी संभावनाएं हैं।

अग्रवाल ने कहा कि विमानन उद्योग फिलहाल सालाना 8 से 10 फीसदी की सामान्य वृद्धि के आधार पर भविष्य की योजनाएं बना रहा है, लेकिन इस क्षेत्र में कहीं अधिक तेज विस्तार की संभावना मौजूद है। अग्रवाल ने कहा कि अंतरराष्ट्रीय विमानन बाजार खासकर लंबी दूरी की उड़ानों में भी भारतीय एयरलाइंस के लिए विस्तार की काफी गुंजाइश है। ऐसी उड़ानों में आमतौर पर बड़े आकार के विमानों का इस्तेमाल होता है। एयर इंडिया के पास करीब 60 वाइड-बॉडी विमान हैं, लेकिन भारत से इन विमानों का संचालन करने वाले हम अकेले नहीं हैं।

उन्होंने अनुमान जताया कि लंबी दूरी के अंतरराष्ट्रीय मार्गों पर सालाना 2.5 से 3 करोड़ यात्री सफर करते हैं।

Air India CCTO flags 'very low' utilisation at 120 airports

DEEPAK PATEL

New Delhi, 12 October

Two-thirds of India's 160 airports have "very low" utilisation, with only 40 operating at 70-80 per cent of capacity, Nipun Aggarwal, Air India's chief commercial and transformation officer (CCTO), said on Monday. He credited the problem to inadequate regional connectivity and suggested that airlines could deploy regional jets and smaller aircraft to connect Tier-II cities as their networks expand.

Speaking at a panel discussion organised by GE Aerospace India, Aggarwal said the country had done well in building airports but needed to ensure that the infrastructure was put to better use. Improving air connectivity beyond major metropolitan centres, he said, would be necessary to attract more passengers to these airports.

"The remaining 120 airports, outside the big metros and big cities, have very, very low utilisation," the CCTO said.

Aggarwal said the next phase of expansion would require airlines to look beyond their existing networks, particularly towards smaller cities. Air India's current network, he observed, was largely focused on major hubs, or airports through which passengers connect to other destinations.



Nipun Aggarwal, Air India's chief commercial and transformation officer

"We've done a great job in building airports, but now we need to ensure that the airports are utilised," he said, adding that regional jets could eventually play a role in expanding airlines' presence in Tier-II and Tier-III cities. Regional jets are smaller passenger aircraft than conventional narrowbody planes, making them suitable for routes where demand may not support larger aircraft.

Aggarwal also said India's aviation market could grow much faster if flying became more affordable. "Unfortunately, we treat aviation as a luxury, and it is so heavily taxed. If we can bring down the cost of flying per hour linearly, make air travel more affordable, there will be disruptive growth," he said.

He did not identify specific taxes that should be reduced or suggest how much airfares

needed to fall.

"Whatever growth we (the industry) are projecting, it is basically based on steady-state, nominal 8-10 per cent growth rate. But there is an opportunity to disrupt this industry, have significant growth," Aggarwal said.

To illustrate the scale of potential demand, he compared the number of people travelling by train with those flying each day. According to his figures, around 10 million people travel by train daily, compared with only 400,000-500,000 air passengers. Aggarwal argued that a large pool of travellers could potentially consider flying if air travel became more affordable.

On international operations, Aggarwal said Indian carriers also had considerable room to expand in the long-haul market, which generally involves longer-distance flights operated using widebody aircraft.

"We have about 60 widebody planes, but we are the only operator of widebody planes from India. That market is 25-30 million passengers annually, which is maybe not even 20 per cent of the overall passengers that are there in the Indian aviation market. But in terms of revenue contribution, the long-haul market is more than 50 per cent of the revenue base," he said.



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

11 OCTOBER 2026

छोटे शहरों को हवाई सेवाओं से जोड़ेंगे **उड़ान योजना**; प्रदेश के 6 हेलीपैड बनेंगे एयरपोर्ट

जयपुर | प्रदेश के छह हेलीपैड को एयरपोर्ट के रूप में विकसित करने की तैयारी है। केंद्र की संशोधित आरसीएस-उड़ान योजना के तहत नागरिक उड्डयन विभाग ने प्रक्रिया शुरू कर दी है। बैठक में चयनित स्थलों पर चर्चा हुई। अब कमेटी नाम फाइनल करेगी। इसके बाद वित्त विभाग और मुख्यमंत्री कार्यालय (सीएमओ) की मंजूरी लेकर प्रस्ताव केंद्र सरकार को भेजा जाएगा। एयरपोर्ट विकसित करने का अंतिम निर्णय केंद्र की मंजूरी के बाद होगा।

योजना का उद्देश्य छोटे शहरों और क्षेत्रीय इलाकों को हवाई सेवाओं से जोड़ना है। हालांकि, उड़ानें कब शुरू होंगी और किन शहरों के लिए संचालित होंगी, यह अंतिम चयन और स्वीकृतियों के बाद तय होगा।

इन हेलीपैड को एयरपोर्ट में बदलने की तैयारी

डीग (कुम्हेर), तारपुरा (सीकर), मानपुर (आबूरोड), हमीरगढ़ (भीलवाड़ा), तलवाड़ा (बांसवाड़ा) और उत्तरलाई (बाड़मेर) के हेलीपैड संभावित स्थलों में शामिल हैं।

क्या होगा फायदा?

आवागमन आसान: हवाई सेवा शुरू होने पर दूसरे शहरों तक पहुंचने का विकल्प मिलेगा।

पर्यटन को बढ़ावा: पर्यटन स्थलों तक पहुंच आसान होने से पर्यटकों की आवाजाही बढ़ सकती है।

कारोबार को रफ्तार: कारोबारियों का यात्रा समय बचेगा।

रोजगार के अवसर: परिवहन, होटल में रोजगार की संभावनाएं।

जयपुर एयरपोर्ट पर अकासा की एंट्री आज से मुंबई-बेंगलुरु के लिए 2 नई फ्लाइट, रोज संचालित होंगी



एविएशन रिपोर्ट | जयपुर

अकासा की चार फ्लाइट्स का शेड्यूल

फ्लाइट	रूट	प्रस्थान	आगमन
जयपी-1153	मुंबई- जयपुर	9:10 (सुबह)	11:10
जयपी-1154	जयपुर-मुंबई	12:00 (रात)	1:55
जयपी-1529	बेंगलुरु-जयपुर	8:20 (सुबह)	10:50
जयपी-1530	जयपुर-बेंगलुरु	11:30 (सुबह)	2:00 (दोपहर)

जयपुर एयरपोर्ट से हवाई सफर करने वाले यात्रियों को रविवार से नई एयरलाइन का विकल्प मिलेगा। अकासा एयर आज से जयपुर में अपना संचालन शुरू करने जा रही है। पहले चरण में मुंबई और बेंगलुरु के लिए रोजाना दो नॉनस्टॉप फ्लाइट्स शुरू होंगी। इसके साथ जयपुर एयरपोर्ट पर घरेलू उड़ानें संचालित करने वाली एयरलाइंस की संख्या पांच से बढ़कर छह हो जाएगी। दोनों व्यस्त रूटों पर नई एयरलाइन आने से प्रतिस्पर्धा बढ़ेगी।

यात्रियों को फ्लाइट के समय और किराए के अधिक विकल्प मिल सकेंगे। अकासा एयर के को-फाउंडर

और चीफ कमर्शियल ऑफिसर आनंद श्रीनिवासन ने जयपुर में बताया कि राजस्थान कंपनी की विस्तार योजना में प्राथमिकता पर है। जयपुर पर्यटन और व्यापार का बड़ा केंद्र है। इसलिए मुंबई और बेंगलुरु से सीधी कनेक्टिविटी शुरू की जा रही है। भविष्य में जयपुर से नए शहरों के लिए फ्लाइट्स शुरू करने और मौजूदा रूटों पर फ्रीक्वेंसी बढ़ाने पर भी फैसला होगा। उदयपुर में भी एयरलाइन अपनी सेवाओं का विस्तार कर रही है। इसमें खास बात ये है कि 4 फ्लाइट्स रोजाना और नॉनस्टॉप संचालित होंगी। जयपुर से अकासा की पहली फ्लाइट

सुबह 11:30 बजे बेंगलुरु और दूसरी दोपहर 12 बजे मुंबई के लिए रवाना होगी।

दिल्ली में ट्रैफिक का दबाव, जयपुर भेजने पड़े दो फ्लाइट

इधर, शनिवार को दिल्ली एयरपोर्ट पर एयर ट्रैफिक कंजेशन के कारण दो विमानों को जयपुर डायवर्ट किया गया। अहमदाबाद से दिल्ली जा रही एयर इंडिया की फ्लाइट एआई-2946 और पुणे से दिल्ली जा रही इंडिगो की फ्लाइट 6ई-2661 जयपुर पहुंचीं। दिल्ली एटीसी से क्लीयरेंस मिलने के बाद दोनों फ्लाइट्स को रवाना किया गया।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

12 OCTOBER 2026

Airport-airline plan to hurt aviation: Ind-Ra

SANGEETHA G.
CHENNAI, OCT. 11

The government's proposal to allow airport operators to own airlines could create conflicts of interest and a new duopoly rather than improve competition in the aviation sector, experts have warned. The focus should instead be on addressing high operating costs, heavy debt and persistent losses.

Airlines depend on airports for slot allocations, boarding gates, parking, ground handling and cargo services. If airport



operators also own airlines, they could favour their own carriers through preferential slots, gate assignments and charges, or by sharing commercially sensitive data, said Samant Kumar Jha, associate director at India Ratings and Research. Jha called for structural separation

between airport and airline operations, independent boards, separate reporting structures and an independent agency to allocate slots. Regulatory oversight and clear equal-access rules would also be necessary.

Allowing major airport operators such as Adani and GMR to enter the air-

line business may not necessarily improve competition and could create a new duopoly without adequate safeguards, he cautioned. IndiGo and Air India account for about 90 per cent of India's domestic aviation market.

The proposal would not address sector's underlying problems, including expensive ATF, aircraft shortages, high taxes and dollar-denominated procurement and maintenance costs.

Jha said airlines should look at profitability over aggressive expansion.



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THE FINANCIAL EXPRESS

DELHI

13 OCTOBER 2026

IndiGo plans more winter flights from Navi Mumbai

AKBAR MERCHANT
Mumbai, October 12

INDIGO IS PREPARING a second round of changes in the winter flight schedule at Navi Mumbai International Airport (NMIA). The changes, being loaded into the system in phases, are expected to include new routes, higher frequencies on existing services and additional transfers from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA).

The latest reshuffle follows an earlier round of schedule adjustments that involved significant cuts to the airline's operations at NMIA. The winter schedule runs from October 25 to March 27, 2027.

Sources told FE that IndiGo will introduce services to Ranchi, Udaipur and a few other

FLYING HIGH

■ IndiGo is likely to operate around 50 daily flights under its winter schedule from NMIA — higher than about 40 at present



■ IndiGo is likely to shift more capacity from Mumbai to NMIA on routes such as Chennai, Kochi, Nagpur, Chandigarh and Rajkot

■ Sources say IndiGo will introduce services to Ranchi, Udaipur and a few other cities from NMIA

cities, while increasing frequencies on existing routes such as Kolkata and Lucknow, with services potentially rising to twice daily. Frequencies to Hyderabad, Vadodara and Raipur are also expected to increase on

select days. The airline is also set to strengthen regional connectivity through ATR turboprop aircraft, with additional services to Diu and Belagavi.

Separately, IndiGo is likely to shift more capacity from Mum-

baito NMIA on routes including Chennai, Kochi, Nagpur, Chandigarh and Rajkot. The number of additional flights will vary by day of the week. At the end of the winter schedule update, IndiGo is expected to operate around 50 daily flights from NMIA, marginally higher than the current level of about 40, according to sources. The changes broadly balance the slots required for services being moved back to CSMIA. Further adjustments are expected in the coming days.

An email sent to the airline for a comment did not elicit any response till press time.

Meanwhile, IndiGo is reducing its services to China. Flights from Kolkata to Guangzhou and Shanghai are expected to be cut from seven to four per week on each route.



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THE HINDUSTAN TIMES

DELHI

13 OCTOBER 2026

Woman arrested at IGIA with 16kg of 'hydroponic' cannabis

NEW DELHI: An Indian woman arriving from Bangkok was arrested at the Indira Gandhi International Airport after customs officials allegedly recovered 16kg of 'hydroponic' cannabis worth around ₹5.62 crore from her baggage, officials said on Monday.

During the examination of her

trolley bag, officials recovered six polythene pouches containing suspected 'hydroponic' (water-grown) cannabis weighing 16,041 grams (net), the statement said. The suspected contraband was seized under provisions of the Narcotic Drugs and Psychotropic Substances (NDPS) Act.

HTC

Int'l transfer boarding pass rules amended after IGI airport lapse

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The government has stepped in to distinguish procedures for passengers travelling on interline and codeshare flights following an immigration lapse at Delhi airport last September month, when three passengers travelled to Italy without clearing immigration checks.

The incident came close on the heels of the government putting in place a hub-and-spoke model at the Varanasi, Amritsar and Ahmedabad airports, where passengers can clear immigration checks at the origin airport for international travel.

"Under the revised procedure, the second boarding pass for interline and codeshare passengers will be issued at connecting airports after immigration, instead of being issued at the originating airport," one of the officials aware of the development said. "Both passes will be marked as 'I' instead of 'D' even for the



Authorities are coordinating changes to boarding-pass issuance and passenger verification.

SHUTTERSTOCK

domestic leg of a flight for an international passenger," added the official.

Airlines and airport authorities, in line with government directions, are coordinating changes to boarding-pass issuance and passenger verification, according to officials aware of the development.

The civil aviation ministry did not respond to requests for comment on the matter.

The baggage of passengers on such journeys will continue to be checked in and tagged at the originating airport for the entire trip,

the official said. An interline flight is one where separate legs of journeys on a single ticket involve different airlines. A codeshare arrangement is a revenue-sharing system, where two or more airlines share the same flight – an operating airline flies the physical aircraft and the partner airline sells seats on it.

Under Air India's hub-and-spoke model, passengers can complete immigration at the originating airport before boarding an international flight at a hub. For Air India's hub-and-spoke connections, both boarding passes will continue to be issued at the point of origin, another official said.

A third official said that the Delhi airport has provided additional counters to facilitate the revised process, while airlines have deployed additional staff to strengthen checks at boarding points and transfer areas. "The changes were worked out following consultations involving the government and the airline," another official said.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

13 OCTOBER 2026

IGI के बाहर ड्रेनेज नेटवर्क होगा दुरुस्त

Uday Jagtap

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■ नई दिल्ली: इंदिरा गांधी इंटरनैशनल (IGI) एयरपोर्ट पर बारिश के दौरान जलभराव की समस्या से निपटने के लिए लैंडसाइड एरिया के ड्रेनेज नेटवर्क को बेहतर बनाया जाएगा। इसके लिए टेंडर जारी किया गया है। वर्ष 2021 से 2026 के बीच एयरपोर्ट के अंदर और बाहर पानी भरने की घटनाएं सामने आई हैं।

लैंडसाइड एरिया में टर्मिनल के बाहर यात्रियों को छोड़ने और लेने की जगह, वाहन मार्ग और पार्किंग शामिल है। यहां ड्रेनेज व्यवस्था दुरुस्त होने से बारिश के पानी की निकासी बेहतर हो सकती है। दिल्ली इंटरनैशनल एयरपोर्ट लिमिटेड (डायल) ने मौनसून से पहले जलभराव रोकने के लिए कई उपायों की



जानकारी दी थी। इनमें टर्मिनल-1 में साइफोनिक ड्रेनेज सिस्टम, ओवरफ्लो पाइप और टर्मिनल-2 की वॉटरप्रूफिंग शामिल थी। साथ ही, क्विक रिसपॉन्स टीम और हाई-कैपेसिटी पंप तैनात करने का दावा किया गया था। हालांकि, तेज बारिश में ये इंतजाम प्रभावी साबित नहीं हुए। ऐसे में अब बाहरी हिस्सों के ड्रेनेज नेटवर्क में सुधार से समस्या का स्थायी समाधान खोजने की कोशिश की जा रही है।



Corporate Communications Directorate

PUNJAB KESARI

DELHI

13 OCTOBER 2026

अमृतसर एयरपोर्ट पर दिखे ड्रोन मचा हड़कंप, तीन उड़ानें डायवर्ट

अमृतसर, (पंजाब केसरी): अमृतसर के श्री गुरु रामदास जी अंतरराष्ट्रीय एयरपोर्ट के आसपास संदिग्ध ड्रोन गतिविधि सामने आने के बाद रविवार रात सुरक्षा एजेंसियां अलर्ट हो गईं। एयरपोर्ट परिसर और आसपास के आसमान में दो से तीन ड्रोन उड़ते देखे जाने के बाद सुरक्षा के मद्देनजर रनवे का संचालन रोक दिया गया। इसके चलते अमृतसर आने वाली तीन उड़ानों को डायवर्ट करना पड़ा। अचानक उड़ानों का मार्ग बदलने से यात्रियों को परेशानी का सामना करना पड़ा। जानकारी के अनुसार, रविवार रात करीब 9:30 बजे एयरपोर्ट पर तैनात केंद्रीय औद्योगिक सुरक्षा बल के जवानों ने परिसर और आसपास के आसमान

● रनवे पर संचालन रोक गया, यात्री परेशान

में संदिग्ध ड्रोन उड़ते देखे। जवानों ने तुरंत इसकी सूचना कंट्रोल रूम को दी। इसके बाद सुरक्षा व्यवस्था की समीक्षा की गई और एहतियातन हवाई अड्डे पर उड़ानों का संचालन रोक दिया गया। ड्रोन गतिविधि के कारण दिल्ली से अमृतसर आ रही एयर इंडिया की फ्लाइट एआई-855 को वापस दिल्ली भेज दिया गया। मुंबई से अमृतसर आ रही इंडिगो की फ्लाइट 6ई-5028 को चंडीगढ़ और कुआलालंपुर से आ रही मलेशिया एयरलाइंस की फ्लाइट एमएच-118 को दिल्ली डायवर्ट किया

गया। उड़ानों का मार्ग बदले जाने से कई यात्री एयरपोर्ट पर फंस गए। अचानक टिकट रद्द होने और उड़ानों के प्रभावित होने से यात्रियों में नाराजगी देखने को मिली।

कुछ यात्रियों ने अधिकारियों से जानकारी मांगी, लेकिन शुरुआत में उन्हें स्पष्ट जवाब नहीं मिल पाया। हालांकि, रात करीब 10:30 बजे के बाद स्थिति सामान्य होने लगी।

सितंबर में भी सामने आई थी ड्रोन गतिविधि अमृतसर एयरपोर्ट के आसपास ड्रोन गतिविधि का मामला पहले भी सामने आ चुका है। छह सितंबर की रात करीब 9:40 से 9:50 बजे के बीच रनवे और ऑपरेशनल एरिया के पास आसमान में संदिग्ध ड्रोन उड़ते देखे गए थे।

Indian among 13 killed in Saudi airport attack

Riyadh extends airport closure amid Houthi threats; Trump weighs joining Saudi strikes; Dammam airport also struck

#DUBAI

At least 13 people, including an Indian, were killed and more than 300 injured in a missile attack on Riyadh's King Khalid International Airport, with 10 other Indians among the wounded.

The the Indian Embassy on Sunday said it was in touch with Saudi authorities and hospital officials to enquire about the injured Indians' well-being.

India strongly condemned the repeated attacks on the airport, calling strikes on civilians and civilian infrastructure "completely unacceptable".

The dead included four Saudi citizens, two Bangladeshis, and nationals of Palestine, the US, Egypt, Jordan, Syria and Sudan.

Saudi Arabia extended the airport's closure until at least 9 pm Sunday as Yemen's Iran-backed Houthi rebels threatened further attacks on airports across the kingdom. The strike on



People wait outside King Khalid International Airport after it was shut

Three rescued Indians depart Romania for India

#LONDON

Three Indian nationals rescued from the Turkish-owned cargo vessel MV Royad Mammadov, which was attacked in the Black Sea on Monday, have departed for India, the Embassy of India in Bucharest has said. "Three Indian nationals, Shri Sahil Sandhu, Shri Ashwini Kumar and Shri Harman Singh, departed for India today (Saturday), the mission said on Saturday.

PTI

Saturday marked a major escalation in the conflict.

Saudi authorities said Sunday that King Fahd International Airport in

Dammam has been attacked, with few details.

The city is on the Persian Gulf near Bahrain and Qatar.

PTI/AP



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

12 OCTOBER 2026

Malaysian Airlines open to partnership with India, says CEO

MUMBAI, Oct 11: Malaysian flag carrier Malaysian Airlines is open to any partnership with India, where it sees strong demand for corporate and VFR traffic, as long as it is a “win-win” for both the partners, its chief executive officer Nasaruddin A Bakar has said.

The South-east Asian carrier, which flies to and from 10 destinations in India, also said that it aspires to expand its network here but bilateral traffic rights restrict it from doing so.

It also said that the Gulf war has pushed the fuel cost to 55 per cent from 40 per cent in the overall operating cost earlier, forcing it to put in place certain mitigating efforts, including cutting capacity by 5 per cent and hiking airfares by 20 per cent, besides hedging 36 per cent of its fuel for 2026, among other steps.

“Partnership is very impor-

tant. And we believe partnership is one of the ways moving forward. I’m open to any kind of partnership, but it has to be a win-win situation for both parties,” Malaysian Airlines Group president and CEO Nasruddin A Bakar said.

He said that his airline has a strategic codeshare partnership with IndiGo, which has helped it operate to an additional six destinations in India, including Goa, adding,

Saying India is currently “very strong” for Malaysia Airlines, he said the carrier saw 13 per cent year-on-year growth in the first half of this calendar year. India passenger traffic accounted for nearly 10 per cent of the airline’s total passenger traffic of around 10.6 million in the first half of 2026. “For India, we have carried about 1 million passengers, half a million each way,” he said. – PTI



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 OCTOBER 2026

GE Aerospace to nearly double India sourcing spend

Our Bureau
New Delhi

GE Aerospace plans to nearly double its spending on sourcing from India by 2030, from around \$200 million in 2025.

This is as the company expands its engagement with the country's aerospace manufacturing ecosystem, a senior company executive said.

Speaking at the company's "India Taking Flight: Aviation, Innovation, and the Road to Viksit Bharat 2047" event here, Vikram Rai, Chief Executive Officer, South Asia, GE Aerospace, said the planned increase reflected confidence in India's aviation ecosystem and manufacturing capabilities.

RIISING DEMAND

According to the company, its in-country supply chain includes 17 major domestic partners, including small and medium-sized enterprises, alongside its Pune manufac-



WHAT LIES AHEAD. The company said more than 1,400 of its commercial engines were currently in service in India, and over 3,200 are expected to be delivered over the next decade REUTERS

turing facility. Accordingly, the increased spending will support the development of this ecosystem to meet rising demand from the aviation industry.

"It's in the components machined in Pune, the innovation in Bengaluru, and our trusted customers, who are building the next generation of India's aerospace industry," said Rai.

The sourcing expansion comes against the backdrop of rising passenger demand, growing connectivity and

substantial expenditure on aviation infrastructure.

Besides, Rai said more than 1,400 commercial engines from GE Aerospace and its joint ventures were currently in service in India, with over 3,200 engines expected to be delivered over the next nine to 10 years. Approximately nine out of every 10 aircraft delivered to Indian airlines over the next decade will be powered by GE Aerospace or its joint ventures, he said.

At the event, the company

launched "Powering Progress: GE Aerospace's Economic Impact in India", a report compiled by EY examining its contribution across commercial aviation, defence, manufacturing and engineering.

THE OPPORTUNITY

According to the report, GE Aerospace and its partner engines are expected to power most of the approximately 1,500 new aircraft already on order with Indian carriers.

The report values the associated opportunity for India's maintenance, repair and overhaul (MRO) industry at more than \$5.5 billion.

Separately, Rai highlighted the contribution of the company's Bengaluru Technology Centre, established in 2000. According to the company, the centre has secured more than 1,000 aviation patents and contributed to the design, development and certification of the GE9X engine.



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 OCTOBER 2026

IndiGo eyes 9-10 A321 XLR aircraft by March

Press Trust of India
New Delhi

IndiGo expects to have 9-10 A321 XLR planes in its fleet by the end of March 2027 and these aircraft will be deployed on medium-haul routes, a senior executive said on Monday.

"The real piece is that the India market is probably maturing, which means there is a bigger appetite for a more premiumised offering... that is reflected in IndiGo's fleet network product as we move towards a greater share of having more busi-

ness class seats on the domestic product (and) also on the short haul international (routes)..." the airline's Chief Strategy Officer Alok Singh said.

IndiGo has a fleet of more than 430 planes, including 4 A321 XLRs.

"The market which is a little beyond the one that we are now looking at, which is the medium-haul market... and that will be served by... the (A321) XLRs, which are really made for long-term routes. We have four already in the fleet. We should get to about nine or ten by the end of the financial year," he said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 OCTOBER 2026

Air India Express betting on compact aircraft to boost tier 3 connectivity

Our Bureau
New Delhi

Air India Express, promoted by the Tata Group, sees an opportunity to expand connectivity to tier 3 cities as it grows, with smaller aircraft needed to serve these markets, the airline's Chairman Nipun Aggarwal said.

Speaking at GE Aerospace's "India Taking Flight: Aviation, Innovation, and the Road to Viksit Bharat 2047" event's panel discussion held here, Aggarwal, who is also Chief Commercial Officer of full service carrier Air India, said the network is currently geared towards its major hubs at Delhi, Mumbai and Bengaluru.

However, expansion over time could create opportunities to serve smaller cities, he said during the discussion moderated by Vikram Rai, Chief Executive Officer, South Asia, GE Aerospace.



"But as we grow and as we expand in the future, we believe there is an opportunity in tier 3 cities as well," he said. According to Aggarwal, tapping this opportunity would require smaller aircraft. His remarks indicated a longer-term possibility, without specifying an aircraft type, acquisition programme or timeline. Notably, the opportunity, he said, comes against the backdrop of low utilisation at several airports outside the country's major cities, despite the expansion of aviation infrastructure.

Aggarwal estimated that, of around 160 airports in the

country, only about 40 were operating at capacity, while the remaining 120 were not reaching even 30-40 per cent utilisation. Accordingly, he said the next step should be to ensure the airports already built are better utilised through stronger regional connectivity, particularly to tier 2 and tier 3 cities.

TAX BURDEN

Besides, Aggarwal pointed to the potential for aviation to attract passengers from railways, where demand for tickets remains high. He argued that treating aviation as a luxury and imposing a heavy tax burden hampers the sector's ability to expand. Changes that make flying more accessible, he said, could enable growth beyond the steady increases reflected in existing projections. The discussion also highlighted the importance of smaller cities in the domestic aviation market.

IndiGo's Chief Strategy

Officer Alope Singh said routes connecting metros with tier 2 and tier 3 cities accounted for almost two-thirds of the domestic market and were growing faster than metro-to-metro routes.

ADDITIONAL AIRCRAFT

However, airline executives cautioned that growth would require more than additional aircraft and airport infrastructure. Reliable support from aircraft and engine manufacturers, along with greater domestic repair capabilities, would be necessary to sustain expanding operations.

Meanwhile, Akasa Air's Chief of Governance and Strategic Acquisitions Priya Mehra said fleet expansion must be supported by reliability and efficiency. She emphasised that dependable partnerships with original equipment manufacturers were essential for airlines to deliver consistent service as they scale up.

SURAJEET DAS GUPTA
New Delhi, 12 October

In a market dominated by IndiGo, run by InterGlobe Aviation Ltd, and Air India Ltd, a small player has quietly grabbed a 17 per cent share on the 66 domestic routes it will operate in starting this November, based on available seat per kilometre (ASK) data.

That's not all — between Mumbai and Delhi, the largest and still the fastest growing route in the country — this airline has now crossed a double-digit seat capacity share of over 13 per cent in the third quarter of calendar year 2025-26 (CY26), according to analysts at Cirium. This put it far ahead of SpiceJet with just 5 per cent and helped it oust the financially troubled carrier from third spot.

To be sure, Mumbai-headquartered Akasa Air, part of SNV Aviation Pvt Ltd and funded by the Jhunjhunwala family and other investors, is tiny compared with the two airlines that dominate Indian skies. It has a fleet of only 43 aircraft, built up over the four-and-a-half years since its launch. IndiGo lords over the skies with a fleet which is ten times larger while Air India group has six times Akasa Air's fleet. And, operating in a limited number of routes, Akasa

Air's overall domestic passenger market share in August this year, according to the Directorate General of Civil Aviation, was only 5.5 per cent.

The big question is: In a duopoly aviation market, where IndiGo and Air India group ferry 92 per cent of domestic passengers, can Akasa Air craft a sustainable business model to stay on as the much-needed third carrier?

Worrying concentration

The aviation scenario has been worrying the government. Civil Aviation Minister K Ram Mohan Naidu has publicly pushed for more competition in the skies especially after the crisis in December 2025, when IndiGo's fleet was grounded due to a crippling shortage of pilots.

The concentration of capacity was accentuated by SpiceJet continuing to suffer large-scale cancellations and a sharp reduction of its fleet leading to a market share plunging even further to a mere 1.2 per cent from 2 per cent year-on-year.

Naidu has said the Indian market is growing fast enough to accommodate at least five major airlines with 100 planes each. The ministry is considering a request by the Adani group, which runs airports, to also launch an airline, leveraging its financial heft.

Akasa Air believes it will be one of the major players in the game — it ordered 226 Boeing 737 Max aircraft

even before starting operations and expects to get 183 more delivered by December 2032.

The airline has earmarked a strategy to build scale steadily, focus on customers, and keep costs down. Analysts say the last objective is the most important.

Vinay Dube, founder and CEO of Akasa Air, said: "With a fleet of 43 we are small but getting to 75 and then 100 would take us to a sustainable profit. The ingredient for financial success is scale, not market — which is a bit of a vanity number."

In the US, for instance, an airline with 100 planes might account for no more than 1.3 per cent of the 7,500 planes in the skies, but it is good enough to be profitable, he said. In India, he added, flying 100 aircraft could give an airline an over 10 per cent share (of 860-900 commercial planes) — and the result will also be profit.

Dube, an industry veteran, was chief executive officer of Jet Airways for about two years until the airline stopped operations in 2019. Later, he was CEO with Go Air (later named Go First), which ceased operations in 2023.

Akasa Air declined to give the details of its fleet induction plans, except to say that this financial year it should have one new aircraft every month and hit 60 "soon". Analysts said it should have a 75-aircraft fleet by the end of FY28, if not

Akasa Air's flight path

- 43:** Current fleet
- 226:** Plane orders till December 2032
- 30:** Domestic destinations
- 7:** International destinations
- 52%:** Share of its total flights taking off from Mumbai, Delhi and Bengaluru combined

earlier. That means inducting 2-3 planes every month from now on to get the full delivery by the stipulated date.

Aviation analyst Ameeta Joshi said: "Akasa has made inroads in Delhi and Mumbai — the two most slot-congested airports — over the last four years and occupied some prime slots which will help them in the future for traffic as well as in increasing yields."

"Akasa Air looks well-poised to be the third major airline."

Ambitiously, the airline is eyeing 30 per cent growth in capacity in FY27 — which would be the highest for any of the existing airline — and 30-40 per cent annually in the next four to five years. In October, according to flight

Bucking the trend

Seat capacity of Indian carriers in Oct 2026*



data provider OAG, Akasa Air's seat capacity (global and domestic) went up by a substantial 35.6 per cent year-on-year (Y-o-Y), while all other Indian carriers cut their seat capacity.

Operationally, Akasa focuses on just three hubs — 52 per cent of its flights take off from Mumbai, Delhi or Bengaluru, connecting to non-metros like Ahmedabad, Varanasi, Bagdogra and Ayodhya. It is also leveraging the new capacity available at two new airports — Navi Mumbai and Noida.

Dube said: "The capacity increase in Delhi and Mumbai old airports in the last 15 years has been appalling — in the last 15 years the CAGR (compound annual growth rate) has been in the

mid-single digits of around 4-5 per cent when it should have been 9-15 per cent. These cities have been starved of capacity and that is why we are excited by the new airports."

In September Akasa Air was the third largest operator in Navi Mumbai and the largest in Noida by seat capacity, according to Cirium — even ahead of IndiGo.

The airline, which started international operations from March 2023, has deployed 25 per cent of its current network capacity (based on ASK) in foreign skies, mainly destinations in West Asia. Dube said this could go up to 30-40 per cent over three to four years.

With a flying range of 5-6 hours Dube said Akasa Air planes can fly to Singapore, Indonesia, Malaysia, Colombo and Uzbekistan as well as Hong Kong, Nauru and Seychelles.

But the challenge is that slots in many of these routes are already taken under the bilateral deals between countries — so it flies to only seven international cities.

Akasa Air's steepest challenge could be to keep costs down — the big plus of IndiGo. Akasa Air has seen its net loss mount from ₹1,983 crore in FY25 to ₹2,716 crore in FY26 which accounts for a substantial 44 per cent of its revenue. By contrast, at IndiGo — which has faced similar problems of foreign exchange fluctuations, depreciation of the rupee, and disruption of flights in West Asia —

net loss in FY26 was only 2.67 per cent of its revenue.

Sanjay Kumar, a former senior executive of IndiGo and Air Asia, said: "IndiGo made profits within three years of its launch with around 24 planes. And it faced much more competition unlike now when there are only four players. Every airline has faced foreign exchange challenges, depreciation of the rupee as well as high fuel prices and flight cancellations due to the Iran-US war."

"The challenge is that while one has no control on them, airlines have control on all other operational costs — faster turnaround of the planes (the number of hours that they fly) helps in costs. If you don't increase efficiency you have a problem."

Rating agency Ica in its latest report in September has continued to put SNV Aviation Pvt Ltd under "rating watch with negative implications" — reflecting the impact of the West Asia crisis on the company's operating performance, profitability and liquidity position.

It has also flagged the fact that its losses are primarily being met by liquidity gains from the sale and leaseback at the time of delivery of aircraft. Airlines which order large numbers of planes get a substantial discount on the aircraft sticker price. And once delivered, the air-

line sells the plane to a buyer and immediately takes it back on lease for long-term use.

This practice has made Akasa Air highly dependent on the timely delivery of aircraft from Boeing for its liquidity — even as concerns mount globally about the landing safety of Boeing planes, which many analysts fear could impact new deliveries.

But Akasa Air's Dube asserted that its planes are safe, and that the government is aware of the development, which will not impact the induction of new planes or Akasa Air's operations.

Dube said it is a "cardinal sin" for airlines to be under-capitalised, which is why Akasa Air will always be "well recapitalised" by its shareholders and investors. In FY26 the company raised \$125 million from existing investors including the Jhunjhunwala family and new players like Premji Invest. And it is seeking to raise another \$10 million through equity and debt, according to Bloomberg.

Akasa Air runs an efficient ship, with a passenger load factor as high as 88-90 per cent — one of the best in the industry — in the last three financial years, despite the West Asia crisis. Dube said that based on the company's aircraft orders, its aim is eventually to become an all-India network.

However, at the end of the day, whether it can realise its soaring ambitions will depend on whether it can keep the costs down.



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

12 OCTOBER 2026

Power bank fire diverts IndiGo flight

**SANDEEP
ERUKALA | DC**
HYDERABAD, OCT. 11

An IndiGo flight from Delhi to Chennai was diverted to Rajiv Gandhi International Airport (RGIA) in Hyderabad on Sunday after fire was detected mid-air originating from a passenger's power bank, a personal electronic device, kept in the overhead compartment.

Flight 6E 6115 landed safely in Hyderabad after the cabin crew responded and brought the situation under control. All 180 passengers and seven crew members were reported safe.

**Page 2: Power bank rules
ignored despite norms**



A screengrab showing flames inside the aircraft cabin during the incident.

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Corporate Communications Directorate

DECCAN HERALD

BANGALORE

12 OCTOBER 2026

Chennai-bound flight diverted after 'smoke' onboard

HYDERABAD, PTI: A Chennai-bound IndiGo flight from Delhi was diverted here on Sunday after smoke was detected from a customer's personal electronic device kept in the overhead bin, and the plane landed safely, the carrier said.

There were about 180 passengers and seven crew members onboard, sources said.

"IndiGo flight 6E 6115, operating from Delhi to Chennai on October 11, 2026, was diverted to Hyderabad after smoke was detected from a customer's personal electronic device. The cabin crew responded promptly and the situation was brought under control," IndiGo said in a statement.

"In line with established protocols, the pilots diverted the flight and landed safely at Rajiv Gandhi International Airport, Hyderabad," it added.

An alternative aircraft was arranged for the passengers to continue the journey to Chennai, it added.

Asked about reports of fire, an IndiGo spokesperson insisted that it was smoke and that it was detected from a customer's personal electronic device.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

12 OCTOBER 2026

IndiGo flight diverted following 'smoke' onboard, lands safely

A Chennai-bound IndiGo flight from Delhi was diverted to Hyderabad on Sunday after smoke was detected from a customer's personal electronic device kept in the overhead bin, and the plane landed safely. There were about 180 passengers and seven crew members onboard. An alternative aircraft was arranged for the passengers to continue the journey to Chennai, the carrier said.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

13 OCTOBER 2026

स्पाइसजेट क्यू400 के 40 पायलटों ने कहा, वेतन नहीं तो काम नहीं

मुंबई, प्रेस : स्पाइसजेट के क्यू400 एयरक्राफ्ट बेड़े के करीब 40 पायलटों ने तब तक उड़ान भरने से इन्कार कर दिया, जब तक एयरलाइन उनकी बकाया सैलरी का भुगतान नहीं करता। पायलटों के संगठन एएलपीए इंडिया ने भी इस कदम का समर्थन किया है। यह एयरलाइन पिछले कई महीनों से आर्थिक और आपरेशनल चुनौतियों का सामना कर रही है, और डीजीसीए एयरलाइन पर कड़ी नजर रखे हुए है।

सूत्रों ने सोमवार को बताया कि हाल ही में क्यू 400 विमान उड़ाने वाले 40 पायलटों ने अपनी बकाया सैलरी का भुगतान होने तक उड़ान भरने से इन्कार कर दिया। इस बारे में और जानकारी तुरंत नहीं मिल सकी। स्पाइसजेट ने इस पर कोई टिप्पणी नहीं की है। एक फ्लीट ट्रेकिंग वेबसाइट पर उपलब्ध जानकारी के अनुसार, एयरलाइन के पास 10 विमानों का आपरेशनल फ्लीट है, जिसमें दो क्यू400 शामिल हैं, जबकि 37 विमान खड़े (पार्क) हैं। एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया (एएलपीए इंडिया) ने नौ अक्टूबर को अपने सभी सदस्यों और सिविल एविएशन कम्युनिटी को लिखे पत्र में कहा कि वह इन पायलटों के साथ मजबूती से खड़ा है। साथ ही, एक निष्पक्ष और रचनात्मक समाधान खोजने में हर संभव लाजिस्टिकल, प्रोफेशनल और सलाह-मशविरे से जुड़ी मदद का भी वादा करता है।

GE Aerospace Aims to Double India Sourcing to \$400m in Four Years

Our Bureau

New Delhi: The United States-based GE Aerospace plans to double its supply chain spending in India to \$400 million a year by 2030 as it expands the range and volume of components sourced from the country.

The company is stepping up procurement from existing Indian suppliers while bringing additional components into its sourcing network, according to a report released on Monday.

GE Aerospace South Asia CEO Vikram Rai said the planned increase reflected the company's long-term commitment to India's expanding aviation ecosystem.

Titled Powering Progress: GE Aerospace's Economic Impact in India, the report was prepared with assistance from consultancy EY India.

GE Aerospace has operated in India for more than four decades, with businesses spanning civil aviation and defence. Its operations include an aero engine component manufacturing facility in Pune and a technology centre in Bengaluru.

The company works with 17 global suppliers in India, including Tata Group, Mahindra, Hindustan Aeronautics (HAL) and Godrej, alongside more than 2,000 local suppliers.

More than 1,400 of its commercial engines and over 200 defence engines are

currently operating in India. The Pune facility manufactures aero engine components and supplies parts for engines used across the company's global operations. GE Aerospace has invested about \$255 million in the facility so far.

India's expanding aircraft fleet is expected to create additional demand for

engines and related services. Indian airlines have placed orders for more than 1,700 aircraft scheduled for delivery over the next decade, most of which are expected to be powered by engines from GE Aerospace and its partners, the report said.

As of 2026, Indian carriers had more than 3,000 GE Aerospace and partner engines on order, it added.

In July 2026, IndiGo announced a memorandum of understanding with CFM International for more than 1,000 LEAP-1A engines to power 510 Airbus A320neo family aircraft. The agreement also includes support for the establishment of the airline's proposed engine maintenance, repair and overhaul (MRO) facility.

GE Aerospace's Bengaluru Technology Centre, established in 2000, develops engineering and digital solutions for the company's global operations.



Planned increase reflects the companies' long-term commitment to India, says executive



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 OCTOBER 2026

Smoke alert as power bank triggers fire, flight diverted

Agencies

HYDERABAD

A Delhi-Chennai IndiGo flight was diverted to Rajiv Gandhi International Airport in Shamshabad, Hyderabad, on Sunday after a passenger's power bank caught fire.

According to official reports and airline statements, the device began emitting smoke inside the cabin, prompting an immediate response from the crew. The pilots subsequently diverted the aircraft to Hyderabad as a safety precaution.

IndiGo expressed regret over the disruption, reiterating that the safety of its passengers and crew remained its top priority.

An alternative aircraft was arranged to fly the affected passengers to Chennai.

"We regret the inconvenience caused to our customers due to this unforeseen situation and are making all efforts to minimise it, including offering refreshments and sharing timely updates. At IndiGo, the safety of our customers and crew remains our top priority," an airline spokesperson said in a statement.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 OCTOBER 2026

Man smokes inside flight

Mumbai: The Sahar police have booked a 22-year-old passenger, Mohammad Uvesh Nur Mohammad Aibani, for allegedly smoking a chilam inside the lavatory of a SpiceJet Dubai-Mumbai flight on October 9. Aibani, seated at 18D on flight SG-5023, allegedly smoked despite warnings. Cabin crew member Niraj Darshan Rawat noticed smoke and tobacco residue in the rear lavatory. Questioned by Rawat and senior crew member Najo Latif Shaikh, Aibani admitted smoking and surrendered a chilam and lighter. The pilot alerted authorities, and Aibani was handed over to the police upon landing in Mumbai.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 OCTOBER 2026

Malaysian Airlines open to partnership with India: CEO

PTI

MUMBAI

Malaysian flag carrier Malaysian Airlines is open to any partnership with India, where it sees strong demand for corporate and visiting family, friends and relatives traffic, as long as it is a win-win for both the partners, Nasaruddin A Bakar has said. The South-east Asian carrier, which flies to and from 10 destinations in India, also said that it aspires to expand its network here but bilateral traffic rights restrict it from doing so.

It also said that the Gulf war has pushed the fuel cost to 55% from 40% in the overall operating cost earlier, forcing it to put in place certain mitigating efforts including cutting capacity by 5% and hiking airfares by 20% besides hedging 36% of its fuel for 2026, among other steps. "Partnership is very important. And we believe partnership is one of the ways moving forward. I'm open to any kind of partnership but it has to be a win-win situation for both parties," said Malaysian Airlines Group President and CEO Nasruddin A Bakar.



Corporate Communications Directorate

HINDUSTAN

DELHI

13 OCTOBER 2026

विमानन क्षेत्र को घटाना होगा हवाई यात्रा का खर्च

नई दिल्ली। एयर इंडिया के चीफ कमर्शियल ऑफिसर निपुण अग्रवाल ने सोमवार को कहा कि भारत में विमानन क्षेत्र पर बहुत अधिक करों का बोझ है। उन्होंने जोर दिया कि हवाई यात्रा का खर्च कम करने के प्रयास हों तो इस क्षेत्र में जबरदस्त बढ़ोतरी आ सकती है। एयर इंडिया एक्सप्रेस के अध्यक्ष अग्रवाल गुरुग्राम में सम्मेलन को संबोधित कर रहे थे। उन्होंने कहा कि भारत में आज भी हवाई यात्रा को 'लगजरी' माना जाता है, क्योंकि इस पर बहुत अधिक कर लगता है।



Corporate Communications Directorate

HINDUSTAN

DELHI

13 OCTOBER 2026

स्पाइसजेट के 40 पायलटों का उड़ान भरने से इनकार

नई दिल्ली/मुंबई, एजेंसी।
स्पाइसजेट के 40 पायलटों ने लंबे समय
से बकाया वेतन का भुगतान नहीं होने
के विरोध में उड़ान भरने से इनकार कर
दिया है। सूत्रों के मुताबिक, ये पायलट
बयू-400 बड़े के विमान उड़ाते हैं।

एयरलाइन पायलट्स एसोसिएशन
ऑफ़ इंडिया (एल्पा) ने भी उनका
समर्थन किया है। एल्पा ने नौ अक्टूबर
को जारी पत्र में कहा कि वेतन भुगतान
में देरी, कर्मचारियों के बकाया लाभ और
जरूरी विमान सेवाएं देने से बंदियों के
इनकार से पायलटों के सामने मुश्किलें
बढ़ रही हैं। सूत्रों के अनुसार, स्पाइसजेट
के 24 बयू-400 विमानों में से केवल दो
चल रहे हैं। रखरखाव की दिक्कतों के
कारण कई विमान उड़ान नहीं भर रहे हैं।



Corporate Communications Directorate

HINDUSTAN

DELHI

13 OCTOBER 2026

जीईएयरोस्पेस भारत में खर्च को दोगुना करेगी

नई दिल्ली। विमान इंजन विनिर्माता जीई एयरोस्पेस की योजना भारत में अपनी आपूर्ति शृंखला पर होने वाले खर्च को 2030 तक लगभग दोगुना करके 40 करोड़ डॉलर करने की है। कंपनी देश से कलपुर्जा की खरीद बढ़ाने पर जोर दे रही है। कंपनी पिछले 40 से अधिक वर्षों से भारत में मौजूद है और नागर विमानन तथा रक्षा क्षेत्रों में उसकी मजबूत उपस्थिति है।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

12 OCTOBER 2026

22-yr-old booked for smoking in Dubai-Mum flight lavatory

Megha Sood

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MUMBAI: A 22-year-old man was booked by the Sahar police for allegedly smoking a tobacco-filled chillam inside the lavatory of a SpiceJet flight from Dubai to Mumbai on October 9. The cabin crew detected smoke after he returned to his seat and alerted the pilot, who directed that the passenger be handed over to the police after landing.

The passenger, identified as Mohammad Uvesh Nur Mohammad Aibani, a resident of Porbandar, Gujarat, was booked under provisions of the Bharatiya Nyaya Sanhita (BNS) for allegedly endangering the lives of passengers on board.

According to the complaint filed by SpiceJet cabin crew member Niraj Darshan Rawat, 29, the flight was scheduled to

WHEN ASKED TO HAND OVER THE SMOKING MATERIALS, THE PASSENGER PROVIDED A TOBACCO-FILLED CHILLAM AND A LIGHTER

operate from Dubai to Mumbai on October 9.

Before departure, senior cabin crew member Najo Latif Shaikh had announced in Hindi and English that smoking was strictly prohibited on board. 'No Smoking' signs were also displayed at visible locations inside the aircraft, the complaint stated.

At around 6.15pm, the passenger went to the lavatory at the rear of the aircraft.

He returned to his seat shortly afterwards, but the crew soon noticed a strong smell of smoke coming from the toilet.

Rawat inspected the lavatory and found tobacco residue along with the smell of smoke. He and Shaikh then questioned the passenger, who allegedly admitted to smoking inside the lavatory.

When asked to hand over the smoking materials, the passenger gave the crew a chillam and a lighter. The pipe was found to contain tobacco, according to the complaint.

The crew informed the pilot about the incident. Following the pilot's instructions, the passenger was taken to the Sahar police station after the flight landed in Mumbai, where he was booked under relevant provisions of the Bharatiya Nyaya Sanhita.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

13 OCTOBER 2026

• TECHNOLOGY

IndiGo scare: When do power banks catch fire?

Ishika Gupta

Mumbai, October 12

A CHENNAI-BOUND IndiGo flight was forced to make an emergency landing at Hyderabad airport on Sunday after a passenger's power bank caught fire mid-air. The cabin filled with smoke before the crew extinguished the fire.

A similar incident occurred in May on an IndiGo flight. The incidents have raised concerns over the safety and potential risks posed by power banks during flights.

Why did the power banks catch fire?

Power banks typically contain multiple lithium cobalt oxide (LCO) or lithium-ion battery cells, many of which may be low-quality, poorly manufactured, or even recycled. Experts say these batteries are highly energy-dense and vulnerable to overheating and combustion under certain conditions. When substituted with low-quality counterfeit cells, power banks exhibit manufacturing defects, which might be the most probable cause of the incident Sunday, said Sagar Mitra, professor at IIT Bombay.

There are other reasons, too. "Aircraft typically experience a slight jolt during landing, which may have caused a mechanical vibration in the power bank. Combined with a fully charged LCO battery, this could have triggered an internal short circuit, eventually leading to the fire," Mitra said about the May incident.

Internal leakages between a battery's positive and negative terminals and manufacturing defects can also trigger such incidents. Certain user habits can exacerbate the risk. "Many people unknowingly overexpose their power bank to higher temperatures or overcharge their

power banks or continue using damaged devices, which can make them unsafe," said Vivek Panchal, MD of battery manufacturer Powertron.

Generally, the power bank's state-of-charge should be kept at 80%. Charging it to maximum capacity should be avoided to reduce stress on the battery cells and extend their storage life.

• GLOBAL INCIDENTS

• In June 2024, a passenger's power bank exploded aboard an Air Arabia flight from Abu Dhabi to Kozhikode, triggering panic among passengers.

• A fire linked to a portable power bank in March 2025 severely damaged a South Korean aircraft before take-off.

What do the rules say?

Most airlines in India prohibit passengers from carrying power banks in check-in baggage. Such devices, however, are generally permitted in cabin baggage under prescribed limits. "Keeping them in the cabin ensures that crew members can immediately detect and contain any potential fire," said aviation expert Jai Rao. In contrast, if a battery fire were to occur in the cargo hold, it would be significantly more difficult to access, he added.

After several such incidents globally, the Directorate General of Civil Aviation in November 2025 issued an advisory prohibiting passengers from using or charging power banks during flights. It also barred passengers from storing power banks in overhead bins, citing concerns over a delay in emergency response during a fire.

What should passengers keep in mind?

Apart from combustion risks, overheating is a major issue associated with power banks. Most modern power banks are equipped with an inbuilt cut-off feature, which protects against overcharging, excessive discharge, and overheating while monitoring battery health.

Consumers should prioritise battery life cycle, cell quality, and warranty during purchase. Visible swelling, leakage, unusual odours, or excessive heating are also warning signs.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

13 OCTOBER 2026



दिवाली-छठ पर 2025 से भी ज्यादा हुआ हवाई किराया: सर्वे

■ **NBT रिपोर्ट** : दिवाली और छठ पर घर जाने की तैयारी कर रहे लोगों को इस बार हवाई टिकट के लिए ज्यादा पैसे खर्च करने पड़ रहे हैं। लोकल सर्कुल्स के सर्वे के मुताबिक, 54% यात्री ऐसे हैं, जो पिछले साल से 50% से भी ज्यादा किराया चुका रहे हैं। वहीं, 9% यात्रियों को दोगुने से भी ज्यादा पैसे देने पड़ रहे हैं। सोमवार को जारी इस सर्वे में 277 जिलों से 19,993 लोगों ने हिस्सा लिया।

₹30 हजार तक किराया

7 नवंबर के लिए दिल्ली से पटना का हवाई किराया 17 से 20 हजार रुपये तक पहुंच गया है। बेगलुरु और अहमदाबाद से पटना का टिकट 22 से 28 हजार रुपये तक है। कुछ उड़ानों में मुंबई से दरभंगा का किराया 30 हजार रुपये पार कर गया है।

हवाई किराया कितना बढ़ा है?

45	पिछले साल जितना	50 से
19	दोगुने से भी ज्यादा	100% तक
9	25 से 50% बढ़ा	
9	25% ज्यादा किराया हुआ	
9	कुछ कह नहीं सकते	



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

12 OCTOBER 2026

Power bank catches fire on Delhi-Chennai IndiGo flight Flight diverted to Hyderabad, passengers safe

HYDERABAD

An IndiGo flight from Delhi to Chennai was diverted to Hyderabad on Sunday after a power bank reportedly caught fire onboard. The crew reportedly used a fire extinguisher to contain the fire, following which the flight was diverted to Hyderabad. The flight landed safely at Hyderabad's



Video grab of incident

Rajiv Gandhi International Airport. All passengers and crew members are safe. The cabin crew responded promptly and the situation was brought under control. In line with established protocols, the pilots diverted the flight and landed safely at Rajiv Gandhi International Airport, Hyderabad, it said **IAN**