



Corporate Communications Directorate

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{ MARINE GEOTECHNICAL INVESTIGATION }

Bids invited to lay groundwork for Great Nicobar airport project

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

Chingenh is one of the so-called pre-tsunami villages, from which tribals were relocated to various camps after the 2004 tsunami; they have since been seeking permission to return, but the administration hasn't allowed them to. HT reported on January 23 that members of the Tribal Council of Great Nicobar say the Andaman and Nicobar administration has asked them to give up claims to some of the villages in which they used to live before the tsunami — a request they are not keen to accede to because the old villages are an integral part of their culture and heritage.

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

The tender called by Engineers India Limited, a state-



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

owned engineering consultancy and project management company on February 4, is aimed at ensuring that investigations related to design and construction of offshore and coastal infrastructure required for an airport is conducted; this is especially important given the environmental vulnerability of the entire chain of islands in the Bay of Bengal.

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

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

That tender document said the project cost is estimated to be ₹8,573 crore. AAI also called for a

pre-bid meeting and site visit at Chingenh, according to the document. One of the major concerns is the huge loss of forest land involving the airport.

According to the Evaluation of Social Impact Assessment Study for Greenfield International Airport at Great Nicobar Islands, published in 2024, the total area of the proposed airport is 845 ha (hectares) or 8.45 sqkm, out of which forest land is 142 ha.

HT first reported on April 14, 2023, that the Tribal Council of Little and Great Nicobar, in August 16, 2022, withdrew the NOC given for diversion of land for the controversial Great Nicobar Township and other projects.

The withdrawal of the permission was after the council said it was not informed that the land being marked for development included areas and villages that the communities lived in prior to the 2004 tsunami disaster.

"We were shocked and distressed to learn that parts of our pre-Tsunami villages of Chingenh (along the south east coast) and Kokeon, Pulo Pacca, Pulo Baha and In-haeng-loi (along the southwest coast which are affiliated to the largest Great Nicobar-ese village Pulo Bhabhi) also will be denotified and diverted as part of holistic development plan of Great Nicobar," the Tribal Council wrote to Amardeep Raju, member secretary of the environment ministry's expert.

As many as 1,279 posts of ATC lying vacant: LS told

AAI allocates Rs 3,490 crore for modernisation of air navigation infra

NARESH BISWANI

NEW DELHI: Even as India is emerging as one of the world's fastest-growing civil aviation markets, a total of 1,279 posts out of the sanctioned 5,537 positions for air traffic controllers are currently vacant, the Lok Sabha was informed on Thursday.

The air traffic is managed by the state-owned Airports Authority of India (AAI), which is also the sole Air Navigation Service Provider (ANSP) in the country.

"Air traffic is managed by the Airports Authority of India (AAI) through a total sanctioned strength of 5,537 Air Traffic Controllers (ATCOs). The total vacancies of ATCOs are 1,279," Minister of State for Civil Aviation Murlidhar Mohol told the Lok Sabha in a written reply.

To date in the current financial year, 4,320 ATC personnel have been trained at the seven operational training



“ AIR TRAFFIC IS MANAGED BY THE AAI THROUGH A TOTAL SANCTIONED STRENGTH OF 5,537 AIR TRAFFIC CONTROLLERS (ATCOS). THE TOTAL VACANCIES OF ATCOS ARE 1,279 ”

centres in the country.

The minister said deployment of ATCOs is undertaken by AAI based on the Directorate General of Civil Aviation - Civil Aviation Requirements (CAR) on Watch Duty Time Limitations (WDTL), which is as per **Continued on P6**

LS told

international norms and also as per air traffic volume at airports, to ensure safe and efficient air traffic management.

"Aviation safety is maintained through optimal utilisation of available manpower in accordance with the extant norms and standards. No key operational units have been shut down due to manpower shortage," Mohol said.

The Airports Authority of India (AAI) has earmarked Rs 3,490 crore for upgradation of air navigation infrastructure, including Rs 1,532 crore for automation of air traffic management systems at airports.

Minister of State for Civil Aviation Murlidhar Mohol told the Lok Sabha that AAI continuously undertakes modernisation of air navigation infrastructure and upgradation of Air Traffic Management (ATM) systems to cater to the growing air traffic demand.

"AAI has earmarked a capital outlay of approximately Rs 3,490 crore during the period 2026-2028 for the modernisation of Communication, Navigation and Surveillance / Air Traffic Management (CNS/ATM) infrastructure at various airports across the country.

"Out of the said expenditure, around Rs 1,532 crore pertains to automation of ATM systems across airports," he said in a written reply.

The remaining funds have been allocated for the upgradation of other CNS/ATM equipment. In November last year, a glitch in the air traffic control system had disrupted flight operations at the Delhi airport.

Separately, AAI has issued a Request for Proposal to IIT Madras for engagement as a consultant to support and strengthen the cyber security framework of OT/IT (Operational Technology/ Information Technology) systems at its airports.

Mohol, in the written reply, also said AAI undertakes recruitment from time to time to ensure availability of adequate technical manpower for maintaining operational safety and continuity of services. "During the last three years, recruitment to 2,341 posts in technical roles at the executive level has been conducted by AAI," he added.

The number of bird-hit incidents reported at the country's airports jumped to 1,782 last year from 1,278 recorded in 2024. At times, bird hits cause significant damage to aircraft.

Directorate General of Civil Aviation (DGCA) has regulations and guidelines in place for management of potential wildlife hazards at licensed airports.

In the last five years, as many as 6,337 bird-hit incidents were reported at the airports in the country, as per data provided in a written reply by Minister of State for Civil Aviation Murlidhar Mohol.

While the count of such incidents stood at 1,782 last year, it was at 1,278 in 2024.

The number was at 1,371 in 2023; 1,131 in 2022 and 775 in 2021.

Operators of licensed airports have developed Wildlife Hazard Management Plan (WHMP) as well as procedures to identify main causes of bird-hit incidents.

Passengers Put Up With Inadequate Amenities, Forced Into Buggies & Queues For A Ride Home

How not to manage crowds: A lesson by Chennai airport

Pics: L R Shankar

FOOTFALLS AT CHENNAI AIRPORT

International passengers Dec 2025	Domestic passengers Dec 2025
5.45 lakh	13.64 lakh

Total passengers Dec 2025	April to Dec 2025
19.10 lakh	1.73 crore

International aircraft movement Dec 2025
3,668



Domestic aircraft movement Dec 2025
9,044



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The plane lands, doors open and bags are collected. You are only a cab ride away from home sweet home. But, at Chennai airport, the journey has just begun.

Instead of a short, direct walk to a cab, passengers are made to form a long line for buggies to take them to the multi-level car parking in AeroHub. There, the trek continues. Another line. This time for a lift, one of two that passengers can actually find. There are four more lifts nearby, but finding them can be hard without proper signage.

Upstairs, you've to jostle for space while you wait for your ride. There isn't even a place to sit. Forget about drinking water or functional loos.

"I haven't seen this anywhere," says Mumbai-based businessman Jeet Mordani, arriving in Chennai with his wife on Thursday. He calls the buggy system ridiculous.

"I'm coming to Chennai after six years. I remember boarding the cab right outside the terminal on my last visit," says Mordani. "I did not expect an airport in a metro to have such poor planning."

But there is a new plaza right next to domestic T1 terminal, fully ready for use as a pick-up point for cabs and private cars. But, it has not been opened yet.

The delay is tied to a legal and contractual stalemate over the newly constructed plaza and pick-up point. Meenambakkam Realty Private Ltd, developer of AeroHub, agreed to build the facility on the condition that pick-up duties would shift there. When AAI later proposed a second pick-up point

near the plaza after public backlash, the contractor objected. AAI terminated the contract, but the plaza project froze in legal limbo. "We sought a legal opinion. Without that, we cannot open the new plaza or permit a second pick-up point," says an airport source.

So passengers are forced to suffer - things get really bad in the evenings and late nights, when multiple flights land in quick succession.

Airports Authority of India insists it has enough buggies for the rush, but in the arrival area, queues stretch, tempers fray, and passengers are left stranded. "I travel very often to different cities for work and I haven't seen this system anywhere. The multi-level car parking stinks and resembles a car shed," says a Union govt staffer from Mumbai.

"Passenger amenities and service should be the top priority for AAI. Why should they fear overpaying compensation? The plaza and the pick-up point should be opened soon at any cost, or IAPA will approach the court for remedy," says Indian Air Passengers Association (IAPA) CEO Empower Sankar.

Marimuthu, a cab driver, agrees. He points to a pack of stray dogs nearby, eating food waste tossed out by passengers and drivers. "The place is filthy," he says.



ONLY IN CHENNAI: 1&2) Passengers wait for buggies 3) They wait again for lifts 4) At the multi-level car parking, there's no place to sit while they wait for their ride



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AMAR UJALA

DELHI

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सरकार अगले पांच वर्षों में 50 नए हवाईअड्डे विकसित करेगी

नई दिल्ली। केंद्र सरकार ने अगले पांच वर्षों में देश में 50 नए हवाईअड्डे विकसित करने का लक्ष्य रखा है। केंद्रीय नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा, इस विस्तार से रियल एस्टेट क्षेत्र के लिए बड़े अवसर खुलेंगे।

रियल एस्टेट उद्योग संगठन नारडको के नेशनल अर्बन एंड रियल एस्टेट डेवलपमेंट कॉन्फ्लेव-2026 में मंत्री ने कहा, हवाईअड्डे रियल एस्टेट सेक्टर के लिए स्केफोल्डिंग (आधारभूत



राममोहन नायडू

ढांचा) की तरह हैं, जो विकास को गति देते हैं। देश में वर्तमान में 165 परिचालित हवाईअड्डे हैं और भारत विश्व के सबसे तेजी से बढ़ते नागरिक उड्डयन बाजारों में से एक है। औसतन हर

33 दिन में एक नया हवाईअड्डा या नया टर्मिनल तैयार किया जा रहा है। उन्होंने कहा, हवाईअड्डों के आसपास इमारतों की ऊंचाई संबंधी प्रतिबंधों से जुड़े मुद्दों के समाधान के लिए अध्ययन कराया जा रहा है। एजेंसी

Passengers report late-night chaos at airport Uber facility

BENGALURU, DHNS

Passengers slammed mismanagement at the Kempegowda International Airport's Uber facility late Tuesday, saying they waited over an hour despite booking Uber Sedan rides at Terminal-2.

One international passenger booked an Uber Sedan at 11 pm and waited over an hour, but the cab never arrived. Uber staff told him Sedan and UberGo were unavailable, instructing him to book Premium or Comfort rides instead.

Over 30 passengers, including women travelling alone, waited up to 90 minutes. An elderly couple headed to Gora-guntepalya was also stranded.

Passengers also alleged irregularities at the pick-up



point. A cab driver, who parked elsewhere, allegedly asked a woman to step outside the designated area to board.

In another case, a sedan driver allegedly refused waiting passengers, claiming the ride was booked two days earlier.

Calling it "a scam, not a service", passengers demanded immediate action against Uber, citing severe late-night inconvenience.

Govt steps in

Transport Minister Ramalinga Reddy said he has brought the issue to the notice of the

Uber statement

An Uber spokesperson said, "We remain committed to a reliable airport experience in Bengaluru. Trip completion rates are strong, with average waits usually under five minutes. During late-night surges, UberGo wait times may increase briefly, but other categories offer minimal waits at competitive prices. Our airport team monitors demand in real time and suggests alternatives for a seamless experience."

chief secretary, who would take action against the service providers.



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DAINIK JAGRAN

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एयरपोर्ट के पास ऊंची इमारतें बनाने में बाधाएं दूर करने की समीक्षा

जासं, नई दिल्ली : एयरपोर्ट के आसपास ऊंची इमारतों के निर्माण में आने वाली बाधाएं जल्द ही दूर हो सकती हैं। केंद्रीय नागरिक उड्डयन मंत्री के राममोहन नायडू ने कहा कि सरकार विमानन सुरक्षा से समझौता किए बिना इमारतों की ऊंचाई संबंधी प्रतिबंधों की समीक्षा कर रही है। इसके लिए वैश्विक विमानन संस्था अइसीएओ (अंतरराष्ट्रीय नागरिक उड्डयन संगठन) की सहायता ली जा रही है। नायडू यशोभूमि में नेशनल अर्बन एंड रियल एस्टेट डेवलपमेंट कॉन्क्लेव में बोल रहे थे।

उड्डयन मंत्री ने स्वीकार किया कि दिल्ली, मुंबई, हैदराबाद, कोलकाता और चेन्नई जैसे बड़े शहरों में एयरपोर्ट के पास ऊंची इमारतों के निर्माण पर लगी पाबंदियां एक बड़ी चुनौती हैं। उन्होंने कहा कि नागरिक उड्डयन क्षेत्र लगातार बढ़ रहा है, लेकिन शहरी बुनियादी ढांचे के विकास के लिए ऊंचाई की सीमाएं बाधा बन रही हैं। हम इसका समाधान खोज रहे हैं। अइसीएओ की टीम वर्तमान में प्रमुख शहरों का दौरा कर रही है। यह टीम विमानन संचालन और नवीनतम तकनीकों का अध्ययन कर रही है ताकि यह देखा जा सके कि सुरक्षित उड़ान के साथ-साथ इमारतों की ऊंचाई कितनी बढ़ सकती है।

Fears over Navy's 'takeover' of Dabolim airport sparks unease

■ NAVY REPORTEDLY MOVES FILE TO SHUT CIVILIAN OPS
■ VIRIATO WRITES TO RAJNATH ■ OPPN WARNS OF STIR

THE GOAN | NETWORK

MARGAO

A huge storm is brewing in South Goa over reports of Navy taking over Dabolim airport and shutting down the Portuguese-era airport for commercial and civilian operations, with Opposition parties issuing a stern warning to the government to come clean on Dabolim airport's future or face an unprecedented stir.

In New Delhi, South Goa MP Captain Viriato Fernandes dashed off a letter to Union Defence Minister Rajnath Singh regarding the airport. He later told the media outside Parliament that reliable sources had informed him that the government had put up the file for the closure of Dabolim Airport for civilian use.

Back home, the Congress, Goa Forward Party and the Aam Aadmi Party slammed the BJP government for allegedly working in collusion with GMR to shut down Dabolim



airport. These political parties have told Chief Minister Pramod Sawant to come clean on the Dabolim Airport issue or face a massive stir from next week.

Expressing shock and surprise over the file reportedly being moved by the Navy to shut Dabolim airport for civilian use, Leader of the Opposition Yuri Alemao demanded an immediate clarification from the Chief Minister and the Defence Minister on the status of Dabolim airport.

Congress Quepem MLA Altono D'Costa warned the BJP that the people of South Goa will not sit quietly and watch the BJP shut down Dabolim airport to benefit GMR.

Goa Forward Chief Vijai Sardesai also attacked the government, giving the Chief Minister and Transport Minister Mauvin Godinho a week's time to come clean on the status of Dabolim airport.

Demanding the immediate resignation of Godinho as the MLA representing the Da-

Dabolim airport won't be shut: Mauvin

VASCO: Amid growing speculation over the future of Dabolim airport, Transport Minister Mauvin Godinho has firmly stated that the airport will not be shut down. The Black and Yellow United Taxi Association of Dabolim Airport met Godinho at his office on Thursday, seeking his continued support for the airport's functioning, even as fresh political claims sparked renewed concerns.

"Everyone is aware of the rumours that Dabolim Airport will be shut and taken over by the defence. I personally travelled to Delhi along with Chief Minister Pramod Sawant, Curchorem MLA Nilesh Cabral and Rajya Sabha MP Sadanand Shet Tanavade and met Union Defence Minister Rajnath Singh. He gave us a clear assurance that Dabolim Airport will never shut down," Godinho said.

bolim constituency, Sardesai warned of a massive agitation to protect what he termed a symbol of Goan identity.

Aam Aadmi Party Benaullim MLA Venzy Viegas warned that the people of Goa, keeping aside their political and ideological differences, will

hit the streets if any attempt is made to shut Dabolim airport.

He demanded a white paper from the "double-engine" BJP government to reassure the people of Goa that Dabolim will not be shut and handed over to corporates entering the defence sector.



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LOKSATYA

DELHI

14 FEBRUARY 2026

समाधान अगले पांच वर्ष में करीब 50 नए हवाई अड्डे बनने का अनुमान

इमारतों की ऊंचाई पर समाधान की दिशा में सरकार का अध्ययन जारी: नागर विमानन मंत्री

नई दिल्ली, लोकसत्या।

नागर विमानन मंत्री के राममोहन नायडू ने शुक्रवार को बताया कि हवाई अड्डों के आसपास इमारतों की ऊंचाई पर लगने वाली पाबंदियों से जुड़ी समस्याओं के समाधान के लिए अंतरराष्ट्रीय नागर विमानन उद्योग संगठन (आईसीएओ) के सहयोग से एक विस्तृत अध्ययन कराया जा रहा है।

भारत दुनिया के सबसे तेजी से बढ़ते नागर विमानन बाजारों में शामिल है और फिलहाल देश में 165 हवाई अड्डे संचालित हैं। अगले पांच वर्ष में करीब 50 नए हवाई अड्डे बनने का अनुमान है। रियल एस्टेट क्षेत्र में तेजी के बीच उड़ान सुरक्षा सुनिश्चित करने के लिए हवाई अड्डों के आसपास इमारतों की ऊंचाई पर प्रतिबंध लागू हैं।

देश के रियल एस्टेट क्षेत्र की संभावनाओं का उल्लेख करते हुए मंत्री ने कहा कि 2030 तक इस क्षेत्र का आकार करीब 1000 अरब डॉलर के



बराबर होने का अनुमान है, जो 2047 तक बढ़कर 5000 से 7000 अरब डॉलर तक पहुंच सकता है।

इस पृष्ठभूमि में मंत्री ने राष्ट्रीय राजधानी में रियल एस्टेट उद्योग निकाय 'नारेडको' द्वारा आयोजित 'राष्ट्रीय शहरी एवं रियल एस्टेट विकास सम्मेलन' 2026 को संबोधित करते हुए इस अध्ययन का उल्लेख किया।

नायडू ने कहा कि नागर विमानन क्षेत्र लगातार बढ़ रहा है, लेकिन हवाई अड्डों के आसपास इमारतों की ऊंचाई एक बड़ी चुनौती बनी हुई है

● फिलहाल देश में 165 हवाई अड्डे संचालित हैं

खासकर महानगरों जैसे मुंबई, हैदराबाद, कोलकाता और चेन्नई में। उन्होंने कहा कि इस समस्या के समाधान के लिए अध्ययन शुरू किया गया है और इसके लिए अंतरराष्ट्रीय नागर विमानन संगठन को जोड़ा गया है।

अध्ययन दल विभिन्न शहरों का दौरा कर रहा है तथा प्रौद्योगिकी एवं विमान संचालन से जुड़े पहलुओं का आकलन कर रहा है। मंत्री ने कहा कि सभी सुझावों और जानकारियों को शामिल करते हुए एक रिपोर्ट तैयार की जाएगी। रिपोर्ट आने के बाद शहरी क्षेत्रों में आधारभूत ढांचे के विकास को आगे बढ़ाने के लिए आवश्यक कदम उठाए जाएंगे। उन्होंने कहा कि मैं इस दिशा में समाधान निकालने के लिए सक्रिय रूप से काम कर रहा हूँ।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

14 FEBRUARY 2026

India aims 50 more airports in 5 yrs: Naidu

NEW DELHI: India aims to have 50 more airports in the next five years which will also create huge opportunities for the country's real estate sector, Civil Aviation Minister K Rammohan Naidu said on Friday.

Noting that airports are the "scaffolding" for the real estate sector, the minister also said that he is working actively to address issues related to height restrictions for buildings near airports without compromising on aviation safety.

India is one of the world's fastest growing civil aviation markets and currently, there are 165 operational airports in the country. On an average, a new airport or a new terminal is built every 33 days, Naidu said.

He was speaking at the National Urban and Real Estate Development Conclave 2026 organised by real estate industry body, Naredco.

Highlighting the growth potential of the country's real estate sector, he said the segment is projected to be worth \$1 trillion by 2030 and further increase to be valued at \$5-7 trillion by 2047.

He also emphasised the importance of focusing on quality of living along with the standards of living in real estate development. The focus on standards of living will create assets and with the focus on quality of living "we will be creating well being", the minister said. #11

Hybrid cannabis worth ₹8 crore seized near airport; man, his sister arrested

TIMES NEWS NETWORK

Ahmedabad: The city police's special operations group (SOG) seized 22.78kg of hybrid cannabis worth Rs 7.97 crore near Noble Nagar on Wednesday evening and arrested a man and his sister allegedly linked to an inter-state drug network with Thailand connections. The total value of the seized items, including a car and mobile phones, was estimated at Rs 8.01 crore, according to a complaint filed with the Detection of Crime Branch (DCB).

Acting on a specific input, the SOG team intercepted a car near Prem Prakash Ashram on the Chilo-da-Airport stretch around 4.30pm. The vehicle was searched in the presence of independent witnesses. Police found three cloth bags on the rear seat containing 26 sealed packets of suspected contraband.

On opening the packets, officers found a greenish-brown plant-based substance with a distinct smell. A forensic science laboratory (FSL) officer conducted a preliminary test at the SOG office and confirmed that the substance appeared to be hybrid cannabis. The entire contraband was weighed on a digital scale and found to be 22.78kg.

The arrested accused were identified as Chetan Prajapati, 28, a native of Rajsamand district in Ra-



Representational Pic

Thailand link and airport arrest

Police officers said that four men from Rajasthan were allegedly sent to Bangkok to collect the consignment. On Jan 9, one of them was caught at Mumbai airport with a bag containing contraband and is currently in jail. The remaining three allegedly delivered the stock to the siblings in Gujarat. Police are verifying travel records and examining digital evidence to trace the foreign supply chain. TNN

What is hybrid cannabis?

Hybrid cannabis is a modified strain of marijuana with enhanced potency. Compared to traditional cannabis, hybrid variants often contain higher levels of psychoactive compounds and fetch a higher price. Police sources said the seized 22.78kg consignment was valued at Rs 7.97 crore based. The packaging in sealed plastic parcels indicated organized trafficking. Officials said such consignments are typically broken into smaller quantities for distribution to local peddlers before they are sold to users in urban areas. TNN

jasthan, and his sister, Jiya Prajapati, 34, from Chittorgarh in Rajasthan, and currently residing in the city.

Police also recovered three mobile phones, an Indian passport in the woman's name, and the car used for transportation.

During questioning, Jiya told police that she had travelled to Bangkok in Nov 2025, where she came in contact with two persons who later asked her to arrange carriers to bring hybrid cannabis to India. Four men from Rajasthan were alle-

gedly sent to Bangkok in Jan.

One of them was caught at Mumbai airport with a bag of contraband, while the remaining three allegedly handed over the consignment to the siblings.

Police said the seized stock was meant for sale in the city. The DCB registered an offence under sections of the NDPS Act for possession, trafficking, and criminal conspiracy. Further investigation is underway to trace other members of the network.

Customs seizes 31 exotic creatures at airport

Stuffed Into Speakerbox, 2 Reptiles Die

Venkadesan.S
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Chennai: Customs sleuths at Chennai airport thwarted an attempt to smuggle in wildlife by arresting a passenger and seizing 31 exotic creatures from him.

Nine African spurred tortoises, four iguanas, an eastern water dragon, a dozen



OUT OF PLACE



NO ROOM TO BREATHE: 9 African spurred tortoises, 4 iguanas, and a dozen ball pythons were among the caged creatures seized



ball pythons, an albino corn snake, three blue-tongued skinks and a white-sided kingsnake, protected under the provisions of the conven-

tion on international trade in endangered species of wild fauna and flora (CITES), were all seized. These animals were stuffed into a speakerbox with-

out any breathing space, resulting in the death of a lizard and a snake.

Based on a tip-off, the air intelligence unit of Chennai

Customs intercepted a flyer; a Chennai native, when he arrived from Bangkok on a Thai Airways flight on Wednesday. A speaker in his possession was seized. During a search officials found several cloth bags hidden inside. Each bag contained wildlife species. Further examination of his check-in luggage led to the seizure of a tray in his trolley, which had a few more exotic species hidden inside.

The reptiles were seized and the flyer was secured, as he failed to produce any valid import certificate or licence for the legal import of the said wildlife species. Wildlife cri-

me control bureau officials were alerted, and an inspector reached the airport and identified the species.

Enquiries confirmed that the first-time flyer had been engaged in exchange for monetary gain. The seized species were sent to Bangkok by the same airline, and the flyer was arrested.

Wildlife smuggling has been reported at Chennai airport after a hiatus, indicating the local cartel was becoming active again, even though it had been engaging in smuggling through other airports in Bengaluru, Hyderabad and Mumbai.



Corporate Communications Directorate

AMAR UJALA

DELHI

14 FEBRUARY 2026

बिना परमिट विमान उड़ाने पर एअर इंडिया पर एक करोड़ जुर्माना

नई दिल्ली। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने बिना उड़ान परमिट के एयरबस ए320 विमान को आठ बार उड़ाने के लिए एअर इंडिया पर एक करोड़ रुपये जुर्माना लगाया है। एयरलाइन को 30 दिन में जुर्माना राशि जमा करानी होगी।

डीजीसीए ने गोपनीय आदेश में कहा, इस चूक ने एयरलाइन में जनता का विश्वास और कम किया है। एयरबस ए320 ने पिछले साल 24 से 25 नवंबर के बीच दिल्ली, बंगलूरु, मुंबई और हैदराबाद के बीच उड़ान भरी थी, जबकि उसके पास अनिवार्य उड़ान योग्यता प्रमाणपत्र (एआरसी) नहीं था। डीजीसीए जांच के बाद हर साल एआरसी जारी करता है। एअर इंडिया की आंतरिक जांच में भी प्रणालीगत खामियां मिली थीं। डीजीसीए ने एअर इंडिया के मुख्य कार्यकारी अधिकारी (सीईओ) कैम्बेल विल्सन को जारी आदेश में कहा कि एयरलाइन के उत्तरदायी प्रबंधक को इन चूकों के लिए दोषी पाया है। व्युत्प



Corporate Communications Directorate

AMAR UJALA

DELHI

14 FEBRUARY 2026

इंडिगो पर भी 1.27 करोड़ का जुर्माना

मुंबई। इंडिगो एयरलाइन संचालित करने वाली कंपनी इंटरग्लोब एविएशन लि. पर 1.27 करोड़ रुपये का टैक्स जुर्माना लगा है। यह जुर्माना जुलाई, 2017 से मार्च, 2018 की अवधि के लिए जीएसटी इनपुट टैक्स क्रेडिट की अस्वीकृति से जुड़ा है। आदेश को गलत बताते हुए इंडिगो ने कहा, एयरलाइन इसे चुनौती देगी। एजेसी



Corporate Communications Directorate

AMAR UJALA

DELHI

14 FEBRUARY 2026

बिना परमिट 8 बार विमान उड़ाने पर एअर इंडिया पर लगा एक करोड़ का जुर्माना

नई दिल्ली। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने बिना उड़ान परमिट के एयरबस विमान को आठ बार उड़ाने के लिए एअर इंडिया पर करीब एक करोड़ रुपये का जुर्माना लगाया है। एयरलाइन से 30 दिन में जुर्माना राशि जमा करने को कहा गया है। डीजीसीए ने गोपनीय आदेश में कहा, इस चूक ने देश की दूसरी सबसे बड़ी एयरलाइन में जनता के विश्वास और कम कर दिया है।

एअर इंडिया के एयरबस ए320 विमान ने पिछले साल 24 से 25 नवंबर के बीच नई दिल्ली, बंगलूरु, मुंबई और हैदराबाद के बीच यात्रियों के साथ उड़ान भरी थी, जबकि उसके पास अनिवार्य उड़ान योग्यता प्रमाणपत्र (एयरवर्थनेस रिव्यू सर्टिफिकेट- एआरसी) नहीं था। डीजीसीए की ओर से जांच के बाद हर साल एआरसी जारी किया जाता है। एअर इंडिया की आंतरिक जांच में भी प्रणालीगत खामियां मिली थीं।



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 FEBRUARY 2026

DGCA fines Air India ₹1 crore for flying without valid airworthiness permit

Our Bureau
Mumbai

The Directorate General of Civil Aviation has fined Air India ₹1 crore for operating an Airbus A320 on eight routes in November without a valid airworthiness review certificate (ARC).

ARC is renewed annually and validates an aircraft's certificate of airworthiness. The lapse came to light after Air India voluntarily informed the regulator.

Following an investigation, the DGCA imposed the penalty.

MERGER TRANSITION

In a statement on Friday, Air India said it had received the DGCA order related to the 2025 incident and that all identified gaps had since been addressed.

"Air India remains unwavering in its commitment to maintaining the highest standards of operational integrity and safety," the air-



line said. The regulator had earlier clarified that the aircraft (registration VT-TQN) was previously part of Vistara's fleet. As part of Vistara's merger into Air India in 2024, it was decided that the first ARC renewal for all 70 Vistara aircraft post-merger would be handled by the DGCA.

While ARCs for 69 aircraft were issued after the merger, the concerned aircraft was grounded for an engine change when its ARC expired. It was subsequently released for service following the engine replacement, the DGCA said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 FEBRUARY 2026

IndiGo receives approval to launch one-stop flight services to Istanbul

Rohit Vaid
New Delhi

Airline major IndiGo has secured regulatory approval to operate one-stop flights to Istanbul using narrow-body A320 aircraft, even as it prepares to phase out leased wide-body operations on the route, industry insiders told *businessline*.

These flights, sources said, will operate with a technical halt at Ras Al Khaimah in the UAE. Besides, these services will be run using Airbus A320 aircraft from Mumbai and Delhi as a temporary ar-

rangement. The transition to this operating pattern is effective February 28, 2026.

INTERIM PLAN

Accordingly, the interim plan will remain in place until the airline inducts its second Airbus A321XLR aircraft, expected by the end of March.

The first Istanbul flight using the XLR is slated to operate on the Mumbai-Istanbul sector.

Notably, the development comes as IndiGo prepares to return the Boeing 777 aircraft currently operated under a wet-lease agreement with Turkish Airlines. The

wide-body jets had been inducted as an interim measure to operate high-demand long-haul services and bridge capacity gaps arising from aircraft groundings and delivery delays. However, the regulatory approvals for the leased Boeing 777 aircraft were time-bound, with extensions granted only on the condition that the arrangement would be phased out within a specified period.

According to sources, with timelines now requiring the return of the leased aircraft, IndiGo has been preparing to transition key international routes to its own fleet.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

14 FEBRUARY 2026

एयर इंडिया पर 1,10,350 डॉलर का जुर्माना लगा

भारत के नागरिक उड्डयन नियामक ने एयर इंडिया पर एयरबस विमान को एयरवर्थनेस परमिट के बिना आठ बार उड़ाने के लिए 1,10,350 डॉलर का जुर्माना लगाया है। नियामक ने कहा है कि एयरलाइन क इस चूक ने देश की दूसरी सबसे बड़ी एयरलाइन में जनता के विश्वास को कमजोर किया है। एक गोपनीय आदेश में यह बात सामने आई है। एक एयरबस ए320 ने 24 से 25 नवंबर के बीच नई दिल्ली, बेंगलूरु, मुंबई और हैदराबाद के बीच यात्रियों को अनिवार्य एयरवर्थनेस रिव्यू सर्टिफिकेट या एआरसी के बिना उड़ान भरी। यह महत्वपूर्ण परमिट है जिसे नियामक द्वारा विमान की सुरक्षा और अनुपालन जांच पास करने के बाद सालाना जारी किया जाता है। एयरलाइन को यह राशि 30 दिन के अंदर जमा करने को कहा गया है।

रॉयटर्स



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

14 FEBRUARY 2026

SriLankan Airlines adds two flights for India-Pakistan match

SriLankan Airlines is operating two additional flights from Mumbai on Saturday and Monday to cater to the surge in demand for the India-Pakistan cricket match in Colombo, with several corporate houses closing group bookings for their business associates. India and Pakistan will clash in Colombo on Sunday during the group stage match of the ongoing T20 World Cup. "Many key corporate houses joined hands with us to close multiple groups of their business associates heading for the game. We are delighted to cater the premier brands on board with us," Fawzan Fareid, regional manager for India, Bangladesh and Nepal, SriLankan Airlines told *Business Standard*. **BS REPORTER**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

14 FEBRUARY 2026

DGCA slaps ₹1 cr fine on A-I for operating Airbus A320 plane without certification

PRESS TRUST OF INDIA
New Delhi, 13 February

Aviation safety watchdog The Directorate General of Civil Aviation (DGCA) has imposed a fine of ₹1 crore on Tata Group-owned Air India for operating an Airbus A320 neo plane without the requisite airworthiness certification on at least eight routes last year, according to sources.

The DGCA, on December 2 last year, said it was probing the incident of Air India operating an A320 neo

plane without having a requisite airworthiness certification on at least eight routes.

The sources on Friday said the regulator has slapped ₹1 crore fine on Air India for the violations.

"Air India acknowledges the receipt of a DGCA order in relation to an incident that was voluntarily reported back in 2025. All identified gaps have since been satisfactorily addressed and shared with the authority," the airline said in a statement.

On November 26, 2025, the airline

informed the DGCA about the flying of the A320 aircraft with the expired airworthiness review certificate (ARC) on eight revenue sectors. ARC is issued annually in respect of an aircraft after a comprehensive review of its maintenance records, physical condition and verification of compliance with all airworthiness standards. It is a validation of an aircraft's main certificate of airworthiness.

Under the norms, Air India has been delegated the powers to issue the ARC for an aircraft.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

14 FEBRUARY 2026

डीजीसीए ने एअर इंडिया पर 1 करोड़ का जुर्माना लगाया

मुंबई। भारत के विमानन नियामक डीजीसीए ने एअर इंडिया पर एक करोड़ रुपए का जुर्माना लगाया है। यह कार्रवाई एयरबस ए320 नियोजित विमान को आवश्यक एयरवर्थनेस रिव्यू सर्टिफिकेट के बिना उड़ाने के मामले में की गई। बताया गया है कि 2025 में इस विमान को 8 माहों पर वैध प्रमाणन के बिना संचालित किया गया। हालांकि, एअर इंडिया ने 26 नवंबर 2025 को स्वयं इस चूक की जानकारी डीजीसीए को दी थी।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

13 FEBRUARY 2026

India aviation reform vital before reckless expansion



Abhijit Bhattacharya

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

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

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

the second on January 20, 2026, near Baramati airfield in Maharashtra, where a chartered Learjet-45 of a private non-scheduled operator crashed, killing the deputy chief minister of Maharashtra and his staff on board. In Ahmedabad, a big plane crashed within seconds of take-off. At Baramati, a small aircraft crashed seconds before landing. That means both take-off and landing in Indian aviation, along with the man-machine interface and overall airport infrastructure and management, deserve an in-depth re-look, and long-term reforms need to be initiated.

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

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

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

Since the vast majority of

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

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

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

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

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

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

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

Post-script: An Air India Boeing 787 London-Bengaluru flight faced a "fuel control switch" glitch before taking off on February 1. While the plane landed safely and the crew filed a report with the DGCA, the UK Civil Aviation Authority rightly questioned the airline's action.

"How AI 787 craft with full passenger load, grounded on arrival in India for safety checks, took off from London?" The very next day, the government told Parliament that "over two-thirds of AI planes were identified with recurring defects". Clearly Indian aviation needs major reforms: we have had enough of fortune-seeking private players. Are we missing out on flight safety?

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



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

14 FEBRUARY 2026

डीजीसीए ने एअर इंडिया पर लगाया एक करोड़ का जुर्माना

नई दिल्ली, प्रेटर: विमानन सुरक्षा नियामक डीजीसीए ने एअर इंडिया पर एक करोड़ रुपये का जुर्माना लगाया है। एअर इंडिया पिछले वर्ष कम से कम आठ मार्गों पर आवश्यक विमानन योग्यता प्रमाण पत्र के बिना एयरबस ए320 निचो विमान संचालित किया था। डीजीसीए ने इसको बहुत गंभीर किस्म का उल्लंघन माना है।

डीजीसीए ने जुर्माना लगाते हुए अपने आदेश में लिखा है कि एयरबस ए320 विमान ने कई सेक्टरों में उड़ान भरी। इसमें नई दिल्ली, बंगलुरु, मुंबई और हैदराबाद को कनेक्टिंग फ्लाइट्स भी शामिल हैं। ऐसा पिछले साल 24 से 25 नवंबर के बीच हुआ। इन

उड़ानों के लिए एअर इंडिया ने अनिवार्य एयरवर्थनेस रिव्यू सर्टिफिकेट (एआरसी) नहीं लिया था। एआरसी एक बेहद अहम सर्टिफिकेट है जो सालाना तौर पर डीजीसीए द्वारा जारी किया जाता है।

इंडिगो पर भी लगाया जुर्माना: इंडिगो ने शुक्रवार को कहा कि जीएसटी इनपुट टैक्स क्रेडिट से संबंधित मामले में उस पर 1.27 करोड़ का जुर्माना लगाया गया है और वह इस आदेश को चुनौती देगी। बीएसई को दी गई जानकारी में एयरलाइन की मूल कंपनी इंटरग्लोब एविएशन ने कहा, उसे प्राप्त इनपुट टैक्स क्रेडिट को अस्वीकार कर दिया गया है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

14 FEBRUARY 2026

डीजीसीए ने एअर इंडिया पर लगाया एक करोड़ रुपये का जुर्माना

नई दिल्ली, प्रेस: विमानन सुरक्षा नियामक नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एअर इंडिया पर एक करोड़ रुपये का जुर्माना लगाया है। एअर इंडिया पिछले वर्ष कम से कम आठ मार्गों पर आवश्यक विमानन योग्यता प्रमाण पत्र के बिना एयरबस ए320 नियोजित विमान संचालित किया जा रहा था। डीजीसीए ने विमान परिचालन में इसको गंभीर किस्म का उल्लंघन माना है।

डीजीसीए ने जुर्माना लगाते हुए अपने आदेश में लिखा है कि एयरबस ए320 विमान ने कई सेक्टरों में उड़ान भरी। इसमें नई दिल्ली, बंगलुरु, मुंबई और हैदराबाद की कनेक्टिंग फ्लाइट्स भी शामिल हैं। ऐसा पिछले साल 24 से 25 नवंबर के बीच हुआ।

इन उड़ानों के लिए एअर इंडिया ने अनिवार्य एयरवर्थनेस रिव्यू सर्टिफिकेट

एअर इंडिया पिछले वर्ष आवश्यक प्रमाण पत्र के बिना एयरबस ए320 नियोजित विमान संचालित किया



(एआरसी) नहीं लिया था। एआरसी एक बेहद अहम सर्टिफिकेट है जो सालाना तौर पर डीजीसीए द्वारा जारी किया जाता है। इसके लिए विमान को सभी जरूरी सुरक्षा मानकों को पूरा करना होता है। बिना एआरसी के उड़ान भरना उड़ान के

सुरक्षा नियमों का गंभीर उल्लंघन माना जाता है।

26 नवंबर, 2025 को एयरलाइन ने डीजीसीए को सूचित किया कि ए320 विमान आठ नियमित उड़ानों पर एआरसी समाप्त होने के बावजूद उड़ाया गया था। विमान के स्वच्छता रिकार्ड, भौतिक स्थिति और सभी विमानन योग्यता मानकों के अनुपालन के सत्यापन की व्यापक समीक्षा के बाद, एआरसी प्रतिवर्ष जारी किया जाता है।

यह विमान के मुख्य विमानन योग्यता प्रमाण पत्र का सत्यापन है। टाटा समूह के स्वामित्व वाली एयर इंडिया को पहले भी कुछ उल्लंघनों के लिए नियामक कार्रवाई का सामना करना पड़ा है।

यह पुष्टि करता है कि विमान उड़ान भरने के लिए पूरी तरह से सुरक्षित और तकनीकी रूप से फिट है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

14 FEBRUARY 2026

IndiGo Looks to Fly in 1,000 Pilots

Recruitment push follows cancellations triggered by new pilot rest rules flagged by the regulator

Arindam Majumder

New Delhi: IndiGo is planning to hire over 1,000 pilots in what is one of the largest recruitment drives by an Indian carrier. IndiGo's largest carrier was forced to cancel over 5,000 flights over seven days in December as it found itself short of crew following the implementation of new rest rules for pilots.

The recruitment includes trainee first officers, senior first offi-

cers and captains. According to one of the hiring notices, the airline is open to hiring pilots who don't have experience on the Airbus A320 aircraft, which is primarily used by the airline.

The new rules capped the number of landings a pilot can perform between 12 am and 6 am while increasing weekly rest requirements.

An investigation by civil aviation regulator Directorate General of Civil Aviation (DGCA) found that the airline didn't hire adequately for the new rules, nor accelerated training, leaving pilots stretched thin through frequent reassignments, longer workdays and extended deadheading where they travel as passengers to operate flights at another location.

A senior official said the airline was proactively preparing a pipeline of pilots to keep pace with its



rapid pace of induction of aircraft. It also has a robust internal training pipeline upgrading around 20-25 first officers to captain per month.

The airline on an average inducts around four new aircraft per month.

Increasing the number of pilots demands a continuous training process at airlines as trainee first officers need six months of training before becoming first officers.

Only First Officers with a minimum of 1,500 hours of flying time are eligible to get upgraded as captains, while individual airlines can have higher limits.

The regulator DGCA stipulates airlines to have three sets of pilots including one captain and one first officer per aircraft. However, for IndiGo the requirement becomes more than double of that due to the airline's high utilisation of aircraft.

A DGCA investigation into the December meltdown found that while IndiGo required 2,422 captains it only had 2,357, according to the carrier. Following the crisis, the regulator was forced to grant temporary exemptions wait-

ing off night-duty restrictions rules until February 10.

The airline is also restructuring its network to build higher buffers between schedules. While the buffer in December was negligible, it has increased to 3% in February, while standby crew levels have been raised to a minimum of 15%.

In its investigation, the DGCA had said there was an overriding focus on maximising utilisation of crew, aircraft, and network resources, which significantly reduced roster buffer margins.

Crew rosters were designed to maximise duty periods, with increased reliance on deadheading, tail swaps, extended duty patterns, and minimal recovery margins. This approach compromised roster integrity and adversely impacted operational resilience the DGCA said.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

14 FEBRUARY 2026

Air India Fined ₹1 Crore for Flying Jet without Permit

DGCA blames airline CEO, says failure has eroded public trust in aviation safety

Arindam Majumder

New Delhi: The civil aviation regulator has fined Air India ₹1 crore for flying an Airbus aircraft eight times without an airworthiness permit.

The Directorate General of Civil Aviation (DGCA) blamed Air India CEO Campbell Wilson for the lapse, which it said had eroded public trust in aviation safety. It also suspended two senior executives leading the airline's Continuing Airworthiness Management Organisation, the unit responsible for maintaining airworthiness of an aircraft.

In December 2025, ET exclusively reported about the violation, following which multiple employees were suspended. The aircraft

continued flying for two days before an engineer noticed that the licence had expired.

The certificate of airworthiness of aircraft is issued by the DGCA and is renewed every year, ensuring that the particular aircraft has undergone periodic maintenance and is in a safe condition for flight.



The aircraft's airworthiness certificate, issued and renewed annually by the DGCA, confirms it is maintained and safe to fly

Operating an aircraft without valid licences and certificates is considered a serious offence and Air India, which faced a fatal crash in June last year, is likely to face heavy penalties including suspension of top executives.

The Airbus A320 aircraft was grounded for maintenance work for a month when its licence expired. When a query was raised by the flight operations department whether there was any approval required before the aircraft was returned for commercial flights, the head of

defect-cell, who is responsible for highlighting any maintenance issues, closed the query without proper checks.

Further, the aircraft maintenance engineers conducting night checks after every flight also failed to notice it.

Air India said it acknowledged the regulatory order on the incident, which it had voluntarily reported last year to authorities. "All identified gaps have since been satisfactorily addressed and shared with the authority," it said in a statement.

Earlier, an internal investigation by Air India blamed a series of systemic failures and insufficient cross-checks in its engineering unit.

The airline's brass including CEO Wilson were earlier issued show-cause notices for operating multiple expired components fitted in aircraft.

Last year, the regulator suspended the airline's head of engineering quality department, which is responsible for audits to ensure the airline is adhering to all regulations.

DGCA Tightens Pilot Breathalyser Test

Mumbai: The Directorate General of Civil Aviation (DGCA) has put in place stricter breath analyser test requirements for pilots, wherein those found repeatedly violating the norms could even face cancellation of their pilot licence, according to a source.

Under the revised norms, which came into effect from February 9, FATA (Foreign Aircrew Temporary Authorisation) of an expatriate pilot operating in India will be cancelled and not considered again if that cockpit crew tests positive for alcohol consumption during pre-flight breath analyser examination.

Among other provisions, the licence of a pilot who tests positive in a Breath Analyser (BA) test before operating a flight on three occasions will be cancelled, the source said.

In September last year, the DGCA had proposed changes to the Civil Aviation Requirement (CAR) on the procedure for medical examination for crew members for alcohol consump-

tion before and after operating a flight.

"For confirmatory BA readings up to 0.009 per cent BAC or mg/dl for the first time, the crew shall be off rostered and subjected to counselling. For scheduled operators, the counselling shall be carried out by the Chief Medical Officer and the Chief of Flight Safety on the adverse impact of alcohol and subsequently released for flight.

"In case of operators other than scheduled operators, the counselling shall be carried out by the Accountable Manager and Chief of Flight Safety/CFI. All such cases shall be reported to DGCA; however, this shall not be endorsed on crew license/approval," according to the revised DGCA norms. BAC refers to Blood Alcohol Content.

According to the new CAR, a pilot will face suspension of his or her licence if the second time pre-flight breath analyser test is found positive, or breath analyser test is positive in one instance and missed breath analyser test the second time. — PTI



Corporate Communications Directorate

THE FINANCIAL EXPRESS

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DGCA slaps ₹1-cr fine on Air India in Airbus case

PRESS TRUST OF INDIA
Mumbai/New Delhi, Feb 13

AVIATION SAFETY WATCHDOG
DGCA has imposed a fine of ₹1 crore on Tata Group-owned Air India for operating an Airbus A320neo plane without the requisite airworthiness certification on at least eight routes last year, according to sources.

The Directorate General of Civil Aviation (DGCA), on December 2 last year, said it was probing the incident of Air India operating an A320neo plane without having a requisite airworthiness certification on at least eight routes.

The sources on Friday said the regulator has slapped ₹1 crore fine on Air India for the violations.

"Air India acknowledges the receipt of a DGCA order in relation to an incident that was voluntarily reported back in 2025. All identified gaps have since been satisfactorily addressed and shared with the authority," the airline said in a statement.

On November 26, 2025, the airline informed the DGCA about the flying of the A320 aircraft with the expired airworthiness review certificate (ARC) on eight revenue sectors.

ARC is issued annually in respect of an aircraft after a comprehensive review of its maintenance records, physical condition and verification of compliance with all airworthiness standards. It is a validation of an aircraft's main certificate of airworthiness.



Corporate Communications Directorate

HINDUSTAN

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14 FEBRUARY 2026

एयर इंडिया पर एक करोड़ का जुर्माना

मुंबई/ नई दिल्ली, एजेंसी। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने टाटा समूह की कंपनी एयर इंडिया पर एक करोड़ रुपये का जुर्माना लगाया है। यह कार्रवाई पिछले वर्ष उड़ान योग्यता प्रमाणपत्र समाप्त होने के बाद भी उड़ानें परिचालित करने पर की गई।

सूत्रों के अनुसार, एयर इंडिया ने 26 नवंबर 2025 को कम से कम आठ रूटों पर अपने बेड़े में शामिल एयरबस ए-320 नियोजित विमानों का परिचालन किया, जिनके उड़ान योग्यता प्रमाणपत्र समाप्त हो चुके थे। नियमानुसार उड़ान

क्या है उड़ान योग्यता प्रमाणन

नियमानुसार हर विमान की प्रतिवर्ष जांच की जाती है। इसमें विमान के मेटेनेस रिपोर्ट, भौतिक स्थिति और अन्य मानकों पर खरा उतरने के बाद उसे उड़ान योग्यता प्रमाणपत्र जारी किया जाता है। इसके बाद ही किसी विमान को उड़ानों के परिचालन के योग्य माना जाता है। खास बात यह है कि एयर इंडिया को किसी भी विमान को यह प्रमाणपत्र जारी करने की शक्ति दी गई है।

से पहले कंपनी को इन प्रमाणपत्रों को नवीनीकृत कराना चाहिए था।

डीजीसीए ने दो दिसंबर को बताया था कि जांच शुरू कर दी गई है। जांच के बाद डीजीसीए ने कंपनी पर एक करोड़ रुपये का जुर्माना लगाया है। एयरलाइन

प्रबंधन ने आदेश मिलने की बात कही है। कहा है कि सभी कमियों को दूर किया जा चुका है, इसके बारे में प्राधिकरण को जानकारी दी जा चुकी है। प्रबंधन ने बताया कि कंपनी ने खुद डीजीसीए से मामले की रिपोर्ट की थी।



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वीआईपी उड़ानों में प्रयुक्त विमानों की हो रही समीक्षा

नई दिल्ली, विशेष संवाददाता । वीआईपी उड़ानों में इस्तेमाल किए जा रहे विमानों की समीक्षा शुरू कर दी गई। इसे बारामती विमान हादसे के बाद अहम कदम माना जा रहा है। इस दुर्घटना में महाराष्ट्र के उपमुख्यमंत्री अजित पवार समेत पांच लोगों की जान चली गई थी।

बीते सप्ताह ही नागरिक उड्डयन मंत्रालय ने वीआईपी यात्राओं में इस्तेमाल होने वाले विमानों की समीक्षा को लेकर आदेश जारी किया था। जांच का उद्देश्य यह पता लगाना है कि वीआईपी उड़ानों का संचालन करने वाली कंपनियां सुरक्षा मानकों का सही तरीके से पालन कर रही हैं या नहीं। समीक्षा नागरिक उड्डयन महानिदेशालय (डीजीसीए) द्वारा शुरू किए गए विशेष ऑडिट अभियान के बाद की जा रही है। डीजीसीए पहले से

■ बारामती विमान हादसे के बाद उठाया गया यह कदम

गैर-अनुसूचित विमान संचालकों की जांच कर रहा है। साथ ही, वीएसआर ऑपरेशंस का अलग से ऑडिट भी किया जा रहा है। 28 जनवरी को हुए हादसे के बाद सरकार ने सभी गैर-अनुसूचित उड़ानों की व्यापक समीक्षा शुरू की है।

इस विमान का संचालन वीएसआर द्वारा किया जा रहा था। सूत्रों के मुताबिक हालिया जांच में यह सामने आया है कि कुछ विमान तय मौसम मानकों से कम दृश्यता में भी उड़ान भर रहे थे। खासकर बिना नियंत्रण वाले हवाई अड्डों पर खराब मौसम में लैंडिंग के मामले सामने आए हैं।



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14 FEBRUARY 2026

इंडिगो को सवा करोड़ जुर्माने का नोटिस

नई दिल्ली। इंडिगो पर जीएसटी इनपुट टैक्स क्रेडिट से संबंधित 1.27 करोड़ रुपये से अधिक का जुर्माना लगाया गया है। एयरलाइन ने शुक्रवार को यह जानकारी दी। इंडिगो ने कहा है कि वह इस आदेश को चुनौती देगी। बीएसई को दी गई जानकारी में, एयरलाइन की मूल कंपनी इंटरग्लोब एविएशन ने कहा कि उसे जीएसटी इनपुट टैक्स क्रेडिट से संबंधित नोटिस मिला है।



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14 FEBRUARY 2026

विमान आयात से हवाई यात्रा के किराए कम होंगे : गोयल

नई दिल्ली, एजेंसी। वाणिज्य और उद्योग मंत्री पीयूष गोयल ने शुक्रवार को उम्मीद जताई कि अंतरिम व्यापार समझौते के तहत भारत, अमेरिका से लगभग 100 अरब अमेरिकी डॉलर मूल्य के विमान, इंजन और कलपुर्जों का आयात करेगा। उन्होंने कहा कि इससे पर्यटन को बढ़ावा मिल सकता है और हवाई किराए में कमी आ सकती है। उन्होंने यह भी जोड़ा कि भारत ने किसानों के हितों को पूरी तरह से रक्षा की है।



गोयल ने यहां एक कार्यक्रम में कहा, हमें उम्मीद है कि हम और अधिक विमान देश में ला सकेंगे, जो हमारे पर्यटन के लिए अच्छा होगा, हमारे आवागमन को बेहतर बनाएगा और उम्मीद है कि सभी के लिए हवाई किराया कम करेगा। साथ ही यह देश के दूरदराज के क्षेत्रों को बेहतर संपर्क प्रदान करने में भी मदद करेगा। उन्होंने कहा, मैं आसानी से देख सकता हूँ कि सिर्फ विमानन क्षेत्र अगले पांच वर्षों में लगभग 100 अरब डॉलर के आयात को पूरा करेगा।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

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

Neha LM Tripathi

letters@hindustantimes.com

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

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

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

Complaints were also received through social media and calls, including 1,153 related to refunds,

Complaints logged

Air Sewa portal



Ticketing & Fare

16,634



Baggage

5,102



Flight Delays

8,498

Social media and calls

Refunds

1,153

Cancellation

547

Baggage

373

Delays

157

Details of complaints received till February 9, 2026

India has 25K licensed pilots, govt informs LS

Neha LM Tripathi

letters@hindustantimes.com

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

In a written response to queries raised by Trinamool Con-

gress (TMC) lawmaker, Minister of State (MoS) for civil aviation Murlidhar Mohol provided category wise details of licences issued by the civil aviation regulator Directorate General of Civil Aviation (DGCA).

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



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

14 FEBRUARY 2026

DGCA TIGHTENS ALCOHOL TESTING NORMS FOR PILOTS

NEW DELHI: The Directorate General of Civil Aviation (DGCA) has tightened breath analyser (BA) norms for flight crew, with repeated violations now leading to suspension and even cancellation of licences under revised rules effective February 9.

Under the amended Civil Aviation Requirements (CAR), the Foreign Aircrew Temporary Authorisation (FATA) of an expatriate pilot operating in India will be cancelled and not reconsidered if the pilot tests positive in a pre-flight breath analyser examination.

A pilot found positive in a pre-flight BA test on three occasions will face cancellation of licence. A second violation, either two positive pre-flight tests or one positive and one missed test, will qualify for a suspension. For post-flight violations, one positive and one missed BA test (in either order) will entail a three year suspension.

The regulator clarified that blood alcohol level is not the sole determinant of flying fitness, as impairment from hangover may persist even after BAC drops to zero. The new rules mandate a minimum 12 hour abstinence from alcohol before flying, though effects of heavy drinking may last 48-72 hours. **HTC**



Corporate Communications Directorate

THE HINDU

CHENNAI

13 FEBRUARY 2026

Airlines say duty norms will reduce productivity

Jagriti Chandra

NEW DELHI

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

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



Corporate Communications Directorate

THE HINDU

DELHI

14 FEBRUARY 2026

DGCA slaps ₹1 crore fine on Air India

Press Trust of India

MUMBAI/NEW DELHI

The DGCA has imposed a fine of ₹1 crore on Air India for operating an Airbus A320 neo plane without the airworthiness certification on at least eight routes last year, according to

sources. "Air India acknowledges the receipt of a DGCA order in relation to an incident that was voluntarily reported back in 2025. All identified gaps have since been satisfactorily addressed and shared with the authority," the airline said in a statement.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

14 FEBRUARY 2026

DGCA fines Air India Rs 1 cr for flying plane on expired certificate

Sukalp Sharma

New Delhi, February 13

TATA GROUP airline Air India has been fined Rs 1 crore by aviation safety regulator Directorate General of Civil Aviation (DGCA) for operating an aircraft with an expired Airworthiness Review Certificate (ARC) in November, according to sources.

The Airbus A320 bearing registration VT-TQN operated eight commercial flights on an

expired ARC, before Air India voluntarily informed the DGCA about the gaffe on November 26.

Operating an aircraft on a lapsed ARC is typically categorised as a serious safety lapse. In early December, Air India expressed regret over the incident, saying that it suspended all personnel involved in the decision to operate the aircraft while its ARC was not valid.

In addition to the DGCA probe, the airline also con-

ducted an internal investigation into the matter on the regulator's instructions.

Following the tragic crash of Air India flight AI 171 in Ahmedabad last year, the carrier has been received a number of regulatory actions by the DGCA, many of which were a result of voluntary disclosures.

On Friday, the airline said all identified gaps have been addressed "satisfactorily". "Air India acknowledges the receipt of a DGCA order in relation to

an incident that was voluntarily reported back in 2025.

All identified gaps have since been satisfactorily addressed and shared with the authority. Air India remains unwavering in its commitment to maintaining the highest standards of operational integrity and safety," an airline spokesperson said.

According to flight tracking data, the three-year-old aircraft — which earlier flew with Vistara — operated its last flight of

that month on November 25, suggesting that it was grounded immediately after Air India's disclosure.

The data also shows that the aircraft operated eight flights on November 24-25. It was under maintenance for a month, having operated its last flight on a valid ARC on October 24. The aircraft re-entered service on December 10, after its ARC was duly renewed.

FULL REPORT ON

WWW.INDIANEXPRESS.COM

'Imports of aircraft from US likely to boost tourism & slash air fares'

India would import aircraft, engines & spare parts worth about \$100 billion from the US under interim trade pact

OUR CORRESPONDENT

NEW DELHI: Commerce and Industry Minister Piyush Goyal on Friday expressed hope that India would import aircraft, engines and spare parts worth about \$100 billion from the US under the interim trade pact.

Import of aeroplanes may help boost tourism, and bring down airfares, he said.

According to a joint statement issued by both sides on Saturday on the framework for the first phase of the bilateral trade agreement, India has expressed its intention to purchase \$500 billion of US energy products, aircraft and aircraft parts, precious metals, technology products and coking coal over the next five years.

He also said India needs coking coal to boost its steel production and the US is a major supplier of this commodity.

"...with the US, we are hopeful of getting more aeroplanes into the country, which would be good for our tourism, which would be good for our mobility and hopefully bring down the airfares for all of us...It should open up remote area connectivity into the country," he said here at ET Now Global Business Summit.

"Very easily I can see before my eyes, just the aviation sector, meeting probably a hundred billion dollars of imports



Highlights

- » 'Very easily I can see before my eyes, just the aviation sector, meeting probably a hundred billion dollars of imports in the next five years,' Goyal said
- » He also said India needs coking coal to boost its steel production & US is a major supplier of this commodity
- » The Indian steel sector is targeting to increase production to about 300 million tonne from current 140 million tonne

- Boeing planes, aircraft engines and spare parts in the next five years," he said.

The Indian steel sector is targeting to increase production to about 300 million tonne from the current 140 million tonne.

It will lead to doubling the requirement of coking coal, he said.

"We need nothing less than \$30 billion of coking coal. Currently two countries mainly supply coking coal. If there's more competition and if more

countries come into play and provide us our needs, will that not give us better quality, better pricing?" Goyal said.

Further, he said India's trade pacts with the EU and US open up a market of nearly \$55-60 trillion.

Both the EU and US have high per capita income, he said adding "does anybody in this room think that they can compete with India on any product". The minister added that India has fully protected the interests of farmers.



Corporate Communications Directorate

THE PIONEER

DELHI

14 FEBRUARY 2026

DGCA FINES AIR INDIA ₹1 CRORE

The Directorate General of Civil Aviation (DGCA) has imposed a ₹1 crore fine on Air India for operating an Airbus A320 neo on at least eight routes last year without the mandatory Airworthiness Review Certificate (ARC). The regulator described the violation as "serious" and attributed the lapse to top-level management. The flights took place on November 24 and 25, covering cities including Delhi, Bengaluru, Mumbai, and Hyderabad. The ARC is issued annually to validate an aircraft's compliance with safety standards and maintenance records. Air India had the delegated authority to issue the certificate but failed to ensure compliance. In a statement, the airline said the incident, voluntarily reported on November 26, 2025, had been addressed, and all gaps were rectified. Air India reaffirmed its commitment to operational integrity and passenger safety. The DGCA's order highlights regulatory vigilance over airworthiness and underscores that lapses, even when self-reported, carry significant penalties.

THE PIONEER

DELHI

14 FEBRUARY 2026

Imports of aircraft from US may boost tourism, bring down air fares: Goyal

PRESS TRUST OF INDIA

■ New Delhi

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airfares for all of us... It should open up remote area connectivity into the country," he said here at ET Now Global Business Summit.

"Very easily I can see before my eyes, just the aviation sector, meeting probably a hundred billion dollars of imports — Boeing planes, aircraft engines and spare parts in the next five years," he said.

अमेरिका से विमानों के आयात से कम हो सकता है हवाई किराया :गोयल

नई दिल्ली, (पंजाब केसरी) वाणिज्य और उद्योग मंत्री पीयूष गोयल ने शुक्रवार को उम्मीद जताई कि अंतरिम व्यापार समझौते के तहत भारत, अमेरिका से लगभग 100 अरब अमेरिकी डॉलर मूल्य के विमान, इंजन और कलपुर्जों का आयात करेगा। उन्होंने कहा कि विमानों के आयात से पर्यटन को बढ़ावा मिल सकता है और हवाई

किराए में कमी आ सकती है। द्विपक्षीय व्यापार समझौते के पहले चरण के ढांचे पर दोनों पक्षों द्वारा शनिवार को जारी एक संयुक्त बयान के अनुसार, भारत ने अगले पांच वर्षों में 500 अरब अमेरिकी डॉलर के अमेरिकी ऊर्जा उत्पाद, विमान और विमान के कल-पुर्जे, कीमती धातुएं, प्रौद्योगिकी उत्पाद और कोकिंग कोयला खरीदने का इरादा व्यक्त किया है। उन्होंने यह भी कहा कि भारत को अपने इस्पात उत्पादन को बढ़ावा देने के लिए कोकिंग कोयले की आवश्यकता है और अमेरिका इस वस्तु का एक प्रमुख आपूर्तिकर्ता है। गोयल ने ईटी नाउ ग्लोबल बिजनेस समिट में कहा, हमें उम्मीद है कि हम और अधिक विमान देश में ला सकेंगे, जो हमारे



पर्यटन के लिए अच्छा होगा, हमारे आवागमन को बेहतर बनाएगा और उम्मीद है कि सभी के लिए हवाई किराया कम करेगा साथ ही यह देश के दूरदराज के क्षेत्रों को बेहतर संपर्क प्रदान करने में भी मदद करेगा। उन्होंने कहा, मैं आसानी से देख सकता हूँ कि सिर्फ विमानन क्षेत्र अगले पांच वर्षों में लगभग 100 अरब डॉलर के आयात को पूरा करेगा। भारतीय इस्पात क्षेत्र का लक्ष्य उत्पादन को वर्तमान 14 करोड़ टन से बढ़ाकर लगभग 30 करोड़ टन करना है। उन्होंने कहा कि इससे कोकिंग कोयले की आवश्यकता दोगुनी हो जाएगी। गोयल ने कहा, हमें कम से कम 30 अरब अमेरिकी डॉलर के कोकिंग कोयले की आवश्यकता है।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

13 FEBRUARY 2026

मुनाफे से घाटे में आई स्पाइसजेट एयरलाइन नतीजे से पहले शेयर की क्रैश लैंडिंग

नई दिल्ली। स्पाइसजेट को वित्त वर्ष 2025-26 की अक्टूबर-दिसंबर तिमाही में 269.27 करोड़ रुपये का घाटा हुआ। जानकारी के अनुसार, एयरलाइन को वित्त वर्ष 2024-25 की समान तिमाही में 24.97 करोड़ रुपये का मुनाफा हुआ था। तिमाही नतीजे से पहले स्पाइसजेट के शेयर गुरुवार को क्रैश हो गए।

मुनाफे से घाटे में आई स्पाइसजेट एयरलाइन, नतीजे से पहले शेयर की क्रैश लैंडिंग

प्राइवेट एयरलाइन स्पाइसजेट मुनाफे से अब घाटे में आ गई है। स्पाइसजेट को वित्त वर्ष 2025-26 की अक्टूबर-दिसंबर तिमाही में 269.27 करोड़ रुपये का घाटा हुआ। बीएसई को दी जानकारी के अनुसार, एयरलाइन को वित्त वर्ष 2024-25 की समान तिमाही में 24.97 करोड़ रुपये का मुनाफा हुआ था। चालू वित्त वर्ष की तीसरी तिमाही में कंपनी की कुल आय

घटकर 1,522.81 करोड़ रुपये रह गई, जो पिछले वित्त वर्ष की समान तिमाही में 1,650.67 करोड़ रुपये थी। तिमाही नतीजे से पहले स्पाइसजेट के शेयर गुरुवार को क्रैश हो गए। वर्तमान में शेयर की कीमत 20 रुपये के स्तर पर आ गई है।

क्या है घाटे के कारण

एयरलाइन ने एक बयान में कहा कि एटीएफ की ऊंची कीमत, रुपये के मूल्य में गिरावट और नए श्रम कानूनों के एकमुश्त प्रभाव ने तीसरी तिमाही में एयरलाइन के खर्चों को बढ़ा दिया है। कंपनी के बयान में कहा गया- विदेशी मुद्रा और नए श्रम कानूनों के समायोजन के एकमुश्त प्रभाव के बाद वित्त वर्ष 2025-26 की तीसरी तिमाही में घाटा 269 करोड़ रुपये रहा, जबकि इसी वित्त वर्ष की दूसरी तिमाही में यह 635 करोड़ रुपये था। कंपनी ने कहा कि वह अतिरिक्त आय जुटाने के लिए अनावश्यक पुर्जे और उपकरण बेचने की योजना बना रही है।

शेयर का परफॉर्मेंस

स्पाइसजेट के शेयर बीएसई इंडेक्स पर 20.41 रुपये पर बंद हुआ, जो पिछले बंद भाव 21.61 रुपये से 5.55% की गिरावट दिखाता है। शेयर का ट्रेडिंग रेंज 21.94 रुपये से 20.25 रुपये के बीच रहा। यह शेयर के 52 हफ्ते का लो भी है। शेयर के 52 हफ्ते का हाई 56.80 रुपये है। शेयर का यह भाव पिछले साल था। **साल 2024-25 में कंपनियों को कितना घाटा?**

हाल ही में सरकार ने राज्यसभा को बताया कि पिछले वित्त वर्ष में भारतीय विमानन कंपनियों का कुल घाटा 5,289.73 करोड़ रुपये रहा और 11 परिचालकों में से सिर्फ चार- इंडिगो, ब्लू डर्ट, स्टार एयर और इंडियावन एयर- ने लाभ दर्ज किया। नागर विमानन राज्य मंत्री मुरलीधर मोहोले ने एक सवाल के लिखित जवाब में उच्च सदन को यह जानकारी दी।



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

13 FEBRUARY 2026

'Speculative' tag on crash report

AMIYA KUMAR KUSHWAHA

New Delhi: The Aircraft Accident Investigation Bureau (AAIB) on Thursday categorically denied an Italian media report that tries to shift blame for the AI171 plane crash in June 2025 to pilot error.

The Bureau called the report "incorrect and speculative", clarifying that the investigation was still underway.

"The investigation is still in progress. No conclusions have been reached," AAIB said.

"The preliminary report released earlier provided factual information available at that stage. The final investigation report, containing conclusions and safety recommendations, will be published upon completion of the investigation in line with established international norms."

According to a report in the Italian daily *Corriere della Sera*, sources familiar



NO CONCLUSIONS YET: AAIB

with the probe said the incident was the result of a technical fault but was an "intentional act" as one of the pilots intentionally turned off the fuel switches.

The probe team has urged media organisations to exercise restraint and avoid premature speculation.

"Unverified reporting causes unnecessary public anxiety and undermines the integrity of an ongoing professional

investigation," the AAIB said, expressing its full commitment to the high standards of aviation safety.

The preliminary report revealed that fuel supply to both engines of Air India flight AI171 was cut off just seconds after takeoff.

Pushback from airlines

A group representing India's top airlines, IndiGo and Air India, has asked the government to dilute proposed fatigue management rules for cabin crew, warning they could disrupt flight schedules and limit growth prospects, a letter shows.

The pushback from the Federation of Indian Airlines (FIA) on a key Indian government proposal comes after IndiGo, the country's largest airline, cancelled about 4,500 flights in December due to poor planning for new fatigue management rules for pilots.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

13 FEBRUARY 2026

Bomb threat to Gulf Air flight turns out to be hoax

Mahesh.Buddi
@timesofindia.com

Hyderabad: GMR Hyderabad International Airport (GHIAL) lodged a complaint with the RGI Airport police alleging that it had received an email threatening to blow up a Gulf Air flight arriving

in Hyderabad from Bahrain on Wednesday.

Police registered a case and launched an investigation to identify the offender. The sender used a mail2tor email ID in the name of former Maoist party general secretary Muppala Laxman Rao. At 10:01 am, the email

was sent to the RGI customer support email address from 'muppallakshman-rao@mail2tor:email'.

"CISF personnel conducted checks of the aircraft and passengers on the Gulf Air flight from Bahrain. The threat was declared a hoax," said an RGI Airport official.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

13 FEBRUARY 2026

Kolhapur-Mum flights from Mar 2

Kolhapur: From March 2 onwards, the flight between Kolhapur and Mumbai will start operating in both morning and evening sessions and, to begin with, twice a week on Tuesday and Thursday. Rajya Sabha MP Dhananjay Mahadik made the announcement, stating that the new schedule will be much more convenient for passengers regularly travelling between Kolhapur and Mumbai. At present, the flight to Mumbai operates in the morning session. In addition, on two days of the week, the flight will operate in the evening hours. TNN



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

13 FEBRUARY 2026

Airlines flag lapses in cabin crew duty norms, say more restrictive than int'l rules

TIMES NEWS NETWORK

Mumbai: A day after IndiGo fully implemented the revised Flight Duty Time Limitations (FDTL) norms for cockpit crew, airlines have sought changes to a separate set of proposed duty and rest rules for cabin crew, warning that the draft framework could strain operations without demonstrable safety gains.

The transition to the updated cockpit duty period and rest regime followed the expiry of a temporary exemption granted by the Directorate General of Civil Aviation (DGCA) in December, after widespread flight cancellations affected close to 10 lakh IndiGo passengers. It also marked the culmination of nearly two years of sustained demands

by pilots' groups for improved work-rest norms, a campaign that intensified following sudden death of an IndiGo pilot at a boarding gate in Nagpur in August 2023.

Now, the Federation of Indian Airlines (FIA), which represents Air India, IndiGo and SpiceJet, has written to the regulator seeking recalibration of proposed changes to cabin crew flight duty and rest requirements under the draft Civil Aviation Requirement (CAR), saying several provisions could significantly disrupt operations without corresponding incremental safety benefit.

The FIA said the draft framework appears more restrictive than global standards and called for greater alignment with international regulatory practices.

DGCA fines AI ₹1cr for flying plane with lapsed papers

New Delhi:DGCA has fined Air India Rs 1 crore for operating flights on an aircraft without a valid airworthiness certificate. The regulator has directed some engineering post-holders be removed, say sources.

The order issued by DGCA's joint chief Maneesh Kumar to AI CEO Campbell Wilson said this lapse had "further eroded public confidence and adversely impacted the safety compliance of the organisation... The accountable manager on behalf of Air India is found blameworthy..."

In a statement, AI said: "Air India acknowledges the receipt of a DGCA order in relation to an incident that was voluntarily reported back in 2025. All identified gaps have since been satisfactorily addressed and shared with the authority."

On Dec 2 last year, DGCA had issued a statement. "Under delegated authority, Air India issues 'airworthiness review certificate' (ARC)... annually... after a comprehensive review of its maintenance records, physical condition and verification of compliance with all airworthiness standards," it said.

In 2024, DGCA had decided to do the first first ARC renewal for Vistara's 70 aircraft after the airline merged with AI. While ARCs for 69 were issued, one Airbus A320's was not issued. The aircraft was grounded for engine change and then released for flights without the ARC. TNN

Is air taxi a big leap, or high-flying hype?

Ambition without groundwork risks overpromising

SHEKHAR SINGH

THE Confederation of Indian Industry (CII) has recently proposed pilot air taxi corridors for Delhi-NCR, built around electric vertical take-off and landing aircraft, or eVTOLs. The concept is straightforward: aircraft that rise vertically like helicopters, fly short urban routes, and land on specially designed rooftop vertiports.

Travel from Gurugram to central Delhi or from Connaught Place to Jewar airport could, in theory, shrink from hours to under 30 minutes.

The aviation watchdog, Directorate General of Civil Aviation (DGCA), has already issued preliminary guidelines for vertiports and certification pathways for eVTOL aircraft. Industry players, including InterGlobe Enterprises in partnership with US-based Archer Aviation, have publicly spoken of introducing electric air taxi services in the coming years. Start-ups backed by IIT Madras and other institutions are developing indigenous prototypes.

GLOBAL TAKE ON COMMUTING OPTION

On paper, the ecosystem is taking shape. But globally, even countries far ahead in aviation regulation have not yet normalised air taxis as a daily commuting option. In the United States, the Federal Aviation Administration is building certification frameworks and running pilot programmes, yet large-scale commercial passenger services still await final approvals.

In the United Kingdom, Vertical Aerospace is targeting the latter part of this decade for operations. In Dubai, vertiport construction has begun and test flights are underway, with commercial operations projected cautiously. Saudi Arabia has signed agreements with Joby Aviation. China has moved quickly on certification.

No major global city today runs scaled, routine air taxi services for the general public. India, therefore, is not behind, but it is not ahead either.

THE VERY MANY IMPONDERABLES

The question is not whether the technology exists. It does. The question is whether the ecosystem required to support it can be built safely, affordably and equitably.

Start with airspace. Urban skies are not empty corridors. They are shared with commercial aircraft, helicopters, drones and defence movements. Introducing dozens, potentially hundreds, of daily low-altitude eVTOL flights will require a sophisticated urban air traffic management system.

India's regulatory framework is evolving, but it remains in development stage. Certification is a multi-year process. Integration with existing aviation systems is complex.

Then comes infrastructure. CII's suggestion that rooftops could serve as vertiports sounds efficient. But a rooftop is not automatically an aviation facility. Structural reinforcement, fire safety systems, emergency evacuation plans, access control, passenger handling areas and high-capacity charging infrastructure will all be mandatory.

Urban local bodies will have to amend building norms. Who will bear these costs: private developers, state governments?

Early industry projections for India suggested fares in the range of a few thousand rupees for short inter-city hops. Some domestic developers claim that scale could eventually reduce fares significantly. But initial operations in any country are expected to be premium.

INDULGENCE FOR THE RICH OR REAL PUBLIC UTILITY?

If air taxis are priced beyond the reach of ordinary commuters, will they meaningfully reduce congestion? Or will they serve a small, high-paying segment? There is also the environmental argument. Electric propulsion eliminates tailpipe emissions, but lifecycle emissions depend on battery production and the electricity mix powering the grid.

India's transition to cleaner energy is ongoing, but not complete. The sustainability claim cannot be examined in isolation.

Noise and public acceptance matter as well. Even if quieter than helicopters, repeated vertical take-offs over urban rooftops, commercial buildings, office complexes and transport hubs will change the soundscape. What grievance redressal mechanisms will exist? How will safety concerns be addressed in high-density neighbourhoods?

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Security considerations cannot be ignored. Rooftop aviation facilities in commercial buildings introduce new risk variables. Access control and surveillance standards will need to be far stricter than typical commercial rooftops.

WHY EXECUTION WILL HOLD THE KEY

None of this negates the potential. Advanced Air Mobility could create high-skilled jobs, push indigenous manufacturing, strengthen India's aerospace sector and place the country at the forefront of next-generation mobility. Urban congestion is a genuine crisis. Bold solutions deserve examination.

But ambition without groundwork risks overpromising. Air taxis are not yet mainstream anywhere in the world. Most countries remain in testing, regulatory or early infrastructure phases. The sky may open to commuters in the coming decade. For now in India, the framework is being written, the rules are evolving, and the vision remains grounded in preparation. The promise is airborne. The proof will be in execution.