



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

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[**AAI SYSTEM CRASH**] FORENSIC AUDIT ORDERED AFTER DELHI ATC OUTAGE

Govt orders probe into system failure at IGI

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NEW DELHI: The government has ordered a forensic investigation into last week's system failure at Delhi airport that disrupted more than 900 flights, with officials seeking to determine whether the 28-hour disruption of a critical air traffic control communication system was triggered by a cyberattack.

"A forensic report into the issue is awaited, depending on which action will be taken," an official aware of the development said, asking not to be named.

A second official said: "Concerned over what could be a probable cyberattack, the government has initiated a probe

THE GOVT WANTS CLARITY ON IF ANY EXTERNAL SOURCE CAUSED THE AAI GLITCH AND HAS ASKED OFFICIALS TO TRACE ITS ORIGIN

through an agency to understand the reason for the system malfunction."

The failure at Indira Gandhi International Airport took place on the afternoon of November 6 and persisted into the morning of November 7, causing 46 flight cancellations and widespread delays.

According to officials aware of the issue, the Automatic

Message Switching System — which feeds flight plan data to air traffic controllers — stopped transmitting information automatically, forcing controllers to prepare plans manually.

Airports Authority of India engineers have told civil aviation minister Ram Mohan Naidu, secretary Samir Kumar Sinha and AAI chairman Vipin Kumar that the disruption was a "technology failure, not manpower shortage," pointing to the obsolete AMSS that "lacks redundancy and modern capability", people aware of the matter said.

Officials said the investigation will also consider a computer failure at Kathmandu's Tribhuvan International Air-

port on November 8, when the runway lighting system switched off. Flight operations were suspended after the failure of lights that mark edges, centrelines and thresholds essential for night and low-visibility operations.

"Apart from others, the decision was taken even taking into account the glitch in the runway lighting system of Nepal's Tribhuvan International Airport," an official said, requesting anonymity.

On November 8, Naidu directed that a detailed root-cause analysis for the glitch at Delhi airport be undertaken to prevent recurrence.

Naidu also instructed officials to plan for system advancements, including addi-

tional or fallback servers, to strengthen air traffic control operations.

Separately, the government is planning to upgrade systems at 70 airports across the country. A detailed plan is being worked out and monitored by Sinha, officials said. Fifty airports, including major city airports, are part of this overhaul.

To be sure, the AAI manages air traffic control towers and services at 120 airports across India. India's security and aviation agencies are also probing a spike in GPS spoofing incidents across the country.

The investigation was triggered by the first such case reported near Delhi airport during the same week as the system failure.

Madras High Court reserves orders in Aerohub PVR INOX case

The Hindu Bureau
CHENNAI

The Madras High Court on Friday reserved orders on two writ petitions filed by PVR INOX against the proposed closure of its five-screen multiplex operating at the Aerohub, a commercial space attached to the multi-level car park (MLCP) building at Chennai airport.

Justice M. Dhandapani deferred his verdict after hearing arguments advanced by senior counsel P.S. Raman and Satish Parasaran for the petitioner and Additional Solicitor General (ASG) AR.L. Sundaresan, assisted by Ramaswamy Meyyappan, for Airports Authority of India (AAI). The ASG told

the judge the AAI had no direct contractual obligation with PVR INOX which was only a sub licensee of Meenambakkam Realty Private Limited, a special purpose vehicle (SPV) floated by Olympia Tech-park (Chennai) Private Limited for the construction of the Aerohub.

Agreement terminated
Pointing out the contractual agreement between AAI and Meenambakkam Realty had got terminated and the matter was now pending with an arbitral tribunal, the ASG said, PVR INOX could, at best, seek damages only from the SPV and could not file writ petitions against AAI.

He also contended the AAI was not in favour of al-



The ASG contended the AAI was not in favour of allowing the multiplex to function inside the airport premises since operation of a cinema hall was not a permissible activity under the AAI Act of 1994.

lowing the multiplex to function inside the airport premises since operation of a cinema hall was not a

permissible activity under the AAI Act of 1994. "It is not as if we want to throw out PVR INOX and bring

someone else. We do not want a theatre at all in our premises," he said. Mr. Sundaresan denied the ar-

gument made on behalf of PVR INOX that the term 'airport' found in the AAI Act would not include the Aerohub building which was located outside the terminal buildings and the runways secured by the Central Industrial Security Force (CISF).

Analogy with HC

"The area from the GST (Grand Southern Trunk) Road to the compound wall behind the airport buildings is the airport. Just because the Aerohub is located outside the CISF security zone, it does not mean that it could not be called an airport. Car parking is a passenger facility. It is connected to the airport," he said.

When the judge drew

an analogy with the Madras High Court complex, and said the CISF secures only the High Court buildings and not the other buildings which house family courts and so on, the ASG said that analogy would not apply to the airport since AAI was bound to provide certain services outside the security zone too.

"There are about 16 to 18 gates to the airport terminal buildings. It is not as if only the area north to those gates could be called an airport. The south of that area is also airport. We have to provide space for loading and unloading of luggage, boarding and disembarking of passengers from their cars and so on," he said.

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MILLANIUM POST

DELHI

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Trade fair: AAI shed light on air traffic controllers' role, careers

Emphasises skill, training and high-stakes decisions involved

ANAMTA FATIMA

NEW DELHI: On the second day of the India International Trade Fair at Bharat Mandapam, the Airports Authority of India (AAI) drew a steady stream of curious students and young professionals to its bustling stall. AAI representatives used the platform to illuminate the critical yet little-known world of air traffic control (ATC) and navigation services, while also highlighting available job and internship opportunities.

In a live conversation at the stall, an ATC specialist explained how AAI is more than airports; it is the backbone of India's airspace, managing aircraft safely from ground to sky. "We are from the Control Services team," he said, "our mission is to ensure safe departures and landings, using real-time weather data and radar to guide every flight."

Visitors were led through a replica control tower, where controllers monitor radar



AAI also promoted its internship and recruitment programmes PIC/MPOST

screens, communicate via coded transmissions, and switch aircraft between tower control and broader area-control centres during ascent and descent. The AAI team emphasised the skill, training, and high-stakes decisions involved, noting that controllers may manage multiple aircraft in challenging weather or emergency situations.

AAI also used the trade fair

to promote its internship and recruitment programmes. They outlined roles in the Communication, Navigation, and Surveillance (CNS) directorate, the very systems that make ATC possible. These internships are open to engineering students, particularly in electronics or related fields. AAI recently advertised 20 consultant roles in CNS, with a consolidated monthly payment.

Highlights

- » AAI representatives used the platform to illuminate the critical yet little-known world of air traffic control (ATC) and navigation services
- » Visitors were led through a replica control tower, where controllers monitor radar screens, communicate via coded transmissions

For longer-term opportunities, AAI is currently recruiting for Junior Executives in Air Traffic Control, with hundreds of positions announced under Advertisement No. 02/2025.

By combining outreach, education, and clear career pathways, AAI's presence at the trade fair particularly day two served to demystify one of aviation's most vital professions, while inviting the next generation to join its mission.



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STATESMEN

DELHI

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AAI showcases aviation innovation at IITF 2025:

At the 44th India International Trade Fair 2025, Airports Authority of India (AAI) unveiled a visually engaging pavilion at Bharat Mandapam, Pragati Maidan, reflecting the theme "*Ek Bharat, Shreshtha Bharat*." Running from 14th to 27 November, the stall highlights India's aviation excellence, technological innovation, and sustainability initiatives. A key attraction is the live Air Traffic Control demonstration, giving visitors a firsthand experience of real-time air traffic management, showcasing AAI's leadership in modernising civil aviation.



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DAINIK BHASKAR

JAIPUR

15 NOVEMBER 2025

एयरपोर्ट; जयपुर-दुबई फ्लाइट रही ढाई घंटे लेट

जयपुर | जयपुर एयरपोर्ट पर स्पाइसजेट एयरलाइन की एक इंटरनेशनल फ्लाइट के लेट होने के कारण हवाई यात्रियों को काफी परेशानी का सामना करना पड़ा। मामला फ्लाइट एसजी-57 का है। दरअसल फ्लाइट जयपुर से सुबह 9:40 बजे दुबई जाती है, लेकिन शुक्रवार को फ्लाइट संचालन कारणों की वजह से करीब ढाई घंटे लेट दोपहर 12 बजे तक रवाना हो सकी।

जेवर एयरपोर्ट के लिए सुनिश्चित की जाए निर्बाध विद्युत आपूर्ति : एके शर्मा

- नोएडा में नवीनतम अत्याधुनिक कमर्शियल कार्यालय स्थापित करने की घोषणा
- अनावश्यक शटडाउन पर रोक, उपभोक्ता सुविधा सर्वोच्च प्राथमिकता

नोएडा, 15 नवम्बर (देशबन्धु)। नगर विकास एवं ऊर्जा मंत्री एके शर्मा ने अपने गौतमबुद्ध नगर भ्रमण के दौरान शुक्रवार देर शाम नोएडा में परिचामांचल विद्युत वितरण निगम के प्रबंध निदेशक व अन्य वरिष्ठ अधिकारियों के साथ एक समीक्षा बैठक की। बैठक में उन्होंने गौतमबुद्ध नगर और विशेषकर जेवर अंतरराष्ट्रीय एयरपोर्ट क्षेत्र में विद्युत आपूर्ति व्यवस्था पर विस्तृत दिशा निर्देश दिए। ऊर्जा मंत्री ने स्पष्ट निर्देश देते हुए कहा कि जेवर एयरपोर्ट एक महत्वपूर्ण अंतरराष्ट्रीय हवाई अड्डा है। इसलिए



यहां 24 घंटे निर्बाध बिजली आपूर्ति सुनिश्चित की जाए। उन्होंने यह भी कहा कि किसी प्रकार का अनावश्यक शटडाउन न लिया जाए, ताकि उपभोक्ताओं एवं औद्योगिक इकाइयों को किसी असुविधा का सामना न करना पड़े।

उन्होंने अधिकारियों से कहा कि शटडाउन केवल अत्यंत आवश्यक परिस्थितियों में ही, और पूर्व सूचना के साथ लिया जाए। बैठक के दौरान ऊर्जा मंत्री ने नोएडा में विद्युत विभाग

की कार्यप्रणाली को और अधिक दक्ष एवं उपभोक्ता हितैषी बनाने पर जोर दिया। उन्होंने घोषणा की कि नोएडा में एक अत्याधुनिक एवं नवीनतम कमर्शियल ऑफिस भवन बनाया जाएगा, जिसमें विभाग के सभी अधिकारी एक ही परिसर में साथ बैठ सकेंगे। इससे विभागीय समन्वय, कार्यक्षमता तथा उपभोक्ता सेवाओं की गुणवत्ता में उल्लेखनीय सुधार होगा। उन्होंने विद्युत लाइनों के रखरखाव, ट्रांसफॉर्मर क्षमता वृद्धि, बिलिंग एवं

राजस्व वसूली प्रणाली को मजबूत करने सहित कई महत्वपूर्ण दिशा-निर्देश भी प्रदान किए। उन्होंने अधिकारियों से कहा कि उपभोक्ताओं की शिकायतों का समयबद्ध निस्तारण किया जाए और फील्ड कार्यों में पारदर्शिता एवं जवाबदेही सुनिश्चित की जाए।

इस समीक्षा बैठक में एमडी परिचामांचल विद्युत वितरण निगम, एसई, अधिशासी अभियंता, तथा अन्य संबंधित अधिकारी उपस्थित रहे।



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DAINIK JAGRAN

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अब बंद पड़े हवाई अड्डों की उपयोगिता बढ़ाकर यात्रियों को रिझाने का प्रयास

जयप्रकाश रंजन • जगरण

नई दिल्ली : यात्रियों की कमी की वजह से उद्घाटन के बाद भी बंद पड़े देश के कई हवाई अड्डों को केंद्र सरकार अलग से कोई वित्तीय मदद तो नहीं देगी लेकिन उपयोगिता बढ़ाकर यात्रियों को आकर्षित करने की कोशिश जरूर करेगी। इसके लिए केंद्रीय नागरिक उड्डयन मंत्रालय विमानन कंपनियों और राज्य सरकारों के साथ मिलकर इन हवाई अड्डों की संभावनाओं का गहन मूल्यांकन करेगा। मंत्रालय के एक वरिष्ठ अधिकारी ने बताया कि जहां हांजागत कमियां होंगी, उन्हें राज्यों के सहयोग से दूर किया जाएगा। प्रयास यही होगा कि इन महंगे निर्माण वाले हवाई अड्डों को रोजाना नहीं तो कुछ साप्ताहिक उड़ानों से जोड़ा जाए ताकि भारी-भरकम निवेश व्यर्थ न जाए। सरकार की यह मंशा ऐसे वक्त सामने सामने आई है जब भारत का हवाई यात्रा बाजार तेजी से बढ़ रहा है लेकिन क्षेत्रीय हवाई अड्डों की उपयोगिता एक चुनौती बनी हुई है।

मंत्रालय की सूचना ही बताती है कि उड़ान (उड़े देश का आम नागरिक) योजना के तहत बने देश के कई हवाई अड्डे वीरान हो चुके हैं। इसकी बड़ी वजह यात्रियों की संख्या न के बराबर होना ही है। उत्तर प्रदेश में हाल के वर्षों में उद्घाटित सात नए हवाई अड्डों में से चार ने विंटर शेड्यूल 2025 (अक्टूबर 2025 से मार्च 2026) के दौरान संचालन पूरी तरह बंद कर दिया है। इनमें अलीगढ़, मुरादाबाद, चित्रकूट और श्रावस्ती शामिल हैं। इनमें से कुछ का उद्घाटन पिछले विस चुनाव से पहले किया गया था।

मंत्रालय के कुछ अधिकारियों का कहना है कि कुछ निष्क्रिय हवाई अड्डों में अगले तीन महीने के भीतर नई सेवाओं की शुरुआत हो जाएगी। हालांकि वह यह मान रहे हैं कि कुछ हवाई अड्डों को चालू करना मुश्किल होगा। इसमें श्रावस्ती हवाई अड्डा भी शामिल है जो लखनऊ हवाई अड्डे से महज 167 किमी दूर है। आजमगढ़ हवाई अड्डे का भी यही हथ हुआ है।

गुजरात, पंजाब, मग्न और सिक्किम में भी चार अन्य हवाई अड्डे इसी श्रेणी में आते हैं, जहां

20 से अधिक हवाई अड्डों का उद्घाटन हुआ है पिछले दो वर्षों में। इसमें चार ग्रीनफील्ड परियोजनाएं हैं।

50 दिन में एक नए हवाई अड्डा का औसतन हो रहा है उद्घाटन, नागरिक उड्डयन मंत्री राममोहन नायडू का दावा

नवी मुंबई हवाई अड्डे से उड़ानें शुरू करेगा इंडिगो

मुंबई, प्रेट्र : इंडिगो ने शनिवार को घोषणा की कि वह 25 दिसंबर से नवनिर्मित नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे से 10 शहरों के लिए घरेलू हवाई सेवाओं का संचालन शुरू करेगी। वह मुंबई महानगर क्षेत्र के दूसरे हवाई अड्डे से परिचालन का विस्तार करने की योजना भी बना रही है, और समय के साथ अधिक गंतव्यों के लिए सीधे मार्ग जोड़ेगी। इस हवाई अड्डे का निर्माण 19,650 करोड़ रुपये की लागत से हुआ है।

उड़ान योजना के तहत निवेश के बावजूद उड़ानें शुरू नहीं हो सकीं। कुल मिलाकर देश में 11 ऐसे विकसित हवाई अड्डे हैं जो निष्क्रिय हैं। पूर्व में भी देश में करोड़ों रुपये खर्च करके कई हवाई अड्डों का निर्माण हुआ लेकिन उनका भी इस्तेमाल नहीं हो सका। जैसलमेर (राजस्थान) और तेजपुर (असम) इसके उदाहरण हैं।

2025 की पहली छमाही में आठ हवाई अड्डों की शुरुआत: 2025 की पहली छमाही में आठ हवाई अड्डों की शुरुआत की गई है। इसमें दतिया, सतना और हीरासर जैसे शहर शामिल हैं। अभी आंध्र प्रदेश में अकेले सात नए हवाई अड्डे बनाए जा रहे हैं। भारत हवाई यात्रियों की संख्या में दुनिया में तीसरे स्थान पर है। हवाई यात्रा बाजार अब लग्जरी नहीं बल्कि आवश्यकता बन चुकी है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) के आंकड़ों के अनुसार, भारत में हवाई यात्रियों की संख्या सालाना सात से 10 प्रतिशत की रफ्तार से बढ़ रही है।

बंद पड़े हवाई अड्डों की उपयोगिता बढ़ाकर अब यात्रियों को रिझाने की होगी कोशिश

उद्घाटन के बाद वीरान पड़े देश के कई एयरपोर्टों को अलग से नहीं मिलेगी केंद्रीय वित्तीय मदद

राज्य सरकारों के साथ मिलकर ढांचागत सुविधाओं को बेहतर करने की कोशिश होगी ताकि यात्री आकर्षित हों

जयप्रकाश रंजन • जागरण

नई दिल्ली : यात्रियों की कमी की वजह से उद्घाटन के बाद भी बंद पड़े देश के कई हवाई अड्डों को केंद्र सरकार अलग से कोई वित्तीय मदद तो नहीं देगी लेकिन उपयोगिता बढ़ाकर यात्रियों को आकर्षित करने की कोशिश जरूर करेगी। इसके लिए केंद्रीय नागरिक उड्डयन मंत्रालय विमानन कंपनियों और राज्य सरकारों के साथ मिलकर इन हवाई अड्डों की संभावनाओं का गहन मूल्यांकन करेगा। मंत्रालय के एक वरिष्ठ अधिकारी ने बताया कि जहां ढांचागत कमियां होंगी, उन्हें राज्यों के सहयोग से दूर किया जाएगा। प्रयास यही होगा कि इन महंगे निर्माण वाले हवाई अड्डों को रोजाना नहीं तो कुछ साप्ताहिक उड़ानों से जोड़ा जाए ताकि भारी-भरकम निवेश व्यर्थ न जाए। सरकार की यह मंशा ऐसे वक्त सामने सामने आई है जब भारत का हवाई यात्रा

20 से अधिक हवाई अड्डों का उद्घाटन हुआ है पिछले दो वर्षों में, इनमें चार ग्रीनफील्ड परियोजनाएं हैं

50 दिन में एक नए हवाई अड्डा का औसतन हो रहा है उद्घाटन, उड्डयन मंत्री राममोहन नायडू का दावा



उप में सात नए हवाई अड्डों में से चार ने विंटर शेड्यूल 2025 (अक्टूबर 2025 से मार्च 2026) के दौरान संचालन पूरी तरह बंद कर दिया है। इनमें अलीगढ़ हवाई अड्डा भी शामिल है। फाइल

2025 की पहली छमाही में आठ हवाई अड्डों की शुरुआत

2025 की पहली छमाही में आठ हवाई अड्डों की शुरुआत की गई है। इसमें दतिया, सतना और हीरासर जैसे शहर शामिल हैं। अभी आंध्र प्रदेश में अकेले सात नए हवाई अड्डे बनाए जा रहे हैं। भारत हवाई यात्रियों की संख्या में दुनिया में तीसरे स्थान पर है। हवाई यात्रा बाजार अब लम्बरी नहीं बल्कि

बाजार तेजी से बढ़ रहा है लेकिन क्षेत्रीय हवाई अड्डों की उपयोगिता एक बड़ी चुनौती बनी हुई है।

मंत्रालय की सूचना ही बताती है कि उड़ान (उड़े देश का आम नागरिक) योजना के तहत बने देश के कई हवाई

आवश्यकता बन चुकी है। डीजीसीए के अनुसार, भारत में हवाई यात्रियों की संख्या सालाना सात से 10 प्रतिशत की रफतार से बढ़ रही है। आने वाले समय में यह और तेज हो सकती है। यही वजह है कि नागरिक उड्डयन मंत्रालय निष्क्रिय हवाई अड्डों की संभावनाओं को लेकर अभी आशान्वित है।

अड्डे वीरान हो चुके हैं। इसकी बड़ी वजह यात्रियों की संख्या न के बराबर होना ही है। उत्तर प्रदेश में हाल के वर्षों में उद्घाटित सात नए हवाई अड्डों में से चार ने विंटर शेड्यूल 2025 (अक्टूबर 2025 से मार्च 2026) के दौरान संचालन

पूरी तरह बंद कर दिया है। इनमें अलीगढ़, मुरादाबाद, चित्रकूट और श्रावस्ती शामिल हैं। इनमें से कुछ का उद्घाटन पिछले विधानसभा चुनाव से पहले काफी धूमधाम से किया गया था।

अधिकारियों का कहना है कि कुछ निष्क्रिय हवाई अड्डों पर अगले तीन महीने में नई सेवाएं शुरू हो जाएंगी। हालांकि वे यह भी मान रहे हैं कि कुछ हवाई अड्डों को चालू करना मुश्किल होगा। इसमें श्रावस्ती हवाई अड्डा भी शामिल है, जो लखनऊ हवाई अड्डे से महज 167 किलोमीटर दूर है। आजमगढ़ हवाई अड्डे का भी यही हश्र हुआ है। गुजरात, पंजाब, मध्य प्रदेश और सिक्किम में भी चार अन्य हवाई अड्डे इसी श्रेणी में आते हैं, जहां उड़ान योजना के तहत निवेश के बावजूद उड़ानें शुरू नहीं हो सकीं। देश में ऐसे 11 क्षेत्रीय हवाई अड्डे हैं। इन सभी का उद्घाटन हाल के वर्षों में हुआ है। पूर्व में भी देश में करोड़ों रुपये खर्च करके कई हवाई अड्डों का निर्माण हुआ लेकिन उनका भी इस्तेमाल नहीं हो सका। जैसलमेर (राजस्थान) और तेजपुर (असम) इसके उदाहरण हैं जहां व्यावसायिक उड़ानें कभी शुरू ही नहीं हुईं।



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AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DAINIK JAGRAN

JAIPUR

15 NOVEMBER 2025

जयपुर एयरपोर्ट पर गलत टैक्सी-वे पर पहुंचा चार्टर विमान

नवज्योति, जयपुर। जयपुर एयरपोर्ट पर एक बड़ी चूक सामने आई, जब जयपुर से दृबई जा रहा एक चार्टर विमान निर्धारित रनवे की बजाय गलत टैक्सी-वे पर पहुंच गया। सूचना मिलते ही एयरपोर्ट प्रशासन एक्टिव हुआ और फॉलो-मी वाहन मौके पर भेजा गया, जिसके मार्गदर्शन में विमान को सही टैक्सी वे पर लाया गया। निर्धारित रनवे पर पहुंचने के बाद विमान ने सुरक्षित उड़ान भरी। यह घटना बड़ा हादसा बन सकती थी। मामले में एयर ट्रेफिक कंट्रोल और एयरपोर्ट ऑपरेशन कंट्रोल सेंटर की लापरवाही को प्रमुख कारण माना जा रहा है। एयरपोर्ट प्रशासन मामले की जांच में जुटा है।



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HINDUSTAN

DELHI

16 NOVEMBER 2025

एयरपोर्ट को निर्बाध बिजली दी जाएगी

नोएडा। सूबे के ऊर्जा मंत्री ने ग्रेटर नोएडा में अपने आवास पर विद्युत निगम के अभियंताओं के साथ समीक्षा बैठक की। साथ ही ऊर्जा मंत्री ने जेवर एयरपोर्ट को 24 घंटे निर्बाध आपूर्ति देने के निर्देश दिए।

ऊर्जा मंत्री ने पश्चिमांचल विद्युत वितरण निगम के प्रबंध निदेशक आशीष कुमार गोयल और विद्युत निगम के अभियंताओं के साथ समीक्षा बैठक की। उन्होंने समीक्षा बैठक में विशेषकर जेवर अंतरराष्ट्रीय एयरपोर्ट क्षेत्र में विद्युत आपूर्ति व्यवस्था पर विस्तृत दिशा निर्देश दिए। इसके साथ ही जेवर एयरपोर्ट को निर्बाध आपूर्ति देने के स्पष्ट निर्देश दिए।

Why was there a tech glitch at Delhi airport?

Why did the Automatic Message Switching System fail? What happens when there's a technical failure? How many flights did the November 6 incident affect? What are the issues that have surfaced after the incident? Which airports use the AMSS? Does it need upgrading?

Murali N. Krishnaswamy

The story so far:

Air traffic operations at New Delhi's Indira Gandhi International (IGI) Airport were affected on November 6, after the Automatic Message Switching System (AMSS) experienced a technical issue. It took over 24 hours for it to be restored. The Civil Aviation Ministry is reported to have asked the Airports Authority of India (AAI) to upgrade the system.

What was the issue in Delhi?

The Air Traffic Controllers' Guild (India) raised its concerns, highlighting how the disruption forced Air Traffic Controllers (ATCOs) to manually handle over 2,500 daily aircraft movements, including more than 1,500 scheduled flights and 1,000 aircraft overflying Indian airspace. An aviation source who is closely associated with Air Traffic Control (ATC) told *The Hindu* that the automation systems used by ATCOs derive the data from the Flight Data Processing System (FDPS), which in turn is fed by the AMSS. When the AMSS experienced failure, the automation systems did not get the required data, including flight plans. Yogendra Gautam, CCM, Air Traffic Safety Electronics Personnel Association (ATSEPA) India, has told *The Hindu* that the AMSS is a core communication backbone for air traffic operations, used in all the major ATC centres including Delhi, Mumbai, Chennai and Kolkata, to handle aeronautical messages. These include flight plans, departure and arrival messages, delay and cancellation messages, meteorological and NOTAM updates and coordination messages between ATCs and airlines. Essentially, it

'Existing automation systems used for air traffic control have begun to exhibit significant performance degradation'

receives, stores and forwards these messages automatically through the Aeronautical Fixed Telecommunication Network and Aeronautical Message Handling System (AMHS) links.

It works using input sources, from airlines, ATC centres, meteorological offices, and AAI stations, which send digital flight or operational messages. The AMSS also converts various formats into a unified format. There is a routing logic, where the system decides where each message must go, whether to the ATC tower or other airports. Messages are temporarily stored in a central database and can be retrieved in case of transmission delays. The official said that the AMSS runs 24x7, processing thousands of flight-related messages.

Technical and procedural issues can trigger AMSS failure. Delhi's AMSS, which was supplied by a Spanish organisation, is built on an older server architecture with legacy message-switching software – there have been patches and upgrades. The system has some India-made content. Database or server overload, especially during peak hours, can cause delays or loss of communication. Other reasons include inadequate synchronisation between standby systems leading to message blackout periods, and integration issues with other systems. As the AMSS interfaces with air traffic service automation, aeronautical information service and network routers, any network fault or delayed interface response can choke the AMSS message flow. The official said there is also limited local technical manpower trained on this legacy system. In Delhi, the glitch was reportedly due to a synchronisation failure between the primary and standby servers, compounded by delayed switch-over and corrupted message queues. The result was an inability to transmit/receive flight plans and NOTAMs, he said, adding that a migration to a modern, cloud-supported AMHS/ATS integrated system is long overdue.

How busy is Delhi airport?

In 2024, under the 'total passengers' category, IGI Airport was ranked ninth among the world's busiest airports, handling 77.8 million passengers, according to the Airports Council International (ACI) World list. It was ranked 15, for its 4,77,509 aircraft movements. The ACI represents over 2,181 airports across 170 countries. Due to the glitch, over 500 flights were affected and several cancelled.

What has the parliamentary report said?

In its 'Three Hundred Eightieth Report - Overall Review of Safety in the Civil Aviation Sector' (presented to the Rajya Sabha on August 20,

2025), the Parliamentary Standing Committee on Transport, Tourism and Culture observed that "existing automation systems used for air traffic control, particularly at high-density airports such as Delhi and Mumbai, have begun to exhibit significant performance degradation. This includes issues of system slowness, data processing lags, and a lack of modern decision-support features". It adds: "The existing Indian ATC systems lack many of the advanced, integrated capabilities that are now standard in modern air traffic management systems used by global counterparts like Eurocontrol or the FAA." This deficit, it said, places an enormous additional cognitive strain on already-overworked ATCOs, who are forced to manually compensate for the system's shortcomings. This "increases the risk of human error and limits the overall capacity of the airspace".

How is it in Europe for instance?

Professor Marina Efthymiou, Professor of Aviation Management, Business School, Dublin City University, Ireland, has told *The Hindu* that Europe's Air Traffic Management (ATM) system, coordinated through Eurocontrol and implemented through national air navigation service providers, operates on a complex network of legacy and modernised systems that must seamlessly integrate under the Single European Sky framework. While initiatives such as SESAR (the technological pillar of the Single European Sky) aim to digitalise and harmonise ATM across Europe, the coexistence of outdated radar systems, fragmented communication protocols, and inconsistent data-sharing platforms continues to expose vulnerabilities to technical glitches and cyber threats. There have been disruptions, such as system outages in flight data processing or communication networks, highlighting the fragility of Europe's current ATM infrastructure and the need for resilient, cloud-based and AI-driven coordination tools to ensure continuity.

The future of air navigation in Europe is likely to rely on satellite-based navigation (GNSS) and automation-enhanced traffic prediction, but these advances will require robust cybersecurity frameworks and redundancy systems to mitigate the risk of data corruption or signal interference, she said.

Are there plans to upgrade?

In February 2025, Minister of State for Civil Aviation, Murlidhar Mohol, listed a series of initiatives being undertaken by the AAI in air traffic and air navigation management. These include the installation of a new pan-India AMHS to replace the existing AMHS and AMSS systems and Automatic Dependent Surveillance-Broadcast ground stations at 21 airports which utilise GPS and satellites for determining aircraft positions. Their installation at 15 other locations has been completed.



Time to upgrade: Union Aviation Minister Ram Mohan Naidu visits Delhi Airport on November 8 to review operations after the technical glitch. ANI

BEAUTIFICATION IN FOCUS

Indian Oil, DIAL set to adopt six PWD flyovers

Express News Service
New Delhi, November 15

SOON, THE areas beneath key flyovers in Delhi will don a fresh look with play areas, gardens and parking facilities. This comes as part of the Public Works Department (PWD) gearing up to hand over six flyovers in South Delhi to Indian Oil Corporation Limited (IOCL) and Delhi International Airport Limited (DIAL) for beautification and upgradation under its 'adopt a flyover' policy.

As part of the policy, the government aims to remove encroachments, homeless persons and beggars living under the flyovers, and to beautify these stretches as part of road development and enhancement, officials said.

To upgrade these stretches, the government has introduced a Corporate Social Responsibility (CSR) initiative. Under this, private companies and firms can adopt a flyover and maintain the space by undertaking beautification and cleanliness drives.

In return, the government will provide these companies with ratings, along with permission for limited advertising rights on the adopted structures.

A senior PWD official said they have signed a Memorandum of Understanding (MoU) with IOCL for three years. "During this period, the company will beautify, clean and develop any utility area. The government will not have to pay anything. It is completely a CSR initiative," officials said.

Some of the locations where the 'adopt a flyover' policy is soon to be launched include

• THE PLAN



'Adopt a flyover' policy

- Private firms to maintain the space in return for advertising rights
- AIM- make it encroachment free, remove homeless persons, beautify

Chirag Dilli, Panchsheel flyover, IIT Delhi, Aurobindo Road, Punjabi Bagh and Mukarba Chowk.

"PWD has also signed an MoU with DIAL for repair and maintenance of Veer Banda Bairagi Marg in North Delhi, near the heavily congested Rani Jhansi Marg," officials added.



नवी मुंबई एयरपोर्ट पर क्रिसमस से शुरू होंगी कमर्शियल फ्लाइट्स अकासा की पहली फ्लाइट दिल्ली से, इंडिगो 10 शहर जोड़ेगी, 2026 तक 9 करोड़ पैसेंजर्स की कैपेसिटी

मुंबई, लोकसत्य। नवी मुंबई इंटरनेशनल एयरपोर्ट (NMIA) पर 25 दिसंबर 2025 से कमर्शियल फ्लाइट्स शुरू हो जाएंगी। अकासा एयर पहली फ्लाइट उड़ाएगी, जो दिल्ली से नवी मुंबई आएगी। प्रधानमंत्री नरेंद्र मोदी ने 8 अक्टूबर को एयरपोर्ट का उद्घाटन किया था, जो मुंबई का दूसरा बड़ा हब बनेगा और जो कनेक्टिविटी बढ़ाएगा। इंदिरा गांधी इंटरनेशनल एयरपोर्ट जैसी कैपेसिटी के साथ यह 2026 तक 9 करोड़ पैसेंजर्स हैंडल करेगा।

● पहली फ्लाइट्स का शेड्यूल: अकासा एयर से शुरुआत

अकासा एयर की मेडेन (पहली) फ्लाइट 25 दिसंबर 2025 को दिल्ली से नवी मुंबई लैंड करेगी। उसी दिन गोवा रूट भी शुरू होगा। 26 दिसंबर से दिल्ली और कोच्चि कनेक्ट होंगे, जबकि 31 दिसंबर से अहमदाबाद फ्लाइट्स चालू होंगी। कंपनी ने कहा कि यह NMIA से चार शहरों को डायरेक्ट कनेक्ट करेगी।

दूसरी तरफ इंडिगो भी 25 दिसंबर से 10 शहरों से कनेक्टिविटी जोड़ेगी। इसमें दिल्ली, बंगलुरु, हैदराबाद, अहमदाबाद, लखनऊ, नॉर्थ गोवा (मोपा), जयपुर, नागपुर, कोच्चि और मंगलुरु



शामिल है। एयर इंडिया एक्सप्रेस भी साल के अंत तक ऑपरेशंस शुरू करेगी।

● मुंबई के ट्रैफिक को कम करेगा NMIA एयरपोर्ट: नवी मुंबई इंटरनेशनल

एयरपोर्ट (NMIA) मुंबई के चहल-पहल वाले ट्रैफिक को कम करने के लिए बनाया गया है। यह एयरपोर्ट 1,160 हेक्टेयर में फैला है और फेज 1 में 2.5 करोड़ पैसेंजर्स की कैपेसिटी रखी गई है। यहां

से योजना 60 फ्लाइट उड़ सकेंगी।

पहले फेज में करीब 19,647 करोड़ रुपए खर्च हुए हैं, जिसमें एक टर्मिनल और रनवे बनाया गया है। एयरपोर्ट पर 4 टर्मिनल बनाए जाने हैं। सभी फेज

एयरपोर्ट में अडाणी ग्रुप की 74% हिस्सेदारी

इस एयरपोर्ट को अडाणी ग्रुप और महाराष्ट्र सरकार का लैंड डेवलपमेंट प्राधिकरण (CIDCO) मिलकर बना रहा है। इसमें अडाणी ग्रुप की 74% हिस्सेदारी है और CIDCO के पास 26% हिस्सेदारी है। ये जवाहरलाल नेहरू पोर्ट और मुंबई ट्रांस-हार्बर लिंक के पास है।

पूरे बन जाने के बाद एयरपोर्ट की क्षमता सालाना 9 करोड़ यात्री की हो जाएगी। वहीं, योजना 300 फ्लाइट उड़ सकेंगी।

इसका नाम किसान नेता डीबी पाटिल के नाम पर रखा गया है। इसका कंस्ट्रक्शन 2017 में शुरू हुआ था, जो CIDCO (सिटी एंड इंडस्ट्रियल डेवलपमेंट कॉर्पोरेशन) की देखरेख में चला। यह प्रोजेक्ट इंडिया की एविएशन ग्रोथ को बूस्ट देगा, खासकर वेस्टर्न इंडिया में।



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AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

16 NOVEMBER 2025

अकासा और इंडिगो 25 दिसंबर से शुरू करेंगी नवी मुंबई से उड़ानें

नई दिल्ली। अकासा और इंडिगो मुंबई से सटे नवी मुंबई के नए हवाई अड्डे से 25 दिसंबर से उड़ानें शुरू करेंगी। इंडिगो ने कहा, शुरुआत में 10 शहरों के लिए सेवा शुरू होगी। 19,650 करोड़ रुपये की लागत से बने 1,160 हेक्टेयर क्षेत्र में फैले इस हवाई अड्डे के पहले चरण के दौरान एक टर्मिनल को परिचालन में लाया जाएगा। इसकी सालाना 2 करोड़ यात्रियों को सेवा देने की क्षमता है। प्रधानमंत्री नरेंद्र मोदी ने 8 अक्टूबर को नए हवाई अड्डे का उद्घाटन किया था। इंडिगो ने कहा, शुरू में दिल्ली, बंगलुरु, हैदराबाद, अहमदाबाद, लखनऊ, गोवा, जयपुर, नागपुर, कोचिन और मंगलोर के लिए सेवा शुरू करेगी। ब्यूरो

Corporate Communications Directorate

AMAR UJALA

DELHI

16 NOVEMBER 2025

खराब मौसम के कारण त्रिची भेजा जाफना जा रहा विमान



चेन्नई। श्रीलंका के जाफना जा रहे एक विमान को द्वीपीय राष्ट्र के उत्तरी शहर में खराब मौसम के कारण तिरुचिरापल्ली की ओर डायवर्ट करना पड़ा।

हवाईअड्डा अधिकारियों ने बताया कि एक निजी एयरलाइन की ओर से संचालित यह उड़ान शनिवार को सुबह 10.20 बजे रवाना हुई और उड़ान भरने के तुरंत बाद ही पायलट को जाफना में खराब मौसम की स्थिति के बारे में सूचित किया गया। इसके बाद विमान को तिरुचिरापल्ली (त्रिची) की ओर मोड़ दिया गया और विमान ने 44 यात्रियों साथ तिरुचिरापल्ली में सुरक्षित लैंडिंग की। एजेंसी



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DESHBANDHU

DELHI

16 NOVEMBER 2025

इंडिगो-अकासा 25 दिसंबर से नवी मुंबई से भरेंगी उड़ान

मुंबई। इंडिगो और अकासा एयर 25 दिसंबर से नवी मुंबई इंटरनेशनल एयरपोर्ट से उड़ान सेवाएं शुरू करेंगी। इंडिगो दिल्ली, बेंगलुरु, हैदराबाद, अहमदाबाद, लखनऊ, नॉर्थ गोवा के मोपा, जयपुर, नागपुर, कोच्चि और मंगलौर को जोड़ेगी। वहीं, अकासा की पहली उड़ान मुंबई-दिल्ली के बीच होगी। इसके बाद गोवा, कोच्चि और अहमदाबाद के लिए उड़ानें शुरू करेंगी। मालूम हो, प्रधानमंत्री नरेंद्र मोदी ने 8 अक्टूबर को एयरपोर्ट का उद्घाटन किया था।



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AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DESHBANDHU

DELHI

16 NOVEMBER 2025

नवी मुंबई से इंडिगो 25 दिसम्बर से शुरू करेगी उड़ान

नई दिल्ली। घरेलू यात्रियों के लिहाज से देश की सबसे बड़ी विमान सेवा कंपनी इंडिगो आगामी 25 दिसंबर से नवी मुंबई हवाई अड्डे से उड़ानें शुरू करेगी। एयरलाइंस ने शनिवार को एक प्रेस विज्ञप्ति में बताया कि वह फिलहाल नवी मुंबई से 10 शहरों के लिए उड़ानें शुरू करेगी। इन शहरों में दिल्ली, बेंगलुरु, हैदराबाद, अहमदाबाद, लखनऊ, उत्तरी गोवा (मोपा) जयपुर, नागपुर, कोचिन और मंगलुरु शामिल हैं। उल्लेखनीय है कि प्रधानमंत्री नरेन्द्र मोदी ने गत आठ अक्टूबर को नवी मुंबई हवाई अड्डे का उद्घाटन किया था। हालांकि अब तक वहां से वाणिज्यिक परिचालन शुरू नहीं हुआ है। यह मुंबई और उसके उपनगरीय इलाके का दूसरा हवाई अड्डा है। मुंबई के छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे पर पहले से काफी बोझ है, और वहां विस्तार की गुंजाइश न होने के कारण एक और हवाई अड्डे की जरूरत महसूस की जा रही थी।



Corporate Communications Directorate

DECCAN CHRONICAL

HYDERABAD

15 NOVEMBER 2025

RGIA gets hoax bomb threat calls on Indigo, British flights

DC CORRESPONDENT
HYDERABAD, NOV. 14

The Rajiv Gandhi International Airport (RGIA) received two bomb threat emails within a span of five minutes around 2.30 am on Friday, police said. Last week, another email had claimed that a bomb had been planted on another aircraft; this also turned out to be a hoax.

According to officials, the first email claimed that an explosive had been planted on British Airways flight BA277 bound for Hyderabad. It was determined that allowing the aircraft to land at the Shamshabad airport was the best option. After it landed safely, after which passengers were evacuated. CISF personnel, the dog squad and local police inspected the air-

● **THE TWIN** threats come a day after Delhi Airport received a similar email claiming explosives had been planted on the Terminal 3 of the Indira Gandhi International Airport and the several other airports.

craft, but no suspicious material was found. After confirming it was a hoax, airport operations resumed.

Five minutes later, another email was received, this time alleging that a bomb had been placed on an IndiGo flight arriving from Abu Dhabi. A threat assessment committee was convened, and the decision was taken to divert the aircraft to Chhatrapati Shivaji Maharaj International Airport in Mumbai. There too, CISF

teams, dog squads and the local police conducted detailed checks, and the threat was declared a hoax.

Based on a complaint from GMR officials, the RGIA police registered a case under the BNS and the IT Act.

Further investigation into the emails and the identity of the sender is underway.

The twin threats come a day after Delhi Airport received a similar email claiming explosives had been planted on the Terminal 3 of the Indira Gandhi International Airport and the several other airports including that of Hyderabad. Security agencies found no such material, but the message added heightened security measures following the car blast near the Red Fort earlier this week.

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 NOVEMBER 2025

एशिया-प्रशांत क्षेत्र को अगले 20 वर्षों में 19,560 नए विमानों की होगी जरूरत

बैंकाक, प्रेट्ट: विमान निर्माता कंपनी एयरबस ने शनिवार को कहा कि एशिया-प्रशांत क्षेत्र को अगले 20 वर्षों में 19,560 नए विमानों की आवश्यकता होगा। इसमें भारत और चीन से बढ़ती मांग का प्रमुख योगदान होगा। कंपनी ने कहा कि, यह अगले 20 वर्षों में 42,520 नए विमानों की वैश्विक आवश्यकता का 46 प्रतिशत है।

एयरबस एशिया-प्रशांत के प्रेसिडेंट आनंद स्टेनली ने कहा कि भारत और चीन विकास के एक महत्वपूर्ण हिस्से के रूप में उभरे हैं। बढ़ते यात्री परिवहन के साथ एशिया-प्रशांत क्षेत्र में वार्षिक यात्री वृद्धि 4.4 प्रतिशत होने की उम्मीद है, जो वैश्विक औसत 3.6 प्रतिशत से अधिक है। भारत दुनिया के सबसे तेजी से बढ़ते नागरिक उड्डयन बाजारों में से एक है और एयरलाइनों ने बढ़ती यातायात मांग



को पूरा करने के उद्देश्य से अपने बेड़े का विस्तार करने के लिए बड़े आर्डर दिए हैं।

बैंकाक में एशिया-प्रशांत एयरलाइनों के संघ (एएपीए) के अध्यक्षों की वार्षिक सभा के दौरान एक प्रस्तुति में स्टेनली ने कहा कि इस क्षेत्र को अगले 20 वर्षों में करीब 3,500 बड़े विमानों की आवश्यकता होगी। यह संख्या बड़े आकार के विमानों की श्रेणियों में वैश्विक मांग का 43 प्रतिशत है। प्रस्तुति के अनुसार, एशिया-प्रशांत क्षेत्र को

- नए विमानों में भारत और चीन की बढ़ती मांग का प्रमुख योगदान होगा
- इस अवधि में वैश्विक स्तर पर 42,520 नए विमानों की आवश्यकता होगी

लगभग 16,100 एकल-गलियारे वाले विमानों की आवश्यकता होगी, जो इस समयावधि में वैश्विक स्तर पर नए विमानों की डिलीवरी का 47 प्रतिशत है। एयरबस ने बताया कि लगभग 68 प्रतिशत विमान डिलीवरी से कंपनियों के बेड़े का विस्तार होगा। वहीं, 32 प्रतिशत विमान पुराने माडलों का स्थान लेंगे।



बिजनेस से जुड़ी खबरों
और अपडेट के लिए
स्कैन करें या विजिट
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Corporate Communications Directorate

ECONOMIC TIMES

DELHI

16 NOVEMBER 2025

Forum Gandhi & Nirmal John

Early October, Hindustan Aeronautics Ltd (HAL) agreed to partner with Russia's United Aircraft Corporation (UAC) to manufacture the SJ-100, earlier known as the Sukhoi Superjet 100. The memorandum of understanding, signed in Moscow, is seen as another push towards reviving India's long-held ambition of building commercial aircraft.

It should ideally have triggered optimism. But with few specifics made public, many in the industry remain unsure of what the deal brings to the table. While the agreement explores joint production of the 100-seater aircraft in India, neither company has confirmed whether this means full-scale manufacturing or limited assembly.

The timing is good. The global aviation market is struggling with a shortage of aircraft, and most of the world depends on two big aircraft manufacturers—Airbus of France and Boeing of US. Russia, facing sanctions and isolation, is looking for new partners to keep its civil aircraft programmes alive. India, meanwhile, is keen to expand its aircraft manufacturing beyond defence.

On the surface, the HAL-UAC collaboration appears to align with both countries' needs. But there are questions about the choice of the aircraft and its market as it is currently not flown by any airline in India.

BUSINESS CASE

Few countries have built successful commercial aircraft from scratch. "For India, this could be a step towards a regional or narrow-body aircraft in the long term," says a senior industry executive. "But right now, there are no confirmed buyers, and the business case looks weak."

The regional jet market itself is a difficult one. It sits between smaller turboprops and narrow-body jets, and success depends on low lifecycle costs and strong maintenance

Taking Off on a Superjet

India partners with Russia to get into commercial aircraft manufacturing, but will there be eager buyers for the SJ-100?



HAL and UAC sign MoU for the production of SJ-100 in Moscow on October 28



PHOTO: PTI

support. "The HAL-UAC tie-up is a strategic step because it signals India's intent to enter civil aerospace manufacturing," says Jagpreet Singh Padmanabhan, senior director, consulting, Crisis Intelligence. "But the challenge will be adoption. The 100-seater segment already has players like Embraer and Airbus. Without airline

commitments and after-sales infrastructure, it risks staying on paper." The SJ-100's track record adds to the uncertainty. Introduced in 2011, it struggled with engine problems and high maintenance costs. That may not make it appealing for

India's regional airlines, already operating under financial strain. "Regional jets face formidable cost and operational challenges in India," says aviation consultant Vishok Mansingh. "The SJ-100's reliability issues need major improvement in both aircraft and propulsion technology. It needs strong after-sales support and an aggressive ownership model to find takers among Indian airlines."

LONG ROAD

For India, the deal has symbolic importance. "For India, having its own regional transport aircraft will be important in the long term as Indian aviation will continue to grow for decades," says Kapil Kaul, CEO, CAPA India. "It will also help develop a more

robust civil aerospace infrastructure in the country, so this initiative is welcome."

India's earlier attempts at regional aircraft, like the National Aerospace Laboratories' Saras project, failed to progress. HAL had earlier assembled the Avro HS-748 under licence from British Aerospace in the 1960s, but sustaining civil production has always been tough. Kaul says while the rationale for an Indian-built regional jet is strong, its success will depend on multiple factors. "There are so many factors that will determine its success, including acquisition costs, cost of operation, technical quality (compared with other 100-seater aircraft) and the long-term competitiveness of the programme," he says. He adds that a 100- to 120-seater jet could fill

a clear gap in India's fleet mix. "I do believe India needs 100-seater jets as we have 200-plus seater narrow-body aircraft, going up to 232-seater A321neo, and 78-seater ATRs. In the medium-to-long term, we will need 100- to 120-seater jets," says Kaul. "Post-Covid, total dependence on two or three OEMs is a big strategic risk, so more players will be welcomed by most airlines globally, but it won't be easy."

Setting up certification, spares and maintenance systems for a new aircraft type, however, will require years and major in-

vestment. "It's a massive effort," says an aviation analyst. "Even if HAL can build it, getting airlines to commit to it is another challenge altogether."

An airline executive sums up the sentiment. "Time will tell whether it will take off. India is talking about aircraft manufacturing, but nothing looks concrete yet. These things take 10-15 years. It's not just about making a plane. You need the supply chain, the certification, the customer confidence. Right now, that ecosystem is far from ready."

PULLS AND PRESSURES

That brings the focus squarely on the rationale of such a deal. Geopolitics could be a good starting point.

The western sanctions on Russia have disrupted its supply chain, forcing Moscow to develop local substitutes. A geopolitical analyst says the move seems largely driven by Russia. "There are no Indian buyers yet and the details of technology transfer are unclear. For Russia, this helps keep its aircraft programme visible globally despite sanctions." While that explains what Russia gains, how it benefits India is still vague.

G Mohan Kumar, India's former defence secretary, is "a little sceptical about the deal". When asked whether the deal could be a way to broadcast and assert India's options in the face of US pressure tactics, he says, "Politics can come up with anything, and it can always produce a rabbit out of the hat."

Kumar, who has inspected the aircraft more than a decade ago at an airshow in India, recalls that there was no interest from

any Indian airline at the time to buy it. He also has doubts about the credibility of HAL to manufacture civilian aircraft, as it has not been "able to cope with the supply to the Indian Air Force".

He also warns that such deals could be at the mercy of geopolitics, since it could easily be dented by any tightening of sanctions by the West.

Perhaps the best outcome for India is to have technology transfer as part of the deal. It can raise the baseline in India's long journey to manufacture civilian aircraft, but as of now, that too is opaque.

The best outcome for India is to have technology transfer as part of the deal, raising the baseline in its long journey to manufacture civilian aircraft

IndiGo, Akasa flights from Navi Mumbai start Dec 25

NITIN KUMAR
New Delhi, November 15

INDIGO AND AKASA Air will launch operations from the newly-inaugurated Navi Mumbai International Airport (NMIA) starting December 25. This makes them among the first airlines to begin services at the Mumbai Metropolitan Region's second airport, which was inaugurated on October 8.

Both airlines have announced their initial operational schedules, with IndiGo planning connectivity to 10 domestic destinations and Akasa Air rolling out a multi-phase launch covering four



cities. Akasa Air has already opened reservations, becoming one of the first carriers to offer services from the new facility.

IndiGo said it will commence services on December 25 and link NMIA to Delhi, Bengaluru, Hyderabad, Ahmedabad, Lucknow, North Goa (Mopa), Jaipur, Nagpur, Kochi, and Mangalore.

The airline noted that NMIA is designed to complement Chhatrapati Shivaji Maharaj International Airport and cater to rising air-travel demand in the region, adding that it plans to progressively expand its operations by introducing more direct routes.

Continued on Page 2

Navi Mumbai flights from Dec 25

INDIGO HIGHLIGHTED THAT the addition strengthens its wider domestic network of 95 airports. Akasa Air will operate its first Delhi-NMIA flight on December 25, followed by direct services to Goa on the same day, and to Kochi and Delhi from December 26. A Navi Mumbai-Ahmedabad service will begin on December 31.

According to the airline, this marks a significant stage in its expansion, as it now operates 34 weekly flights in MMR.

Akasa said it will progressively scale up operations from NMIA to 300 domestic and 50 international weekly departures, as part of a broader network strategy that includes expanding to 10 parking bases by FY2027.

"For Akasa Air, NMIA strengthens our strategic presence in MMR and western India, allowing us to capture new demand pools across," Praveen Iyer, co-founder & CCO, Akasa Air, said.



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FINANCIAL EXPRESS

DELHI

16 NOVEMBER 2025

Airbus: APAC region will require 19,560 planes over 20 years

PRESS TRUST OF INDIA
Bangkok, November 15

THE ASIA PACIFIC region is projected to require 19,560 new narrow-body and wide-body planes over the next 20 years, majorly driven by demand from India and China, aircraft maker Airbus said

on Saturday. The demand, Airbus said, represents 46% of the global requirement for 42,520 new aircraft over the timeframe of 20 years. India and China are driving a major portion of the growth, Airbus Asia Pacific President Anand Stanley said. With rising passenger traffic, the Asia-Pacific

region is expected to see an annual passenger growth of 4.4%, higher than the global average of 3.6%. India is one of the world's fastest growing civil aviation markets and airlines have placed huge orders as they expand their fleets to cater to the rising traffic demand.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

15 NOVEMBER 2025

British Airways finishes 20 yrs of London service

NT Correspondent

BENGALURU

British Airways on Friday said it is celebrating 20 years of connecting Bengaluru and London, marking two decades of linking India's technology hub with the United Kingdom.

To mark the occasion, the airline operated a special anniversary flight from London Heathrow to Bengaluru, served entirely by Indian cabin crew.

The flight touched down early this morning, paying tribute to the airline's long association with India and its commitment to providing personalised service to the diverse communities it serves, British Airways said in a release.

Among the crew were Bengaluru-based staff members who also completed 20 years of service with the airline, it said.

"This anniversary is also a celebration of our people and partnerships that have made it possible—from our dedicated colleagues to the communities we serve. As

we look to the future, we're excited to welcome more customers on board and continue strengthening the cultural and economic ties between India and the UK," Neil Chernoff, British Airways' Chief Planning and Strategy Officer, said.

To mark the milestone, the airline on Friday launched a flash sale for customers booking flights between Bengaluru and London Heathrow, offering up to 20 per cent off fares in World Traveller and World Traveller Plus cabins, with savings of up to Rs 26,000, the release said.

Since launching flights to Bengaluru in 2005, British Airways has operated daily services from Kempegowda International Airport to London Heathrow, providing access to its hub and more than 190 onward destinations across 65 countries.

The airline now operates 56 direct flights each week across five major Indian cities—Delhi, Mumbai, Bengaluru, Hyderabad and Chennai.

Corporate Communications Directorate

INDIAN EXPRESS

DELHI

16 NOVEMBER 2025

IndiGo, Akasa Air to start flights from Navi Mumbai airport from December 25

Express News Service

Mumbai, November 15

INDIGO AND Akasa Air will launch flight operations from the newly inaugurated Navi Mumbai International Airport (NMIA) starting December 25, making them among the first airlines to begin services at the Mumbai Metropolitan Region's second airport. Both airlines announced their initial operational schedules, with IndiGo planning connectivity to 10 domestic destinations and Akasa Air rolling out a multi-phase launch covering four cities.

IndiGo said it will launch flights from NMIA to Delhi, Bengaluru, Hyderabad, Ahmedabad, Lucknow, North Goa (Mopa), Jaipur, Nagpur, Kochi and Mangalore. The airline stated that NMIA is designed to complement Chhatrapati Shivaji Maharaj International Airport and cater to rising air travel demand in the region, adding that it plans to "expand its operations, progressively," by introducing more direct routes.

Akasa Air will operate its first Delhi-NMIA flight on De-

cember 25, followed by direct services to Goa on the same day, and to Kochi and Delhi from December 26. A Navi Mumbai-Ahmedabad service will begin on December 31. Bookings for all flights have opened on the airline's website, mobile apps and through travel agents. According to the airline, this marks a significant stage in its expansion since it now operates 34 weekly flights from the Mumbai Metropolitan Region.

Akasa said it will progressively ramp up operations from NMIA to 300 domestic and 50 international weekly departures, as part of a broader network strategy that includes expanding to 10 parking bases by FY2027. The airline's inaugural timetable lists flight numbers and timings across Delhi, Goa, Kochi and Ahmedabad.

Praveen Iyer, Co-Founder and COO, said the move represents "a landmark moment for Akasa Air and a defining step in India's aviation evolution," adding NMIA will support a "dual-airport ecosystem that enhances connectivity, reliability, and choice for travellers".

Corporate Communications Directorate

MILLANIUM POST

DELHI

16 NOVEMBER 2025

With 1,700 aircraft pending orders, India needs 30K pilots: Aviation Minister Ram Mohan Naidu

VISAKHAPATNAM: India will need an additional 30,000 pilots once the pending orders for 1,700 aircraft from the Indian carriers are delivered, Union Civil Aviation Minister K Ram Mohan Naidu said on Saturday.

Addressing a session on the sidelines of CII Partnership Summit here, Naidu said on the lines of FedEx, a global logistics company that has a dedicated airport in the USA, the central government is also mulling the creation of cargo airports in the country.

Naidu also highlighted that currently India has about 8,000 pilots for a fleet of 834 aircraft, out of which 2,000 to 3,000 are not actively flying. The Indian carriers have already placed orders for 1,700 aircraft with makers such as Boeing and AirBus.

To run a plane, one aircraft in a proper schedule, you will



Union Civil Aviation Minister
K Ram Mohan Naidu

need at least 10 to 15 pilots per aircraft, so that they can do the routes according to their schedule.

So, 1700 planes, 10 to 15 pilots, the requirement would be around 25,000 to 30,000. That (demand) is going to be generated. Now, as these planes come in, imagine 30,000 pilots that is the demand that is there," he said.

In order to meet the demand there should be more Flying Training Organisations (FTO) as the existing ones produce

Naidu also highlighted that currently India has about 8K pilots for 834 aircraft, out of which 2K to 3K are not actively flying

only a limited number.

The minister underscored that one job in the Indian aviation sector creates 15 indirect jobs as against IATA's figure of 6.

"It is very, very important for us to train our individuals and to have the skilling and training and ecosystem also perfectly done in the country," he said.

Naidu further said the aviation cargo sector has been facing tough competition from rail and road transport, which are cheaper, even as airport operators focus more on improv-

ing passenger facilities, causing cargo to take a back seat.

According to the minister, currently Indian manufacturers make aerospace components worth USD 2 billion and the target is to reach USD 4 billion by 2030 which is very much on the track.

The Centre has a long term goal of having a full aircraft designed and manufactured in the country itself.

"It has been there for a long time but no considerable filling up of the gaps. But now we see that India has come to the stage where we can manufacture, we can design, we can maintain our own aircraft today. So that is one area we are actively working on, Naidu opined.

The Aviation Minister pointed out that on an average 4.8 lakh people are flying everyday in the country and 5.3 lakh people flew on November 10 which is an achievement. PTI



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STATESMEN

DELHI

15 NOVEMBER 2025

SIA shares fall as Air India losses weigh on earnings, but group stands by long-term investment

THE STRAITS TIMES/ANN
Singapore, 14 November

Singapore Airlines will continue investing in Air India and remains committed to its long-term transformation, said the airline's chief executive, Goh Choon Pheng, on 14 November.

He was speaking at a briefing on the company's first half results in the six months to 30 September.

Despite SIA reporting record revenues and achieving higher operating profit, which rose 0.9 per cent year on year to reach \$803 million, net profit fell 67.8 per cent to \$2.39 million over the period, due to lower interest

income and its share of Air India's losses.

This has raised concerns among analysts and investors about the carrier's ability to sustain its earnings momentum.

SIA shares were down around 2 per cent to \$6.52 at closing on 14 November, compared with their previous close of \$6.65.

The airline began accounting for associate Air India's financial performance from December 2024, after Vistara was merged into the Indian flag carrier. But losses at Air India have since widened, exacerbated by a plane crash in June 2025 that killed 241 people on board in Ahmedabad.

When asked about its investment in Air India at the briefing, Mr Goh said: "All we say, and continue to say, is that we remain very committed to the transformation of Air India."

He added that this is a long-term investment for SIA and it has no illusions about the challenges along the way.

Mr Goh noted during the briefing that SIA has built a strong codeshare partnership with Air India, giving its customers access to more than 30 additional points within India.

He also pointed to India's strong air travel growth potential, noting that SIA began exploring partnership opportunities in the market

more than a decade ago.

India is projected to become the world's third-largest economy by 2030 or 2031, and it is now the world's third-largest air transport market. Passenger traffic to, from, and within India is expected to grow about 56 per cent each year from 2024 to 2044, SIA noted.

Thus, SIA's investment in Air India enables it to participate directly in India's high-growth domestic and international market, the company said.

In 2015, Vistara was created through a partnership between SIA and Tata. When India's aviation sector later consolidated and Vistara was merged into Air

India, SIA ended up with a roughly 25 per cent stake in the enlarged Air India.

"I don't think anybody can dispute the potential of India, and Air India being one of the two major carriers based there," Mr Goh said.

He added that Air India has also announced its five-year transformation plan, which SIA will continue to support.

"As strategic investors, we of course would like to do whatever we can to help Air India deal with the challenges and in its transformation journey. We have quite a lot of interactions and engagement with colleagues in Air India, and offer our expertise and

help whenever needed and when appropriate," he said.

When asked whether customer confidence in Air India had been hit after the air crash, Mr Goh said the data, such as the carrier's load factor, does not indicate a loss of confidence. But he acknowledged that Air India has had a difficult time since the incident.

SIA chief financial officer Jo-Ann Tan noted that after the incident, Air India implemented a voluntary safety pause to accommodate additional pre-flight checks.

Since October, the airline has resumed its pre-pause operations.

Ms Tan added that Indian carriers have also been



affected by the ongoing closure of the India-Pakistan airspace since April, as well as the airspace closures in the Middle East in June.

Mr Goh said: "All these factors have affected Air India's performance so far,

but we continue to have a strong belief in the growth potential of India and Air India, and together with our committed fellow shareholders, like Tata, will continue to support the carrier's transformation."



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After Akasa, more airlines may announce NMIA flights soon

Manju.V@timesofindia.com

Mumbai: The Navi Mumbai International airport (NMIA) is set to begin handling airline flights from Dec 25, introducing a second gateway for Mumbai Metropolitan Region (MMR). The commencement of airline operations at NMIA will make MMR the first urban agglomerate in India to be served by two airports.

The airport was inaugurated by the PM on Oct 8.

No official announcement on the D-day has come from NMIA yet, but one of the airlines has made its plans public. "We are set to commence operations from the Navi Mumbai airport from Dec 25. We will be connecting directly with four cities in India—Delhi, Goa, Kochi and Ahmedabad," said Akasa Air in a communication sent to its travel agents.

Akasa Air has opened ticket bookings. It has planned a special flight for only Dec



Akasa Air's flight from Delhi will be the first to land at 8.10am on Dec 25

25—QP 1831—which will depart Delhi at 5.25am and land at Navi Mumbai at 8.10am. The return flight, planned for the same day, will fly as QP 132, departing at 8.50am from Navi Mumbai. On Friday, the one-way fare on Navi Mumbai-Delhi flight was priced around Rs 6,000 for travel in the initial few days.

The new airport will begin with only 12-hour oper-

ations, beginning at 8am. Barring the Dec 25 operations, Akasa Air's daily Delhi-Navi Mumbai flight has a scheduled arrival time of 8.50am, while the Navi Mumbai-Delhi flight will depart at 10.55am. The airline also has planned a daily flight from Navi Mumbai to Goa; it will fly to Kochi five times a week and to Ahmedabad only on Wednesdays.

An airport source said airlines have been allocated slots for landing and takeoff at Navi Mumbai. IndiGo and Air India Express are expected to make similar announcements in the coming days. Last month, Air India Express announced it will commence operations at NMIA with five departures a day to the metros of Delhi, Bengaluru, Chennai, Hyderabad and Kolkata. In Aug, IndiGo had announced a total of 36 domestic departure and arrival flights connecting 15 cities from day one.

Passengers flying to and from MMR will get to choose between the existing Mumbai airport (BOM) or the new airport (NMI) at the time of online booking. NMIA will begin operations with one runway and one terminal building, the latter can handle 20 million passengers per annum. The Mumbai airport currently handles about 55 million passengers per year.