[**AT DELHI AIRPORT**] TO GO LIVE IN DEC

'Fog tech to help cut impact on flight ops'

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NEW DELHI: In efforts to reduce the impact of fog on flight operations, the Delhi airport, the country's busiest, is set to begin the live trial of advanced fog forecasting technology that can predict dense fog hours in advance, giving aviation authorities crucial time to plan and prevent the kind of disruptions that paralysed flight operations last year.

The Winter Fog Experiment (WiFEX) system is an Indian field campaign designed to understand and improve fog prediction over northern India, particularly across the Indo-Gangetic plains.

"The modelling can provide predictions for Delhi airport around 36 hours prior giving sufficient time to prepare for flight operations. We will be taking a live trial of this system for the first time in December," said Videh Kumar Jaipuriar, the chief executive officer (CEO) of Delhi International Airport (DIAL), which handles Delhi airport.

"It will go live at the airport from next month," he added.

The system has been developed by the Indian Institute of Tropical Meteorology (IITM), Pune, in collaboration with the India Meteorological Department (IMD) and the Airports Authority of India (AAI). It was launched in 2015.

Delhi airport, in terms of actual infrastructure, has also completed a critical upgrade long overdue — making both sides of the airfield CAT-III compliant for low-visibility operations.

Last winter, easterly winds exposed that only one runway (28/10) supported CAT-III landings, cutting arrival capacity from 42 to just 15 flights per hour. This year, the 10-end of the same runway has been upgraded and promulgated for CAT-III use, and will become operational by November 27. That means both the easterly (runways 10 and 11L/11R) and westerly (runways 28 and 29L) configurations will be CAT-III capable, maintaining roughly 30 landings per hour even in heavy fog.

Chennai airport pips Bengaluru to take 3rd spot in international cargo handling in H1'26

TE Raja Simhan
Chennai

In a major turnaround, Chennai airport has taken the third spot in international cargo handling in first half of this fiscal, overtaking its biggest and nearest competitor Bengaluru (BIAL) by a whisker.

Increased import of engineering goods and export of Apple iPhones were amongst major reasons for the increase in cargo volume, industry sources said.

From April to September 2025, Chennai airport handled 1,66,440 tonnes of international cargo while Bengaluru (BIAL) handled 1,65,899 tonnes, a difference of just 541 tonnes, according to the latest data released by the Airports Authority of India.

From April to September 2024, Chennai airport handled 1,45,149 tonnes of international cargo while Bengaluru processed 1,61,963 tonnes, a difference

International cargo handling			(in tonnes)
City	H1'26	H1'25	Chg (%)
Delhi	3,68,359	3,69,893	-0.4
Mumbai	3,41,325	3,27,277	4.3
Chennai	1,66,440	1,45,149	14.7
Bengaluru	1,65,899	1,61,963	2.4
Hyderabad	51,990	48,213	7.8

Source: AAI

of 16,814 tonnes. Interestingly, in the first half of the current fiscal, the Chennai airport's international freight volume grew by 15 per cent while Bengaluru saw a 2.4 per cent growth, data showed.

NEW DELHI LEADS
Meanwhile, Delhi airport continues to be the leader in international freight handling with 3,68,359 tonnes in the first half of this fiscal.

Mumbai stood second, Chennai third, Bengaluru fourth and Hyderabad fifth.

Chennai Airport Director M Raja Kishore said, "Yes, it is true". "There was an increase in the tonnage of import of cargo at Chennai airport mainly due to automobile and electronics industry.

The overall import/export tonnage increased and the performance was greater than Bengaluru. Apple was not the only factor, which caused this increase though it also aided," he told *businessline*.

J Krishnan of S Natesa Iyer Logistics LLP, a Chennai-based freight forwarder, said Chennai airport has toiled diligently to mitigate the many speed breakers turning away the users and it's heartening to note the efforts are bearing fruit.

While process simplification and facilitation are welcome, more ground needs to

Delhi airport leads in international freight handling with 3,68,359 tonnes in the first half of this fiscal

be covered with a sense or urgency to stay ahead.

Dinesh Krishnan, Chairman, Air cargo Agents Association of India, South Region, said electronics, electricals, automotive and engineering goods were major commodities that helped in the increase.

This underscores the shift towards high-value goods in this region.

"We urge the airport authorities to invest and come up with a long-term business plan for growth and development of the Chennai air cargo terminal to realise its full potential, and support trade development in this region," he said.

प्लान • कम ट्रैफिक वाले एयरपोर्ट से सर्विस शुरू करने पर सब्सिडी

छोटे शहरों में सूने पड़े एयरपोर्ट से सस्ती फ्लाइट सर्विस शुरू करने की तैयारी

बिजनेस संवाददाता | नई दिल्ली

केंद्र बंद पड़े हवाई अड्डों को चालू करने के लिए एयरलाइंस को आर्थिक मदद (सब्सिडी) देने की योजना बना रहा है। एयरलाइंस को सरकार हर महीने कुछ रकम देगी, ताकि वे टिकट के दाम कम रख सकें। मकसद उन हवाई अड्डों पर उड़ानें शुरू करना है, जहां ट्रैफिक न के बराबर है।

नई योजना पहले से चल रहे उड़ान कार्यक्रम पर आधारित होगी, जिसका उद्देश्य छोटे शहरों को हवाई नेटवर्क से जोड़ना है। यह योजना 2016 में शुरू हुई थी। अब तक 649 नए एयर रूट्स जुड़ चुके हैं। 93 रनवे पर उड़ानें शुरू हुई हैं। इन मार्गों पर 3.23 लाख उड़ानों के माध्यम से 1.56 करोड़ यात्रियों को सेवाएं दी गईं। सरकार का मानना है कि इस कोशिश से रीजनल कनेक्टिविटी बढ़ेगी। छोटे शहरों के यात्रियों को दिल्ली, मुंबई, कोलकाता जैसे बड़े शहरों तक सीधी उड़ानें मिलेंगी। इससे देश के उन हिस्सों में भी पर्यटन और उद्योग को प्रोत्साहन मिलेगा, जिनमें क्षमता तो है पर कमजोर कनेक्टिविटी के चलते पिछड़े हुए हैं। नतीजतन स्थानीय अर्थव्यवस्थाओं को रोजगार और निवेश का लाभ मिलेगा।

इन एयरपोर्ट्स पर सालभर में 1,000 से भी कम यात्री

एयरपोर्ट	यात्री संख्या
लुधियाना	987
जलगांव	552
आदमपुर जालंधर	536
शोलापुर	422
कोटा	279

जीरो यात्रियों वाले एयरपोर्ट
पठानकोट, कानपुर (सिविल), बेहाला, अकोला, मेरठ, मुरादाबाद

(स्रोत: एएआई- वित्त वर्ष 2024-25 के लिए क्लस्टर वार हवाई अड्डों की लिस्ट)

भास्कर नॉलेज क्यों पड़ी नई योजना की जरूरत

• **अभी क्या है छोटे शहरों के एयरपोर्ट्स की स्थिति?**
इंडस्ट्री से जुड़े लोगों के मुताबिक, दिसंबर 2024 से मार्च के बीच देश के 140 हवाई अड्डों में से कम से कम एक दर्जन ऐसे रहे, जिनमें पूरे साल एक भी यात्री नहीं आया। एयरपोर्ट अथॉरिटी ऑफ इंडिया के क्लस्टर 3 में शामिल डेढ़ दर्जन एयरपोर्ट ऐसे हैं, जिनमें यात्री संख्या सालाना 1 हजार से कम है। उत्तर प्रदेश का आजमगढ़, बिहार का मुजफ्फरपुर, मध्यप्रदेश का छिंदवाड़ा और गुजरात का कांडला जैसे एयरपोर्ट्स पर रनवे और अन्य बुनियादी ढांचा होने के बावजूद शून्य यात्री गतिविधि है।

• **कैसे किया जाएगा वित्तीय प्रोत्साहन का भुगतान?**
प्रस्तावित योजना के मुताबिक, एयरलाइन्स को चुनिंदा मार्गों पर सस्ते किराए के बदले मासिक सब्सिडी के भुगतान की पेशकश की जाएगी। एयरपोर्ट शुल्क में छूट, लैंडिंग, पार्किंग शुल्क माफी, एटीएफ पर टैक्स की छूट आदि इनमें शामिल है। फिर भी यदि तय किराया और लागत में अंतर आता है तो इसकी भरपाई सरकार करेगी। इससे यात्रियों को सस्ती हवाई टिकट मिल सकेगी। डायरेक्ट इंसेंटिव मॉडल में बोली प्रक्रिया नहीं होगी। इसके साथ ही नई योजना में सब्सिडी की सीमा रूट लागत के लगभग 40-50 फीसदी तक रहने की संभावना है।

जेवर एयरपोर्ट पहुंचना होगा आसान

यमुना एक्सप्रेसवे पर लगेंगे 16 नए साइनेज, 15 दिन में पूरा होगा काम

ग्रेटर नोएडा, 12 नवम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के शुभारंभ से पहले सभी तैयारियों को अंतिम रूप दिया जा रहा है। यात्रियों की सुविधा को ध्यान में रखते हुए अब यमुना एक्सप्रेसवे पर एयरपोर्ट तक पहुंच मार्ग को स्पष्ट करने वाले साइनेज लगाए जाएंगे।

अधिकारियों के अनुसार, जीरो प्वाइंट से लेकर एयरपोर्ट तक कुल 16 साइनेज लगाए जाएंगे, ताकि यात्रियों को रास्ता पहचानने में किसी प्रकार की परेशानी न हो। वर्तमान में एक्सप्रेसवे पर एयरपोर्ट से संबंधित कोई संकेतक नहीं हैं।

वर्तमान में एक्सप्रेसवे पर एयरपोर्ट से संबंधित कोई संकेतक नहीं

एयरपोर्ट के नोडल अधिकारी शैलेन्द्र भाटिया ने बुधवार को यमुना एक्सप्रेसवे का निरीक्षण कर साइनेज लगाने के स्थानों की पहचान की। परियोजना विभाग इन संकेतकों की स्थापना का कार्य अगले 15 दिनों में पूरा करेगा। इसके अलावा, नेशनल हाईवे अथॉरिटी ऑफ इंडिया (एनएचआई) अपनी सड़कों पर भी एयरपोर्ट के दिशा संकेतक लगाएगी, ताकि देश के विभिन्न हिस्सों से आने वाले यात्रियों को जेवर एयरपोर्ट तक पहुंचने में पूरी सुलभता मिल सके।

Flybus service to link Davangere with B'luru airport

BENGALURU, DHNS: The Karnataka State Road Transport Corporation (KSRTC) is introducing a direct Flybus service from Bengaluru's Kempegowda International Airport to Davangere.

R Ramalinga Reddy

Transport Minister Ramalinga Reddy will inaugurate the service at Terminal 2 on Wednesday.

The KSRTC will also provide a complimentary light snack kit featuring Nandini products to passengers of all Flybus services.

The Flybus is an Airavat Club Class (semi-sleeper) service and connects the Bengaluru airport to various cities in southern Karnataka. The destinations include Mangaluru, Udupi/Manipal, Kundapur and Mysuru. Davangere will be a new destination.

चकेरी हवाई अड्डे पर अलर्ट, सुरक्षा बढ़ाई

जागरण संवाददाता, कानपुर : दिल्ली में हुए धमाके के मद्देनजर चकेरी हवाई अड्डे पर अलर्ट जारी किया गया है। यहां सघन तलाशी ली जा रही है। वाहनों की भी जांच हो रही है। मंगलवार को हवाई अड्डे पर सुरक्षा एजेंसियों ने बैठक कर सुरक्षा का ब्लूप्रिंट तैयार किया।

हाईवे से हवाई अड्डे के लिए लिए मुड़ते ही ढाई किमी तक पुलिस ने नाकाबंदी शुरू की है। यहां हवाई अड्डे जाने वाले वाहनों की जांच की जा रही है। इसके बाद हवाई अड्डे के गेट पर सघन चेकिंग की जा रही है। बिल्डिंग में घुसने पर फिर चेकिंग हो रही है। सीसी कैमरों की संख्या बढ़ाकर निगरानी और सघन की गई है। सीआइएसएफ के कमांडेंट कुलदीप सिंह राठौर ने बताया कि पुलिस और सीआइएसफ की सुरक्षा बढ़ाई गई है। हवाई अड्डे पर मंगलवार को इंटेलीजेंस, पुलिस, आइबी, एयरफोर्स, एलआइयू के अफसरों की बैठक हुई। बैठक में हवाई अड्डे की सुरक्षा को लेकर ब्लूप्रिंट तैयार किया गया।

जाजमऊ में चेकिंग : दिल्ली में हुए धमाके के बाद पुलिस सघन वाहन चेकिंग अभियान चला रही है। मंगलवार सुबह एसीपी कैंट आकांक्षा पांडेय और जाजमऊ थाना प्रभारी जितेंद्र सिंह ने कानपुर उन्नाव बार्डर पर वाहनों की चेकिंग की।

IndiGo gets threat message for 5 airports

INDIGO ON WEDNESDAY received a message that there is a bomb threat for five airports, including Delhi and Mumbai, according to sources. The authorities assessed the threat and found it to be "non-specific", the sources said.

The sources said the message claimed there was bomb threat to five airports — Delhi, Mumbai, Hyderabad, Chennai and Thiruvananthapuram.

According to the sources, the airline received a message in the afternoon saying that the five airports will be attacked within 24 hours. —PTI

BENGALURU

KIA asks passengers to arrive early

Bengaluru's Kempegowda International Airport on Tuesday advised passengers to arrive well in advance to complete security checks following a car explosion near Delhi's Red Fort.

The airport urged passengers to stay in touch with their airlines for flight-related updates.

"Due to enhanced security measures at airports across the country, we request all passengers to plan their travel and arrive at BLR airport well in advance," the airport said in an advisory shared on its 'X' account.

Passengers are encouraged to allow sufficient time for travel formalities, it added.

"This will ensure a smooth journey, providing sufficient time to complete security checks without delays.

We appreciate your cooperation and understanding as we work together to keep your travel safe and seamless," the advisory added.

पांच हवाईअड्डों को उड़ाने की धमकी

नई दिल्ली, एजेंसी। दिल्ली में लाल किले के पास विस्फोट के दो दिन बाद बुधवार को देश के पांच हवाई अड्डों को बम से उड़ाने की धमकी दी गई। जांच के बाद धमकी फर्जी पाई गई।

इंडिगो के सूत्रों ने बताया, उन्हें दोपहर 3.15 बजे ईमेल से दिल्ली, मुंबई, हैदराबाद, चेन्नई और तिरुवनंतपुरम हवाई अड्डों को बम से उड़ाने की धमकी मिली थी। वहीं, मुंबई से वाराणसी आ रहे एयर इंडिया एक्सप्रेस के विमान में बम की सूचना मिली। जांच में कुछ नहीं मिला। **❯ P03**

देश के पांच हवाई अड्डों को बम से उड़ाने की धमकी

हड़कंप

नई दिल्ली, एजेंसी। राजधानी दिल्ली में लाल किले के पास विस्फोट के दो दिन बाद बुधवार को देश के पांच हवाई अड्डों को बम से उड़ाने की धमकी दी गई। विमान सेवा कंपनी इंडिगो के सूत्रों ने यह जानकारी दी। हालांकि, जांच के बाद धमकी फर्जी पाई गई।

एयरलाइंस ने बताया कि उन्हें एक ईमेल मिला, जिसमें दावा किया गया कि दिल्ली, मुंबई, हैदराबाद, चेन्नई और तिरुवनंतपुरम हवाई अड्डों पर बम का खतरा है। इसके बाद इंडिगो ने सभी

विमान की आपात लैंडिंग

वाराणसी। मुंबई से वाराणसी आ रहे एयर इंडिया एक्सप्रेस के विमान में बुधवार को बम की सूचना से हड़कंप मच गया। विमान के तय समय शाम 4:25 बजे से सात मिनट पहले 4:18 बजे बाबतपुर एयरपोर्ट पर इमरजेंसी लैंडिंग कराई गई। वहीं, वाराणसी से मुंबई आ रही महानगरी एक्सप्रेस में बम विस्फोट की धमकी संदेश मिलने के बाद तनावपूर्ण स्थिति पैदा हो गई।

संबंधित हवाई अड्डों को यह मेल भेजकर सतर्क कर दिया। यह ईमेल दोपहर 3.15 बजे आया था।

Bomb threat at IGI, 4 other airports a hoax; security heightened

HT Correspondent

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NEW DELHI: Delhi's Indira Gandhi International (IGI) airport, along with four other airports, received a bomb threat on Wednesday, sending security agencies in a tizzy, before it was declared a 'hoax'. An Air India Express flight also received a bomb threat, but landed safely at its destination, with the threat declared a hoax too.

The threat was received at around 3:15 pm on IndiGo's grievance portal, with the message shared by the airline with security agencies at these airports, officials said.

Following this, the Bomb Threat Assessment Committee and agencies like Delhi Police, Fire Brigade and Central Industrial Security Force (CISF) combed the airport premises, declaring the threat a hoax by the evening.

"The airline had received a message on its grievance portal. It warned that a blast will take

INDIGO GRIEVANCE PORTAL RECEIVED THE THREAT, WITH MESSAGE SHARED BY THE AIRLINE WITH SECURITY AGENCIES

place at Delhi, Mumbai, Hyderabad, Chennai and Trivandrum," said an official, stating that though security was already heightened, it has been buffed up further. "Though declared a hoax, agencies are on alert," the official added.

An Air India Express spokesperson said this happened on a Mumbai to Varanasi flight. "In line with protocol, the govt-appointed BTAC was immediately alerted, and all necessary security procedures promptly initiated," said the spokesperson. An official said a paper chit was found in the aircraft's lavatory, which resulted in prompt action upon landing.

Security measures tightened at airports

The Hindu Bureau
NEW DELHI

The Bureau of Civil Aviation Security (BCAS) has ordered tighter measures at all airports after Monday's blast in Delhi, prompting airlines to urge passengers to arrive early for their flights.

The aviation security regulator has also sought monitoring of non-conventional flying objects, including drones near airports.

Airlines have been instructed to deploy additional security guards and ensure full search of all aircraft and catering equipment. Security at all access control points at the airport will be enhanced, and random checking at terminal gates and that of baggage have been ordered.

The BCAS has also instructed airlines to carry out secondary ladder point checks, requiring another round of screening for passengers and baggage before boarding.

Airlines have urged travellers to allow extra time for security checks.

IGIA among 5 airports to get bomb threats

Express News Service
New Delhi, November 12

FIVE AIRPORTS, including the Indira Gandhi International Airport (IGIA) in Delhi and the Chhatrapati Shivaji International Airport in Mumbai, received bomb threats, on Wednesday, said police.

A Delhi Police officer said a threat was received by Indigo airlines around 4 pm via an email, which mentioned that a bomb was placed at Terminal 3 of the IGIA, apart from airports in Mumbai, Thiruvananthapuram, Chennai and Goa. However, after initial checks, the bomb scare was declared a hoax, the officer added.

India said to be planning financial sops to revive ghost airports

India is planning to subsidize airlines for operating flights to dormant airports, as per people familiar with the matter, in a bid to resurrect ghost projects and justify the billions of infrastructure spending it's poured into them. The subsidies build on an existing initiative, called UDAN (*Ude Desh ka Aam Naagrik*), to boost regional connectivity and will now include airports that have remained idle despite substantial investments. **BLOOMBERG**

NAVODAYA TIMES	DELHI	13 NOVEMBER 2025

देश के पांच हवाईअड्डों को बम से उड़ाने की धमकी

नई दिल्ली, 12 नवम्बर (एजैंसियां): दिल्ली में लाल किले के पास कार विस्फोट के 2 दिन बाद बुधवार को देश के 5 हवाई अड्डों को बम से उड़ाने की धमकी दी गई, हालांकि जांच के बाद यह धमकी फर्जी पाई गई। विमान सेवा कंपनी इंडिगो के सूत्रों ने बताया कि बुधवार को एयरलाईंस को एक ई-मेल मिला जिसमें यह धमकी दी गई थी। इंडिगो ने सभी संबंधित हवाई अड्डों को यह मेल भेजकर उन्हें सतर्क कर दिया। यह ई-मेल दोपहर बाद 3.15 बजे के आस-पास आया था। एक अन्य सूत्र ने बताया कि ई-मेल में दिल्ली, मुंबई, हैदराबाद, चेन्नई और त्रिवेंद्रम हवाई अड्डों के नाम थे। ई-मेल में कहा गया था कि 24 घंटे के अंदर बम विस्फोट कर इन पांचों हवाई अड्डों को उड़ा दिया जाएगा।

T3 to get additional international pier from Jan next year

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New Delhi: The foreign traffic handling capacity of IGIA will get a 50% boost from Jan 15 when Terminal 3 converts a domestic pier into international. Delhi International Airport Ltd (DIAL) has also begun trials for transferring baggage from the airside for the flyers arriving from abroad at T3 and then taking a connecting domestic flight from T2 or T1 on the same airline or airline group on a single PNR. The move will allow these flyers to take inter-terminal buses without their baggage.

T3, which has four piers, uses two each for domestic and international flights. But with international traffic growing and all-domestic T1's capacity recently doubling to four crore passengers annually (CPA), DIAL decided T3 should have three piers — A, B & C — for international flights and only D for domestic.

"From Jan 15, 2026, T3 will be able to handle three crore international travellers annually — up 50% from current two CPA. Pier D will be able to handle 1.6 crore domestic flyers annually. Some changes are being made in T3 by adding immigration counters and for ensuring a clearly demarcated passenger flow path to the new international pier C from that of domestic pier D without any overlap," CEO Videh Kumar Jaipuriar said. DIAL is coordinating with airlines to distribute international flights between the three piers based on flyer convenience.

With transfers between T1 and T3/2 big pain as an automated people mover has remained a distant dream, DIAL says it is working on getting scanners on DTC buses that ply between two terminals.

T3, which has four piers, uses two each for domestic and international flights. But with international traffic growing DIAL decided T3 should have three piers

This will allow transit flyers to skip lining up to get coupons to board these buses and simply scan with their phones.

"Inter-terminal baggage transfer for domestic-international and domestic-domestic passengers travelling on the same airline or airline group has been happening from airside. Passengers coming from abroad have to collect their baggage and clear customs. The baggage is then taken by them to T1/2/3," said Jaipuriar. "Bureau of Civil Aviation Security has now allowed us to do trial runs for the international-domestic baggage transfer. As part of this trial run, passengers flying in from abroad collect their bags, clear customs and then leave the same in a baggage drop area. From there it is sent to their connecting domestic flight from T1/2/3. This trial is on," Jaipuriar said.

With four-CPA T1 and 4.6-CPA T3 and 1.5-CPA T2 almost 9km apart, the volume of transfer traffic can be well imagined. Passengers with connecting flights on different airlines, say IndiGo and Air India, now take their bags on the buses. The CEO did not give a timeframe for the proposed air train at IGIA.

On the unprecedented GPS spoofing being witnessed at IGIA for the past few weeks, Jaipuriar said that following DIAL's request, the instrument landing system category I had been installed at runway 10 end before the schedule.

Bomb hoaxes keep security personnel at airports on toes

New Delhi: Days after the blast near Red Fort, in which nine people were killed and 30 injured, security agencies were on Wednesday thrown into a tizzy after IndiGo received a message threatening that five airports, including Delhi and Mumbai, would be blown up within 24 hours.

The bomb disposal squad, along with fire department personnel, immediately launched an extensive search operation at IGI Airport that continued for several hours.

The threat was later declared a hoax.

This came on a day an Air India Express aircraft en route from Mumbai to Varanasi received a bomb threat.

An official said IndiGo's grievance portal received a message at 3.14pm saying, "Indian Airports will be attacked within 24 hours - Delhi, Chennai, Hyderabad, Mumbai, Trivandrum." Security agencies, including the Bomb Threat Assessment Committee (BTAC), were soon alerted. BTAC termed the threat "non-specific". The fire department, which received a call around 4pm, dispatched three fire tenders to the spot.

"After the blast near Red Fort, security was already stepped up across airports. However, it was further strengthened after the threat. After checking, nothing was found," said another official. TNN

IGIA To Enter Final Lap With Master Plan

DIAL Considering Options To Include Changes In Traffic Projection

Saurabh.Sinha
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New Delhi: Should T3 be the only terminal at IGI Airport to handle international flights? Should other terminals at the Delhi airport also have a mix of domestic and international operations? When should T2 be demolished and a much bigger T4 be ready in its place? How to link T3 and T2/4? These are among the questions that will be answered by March as the GMR-backed Delhi International Airport Ltd (DIAL) has begun finalising the master plan (MP) for the final phase of IGIA's development.

The operator has to plan every 10 years to meet contemporary traffic requirements and the India of today, including its air travel, has come a long way since MP 2015 was drawn up. "When the last MP was drawn up a decade ago, Air India (then state-owned) had its own issues and IndiGo's foreign footprint was limited. Today Air India is back with the founder Tata Group. Both the airlines have very ambitious plans for a global network. AI, IndiGo and other Indian carriers like Akasa have hundreds of planes on order," DIAL CEO Videh Kumar Jaipuriar told **TOI** on Wednesday. "Indians are now more aspirational and have higher disposable incomes. All these factors are being taken into account for forming MP 2026, an exercise we hope to complete in three to four months," he added.

IndiGo and Air India are keen on a dedicated terminal for their group and partner airlines. Handling transfer traffic from a single terminal by an airline group makes seamless transits possible, especially as there's no sight of IGIA's hugely delayed air train to link the distant T3/2 and T1. Flyers transit on DTC buses between the two places.

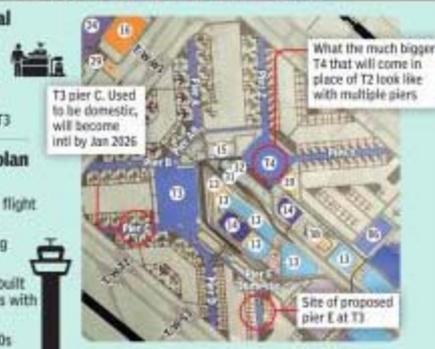DIAL is considering "several options" for MP 2026 to factor in the change in "traffic projection" along with other developments. "NCR's second airport is opening soon. The govt focus is on creating a true world-class hub in Delhi. All these things are being taken into account," Jaipuriar said.

T2 will stay for a while as DIAL plans to increase IGIA's capacity by about 20% from the current 10.5 crore passengers annually (CPA) to 12.5 CPA by 2029-30 by building a new pier E at T3, removing some bottlenecks at T1 and adding aircraft parking stands at T3.

Noida International Airport will become operational with a 1.2-CPA terminal this winter and increase its capacity to 3 CPA by early 2030s. Depending on its impact on T2's footfall, the terminal could stay till about 2030 and then the work on T4 could start. Once T4 is in place, IGIA may see its capacity go up to about 14 CPA.

Jaipuriar does not see NIA affecting IGIA. "Both the airports have their own catchment areas. While it will only spur the region's aviation growth as a whole, there can be peak time decongestion in Delhi."

Despite the difficult geopolitical situation this year — like the India-Pakistan war, the closure of airports in north India for some weeks during Operation Sindoor and the continued closure of Pakistan airspace for Indian carriers and vice-versa — IGIA is "almost at par" in terms of traffic handling with last year.

THE SHAPE OF THINGS TO COME AT IGIA

Delhi Airport enters final phase of development
➤ T3 Pier C, which used to handle domestic traffic, will become int'l by Jan 15, 2026
➤ Site of proposed Pier E at T3

DIAL finalising master plan 2026 which will decide
➤ Should only T3 handle int'l flight or T1 & proposed T4 too
➤ Timeframe for demolishing 1986-era T2
➤ The much bigger T4 to be built in its place could look like this with multiple piers
➤ T4 likely in first half of 2030s

What the much bigger T4 that will come in place of T2 look like with multiple piers

T3 pier C. Used to be domestic, will become intl by Jan 2026

Site of proposed pier E at T3

This is a picture of T2. It will be demolished for constructing the proposed and bigger T4 (likely to look like in above presentation) within a decade

The initial 30-year concession period of Delhi Airport PPP development completes in 2036. This is extendable by another 30 years or till 2066 based on performance & agreement between GOI & DIAL

BATS, BIRDS BEING TRANSLOCATED WITH FOREST DEPT'S HELP

To prevent hits on planes, SVPI moves wildlife 100km

Niyati Parikh &
Himanshu Kaushik | TNN

Image: AI

Ahmedabad: The operator of Sardar Vallabhbhai Patel International Airport (SVPIA) in Ahmedabad has undertaken a large-scale wildlife management operation to reduce the risk of bird and animal strikes around the airfield. Working in close coordination with the Gujarat forest department, the airport has begun relocating several species of birds and mammals found in and around the airport to locations at least 50-100 km away from the city.

Wildlife management measures were always in place but were enhanced in the aftermath of the AI-171 aircraft crash, sources said. They said a major translocation drive involving nearly 1,000 large fruit bats is currently underway. The bats, roosting in large numbers near Kotarpur, close to the airport along the banks of the Sabarmati, are being captured and released in the Polo forest, a protected habitat about 150km away. The

CRASH AFTERMATH

forest department is helping identify suitable release zones to ensure the birds' natural habitats remain undisturbed and that they can adapt to their new environments. Department officials said the translocation is being carried out under expert supervision to ensure minimal disturbance to the animals, and to preserve ecological balance at the release sites.

"Giant fruit bats became a particular concern," said one source. "During night-time inspections, blood stains were often found on the runway or near aircraft, but there would be no feathers, hinting at bat strikes. Following these findings

and based on recommendations from the Airports Authority of India (AAI), the decision to translocate certain species was taken during a series of joint review meetings."

Other species being relocated include the red-wattled lapwing, yellow-wattled lapwing, black kite, Eurasian thick-knee, and the black-headed ibis — all of which are being shifted to areas at least 50–100 km away to prevent their return.

Species commonly found around SVPIA include the rock pigeon, cattle egret, house crow, the Indian roller, and the common mynah, which continue to be monitored as part of ongoing wildlife hazard management, said sources.

Officials confirmed that the relocation project is being executed in a phased manner and that a team of professional wildlife handlers has been hired to oversee the operation. SVPIA has also intensified bird hazard management protocols, including enhanced runway patrols, regular grass trimming, improved waste management to eliminate food sources, and the use of bio-acoustic and visual deterrents.

Delhi blast: RGIA issues advisory to passengers

TIMES NEWS NETWORK

Hyderabad: A day after the car blast near Red Fort in New Delhi, Hyderabad's Rajiv Gandhi International Airport (RGIA) issued a security advisory for passengers informing travellers about enhanced security checks.

The RGIA authorities asked passengers to arrive at the airport earlier than usual, allowing ample time for security checks.

In a post on X, the RGIA said, "Kindly cooperate with the security staff to ensure smooth processes. Please check with your airlines for the latest flight information."

Airport authorities said passengers may experience longer wait times and are advised to arrive well in advance for their flights.

In order to ensure tight security, additional screening measures have been put in place at entry points, baggage checks, and boarding gates as part of the precautionary steps.

Report GPS spoofing within 10 mins: DGCA to pilots, ATC

Delhi Airport Has Been Regularly Issuing Alerts About Such Events

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Getty Images/iStockphoto

The office of National Security Advisor Ajit Doval has launched a probe into the unprecedented GPS spoofing at the Delhi airport

New Delhi: The Directorate General of Civil Aviation (DGCA) has made it mandatory for pilots and air traffic controllers (ATC) to report GPS spoofing within 10 minutes of encountering it.

Issuing a 'reporting protocol' after the Delhi airport started witnessing the phenomenon for the first time in recent weeks, the regulator stated: "Any pilot, ATC controller, or technical unit detecting abnormal GPS behaviour (like position anomalies, navigation errors, loss of GNSS signal integrity, or spoofed location data) shall initiate real-time reporting (within 10 minutes of occurrence)." A GNSS signal is a radio wave transmitted by satellites that contains data about their position and the time the signal was sent. The real-time information will require details like date and time of spoofing occurrence; aircraft type & registration; operator/airline name; flight sector/route; coordinates (latitude & longitude) of occurrence or area affected; type of interference like jamming or spoofing or signal loss or integrity error; aircraft equipment affected by the interference and any operational impact.

The office of National Security Advisor (NSA) Ajit Doval has launched a probe into the unprecedented GPS spoofing at the Delhi airport. Because of this, aircraft coming in to land at IGIA often get wrong location or heading and false terrain warnings about 60 nautical miles from the airport.

THREE IN FOUR TRAVELLERS READY TO TRADE
BIOMETRICS FOR FASTER AIRPORT PROCESSING

Three in four airline passengers don't mind sharing their biometric information if it means skipping passport and boarding pass checks at points like check-in, security, border control, and boarding, according to the International Air Transport Association's 2025 Global Passenger Survey. Over 40% of those unwilling to share biometrics said they would reconsider if data privacy was assured. The survey found two defining trends among travellers; increasing reliance on smartphones and biometrics

SURVEY: Covered **10,000** responses from over 200 countries
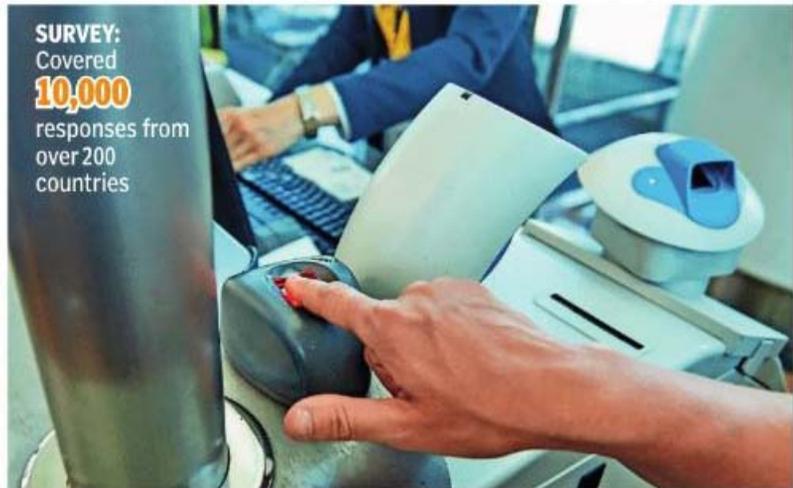
SMARTPHONE RELIANCE FOR TRAVEL

IT IS A GROWING TREND:

54% travellers now prefer dealing directly with airlines via their smartphones

78% want a single smartphone app combining digital wallet, passport and loyalty cards to manage travel end-to-end

Electronic bag tag:
Use has grown from **28%** (2024) to 35% (2025)

Direct airline engagement:
54% prefer dealing directly with airlines

BOOKING CHANNELS & PAYMENT METHODS

AIRLINE WEBSITES
31%
▼ Down from **37%** in 2024

MOBILE/WEB APPS
19%
▲ Up from **16%** in 2024

CREDIT/DEBIT CARDS
72%
▼ Down from **79%** in 2024

DIGITAL WALLETS
28%
▲ Up from **20%** in 2024

Shift led by **younger travelers (25%)**

BIOMETRIC USE & ATTITUDES

50% of passengers have used biometrics at some point (up from 46% in 2024)

COMMON STAGES
Security **44%**
Immigration **41%** EXIT **35%** ENTRY
Satisfaction: **85%** of biometric users report being satisfied

REGION SPECIFICS

ASIA-PACIFIC | Most digitally savvy passengers globally. Lead in using mobile apps and digital wallets for booking and payment
➤ Least reliance on credit cards
➤ Among the most frequent users of biometrics, though least satisfied with biometric experience quality

OTHER REGIONS | Africa: High satisfaction but face major visa and border challenges
Europe: Cautious adopters of biometrics
North America: Convenience-driven but low satisfaction; strongest privacy concerns
Latin America: Prefer personal interaction; least satisfied overall; open to biometrics
Middle East: Highly loyal and digitally engaged; rank third globally in satisfaction

> To make the international travel experience fully digital, govts need to start issuing digital passports and enable their secure recognition across borders —**NICK CAREEN,** IATA SVP, OPERATIONS, SAFETY AND SECURITY

स्पाइसजेट का घाटा बढ़कर 635 करोड़ रुपये

नई दिल्ली। स्पाइसजेट को सितंबर तिमाही में 635.42 करोड़ का घाटा हुआ है। एक साल पहले इसे 447 करोड़ का घाटा हुआ था। विदेशी मुद्रा हानि, खड़े किए गए और फिर से शामिल विमानों से संबंधित अतिरिक्त खर्च और हवाई क्षेत्र पर प्रतिबंध सहित कई कारकों से घाटा बढ़ गया। उड़ान से रोके गए विमानों के बेड़े पर 120 करोड़ का खर्च आया। वापस लौटे विमानों पर 30 करोड़ रुपये का खर्च आया। एजेंसी

Aircraft accident probe rules widened to cover drones, remote-piloted craft

Rohit Vaid
New Delhi

The Centre has widened the ambit of aircraft accident investigation norms to include unmanned aircraft systems (UAS) and remotely piloted aircraft operations (RPAS).

The Ministry of Civil Aviation (MoCA) has notified the Aircraft (Investigation of Accidents and Incidents) Rules, 2025, under the Bharatiya Vayuyan Adhiniyam, 2024, replacing the 2017 framework earlier issued under the Aircraft Act, 1934.

Besides, the scope now extends to foreign-registered aircraft operating within Indian airspace and aircraft flown by non-citizens whose principal place of business or permanent residence is in India. As per the notification,

EVIDENCE MANDATE. The obligation to preserve evidence and wreckage now extends to unmanned aircraft and related systems, including remote pilot stations and communication links

the definition of "accident" has been broadened to include unmanned aircraft, incorporating detailed parameters such as serious injury or fatality to persons, structural failure, and damage to remotely piloted systems or ground control stations.

The rules further clarify the term "missing" or "inac-cessible" aircraft, covering remotely piloted systems whose wreckage remains untraced after official search operations have been concluded.

Furthermore, the framework mandates that in the event of an occurrence involving an unmanned aircraft, the remote pilot-in-command must notify both the Aircraft Accident Investigation Bureau (AAIB) and the Directorate General of Civil Aviation (DGCA) within 24 hours.

REMOTE PILOT STATIONS
The obligation to preserve evidence and wreckage now extends to unmanned aircraft and related systems, including remote pilot stations and communication links.

According to the Ministry, the sole objective of any accident or incident investigation is the prevention of future occurrences, and not the apportioning of blame or liability.

It also emphasised that such investigations under the 2025 rules will remain separate from judicial or administrative proceedings.

Tenneco Clean Air India IPO:
Take a ride for the long term

Nishanth Gopalakrishnan
bl. research bureau

The IPO of auto component supplier Tenneco Clean Air India (TCAI) is live and will remain open for subscription until November 14. The issue is entirely an offer for sale (OFS) where promoter Tenneco Mauritius Holdings Ltd (TMHL) is set to offload a 22.5-per cent stake worth ₹3,600 crore. Post the IPO, promoters' stake is expected to go down to 74.8 per cent.

IPO rating

Tenneco Clean Air India

Business	★★★
Financials	★★★
Management	★★★✦
Valuation	★★★
Overall	★★★

Rankings 1 to 5, 1 denoting lowest and 5 highest

Offer period	Nov 12-14, 2025
Price band	₹378-397
Market cap	Approx. ₹16,000 cr

bearings, and were added to TCAI's portfolio because of the share swap. TCAI largely only had exhaust parts to offer until then.

For the share swap, TCAI's shares were valued at ₹288.85 per piece, based on an independent valuation exercise. The current offer price of ₹397 is higher by 37 per cent. To an extent, part of this premium can be justified by the larger scale and synergies of being a combined company. Some premium may be explained by difference in market conditions.

At the issue price, the IPO is reasonably valued and may not be viewed as highly attractive risk-reward proposition. However considering the company's strong parentage, solid fundamentals and the cyclical nature of the industry, investors with a long term perspective can consider applying to the IPO.

ANALYSIS.

TCAI is part of the US-based Tenneco Group, which is a global Tier-I supplier of auto parts, operating in 28 countries. The group made a turnover of about $17 billion in 2024 and is ultimately owned by Apollo Global Management, the PE firm.

WHAT IT DOES

TCAI with its strong parentage is a leading supplier of exhaust and suspension parts. It has two broad verticals: A) Clean air and powertrain solutions and B) Advanced ride technologies. Under A, it manufactures products such as catalytic converters, exhaust pipes, mufflers, spark plugs, head gaskets and bearings. Under B, it produces shock absorbers and strut assemblies.

TCAI makes about 53 per cent and 47 per cent of revenue from A and B. The end-use wise revenue split is as follows: passenger vehicles 63.5 per cent, commercial vehicles 21.5 per cent, industrials 7 per cent, after market 5.5 per cent and others 2.5 per cent. Exports range between 5 to 8 per cent of revenue.

A leading player in exhaust systems, it is a beneficiary of stringent emission regulations. It is all set to capitalise on another cycle of stricter regulations such as the upcoming Bharat Stage 7 and the new CAFE (corporate average fuel economy) norms, as the company could work with OEMs to develop more fuel-efficient vehicles.

However, some of the products in vertical A, have a tilt towards diesel powertrains – products such as catalytic converter with diesel oxidation catalyst and diesel particulate filters. With fuel alternatives such as electric powertrains becoming popular, especially in small commercial vehicles, such products might remain relevant only to larger trucks and off-highway vehicles. But there are other products such as exhaust pipes, mufflers and resonators that can find use in any ICE (internal combustion engine) powertrain, including hybrids, flex fuel and so on. Offerings in vertical B are powertrain agnostic.

SOLID FUNDAMENTALS

TCAI sports solid fundamentals with a debt-free balance sheet. The issue values the company at 28x trailing earnings (29x based on FY25 net profit), which is on par with BSE Auto index's PE of 29x and less than the average PE of the peer group identified in the RHP at 49x (FY25 basis). TCAI's valuation is less expensive than direct peers such as Gabriel India's (suspension parts) PE of 74x and Bosch's (spark plugs) PE of 55x, but expensive than Sharda Motor Industries' (exhaust and suspension parts) PE of 19x (all on FY25 basis). Though TCAI and Sharda are on par with each other on metrics such as profit CAGR in FY23-25, profit margin and a debt-free balance sheet, TCAI has a better RoCE (57 per cent vs 38 per cent) and about 1.7 times the size of its rival by revenue.

In March 2025, the company was part of a share swap deal with its promoters, by virtue of which it acquired controlling stake in some companies that were earlier fellow subsidiaries under the same promoter group. These are the companies responsible for products such as shock absorbers and strut assemblies (account for almost all of vertical B), spark plugs, head gaskets and

WHAT WORKS

TCAI is the largest supplier of clean air solutions to commercial vehicle OEMs in India with a market share of 57 per cent. It is also the largest supplier of shock absorbers and struts to Indian passenger vehicle OEMs with a market share of 52 per cent.

In FY25, TCAI reported gross revenue, value added revenue (VAR), EBITDA and PAT of ₹4,890 crore, ₹4,380 crore, ₹815 crore and ₹553 crore respectively. Over FY23 to FY25, through process efficiencies, vendor negotiations (leveraging global parentage) and others, EBITDA margin (as a percentage of value added revenue) has improved to 18.6 per cent in FY25 from 14.6 per cent in FY23. EBITDA and profit have grown at CAGRs of 20 per cent each between FY23 and FY25. Fixed assets turnover ratio is at a healthy 8-9x. The company is free cash flow positive and has funded capex in FY23-25 out of internal accruals. However, a mere 6 per cent CAGR in VAR over FY23-25 to ₹4,380 crore is a sore point, which can be attributable to the cyclical nature of the industry.

Note: VAR means gross revenue minus the value of substrates (made of platinum, palladium and rhodium used in catalytic converters). Substrates are supplied to TCAI by Tier-II suppliers at the direction of OEMs and are used as is in the manufacturing process.

स्पाइसजेट का शुद्ध घाटा 35.6 फीसदी बढ़ा

आर्थिक संकटों का सामना कर रही विमानन कंपनी स्पाइसजेट का चालू वित्त वर्ष 2026 की दूसरी तिमाही में शुद्ध घाटा एक साल पहले के मुकाबले 35.6 फीसदी बढ़कर 621.5 करोड़ रुपये हो गया। डॉलर के मुकाबले रुपये में भारी गिरावट, बड़ी संख्या में विमानों के खड़े होने तथा भारत के चारों ओर हवाई क्षेत्र पर प्रतिबंध के कारण कंपनी का घाटा बढ़ा है। स्पाइसजेट के अध्यक्ष एवं प्रबंध निदेशक अजय सिंह ने कहा, 'प्रतीक्षित रखरखाव के कारण पूरे बेड़े के कुछ हिस्से का परिचालन नहीं होने, हवाई क्षेत्र पर प्रतिबंध तथा डॉलर के मुकाबले कमजोर रुपये के कारण तिमाही के दौरान कंपनी के परिणाम प्रभावित हुए।'

अजय सिंह बताया कि कंपनी को इस साल सितंबर तिमाही में 49.33 करोड़ रुपये का विदेशी मुद्रा घाटा हुआ, जबकि एक साल पहले की इसी तिमाही में 7.44 करोड़ रुपये का घाटा हुआ था। यह घाटा मुख्य रूप से विदेशी मुद्रा विनिमय दरों में बदलाव के कारण पट्टा देनदारियों के पुनर्मूल्यांकन से हुआ। यह दर्शाता है कि इस साल मुद्रा में उतार-चढ़ाव का पिछले साल की इसी अवधि की तुलना में कहीं अधिक नकारात्मक प्रभाव पड़ा। प्लेनस्पॉटर्स डॉट नेट के अनुसार, स्पाइसजेट के बेड़े में फिलहाल करीब 65 विमान हैं, जिनमें से 35 खड़े हैं। कंपनी शेष 30 विमानों के जरिये वाणिज्यिक उड़ानें संचालित कर रही है।

IndiGo, Air India get bomb threats; ops disrupted

An Air India Express flight, carrying over 170 passengers, from the city to Varanasi received a bomb threat on Wednesday, sources said. The airline said the plane landed safely at the Varanasi airport. "One of our flights to Varanasi received a security threat. In line with protocol, the Government-appointed Bomb Threat Assessment Committee was immediately alerted, and all necessary security procedures promptly initiated," an Air India Express spokesperson said in a statement. On the same day, IndiGo also received a bomb threat for five airports, including Delhi and Mumbai, according to sources. The authorities assessed the threat and found it to be "non-specific", the sources said. Enhanced security measures are in place at all airports in the wake of the blast in the national capital on Monday. **PTI**

SpiceJet's loss widens 35.6% to ₹621.5 crore

DEEPAK PATEL
New Delhi, 12 November

The consolidated net loss of SpiceJet increased by 35.6 per cent year-on-year (Y-o-Y) to ₹621.5 crore in the second quarter of 2025-26 (Q2FY26) due to sizable depreciation of rupee against dollar, high number of grounded planes and airspace restrictions around India.

"Non-operation of certain part of the entire fleet for awaited maintenance coupled with airspace restrictions in place and weaker rupee against dollar affected the results of the company during the quarter," said Ajay Singh, chairman and managing director, SpiceJet.

The company reported a foreign exchange loss of ₹189.6 crore in the second quarter this year against ₹23.7 crore in the same quarter last year.

The forex loss arose mainly from the revaluation of aircraft lease liabilities due to changes in foreign currency exchange rates, indicating that currency fluctuations had a much larger negative impact this year than during the corresponding period last year.

According to planes-potters.net, SpiceJet currently has about 65 planes in its fleet, out of which 35 are grounded while the remaining 30 are operating commercial flights.

SpiceJet was not the only airline that was hit by rupee depreciation in the second quarter of FY26.

Earlier this month, India's largest airline IndiGo reported a 161.6 per cent jump in its consolidated net loss for the second quarter against the same period last year, primarily due to rupee depreciation and continued outflow of foreign direct investment (FDI) amid US' imposition of tariff.

Singh, on Wednesday, said that the September quarter was a period of consolidation and groundwork for the airline's next phase of growth.

"While the results reflect short-term costs related to fleet revival and expansion, these are strategic investments that will start yielding results from the current quarter onward. SpiceJet is now on a clear trajectory towards stronger operational and positive financial performance in the second half of the year," he noted.

जयपुर एयरपोर्ट पर यात्री होते रहे परेशानी

कोलकाता फ्लाइट ऐनवक्त पर रद्द, गुवाहाटी की सेवा शुरू नहीं

जयपुर। एयरपोर्ट पर मंगलवार स्पाइसजेट की कोलकाता फ्लाइट एसजी-191 को ऐनवक्त पर रद्द कर दिया गया। यह सुबह 11:05 बजे जयपुर से रवाना हो 1:25 बजे कोलकाता पहुंचती है। एयरलाईंस ने संचालन संबंधी कारणों का हवाला देते हुए उड़ान रद्द कर दी। यात्रियों ने आरोप लगाया कि उन्हें फ्लाइट कैंसिल होने की जानकारी एयरपोर्ट पहुंचने के बाद ही दी गई। एयरलाइन सूत्रों का कहना है कि रद्दीकरण की सूचना यात्रियों को एसएमएस के माध्यम से पूर्व में भेजी थी। इसी तरह, सोमवार से शेड्यूल की गई जयपुर-गुवाहाटी फ्लाइट (एसजी-649) भी शुरू नहीं हो सकी। यह उड़ान सुबह 10:40 बजे प्रस्तावित थी।

उधर, जयपुर एयरपोर्ट पर अक्टूबर माह में हवाई यातायात में उल्लेखनीय बढ़ोतरी दर्ज की गई। अक्टूबर में 4.77 लाख यात्रियों ने सफर किया, जो सितंबर की तुलना में 35% अधिक है। इस दौरान 4101 विमानों का आवागमन हुआ, जिसमें 20.4% की वृद्धि दर्ज की गई।

जयपुर से कोलकाता की फ्लाइट रद्द यात्री परेशान

नवज्योति, जयपुर। जयपुर एयरपोर्ट से कोलकाता जाने वाली स्पाइसजेट की फ्लाइट मंगलवार को रद्द रही। यह फ्लाइट सुबह 11.05 मिनट पर जयपुर से रवाना होकर दोपहर 1.25 मिनट पर कोलकाता पहुंचने वाली थी। यात्रियों को उड़ान से ठीक पहले सूचना दी गई कि संचालन कारणों के चलते फ्लाइट रद्द कर दी गई है। एयरलाइन सूत्रों के अनुसार उड़ान को ऑपरेशनल रीजन यानी तकनीकी या स्टाफिंग संबंधी दिक्कतों के कारण रद्द किया गया। स्पाइसजेट की इस अचानक रद्दीकरण से यात्रियों को भारी परेशानी का सामना करना पड़ा। कई यात्री पहले से एयरपोर्ट पहुंच चुके थे और उड़ान रद्द होने की जानकारी मिलते ही डिपार्चर एरिया में भीड़ लग गई।

SpiceJet Q2 Net Loss Widens to ₹621 crore

Revenue from operations declines 13% to ₹708 crore from ₹817 crore

FILE PHOTO

Our Bureau

New Delhi: SpiceJet reported a wider consolidated net loss in the fiscal second quarter due to the impact of a weaker rupee, and higher operating costs.

The budget airline incurred a net loss of ₹621.19 crore in the three months ended September compared to a ₹457.8 crore loss a year earlier. It was the second straight quarterly net loss for the airline.

Revenue from operations declined 13% to ₹708 crore from ₹817 crore. On a sequential basis, revenue fell 31% from ₹1,033 crore in the June quarter.

SpiceJet, like other Indian carriers, had to take longer detours on its international flights due to airspace closure over Pakistan, increasing fuel costs.

"The September quarter was a period of consolidation and groundwork for our next phase of growth," said Ajay Singh, chairman and managing director, SpiceJet. "While the results reflect short-term costs related to fleet revival and expansion, these are strategic investments that will start yielding results from the current quarter onward."

SpiceJet loss widens to ₹621 cr on higher costs

NITIN KUMAR
New Delhi, November 12

SPICEJET ON FRIDAY reported a consolidated net loss of ₹621 crore in the second quarter of FY26, up 35% from ₹458 crore in the same quarter of FY25. The losses were attributed to weak demand, grounded fleet, recalibration of dollar-based future obligations and airspace restrictions, which sharply increased operating costs.

The airline's revenue from operations declined 13% to ₹792 crore, down from ₹915 crore in the corresponding quarter last year. The company reported an operating loss of ₹297 crore during the quarter under review.

Spicejet stated that September quarter was a period of consolidation and groundwork for the next phase of growth. "While the results reflect short-term costs related to fleet revival and expansion, these are strategic investments that will start yielding results from the current quarter onward," said Ajay Singh, chairman and MD, Spicejet.

एयर इंडिया एक्सप्रेस की फ्लाइट में बम की धमकी

हरिभूमि ब्यूरो ►►► नई दिल्ली

बुधवार को बेंगलुरु से वाराणसी जा रही एयर इंडिया एक्सप्रेस की एक फ्लाइट को बम की धमकी मिलने से हड़कंप मच गया। एअरलाइन ने तुरंत सरकार द्वारा नियुक्त बॉम्ब थ्रेट असेसमेंट कमेटी को इसकी जानकारी दी।

एयरलाइन के प्रवक्ता ने बताया कि हमारी वाराणसी जाने वाली एक उड़ान को सुरक्षा संबंधी खतरे की सूचना मिली थी। फ्लाइट को सुरक्षित लैंड करा लिया गया और सभी यात्रियों को उतार लिया गया है। सूत्रों के अनुसार इंडिगो को भी

पांच बड़े एयरपोर्ट्स दिल्ली, मुंबई, चेन्नई, हैदराबाद और तिरुवनंतपुरम के लिए सुरक्षा खतरे की डिजिटल सूचना मिली है। बताया जा रहा है कि ये धमकी ईमेल के बजाए किसी अन्य डिजिटल माध्यम से भेजी गई थी जिसे बुधवार दोपहर फ्लैग किया गया।

स्पाइसजेट का घाटा बढ़कर हुआ 635 करोड़ रुपए

नई दिल्ली। घरेलू एयरलाइन कंपनी स्पाइसजेट का शुद्ध घाटा बढ़कर 635.42 करोड़ रुपये हो गया। 2024-25 की जुलाई-सितंबर तिमाही में कंपनी को 447.54 करोड़ रुपये का शुद्ध घाटा हुआ था। विदेशी विनिमय नुकसान को हटाकर स्पाइसजेट को चालू वित्त वर्ष की दूसरी तिमाही में 447.70 करोड़ रुपये का शुद्ध घाटा हुआ।

पायलट 10 मिनट में देंगे सिग्नल गड़बड़ी की सूचना

निर्देश

नई दिल्ली, विशेष संवाददाता। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने विमानन क्षेत्र के लिए नया स्टैंडर्ड ऑपरेटिंग प्रोटोकॉल (एसओपी) जारी किया है। इसके तहत अब सभी पायलटों, एयर ट्रैफिक कंट्रोल अधिकारियों को जीपीएस स्पूफिंग या सिग्नल में गड़बड़ी की सूचना 10 मिनट के अंदर देनी होगी।

हाल ही में गलत और नकली सिग्नल मिलने की शिकायतों के बीच यह कदम उठाया गया है। नए नियम के अनुसार यदि किसी विमान या तकनीकी टीम को जीपीएस व्यवहार में असामान्यता (जैसे- गलत लोकेशन डेटा, नेविगेशन त्रुटि, जीएनएसएस

रिपोर्टिंग के प्रावधान पहले से

2023 से ही ऐसा प्रावधान है कि सिग्नल में किसी भी तरह की गड़बड़ी की रिपोर्ट करनी होगी, लेकिन कई एयरलाइंस जटिल प्रक्रिया के कारण वास्तविक रिपोर्टिंग नहीं कर रहे थे। इसी को देखते हुए डीजीसीए ने प्रक्रिया को सरल और अनिवार्य बना दिया है। इससे उड़ानों की सुरक्षा और नेविगेशन सिस्टम की विश्वसनीयता सुनिश्चित हो सकेगी।

सिग्नल लॉस या स्पूफिंग) का पता चलता है तो 10 मिनट के भीतर रियल टाइम रिपोर्टिंग करनी होगी।

नए प्रावधानों के तहत गलत सिग्नल मिलने पर घटना की तारीख, समय,

क्या होती है जीपीएस स्पूफिंग

जीपीएस स्पूफिंग एक ऐसी तकनीक है जो जीपीएस डेटा में हेरफेर करती है, जिससे जीपीएस रिसीवर को उसके वास्तविक स्थान के बारे में गुमराह किया जा सकता है। नकली सिग्नल मिलने की समस्या सबसे ज्यादा सीमावर्ती क्षेत्रों में होती है। जम्मू और अमृतसर एयरपोर्ट के पास नवंबर 2023 से फरवरी 2025 के बीच 465 घटनाएं दर्ज की गईं। सूत्रों का कहना है कि बीते दिनों दिल्ली एयरपोर्ट के आसपास भी ऐसी घटनाएं दर्ज की गईं।

विमान का प्रकार, उसकी पंजीकरण संख्या, एयरलाइन और ऑपरेटर का नाम सहित विस्तृत जानकारी देनी होगी। यह भी बताना होगा कि उड़ान मार्ग या सेक्टर, घटना का स्थान और

सिग्नल गड़बड़ी का प्रकार क्या था। सिग्नल के तौर पर जैमिंग, स्पूफिंग या सिग्नल लॉस में से किसी तरह की समस्या आई है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) के नए निर्देश के अनुसार, प्रभावित विमान उपकरण और संबंधित चेतावनी और संचालन पर प्रभाव की भी जानकारी महानिदेशालय को देनी होगी। महानिदेशालय ने यह भी कहा कि एयरलाइंस और पायलट सिस्टम लॉग, स्क्रीनशॉट या फ्लाइट मैनेजमेंट सिस्टम से जुड़े रिकॉर्ड भी रिपोर्ट के साथ जमा कर सकते हैं।

SpiceJet net loss widens to ₹635 cr. in September quarter

SpiceJet on Wednesday reported widening of net loss to ₹635.42 crore in September quarter FY26 as multiple factors, including foreign exchange loss, additional expenses related to grounded as well as re-inducted aircraft and airspace curbs, hit the budget carrier's bottom line. The airline, which had faced multiple headwinds, recorded a net loss of ₹447.54 crore in the year-ago period and expects positive financial performance in second half of the current financial year. PTI

AAIB urges SOPs for weather information for Char Dham ops

Neha LM Tripathi

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NEW DELHI: The Aircraft Accident Investigation Bureau (AAIB) has called for stronger safety mechanisms in the Char Dham helicopter circuit, recommending that authorities establish a standard operating procedure (SOP) for sharing weather information with operators and ensure uninterrupted power supply for critical systems.

In its interim report on the May 17 hard landing of a Pinnacle Air helicopter at Kedarnath, the accident investigating agency found that the pilot had not received weather updates due to a power outage.

"It was reported that weather information was not shared between 08:54 hrs and 12:53 hrs due to a power cut and the unavailability of an alternative power backup for the computer," the report noted, adding that investigators observed the same issue during their site visit.

AAIB noted that there is no dedicated meteorological facility in the Kedarnath valley. The Automated Weather Instrument installed at the Kedarnath helipad provides live data that is connected to a computer, whose screen feed is circulated through a WhatsApp group managed by security staff of the Uttarakhand Civil Aviation Development Authority (UCADA). However, the absence of a backup power source led to a complete halt in weather information sharing during the power cut.

The agency also observed that operators rely on CCTV camera footage from different points in the valley to assess visibility, but there is no formal SOP for UCADA to disseminate weather data. The AAIB has recommended that the Directorate General of Civil Aviation (DGCA) direct UCADA to establish an SOP aligned with existing regulations "to ensure timely dissemination of weather information to all the operators for safe conduct of helicopter operations in the Chardham sector."

It further urged authorities to "make sufficient arrangements like back-up power supply for critical systems, etc."

SpiceJet loss deepens as grounded planes hurt

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NEW DELHI

Low-cost carrier SpiceJet Ltd's loss increased about 36% year-on-year to ₹621 crore in the July-September quarter, hurt by foreign exchange losses and as many of its planes remained grounded for maintenance.

Loss in the previous quarter was ₹234 crore and ₹458 crore in the year-ago period. Revenues fell both sequentially and year-on-year by 30% and 15%, respectively, to ₹730 crore.

The Ajay Singh-promoted airline suffered a ₹190-crore forex loss, compared with a ₹5 crore gain a year earlier, underscoring continued pressure from dollar-denominated lease payments, the company said in an exchange filing.

SpiceJet said that non-operation of "the certain part of its fleet for awaited maintenance" coupled with airspace restrictions in place and weaker rupee against the dollar affected the results for the September quarter. In a fleet of 56 aircraft, 35 were grounded in the June quarter. The airline did not share its operational fleet size for the September quarter.

According to Gagan Dixit, analyst at Elara Capital, SpiceJet will need to take its fleet size to 50 and above for it to turn profitable. "December quarter is expected to be a seasonally better quarter and numbers could see some improvement. But for the numbers to sustain, the airline would need to have its fleet up to 50 ideally and ensure ungrounding of aircraft or ensure supplies," he said.

The July-September period is seen as a seasonally weak quarter for the airline industry.

For an extended version of this story, go to livemint.com.

Low-cost airline SpiceJet's loss widens to ₹635 cr

ENS ECONOMIC BUREAU @ New Delhi

SPICEJET on Wednesday reported widening of net loss to ₹635.42 crore in the second quarter (Q2FY26) as multiple factors including foreign exchange loss, additional expenses related to grounded as well as reinducted aircraft and airspace curbs, hit the budget carrier's bottom line.

The airline, which had faced multiple headwinds, had recorded a net loss of ₹447.54 crore in the year-ago period and expects positive financial performance in the second half. Excluding foreign exchange loss, the carrier had a net loss of ₹447.70 crore in the second quarter of the current fiscal.

Twin glitches in India's sky

AJAY S JASRA

Two breakdowns in aviation rarely occur together by chance; it's like lightning striking the same place twice. When Delhi's Automatic Message Switching System (AMSS) failed recently, slowing air traffic operations to a crawl, several pilots also reported GPS anomalies over northern India-signals suggesting possible spoofing of satellite navigation data. Though officially unconnected, the two events are uncomfortably close in time. In a world where both digital and satellite networks can be disrupted-intentionally or indirectly-this coincidence warrants deeper investigation rather than a quick technical explanation.

The AMSS is the nerve centre of air traffic communication, routing flight plans and operational messages between control towers, airlines, and radar units. It functions much like the WhatsApp of aviation, instantly linking every element of the airspace network. When it fails, controllers revert to manual procedures-typing and reading flight data line by line-slowing traffic and increasing workload. Around the same time, aircraft over India and nearby regions reported intermittent GPS errors and position shifts, classic signs of spoofing. Reports of GPS interference near the India-Pakistan border further strengthen the possibility of deliberate interference by state or non-state actors. Pilots flying along certain northern corridors have noted erratic readings, and the Directorate General of Civil Aviation (DGCA) has reinstated traditional Instrument Landing Systems at Delhi to ensure redundancy when satellite signals are unreliable. In this context, the overlap of a major ground-system failure and a navigation disturbance cannot be dismissed as mere coincidence. The geopolitical proximity to conflict-sensitive regions makes the possibility of spill-over interference entirely plausible. Spoofing, unlike simple jamming, does not block a signal but imitates it. Fake satellite transmissions trick onboard computers into accepting false coordinates, distorting position data. For pilots, this may cause the aircraft symbol to drift on the navigation display, the map to jump, or warnings of "position disagree" to appear.

Such interference has become a global hazard. Data compiled by the international pilot and controller forum OPSGROUP shows a dramatic rise in spoofing incidents-from roughly 300 daily flight disruptions in early 2024 to about 1,500 per day by mid-year. Over one month last summer, more than 41,000 flights worldwide were affected by navigation deception or signal loss. Independent analytics by Aireon and WTW also confirm that cases of jamming and spoofing have risen by more than 60 per cent since 2021. The surge aligns closely with regions under military tension-particularly the Middle East, the Black Sea, and parts of Eastern Europe-where electronic warfare systems are routinely deployed to mislead drones or missiles, with civil aircraft becoming collateral victims. International regulators have long warned of this trend. The European Union Aviation Safety Agency (EASA) has documented the spread of GNSS interference and urged a unified European response. Its 2024 advisory called for centralised monitoring networks and pilot training in recognising spoofing symptoms.

The International Civil Aviation Organisation (ICAO) recently highlighted GNSS disruption as a rising "safety-of-flight risk" and urged continuous reporting by air navigation service providers. OPSGROUP identified multiple safety concerns and operational risks, noting that spoofing is now common and often impacts several aircraft simultaneously. The Delhi incident reveals broader systemic vulnerabilities, as increased automation in aviation, while efficient, creates dangerous dependence on complex technology. A simultaneous failure of ground networks and satellite links greatly reduces the chances for human intervention. The way forward globally is being defined: ICAO, EASA, and IATA advocate creating real-time GNSS interference monitoring cells-akin to weather centres-to issue alerts swiftly. Airlines are advised to train crews to cross-check navigation sources, maintain proficiency in radio-based navigation, and log interference systematically. Airports are reinforcing conventional navigation aids (VOR, DME, ILS) for non-satellite redundancy. Crucially, regulators must treat simultaneous system failures as credible scenarios, not hypotheticals.

The Pioneer
SINCE 1865

With dense airspace, overlapping civil-military operations, and proximity to high-tension borders, India cannot afford to treat GNSS disruptions as distant or occasional events. A joint civil-military monitoring cell under the DGCA and the Airports Authority of India should integrate pilot reports, satellite analytics, and ground data into a real-time alert network. Strengthening indigenous navigation systems such as NavIC and the GAGAN satellite-based augmentation system will also reduce dependence on foreign GPS signals, enhancing both safety and self-reliance. Delhi's recent turbulence may be a temporary hiccup, but the lesson endures. "Coincidence" isn't an adequate explanation for the simultaneous failure of two critical aviation systems in an era of hybrid warfare. The silence carries an urgent question: what truly happened when India's messages stopped and its satellites started lying?

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DGCA asks pilots, air traffic controllers to report GPS spoofing within 10 mins of occurrence

PIONEER NEWS SERVICE
■ New Delhi

Aviation watchdog DGCA has asked airlines, pilots and air traffic controllers to report GPS spoofing incidents within 10 minutes of the occurrences, amid recent such incidents at the Delhi airport.

In recent days, incidents of GPS spoofing and interference has been reported in and around the national capital's Indira Gandhi International Airport (IGIA), the country's busiest airport that handles over 1,500 flight movements daily.

Against this backdrop, the Directorate General of Civil Aviation (DGCA) has decided to put in a place system to ensure real time reporting of GPS interference and spoofing incidents.

Global Positioning System (GPS)/ Global Navigation Satellite System (GNSS) spoofing and jamming refers to attempts to manipulate a user's navigation system by giving false signals.

"Any pilot, ATC controller, or technical unit detecting abnormal GPS behaviour (eg. Position anomalies, navigation errors, loss of GNSS signal integrity, or spoofed location data) shall initiate real time reporting (within 10 minutes of occurrence)," the regulator said in a three-page circular issued on November 10.

The initial report should compulsorily have details such as date and time of occurrence, aircraft type and registration, airline name, flight route and coordinates of occurrence or area affected.

Also, the watchdog has said the entities should mention about the type of interference as to whether it was "jamming / spoofing / signal loss / integrity error" as well as aircraft equipment affected by the interference.

According to the DGCA, airline operators, pilots and ATS units may include further supporting details such as preservation of system logs, screenshots or images of the Flight Management System (FMS) and records of effects on connected systems and platforms.

ATS refers to Air Traffic Services. All aircraft operators, flight crew and Airports Authority of India (AAI), including Air Traffic Control (ATC) and Communication, Navigation, Surveillance (CNS) units, operating in and around the Delhi airport have been asked to follow the instructions in the circular.

The CNS is the main function of Air Navigation Services (ANS) and Air Traffic Management (ATM). These critical functions are provided by the AAI.

"In view of the recent occurrences of GPS spoofing and GNSS interference reported in and around IGI Airport, New Delhi, it is imperative that all aviation stakeholders ensure prompt detection and real-time reporting (within 10 minutes of occurrence) of such events to maintain flight safety and operational integrity," the circular said.

The DGCA is probing the incidents of GPS spoofing at the Delhi airport and is also collecting such occurrences to have a better understanding of the situation.

In India, as many as 465 GPS interference and spoofing incidents were reported in the border region, mostly in the Amritsar and Jammu areas, between November 2023 and February 2025.

Several airlines had reported that aircraft operating in and around Amritsar have experienced GPS/GNSS interference.

Airlines have been reporting GPS interference with their flights in different parts of the world, especially while flying near or over conflict zones.

Both the International Civil Aviation Organisation (ICAO) and the International Air Transport Association (IATA) have been looking at the issue of GPS spoofing and jamming and looking at ways to deal with them.

मुंबई-वाराणसी फ्लाइट को बम की धमकी, इमरजेंसी लैंडिंग

पंजाब केसरी/वाराणसी

मुंबई से वाराणसी आ रही एयर इंडिया एक्सप्रेस की फ्लाइट आईएक्स1023 को बम की धमकी मिलने से हड़कंप मच गया। विमान की तुरंत इमरजेंसी लैंडिंग करानी पड़ी। सभी 176 यात्री सुरक्षित बाहर निकाल लिए गए हैं। लाल बहादुर शास्त्री अंतर्राष्ट्रीय हवाई अड्डे पर हाई अलर्ट जारी है। बम निरोधक दस्ते विमान और यात्रियों के सामान की विस्तृत जांच कर रहे हैं। जबकि इंडिगो को उसकी कई उड़ानों में जो कि दिल्ली हवाई अड्डे से उड़नी थी में बम की धमकी मिली लेकिन जांच के बाद कुछ नहीं निकला। एयर इंडिया की फ्लाइट मुंबई से दोपहर 1:30 बजे रवाना हुई थी और शाम 3:50 बजे वाराणसी पहुंचने वाली थी। उड़ान के दौरान एयरलाइन को सुरक्षा धमकी मिली। प्रोटोकॉल के तहत विमान को तुरंत वाराणसी एयरपोर्ट पर उतारा गया। लैंडिंग के बाद प्लेन को आइसोलेशन-बे में ले जाया गया। सभी यात्रियों को सुरक्षित उतार लिया गया। बम डिस्पोजल स्क्वायड और सिक्योरिटी एजेंसियां विमान की गहन जांच कर रही हैं। यात्रियों के बैग और सामान की भी स्कैनिंग हो रही है। एयर इंडिया के मुताबिक, वाराणसी जाने वाली हमारी एक उड़ान को सुरक्षा संबंधी धमकी मिली।

कम नहीं हो रहीं यात्रियों की मुश्किलें

स्पाइसजेट की कोलकाता फ्लाइट रद्द, मुंबई की फ्लाइट पौने आठ घंटे देरी से पहुंची

जयपुर @ पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट से सफर करने वाले यात्रियों की मुश्किलें कम होने का नाम नहीं ले रही है। रोजाना कई उड़ानों का संचालन प्रभावित हो रहा है, जिससे यात्रियों को असुविधा का सामना करना पड़ रहा है। मंगलवार को भी एक फ्लाइट का संचालन ऐनवक्त पर रद्द कर दिया गया, जबकि आधा दर्जन से अधिक उड़ानें देरी से आई और रवाना हुई। एयरपोर्ट प्रशासन के अनुसार, स्पाइसजेट एयरलाइंस की सुबह 11:05 बजे जयपुर से कोलकाता जाने वाली फ्लाइट को एयरलाइंस ने ऑपरेशनल कारण बताते हुए अंतिम समय में रद्द कर दिया। इससे यात्रियों को भारी परेशानी हुई। इसके अलावा, स्पाइसजेट की सुबह 9 बजे मुंबई से आने वाली फ्लाइट लगभग पौने आठ घंटे की देरी से जयपुर पहुंची। इंडिगो एयरलाइंस की शाम 4:55 बजे दिल्ली से आने वाली फ्लाइट भी एक घंटे की देरी से पहुंची। इसी तरह इंडिगो की

अहमदाबाद से शाम 8:25 बजे, अबूधाबी से शाम 7:20 बजे, कोलकाता से रात 9:30 बजे, उदयपुर और इंदौर से रात 10 बजे आने वाली फ्लाइटें भी लगभग आधा-आधा घंटा देरी से जयपुर पहुंचीं।

इधर, जयपुर से रवाना होने वाली उड़ानों पर भी देरी का असर दिखा। इंडिगो की शाम 5:25 बजे चेन्नई जाने वाली फ्लाइट एक घंटे की देरी से रवाना हुई। स्पाइसजेट की शाम 6:15 बजे मुंबई, एयर इंडिया एक्सप्रेस की शाम 6:40 बजे, इंडिगो की शाम 7:05 बजे और एयर इंडिया की शाम 7:55 बजे मुंबई जाने वाली फ्लाइटें भी लगभग आधा-आधा घंटे देर से रवाना हुई। एयरपोर्ट सूत्रों के अनुसार, विभिन्न एयरलाइंस की आंतरिक व्यवस्थाओं और ऑपरेशनल दिक्कतों के कारण फ्लाइट संचालन लगातार प्रभावित हो रहा है। इसके चलते यात्रियों को लंबे इंतजार, यात्रा कार्यक्रम बिगड़ने और कनेक्टिंग फ्लाइट छूटने जैसी दिक्कतों का सामना करना पड़ रहा है।

Red Fort Metro station to remain shut today, IndiGo issues travel advisory

STATESMAN NEWS SERVICE
New Delhi, 11 November

A day after the horrific car bomb blast near Red Fort here that claimed 13 lives, the DMRC announced that the Lal Qila (Red Fort) Metro Station would continue to remain closed on Wednesday citing security reasons.

"Due to security reasons the Lal Qila Metro Station shall continue to remain closed on 12th of November also. All other stations are functional as normal. Please follow our social media channels for further updates," the DMRC on Tuesday said in a post on X, Earlier in another post, the DMRC said, "Lal Qila Metro Station is closed due to security reasons. All other stations are functional as normal."

Post the blast that occurred on Monday evening, security has been tightened across the national capital. Meanwhile, private airline IndiGo has issued a travel advisory urging passengers to arrive early at airports due to enhanced security measures.

"Enhanced security measures are currently in place at all airports. We kindly request all customers to arrive early to allow adequate time for entry checks, security screening and check-in," the private airline wrote on its official X handle.

"As per regulatory requirements, passengers may be required to undergo secondary security checks before boarding," the airline said.

"We appreciate your patience and cooperation. We look forward to welcoming you on board. Safe travels," Indigo added.

Window seat without window, airline in court

New York: United Airlines has asked a federal judge to dismiss a lawsuit claiming it unfairly charged passengers extra money to sit in "window seats" that, to their surprise, lacked windows.

Passengers filed proposed class actions in August against United and Delta Air Lines after finding their seats on Boeing 737, Boeing 757 and Airbus A321 planes were windowless, which they say wasn't flagged during the booking process.

But in a Monday filing in San Francisco federal court, United said it never contractually promised that seats in the window position would have views, even when it used "window" to label those seats on seat selection screens and boarding passes.

A United Airlines plane at the tarmac of Newark International Airport in New Jersey. (Reuters)

"The word 'window' identifies the position of the seat—i.e., next to the wall of the main body of the aircraft," United said. "The use of the word 'window' in reference to a particular seat cannot reasonably be interpreted as a promise that the seat will have an exterior window view."

United, based in Chicago, also said courts have repeatedly held that federal law generally prohibits passengers from pursuing breach of contract claims concerning airline fees and surcharges, including the cost for more desirable seats.

Such fees, known as ancillary revenue, help carriers generate revenue while keeping base fares lower.

Carter Greenbaum, a lawyer for the United plaintiffs, said in an email that United's position was "contrary to the reasonable expectations of countless passengers who unknowingly paid extra money for windowless window seats. Consumers deserve better than empty promises and United's word games".

Reuters

SpiceJet loss widens to ₹635cr in Sept qtr

New Delhi: SpiceJet reported widening of net loss to Rs 635.4 crore in Sept quarter FY26 as multiple factors, including foreign exchange loss, additional expenses related to grounded as well as reinducted aircraft and airspace curbs, hit the budget carrier's bottom line. The airline had recorded a net loss of Rs 447.5 crore in the year-ago period. AGENCIES

Report GPS spoofing within 10 mins: DGCA to pilots, ATC

Delhi Airport Has Been Regularly Issuing Alerts

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National Security Advisor Ajit Doval's office has launched a probe into the unprecedented GPS spoofing at the Delhi airport

The NSA is coordinating with multiple aviation and defence agencies as spoofing has been common in conflict zones

New Delhi: The Directorate General of Civil Aviation (DGCA) has made it mandatory for pilots and air traffic controllers (ATC) to report GPS spoofing within 10 minutes of encountering it.

Issuing a 'reporting protocol' after the Delhi airport started witnessing the phenomenon for the first time in recent weeks, the regulator stated: "Any pilot, ATC controller, or technical unit detecting abnormal GPS behaviour (like position anomalies, navigation errors, loss of GNSS signal integrity, or spoofed location data) shall initiate real-time reporting (within 10 minutes of occurrence)."

A GNSS signal is a radio wave transmitted by satellites that contains data about their position and the time the signal was sent.

The real-time information will require details like date and time of spoofing occurrence; aircraft type & registration; operator/airline name; flight sector/ route; coordinates (latitude & longitude) of occurrence or area affected; type of interference like jamming or spoofing or signal loss or integrity error; aircraft equipment affected by the interference and any operational impact.

The office of National Security Advisor (NSA) Ajit Doval has launched a probe into the unprecedented GPS spoofing at the Delhi airport.

Because of this, aircraft coming in to land at IGIA often get wrong location or heading and false terrain warnings about 60 nautical miles from the airport.

The NSA is learnt to be coordinating with multiple aviation and defence agencies on the issue as spoofing has been common in conflict zones that start areas near the India-Pak border to patches all the way to Ukraine.

But this is the first time that Delhi airport has faced this issue.

The "automatic terminal information service" (ATIS) for Delhi airport has been regularly issuing alerts about spoofing. Airlines have accordingly informed pilots about the possibility of facing this phenomenon in Delhi.