



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

15 JANUARY 2026

तैयारी

महायोजना 2041 बनाने के लिए कंपनी तय, यीडा के अधिकारियों ने दी जानकारी

4,000 हेक्टेयर में बसाया जाएगा हाथरस शहरी सेंटर

अमर उजाला ब्यूरो

ग्रेटर नोएडा। यमुना प्राधिकरण (यीडा) के हाथरस अर्बन सेंटर पर विकास कार्य अब शुरू किए जाने हैं। महायोजना 2041 बनाने के लिए यीडा ने कंपनी तय कर ली है। इसी महायोजना के आधार पर 4,000 हेक्टेयर में हाथरस अर्बन सेंटर विकसित किया जाएगा। करीब नौ माहिने में कंपनी महायोजना तैयार कर ड्राफ्ट प्राधिकरण को सौंपेगी। शासन और प्राधिकरण के बोर्ड से इसे लागू करने के लिए मंजूरी लेकर काम शुरू कराया जाएगा।

प्राधिकरण के अधिकारियों के मुताबिक तीन कंपनी वित्तीय बिड में शामिल हुई थीं। आरवी इंजीनियरिंग



संकेतिक

कंसल्टेंट, एलईए एसोसिएट्स साउथ एशिया और गरूड़ा यूएवी सॉफ्टसॉल्यूशंस तकनीकी बिड में सफल रही थीं।

वित्तीय बिड के आकलन के बाद आरवी इंजीनियरिंग कंसल्टेंट को महायोजना तैयार करने की जिम्मेदारी सौंपी गई है। महायोजना तैयार करने के साथ विकास कार्य में भी जरूरी तकनीकी सहयोग

कंपनी करेगी।

एक्सप्रेसवे के नजदीकी वाले हाथरस और सासनी के गांवों की जमीनों को इस अर्बन सेंटर में शामिल किया गया है। हरित क्षेत्र यहां 15 फीसदी से अधिक रखने के साथ सड़क नेटवर्क विकसित करने को भी प्राथमिकता दी जाएगी। शुरुआती योजना के मुताबिक यहां स्थानीय उद्योगों को बढ़ावा देने के

नोएडा एयरपोर्ट से सीधी कनेक्टिविटी : अधिकारियों ने पहले पेश किए जा चुके प्रजेन्टेशन में ही यह स्पष्ट कर दिया था कि हाथरस अर्बन सेंटर की कनेक्टिविटी नोएडा एयरपोर्ट से होगी। इसके लिए जरूरी सड़क नेटवर्क की योजना तैयार कर कंसल्टेंट कंपनी देगी। इससे यमुना एक्सप्रेसवे से भी यह अर्बन सेंटर जुड़ जाएगा। फिलहाल हाथरस आगरा-अलीगढ़ राष्ट्रीय राजमार्ग, बरेली-मथुरा राष्ट्रीय राजमार्ग के अलावा राज्य राजमार्ग-एसएच 33 से जुड़ा हुआ है।

लिए ईकोसिस्टम विकसित किया जाना है। वहीं भविष्य की जरूरतों के लिए यहां उद्योगों को भी भूखंड विकसित कर दिए जाएंगे। आवासीय भू-उपयोग की संपत्तियां भी यहां विकसित की जाएंगी। यहां अंतरराष्ट्रीय मानकों को पूरा करते हुए औद्योगिक शहर बसाने की तैयारी है। इससे हाथरस को प्रमुख औद्योगिक शहर के रूप में

विकसित करने के अलावा आवासीय जरूरतों को भी पूरा किया जा सकेगा। इस इलाके में रोजगार के भी नए प्रत्यक्ष और अप्रत्यक्ष अवसर विकसित होंगे। इन उद्योगों को दी जा सकती प्राथमिकता : महायोजना में कृषि-आधारित उद्योगों को बढ़ावा दिया जा सकता है। इसकी वजह हाथरस और आसपास के क्षेत्र कृषि के लिहाज से महत्वपूर्ण माने जाते हैं। यहां कोल्ड स्टोर, डेयरी प्लांट, होजरी यूनिट, हस्तशिल्प और फूड प्रोसेसिंग यूनिट जैसी स्थानीय इकाइयों को प्राथमिकता दी जाएगी। अहम है कि हींग और गुलाल के लिए हाथरस पूरी दुनिया में मशहूर है।



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DELHI

15 JANUARY 2026

4000 हेक्टेयर में बसेगा हाथरस अर्बन सेंटर

महायोजना 2041 बनाने के लिए कंपनी तय, यीडा के अधिकारियों ने दी जानकारी

ग्रेटर नोएडा। यमुना प्राधिकरण (यीडा) के हाथरस अर्बन सेंटर पर विकास कार्य अब शुरू किए जाने हैं। महायोजना 2041 बनाने के लिए यीडा ने कंपनी तय कर ली है। इसी महायोजना के आधार पर 4000 हेक्टेयर में हाथरस अर्बन सेंटर विकसित किया जाएगा। करीब नौ महीने में कंपनी महायोजना तैयार कर ड्राफ्ट प्राधिकरण को सौंपेगी। शासन और प्राधिकरण के बोर्ड से इसे लागू करने के लिए मंजूरी लेकर काम शुरू कराया जाएगा।

प्राधिकरण के अधिकारियों के मुताबिक तीन कंपनी वित्तीय बिड में शामिल हुई थीं। आरवी इंजीनियरिंग कंसल्टेंट, एलईए एनोसिएट्स साउथ एशिया और गुरूड़ा यूएवी सॉफ्टवॉल्यूशंस तकनीकी बिड में सफल रही थीं। वित्तीय बिड के आकलन के बाद आरवी इंजीनियरिंग कंसल्टेंट को महायोजना तैयार करने की जिम्मेदारी सौंपी गई है। महायोजना तैयार करने के साथ विकास कार्य में भी जरूरी तकनीकी सहयोग कंपनी करेगी। एक्सप्रेसवे के नजदीकी वाले हाथरस और सासनी के गांवों की जमीनों को इस अर्बन सेंटर में शामिल किया गया है। हरित क्षेत्र यहां 15 फीसदी से अधिक रखने के साथ सड़क

नोएडा एयरपोर्ट से सीधी कनेक्टिविटी

अधिकारियों ने पहले पेश किए जा चुके प्रजेंटेशन में ही यह स्पष्ट कर दिया था कि हाथरस अर्बन सेंटर की कनेक्टिविटी नोएडा एयरपोर्ट से होगी। इसके लिए जरूरी सड़क नेटवर्क की योजना तैयार कर कंसल्टेंट कंपनी देगी। इससे यमुना एक्सप्रेसवे से भी यह अर्बन सेंटर जुड़ जाएगा। फिलहाल हाथरस आगरा-अलीगढ़ राष्ट्रीय राजमार्ग, बरेली-मथुरा राष्ट्रीय राजमार्ग के अलावा राज्य राजमार्ग-एसएच 33 से जुड़ा हुआ है।

इन उद्योगों को दी जा सकती है प्राथमिकता

महायोजना में कृषि-आधारित उद्योगों को बढ़ावा दिया जा सकता है। इसकी वजह हाथरस और आसपास के क्षेत्र कृषि के लिहाज से महत्वपूर्ण माने जाते हैं। यहां कोल्ड स्टोर, डेयरी प्लांट, होजरी यूनिट, हस्तशिल्प और फूड प्रोसेसिंग यूनिट जैसी स्थानीय इकाइयों को प्राथमिकता दी जाएगी। अहम है कि हींग और गुलाल के लिए हाथरस पूरी दुनिया में मशहूर है।

नेटवर्क विकसित करने को भी प्राथमिकता दी जाएगी। शुरुआती योजना के मुताबिक यहां स्थानीय उद्योगों को बढ़ावा देने के लिए इंकोसिस्टम विकसित किया जाना है। वहीं भविष्य की जरूरतों के लिए यहां उद्योगों को भी भूखंड विकसित कर दिए जाएंगे। आवासीय भू-उपयोग की संपत्तियां भी यहां

विकसित की जाएंगी। यहां अंतरराष्ट्रीय मानकों को पूरा करते हुए औद्योगिक शहर बसाने की तैयारी है। इससे हाथरस को प्रमुख औद्योगिक शहर के रूप में विकसित करने के अलावा आवासीय जरूरतों को भी पूरा किया जा सकेगा। इस इलाके में रोजगार के भी नए प्रत्यक्ष और अप्रत्यक्ष अवसर विकसित होंगे।

नोएडा एयरपोर्ट को दिल्ली-मुंबई एक्सप्रेसवे से जोड़ने के लिए बनेगा वैकल्पिक मार्ग

यमुना सिटी। नोएडा अंतरराष्ट्रीय हवाई अड्डे को दिल्ली-मुंबई एक्सप्रेस-वे सहित हरियाणा राज्य के लिए बेहतर कनेक्टिविटी मिलेगी। इसमें गौतमबुद्ध नगर के फलैदा गांव से हरियाणा के सोलड़ा गांव तक नया मार्ग तथा बागपुर से झाझर-रबूपुरा मार्ग के चौड़ीकरण का जेवर विधायक धीरेंद्र सिंह ने निरीक्षण किया है।

जेवर विधायक धीरेंद्र सिंह ने बताया कि नोएडा अंतरराष्ट्रीय हवाई अड्डा बनने के बाद ग्रीनफील्ड एक्सप्रेस-वे और मंझावली पुल मार्ग पर वाहनों का अतिरिक्त दबाव पड़ेगा। वाहनों के अतिरिक्त दबाव से निपटने के लिए यूपी और हरियाणा के ग्रामों के बीच नई कनेक्टिविटी से वाहन चालकों को राहत मिलेगी। यमुना एक्सप्रेसवे को अतिरिक्त कनेक्टिविटी देने के लिए गौतमबुद्ध नगर के गांव फलैदा से होते हुए हरियाणा के ग्राम सोलड़ा तक सीधा मार्ग विकसित किया जा रहा है। इस रोड से हरियाणा के सोलड़ा गांव को सीधे जेवर से जोड़ा जा सकेगा।

इसके साथ ही हरियाणा के गांव बागपुर (जहां बीच में पुरानी यमुना नदी

राज्यों के ग्रामीण क्षेत्रों को सीधा लाभ मिलेगा

जेवर विधायक ने मुंबई-दिल्ली एक्सप्रेसवे से नोएडा अंतरराष्ट्रीय एयरपोर्ट को जोड़ने वाले प्रस्तावित मार्गों एवं उनके आसपास के क्षेत्रों का स्थलीय निरीक्षण किया। निरीक्षण के दौरान विधायक ने उत्तर प्रदेश को हरियाणा राज्य से जोड़ने वाले प्रमुख मार्गों का जायजा भी लिया। बुलंदशहर के झाझर से रबूपुरा होते हुए हरियाणा के गांवों को जोड़ने वाले मार्ग का चल रहा चौड़ीकरण बुलंदशहर से झाझर होते हुए गौतमबुद्ध नगर के रबूपुरा आने वाले मार्ग को भी विकसित किया जा रहा है। इस मार्ग को झाझर से खेड़ा भाईपुर अंडरपास तथा फिल्म सिटी तक 10 करोड़ की लागत से चौड़ीकरण किया जा रहा है। यह आगे चलकर चंडीगढ़ गांव होते हुए हरियाणा तक जाता है।

प्रवाहित होती है) वहां गौतमबुद्ध नगर से आवागमन की समस्या के समाधान के लिए 6 करोड़ 39 लाख की धनराशि से कनेक्टिविटी कार्य को स्वीकृति दिलाई गई है, जिससे दोनों



Corporate Communications Directorate

BUSINESS LINE

DELHI

15 JANUARY 2026

Telcos urge TRAI to intervene in Navi Mumbai airport issue

S Ronendra Singh
New Delhi

Following an appeal to the Centre, telecom service providers (TSPs) have now sought the Telecom Regulatory Authority of India's (TRAI) intervention in the ongoing issue of not being able to provide connectivity at the Navi Mumbai International Airport Limited (NMIAL).

In December 2025, the Cellular Operators Association of India (COAI), which represents TSPs such as Bharti Airtel, Reliance Jio and Vodafone-Idea, had written to the Department of Telecommunications alleging that NMIAL had denied right of way (RoW) permissions to them to install their 4G/5G equipment. This, they said, was leading to poor connectivity, pushing a monopolistic model

The telcos are asking TRAI to examine the conduct of NMIAL and lay down a cost-based pricing framework

with high fees for shared infrastructure, blocking basic network deployment as per the new Telecom Act.

PRICE CEILINGS

In their latest communication to TRAI, the telcos asked the regulator to examine the conduct of Navi Mumbai International Airport and lay down and enforce a cost-based pricing framework and appropriate price ceilings for in-building telecom infrastructure in situations where a single entity exercises monopoly control over access at public or

captive locations, such as airports, metro stations and similar public premises.

STRUCTURAL ISSUE

"TRAI's intervention is essential to address this emerging structural issue, which, if left unregulated, has the potential to be replicated across various public places/ infrastructure projects, thereby undermining competition and consumer experience," sources told *businessline* quoting SP Kochhar, Director General, COAI.

The industry has also asked TRAI to recommend appropriate directions to ensure that public entities grant RoW permissions to licensed TSPs on a non-discriminatory basis, or alternatively, that any shared infrastructure mandated in such locations is provided strictly on regulated, transparent and cost-oriented terms.



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DESHBANDHU

DELHI

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एयरपोर्ट की उड़ान के साथ ग्रेटर नोएडा बना निवेश का हॉट स्पॉट

ग्रेटर नोएडा, 14 जनवरी (देशबन्धु) । नोएडा अंतरराष्ट्रीय एयरपोर्ट के निर्माण के बाद ग्रेटर नोएडा निवेशकों की पहली पसंद बनता जा रहा है। बेहतर कनेक्टिविटी और उद्योग-अनुकूल माहौल के चलते औद्योगिक निवेश को लेकर कंपनियों का रुझान तेजी से बढ़ा है। इसी क्रम में ग्रेटर नोएडा प्राधिकरण ने 29 कंपनियों को औद्योगिक भूखंड आवंटित किए हैं, जिनसे क्षेत्र में 500 करोड़ रुपये से अधिक के निवेश और 5 हजार

से ज्यादा लोगों के लिए प्रत्यक्ष व अप्रत्यक्ष रोजगार के अवसर सृजित होने की उम्मीद है। औद्योगिक विकास को गति देने के उद्देश्य से प्राधिकरण ने कुल 39

इंडस्ट्रियल प्लॉट की योजना जारी की थी। निवेशकों से मिली मजबूत प्रतिक्रिया के बाद जांच प्रक्रिया पूरी कर 29 प्लॉट के आवंटन पत्र सौंप दिए गए। इसके साथ ही प्राधिकरण और संबंधित कंपनियों के बीच एमओयू भी किए गए हैं, ताकि तय समयसीमा के भीतर उत्पादन इकाइयों की स्थापना

सुनिश्चित हो सके। इन नई औद्योगिक इकाइयों के शुरू होने से न केवल स्थानीय युवाओं के लिए रोजगार के नए रास्ते खुलेंगे, बल्कि क्षेत्र की आर्थिक गतिविधियों को भी नई रफ्तार मिलेगी। प्राधिकरण का मानना है कि समन्वित औद्योगिक विकास ग्रेटर नोएडा को आने वाले समय में एक प्रमुख औद्योगिक हब के रूप में स्थापित करेगा। इस संबंध में ग्रेटर नोएडा प्राधिकरण के एसीईओ सौम्य श्रीवास्तव ने बताया कि 39 कंपनियों में से 29 को आवंटन पत्र जारी कर एमओयू किया जा चुका है। उन्होंने कहा कि प्राधिकरण की प्राथमिकता है कि सभी कंपनियाँ निर्धारित समय पर अपनी इंडस्ट्री शुरू करें। इसके लिए हर स्तर पर सहयोग किया जाएगा, ताकि निवेश और रोजगार के लक्ष्य समयबद्ध तरीके से पूरे हो।

■ 29 औद्योगिक भूखंडों का आवंटन



Steady decline in criminal cases at airport police station

Passengers reluctant to pursue cases despite seeking help: Police



ASRA MAVAD
BENGALURU, DHNS

The Kempegowda International Airport police station registered only 61 criminal cases in 2025, a consistent year-on-year decrease since 2023.

As per data shared by the police, case registrations have seen a slow decline in the past three years. Compared to the 61 cases in 2025, 2024 saw 77 cases and 2023 saw 89.

Officials attribute the decrease to growing hesitation among passengers to lodge FIRs.

“As it is a travelling crowd, people think it is a hassle to get involved in a case registered at the airport police station. Even

Bengaluru residents shy away from it as they don't want to keep travelling down to the airport. While we get lots of complaints, most passengers ask for our help, but refuse to file a case,” a senior police official told *DH*.

Of the 61 cases in 2025, criminal intimidation ranked the highest, at 12, followed by nine theft cases, eight forgery cases, and seven cases of hurt.

“Cases on criminal intimidation are spread across a broad spectrum — between passengers, passengers and airport staff, taxi drivers and passengers, and also among taxi drivers,” the official explained.

The past year, in particular, saw a steady flow of illegal im-

SENIOR POLICE OFFICIAL

“As it is a travelling crowd, people think it is a hassle to get involved in a case registered at the airport police station. Even Bengaluru residents shy away from it as they don't want to keep travelling down to the airport. While we get lots of complaints, most passengers ask for our help, but refuse to file a case.

migration-related cases, he added.

“We saw several cases of illegal immigration from Bangladesh, Sri Lanka and Nepal. We've registered cases against illegal immigrants from Sri Lanka and Nepal, either for forgery or under the Passports Act. Due to the sheer number of Bangladeshi immigrants, we don't file a case; instead, we send them to the detention centre, and then they are directly deported,” he elaborated.

The past year saw four cases registered under the Passports Act, 1967.

While the first case registered at the airport in 2025 was related to a passenger who stole two luxury watches from

the Duty Free section before flying to Brazil, the year ended with a copyright case—two flyers who flew in from Cambodia with counterfeit cigarettes.

The past year also saw four missing person cases and two cases of offence against a public servant. Apart from these, the airport also saw one case each of molestation, wrongful restraint and confinement, death due to negligence, cheating, poisoning, arms possession, criminal trespass, and sexual intercourse by employing deceitful means, among others.

Ground staff at the airport said a major chunk of fights which break out on the airport premises can be attributed to drunk passengers.

CONDUCT CHECK Asks regulator to examine 'monopolistic in-building arrangement'

Telcos Turn to Trai on Connectivity Issue at Navi Mumbai Airport

Our Bureau

New Delhi: Bharti Airtel, Reliance Jio, and Vodafone Idea have approached the Telecom Regulatory Authority of India (Trai) against the operator of the new Navi Mumbai International Airport and the indoor connectivity vendor, who they alleged are creating an excluding, monopolistic in-building telecom arrangement at a public airport, impacting travellers.

The telcos, through industry body, the Cellular Operators Association of India (COAI), asked Trai chairman Anil Kumar Lohori to lay down and enforce a cost-based pricing framework and appropriate price ceilings for in-building telecom infrastructure in scenarios where a single entity has exclusive control over connectivity at public or captive locations such as airports, metro stations, and similar premises.

COAI also asked the sector regulator to recommend suitable directions to ensure public entities grant the necessary right-of-way (RoW) permissions to operators on a non-discriminatory basis.

Alternatively it asked Trai to mandate that shared infrastructure in such locations be provided strictly on regulated, transparent, and cost-oriented terms.

"Trai's intervention is essential to address this emerging structural issue, which, if left unregulated, has the potential to be replicated across various public places/infrastructure projects, thereby undermining competition and consumer experience," COAI said in a letter sent Tuesday, a copy of which was seen by ET.

In the letter, COAI said Navi Mumbai International Airport Ltd (NMIAL) has mandated that all telcos must compulsorily use a network deployed by the airport operator or its affiliates on terms unilaterally determined by them and at chargers which the companies alleged are commercially unviable.

"It has been conveyed to our members that NMIAL is seeking payments of approximately ₹2 lakh per month per operator, aggregating to nearly ₹44 crore per annum for four mobile operators," wrote COAI in the letter. "These charges are grossly disproportionate, bear no rational nexus to the underlying cost of related infrastructure, and significantly exceed the capital and

Operators' Ask

Lay down and enforce cost-based pricing and ceilings for in-building connectivity

Ensure right of way permissions are granted on a non-discriminatory basis



operating expenditure ordinarily required for deployment of an independent IBS network."

NMIAL is owned 71% by Adani Airports Holdings and 29% by City & Industrial Development Corporation of Maharashtra (CIDCO).

COAI also alleged that NMIAL and its affiliates only hold a category-B Unified License as a Virtual Network Operator (VNO-Access Services) that doesn't allow them to operate active telecom infrastructure. Despite that, airport authorities have assumed control

of in-building access, creating a monopolistic bottleneck, it said.

"It is respectfully submitted that neither the Telecommunications Act, 2023 nor the licensing framework permits creation of exclusive RoW arrangements or monopolisation of in-building infrastructure by a VNO-IPSI under the guise of a "neutral host", COAI said.

The industry body also called upon Trai to take note of misleading public communications at the airport regarding network coverage and issue guidance to prevent attribution of fault to the operators where the denial of permissions is the underlying cause. Operators further said the current issue at NMIAL is not an isolated case. "In many instances related to public places, similar super normal profits are sought by the third party IBS providers," COAI said.



Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

15 JANUARY 2026

Airport connectivity row: Telcos urge Trai to step in

Jatin Grover

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NEW DELHI: The Cellular Operators Association of India (COAI), which represents major telecom firms, has approached the telecom regulator, seeking a cap on charges for in-building mobile network infrastructure at public places such as airports. This comes amid a standoff over providing connectivity at the newly opened Navi Mumbai Interna-

tional Airport (NMIA).

The association has urged the Telecom Regulatory Authority of India (Trai) to examine the conduct of the airport, operated by the Adani Group, in denying telcos right-of-way (RoW) permissions to lay telecom infrastructure, and creating an exclusive, monopolistic in-building telecom arrangement at a public airport.

The issue is significant as travellers have been complain-

ing about the lack of cellular connectivity at the Navi Mumbai airport, which began commercial operations on December 25. The reason for no connectivity at the airport is the absence of an agreement between the airport and telecom operators. The two sides have not been able to agree on commercial terms for this.

In a statement on Wednesday, an NMIA spokesperson said, "Globally, most airports adopt a single, neutral-host tel-

ecom infrastructure to ensure uniform coverage, safety and operational efficiency. In line with this globally accepted practice, Navi Mumbai International Airport Pvt. Ltd (NMIAL) is following the established framework adopted at major Indian airports". The airport operator said the pricing for neutral-host in-building solution services at NMIAL is aligned with the rates already established and implemented at other airports run in public-

private partnership.

S.P. Kochhar, director general of COAI, wrote in a letter dated January 13 to Trai chairman Anil Lahoti, "This arrangement has resulted in a clear market failure. NMIAL/IBS operator, though licensed only as a VNO (virtual network operator), has assumed control over an essential facility, namely in-building access infrastructure within a public airport, thereby creating a monopolistic bottleneck."

PHOTO: ADOBE STOCK (FOR REPRESENTATIONAL PURPOSE ONLY)



HOW IT SIMPLIFIES TRAVEL FOR INDIANS

- Indians can book flights connecting via Germany without needing a separate transit document.
- Airlines flying through German airports may find new routing and scheduling flexibility, potentially offering more flight options to and from India.
- This is expected to reduce both time and expense, cutting transit friction for business travellers, exporters, and leisure tourists alike.
- This gesture may encourage other European hubs to streamline transit rules for Indian passport holders as well.

Germany allows visa-free airport transit for Indian passport holders

Here's what the new rule, announced on Monday during German Chancellor Friedrich Merz's India visit, means for Indian travellers flying via Germany

WHAT WAS IT LIKE BEFORE?

Previously, Indians connecting through Germany to destinations in the Americas, Africa, or elsewhere had to plan extra time for visa processing even for short layovers, which could take several days and incur additional costs, even if they didn't enter Germany or the wider Schengen Area.

WHAT IS THE NEW RULE?

The change means Indian travellers transiting through major German hubs such as Frankfurt, Munich or Berlin no longer need to secure a Schengen 'Type A' transit visa when stopping there en route. Travellers must stay within the international transit zone and depart on their onward flight within 24 hours. However, if they leave the airport's International Transit Area, a valid visa will still be required. The travel agents and airlines are still awaiting the official date of implementation of this new rule.

TIP: For travellers who still need to determine whether their itinerary triggers a Schengen C visa or who may require additional permits for their onward destinations, it is advised to do a thorough research before booking any tickets, well in advance.



ILLUSTRATION: ADOBE STOCK



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MINT

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Airport connectivity row: Telcos urge Trai to step in

COAI seeks a cap on charges for in-building mobile networks at public places such as airports

Jim Grover
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NEW DELHI

The Cellular Operators Association of India (COAI), which represents major telecom firms, has approached the telecom regulator, seeking a cap on charges for in-building mobile network infrastructure at public places such as airports. This comes amid a standoff over providing connectivity at the newly opened Navi Mumbai International Airport (NMIA).

The association has urged the Telecom Regulatory Authority of India (Trai) to examine the conduct of the airport, operated by the Adani Group, in denying telcos right-of-way (RoW) permissions to lay telecom infrastructure, and creating an exclusive, monopolistic in-building telecom arrangement at a public airport.

The issue is significant as travellers have been complaining about the lack of cellular connectivity at the Navi Mumbai airport, which began commercial operations on 25 December. The reason for no connectivity at the airport is the absence of an agreement between the airport and telecom operators. The two sides have not been able to agree on commercial terms for this.

S.P. Kochhar, director general of COAI, wrote in a letter dated 13 January to Trai chairman Anil Labot, "This arrangement has resulted in a clear market failure. NMIA, IBS operator, though licensed only as a VNO (virtual network operator), has assumed control over an essential facility, namely in-building access infrastructure within a public airport, thereby creating a monopolistic bottleneck."

Kochhar said in the absence of competitive constraints and cost-based regulation, NMIA can impose excessive, non-transparent and non-cost-ori-



The move follows a standoff over poor cellular connectivity at the Navi Mumbai International Airport, which began operations on 25 December.

ented changes on all telecom operators, which have no alternative but to accept such terms if they wish to serve consumers at the airport.

Telecom operators have therefore urged Trai to lay down and enforce a

Kochhar said, "We respectfully request Trai to recommend appropriate directions to ensure that public entities grant RoW permissions to licensed TSPs (telecom service providers) on a non-discriminatory basis, or

what we have seen in these connectivity issues at airports is nothing but a market failure. The regulator has the power and mandate to fix cost-based charging. The same should not be left to market forces in case of market failure."

In a statement on Wednesday, an NMIA spokesperson said, "Globally, most airports adopt a single, neutral-host telecom infrastructure to ensure uniform coverage, safety and operational efficiency. In line with this globally accepted practice, Navi Mumbai International Airport Pvt. Ltd (NMIAL) is following the established framework adopted at major Indian airports". The airport operator said the pricing for neutral-host in-building location services at NMIAL is aligned with the rates already established and implemented at other airports run in public-private partnership.

In an earlier letter to the department of telecommunications (DoT), telecom operators said the airport operator had quoted "exorbitant" charges for providing connectivity—₹92 lakh per month per operator. The operators believe that since they are licensed entities and hold the spectrum, they are legally authorised to offer connectivity at these places based on the RoW rules under the Telecom Act. They have also challenged the appointment of third-party providers by airport and metro authorities, arguing that these intermediaries act as gatekeepers who unnecessarily control infra and connectivity permissions.

Countering this, the Navi Mumbai airport said it has regularly communicated and discussed the matter with telcos and offered in-building services at charges in line with industry standards. NMIA provides free Wi-Fi to passengers. Besides, the Bharat Sanchar Nigam Ltd network is also available at the airport.

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

NETWORK MONOPOLY

TELCOs say airport operator denied right-of-way, creating a monopolistic in-building network

COAI alleges it is a 'market failure', and a monopolistic VNO-controlled in-building system

TELCOs want Trai to impose cost-based pricing and caps at airports controlled by a single entity

OPERATORS had told DoT that NMIA quoted ₹92 lakh a month per operator to offer connectivity

cost-based pricing framework and appropriate price ceilings for in-building telecom infrastructure in situations where a single entity exercises monopoly control over access at public or captive locations such as airports, metro stations and similar public premises.

alternatively, that any shared infrastructure mandated in such locations is provided strictly on regulated, transparent and cost-oriented terms."

Satyam N. Gupta, former principal advisor at Trai, said, "By reaching out to Trai, telcos have taken the right steps as

Corporate Communications Directorate

BUSINESS LINE

DELHI

15 JANUARY 2026

'Malaysia Airlines is associate sponsor, global airline partner for Mumbai Indians'

Anesh Phadnis
Mumbai

Malaysia Airlines has signed up with the Indian Premier League franchise Mumbai Indians as associate sponsor and global airline partner. India is a core growth market for Malaysia Airlines, which hopes to deepen its presence here with the partnership.

"Our confidence in the Indian market is underpinned by strong performance. In 2025, India recorded a robust 12 per cent year-on-year growth in overall passenger numbers, with the premium passenger load factor increasing 4 per cent y-o-y. Revenue from the region also rose, reflecting sustained demand and the strength of our strategic network. India remains one of our core growth markets," said Captain Izhm Ismail,



Mumbai Indians team coach Mahela Jayawardene (left), Group MD of MAG Datuk Captain Izhm Ismail (centre) and former cricketer Harbhajan Singh (right) during the announcement of the partnership.

Group Managing Director of Malaysia Aviation Group (MAG), which runs Malaysia Airlines, after the signing ceremony here on Wednesday.

With this tie-up, the carrier hopes to promote Malaysia as a destination among Indian travellers. It operates 80 weekly flights to 10 Indian cities.

Last year, Malaysia overtook Thailand as the most visited destination in South-East Asia, welcoming over 38 million tourists.

Indian footfalls have also been strong, with over 1.3 million arrivals in the first 10 months of 2025. Malaysia Airlines also sponsors football associations in Malaysia.



भारतीय विमानपत्तन प्राधिकरण
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DAINIK BHASKAR

JAIPUR

14 JANUARY 2026

जयपुर-चंडीगढ़ जाने वाली फ्लाइट रद्द रही

जयपुर | जयपुर एयरपोर्ट पर मंगलवार को जयपुर से चंडीगढ़ जाने वाली फ्लाइट रद्द रही। दरअसल मामला इंडिगो की फ्लाइट संख्या 6ई-7742 का है। चंडीगढ़ में कोहरे के चलते फ्लाइट रद्द की गई।



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DESHBANDHU

DELHI

15 JANUARY 2026

एयर इंडिया का सऊदिया के साथ कोड शेयर

नई दिल्ली। टाटा समूह की विमान सेवा कंपनी एयर इंडिया ने सऊदी अरब की सरकारी एयरलाइंस सऊदिया के साथ कोड शेयर करार किया है। एयर इंडिया ने बुधवार को एक प्रेस विज्ञप्ति में बताया कि यह कोड शेयर फरवरी से प्रभावी होगा। इससे दोनों एयरलाइंस चयनित मार्गों पर एक-दूसरे की उड़ानों पर अपने कोड दे सकेंगी। सऊदिया के यात्री मुंबई और दिल्ली होते हुए एयर इंडिया की उड़ानों से अहमदाबाद, बेंगलुरु, कोलकाता, कोच्ची, हैदराबाद, चेन्नई, लखनऊ और जयपुर के अलावा 15 अन्य भारतीय शहरों के लिए बुकिंग करा सकेंगे। वहीं, एयर इंडिया के यात्री जेद्दा और रियाद होते हुए सऊदिया की उड़ानों से दम्मम, अबहा, गासिम, जिजान, मदीना और ताइफ के लिए टिकट बुक करा सकेंगे। प्रेस विज्ञप्ति में कहा गया है कि इस साल बाद में इसमें कुछ अन्य अंतरराष्ट्रीय मार्गों को भी जोड़ा जाएगा।

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

15 JANUARY 2026

पटना जा रहा इंडिगो का विमान प्रस्थान के कुछ ही देर बाद लौटा

जागरण संवाददाता, नई दिल्ली: नई दिल्ली से पटना के लिए रवाना हुई इंडिगो की उड़ान प्रस्थान के कुछ ही देर बाद वापस नई दिल्ली लौट आई। इस पर इंडिगो का कहना है कि तकनीकी कारणों से ऐसा हुआ। मामले की जांच हो रही है।

उड़ान संख्या 6ई2425 अपने निर्धारित समय दिन में 2.25 मिनट से करीब नौ मिनट के विलंब से आइजीआई एयरपोर्ट के रनवे से पटना के लिए रवाना हुई। प्रस्थान सही रहा, लेकिन गुरुग्राम से यू टर्न लेकर बिहार की ओर जाने के क्रम में फरीदाबाद के आसपास पायलट को कुछ दिक्कत महसूस हुई। इसके बाद पायलट ने इसकी वापसी का निर्णय लिया। करीब 15 मिनट बाद विमान ने एटीसी की अनुमति से आइजीआई एयरपोर्ट पर लैंडिंग की। इस बीच एयरपोर्ट पर सभी सतर्क रहे। सुरक्षित लैंडिंग के बाद सभी ने राहत की सांस ली। इंडिगो का कहना है कि तकनीकी जांच के करीब दो घंटे बाद विमान पटना के लिए रवाना हो गया।

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

15 JANUARY 2026

अब मदीना और ताइफ जैसे शहरों तक एअर इंडिया की पहुंच

वैजय कुमार् मिश्रा • जगरण

नई दिल्ली : एअर इंडिया इन दिनों अपनी वैश्विक पहुंच को तेजी से बढ़ाने में जुटा है। इसी कोशिश का ही नतीजा है कि अब तक कुल 24 कोडशेयर पार्टनरशिप और लगभग 100 इंटरलाइन समझौतों के साथ एअर इंडिया अपने यात्रियों को 800 से ज्यादा गंतव्यों तक सुगम पहुंच दे रही है। तमाम कवायद के बीच एअर इंडिया ने सऊदी अरब की प्रमुख एयरलाइंस सऊदिया के साथ नया कोडशेयर समझौता किया है। यह समझौता फरवरी से प्रभावी होगा। समझौते से एअर इंडिया के यात्रियों को एक ही टिकट पर बुकिंग, सुचारु कनेक्शन और अंतिम गंतव्य तक

एअर बाल्टिक, स्कूट के बंद अब सऊदिया एयरलाइंस से एअर इंडिया ने किया समझौता, फरवरी से होगा प्रभावी



एअर इंडिया का विमान • जगरण अकॉर्ड
वैजय चैक-थ्रू की सुविधा मिलेगी।

एअर इंडिया से जोड़ा या रियाद पहुंचने वाले यात्री सऊदिया की उड़ानों

से दम्माम, अह्ला, गासिम, गिजान, मदीना और ताइफ जैसे शहरों तक आसानी से जा सकेंगे। दूसरी तरफ, सऊदिया के यात्री मुंबई और दिल्ली से अहमदाबाद, बेंगलुरु, कोलकाता, कोच्चि, हैदराबाद, चेन्नई, लखनऊ, जयपुर सहित 15 भारतीय शहरों तक पहुंच सकेंगे।

एअर इंडिया के सीईओ कैपबेल विल्सन ने कहा कि सऊदी अरब मध्य पूर्व का सबसे महत्वपूर्ण बाजार है। यह साझेदारी भारतीय प्रवासी समुदाय को बेहतर कनेक्टिविटी देगी और भारतीय पर्यटकों के लिए सऊदी के विविध पर्यटन स्थलों को खोलेंगे। सऊदिया के निदेशक जनरल इब्राहिम अल-ओमर ने इसे रणनीतिक कदम बताया।

यह समझौता एअर इंडिया की हाल की अन्य साझेदारियों का हिस्सा है। हाल ही में एअर बाल्टिक के साथ एअर इंडिया ने इसी तरह का समझौता कर बाल्टिक और यूरोपीय शहरों तक पहुंच को यात्रियों के लिए आसान बनाया। इससे यहां जाने वाले यात्रियों को और अधिक सुविधा मिलेगी और उनका समय भी बचत हो सकेगी। इसी तरह सिंगापुर एयरलाइंस को लो कास्ट कंपनी स्कूट के साथ इंटरलाइन समझौता किया गया। इससे दक्षिण पूर्व एशिया, आस्ट्रेलिया, उत्तरी एशिया के कई शहरों में एअर इंडिया के यात्रियों के लिए आसान पहुंच बनी। इस तरह के कई अन्य समझौते एयर कनाडा, एयर मरीशस, लुफ्तहंडा, आस्ट्रेलियन एयरलाइंस आदि के साथ किए गए हैं।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

14 JANUARY 2026

MUMBAI

Snag hits Akasa Air flight to B'luru

Akasa Air deplaned passengers from a Bengaluru-bound flight at Pune airport on Tuesday due to a technical glitch in the Boeing 737 MAX aircraft, according to a source. The passengers were seated in the Boeing 737 MAX aircraft for nearly one-and-a-half hours before they were deplaned, one of the passengers who was on the flight told PTI.



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HINDUSTAN TIMES

DELHI

15 JANUARY 2026

IndiGo flight gets delayed by 3 hrs, passengers protest

NEW DELHI: An IndiGo flight from Mumbai to Krabi was delayed for three hours on Wednesday leaving the passengers angry. In a video posted online, showed the passengers abusing and yelling at the cabin crew.

IndiGo did not comment on the incident.

According to a Mumbai airport official, the flight was initially delayed due to late arrival of incoming aircraft. "The incoming aircraft was arriving from the Middle East but was delayed. Once it arrived, the operating cockpit crew exhausted its FDTL (flight duty time limitation) leading to further delay," the official said.

Airlines like IndiGo should follow Ryanair's flight path

RAHUL JACOB



is a former Financial Times foreign correspondent

Few industries anywhere in the world suffered the reputational damage that India's airlines did in 2025. As the industry looks to reset, there is no better role model than Ryanair, the European low-cost carrier that is the most efficient and profitable airline in the world. Its profit-after-tax margin for the six months ended 30 September was 25.9%, well ahead of Emirates' 15.1%. Moreover, it flies four times as many passengers as Emirates does.

Ryanair's strength is its operational efficiency. Having learnt its business model from the US budget carrier Southwest Airlines more than three decades ago, the Dublin-headquartered airline has taken its obsession with lowering costs to new levels. As its CEO, Michael O'Leary, told the *Financial Times* last week, "If I could get rid of everyone's bags, I'd have a much better airline." Introducing baggage fees for everyone who checks-in luggage not only reduced the share of passengers checking bags in from 80% to 20%, it speeded up aircraft turn-

around time at airports, now just 25 minutes. Ryanair charges people who don't check-in online and doesn't offer refunds on tickets bought. There are listicles online of O'Leary quotes and this is a legendary one: "You're not getting a refund so [bleep] off. We don't want to hear your sob stories."

The most revolutionary of the maxims Ryanair lives by is a plain-speaking contract with passengers. As the *Wall Street Journal's* Benjamin Katz reported after an interview with O'Leary a few years ago, "He was very distinct in saying that 'we don't treat our customers like guests. We give them a seat to fly on, and that's the agreement.'"

There are lessons here for Indian airlines, regulators and the flying public. We need a similar contract between airlines and passengers so that airlines can run no-frill, efficient operations and use the savings to treat their overworked pilots and staff more equitably. As a former travel, food and drink editor for the *Financial Times* who believes airline service is the most over-discussed subject at dinner parties, I would argue that airlines in India offer better value for money than anywhere else. This week, looking at absurdly low airfares from Bengaluru to Rajasthan while navigating eye-watering hotel tariffs in Jaipur in March led to a dislo-

cation so severe that I wondered if I was forgetting how to count.

By contrast, Ryanair charges an additional fee of almost ₹6,000 from passengers who check-in at the airport. A 10kg bag for check-in notified at the time of booking the ticket would cost about ₹1,000 but as much as ₹4,000 if done at the airport. The fee on additional cabin baggage beyond a small bag is comparable. O'Leary has even said that he would like to charge customers to use toilets on board, though it was not clear if he was serious. The customer is usually not right in his world-view: "If you don't comply with our rules, we hate you and we will torture you. But if you comply, we love you."

Although many O'Learyisms make their way into the company's rulebook, some of them, in a manner not unlike Warren Buffett's, are delivered because they are eye-catching and make for good copy for business journalists who must otherwise cover management tutored by public relations firms. He is on the record as

having said that Nigel Farage, who polls suggest may become the UK's next prime minister, "should be in prison" for championing Brexit. Recently, he revealed that US President Donald Trump had in 2016 turned on a charm offensive over a phone call. "Fifty minutes later, he [was] still going and his

basic thing was, 'We want more flights to Prestwick (in Scotland) and into Shannon (in Ireland) so that people can fly to his golf courses,'" he told the *FT*. Trump offered O'Leary a stay at one of his hotels. Did he stay? "No I did [bleep] not," O'Leary said.

Even his straight talk and comic asides are dedicated to the bottom-line. It's cheap publicity. After more than 30 years as CEO, he is still looking to lead it for

another several years but has narrowed his focus tellingly to "aircraft negotiations, cash generation and financial discipline." One more role, as marketer in chief, remains his as long as he is CEO. Ryanair spends relatively little on marketing: €4 million compared with €45 million by Air France or KLM.

If we want the ultimate Indian 'jugaad' to continue—i.e., low-fare services that mostly get us to our destinations on time despite high-maintenance customers who often don't follow simple instructions and usually have too much hand luggage—we need to use Ryanair as a case study of 'tough love' for passengers. It doesn't even offer seat pockets. Once again, this is to speed up turnaround times and reduce cabin cleaning costs.

The logic of the Indigo model, which runs a single-aircraft-model fleet and also turns planes around quickly, suggests that it would benefit most by doing what Ryanair does. It could use the money made by charging for both hand luggage and check-in suitcases to give its pilots more time off and reduce night flights that add disproportionately to pilot fatigue. Some pilots allege that even reductions in night flying under new roster rules are being obeyed by following their letter rather than spirit. "For management, we are just a number," says one Indigo pilot.

Our airlines need to focus on charging passengers more and treating their own staff better. We should also question why our metro-city airports are now pleasure palaces so lavish that railway passengers would think them a hallucination. It's time to end these sops for the middle-class and rich.

No-frill aviation has a splendid success model in Ryanair that refuses to mollycoddle passengers

Corporate Communications Directorate

MORNING STANDARD

DELHI

15 JANUARY 2026

Capt Sabharwal's nephew called for AI crash probe, pilots' association sees red

S LALITHA @ New Delhi

THE Aircraft Accident Investigation Bureau (AIIB) probing the Ahmedabad Dreamliner crash on June 12 last year, which resulted in 260 deaths, has summoned the nephew of late Captain Sumeet Sabharwal to appear before it on January 15, said the Federation of Indian Pilots (FIP). Taking strong objection to this, the association has billed it as "an act of harassment" as well as a violation of Aircraft rules and sent a legal notice to the AAIB.

Capt Sabharwal's nephew, Captain Varun Anand, presently serves as a pilot in Air India and is an FIP member.

Captain C S Randhawa of FIP told this newspaper, "This is just harassment of the family. Captain Anand received a phone call on January 11 asking him to appear in front of the AAIB inquiry team on January 19. The summons was later preponed to January 15."

This newspaper has gained exclusive access to the notice sent by FIP through its law firm APJ-SLG to the Director Gen-



eral as well as the Director of AAIB on January 11. The notice states that Capt Anand was informed by Air India that he had been summoned but the basis for calling him is not specified. It also states that the nephew was ready to appear via video conference on a suitable date.

It points out that Captain Anand has no association with the aircraft involved in the accident and was not present there nor does he possess any knowledge of the accident. "The summoning of the nephew of the deceased pilot and his relatives, irrespective of their lack of nexus with the incident, reinforces the apprehension that such actions are not rooted

AIIB report to take time

The AAIB had submitted its preliminary report on the crash on July 12 which caused much controversy as it attributed the crash to human error. The final report is likely to take much longer. Father of the late captain had also approached the Supreme Court and filed a writ petition challenging the fairness and independence of the inquiry.

in any lawful investigative necessity," it said.

"The summoning of Captain Varun Anand as also of other family members is wholly without jurisdiction and contrary to the Aircraft (Investigation of Accidents and Incidents) Rules as well as that of International Civil Aviation Organisation, which strictly confine accident investigations to technical, safety-oriented, fact finding and expressly prohibit attribution of blame or liability."

Summoning him merely due to his familial relationship with the deceased seems to be the sole basis, the notice added.

AAIB officials refused to comment on the matter.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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MORNING STANDARD

DELHI

15 JANUARY 2026



Helicopter service to promote Gulmarg skiing

Helicopter services have been launched at the world-famous ski resort of Gulmarg to promote heli skiing, marking a step towards strengthening winter adventure tourism at the destination. The service aims to provide skiers with quick access to high altitude slopes of Gulmarg, including Sunshine Peak and Apharwat range, which are considered ideal for heli skiing but remain difficult to reach through conventional means, especially during winter. Tourism stakeholders believe the heli service will promote Gulmarg for high-end adventure tourism. They said heli skiing has the potential to attract international adventure enthusiasts to Gulmarg.

प्लेन में कर सकेंगे कॉल-मेसेज, बिना चार्जर फोन होगा चार्ज

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■ नई दिल्ली : एयर इंडिया बड़े में शामिल हुए बी-787-9 हवाई जहाज में सफर करना अपने आप में एक अलग अनुभव होगा। 296 यात्री क्षमता वाले इस हवाई जहाज में बिजनेस, प्रीमियम

एयर इंडिया
के बड़े में
शामिल हुआ
बी-787-9
प्लेन

इकॉनमी और
इकॉनमी क्लास
होगी। जिसमें

यात्रियों को रूट
वाइज देश-विदेश
का बेहतर और
स्वादिष्ट खाना

और लीकर सर्व की जाएगी।

जानकारों का कहना है कि इस हवाई जहाज को कई खूबियों से लैस किया गया है। इसमें यात्रियों को आने वाले कुछ समय में यात्रा के दौरान इंटरनेट की सुविधा भी दी जाएगी। जिसमें यात्री जमीन से 35 हजार किलोमीटर ऊंचाई पर उड़ान



भरते हुए वाई-फाई से अपने मोबाइल फोन और लैपटॉप जैसी डिवाइस को कनेक्ट कर इस प्लेन से यूएसए पर अपने परिजनों, यार-दोस्तों और ऑफिस के लिए जरूरी कॉल, फोटो और मेसेज का आदान-प्रदान कर सकेंगे। इससे यात्री अपने मनोरंजन के लिए भी मनचाही मूवी, गाने और जो भी चाहें। वह सर्व कर देख और सुन सकेंगे। इस फीचर को इस प्लेन में आने वाले कुछ दिनों में ऐड किया जाएगा।

इसके अलावा इस इसमें एक और फीचर होगा। जिसमें यात्रियों को सफर के दौरान अपने मोबाइल फोन को चार्ज करने के लिए चार्जर की जरूरत नहीं होगी। इसमें मोबाइल फोन को चार्ज करने के लिए वायरलेस चार्जिंग सुविधा मिलेगी। इसके अलावा इसमें बिजनेस क्लास के यात्रियों को प्राइवैसी भी मिलेगी। एयर इंडिया अपने बिजनेस क्लास के यात्रियों को भी उनकी प्राइवैसी का ध्यान रखते हुए इसमें प्राइवैसी डोर फीचर दे रही है।

FILE

Corporate Communications Directorate

NAVODAYA TIMES

DELHI

15 JANUARY 2026

हजारों यात्रियों को परेशान करने के मामले में इंडिगो डी.जी.सी.ए. के निशाने पर, भरना पड़ सकता है 10 करोड़ तक का जुर्माना

नई दिल्ली, 14 जनवरी (एजेंसी): पिछले साल दिसंबर के पहले सप्ताह में इंडिगो एयरलाइंस की बड़े पैमाने पर रद्द और देरी से संचालित उड़ानों ने हजारों यात्रियों को घंटों तक हवाई अड्डों पर परेशान किया था। अब इस मामले में की गई जांच के बाद इंडिगो की मुश्किलें बढ़ती नजर आ रही हैं।

नागर विमानन महानिदेशालय (डी.जी.सी.ए.) की सिफारिश पर एयरलाइन पर 10 करोड़ रुपए तक का भारी जुर्माना लगाया जा सकता है।

66 पेज की जांच रिपोर्ट मंत्रालय को सौंपी

एक रिपोर्ट में सूत्रों के हवाले से कहा गया है कि डी.जी.सी.ए. ने इस पूरे घटनाक्रम पर 66 पेज की विस्तृत जांच रिपोर्ट तैयार की है, जिसे नागर विमानन मंत्रालय के सचिव समीर कुमार सिन्हा के समक्ष प्रस्तुत किया गया है।

रिपोर्ट में उड़ान संचालन से

मंत्रालय के फैसले पर टिकी निगाहें

सूत्रों का कहना है कि मंत्रालय स्तर पर एक्शन टेकन रिपोर्ट तैयार की जा रही है। यदि रिपोर्ट में सिफारिशों को मंजूरी मिलती है तो इंडिगो पर न सिर्फ आर्थिक जुर्माना बल्कि भविष्य में संचालन से जुड़े सख्त निर्देश भी लागू किए जा सकते हैं।

विशेषज्ञ मानते हैं कि यदि इंडिगो पर कड़ी कार्रवाई होती है तो यह पूरे एंविएशन सैक्टर के लिए कड़ा संदेश होगा कि यात्रियों की सुरक्षा और सुविधा से किसी भी तरह का समझौता बर्दाश्त नहीं किया जाएगा।



लेकर यात्रियों के साथ किए गए व्यवहार तक की परत-दर-परत पड़ताल की गई है। जांच रिपोर्ट में खुलासा हुआ है कि संकट के समय इंडिगो का क्राइसिस मैनेजमेंट सिस्टम पूरी तरह फेल रहा। यात्रियों को समय पर न तो उड़ानों की सही स्थिति की जानकारी दी गई और न

ही वैकल्पिक व्यवस्था उपलब्ध कराई गई, जिससे कई एयरपोर्ट्स पर अव्यवस्था का माहौल बन गया।

पायलटों की भारी कमी उजागर

रिपोर्ट में यह भी सामने आया है कि इंडिगो के पास उस समय करीब

65 कैप्टन पायलटों की कमी थी। इसके अलावा खराब मौसम, तकनीकी कारण और रोस्टर मैनेजमेंट की कमजोरी ने हालात को और बिगाड़ दिया। विशेषज्ञों के मुताबिक, यह कमी पहले से ज्ञात होने के बावजूद एयरलाइन ने कोई प्रभावी तैयारी नहीं की। जांच में यह बात भी उभरकर सामने आई कि यात्रियों को डी.जी.सी.ए. के यात्री चार्टर नियमों के तहत मिलने वाली सुविधाएं समय पर नहीं दी गईं। कई गमलों में भोजन, ठहरने और रिफंड को लेकर भी शिकायतें दर्ज की गईं।

इस पूरे मामले की जांच डी.जी.सी.ए. महानिदेशक संजय अग्रवाल की अध्यक्षता में गठित चार सदस्यीय उच्चस्तरीय कमेटी ने की। कमेटी में उड़ान संचालन, सुरक्षा और एयरवर्दीनेस से जुड़े वरिष्ठ अधिकारी शामिल थे। जांच रिपोर्ट पहले डी.जी.सी.ए. को और फिर मंत्रालय को भेजी गई।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

14 JANUARY 2026

आखिरी समय पर रोकी गई अकासा की उड़ान

पुणे। अकासा एयर की पुणे से बंगलूरु जा रही उड़ान को हवाई अड्डे पर आखिरी मिनट में रोक दिया गया। दरअसल विमान में तकनीकी खराबी आ गई, जिसके बाद विमान में सवार यात्रियों को उतारा गया। उड़ान मंगलवार सुबह 8.50 बजे जाने वाली थी और यात्रियों को 8.10 बजे विमान में सवार किया गया। लेकिन विमान जब उड़ान भरने के लिए तैयार था, तभी उसमें कुछ तकनीकी खराबी आ गई और विमान को उड़ान भरने से रोक दिया गया। अकासा एयर के जिस विमान में खराबी आई, वो बोइंग 737 मैक्स है। खराबी के चलते करीब डेढ़ घंटे तक यात्री विमान के अंदर ही रहे, लेकिन जब गड़बड़ी ठीक नहीं हो सकी तो आखिरकार यात्रियों को विमान से उतार दिया गया।

Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

14 JANUARY 2026

Mum-A'bad flight diverted to Jaipur after 2 aborted landings

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Ahmedabad: An Akasa Air flight from Mumbai to Ahmedabad was diverted to Jaipur on Tuesday morning after the aircraft made two unsuccessful landing attempts at Sardar Vallabhbhai Patel International (SVPI) Airport, airport officials said.

Flight QP1718, which departed Chhatrapati Shivaji Maharaj International Airport in Mumbai at 8.42am, arrived over Ahmedabad according to schedule and initiated its descent, according to sources. "However, the aircraft was unable to land safely owing to unstable wind conditions near the runway, forcing the pilots to abort the approach twice," a source privy to the development said. "The pilots followed standard operating procedures and executed a go-around on both occasions to maintain flight safety."

With each aborted appro-



ach consuming additional fuel, the crew assessed that continuing to attempt a landing at Ahmedabad could result in a low-fuel situation. The decision was therefore taken to divert the aircraft to the nearest suitable airport with refuelling facilities, which in this case was Jaipur, sources said.

"The diversion was purely a safety-driven call. After two unstable approaches, the captain opted to divert to Jaipur to ensure adequate fuel margins and avoid any operational risk," the source added.

The aircraft landed safely at Jaipur, where it was refueled before resuming its jour-

ney to Ahmedabad. The flight subsequently took off from Jaipur and landed at SVPI airport around 1.40pm, nearly four hours behind its scheduled arrival time.

No medical or security issues were reported, sources said. In a statement, an Akasa Air spokesperson said, "Akasa Air flight QP1781, operating from Mumbai to Ahmedabad on January 13, 2026, discontinued its approach as the landing did not meet prescribed safety standards. The crew therefore diverted the flight to Jaipur as per standard operating procedures. The aircraft later departed Jaipur and landed safely in Ahmedabad at 1.47pm. At Akasa Air, we follow world-class safety standards and the wellbeing of our passengers and crew remains our highest priority. We regret the inconvenience caused and appreciate our passengers' understanding."

Operations at city airport were otherwise normal.



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BANGALORE

14 JANUARY 2026

Fog in Chandigarh forces Mumbai flight to return after 5 hrs in air

Chandigarh: An IndiGo flight from Mumbai was forced to return after spending nearly five hours in the air as dense fog and poor visibility shut down the runway at Chandigarh's Shaheed Bhagat Singh International Airport on Monday night.

Flight 6E 6715, which operates daily, was scheduled

to depart Mumbai at 8.20pm and land in Chandigarh at 10.25pm. However, on Monday, it took off late, at 9.39pm. When the aircraft approached Chandigarh, landing could not be carried out as fog had reduced visibility to extremely low levels. As a result, the flight turned back to Mumbai, where it landed at 2.19am. TNN

Ahead of Bhogi, visibility fears prompt cancellation of 8 flights

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Chennai: As a precautionary measure ahead of Bhogi celebrations, eight flights — four arrivals and four departures — were cancelled at Chennai International Airport on Wednesday, citing fears of poor visibility due to smoke from burning waste.

According to airport authorities, the cancellations were primarily IndiGo services operating to and from Delhi, Pune, Mumbai and Coimbatore between 3am and 9am.

The official reason cited was forecast bad weather at the airport, linked to anticipated visibility issues during Bhogi.

In addition, six international and domestic flights, scheduled to depart and arrive in the early hours, were rescheduled — advanced and delayed — to minimise operational



risks posed by Bhogi-related smoke. These included services operated by Air Arabia Abu Dhabi, Gulf Air, AirAsia, Etihad Airways and IndiGo.

Flights from and to Abu Dhabi, Bahrain, Kuala Lumpur, Vijayawada and Trichy had arrival and departure timings advanced or delayed during early morning hours.

The announcement came after Chennai airport authorities held a meeting with air-

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line representatives over anticipated poor visibility over Chennai skies, as people tend to burn waste as part of Bhogi celebrations, despite local bodies creating awareness in neighbourhoods surrounding the airport

Airport authorities advised passengers to check with their airlines for updated schedules before heading to the airport, as further adjustments may be made depending on visibility conditions.



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MUMBAI

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Dense fog forces Mum-Chandigarh flight to return after 5 hours in air

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Chandigarh-based chartered accountant Rachit Goyal, who was among the passengers, said there were around 180 flyers on board. Co-passenger Manuj Sharma said there were protests at Mumbai airport after the flight returned.

IndiGo arranged alternative travel for the passengers by sending them to Delhi on different flights at the same fare.

In IndiGo Crisis, DGCA Slept And CCI Didn't Bark

India's competition watchdog is known for its hands-off approach & botched probes. Nobody's surprised that it remained a mute spectator while the dominant airline showed signs of misusing its dominance

Kaustubh Chaturvedi



Amid all the flak aviation regulator DGCA has drawn for its handling of last month's IndiGo crisis, the role of another regulator – Competition Commission of India – has gone relatively unnoticed.

CCI was set up to promote and sustain competition in markets, and is tasked with curbing anti-competitive practices across sectors. It is CCI's job to hold dominant companies accountable when they choose to misuse that dominance in a way that is detrimental to consumers. To that end, it has been endowed with sweeping powers of enquiry and adjudication, including the power to suo motu investigate any activity it finds suspicious.

The seeming inability of IndiGo, India's dominant carrier, to adhere to DGCA's updated FDTL – flight duty time limitations – norms is certainly suspicious. Numerous pilots have claimed they were not assigned any duty when they were available to fly – a possibly deliberate attempt to manufacture a crisis and show the world that the new FDTL norms are unworkable.

While it is possible that the sudden cancellation of thousands of flights resulted from poor planning and an overly optimised cost structure with no redundancies built in, DGCA's response raises doubts. The four-member committee it formed to investigate the case submitted its report over a fortnight ago, yet it has remained quiet and not taken any action. So, it falls to CCI to get to the truth.

In all fairness, condemning CCI for allowing IndiGo to become too big to fail – for allowing it to achieve a 60% market share and for letting a once-competitive airline sector reduce to a duopoly – is misguided. That criticism – being made widely and trenchantly in the backdrop of an obvious market failure – lacks

an appreciation of the nature of CCI as a body and the law underpinning it.

The days of pre-liberalisation India, when Monopolistic and Restrictive Trade Practices Act served as a real check on big businesses getting bigger, are long gone. Post-liberalisation, India has the Competition Act, a fundamentally neoliberal legislation which has accepted that big isn't necessarily bad, and that dominance is only really a problem when abused. Critics, therefore, should lay the blame for IndiGo's dominance on the legislature, rather than CCI.

That said, CCI does seem to have forgotten that it is



meant to step in at the first sign of a dominant company misusing its dominance. It must remember that it is intended to function as a proactive market regulator, not a quasi-judicial tribunal for resolving disputes brought before it.

CCI can take cognisance of anti-competitive practices on its own; it can and should respond to changing market dynamics without waiting for a complaint to be lodged before it. Yet, the only time it demonstrates any appetite for doing so is when it

comes to Big Tech – with WhatsApp and with Amazon. Other markets are ignored unless a public-spirited informant or a competitor with a bone to pick approaches CCI and requests its intervention.

This needs to change. No other regulator takes such a hands-off approach, or is nearly as reliant on third parties to take action. Information asymmetry can hardly be an excuse when in possible cases of abuse of dominance, such as the present IndiGo crisis, the perpetrators are corporate behemoths whose sins often play out publicly. CCI must, at the very least, look to act on these potential infractions, if not more actively seek out those hidden from the public eye. Mere internal conversations are not enough – it must send a notice, take a prima facie view, and initiate an investigation when something seems wrong.

Unfortunately, not much happens even when a complaint is lodged and CCI does investigate a matter. The vast majority of its investigations lie stalled, with probes lasting several years and often concluding only when market structures have already been damaged beyond belief.

These delays are in part often CCI's fault – the result of strictures imposed by appellate authorities in response to procedural errors of various stripes committed by it. The investigation into Apple stalled because CCI erroneously included Apple's confidential data in a non-confidential report; the investigation into Swiggy stalled because CCI erroneously gave the informant access to Swiggy's confidential data. The list of mistakes goes on and on, showing a regulator that is either careless or improperly staffed.

It is little surprise, then, that fear of the competition watchdog is not deterring dominant companies from acting as if they're beyond the reach of the law. CCI needs to get its act together, and start both proactively remedying market distortions, and effectively investigating cases pending before it.

The writer is an advocate at Supreme Court and Delhi HC