

AMAR UJALA

DELHI

14 JANUARY 2026

उद्घाटन के लिए नोएडा एयरपोर्ट को मिल सकती है सशर्त मंजूरी उड़ानों का संचालन सभी सुरक्षा मानक पूरे करने पर ही होगा संभव

अमर उजाला ब्यूरो

ग्रेटर नोएडा। नोएडा अंतरराष्ट्रीय हवाईअड्डे पर सुरक्षा मानकों को पूरा करने के लिए युद्ध स्तर पर कार्य किया जा रहा है। संभावना है कि हवाईअड्डे के उद्घाटन के लिए तय समय में मानकों को पूरा करने की गारंटी देने के बाद वाणिज्यिक उड़ानों को मंजूरी मिल सकती है। हालांकि, कॉमर्शियल फ्लाइटों का संचालन तभी शुरू होगा, जब इसके सभी सुरक्षा मानक पूरे हो जाएंगे।

नोएडा अंतरराष्ट्रीय हवाईअड्डे का संचालन और उद्घाटन की तिथि लगातार लंबित हो रही है। ब्यूरो ऑफ सिविल एविएशन सिव्योरिटी (बकास) की ओर से पूर्व में 25 सुरक्षा कार्य पूरे न होने को लेकर आपत्तियां लगाई गई थीं। इनमें सीसीटीवी, चाहरदीवारी के पास वॉच टावर, कुछ सुरक्षा उपकरणों को बदलने समेत अन्य आपत्तियां थीं। इन आपत्तियों के

15 जनवरी के बाद उद्घाटन की तिथि की हो सकती है

घोषणा : मुख्यमंत्री योगी आदित्यनाथ ने कुछ समय पहले एक कार्यक्रम में



फ्लाइटों के संचालन के लिए इंतजार करना पड़ सकता है।

निस्तारण के लिए नोएडा एयरपोर्ट प्रबंधन तेजी से कार्य कर रहा है। इनमें से अधिकतर कार्यों को मानकों के आधार पर पूरा कर लिया गया है। वहीं, कुछ बची हुई आपत्तियों का निस्तारण करने की दिशा में युद्ध स्तर पर कार्य किए जा रहे हैं।

बकास की टीमों ने जनवरी में लगातार सुरक्षा मानकों की जांच की है। वहीं, अब इन बचे हुए मानकों को तय समय पर पूरा करने के लिए बकास सशर्त अनापत्ति प्रमाण पत्र दे

15 जनवरी के बाद हवाईअड्डे के उद्घाटन करने की बात कही थी। माना जा रहा है कि सशर्त अनापत्ति प्रमाण पत्र मिलने के बाद उद्घाटन की तिथि नियत हो सकती है। हालांकि, फिर भी हवाई अड्डे पर कॉमर्शियल

सकता है। यह सशर्त अनापत्ति प्रमाण पत्र केवल हवाईअड्डे के उद्घाटन के लिए ही दी जा सकती है। इसके लिए नोएडा अंतरराष्ट्रीय हवाई अड्डा प्रबंधन को तय समय में पूरा करने का एक स्व घोषणा पत्र देना होगा। इसमें तय समय में सुरक्षा संबंधी सभी अनापत्तियों का निस्तारण करना होगा। इसके बाद ही हवाईअड्डे के लिए डीजीसीए लाइसेंस जारी करेगा और वाणिज्यिक उड़ानों का संचालन शुरू किया जा सकेगा।



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JANUARY 2026

‘Complete Chennai airport T2 works on time’

Our Bureau
Chennai

The Ministry of Civil Aviation has instructed the authorities concerned to complete the second phase of the New Integrated Terminal Building T2 at the Chennai airport on time.

This follows a review meeting by Civil Aviation Secretary Samir Kumar Sinha on Monday on the progress of the project.

The Ministry instructed the Airports Authority of India, L&T and the PMC to coordinate, resolve issues and complete the important project without delay, a social media post by the Ministry said.

The Phase II expansion, covering an area of 86,135 sq m, is being developed to

enhance capacity to 35 million passengers per annum and improve the overall travel experience for passengers, focusing on smoother movement, better accessibility and meeting the growing air traffic demand in the region, the post said.



Corporate Communications Directorate

DESHBANDHU

DELHI

14 JANUARY 2026

इंडिगो की न्यू ईयर सेल किराया 1,499 रुपए से शुरू

नई दिल्ली। निजी विमान सेवा कंपनी इंडिगो ने मंगलवार को न्यू ईयर सेल की घोषणा की जिसमें घरेलू मार्गों पर किराया 1,499 रुपए से शुरू हो रहा है। इंडिगो ने मंगलवार को एक प्रेस विज्ञप्ति में बताया कि यह सेल 13 से 16 जनवरी तक जारी रहेगी। इसमें घरेलू मार्गों पर सभी कर एवं शुल्क सहित किराया 1,499 रुपए से शुरू होगा। वहीं, अंतरराष्ट्रीय मार्गों पर किराया 4,499 रुपए से शुरू होगा। साथ ही चुनिंदा 6ई एडऑन पर 70 प्रतिशत तक की छूट भी मिलेगी। इस ऑफर के तहत 20 जनवरी से 30 अप्रैल तक की यात्रा के लिए टिकट की बुकिंग की जा सकेगी। बुकिंग यात्रा से कम से कम सात दिन पहले करानी होगी। इंडिगोस्ट्रेच का किराया चुनिंदा घरेलू मार्गों पर 9,999 रुपए से शुरू होगा। एयरलाइन ने बताया कि इंडिगो की वेबसाइट, ऐप, व्हाट्सएप व एआई एसिस्टेंट 6 ईस्काई से सीधे टिकट बुक कराने पर दो साल तक के बच्चों के टिकट एक रुपए में बुक कराए जा सकेंगे।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

14 JANUARY 2026

दिल्ली में छह दिन तक रोजाना ढाई घंटे बंद रहेगा हवाई क्षेत्र

जागरण संवाददाता, नई दिल्ली: गणतंत्र दिवस समारोह की सुरक्षा तैयारियों और परेड रिहर्सल के चलते देश की राजधानी दिल्ली का हवाई क्षेत्र 21 जनवरी से लगातार छह दिन तक रोजाना दो घंटे के लिए बंद रहेगा। सरकार द्वारा जारी ताजा नोटम (नोटिस टू एयरमैन) के अनुसार, इस पाबंदी के कारण दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय

गणतंत्र दिवस समारोह की सुरक्षा तैयारी और परेड रिहर्सल के चलते छह दिन में 600 अधिक उड़ानें होंगी प्रभावित

हवाई अड्डे (आइजीआई) से संचालित होने वाली 600 से अधिक उड़ानों पर सीधा असर पड़ेगा।

नागरिक उड्डयन मंत्रालय के दिशा-निर्देशों के मुताबिक, हवाई क्षेत्र की यह बंदी 21

जनवरी से शुरू होकर 26 जनवरी तक जारी रहेगी। इस दौरान रोजाना सुबह 10:20 बजे से दोपहर 12:45 बजे तक लगभग 2.25 घंटे दिल्ली में उड़ानों की आवाजाही पूरी तरह से प्रतिबंधित रहेगी। यह समय मुख्य रूप से भारतीय वायुसेना के विमानों द्वारा गणतंत्र दिवस परेड की रिहर्सल और फ्लाईपास्ट के अभ्यास के लिए सुरक्षित रखा गया है। इस अवधि में किसी भी व्यावसायिक, निजी या मालवाहक विमान को लैंडिंग या टेक ऑफ की

अनुमति नहीं होगी।

यात्रियों को ठंड और देरी की दोहरी मार : कोहरे के कारण पहले से ही विमानों के परिचालन में दिक्कतें आ रही हैं। इस नए सुरक्षा प्रोटोकॉल के कारण यात्रियों की मुश्किलें और बढ़ जाएंगी। अनुमान है कि रोजाना औसतन 100 से अधिक उड़ानों के समय में बदलाव करना पड़ेगा। इससे न केवल दिल्ली आने वाले यात्री, बल्कि दिल्ली से कनेक्टिंग फ्लाइट लेने वाले अंतरराष्ट्रीय यात्री भी प्रभावित होंगे।

आइजीआइ एयरपोर्ट पर काम नहीं करते डिजियात्रा गेट

गीतम कुमार मिश्रा • जगरण

नई दिल्ली: जिस डिजियात्रा को भविष्य की यात्रा का पर्याय, समय की बचत और कतार से मुक्ति की बात कहकर देश के सबसे बड़े आइजीआइ एयरपोर्ट पर खूब प्रचार किया गया, उस सुविधा का इस्तेमाल यात्री पूरी तरह से नहीं कर पा रहे हैं। यात्रियों की आवाजाही के मामले में देश में नंबर वन होने के बावजूद डिजियात्रा के उपयोग में आइजीआइ एयरपोर्ट दूसरे स्थान पर है। पहले स्थान पर बेंगलुरु एयरपोर्ट है।

आइजीआइ एयरपोर्ट के टर्मिनल-3 पर गेट नंबर सात और आठ पर लंबे समय से डिजियात्रा गेट खराब है। इससे यात्री सामान्य गेट से टर्मिनल में प्रवेश के लिए कतार में खड़े होने को मजबूर होते हैं। इसी तरह टर्मिनल-1 पर कई बार गेट काम करने के बाद भी स्कैनिंग में दिक्कत आती है।

टर्मिनल-3 पर पहले डिजियात्रा एप डाउनलोड करने और इसका उपयोग समझाने के लिए एक विशेष काउंटर

डिजियात्रा के इस्तेमाल में बेंगलुरु एयरपोर्ट से काफी पीछे है आइजीआइ सामान्य गेट से प्रवेश के लिए कतार में खड़े होने को मजबूर होते हैं यात्री

76.9 लाख यात्रियों ने बेंगलुरु एयरपोर्ट में डिजियात्रा का किया उपयोग, दिल्ली में यह संख्या 57.3 लाख रही

75.7 लाख यात्रियों ने 2024 में बेंगलुरु में सुविधा का उपयोग किया वहीं, दिल्ली में यह संख्या 63.4 लाख थी

बनाया गया था। यह गेट संख्या एक के सामने था, लेकिन समय के साथ इसे बंद कर दिया गया। जो यात्री इस तकनीक से परिचित नहीं हैं, उनको अधिक दिक्कत आती है।

विशेषज्ञों का कहना है कि दिल्ली जैसे मेगा हब में डिजियात्रा को अपनाने की कम दर के पीछे के मुख्य कारण तकनीकी चुनौतियां, इंफ्रस्ट्रक्चर की



टर्मिनल 3 पर डिजियात्रा गेट के काम नहीं करने पर सामान्य गेट से प्रवेश कर रहे यात्री

जटिलता और प्रचार व जागरूकता की कमी है।

विशेषज्ञ यह भी कहते हैं कि दिल्ली में यात्रियों में विविधता अधिक है। बुजुर्ग, छोटे शहरों से आने वाले परिवार डिजिटल प्रक्रियाओं को अपनाने में संकोच करते हैं।

बेंगलुरु नंबर वन कैसे : विशेषज्ञों का कहना है कि डिजियात्रा की जब शुरुआत

हुई थी, तब दिल्ली व बेंगलुरु दोनों एयरपोर्ट आगे थे, लेकिन बेंगलुरु ने तेजी से बढ़त बना ली। इसका प्रमुख कारण यात्रियों की डेमोग्राफी है।

बेंगलुरु भारत की आइटी राजधानी है, जहां ज्यादातर यात्री युवा, टेक-सेवी पेशेवर हैं। वे डिजिटल टूल्स और नए एप्स को जल्दी अपनाने हैं, जिससे डिजियात्रा का उपयोग स्वाभाविक रूप से

डिजियात्रा एप से एयरपोर्ट पर वचता है समय

यह एप फेशियल रिकग्निशन तकनीक पर आधारित है। डिजियात्रा के बारे में सरकार का दावा है कि इसके इस्तेमाल से टर्मिनल में प्रवेश से लेकर बोर्डिंग तक की प्रक्रिया के दौरान लगने वाले कुल समय में लगभग आधे की बचत होती है। आइजीआइ एयरपोर्ट पर रोजाना करीब 1.10 लाख यात्री प्रस्थान के लिए पहुंचते हैं। इनमें 80 से 90 हजार धरेलू यात्री डिजियात्रा का इस्तेमाल कर सकते हैं।

ज्यादा हुआ। दिल्ली में कई बार फेशियल स्कैन में लाइटिंग, एंगल, चेहरे पर मास्क या चश्मे की वजह से दिक्कत होती है। जिससे यात्री सामान्य कतार में लौटने को मजबूर होते हैं।

बेंगलुरु में सिस्टम ज्यादा सुचारू और तेज चलता है, जहां डेडिकेटेड लाइनें बेहतर तरीके से मैनेज होती हैं और अनुभव सहज रहता है।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

14 JANUARY 2026

R-Day: Delhi airport ops to be hit for 6 days

YARUQHULLAH KHAN
New Delhi, January 13

FLIGHT OPERATIONS AT Indira Gandhi International Airport in Delhi will be paused between 10.20 am and 12.45 pm from January 21 to January 26.

This would be as part of increased security measures amid Republic Day rehearsals, the Centre said in a NOTAM (notice to airmen) on Tuesday.

According to data from Flightradar24, nearly 650-700 flights will need to be rescheduled.

"Fog disruptions in the 0500-0800 IST slot will have a major ripple effect, and most flights will have to be rescheduled after 12.45 pm when the NOTAM lifts," Mark D Martin, CEO, Martin Consulting, an aviation safety and compliance firm in Asia, told *FE*.

The closure is required for safety reasons to protect the aircraft flying in the Republic Day flypast and the dignitaries at the event.

Explainer

● Why telcos are at war with metro & airport owners

THE DISPUTE CENTRES on who controls and deploys telecom infrastructure—specifically, in-building mobile networks—inside large public transport infrastructure. Reliance Jio Infocomm, Bharti Airtel and Vodafone Idea — argue that metro rail corporations and airport operators are denying them direct access to deploy their own networks or compelling them to use infrastructure built or controlled by an entity appointed or promoted by the property owner.

In the case of the Mumbai Metro Aqua Line, telcos allege that the metro authority awarded the contract to a third-party vendor through a tender where telcos were not considered. Again, they allege that the Adani Group-owned Navi Mumbai International Airport Limited (NMIAL) has refused to grant them Right of Way (RoW) permissions to deploy their own in-building networks and instead seeks to impose a centrally controlled arrangement. A similar issue is cited in Delhi-NCR infrastructure such as airport underpasses and tunnels. Telcos argue that such arrangements create exclusivity and turn the infrastructure owner into a gatekeeper.



What's behind mobile signal drops in airports & metros

A standoff between telcos and standalone infrastructure owners over who controls mobile networks inside public facilities has led to network blackouts at the Navi Mumbai airport and the Mumbai Metro Aqua Line. It has now escalated into a commercial conflict, with travellers caught in the middle, explains *Urvi Malvania*

RELIANCE JIO, AIRTEL & VODAFONE IDEA ARGUE THAT AIRPORT OPERATORS & METRO AUTHORITIES ARE DENYING THEM DIRECT ACCESS TO DEPLOY THEIR NETWORKS

₹92 lakh

PER MONTH PER TELCO IS THE FEE CHARGED BY NAVI MUMBAI AIRPORT

● What is the telcos' argument?

THE TELCOS' CORE argument is that responsibility for enabling telecom connectivity inside complex public infrastructure lies either with the licensed telecom operators themselves or, in specific cases such as tunnels, with the property owner—but not through exclusive or monopolistic arrangements. They contend that NMIAL cannot deny RoW to licensed operators, appoint itself or another entity as a “neutral host,” or impose exclusive arrangements that force all operators to use one network.

In the Mumbai Metro context, including the Aqua Line, telcos say they should be allowed to deploy a common, TSP-led IBS network without being compelled to route services through a third-party vendor selected by it.

For the Jewar Airport and comparable tunnels, the Department of Telecommunications has stated that the property owner bears responsibility for enabling telecom infrastructure and cannot levy usage or entry charges on telcos for IBS deployed inside such facilities.

● The monetary angle in the dispute

IN THE NMIAL case, telcos allege that the airport operator is seeking to charge them recurring fees that go well beyond administrative or restoration costs, which are the only charges allowed under the RoW framework. Telcos argue that being compelled to use a centrally controlled or airport-owned network exposes them to arbitrarily high and commercially unviable fees, effectively converting a statutory facilitation process into a revenue-generating model for the infrastructure owner. Similar concerns are raised in the Mumbai Metro context, where third-party vendors are alleged to have imposed inflated charges, and high rental costs. For example, in

case of the Mumbai Metro Aqua Line, telcos are being charged ₹7.5 lakh per station, per month. Telcos have argued that the cost of setting up the infrastructure is equal to the fees for the first two years, and the rest of the fees will accrue as profits for the third-party vendor. The contract of the third-party vendor spans more than two years. In case of existing metro and airport projects, monthly fees have been hiked to ₹80,000 - 90,000 after years of deployment. In case of the Navi Mumbai Airport, the charge is ₹92 lakh per month per operator, which the telcos say exceed the total capital expenditure on deployment of an independent IBS network.

● How Right of Way and In-Building Solutions work

RIGHT OF WAY (RoW) refers to the statutory permission granted to licensed telecom operators to access land or premises owned or controlled by public authorities for deploying telecom infrastructure. Under the Telecommunications Act, 2023 and the Right of Way Rules,

public authorities managing places such as airports, metro stations, tunnels, and similar facilities are required to grant RoW to licensed operators in a non-discriminatory and time-bound manner, subject only to limited, prescribed charges. In-Building Solutions (IBS) refers to telecom infrastru-

cture installed inside enclosed structures where outdoor mobile signals do not adequately penetrate. Telcos say active IBS infrastructure can be operated only by licensed telecom service providers holding spectrum, not by unlicensed entities or infrastructure-only providers.

● Impact on the end-user

THE PRIMARY IMPACT on end users is poor, inconsistent, or entirely absent mobile connectivity in critical public infrastructure, resulting in dropped calls and lack of mobile data. This affects not only consumer convenience but also operational safety, emergency communications, and digital services

that depend on uninterrupted network access. From the user's perspective, the dispute translates into degraded service quality in spaces where reliable connectivity is expected as a basic utility, particularly in newly built, high-profile public infrastructure such as airports and metro corridors.





Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

13 JANUARY 2026

MUMBAI

B'luru airport sees 8% jump in passengers

Bangalore International Airport saw passenger traffic at its facility growing 8 per cent year-on-year to 43.82 million in 2025, driven by rising demand, expanding international connectivity, and sustained infrastructure investments, BIAL said on Monday.

In 2024, the airport reported a passenger traffic of 40.73 million.

Besides, the airport handled 520,985 metric tonnes of cargo in CY 2025, registering a 5 per cent year-on-year increase over CY 2024, Bangalore International Airport Ltd (BIAL) said.

BIAL said in 2026, it will continue to focus on strengthening global connectivity, expanding airline partnerships and scaling up capacity across passenger and cargo operations, with the objective of enabling seamless travel experiences and supporting long-term growth of Bengaluru as a global hub.



Corporate Communications Directorate

HINDUSTAN

DELHI

14 JANUARY 2026

विमान सेवा दो दिन प्रभावित रहेगी

नई दिल्ली, एजेंसी। केंद्र सरकार ने गणतंत्र दिवस को लेकर 26 और 29 जनवरी को दिल्ली एयरपोर्ट के हवाई क्षेत्र को ठप करने का फैसला किया है। एक अधिकारी ने मंगलवार को बताया कि 26 जनवरी को सुबह साढ़े

आठ से दोपहर एक बजे और दोपहर तीन से शाम छह बजे तक विमान सेवा ठप रहेगी। इसी तरह 29 जनवरी को बीटिंग द रिट्रीट सेरेमनी को लेकर दोपहर तीन से शाम सात बजे तक हवाई क्षेत्र बंद रहेगा।



Corporate Communications Directorate

HINDUSTAN

DELHI

14 JANUARY 2026

अकासा एयर की उड़ान में खराबी से यात्री उतारे गए

मुंबई, एजेंसी। पुणे से बेंगलुरु जा रही अकासा एयर की उड़ान में मंगलवार को तकनीकी खराबी आने के बाद यात्रियों को उतार दिया गया। सभी यात्री विमान में बैठ चुके थे। एक सूत्र ने यह जानकारी दी।

विमान पुणे से सुबह 8:50 बजे उड़ान भरने वाला था। एक यात्री ने बताया, 'पुणे से बेंगलुरु जाने वाली अकासा एयर की उड़ान क्यूपी1312 को पुणे हवाई अड्डे पर रोके रखा गया। सभी यात्री विमान में बैठे थे, तभी कुछ तकनीकी समस्या होने से सभी को विमान से उतार लिया गया। अकासा एयर ने तकनीकी कारणों से उड़ान में

इंजन में खामी के बाद पेरिस की उड़ान डायवर्ट

बेंगलुरु से पेरिस जा रही एयर फ्रांस की एक उड़ान को मंगलवार तड़के इंजन में खराबी के कारण तुर्कमेनिस्तान की तरफ मोड़ दिया गया। एयर फ्रांस ने बताया कि विमान तड़के 3:37 बजे तुर्कमेनिस्तान के अश्गाबात हवाई अड्डे पर सुरक्षित रूप से उतार लिया गया।

देरी होने की पुष्टि की। एयरलाइन ने बताया, 'विमान की फिलहाल जांच की जा रही है और अब यह उड़ान दोपहर 1:15 बजे रवाना की जाएगी।'

छह दिनों तक कुछ घंटों के लिए बंद रहेगा एयरपोर्ट

नई दिल्ली, 13 जनवरी (नवोदय टाइम्स): हवाई यात्रियों को गणतंत्र दिवस के मद्देनजर कुछ दिनों के परेशानी का सामना करना पड़ सकता है। गणतंत्र दिवस समारोह की सुरक्षा को देखते हुए इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट पर फ्लाइट का संचालन छह दिनों तक रोजाना कुछ घंटों के लिए बंद रहेगा। गणतंत्र दिवस सुरक्षा प्रोटोकॉल के तहत एयरस्पेस 21 जनवरी से 26 जनवरी तक बंद रहेगा।

सरकारी नोटिस टू एयरमैन

(नोटाम) के

मुताबिक

इन छह

दिनों में

रोजाना

सुबह

10:20

बजे से

दोपहर

12:5 बजे

तक यानी

करीब 145 मिनट तक फ्लाइट

संचालन बंद रहेगा। गौर करने वाली

बात यह है कि यह समय एयरपोर्ट

के सबसे व्यस्त स्लॉट में आता है।

जब घरेलू उड़ानों के साथ यूरोप और

अन्य शहरों के लिए कनेक्टिंग फ्लाइट

पकड़ते हैं। ऐसे में इससे बहुत सी

फ्लाइट प्रभावित होगी।

यह रोक गणतंत्र दिवस की

रिहर्सल, सुरक्षा ड्रिल और समारोह

के दौरान होने वाले एयर शो और

फ्लाईपास्ट के लिए लगाई गई है। जाहिर सी बात है कि इस दौरान एयरस्पेस को सुरक्षित रखना सबसे जरूरी होता है ताकि हर हाल में वीबीआईपी मूवमेंट और विमानों की सुरक्षा सुनिश्चित की जा सके। हर साल गणतंत्र दिवस से पहले की जाने वाली यह मानक प्रक्रिया है।

किस पर पड़ेगा असर

इस रोक का असर न सिर्फ घरेलू

बल्कि अंतरराष्ट्रीय फ्लाइट पर भी

पड़ेगा। टोरंटो, वाशिंगटन, ताशकंद,

काठमांडू और कोलंबो जैसी

डिस्टिनेशन

के लिए

फ्लाइट में

देरी या

रोह्यूल

बदलाव हो

सकता है।

ऐसे में

एयरलाइंस

की तरफ

से यात्रियों

को सलाह

दी गई है

कि कुछ फ्लाइट रद्द भी की जा सकती

हैं। जबकि कई फ्लाइट के समय में

बदलाव होगा।

यात्रियों को रीबुकिंग का सामना

करना पड़ सकता है, जिससे

एयरलाइंस के लिए ऑपरेशनल

चुनौतियां बढ़ेंगी। यात्रियों को भी

सलाह दी गई है कि वह सभी

संभावनाओं को देखते हुए फ्लाइट

बुक कराएं। जिनकी फ्लाइट बुक है

वह रिसिड्यूल करा सकते हैं।



21 जनवरी से 26 जनवरी तक बंद रहेगा एयर स्पेस



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

13 JANUARY 2026

Flying high: At 43.8mn, KIA clocks 8% more flyers in 2025

TIMES NEWS NETWORK

Bengaluru: Kempegowda International Airport (KIA) closed the calendar year 2025 with strong growth in both passenger and cargo operations, reinforcing its position as a major aviation and logistics hub in India.

Passenger traffic rose 8% year-on-year to over 43.8 million, from about 40.7 million in 2024, buoyed by strong domestic demand and a sharp expansion in international connectivity. The airport recorded its highest single-day passenger footfall of 1,37,317 on Nov 23, while air traffic



File photo

YEAR AT A GLANCE AT AIRPORT

- Record passenger footfall: **1,37,317 in a day** (Nov 23)
- **India's 2nd busiest airport** by domestic flights operated (Oct)
- Int'l passenger traffic up **28.7%**
- 10 new routes added: **Five domestic & five international**
- **5.2 lakh tonnes** of cargo handled
- Highest single-day cargo throughput: **2,207 tonnes** (Aug 7)

movements touched a peak of 837 Air Traffic Managements (ATM) on Oct 19. The average daily number of ATMs stood at 765 in 2025.

In Oct 2025, KIA moved from third to second place nationally in the number of do-

mestic flights operated. International operations also gathered pace, with average daily departures rising from 38 in 2024 to 51 in 2025, resulting in a 28.7% rise in international passenger traffic.

Girish Nair, chief opera-

ting officer of Bangalore International Airport Limited, said that despite sectoral volatility, disciplined operations and strategic capacity expansion helped the airport maintain stability and growth, adding that rising

airline and passenger confidence reinforced its role as the "new gateway to India".

By the end of Dec 2025, the airport was connected to 113 passenger destinations, including 79 domestic and 34 international cities. Five domestic and five international routes were added during the year. Delhi, Mumbai, Kolkata, Hyderabad and Pune led domestic traffic, while Dubai, Abu Dhabi, Singapore, London Heathrow, and Kuala Lumpur were the top international destinations.

Several airlines expanded operations in Bengaluru, with Air India Express ma-

king it its largest hub, and IndiGo, Akasa Air, Lufthansa, KLM, Japan Airlines, Gulf Air, and Virgin Atlantic launching new routes or increasing frequencies, particularly to West Asia, Europe and Southeast Asia.

Cargo operations also posted steady gains, with KIA handling over 5.2 lakh tonnes in 2025 and recording its highest single-day cargo throughput of 2,207 tonnes on Aug 7. The airport is now connected to 37 cargo destinations, driven by growth in agri-perishables, pharmaceuticals, auto components, electronics and e-commerce shipments.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

13 JANUARY 2026

FLIGHT MAKES EMERGENCY LANDING AFTER BIRD STRIKE

PRESS TRUST OF INDIA

■ Varanasi

A Bengaluru-bound IndiGo Airlines flight with 216 passengers on board made an emergency landing at the Lal Bahadur Shastri International Airport here following a bird strike, airport officials said Monday.

The incident occurred on Sunday night and Airport Director Puneet Gupta informed that all 216 passengers on board were safely evacuated after the plane landed.

The aircraft, operating as flight 6E 437 en route from Gorakhpur to Bengaluru, suffered damage to its front portion following the bird hit during the flight, officials said.

Given the seriousness of the situation, the pilot immediately contacted the Varanasi Air Traffic Control and safely landed the aircraft at the Varanasi airport, officials added.



Corporate Communications Directorate

AMAR UJALA

DELHI

14 JANUARY 2026

अकासा एयर की उड़ान में आई खराबी, यात्रियों को उतारा

मुंबई। अकासा एयर की पुणे-बंगलूरु उड़ान में मंगलवार सुबह तकनीकी खराबी आ गई। इसके बाद



यात्रियों को उतार दिया गया। बोइंग 737 मैक्स विमान में तकनीकी समस्या का अंतिम क्षणों पता चला। इसके बाद विमान को उड़ान भरने से रोक दिया गया।

एक यात्री ने बताया कि विमान पुणे से सुबह 8:50 बजे उड़ान भरने वाला था और विमान में सवार होने की प्रक्रिया लगभग 8:10 बजे शुरू हुई थी। उन्होंने बताया कि सभी यात्री विमान में बैठ चुके थे और उड़ान भरने की तैयारी चल रही थी, तभी विमान में कुछ तकनीकी समस्या आ गई और सभी यात्रियों को विमान से उतार दिया गया। ब्यूरो

Infusing competition is not easy

MARKET REALITIES. Policy to promote more players, say, in aviation, may not work. Effective regulation is the answer



CKG NAIR

One of the immediate actions by the Central government after the IndiGo fiasco in early December 2025 was to activate the competition button in civil aviation. The Ministry of Civil Aviation has reportedly given NOCs to two new airlines. Two airlines, which received NOCs last year, are about to commence operations. Reportedly, a few more are in the pipeline that may be approved in fast track mode.

The IndiGo crisis was not a case of corporate fraud. Still, it unleashed an unprecedented uproar, given the massive disruptions in travel and doubts of policy-regulatory bargaining, using passengers as hostages.

Two broad themes dominated the ensuing discussion; corporate governance and competition. Several

experts have commented extensively on the corporate governance issues in many of its dimensions.

COMPETITION CONUNDRUM

The issue of competition, however, has been only tangentially addressed, more as a conventional, text book solution to monopoly/duopoly/oligopoly (small group models) forms of market structures. However, is competition in this era of high-tech, high capital/finance, domination such a simple, linear solution? Can competition be ordered to be created in an industry/service that has reached high level of dominance of one/two players? Whether competition can be sustained in such industries even if they start with a multi-player structure?

This commentary explores these issues taking the examples of a few industries/services where the authorities in India have been trying to 'create competition' for some years.

Classical economics underlined competition as a basic feature of the market economy. However, Joan Robinson and Edward Chamberlin, through their research in the 1930s, brought out the dominance of imperfect/monopolistic competition.

Regulation has been the policy response for managing market failure emanating from such structures.

CIVIL AVIATION

Civil aviation services in India moved from private monopoly (Tata Airlines, 1932) to State monopoly (nationalisation, 1953), to private-public co-existence since the



DOMINANT STRUCTURE. Oligopolistic market structure needs comprehensive regulation. SHOCKNEWS/ISTOCK

early 1990s (Sahara Airlines, 1991; Jet Airways, 1993) till January 2022, when Air India was bought back by Tatas.

In 1995, six private airlines had a traffic share of about 10 per cent, and Air India 90 per cent; this got reversed by 2021. IndiGo had 54-55 per cent traffic share by then, despite many low cost carriers also entering the field since early 2000s.

Airlines is a small group model, with one or two large carriers dominating the market. High barriers to entry, massive capital costs and complex regulatory requirements, permits from various authorities, and intense competition on both price and non-price factors make it a winner-takes-it-all model.

Though airlines services provide dramatic visuals of failure, attempt to create competition through fresh licences has not been successful. Despite entry being always open, capable players seldom move into the field.

TELECOM

Telecommunications, everywhere, are characterised by a few large firms: with high barriers to entry, massive infrastructure costs; interdependent decision-making, intense price and non-price competition, and quick market consolidation.

A State monopoly for long, after liberalisation, Indian telecom leap-frogged dramatically, providing multiple services to the masses. Private sector leaders first edged out the public sector giants; followed by the weaker private entities.

Airtel, and later, Jio consolidated very fast (with now about 34 per cent and 44

per cent subscriber share respectively) pushing Vodafone-Idea (Vi) to a distant third (17 per cent), and BSNL-MTNL to a fringe. A worried government keeps propping up the inefficient BSNL, and resorted to an unexpected step of having equity participation in Vi. It, like the proverbial Albatross, hangs around the neck of the government, seeking and getting more support; of frozen dues and deferred payments etc.

STOCK EXCHANGES

Stock exchange is a special case of small group model. Though not capital-intensive like telecom and airlines, huge high-end technological infrastructure with real-time security, high liquidity and network effects, demanding regulatory framework etc. ensure that exchange business operates as a monopoly/duopoly in most countries.

In India, BSE and NSE, dominate the equity space, with NSE way ahead in F&O segments. MCX dominates the commodity space. Since dominance of NSE was evident by the early 2000s, government licensed three nation-wide commodity exchanges, when it was opened up.

Pure competition is a tale of the past; oligopolies led by big leader/s is the hard reality now. Not only hi-tech, capital-intensive sectors, but even service networks are oligopolies

Very soon MCX became dominant cornering almost 90 per cent of volume. The rise of NSE and MCX resulted in the closure of the small regional stock and commodity exchanges as well as the few others got approval in the interim as they could not attract enough participants and volumes.

SWIMMING AGAINST CURRENTS

Pure competition is a tale of the past; oligopolies led by big leader/s is the hard reality now. Not only hi-tech, capital-intensive sectors, but even service networks are oligopolies. Auditing, credit rating are concentrated services, operating globally, worrying many countries, including India. Even the approach to competition at times works against competition in an unequal-sized oligopoly environment.

The CCI approval for Air India-Vistara merger took several months, despite the merged entity having a market share of only about 25 per cent, when the leader, IndiGo, had about 65 per cent. Still, CCI neither exempted nor approved that merger in fast-track mode.

EFFECTIVE REGULATION

While creating national champions have been successful in many countries, creating competition through affirmative industrial policies have rarely been so. Concentration has to be addressed through effective regulation and a fresh, realistic approach to competition policy.

CCI norms on mergers, thresholds, sizes, relevant markets and many other triggers need to be revisited in tune with the dynamics of a hi-tech, hi-finance, networked domestic and global players. And effective coordination between CCI and sectoral regulators needs substantial institutionalised, operational upgradation.

Modern market/industrial structures are the results of massive innovations and Schumpeterian-type creative destruction; not political-economy aspirations that worked in a different era. Then, Air India, MTNL/BSNL and many State monopolies were normal, that too without regulation. The new normal is concentrated, private business models. It is for the sectoral and competition regulators to regulate them effectively, and by taking national/security interests into account, to address the government's concern.

Focussing on a comprehensive regulatory vision, coordination, capacity building in tune with the realities of the times and positioning them beyond rupture and capture are the available means.

The writer is former Director, National Institute of Securities Markets



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JANUARY 2026

Air India Express looks at more aircraft acquisition

Rohit Vaid
New Delhi

The Tata Group promoted Air India Express (AIX) plans to further expand both domestic as well as international destinations on the back of a growing fleet in 2026.

Speaking to *businessline*, industry insiders cited that the New Year will see the airline operate to Vietnam and enhance its presence in the Middle East sector during the upcoming summer schedule beginning this March. In 2025, the airline added 12 new destinations across domestic and international markets. Currently, the airline operates to more than 60 destinations.

Operationally, the airline has over 500 daily flights connecting 45 domestic and 16 international destinations, including the recently launched Navi Mumbai.

According to an industry insider, the airline is focusing on various travel trends, such as spiritual tourism.

Recently, it started services between Varanasi and

Bangkok. On the Middle East front, industry experts said the airline is expected to increase frequencies to 13 of the Middle Eastern destinations.

Besides, industry sources, said that as part of its rapid network expansion, the airline plans domestic expansion with new flights to Bhopal, Raipur, Khushinagar and Darbhanga, among others.

GROWING FLEET

Notably, the expansion comes on the back of a growing fleet of aircraft. In 2025, the airline acquired 25 aircraft, taking its fleet to over 100 jets.

At present, the airline crossed the 100-aircraft mark, inducted its first retrofitted Boeing 737 MAX aircraft featuring new seats and in-seat power, and welcomed its first Airbus A321neo. The Airbus A321neo is part of the 16 Airbus A320 family aircraft transferred from Air India.

Meanwhile, Air India Express Managing Director Alok Singh has described 2025 as the airline's most transformative year so far.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JANUARY 2026

Gujarat, Andhra Pradesh vie for Adani-Embraer project

Aneesh Phadnis
Richa M Tripathi
Mumbai/Hyderabad

Gujarat and Andhra Pradesh are seen as the main contenders for Embraer's final assembly line for commercial aircraft in India.

The Brazilian plane-maker is in discussion with the Adani Group to build the final assembly for its E1 and E2 jets, which are flown by airlines around the world.

There is a strong buzz that Dholera in Gujarat and Bhogapuram in Andhra Pradesh are potential contenders. The two sides — Embraer and Adani Group — are discussing the project nuances, and decisions related to quantum of investment and manufacturing site are yet to be finalised.

"Gujarat is emerging as a hub for aircraft manufacturing with the inauguration of

the final assembly line for Airbus C295 aircraft in Vadodara in 2024. A smart-industrial city is being developed at Dholera, and it has also already attracted the Tata Group's semi-conductor plant," an industry expert remarked.

PRODUCTION FACILITY

Andhra Pradesh, too, is vying for the Embraer production facility at the upcoming Bhogapuram airport, which is being constructed by the GMR Group.

While an Adani Group project at a GMR Group airport may sound unlikely, the State is making a strong pitch. "Yes we are keen, and Bhogapuram is very much on our radar," Nara Lokesh, Minister for Information Technology, Electronics and Communications, Government of Andhra Pradesh, told *businessline*.

"The AP government has



GROWING FOOTPRINT. Currently, there are 50 Embraer aircraft of 11 different types operating in the country for airlines, charter companies and defence forces

been proactively engaging with global aerospace OEMs and partners, and we see strong strategic logic in positioning Bhogapuram as an aerospace and MRO hub alongside the international airport," he said, adding, "We are making a concerted push, highlighting land availability, airside access, skilled talent pipeline, policy support and

long-term ecosystem development."

DHOLERA LEADS

Those tracking the developments, however, believe that the groups may choose Dholera for the production plant.

A special purpose vehicle of the State and Central government is developing a greenfield international air-

port at Dholera, which is nearly 100 km from Ahmedabad.

AEROSPACE PARK

The airport is expected to be ready by mid-2026. An aerospace park is being planned in the vicinity to attract investment in the sector.

Embraer declined comment. The Adani and GMR Groups also did not respond to email queries.

Currently, there are 50 Embraer aircraft of 11 different types operating in the country for airlines, charter companies and defence forces.

Star Air is its only airline customer, and it operates nine E175 planes. The airline is also said to be in talks to acquire 20 more Embraer aircraft.

At present, Embraer manufactures the E-Jets in Brazil. As of last November,

the plane-maker had a pending order book of 490 planes and delivered over 1,900 planes of the type.

On its part, it has set up a subsidiary in India for sourcing components and parts for its aircraft. It also tied up with the Mahindra Group last October to offer C-390 medium transport aircraft for the Air Force.

LARGE ORDERS

Industry experts say large commercial orders would be needed to make the new manufacturing site feasible.

"The most critical requirement for aircraft manufacturing is a skilled workforce, which India lacks at present. Both the facilities and workforce would need the approval of regulators," said an industry expert. "Investment in any new site would depend upon the production rate targeted by the company," he added.



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THE ECONOMIC TIMES

DELHI

14 JANUARY 2026

Air India Faces Lawsuit in UK Over 2025 Crash Deaths

London: Air India is facing a London lawsuit from the estates and relatives of some of the deceased over the June 2025 crash of a passenger jet which killed 260 people.

A personal injury lawsuit was filed at the High Court by 11 claimants on December 18, according to court records. No further details were immediately available.

A Boeing 787-8 Dreamliner with

242 people on board, bound for London's Gatwick Airport, lost height seconds after taking off from the western city of Ahmedabad on June 12 and erupted in a fireball as it hit a medical college hostel.

Air India and lawyers representing the claimants did not immediately respond to a request for comment. —Reuters



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THE FINANCIAL EXPRESS

DELHI

14 JANUARY 2026

Akasa flight hits snag, passengers deplaned



**AKASA AIR
DEPLANED** passengers from a Bengaluru-bound flight at the Pune airport due to a technical glitch in the Boeing 737 MAX aircraft, and the airline said the flight has now been rescheduled. The passengers were seated in the Boeing 737 MAX aircraft for nearly one-and-a-half hours before they were deplaned.



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MINT

DELHI

14 JANUARY 2026

Air India faces UK lawsuit over deadly June crash

Air India is facing a London lawsuit from the estates and relatives of some of the deceased over the June 2025 crash of a passenger jet which killed 260 people.

A personal injury lawsuit was filed at the High Court by 11 claimants on 18 December, according to court records.

A Boeing 787-8 Dreamliner with 242 people on board, bound for London's Gatwick Airport, lost height seconds after taking off from the western city of Ahmedabad on 12 June and erupted in a fireball as it hit a medical college hostel.

There was one survivor among those on the plane, and the crash also killed 19 people on ground.

Air India and lawyers representing the claimants did not immediately respond to a request for comment.

REUTERS



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MILLENNIUM POST

KOLKATA

13 JANUARY 2026

Air India's first line-fit Boeing 787-9 touches down at Delhi's IGI Airport

GURUGRAM: The year 2026 is off to a fresh start as Air India welcomed a gleaming new chapter in its transformation story with the first line-fit (made-for-Air India) Boeing 787-9 landing at Delhi's Indira Gandhi International (IGI) Airport.

Our cockpit crew comprising four Air India pilots completed a non-stop ferry flight of 16 hours and 58 minutes from Boeing's Everett factory in Washington state to New Delhi marking not just an arrival of an aircraft but the airline's commitment towards delivering a world-class flying experience.

The new aircraft, which bears the registration VT-AWA, comes with 296 seats across three cabin classes: Business, Premium Economy, and Economy. The aircraft fea-



tures bespoke cabin interiors installed directly on Boeing's production line, the details of which will be unveiled in the coming weeks.

Beginning the year of change

This is just the beginning of many more milestones to follow during the course of the year. 2026 will see a total of six widebody aircraft deliveries (Airbus A350-1000 and Boeing 787-9) including the recently delivered VT-AWA.

The new cabins of the Boeing 787-9 will become the new

benchmark across our Boeing 787 fleet.

In line with this, 26 of Air India's legacy Boeing 787-8 aircraft are progressively undergoing retrofits.

The programme is well underway, with many of these aircraft scheduled to complete the process and return to service with refreshed nose-to-tail refit in 2026, including a fresh livery in the new Air India branding.

What this effectively means is that by the end of this year, nearly 60 per cent of our widebody fleet will have modern interiors.

Commercial deployment

The new Boeing 787-9 is expected to enter international, long-haul commercial service in February 2026, and the schedule of operations will be announced shortly. **MPOST**



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THE MORNING STANDARD

DELHI

14 JANUARY 2026

Airspace over Delhi to be partially shut for 6 days

The city airspace will remain partially closed for two hours and 25 minutes for six days beginning January 21 in the run-up to the Republic Day. This is in line with the established protocol. The move, aimed at facilitating the Republic Day rehearsals and parade, will impact hundreds of flights. These flights are likely to be rescheduled during the day.

City airspace to be shut for R-Day; fog likely to affect over 600 flights

UNITED NEWS OF INDIA

New Delhi, 13 January

After weeks of disruption caused by winter fog, passengers are likely to encounter further travel difficulties from January 21, as airspace over Delhi will be closed in line with Republic Day security protocols.

On Tuesday, the government issued a NOTAM (Notice to Airmen) announcing airspace restrictions from 10:20 am to 12:45 pm for six days starting January 21.

The two-hour and 25-minute closure is expected to affect thousands of flights, disrupting connections and resulting in delays, cancellations, and the challenge of handling misconnected passengers for airlines.

The restrictions are being imposed for practice sessions,



dress rehearsals, and the Republic Day parade itself, an annual event featuring a parade, flypast, and displays of India's cultural heritage and military hardware along Kartavya Path.

The NOTAM leaves airlines with just eight days to prepare for the closure, triggering a

scramble to adjust schedules, manage misconnecting passengers, and arrange rerouting, refunds, or flight changes—an expensive undertaking for carriers.

Data shared exclusively with this publication by aviation analytics firm Cirium shows

that just over 600 flights will be affected during this period.

This period is among the busiest at Delhi airport, with passengers arriving from across the country to connect with the afternoon bank of flights to Europe as well as other domestic destinations. The

impact will be felt daily by thousands of passengers through cancellations, rescheduling, and travel disruptions.

Such complete closures are required for security reasons to ensure the safety of aircraft participating in the flypast, as well as the security of dignitaries during the Republic Day celebrations.

Flights affected by the restrictions may not necessarily be cancelled. However, these flights will almost certainly see a change in timing, with passengers alternatively being accommodated on different flights at other times.

Since this period also overlaps with Delhi's fog season, a day with particularly low visibility could create significant challenges, with many flights and passengers needing to be managed within an even shorter operational window.



Why we sense a drop after takeoff

SHAMIM HAQUE MONDAL

When we fly, we face an exciting experience: Just 30 seconds after the plane leaves the runway, it suddenly feels like one would be in trouble because the plane might be going down! But if we look out the window, we will see that the plane is going up right. So why do we perceive it that way? Is it a mistake?

Experts say that the feeling of falling is just an illusion or sensation.

The fact is that during takeoff, the plane continues to climb steeply with the maximum power of the engine. But after climbing a little above the ground, the pilots reduced the engine's power or thrust a little. And the nose of the plane is slightly lowered. So that the plane can adapt to the wind and increase its speed.

At this point, the pilots wrap up the extra parts of the wing and retract the landing gear. This process is called cleaning up. This process allows the aircraft to fly more efficiently.

Actually, the problem is not in the plane; it is in our body. Our ears and stomachs can't cope with this sudden change. There is a body balance sensor inside our ears. During takeoff, whenever there is a sudden drop in the plane's climb rate or acceleration and the sound of the engine decreases, our ears send the wrong signal. The brain thinks we're going down! The second reason is that the plane rises sharply during takeoff. At the same time, we rise. When the plane suddenly slows down, our body still wants to



go up because of inertia. Due to this difference, there is a strange weightless feeling like a roller coaster inside the stomach.

Why do pilots do this?

There are two main reasons: First, the engine running at maximum power

all the time can cause damage. As a result, the pressure on the engine is reduced. And secondly, the noise and power of the engine are reduced

immediately after takeoff so that those who live near the airport do not have problems with the loud noise of the plane. But this feeling lasts

only for a short period of time, and once our brain understands the signal that we are safe at that time, the fear subsides.

