



# Corporate Communications Directorate

AMAR UJALA

DELHI

16 DECEMBER 2025

## दिसंबर के आखिर तक मिल सकता है मुआवजा

**एयरपोर्ट : 14 गांवों की 1857 हेक्टेयर भूमि अधिग्रहण की प्रक्रिया तेज, 19000 लोग होंगे प्रभावित**

पीयूष गौतम

यमुना सिटी। नोएडा अंतरराष्ट्रीय एयरपोर्ट के तीसरे चरण की भूमि अधिग्रहण से प्रभावितों को दिसंबर के आखिर तक मुआवजे का वितरण शुरू हो सकता है। तीसरे चरण (स्टेज-2, फेज-2/स्टेज-2, फेज-3) के तहत 14 गांवों की कुल 1857.7706 हेक्टेयर भूमि का अधिग्रहण किया जा रहा है। इस बाबत जिला प्रशासन ने मुआवजे के वितरण की तैयारियां तेज कर दी हैं।

एयरपोर्ट परियोजना के तीसरे चरण में बड़ी संख्या में परिवार भूमि अधिग्रहण की जद में आ रहे हैं। पुनर्वासन व पुनर्व्यवस्थापन ड्राफ्ट के अनुसार तीसरे चरण में कुल 19000 परिवार प्रभावित होंगे, जिनमें से 15,920 परिवारों को विस्थापित होना पड़ेगा। प्रशासनिक स्तर पर दस्तावेजों

**14 वॉच टावर और टर्मिनल के 4 गेट संचालित करने में लगा एनआईए**



यमुना सिटी। नोएडा अंतरराष्ट्रीय हवाई अड्डे का संचालन शुरू कराने के लिए ब्यूरो ऑफ सिविल एविएशन सिवियोरिटी (बकास) की दी रिपोर्ट के अनुसार मानकों को पूरा करने में नोएडा अंतरराष्ट्रीय एयरपोर्ट लिमिटेड लगा हुआ है। हवाई अड्डे को एयरो ड्रम लाइसेंस के लिए एयरपोर्ट की चाहरदीवारी पर कुल 14 वॉच टावर, 4 टर्मिनल गेट, पार्किंग क्षेत्र पर कार्य समेत कुछ स्थानों पर सीसीटीवी व सुरक्षा जुड़े अन्य महत्वपूर्ण कार्य पूरे किए जा रहे हैं। नोएडा अंतरराष्ट्रीय हवाई अड्डे के निर्माण कार्य पूरा करने का दावा होने के बाद नवंबर में मुख्यमंत्री योगी आदित्यनाथ ने निरीक्षण के साथ समीक्षा बैठक ली थी। बैठक में अधिकारियों ने दो दिसंबर तक ब्यूरो ऑफ सिविल एविएशन सिवियोरिटी की रिपोर्ट देने की बात कही गई थी। इसके अलावा औपचारिकता तौर पर 4 दिसंबर तक एयरोड्रम लाइसेंस मिलने का दावा भी किया जा रहा था।

हालांकि, ब्यूरो ऑफ सिविल एविएशन सिवियोरिटी ने कुछ सुरक्षा के महत्वपूर्ण बिंदु उठाते हुए हरी झंडी नहीं दी थी। इसमें एयरपोर्ट परिसर पर कंक्रीट के 14 वॉच टॉवर, पार्किंग स्थल में कार्य, टर्मिनल के 4 गेट पूरी तरह से संचालित नहीं था। वहीं, कुछ स्थानों पर सीसीटीवी व अन्य जरूरी सुरक्षा उपकरणों को लगवाने की सलाह दी गई थी। रिपोर्ट के आधार पर हरी झंडी न मिलने के बाद डीजीसीए ने लाइसेंस जारी नहीं किया और जल्द से जल्द सभी सुरक्षा मानकों को पूरा करने के निर्देश दिए थे।

का सत्यापन और अन्य आवश्यक औपचारिकताएं पूरी की जा रही हैं, जिसके बाद मुआवजा वितरण की प्रक्रिया शुरू होगी। प्रभावित और

विस्थापित परिवारों के पुनर्वास के लिए 437 हेक्टेयर भूमि में आधुनिक टाउनशिप विकसित की जाएगी। टाउनशिप में आवासीय प्लॉट के साथ

सड़कें, पार्क, स्कूल, अस्पताल, बाजार, सामुदायिक भवन, जल निकासी, सीवरेज, स्ट्रीट लाइट और बिजली जैसी सुविधाएं उपलब्ध कराई जाएंगी।

**इन 14 गांवों का हो रहा भूमि अधिग्रहण**

तीसरे चरण (स्टेज-2, फेज-2/स्टेज-2, फेज-3) की भूमि अधिग्रहण में थोरा, नौमका शाहजहाँपुर, पारोही, साबोता मुस्तफाबाद, अहमदपुर चौरीली, दखानातपुर, बंकापुर, रोही, रामनेर, किशोरपुर, मुकीमपुर शिवारा, खवाजपुर, बनवारीबांस और जेवर बांगर शामिल हैं।

**सुविधाओं का ट्रायल**

मानकों को पूरा करने के साथ-साथ नोएडा इंटरनेशनल एयरपोर्ट प्रबंधन यात्री सुविधाओं का ट्रायल कर रहा है। इस दौरान सुरक्षा व्यवस्था पर आधारित नशीनरी और एयरपोर्ट पर मौजूद सुरक्षा बलों के कार्य का विश्लेषण भी किया जा रहा है, जिससे संचालन के दौरान किसी भी तरह की समस्या न आए।



# Corporate Communications Directorate

DESHBANDHU

DELHI

16 DECEMBER 2025

## प्राधिकरण ने 9 वित्तीय सालों में एयरपोर्ट को दिए 4822 करोड़

■ 37.5 प्रतिशत के अंशधारिता, जमीन अधिग्रहण को देगा 3259 करोड़

नोएडा, 15 दिसम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन जनवरी में प्रधानमंत्री नरेंद्र मोदी कर सकते हैं। यहां युद्ध स्तर पर काम किया जा रहा है। एयरपोर्ट के निर्माण के लिए नोएडा प्राधिकरण भी एयरपोर्ट में ज्वाइंट वेंचर कंपनी है। ऐसे में प्राधिकरण निर्माण के लिए लगातार फंड रीलीज कर रहा है। 37.5 प्रतिशत की अंशधारिता के सापेक्ष नोएडा प्राधिकरण 31 अक्टूबर 2025 तक कुल 4822 करोड़ 29 लाख 55 हजार 918 रुपए दिए हैं। इसका ब्यौरा बोर्ड के सामने प्रस्तुत किया।

प्राधिकरण ने नोएडा इंटरनेशनल एयरपोर्ट पर सहायक रास्ते के निर्माण और वीआईपी निकासी रास्ते

प्राधिकरण ने अलग-अलग वित्तीय वर्ष में दिया पैसा

- ❖ वित्तीय वर्ष 2017-18 में 330 करोड़
- ❖ वित्तीय वर्ष 2018-19 में 739 करोड़ 50 लाख
- ❖ वित्तीय वर्ष 2019-20 में 3 करोड़ 75 लाख
- ❖ वित्तीय वर्ष 2020-21 में 568 करोड़ 3 लाख
- ❖ वित्तीय वर्ष 2021-22 में 187 करोड़ 5 लाख
- ❖ वित्तीय वर्ष 2022-23 में 1361 करोड़ 20 लाख
- ❖ वित्तीय वर्ष 2023-24 में 340 करोड़ 33 लाख
- ❖ वित्तीय वर्ष 2024-25 में 842 करोड़ 37 लाख
- ❖ वित्तीय वर्ष 2025-26 में 600 करोड़ 17 लाख

के लिए 11 के वी को लाइन को विस्थापित करने के खर्च 35 लाख 31 हजार के सापेक्ष 13 लाख 24 हजार का भुगतान 4 नवम्बर को किया गया। एयरपोर्ट का विस्तार किया जा रहा है। इस क्रम में स्टेट-2 के फेज-2 और स्ट्रेज-2 के फेज-3 में 14 गांव की जमीन अधिग्रहण की जा रही है। ये जमीन करीब 1888 हेक्टेयर से ज्यादा है। इसके लिए कुल 8691 करोड़ 19

लाख रुपए मुआवजा के तौर पर देने हैं। इस राशि का एप्रोमेंट के अनुसार 37.5 प्रतिशत यानी 3259 करोड़ 20 लाख रुपए प्राधिकरण को देने हैं। इसका ब्यौरा भी बोर्ड में रखा गया। ऐसे में प्राधिकरण ने बताया कि इस राशि में वित्तीय वर्ष 2024-25 में 1315.68 करोड़ रुपए की स्वीकृति दी गई। इसमें पहले फेज के लिए 600 करोड़ रुपए दिए गए। ये पैसा दिया जा चुका है।

## घने कोहरे वाली पहली सुबह में ही धराशायी हुए डायल के दावे

गोतम कुमार मिश्रा • जागरण

नई दिल्ली : आइजीआइ एयरपोर्ट की संचालन एजेंसी डायल और प्रमुख एयरलाइन कंपनी एअर इंडिया के तमाम दावे मौसम के पहले घने कोहरे के आगे धराशायी हो गए। ऐसा एयरपोर्ट जहां के तीन रनवे के दोनों सिरों पर आइएलएस की कैट-3 लैंडिंग की सुविधा हो, यहां समय सारिणी पूरी तरह मौसम के आगे खेबस थी। यात्रियों का ऐसा हाल रहा मानों वे किसी इंतजाम नहीं बल्कि मौसम के भरोसे हैं।

न्यादा दिन नहीं हुए, पांच दिन पहले ही डायल ने दावा किया था कि आइजीआइ अंतरराष्ट्रीय एयरपोर्ट इस बार सर्दियों की घनी धुंध में भी उड़ानों को न्यूनतम रुकावट के साथ परिचालन के लिए तैयार है। डायल ने अगली पीढ़ी के आर्टिफिशियल इंटेलिजेंस, प्रेडिक्टिव एनारलिटिक्स और रनवे अपग्रेड के जरिए देश के सबसे व्यस्त एयरपोर्ट को फाग प्रूफ बनाने का दावा किया था। यह भी कहा था कि एयरपोर्ट प्रेडिक्टिव आपरेशंस सेंटर में रियल टाइम मौसम डाटा, हवाई यातायात की स्थिति और ग्राउंड आपरेशंस को एक ही प्लेटफार्म पर जोड़कर सेंटर सही फैसले लेकर रनवे का बेहतरीन इस्तेमाल, गेट आवंटन में तेजी और फ्लाइट सीक्वेंसिंग में सटीकता के लिए आधार तैयार करेगा। धुंध का पता 36 घंटे पहले ही चल जाएगा, जिससे एयरलाइंस, एटीसी और ग्राउंड स्टाफ पहले से तैयारी कर लेंगे। लेकिन, हुआ क्या, सारे दावे सोमवार को हवा हवाई नजर आए। यह हाल तब है जबकि आइजीआइ एयरपोर्ट के तीनों मुख्य रनवे

आइजीआइए के रनवे के दोनों सिरों पर कैट 3 सुविधा नहीं आई काम, डायल ने एयरपोर्ट को फाग प्रूफ बनाने का किया था दावा

### तमाम दावे व सुविधाएं फिर भी क्यों कोहरे का असर

दिल्ली एयरपोर्ट के तीन रनवे के दोनों सिरों पर अब कैट 3 सुविधा से लेस हैं। इसके बाद भी आखिर कम दृश्यता में उड़ाने क्यों प्रभावित हो रही हैं। यह जानना जरूरी है कि कैट-3 या आइएलएस (इंस्ट्रूमेंट लैंडिंग सिस्टम) की सुविधा का लाभ लेने को पायलट का इस विधा में प्रशिक्षित होना जरूरी है। तमाम एयरलाइंस यह दावा जरूर करती हैं कि उनके पास कैट-3 प्रशिक्षित पायलट हैं, कैट-3 सुविधा से लेस एयरक्राफ्ट हैं, लेकिन हकीकत यह है कि एयरलाइंस के पास पर्याप्त प्रशिक्षित पायलट नहीं है। दूसरी बात यह भी है कि देश के अधिकांश एयरक्राफ्ट काफी पुराने हैं, जिनमें कैट-3 सुविधा वाले हार्डवेयर नहीं है।

(11एल/29आर, 11आर/29एल और 10/28) दोनों सिरों से कैट-3 इंस्ट्रूमेंट लैंडिंग सिस्टम से लेस हो चुके हैं।

पिछले साल एअर इंडिया ने दावा किया था कि कोहरे के कारण देरी एवं अन्य परेशानियों को हल करने के लिए सक्रिय कदम उठाए हैं। लेकिन दावा सोमवार को धराशायी हो गया। एअर इंडिया की दो दर्जन से भी अधिक प्रस्थान की उड़ानें रद रहीं।

## घने कोहरे वाली पहली सुबह में ही धराशायी हुए डायल के दावे

गौतम कुमार मिश्रा • जागरण

नई दिल्ली : आइजीआइ एयरपोर्ट की संचालन एजेंसी डायल और प्रमुख एयरलाइन कंपनी एअर इंडिया के तमाम दावे मौसम के पहले घने कोहरे के आगे धराशायी हो गए। ऐसा एयरपोर्ट जहां के तीन रनवे के दोनों सिरों पर आइएलएस की कैट-3 लैंडिंग की सुविधा हो, वहां समय सरिणी पूरी तरह मौसम के आगे बेबस थी। यात्रियों का ऐसा हाल रहा मानों वे किसी इंतजाम नहीं बल्कि मौसम के भरोसे हैं।

ज्यादा दिन नहीं हुए, पांच दिन पहले ही डायल ने दावा किया था कि आइजीआइ अंतरराष्ट्रीय एयरपोर्ट इस बार सर्दियों की घनी धुंध में भी उड़ानों को न्यूनतम रुकावट के साथ परिचालन के लिए तैयार है। डायल ने अगली पीढ़ी के अर्टिफिशियल इंटेलिजेंस, प्रेडिक्टिव एनालिटिक्स और रनवे अपग्रेड के जरिये देश के सबसे व्यस्त एयरपोर्ट को फाग प्रूफ बनाने का दावा किया था। यह भी कहा था कि एयरपोर्ट प्रेडिक्टिव आपरेशंस सेंटर में रियल टाइम मौसम डाटा, हवाई यातायात की स्थिति और ग्राउंड आपरेशंस को एक ही प्लेटफार्म

▶ आइजीआइ एयरपोर्ट के तीनों रनवे के दोनों सिरों पर कैट 3 सुविधा नहीं आई काम

▶ पांच दिन पहले डायल ने आइजीआइ एयरपोर्ट को फाग प्रूफ बनाने का किया था दावा

पर जोड़कर सेंटर सही फैसले लेकर रनवे का बेहतरीन इस्तेमाल, गेट आवंटन में तेजी और फ्लाइट सीक्वेंसिंग में सटीकता के लिए आधार तैयार करेगा। लेकिन, हुआ क्या, सारे दावे सोमवार को हवा हवाई नजर आए।

**एअर इंडिया ने भी खूब कही थी वडी-वडी बातें :** पिछले साल फाग विंडो के दौरान सुधारों तथा पिछले साल के अनुभवों से सीखते हुए एअर इंडिया ने इंटरनल एसओपी को और सशक्त बनाने की बात कहते हुए दावा किया था कि कोहरे के कारण देरी एवं अन्य परेशानियों को हल करने के लिए सक्रिय कदम उठाए हैं। गंभीर कोहरे के समय उड़ानों को संचालित करने के लिए पर्याप्त काकपिट क्रू मौजूद हो, जो ईस्ट्रूमेंट लैंडिंग सिस्टम के जरिये लो विजिबिलिटी आपरेशंस में प्रशिक्षित हों।

## 228 उड़ानें रद्द, 700 से अधिक उड़ानें विलंबित

जागरण संवाददाता, नई दिल्ली

दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय (आइजीआइ) एयरपोर्ट पर सोमवार सुबह घने कोहरे के कारण उड़ान संचालन बुरी तरह प्रभावित हुआ। अलसुबह 3:30 बजे से नौ बजे के बीच केवल चार उड़ानें ही टेकआफ कर सकीं। विभिन्न एयरलाइन और एयरपोर्ट सुत्रों के अनुसार, 228 उड़ानें (131 प्रस्थान और 97 आगमन की उड़ानें) रद्द की गईं। जानकारी के अनुसार, आइजीआइ एयरपोर्ट पर रविवार देर रात से सोमवार दोपहर को मौसम साफ होने तक 700 से अधिक उड़ानें विलंबित रहीं। इनमें घरेलू और अंतरराष्ट्रीय दोनों तरह की उड़ानें शामिल थीं। सात विमानों को स्टार्टअप विलयर्स मिली थी, लेकिन 3:30 बजे विजिबिलिटी गिरने के कारण उन्हें टेकआफ की अनुमति नहीं दी गई। नतीजतन, यात्री विमान के अंदर 10 घंटे तक फंसे रहे।

जानकारी के अनुसार, सुबह 5:30 बजे पार्किंग ब्रे फुल होने के कारण 90 मिनट तक सभी आने वाली उड़ानों को



आइजीआइ एयरपोर्ट के रनवे पर कोहरे में खड़ा एअर इंडिया का विमान। जागरण

रोक दिया गया। सुबह नौ बजे तक 127 यात्री विमानों को पार्किंग ब्रे पर अपनी बारी का इंतजार करना पड़ रहा था। हवाई अड्डे पर अफरातफरी का माहौल बन गया। इसके अतिरिक्त यात्रियों को लंबी प्रतीक्षा से बचाने के लिए 228 उड़ानें रद्द की गईं और पांच फ्लाइट को जयपुर जैसे अन्य हवाई अड्डा पर डायवर्ट करना पड़ा। हवाई अड्डा प्रबंधन ने स्थिति को देखते हुए तत्काल कैट-3 (लो विजिबिलिटी लैंडिंग सिस्टम) प्रक्रियाएं लागू की, फिर भी आपरेशंस बुरी तरह प्रभावित रही। यात्रियों को विमान में ही या एयरपोर्ट टर्मिनलों पर घंटों इंतजार करते देखा गया।

Designed to operate largely on automation and self-service

## Noida airport set for flight into the future

YARUQHULLAH KHAN  
New Delhi, December 15

WHEN NOIDA INTERNATIONAL Airport opens, it wants to do something radical for an Indian flyer: make itself almost invisible.

There will be no crush around check-in counters, no serpentine queues held together by retractable belts, no army of staff herding passengers from one checkpoint to the next. Instead, India's newest greenfield airport is betting that software—not manpower—will run the show. Billed as the country's first fully digital, mid-sized airport, Noida has been designed from scratch to operate largely on automation and self-service.

That "from scratch" part matters. Unlike Delhi, Mumbai or Hyderabad—where technology has been bolted on to decades-old processes—Noida has had the luxury of a clean slate. "The ₹10,000-crore airport has been built as the country's first fully digital airport," says Christoph Schnellmann,

### TRAVEL UPGRADE

- Self check-in, bag-drop kiosks and self-boarding gates to cut queues
- Mixed-rotation gates to handle domestic and international flights interchangeably



- Kyndryl's AI-powered operational systems, predict failures, help prevent disruptions

- Planned deployment of full-body scanners and CT baggage scanners

CEO of Noida International Airport. A single master systems integrator, he explains, is stitching together everything from core IT and operational platforms to passenger-facing systems, ensuring they function as one integrated whole.

The result is an airport where humans step back and machines step forward. From the moment passengers enter the terminal, the journey is designed to be self-directed. Self-bag-drop kiosks replace traditional check-in counters. Self-

### INSIDE CEO: VISION IS TO BUILD A FUTURE-READY AIRPORT PAGE 4

boarding gates take over at departure. Staff remain in the background—overseeing operations, handling exceptions and meeting regulatory requirements—rather than processing every traveller by hand.

Automation extends to the airport's most time-consuming choke points. Phase I will have 13 security lanes, with cabin

rare for an airport of its size. A gate that handles a domestic arrival in one slot could handle an international departure in the next. The flexibility cuts aircraft turnaround times and squeezes more efficiency out of every stand, while a multi-level layout keeps domestic and international passengers segregated to meet security norms.

The notable feature isn't any single automated feature but the way everything is wired together. Check-in, baggage, security, retail and ground transport systems are being built to exchange data in real time. To manage this digital nervous system, the airport has brought in Kyndryl, which will run technology operations using its AI-driven Kyndryl Bridge platform. The platform continuously monitors the health of IT and operational systems, flagging issues before they snowball into passenger-facing disruptions. Cybersecurity, too, is not an afterthought.

Continued on Page 10

## Noida airport set for flight into the future

AUTOMATED THREAT DETECTION and first-response mechanisms are embedded into daily operations, reflecting the reality that a digital airport is only as strong as its cyber defences.

Beyond the terminal, the airport is thinking just as hard about how passengers arrive and leave. From day one, Noida airport will

be plugged into a network of intercity and long-haul buses, airport taxis and a fleet of electric taxis operated by Mahindra Logistics Mobility. An MoU with the Uttar Pradesh State Road Transport Corporation will enable direct bus connectivity to Noida, Greater Noida, Ghaziabad, Agra, Aligarh, Mathura—Vrinda-

van and Meerut. The ambition goes further. By 2030, the ground transportation complex is being designed to handle up to 50,000 vehicles a day—cars, buses and two-wheelers included. Underground space has already been reserved for future metro and Namo Bharat train stations, signalling a long-

term, multimodal vision rather than a patchwork of add-ons.

On the airside, the airport will be equipped with CAT III navigation systems, allowing operations even in low-visibility conditions. Phase I is designed for 12 million passengers a year, with traffic expected to reach 6–8 million in the first

full year of operations. Expansion to the next phase will be triggered once volumes hit 80% of initial capacity.

Over time, the airport is planned to scale up aggressively—first to 30 million passengers annually, then 50 million, and eventually 70 million by 2050.



● CHRISTOPH SCHNELLMANN, CEO, NOIDA INTERNATIONAL AIRPORT

## 'Our vision is to build a future-ready airport'

*Noida International Airport (NIA) expects to handle 6 to 8 million passengers in the first full year of operation and will connect the Delhi national capital region to 10 domestic and some international destinations, Christoph Schnellmann, the airport's chief executive officer, told Yaruqhullah Khan in an interview. Excerpts:*

**What is Noida International Airport's aim for annual passenger traffic in the first year of operation? How do you expect annual passenger traffic to increase till 2030?**

Phase I is designed for 12 million passengers per year, with 6-8 million expected in the first full year. As demand grows, capacity will expand to 30 million annually by 2030, followed by future phases scaling up to 70 million.

**Will passengers be experiencing new security features like full-body scanners and CT X-ray machines from the first day of operation? If not, are there any plans to add these features to the airport in the future?**

Phase I will include CTX scanners for checked baggage and standard X-rays for hand baggage per BCAS norms. Design provisions allow easy integration of body scanners and CT technology in future phases.

**How can new greenfield airports give India an edge in becoming a global aviation hub? Which cities in India do you expect to become global aviation hubs by 2030?**

Greenfield airports such as Noida International Airport allow India to design world-class aviation infrastructure from scratch -- focusing on efficiency, scalability, and sustainability. These facilities integrate airside, landside, and cargo infrastructure for smoother passenger transfers and faster aircraft turnaround. Over the next few years, such airports will strengthen India's aviation backbone, positioning

cities like Delhi-Noida, Hyderabad, Bengaluru, and Mumbai to emerge as global aviation hubs by 2030.

**Can you share updates on the high-speed rail link from Delhi to the airport? Do you expect the Noida Metro to also be expanded to the airport? If yes, by when can passengers expect that?**

Provisions exist in the master plan for integrated Metro and high-speed rail stations. Future connectivity includes an RRTS extension from Ghaziabad and a Delhi-Varanasi bullet train stop at NIA. Timelines depend on government infrastructure agencies.

**Will you eventually be cannibalising Delhi Airport's traffic?**

No. The Delhi-NCR region needs extra capacity to meet surging demand from carriers like IndiGo and Air India. NIA will complement Delhi Airport, offering easier access for populations across Noida, Greater Noida, Agra, Aligarh, and Ghaziabad, while boosting tourism to Agra, Mathura, and the Buddhist circuit. Our objective remains to contribute to the overall growth of the aviation ecosystem by offering a new, congestion-free alternative with modern infrastructure, faster processes, and a focus on ease of travel.

**Are you looking at any kind of last-mile connectivity to the Taj Mahal?**

Yes, a new MoU with the UPSRTC will provide direct bus routes to major destinations like Agra, Mathura-Vrindavan, Aligarh, and Meerut, improving last-mile access to key cultural and tourist sites.

**Which destinations are you prioritising, domestic and international?**

NIA is developing a comprehensive route map with airlines for strong domestic and short-haul international connectivity. Specific destinations will be announced closer to commercial launch.

**Q. Which international carriers or domestic low-cost airlines have committed to operating from the airport?**

IndiGo will be the launch carrier, followed by Akasa Air and Air India Express, operating both domestic and international routes. Airlines from the Middle East and Southeast Asia have shown strong interest.

**Q. How is the airport preparing for inclement weather, especially during winter fog?**

NIA includes CAT-III navigational systems from its first phase to ensure minimal disruption during low-visibility operations.



**OUR OBJECTIVE REMAINS TO CONTRIBUTE TO THE OVERALL GROWTH OF THE AVIATION ECOSYSTEM**





# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

16 DECEMBER 2025

## Navi Mumbai airport may add 3rd runway

**AKBAR MERCHANT**  
Mumbai, December 15

**WITH AN EYE** on long-term aviation demand and rising air traffic in the Mumbai Metropolitan Region, the City and Industrial Development Corporation (CIDCO) has initiated steps to assess the feasibility of adding a third parallel runway at the upcoming Navi Mumbai International Airport (NMIA).

CIDCO has invited bids to appoint a consultancy firm to conduct a detailed technical and commercial feasibility study for the proposed runway. According to tender documents, the

### Feasibility study launched by CIDCO to assess rising air traffic in MMR

assignment will be carried out over a six-month period, with the e-tendering process now underway.

Requests for proposals have been opened to eligible single entities as well as joint ventures or consortia. Detailed tender documents, including scope of work and submission timelines, will be available on CIDCO's e-tendering portal from Tuesday, December 16.

The proposed study will examine future air traffic projections, operational requirements, land availability, environmental considerations and cost-benefit dynamics associated with the addition of a third runway. The findings are expected to inform CIDCO's long-term infrastructure planning for the airport.

Spread over approximately 1,160 hectares, Navi Mumbai International Airport is being developed as a major aviation hub to supplement capacity at the congested Chhatrapati Shivaji Maharaj International Airport in Mumbai.



## Heavy fog disrupts flight operations at Delhi airport

**Jagriti Chandra**

NEW DELHI

The season's first intense fog on Monday threw operations into disarray at the Indira Gandhi International Airport in Delhi as 228 flights, including 131 departures and 97 arrivals, were cancelled, hundreds delayed, and five diverted.

Departures were halted for nearly six hours till 10 a.m., and landings occurred intermittently as visibility dropped below permissible levels and parking bays had no space for arriving aircraft.

IndiGo announced cancellation of 145 flights and Air India cancelled over 100 flights.

Passengers remained stranded inside the aircraft for four to 10 hours at parking bays and taxiways, waiting for departure.

The runway visual range (visibility with runway lights on) was between 75 metres and 100 metres at 7 a.m. at the airport, which was below the minimum permissible level of 125 metres needed for take-offs. Though landings are permitted, there were some diversions as some flights did not have a crew trained for such landings and parking bays were full.



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 DECEMBER 2025

## Chaos returns to IGI airport as over 220 flights cancelled

**Jasjeev Gandhiok**

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**NEW DELHI:** As a dense layer of smoke and fog retained its grip over the Capital, a sharp and sudden drop in visibility late Sunday night plunged Delhi's Indira Gandhi International (IGI) airport into near-total disorder, with 228 flights cancelled and more than 800 delayed, triggering scenes of confusion, anger and exhaustion among thousands of stranded passengers through Monday.

What began as weather-related disruption snowballed into a full-blown operational crisis by night.

Airport officials said low visibility conditions crippled departures through the early morning, leading to cascading delays that forced airlines to cancel flights throughout the day. By evening, terminals were packed with travellers waiting in long queues for check-in, baggage reclaim, rebooking counters and customer support desks, many with little clarity on when—or if—they would fly.

Passengers described spending hours standing in queues only to

be told their flights had been cancelled, often after clearing security. Vishan Oberoi, one of the thousands affected, took to X to vent his frustration. "Two hours in the queue to check my bag in, finish security and then my flight is cancelled. I've now been in line for 45 minutes to know if I can get another flight," he wrote on Monday night.

Lawyer Sanjay Hegde said he reached the airport before dawn to catch a 7.45am flight, only to find himself stuck on the tarmac for hours. "Woke up at 5am. Still sitting on the tarmac waiting for ATC clearance. We're told there are 40 aircraft in the queue ahead of us. The airhostess says some aircraft have been waiting over four hours," he posted.

Also among those affected passengers was Argentina football player Lionel Messi, who was scheduled to depart from Mumbai early morning and reach Delhi by before noon, but could only make

it to the Capital by around 2.30pm as his chartered flight was also held up due to the fog.

For ordinary passengers, the delays often meant missed connections, hotel bookings gone waste and work commitments thrown off track. One passenger said he waited nearly an hour and a half to check in his bags, only to be informed at the counter that his flight had been cancelled.

Airport officials said the crisis was triggered by a sharp drop in visibility beginning late Sunday night.

According to the India Meteorological Department (IMD), visibility at Safdarjung dropped to 150 metres by 11.30pm and touched zero shortly after midnight, remaining there until around 2am. At Palam, near the airport, visibility dipped to as low as 50 metres around 4am.

Low visibility procedures were initiated at IGI airport around 2.30am, but disruptions intensified after 4am as runway visual

range (RVR) fell below thresholds required for take-offs.

While Delhi airport recently upgraded its third runway to CAT-III standards—allowing landings in extremely low visibility—officials said departures were the bottleneck. Aircraft can land with an RVR of 50 metres, but require at least 125 metres to take off. "From around 4am, the RVR stayed below that level. Aircraft had to wait in parking bays, leading to severe congestion. Only two take-offs were possible till about 9am," an airport official said.

Although landings continued through much of the morning, the backlog on the ground eventually forced a slowdown in those as well. Officials also acknowledged that airlines were already under strain following a turbulent previous week, when operational disruptions at IndiGo had led to hundreds of delays and cancellations nationwide. "There was very little buffer left to absorb a weather event of this scale," an official said.

Airlines issued advisories urging passengers to monitor their flight status. IndiGo said in a state-

ment that dense fog had severely impacted operations across northern India. "Low visibility (below minima), due to dense fog, has severely impacted operations at Delhi and other airports across northern India, which is unfortunately beyond our control," the airline said.

Air India issued a similar statement, saying poor visibility due to dense fog in Delhi had affected the operations of all airlines. "In the interest of safety, and to avoid prolonged uncertainty for our guests, some flights have been cancelled."

Rail travel was also affected, though to a lesser degree. Northern Railway officials said at least 91 trains were delayed by 30 minutes to five hours, with services gradually normalising after noon as visibility improved.

Meteorological officials warned that with low wind speeds and high pollution levels persisting, dense fog could return over the next few days, particularly during late night and early morning hours, leaving Delhi's transport systems vulnerable to further disruption.





# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 DECEMBER 2025

## Noida airport: Foreign CEO violates norms, flags BCAS

**Neha LM Tripathi**

neha.tripathi@htlive.com

**NEW DELHI:** The chief executive officer (CEO) of the Noida International Airport is a foreign national and this falls afoul of aviation security norms for greenfield airports, the Bureau of Civil Aviation Security (BCAS) has flagged at a high-level meeting that included the minister of civil aviation, multiple officials close to the matter said on Monday.

The CEO, as well as the chief operating officer (COO), is yet to receive the security clearance from the Union home ministry or be vetted by BCAS, the security arm of the civil aviation ministry. Both steps are mandatory for airport executives and this issue is one of the factors behind the long delay at the yet-to-be-fully-operational airport, which has already missed at least three deadlines.

The MHA clearance broadly approves an individual for access to sensitive roles and BCAS vetting specifically ensures compliance with aviation security norms and operational requirements under the established aviation security (Avsec) rules. CAS Avsec order dated January 17, 2011, pro-

hibits non-Indians from becoming CEOs of greenfield airports.

According to an official, the issue first came to light two years ago. "A show cause notice too was issued to the airport management for non-compliance of the Avsec order, however, no action was taken by either NIA or BCAS," a second official said.

Then, people familiar with the matter said, the issue was raised at a December 10 meeting involving the ministry of civil aviation (MoCA), NIA officials, and BCAS. Civil aviation minister Ram Mohan Naidu Kinjarapu was present at the meeting.

MoCA did not respond to HT's request for comment.

NIA in Uttar Pradesh's Jewar is being developed as National Capital Region's second major airport after Delhi's Indira Gandhi International Airport.

The project was awarded in October 2020 to Zurich Airport International AG, which is developing and operating the airport through its Indian subsidiary, Yamuna International Airport Pvt Ltd, under a 40-year public-private partnership.

The airport's operations are led by CEO Christoph Schnell-

**THE CEO IS YET TO RECEIVE SECURITY CLEARANCE FROM THE UNION HOME MINISTRY OR BE VETTED BY BCAS — BOTH OF WHICH ARE MANDATORY**

mann who is a Swiss national.

Officials cited above confirmed that NIA has issued a Notice to Air Missions (NOTAM) extending the airport's unavailability for operations until January 31, 2026, indicating that its inauguration is now unlikely before February. The NOTAM was issued on December 12.

To be sure, this is not the only reason for the delay at the airport, which was first supposed to begin operations in September 2024. The airport, spread over 1,300 hectares of land in the first phase, is yet to receive its aerodrome licence, which certifies that the airport meets safety and operational standards, from the DGCA.

An NIA spokesperson said the airport was making "progress" towards operationalisation.

"Noida International Airport (NIA) is progressing steadily towards operational readiness. We are working closely with the Directorate General of Civil Aviation (DGCA) and BCAS for the final stages of aerodrome licensing and security-related clearances. Safety and security remain non-negotiable priorities for us. Our teams are fully engaged in ensuring that all regulatory and operational requirements are met in line with prescribed national standards," the spokesperson said.

BCAS has also raised a second, technical observations regarding the potential interference with the Doppler Very High Frequency Omnidirectional Range (DVOR), which provides aircraft with bearing information to determine their position and direction relative to a ground station.

"The Airports Authority of India (AAI) has raised the issue of a steel wall constructed near the DVOR which is against the safety of landing and taking off aircraft," a person familiar with the matter said. BCAS has also questioned the makeshift steel wall and asked the airport operator to replace it with a permanent structure.



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

16 DECEMBER 2025

## Dense fog disrupts ops at IGI Airport: 221 flights cancelled, 5 diverted

**Express News Service**  
New Delhi, December 15

DENSE FOG in Delhi hit flight operations during the morning hours, with 221 flights being cancelled and five diverted so far at Indira Gandhi International Airport owing to low visibility, airport sources said Monday.

Flight tracking data from Flightradar24 showed average delays of close to two hours for arrivals and 78 minutes for departures at the Delhi airport, with the disruption index marked at a high level.

Flight movements were being conducted under CAT III conditions because of reduced visibility, Delhi Airport International Limited (DIAL) said in a statement. CAT III refers to an advanced landing system that allows aircraft to land in very low visibility conditions.

Senior officials of the Ministry of Civil Aviation also visited the Airport Operations Control Centre and reviewed real-time operations.

Passengers were, meanwhile, advised to check the la-

test flight status with airlines before leaving for the airport.

DIAL issued multiple fog updates during the morning, stating that operations were impacted due to fog. In advisories, the airport operator said delays and cancellations were likely and urged passengers to contact their respective airlines for real-time updates.

Airlines also issued travel advisories. "...Prolonged low visibility during the morning hours has impacted air traffic movement, and as a result, some flights have been cancelled to ensure safe and compliant operations through the rest of the day," IndiGo said in a social media post.

"In the interest of safety, and to avoid prolonged uncertainty for our guests, some flights have been cancelled. We understand this may cause inconvenience, and our ground teams across airports are working round the clock to assist and support you," Air India said.

Passengers, however, took to social media to write about Monday's "chaos".

दिल्ली-उत्तर प्रदेश-मध्यप्रदेश-राजस्थान समेत 13 राज्यों में शीतलहर का प्रकोप

# कोहरा: 60 से अधिक उड़ानें रद्द मौसम विभाग का येलो अलर्ट

**असर**

**250 से अधिक उड़ानें प्रभावित**

नई दिल्ली/ लखनऊ, लोकसत्या। शीतलहर और कोहरे ने उत्तर भारत को अपनी चपेट में ले लिया है। दिल्ली-एनसीआर में सोमवार को सुबह घना कोहरा दिखा। इसका असर उड़ानों पर भी पड़ा। घने कोहरे और खराब दृश्यता के कारण दिल्ली एयरपोर्ट पर 60 से अधिक उड़ानें रद्द कर दी गईं जबकि 5 विमानों को डायवर्ट करना पड़ा। 250 से अधिक उड़ानें विलंबित हुईं। यूपी में 42 जिलों के लिए घने कोहरे का येलो अलर्ट जारी किया गया है। कोहरे ने रोकी उड़ान, यात्री परेशान

सोमवार को दिल्ली हवाई अड्डे पर खराब दृश्यता के कारण 60 से अधिक उड़ानें रद्द कर दी गईं, जबकि पांच उड़ानों को अन्य गंतव्यों की ओर मोड़ना पड़ा। डीआईएल ने सुबह 10 बजे के कुछ ही समय बाद



**आज से और बिगड़ेगा मौसम**

● उत्तर प्रदेश, राजस्थान, मध्य प्रदेश, छत्तीसगढ़, बिहार, झारखंड समेत कई और राज्यों में शीतलहर चलनी शुरू हो गई है। इसके अलावा जम्मू कश्मीर, हिमाचल प्रदेश में भी शीतलहर की स्थिति है। कई इलाकों के लिए मौसम विभाग ने अलर्ट जारी किया है। मौसम विभाग के मुताबिक 25 की स्पीड से हवा चल सकती है। टमौसम विभाग के मुताबिक ठंड का प्रकोप और बढ़ेगा। दिल्ली में 17 दिसंबर को न्यूनतम तापमान 10 से 12 डिग्री सेल्सियस रहने का अनुमान है। मौसम विभाग ने 18, 19 और 20 दिसंबर को पारा लुढ़कने और घने कोहरे की संभावना व्यक्त की है।

'एक्स' पर एक पोस्ट में बताया कि घने कोहरे के कारण उड़ान संचालन

अब भी प्रभावित है। इंडिगो ने एक बयान में कहा कि घने कोहरे के

**दिल्ली-मुंबई एक्सप्रेस वे पर मिड़ी 25 गाड़ियां, चार मरे**

● सीजन के इस पहले कोहरे की वजह से सोमवार को दिल्ली-मुंबई एक्सप्रेसवे पर एक-एक करके 25 गाड़ियां टकरा गईं। इन हादसों में चार लोगों की मौत हो गई और करीब 20 लोग घायल हुए हैं। वहीं यूपी के हापुड़ के अनवरपुर के पास करीब छह वाहन आपस में टकरा गए।

इनकी रफ्तार क्रमशः बढ़ेगी और पारे में गिरावट के साथ ही कोहरे का असर कम होगा।

**पहाड़ों पर बर्फबारी, 13 राज्यों में कोल्ड वेव**

जम्मू-कश्मीर के पहाड़ी इलाकों में बर्फबारी के कारण तापमान में गिरावट दर्ज की गई। श्रीनगर में रात का तापमान 2 सेल्सियस रहा। मौसम विभाग ने 13 राज्यों में घने कोहरे और पहाड़ी राज्यों में बर्फबारी की संभावना व्यक्त की है।

कारण कम दृश्यता (न्यूनतम स्तर से नीचे) ने दिल्ली और उत्तरी भारत के अन्य हवाई अड्डों पर परिचालन को बुरी तरह प्रभावित किया है।

**यूपी के 42 जिलों में कोहरे का अलर्ट**

मौसम विभाग ने यूपी के 42 जिलों में घने कोहरे का येलो अलर्ट जारी किया है। इसमें पश्चिमी यूपी-एनसीआर भी शामिल है।

आंचलिक मौसम विज्ञान केंद्र लखनऊ के वरिष्ठ वैज्ञानिक अतुल कुमार सिंह ने बताया कि सोमवार से प्रदेश में धीमी पछुआ हवाएं चलेंगी।



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 DECEMBER 2025

## Fog disrupts flight operations, over 300 cancelled

S LALITHA @ New Delhi

JUST as the Indigo crisis was stabilising in the country, dense fog for five hours early Monday morning disrupted flight operations completely.

A total of 228 domestic flights, 131 departures and 97 arrivals, were cancelled upto 9 pm at Indira Gandhi International Airport (IGIA) alone due to low visibility. Five flights, including two international flights, were diverted to Jaipur. Inclusion of cancellation of connecting flights takes the figure to 317.

According to an airport official, "We had dense fog between 4.30 am and 9.30 am. Hence, only two flights could take off during that period. On a normal day, we have 120 flights taking off during the 5-hour period. However, the landing of flights did take place."

The runway visual range (RVR) was less than 125 metres. "As per DGCA guidelines, the minimum RVR required for airplanes to take off is 125 metres. Flights can land when there is a visibility of 100 metres and hence most flights



### Visual range low, flights sent to remote parking bays

The runway visual range (RVR) was less than 125 metres. "As per DGCA guidelines, the minimum RVR required for airplanes to take off is 125 metres. Flights can land when there is a visibility of 100 metres and hence most flights were able to land," an airport official said. There was a situation of congestion all around the airport as flights kept landing on a regular basis and had to be sent to the remote bays for parking.

were able to land," he said.

There was a situation of congestion all around the airport as flights kept landing on a regular basis and had to be sent to the remote bays for parking. The available bays were all

occupied by flights unable to take-off.

Indigo has max cancellations Indigo announced an overall cancellation of 172 flights, all domestic ones, on its website due to Delhi weather. Air India had

cancelled around 100 flights, while Air India Express has announced that 45 flights have been impacted across its network, inclusive of cancellation of flights connecting passengers from those destinations.

Flights to and from Mumbai, Kolkata, Chennai, Bhubaneswar, Indore, Kolkata, Patnagar, Kochi, Thiruvananthapuram, Hyderabad figured among the cities where flights were cancelled.

Spicejet said two of its international flights to Delhi, one from Bangkok and another to Dubai, were diverted to Jaipur, according to its spokesperson.

Akasa Air announced that two flights across its network have been cancelled, both from Bengaluru to Delhi (QP 1359 and QP 1811) were diverted to Jaipur. While QP 1359 reached Delhi after the diversion three hours later, QP1811 landed four hours later. A spokesperson for Akasa Air did not know the number of flights cancelled across its network.

Passengers were offered full refunds for their tickets by all airlines.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 DECEMBER 2025

## Star Air to start flying to Ahmedabad, Goa, Nanded, B'luru from Navi Mum

ENS ECONOMIC BUREAU @ New Delhi

BENGALURU-headquartered Star Air said on Monday it will launch the operations from the Navi Mumbai International Airport (NMI) from December 25. The regional carrier will introduce new flights from NMI to Ahmedabad, Goa (Mopa), Bengaluru and Nanded.

The airline will use Embraer 175 aircraft to fly between these destinations.

Capt. Simran Singh Tiwana, Chief Executive Officer (CEO), Star Air, said they are the only regional airline launching from NMIA, which is an extension of their commitment to connect real India with convenient and time-saving options.

"These new routes will give travellers from Navi Mumbai and the wider Mumbai Metropolitan Region easy access to important regional cities



**These new routes will give travellers from Navi Mumbai easy access to important regional cities through Star Air's ever-growing network, while opening new opportunities for trade, tourism and investment**

Capt. Simran Singh Tiwana, CEO of Star Air

through Star Air's ever-growing network, while also opening new opportunities for trade, tourism and investment," he added.

Star Air is the aviation arm of Sanjay Ghodawat Group (SGG), and commenced its commercial operations in 2019. Currently, Star Air operates a fleet of 12 aircraft, including

eight Embraer E175s and four Embraer E145s, and is looking to expand the fleet to 25 aircraft over the next 36 months.

Earlier, Air India Group, IndiGo and Akasa Air had committed launching operations from NMIA. Promoted by Adani Airport Holdings, the NMIA is set to commence operation from December 25.

## घने कोहरे ने लगाई उड़ानों पर ब्रेक

यात्री परेशान और 500 से ज्यादा फ्लाइट्स चार-चार घंटे लेट रही

नई दिल्ली, (पंजाब केसरी) : सर्दियों के मौसम में पहली बार पड़े घने कोहरे और स्मॉग ने सोमवार सुबह दिल्ली-एनसीआर में हवाई यातायात की रफ्तार पूरी तरह रोक दी। दृश्यता खतरनाक स्तर तक गिरने से इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर उड़ान संचालन बुरी तरह प्रभावित हुआ और यात्रियों को भारी परेशानियों का सामना करना पड़ा। हवाई अड्डा सूत्रों के अनुसार, सोमवार तड़के दृश्यता 50 मीटर से भी कम दर्ज की गई, जिससे घरेलू और अंतरराष्ट्रीय दोनों तरह की उड़ानों पर असर पड़ा। हालात इतने खराब रहे कि 500 से ज्यादा उड़ानें तय समय से काफी देरी से रवाना हो सकीं। भीड़ बढ़ने के कारण टर्मिनलों पर अव्यवस्था जैसी स्थिति बन गई, जबकि कई यात्री घंटों तक इंतजार करने को मजबूर रहे। लंबे इंतजार से यात्रियों को राहत देने के लिए एयरलाइंस ने 228 उड़ानों को रद्द करने का फैसला किया। इसमें 131 डिपार्चर और 97 अराइवल फ्लाइट्स रद्द हुई हैं। इसके अलावा कुछ विमानों को जयपुर सहित अन्य नजदीकी हवाई अड्डों पर उतारना पड़ा। एयरपोर्ट प्रशासन ने लो



विजिबिलिटी को देखते हुए कैट-थ्री लैंडिंग सिस्टम लागू किया, इसके बावजूद संचालन सामान्य नहीं हो सका। सूत्रों के मुताबिक, कई उड़ानों में देरी का समय असामान्य रूप से लंबा रहा। कुछ विमानों को एक से डेढ़ घंटे तक इंतजार करना पड़ा, जबकि कुछ उड़ानें छह घंटे से अधिक देरी से संचालित हुईं। इसका असर आम यात्रियों के साथ-साथ विशिष्ट यात्रियों पर भी पड़ा। बताया गया कि कर्नाटक के 20 से अधिक विधायक और राज्य के तीन वरिष्ठ मंत्री एक इंडिगो फ्लाइट में

लंबे समय तक फंसे रहे। घने कोहरे के कारण विमान उड़ान नहीं भर सका और यात्रियों को विमान के भीतर ही मौसम सुधरने का इंतजार करना पड़ा। इधर, इंडिगो और एयर इंडिया समेत प्रमुख एयरलाइंस ने स्थिति को देखते हुए एहतियातन कई उड़ानें रद्द कीं। एयरलाइंस की ओर से प्रभावित यात्रियों को टिकट रीबुक कराने या पूरा रिफंड लेने का विकल्प दिया जा रहा है। मौसम साफ होने तक हवाई यातायात पर असर बने रहने की संभावना जताई जा रही है।



# Corporate Communications Directorate

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THE STATESMAN

DELHI

16 DECEMBER 2025

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## **Over 100 flights cancelled across Delhi, B'luru, Mumbai & Hyd due to dense fog**

**STATESMAN NEWS SERVICE**

*New Delhi, 15 December*

Adverse weather conditions led to the cancellation of nearly 110 IndiGo flights on Monday, disrupting arrivals and departures at major airports like Delhi, Bengaluru, Mumbai, and Hyderabad.

The airline said adverse weather conditions have disrupted flight schedules and asked passengers to check their flight status before heading to the airport. It also urged the passengers to leave earlier than usual since low visibility has affected road traffic and movement.

At least 68 flights were cancelled and five were diverted at Delhi airport due to dense fog and low visibility.



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

16 DECEMBER 2025

## Havoc at IGI: 228 flights cancelled, 800 delayed

Priyangi Agarwal  
@timesofindia.com

**New Delhi:** Delhiites woke up to winter's first dense fog on Monday, with visibility dropping to zero in the city. There was havoc at Delhi airport as departures remained suspended for nearly five hours from 4am to 9am when visibility was below 100m.

As many as 228 flights — 131 departures, 97 arrivals — were cancelled, over 800 delayed and five diverted to other airports, officials said. The ripple effect of delays conti-

### Massive pile-ups on NCR eways, 6 killed

At least 20 vehicles were involved in a chain of collisions amid thick fog on Mumbai Expressway that claimed two lives. There was another pile-up on EPE and several other fog-related crashes in which four people died. **P 3**

nued long after the fog cleared around noon. At least 100 trains were running late.

► 0 visibility in Safdarjung, P 3



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

15 DECEMBER 2025

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## 3,100 turtles seized at Madurai airport

TIMES NEWS NETWORK

**Madurai:** Customs officials seized 3,101 live red-eared slider turtles from a woman passenger arriving from Kuala Lumpur at Madurai airport on Saturday.

Acting on a tip-off, officials intercepted the passenger, who had travelled via Colombo, and checked

her baggage. The turtles were found packed in cardboard boxes in her check-in luggage.

The woman was booked under the Customs Act, 1962, read with the Wildlife Protection Act, 1972, and arrested.

The seized turtles were repatriated, and further investigation is underway.



# Corporate Communications Directorate

THE TRIBUNE

DELHI

16 DECEMBER 2025

## Smog grounds over 350 flights in northern region

**SHEKHAR SINGH**  
TRIBUNE NEWS SERVICE

**NEW DELHI, DECEMBER 15**

Dense fog and smog crippled flight operations at Delhi's Indira Gandhi International Airport and across large parts of northern India on Monday, causing unprecedented delays and cancellations and leaving thousands of passengers stranded for hours.

In one of the worst fog disruptions this winter, aircraft movement at the capital's airport slowed to a near halt, with just four flights managing to take off between 3:30 am and 9 am as visibility plunged to dangerously low levels.

Over 350 flights were cancelled and around 400 delayed across northern India as airlines struggled to cope with the rapidly deteriorating weather. Operations at Delhi airport were conducted under CAT III conditions, but even the highest low-visibility procedures failed to prevent large-scale disruption as fog reduced runway visibility below operational minimums for several aircraft and crews.

Due to low visibility, 228 flights (131-departure & 97-arrival) have been cancelled and five have been diverted so

far sources at the Delhi airport. The situation on the ground was described as "severely constrained", with aircraft unable to depart, arrive or even vacate parking bays for long stretches of time.

As per sources, between 3:30 am and 9 am, only four flights could take off from Indira Gandhi International Airport. Around 3:30 am, seven aircraft were given start-up clearance but were not permitted to take off as visibility suddenly dropped. As a result, passengers were stuck inside aircraft for up to 10 hours, with some of these flights eventually being cancelled. The disruption worsened around 5:30 am, when all arrivals at the Delhi airport were suspended for nearly 90 minutes after parking bays became completely full. By 9 am, as many as 127 flights with passengers on board were stuck at parking bays, waiting for clearance to depart.

IndiGo faced widespread disruption, with dense fog and low visibility forcing delays and over 170 cancellations at Delhi and other airports across north India. The airline said flight movements were affected due to visibility dropping below operational limits.



## Dense fog blankets national capital, hits flight operations

60 flights cancelled, five diverted as visibility reduced to 50m



Birds perch on tree branches shrouded in dense fog on a cold winter morning in New Delhi on Monday. PTI

### TRIBUNE NEWS SERVICE

NEW DELHI, DECEMBER 15

The national capital recorded its first spell of dense fog on Monday. The visibility was reduced to 50 metres, disrupting flight operations at the Indira Gandhi International Airport (IGIA).

As many as 60 flights were cancelled and five were diverted. "Visibility over Palam, which was around 50 metres since 6.30 am, improved to about 200 metres in moderate fog by 8.30 am. It is likely to improve further over the next three to four hours, with fog conditions reducing to shallow to moderate," read a statement from the IMD.

The Delhi airport issued an advisory for commuters. "Due to dense fog, flight oper-

### IMD ISSUES YELLOW ALERT FOR TUESDAY

According to the India Meteorological Department (IMD), the city recorded a minimum temperature of 10 degrees Celsius on Monday. The weather department has issued a yellow alert for Tuesday, predicting dense fog in the national capital.

ations may experience disruptions. We are working closely with all stakeholders to minimise inconvenience to passengers. For latest flight updates, passengers are advised to contact their respective airlines. We sincerely regret any inconvenience caused," the airport said in a post on X.

Similarly, Air India in a post on X said, "Poor visibility due to dense fog is impacting flight operations in Delhi and parts of Northern India. Please check your flight status before heading to the airport."

IndiGo operations were also impacted. "Dense fog continues to affect visibility at Delhi and other airports across Northern India, leading to delays and changes to flight schedules. Prolonged low visibility during the morning hours has impacted air traffic movement. As a result, some flights have been cancelled to ensure safe and compliant operations through the rest of the day. Impacted customers are being informed in advance via WhatsApp, and email," the airline said in a post.



# Corporate Communications Directorate

THE ASIAN AGE

DELHI

16 DECEMBER 2025

## 'Move HC': SC junks PIL on IndiGo flights cancellations

*Come again if grievances are not addressed, says top court*

AGE CORRESPONDENT  
NEW DELHI, DEC. 15

The Supreme Court on Monday refused to entertain a PIL seeking judicial intervention into the issue of cancellation of hundreds of flights by IndiGo, and asked the petitioner to move the Delhi high court with the grievances.

The Delhi HC, on December 10, questioned the Centre over not taking timely action to check the crisis caused by IndiGo flight cancellations and asked why the situation was allowed to precipitate, with lakhs of passengers stranded and other airlines charging hefty fares.

It was hearing a PIL seeking directions to the Centre to provide support and refunds to passengers affected by the cancellation of hundreds of flights by IndiGo.

On Monday, a SC bench comprising CJI Surya Kant and Justices Joymalya Bagchi and Vipul M. Pamcholi took note of the submissions of petitioner Narendra Mishra that the plea needed a hearing in SC, and said the HC is already seized of another similar PIL.

The Supreme Court asked the petitioner to

### DGCA probe panel visits IndiGo headquarters over flight crisis

**Mumbai, Dec. 15:** The four-member panel, set up by Director General of Civil Aviation Faiz Ahmed Kidwai to investigate large-scale operational disruptions at domestic carrier IndiGo earlier this month, visited the airline's headquarters on Monday as part of the ongoing probe, sources said.

During the visit, they said, the panel members checked multiple aspects of the operations that could have resulted in the disruptions.

"The panel members visited IndiGo headquarters on Monday. They remained there throughout the day to take the

approach the HC and granted him the liberty to come again if grievances are not addressed.

Senior advocate Mukul Rohatgi, appearing for IndiGo, said the DGCA has appointed an expert committee to look into flight cancellations and consequent problems faced by the flyers.

The SC said: "It is pointed out that a petition is pending before the Delhi high

ongoing probe ahead," a source privy to information said.

During the visit, said another source, the probe panel checked multiple aspects of operations, including infrastructure that could have resulted in such a large-scale disruption of services.

The four-member panel, comprising joint DG Sanjay Brahamane, deputy director-general Amit Gupta, senior flight operations inspector Kapil Manglik, and FOI Lokesh Rampal, has been tasked with identifying the root causes of widespread operational disruptions. —PTI

court. It is stated that the DGCA has formed an expert committee dated December 5 .... All the issues raised herein are pending before the Delhi High Court.

The petitioner is permitted to join proceedings before the Delhi High Court. And we request the Delhi High Court to allow him to intervene in the high court and raise all contentions therein."



# Corporate Communications Directorate

AMAR UJALA

DELHI

16 DECEMBER 2025

## हवाई किराये की लगातार की जा रही निगरानी : नायडू

नई दिल्ली। सरकार ने राज्यसभा में बताया कि हवाई किराये की लगातार निगरानी की जा रही है। केंद्रीय नागरिक उड्डयन मंत्री राममोहन नायडू ने राज्यसभा में विपक्ष की ओर से हवाई



किराये में वृद्धि का मुद्दा उठाने पर कहा कि विमान क्षेत्र अनियमित है। मांग और आपूर्ति के चलते किराये पर प्रभाव पड़ता और किराया बढ़ जाता है। मंत्रालय एयरलाइन कंपनियों के संपर्क में रहता है। पिछले दिनों संकट के समय सरकार ने किराया सीमा तय करके यात्रियों को राहत दिया। किराये को बढ़ाने वाले तत्वों का आकलन किया जाता है। जैसे ही कीमतों में बढ़ोतरी की स्थिति होती है, मंत्रालय आवश्यक कदम उठाता है। ब्यूरो



# Corporate Communications Directorate

BUSINESS LINE

DELHI

16 DECEMBER 2025

## Dense fog cripples flight ops in Delhi

**SCREECHING HALT.** 228 flights were cancelled and five others diverted, resulting in network-wide delays

**Aneesh Phadnis**

New Delhi

Passengers were stuck in aircraft — some upto nine hours — as denser-than-expected fog crippled flight operations at Delhi airport on Monday.

Due to low visibility, 228 flights (131 departures and 97 arrivals) were cancelled at Delhi airport and 5 were diverted resulting in network-wide delays. Low visibility operational procedures were initiated at Delhi airport on Sunday night.

Operations were suspended around 3.30 am. Seven aircraft, including those of Air India, British Airways, Lufthansa, Kuwait Airways, KLM Royal Dutch Airlines and Aeroflot, which had pushed back from the gate before 3.30 am, had to hold

on the taxiway as visibility dropped below the minimum 125 metres required for take-offs.

Passengers on a Frankfurt-bound Lufthansa aircraft sat inside the plane for 9 hours and had to wait another three hours to get their bags. The delayed flight will now take off for Frankfurt on Tuesday morning.

“Between 3.30 am and 9 am, only four planes took off,” said a source from the aviation sector.

### ADDING TO CHAOS

As parking bays got full, all arrivals were put on hold on Monday morning. Subsequently, departures from other airports were permitted to Delhi but with a time gap. This, however, was not sufficient as visibility did not improve till 9 am. Incoming aircraft, too, had to wait for



**IN A HAZE.** Flight take-offs were delayed after dense smog reduced visibility at the IGI airport in New Delhi

up to two hours before getting a parking bay.

“This was an unforeseen situation. The fog was denser than what was initially forecasted by the meteorological department,” said an airport official. An airline official said they adhered to Directorate General of Civil Aviation (DGCA) instructions to deboard passengers from

aircraft, where wait time was over 90 minutes. However this has to be carried out upon clearance from the Central Industrial Security Force (CISF) and getting clearance on time was a challenge as multiple flights were delayed.

Senior officials of civil aviation ministry visited airport operations control centre on

“Between 3.30 am and 9 am, only four planes took off,” said a source from the aviation sector

Monday. Later in the evening, ministry officials also reviewed standard operating procedures of airport and agencies.

### SAFETY A PRIORITY

Airports have been instructed to maintain close coordination with stakeholders, ensure timely dissemination of information, and facilitate passenger convenience. “Passenger safety and smooth operations remain our top priority,” Civil Aviation Ministry said in a post on X.

# कोहरे से उत्तर भारत में 220 उड़ानें रद्द, प्रदूषण भी गंभीर

## दिल्ली में कक्षा 5 तक सिर्फ ऑनलाइन पढ़ाई के निर्देश

दीपक पटेल

घने कोहरे के चलते पूरे उत्तर भारत में हवाई यातायात बुरी तरह प्रभावित हुआ है। दिल्ली समेत पूरे क्षेत्र में 220 उड़ानें रद्द हो गईं और सैकड़ों का मार्ग बदलना पड़ा। विमानन उद्योग से जुड़े अधिकारियों ने बताया कि कम दृश्यता के कारण अकेले दिल्ली स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर 68 उड़ानें रद्द की गईं। यहां से प्रतिदिन लगभग 1,360 विमानों का संचालन होता है। कोहरे और बढ़ते प्रदूषण को देखते हुए राजधानी दिल्ली में स्कूलों में कक्षा 5 तक के छात्रों के लिए पढ़ाई हाइब्रिड से ऑनलाइन मोड में बदलने के निर्देश दिए गए हैं। उच्चतम न्यायालय के बाद सोमवार को दिल्ली उच्च न्यायालय ने भी वकीलों और पक्षकारों को मामलों की सुनवाई के लिए 'हाइब्रिड मोड' में पेश होने की सलाह दी है।

राष्ट्रीय राजधानी और आसपास के क्षेत्रों में अत्यधिक कोहरे के कारण हवाई और सड़क यातायात बुरी तरह प्रभावित रहा। हरियाणा और उत्तर प्रदेश की कई प्रमुख सड़कों पर घने कोहरे में दर्जनों गाड़ियां टकरा गईं, जिसमें दो लोगों की मौत हो गई।

हवाई अड्डे का संचालन करने



कर्तव्य पथ पर सोमवार की सुबह घना कोहरा छाया

वाले डायल ने एक्स पर पोस्ट में कहा, 'हमारे अधिकारी यात्रियों की सहायता करने और सभी टर्मिनलों पर आवश्यक सहायता प्रदान करने के लिए काम कर रहे हैं।' इंडिगो ने एक बयान में कहा, 'घने कोहरे के कारण कम दृश्यता ने दिल्ली और उत्तरी भारत के अन्य हवाई अड्डों पर परिचालन को बुरी तरह प्रभावित किया है।' कोहरे के कारण कंपनी की लगभग 170 उड़ानें रद्द हुईं। एयर इंडिया ने यात्रियों को घर से निकलने से पहले उड़ान की स्थिति का पता लगाने का परामर्श जारी किया है।

दिल्ली में सोमवार को धुंध छाई रही और वायु गुणवत्ता सूचकांक (एक्यूआई) 498 दर्ज किया गया जो 'गंभीर' श्रेणी में आता है। दिल्ली के 38 निगरानी केंद्रों पर वायु

गुणवत्ता 'गंभीर' श्रेणी में दर्ज की गई, जबकि दो केंद्रों पर यह 'बेहद खराब' रही।

### स्कूलों का परामर्श

कोहरे को देखते हुए दिल्ली सरकार के शिक्षा निदेशालय द्वारा जारी परिपत्र के अनुसार, दिल्ली के सभी सरकारी और निजी स्कूलों में नर्सरी से कक्षा-5 तक कक्षाएं ऑनलाइन चलेंगी। शारीरिक कक्षाएं अगले आदेश तक बंद कर दी गई हैं।

### पुलिस की सुरक्षा योजना

राष्ट्रीय राजधानी की पुलिस ने 6,000 से अधिक यातायात कर्मियों को प्रदूषण और ठंड के प्रतिकूल प्रभावों से बचाने के लिए व्यापक शीतकालीन सुरक्षा योजना तैयार की है। (साथ में एजेंसियां)



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 DECEMBER 2025

## Low visibility causes 300 flight cancellations

**DEEPAK PATEL**  
New Delhi, 15 December

At least 300 flights were cancelled across northern India on Monday after dense fog engulfed the National Capital Region (NCR) in the morning, aviation industry executives said. Hundreds more flights were delayed.

At Delhi airport alone, at least 228 flights — 131 departures and 97 arrivals — were cancelled due to low visibility, they added. The airport handles around 1,360 flights a day.

At least five flights were diverted from Delhi airport to nearby airports on Monday, the sources said.

IndiGo said on X that dense fog continued to affect visibility at Delhi and other airports in northern India, leading to delays and changes to flight schedules. "Prolonged low visibility during the morning hours has

impacted air traffic movement, and as a result, some flights have been cancelled to ensure safe and compliant operations through the rest of the day," the airline said. It added that affected customers were being informed in advance via WhatsApp and email. IndiGo's website showed at least 170 flights cancelled on Monday due to fog.

Air India, in a post on X, said poor visibility caused by dense fog in Delhi had disrupted flight operations for all airlines. The carrier said 37 of its flights were cancelled on Monday due to weather conditions. "In the interest of safety, and to avoid prolonged uncertainty for our guests, some flights have been cancelled," it said, adding that ground teams were working round the clock to assist passengers. Air India advised passengers to check the latest status of their flights before heading to the airport.

## DGCA probe panel on flight disruptions visits IndiGo HQ



The four-member panel, set up by Director General of Civil Aviation Faiz Ahmed Kidwai to investigate large-scale operational disruptions at domestic

carrier IndiGo earlier this month, visited the airline's headquarters on Monday as part of the ongoing probe, sources said.

During the visit, they said, the panel members checked multiple aspects of the operations that could have resulted in the disruptions. "The panel members visited IndiGo headquarters on Monday. They remained there throughout the day to take the ongoing probe ahead," a source privy to information told P77.

During the visit, said another source, the probe panel checked multiple aspects of operations, including infrastructure that could have resulted in such a large-scale disruption of services.

## K'buragi may get K'taka's first leopard conservation reserve

CHIRANJEEVI KULKARNI  
BENGALURU, DHNS

**K**arnataka is likely to get a dedicated reserve for the conservation of leopards with the Kalaburagi division taking the lead in identifying a first patch of forest land for the purpose. Officials have proposed 2,877 acres of undisturbed area in the 6,410-acre forest in Chittapur taluk for a start. This was done after a camera trap study in the area showed the presence of four to five leopards and several other species of wildlife.

"The small patch of undisturbed dry deciduous forest is relatively small. But it's a start. Apart from leopards, it is home to several other animals. The government can further add contiguous forests in the neighbouring division (Yadgir)," said Kalaburagi Deputy Conservator of Forests Sumitkumar Shubashrao Patil.

Leopards are highly adaptive and have learnt to thrive even in city fringes. However, the proposal leads with big cats in the hope of protecting other wildlife in the area.

"It is important to bring the



**A lake which falls under Ashnal forest in Chittapur taluk, where the reserve is proposed.**

dimension of wildlife management to the rich ecology of the forest. North Karnataka is home to so many wild animals. We want to highlight it. Instead of seeing this forest as a territory, we want to bring the dimension of wildlife management," Patil said.

Apart from spotted deer and blackbuck, the Ashnal block of forest where the reserve is proposed, and its neighbouring blocks, are known for wolf, wild dog, hyena, fox and jackal.

Officials believe that bringing more areas from wildlife management will help plan conservation beyond plantation. Patil said the proposal has received a positive response from locals and people's representatives.

Consultation was held with people during gram sabha in Allur and neighbouring villages. Later, officials in the revenue department and district-in-charge minister Priyanka Kharge, who also represents the area, endorsed the idea. "We want people's participation to be at the core of this effort. The conservation management committee comprising local representatives of the reserve will take a call on the major decisions concerning the reserve," he said.

Besides an anti-poaching camp, the reserve tag is expected to push the department to engage with the public by conducting awareness programmes. Further, plans have been drafted to take up research projects in the area.

The proposal was placed before the state board of wildlife and the standing committee of the board discussed it last month. "After a detailed discussion, the standing committee decided to defer the proposal, with instructions to produce a comprehensive proposal after technical assessment for perusal," the minutes of the meeting said.



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 DECEMBER 2025

## महंगे हवाई किराए पर सरकार गंभीर : नायडू

नई दिल्ली, प्रेस : नागरिक उड्डयन मंत्री किजारपु राममोहन नायडू ने रास में बताया कि केंद्र सरकार महंगे और मनमाने हवाई किराए के मुद्दे को गंभीरता से ले रही है। कीमतों में वृद्धि आमतौर पर इस क्षेत्र के अनियमित होने और मांग और आपूर्ति में असंतुलन से होती है।

केंद्रीय मंत्री ने प्रश्नकाल के दौरान कहा कि सरकार यह सुनिश्चित करने के लिए प्रयास कर रही है कि यात्रियों को हर टचप्वॉइंट पर कोई समस्या न हो, ताकि हवाई यात्रा सुचारू हो सके। मंत्रालय हवाई किराए को गंभीरता से ले रहा है। डीजीसीए की टैरिफ निगरानी इकाई को और मजबूत किया जा रहा है। सरकार अवसरवादी तरीके से टिकटों की कीमतें बढ़ाने की स्थिति को रोकना चाहती है। 6 दिसंबर को बढ़ी कीमतों के संबंध में मंत्री ने कहा, इंडिगो प्रमुख एयरलाइन है और इसके संचालन में कटौती से फ्लाइटें रद्द हुईं। इसलिए इस प्रवृत्ति का दूसरा पक्ष किराए में वृद्धि होगी।

## केंद्रीय मंत्री बोले

नागरिक उड्डयन मंत्री किजारपु राममोहन नायडू ने राज्यसभा में कक्षा-मांग और आपूर्ति में असंतुलन के कारण बढ़ता है किराया, डीजीसीए की टैरिफ निगरानी इकाई को मजबूत किया जा रहा

## मनमाने हवाई किराए पर रोक को लेकर केंद्र गंभीर

नई दिल्ली, 16 दिसंबर : नागरिक उड्डयन मंत्री किजारपु राममोहन नायडू ने राज्यसभा में बताया कि केंद्र सरकार महंगे और मनमाने हवाई किराए के मुद्दे को गंभीरता से ले रही है और अवसरवादी तरीके से हवाई टिकटों की कीमतों बढ़ाने की स्थिति को रोकना चाहती है। कीमतों में वृद्धि आमतौर पर इस क्षेत्र के अनियमित होने और मांग और आपूर्ति में असंतुलन के कारण होती है।

केंद्रीय मंत्री ने सोमवार को प्रश्नकाल के दौरान कहा कि सरकार इस मुद्दे को गंभीरता से ले रही है, जबकि यह भी बताया कि हवाई किराए में वृद्धि आमतौर पर इस क्षेत्र के अनियमित होने के कारण होती है। मंत्री ने कहा कि सरकार यह सुनिश्चित करने के लिए प्रयास कर रही है कि यात्रियों को हर टचपॉइंट पर कोई समस्या न हो, ताकि हवाई यात्रा सुचारू हो सके। मंत्री ने कहा, "मंत्रालय हवाई किराए को गंभीरता से ले रहा है।

डीजीसीए की टैरिफ निगरानी इकाई को और मजबूत किया जा रहा है। हम अधिक घरेलू मार्गों और यहां तक कि अंतरराष्ट्रीय मार्गों की निगरानी कर रहे हैं। सरकार अवसरवादी तरीके से टिकटों की कीमतों बढ़ाने की स्थिति को रोकना चाहती है।" नायडू ने कहा कि जब मांग बहुत अधिक हो जाती है, तो कीमतें बढ़ने लगती हैं। 6 दिसंबर को बढ़ी कीमतों के संबंध में मंत्री ने कहा, "हम सभी इंडिगो संकट से अवगत हैं। जो हुआ है और हम सभी जानते हैं कि इसमें कितना तनाव पैदा किया है।" इंडिगो प्रमुख एयरलाइन है और इसके संचालन में कठौती के कारण बड़े पैमाने पर व्यवधान और फ्लाइटे रद्द हुईं। उन्होंने कहा, "इसलिए सामान्यतः इस प्रवृत्ति का दूसरा पक्ष हवाई किराए में वृद्धि होगी। यही कारण है कि हमें हवाई किराए को बहुत उचित और सुलभ रखना है इसलिए हमने कीमतों की सीमा तय की है।"



महंगे और मनमाने हवाई किराए के मुद्दे पर सोमवार को राज्यसभा में बोलते नागरिक उड्डयन मंत्री किजारपु राममोहन नायडू। एपनआइ

# सरकारी हस्तक्षेप से नहीं, विमानन कंपनियों के अनुशासन से ही सुधरेगा माहौल

● क्या यह पूरा संकट फ्लाइट ड्यूटी टाइम लिमिटेशन यानी एफडीटीएल की वजह से पैदा हुआ है? गतती कहां हो गई?

- संकट अचानक पैदा नहीं हुआ है। इसके लिए एफडीटीएल को जिम्मेदार ठहराना सही नहीं होगा। सबसे पहले तो एफडीटीएल की मांग काफी पुरानी है और यह मांग हवाई जहाजों के पायलटों की तरफ से हो रही थी। इंडिगो एयरलाइन इसके लिए तैयार नहीं थी। मामला हाई कोर्ट गया। कोर्ट के आर्डर से इस नियम को लागू किया गया। इसे पूरी दुनिया में विशेषज्ञ व नियामक एजेंसियां चालकें, क्रू व यात्रियों के लिए सुरक्षित मानती हैं। इसके बाद डीजीसीए को निर्देश गया और उसने एफडीटीएल को दो चरणों में लागू करने का नियम लागू किया। इसके तहत पायलटों और क्रू को ज्यादा आराम देने की व्यवस्था है। नियम लागू होने के साथ ही यह साफ था कि एयरलाइनों को ज्यादा पायलटों की जरूरत होगी। अंतोगत्वा हमें दिसंबर के पहले हफ्ते में जाकर पता चला कि इंडिगो ने नए नियम के मुताबिक पायलटों की भर्ती नहीं की। मेरा मानना है कि जब सरकार को एजेंसी ने नियम लागू कर दिए तो इंडिगो या अन्य कोई भी एयरलाइन यह बहाना नहीं बना सकती कि वह नए पायलटों की भर्ती नहीं कर सकी, इसलिए अचानक हों इतना बड़ा दबाव नहीं सहन कर सकी।

● तो फिर इंडिगो ऐसा क्यों नहीं कर सकी?

## साक्षात्कार

पिछले दो हफ्तों के दौरान इंडिगो घटनाक्रम ने एक झटके में भारत के नागरिक उड़डयन सेक्टर की न केवल सांसें उखाड़ दीं वल्कि छवि भी बिगाड़ दी। विरले ही दुनिया के किसी प्रमुख देश में किसी एक एयरलाइन की वजह से आपात जैसी स्थिति बनी हो, जहां बिना किसी पर्याप्त नोटिस के सैकड़ों उड़ानें रद्द हुईं हों, लाखों यात्री वेवस पड़े हों और हर सेक्टर पर प्रतिकूल असर पड़ा हो। उड़ानों के रद्द होने का

## कंपनी के प्रबंधन की आमतौर पर तो काफी तारीफ होती रही है?

- इसमें तो कोई शक ही नहीं कि इंडिगो से जुड़े लोग ही ज्यादा जिम्मेदार हैं। इस कंपनी के पास एविएशन सेक्टर की 65 प्रतिशत की बाजार हिस्सेदारी है। देश की अन्य एयरलाइनों के स्तर पर गलती हुई होती तो उसका भार इंडिगो संभाल सकती है, ऐस पूर्व में उसने किया भी है, लेकिन इंडिगो के स्तर पर हुई खामी का खामियाजा पूरे सेक्टर को उठाना पड़ेगा। मेरा खयाल है कि इंडिगो के शीर्ष बोर्ड से लेकर उसके प्रबंधन तक की इसमें गलती है। यह एक बड़ी कंपनी है जिसने बहुत ही सफलता से भारत जैसे विकासशील देश में एविएशन सेक्टर

सिलसिला अभी भी जारी है हालांकि स्थिति काफी हद तक सामान्य हो चुकी है। सरकार की तरफ से सख्ती भी दिखाई जा रही है। पूरे प्रकरण ने एविएशन सेक्टर की नियामक एजेंसी नागरिक उड़डयन महानिदेशालय की भूमिका पर भी गंभीर सवाल उठाए हैं। इस पूरे हालात पर दैनिक जागरण के सहायक संपादक जयप्रकाश रंजन ने एविएशन विशेषज्ञ एवं एअर इंडिया के पूर्व एक्जीक्यूटिव डायरेक्टर जितेंद्र भार्गव से लंबी बातचीत की। पेश हैं साक्षात्कार के प्रमुख अंश :



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को आगे बढ़ाया है। जब दुनिया की कई एयरलाइनें टूट गईं और भारत में जेट एयरवेज, किंगफिशर, सहारा एयरलाइंस, गो इंडिया जैसे दिग्गज एयरलाइनें बंद हो गईं तब भी इंडिगो न सिर्फ बनी रही बल्कि समय पर सेवा देकर लगातार मुनाफा भी कमाया है। मगर यहाँ लगता है कि इंडिगो प्रबंधन शुरू से ही इस मुगालते में रहा कि जब समय आएगा तो वह डीजीसीए की नियमों को आगे बढ़ाने के लिए तैयार कर लेगा और वह काफी सुस्त रहा। जब बोझ बढ़ने लग तो उसने ज्यादा से ज्यादा फ्लाइटों को रद्द करना शुरू कर दिया और जो फ्लाइटें चलाई जानी थीं, उनमें भी काफी विलंब होने लगा। इससे अफसर-तफरी बढ़ी। यहाँ पूरी गलती इंडिगो प्रबंधन की ही

नहीं, उनके बोर्ड की भी है जिस पर कंपनी के सारे कामकाज पर नजर रखने की जिम्मेदारी है। उसके बोर्ड ने न तो डीजीसीए को विश्वास में लिया और न ही दूसरी एयरलाइनों के साथ मिलकर कोई प्रबंध किया। एयरलाइन को नियमों का पालन करते हुए ग्रहकों को समय से पहले सूचना देनी चाहिए थी, यह नहीं किया गया। एविएशन क्षेत्र के नियमों का न्यूनतम पालन भी किया जाता तो समस्या इतनी गंभीर नहीं होती। जो भी हो, सालों की मेहनत पर पाने फिर गया और इंडिगो की विश्वसनीयता पूरी तरह से चकनाचूर हो गई है।

● क्या डीजीसीए को एक नियामक के तौर पर और मुक्तेदी दिखानी चाहिए थी?

-अब जबकि घटनाक्रम हो चुका है और हम इसको समीक्षा कर रहे हैं तो यह कहा जा सकता है। लेकिन आप यह मत भूलिए कि उठरीकरण के दौर में किसी भी सेक्टर में निजी कंपनियों के प्रोफेशनल कामकाज में नियामक एजेंसी की तरफ से हस्तक्षेप करने को काफी खराब माना जाता है। यह बात अब सामने आ रही है कि एक दिसंबर, 2025 तक डीजीसीए और इंडिगो की बैठकें हुई हैं जिनमें कंपनी की तरफ से ऐस कुछ नहीं बताया गया कि जिससे लगे कि हालात अगले तीन-चार दिनों में ही हथ से बाहर हो जाएंगे। मैं इस सेक्टर को बहुत करीब से जानता हूँ कि और कभी इस बात का सुझाव नहीं दूंगा कि विमानन कंपनियों के कामकाज में डीजीसीए का

बहुत ज्यादा हस्तक्षेप हो।

● ऐसे में आगे क्या सरकार को ज्यादा सक्रिय भूमिका में होना चाहिए? कई लोग इस तरह की मांग भी कर रहे हैं कि और एयरलाइनों को प्रोमोट करना चाहिए?

-सवाल यह है कि एयरलाइनों को प्रोमोट करने का काम क्या सरकार का है? जैसा कि केंद्रीय मंत्रों ने भी कहा है कि देश में पांच बड़े एयरलाइनों की जरूरत है तो क्या सरकार इसके लिए कदम उठाएगी। यह तो देखना होगा। सरकार जब अपने नियंत्रण वाली एयरलाइन एअर इंडिया को बहुत ही मशकत से बेचकर बाहर निकली है तो इस तरह के सवाल का क्या मतलब है? दूसरी एयरलाइनों को प्रोमोट करने के लिए इंडिगो की मौजूद 65 प्रतिशत बाजार हिस्सेदारी को क्या विभाजित किया जा सकता है? इंडिगो ने पिछले 10-12 सालों में किंग फिशर, जेट एयरवेज जैसी बड़ी एयरलाइनों के यात्रियों को अपने में समाहित किया। आज इसकी 65 प्रतिशत यात्रियों को होने की क्षमता किस एयरलाइन में है। इंडिगो ने 1000 नए विमानों का आर्डर दिया है, उनका क्या होगा? मैं यह कहना चाहता हूँ कि एविएशन में पूरी दुनिया में बाजार ही दिशा तय करता है, सरकार बाजार की दिशा तय नहीं कर सकती। लेकिन निश्चित तौर से इस घटनाक्रम से सरकार, डीजीसीए और एविएशन

कंपनियों को बहुत बड़ा सबक मिला है और उससे सभी के पास सीखने के लिए बहुत कुछ है। इंडिगो को भी यह बताने की जरूरत है कि इस तरह के कुप्रबंधन की कीमत बहुत बड़ी होती है। ● डीजीसीए के कारण वतछो नोटिस का जवाब इंडिगो ने दिया है, क्या उससे संतुष्ट हुआ जा सकता है?

-बिल्कुल नहीं। अभी तक जो कारण साबंजनिक तौर पर आए हैं, वो बेहद बेतुके हैं। एफडीटीएल को लेकर एक वर्ष पुराने नियम हैं। क्या कंपनी को मालूम नहीं था कि उसे कितने नए पायलटों और क्रू की जरूरत है। यह बहुत ही गंभीर कारपोरेट गवर्नेंस का मामला है। क्या कंपनी के प्रबंधन ने अपने बोर्ड को बताया था कि उन्हें कितने नए पायलटों की जरूरत है और कितने की भर्ती की जा रही है। क्या इस बारे में समय-समय पर जानकारी दी गई। पायलटों की खरीद आप शापिंग माल में नहीं कर सकते। उनकी भर्ती प्रक्रिया लंबी चलती है, फिर उन्हें प्रशिक्षण भी देना पड़ता है। और यह देखिए कि नए पायलट भर्ती नहीं कर रहे थे लेकिन सटियों के सीजन (अक्टूबर, 2025 से मार्च, 2026) के लिए ज्यादा उड़ानों की प्लानिंग भी कर ली। यह भी तब हुआ जब नवंबर, 2025 में एयरलाइन की औसतन 40 उड़ानें रोजाना रद्द हो रही थीं। यह सामान्य बात नहीं थी। इसलिए मैं कह रहा हूँ कि यह हिमालय जैसी बड़ी गलती है इंडिगो की।

## खुशखबरी...पहली बार एक दिन में चार फ्लाइटों ने भरी उड़ान

जागरण संवाददाता, कानपुर: चक्रेरी एयरपोर्ट से रविवार को पहली बार एक दिन में चार शहरों के लिए फ्लाइटों ने उड़ान भरी। चार दिन पहले नियमित होने के बाद बेंगलुरु और हैदराबाद की उड़ानें रविवार को एक ही दिन आईं और गईं। इससे पहले बेंगलुरु की उड़ान के नियमित शेड्यूल के बाद दो दिन हैदराबाद की उड़ान नहीं आई थी। रविवार को यात्रियों को पहली बार एक ही दिन में चार शहरों दिल्ली, मुंबई, बेंगलुरु और हैदराबाद के लिए हवाई यात्रा की सुविधा मिली। मुंबई की उड़ान 45 मिनट और दिल्ली की उड़ान आधा घंटे की देरी से आई।

इस महीने 10 दिसंबर से बेंगलुरु की उड़ान नियमित कर दी गई थी। इसके पहले बेंगलुरु की उड़ान सप्ताह में तीन दिन मंगलवार, गुरुवार और शनिवार ही आती थी। चार दिन सोमवार, बुधवार, शुक्रवार और रविवार को हैदराबाद की उड़ान की सुविधा पहले की तरह ही है। दिल्ली



चक्रेरी हवाई अड्डा • जागरणआर्काइव

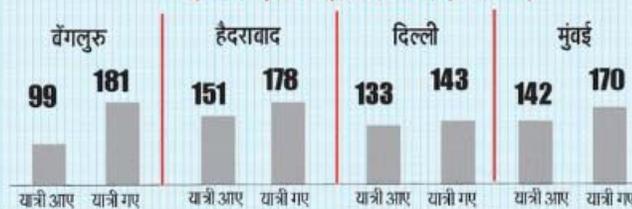
### चारों फ्लाइटों का शेड्यूल

- बेंगलुरु की उड़ान अपने निर्धारित समय से सात मिनट की देरी से दोपहर 11:58 बजे आई और दोपहर 12:29 बजे गई।
- हैदराबाद की फ्लाइट निर्धारित समय से चार मिनट पहले दोपहर 12:41

बजे आई और 1:12 बजे गई।

- दिल्ली की उड़ान अपने निर्धारित समय से 33 मिनट की देरी से दोपहर 2:33 बजे आकर दोपहर 3:15 पर गई।
- मुंबई की फ्लाइट 47 मिनट की देरी से दोपहर 3:22 बजे आई और शाम 3:53 बजे गई।

### इन फ्लाइटों से इतने यात्री आए और गए



• दिल्ली, मुंबई, बेंगलुरु के साथ ही हैदराबाद की आई उड़ानें

(स्रोत: हवाई अड्डा)

और मुंबई की उड़ान नियमित है। बेंगलुरु की उड़ान नियमित होने के पहले ही दिन 10 दिसंबर को हैदराबाद

की उड़ान निरस्त कर दी गई थी। इसके बाद शुक्रवार को हैदराबाद की उड़ान आनी थी, लेकिन निरस्त हो

गई थी। हवाई अड्डा निदेशक प्रदीप यादव ने बताया कि अब तकनीकी समस्या दूर हो गई है, इसलिए उड़ानें

नियमित आएंगी और जाएंगी। सोमवार को दिल्ली, मुंबई, हैदराबाद और बेंगलुरु की उड़ानें हैं।



## Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

15 DECEMBER 2025

### उड़ानों पर बढ़ा जीपीएस खतरा

जेनेवा, प्रेट्र: वैश्विक एयरलाइंस समूह इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन ने उड़ानों के दौरान जीपीएस स्पूफिंग और जैमिंग की बढ़ती घटनाओं पर गंभीर चिंता जताते हुए पायलटों और एयरलाइंस को अधिक सतर्क रहने की सलाह दी है। संगठन ने स्पष्ट किया है कि इन घटनाओं के पीछे किसी तरह की साजिश नहीं है, बल्कि यह संघर्ष क्षेत्रों के आसपास एयरस्पेस प्रबंधन के तहत की जाने वाली एक सामान्य सैन्य प्रतिक्रिया का नतीजा है।

दुनिया की लगभग 80 प्रतिशत हवाई यातायात का प्रतिनिधित्व करने वाला आइएटीए 360 एयरलाइंस का वैश्विक संगठन है, जिसमें भारत की एयर इंडिया, एयर इंडिया एक्सप्रेस, इंडिगो और स्पाइसजेट भी शामिल हैं। हाल के महीनों में दिल्ली, मुंबई, कोलकाता, अमृतसर, हैदराबाद, बेंगलुरु और चेन्नई जैसे प्रमुख हवाई अड्डों पर जीपीएस स्पूफिंग और इंटरफेरेंस की घटनाएं सामने आई हैं। जिनेवा

#### भारत में दो साल में 1951 मामले सामने आए

भारत में जीपीएस इंटरफेरेंस की बढ़ती घटनाओं पर सरकार ने भी चिंता जताई है। नागरिक उड़्डयन मंत्रालय ने हाल ही में लोकसभा को बताया कि नवंबर 2023 से अब तक दो वर्षों में विमानों के जीपीएस सिस्टम में दखलअंदाजी के 1,951 मामले दर्ज किए गए हैं।

में आइएटीए के महानिदेशक विली वाल्श ने कहा कि इन मामलों में वैश्विक स्तर पर लगातार बढ़ती देखी जा रही है। संगठन के सेफ्टी एंड सिक्वोरिटी के सीनियर वाइस प्रेसिडेंट (आपरेशन) निक कैरीन के अनुसार, पहले ऐसे मामले मुख्य रूप से मध्य एशिया तक सीमित थे, लेकिन रूस-यूक्रेन युद्ध के बाद पूर्वी यूरोप में इनकी संख्या बढ़ी और अब भारत व वेनेजुएला जैसे देशों में भी ऐसी घटनाएं दर्ज की जा रही हैं।

## SC Refuses to Entertain PIL on IndiGo Chaos, Cites HC Case

DGCA-appointed panel is examining flight disruptions

Our Bureau

**New Delhi:** The Supreme Court on Monday termed the recent flight cancellations by IndiGo as a "grave and public" concern though it declined to entertain a public interest litigation (PIL) seeking a judicial probe into the matter and on issuing refunds to affected passengers.

A bench led by Chief Justice Surya Kant, while declining to entertain the petition, asked Narendra Mishra, the petitioner, to instead move the Delhi High Court which is already hearing the case.

It also pointed out that the Director General of Civil Aviation (DGCA) has formed a committee to probe the crisis.

India's largest airline cancelled hundreds of flights earlier this month

mainly due to a severe pilot shortage following enforcement of new flying norms by the DGCA. It left thousands stranded at airports across the country, forcing the government to step in to resolve the crisis.

The apex court said it doesn't want a parallel proceeding as that could dissuade the high court from hearing the case.

If all the grievances are not redressed, then nothing stops the petitioner or any other public-spirited individual to approach the Supreme Court, the CJI said, noting that all the contentions raised by Mishra are currently pending before the HC.

Last week, the high court had criticised the Centre and DCGA for failing to prevent the crisis and asked IndiGo to take steps for paying monetary compensation to the affected passengers. It also questioned how airfares on other carriers surged to unprecedented levels amid the turmoil at IndiGo.

The high court had also asked why the government did not implement the guidelines on pilot working hours on time and why it acted only when the crisis had erupted.

"You allowed the situation to precipitate, and only then did you take action," the court said. "Why did you allow all this to happen? What action have you taken to provide help to people and compensate them? It's not just a question of individual passengers stuck at the airport. The question is also about loss to the economy. How could other airlines take advantage of the situation and start charging ₹40,000 or more for tickets from passengers," it said.

The high court asked the Centre to ensure that the situation returns to normal at the earliest, without compromising passenger safety. Further, the court called for taking suitable measures to ensure that all airlines employ an adequate number of pilots.

The high court was hearing a public interest litigation filed by two practising lawyers, Akhil Rana and Utkarsh Sharma.

### SC Backs Delhi HC

Top court calls mass IndiGo cancellations a 'grave and public' concern

Delhi HC is already hearing refund and passenger grievance issues

CJI says petitioners can return if grievances remain unresolved

IndiGo asked to explore compensation for affected passengers

HC questions surge in airfares by rival airlines after cancellations





# Corporate Communications Directorate

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THE FINANCIAL EXPRESS

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## DGCA probe panel visits airline's HQ

THE FOUR-MEMBER panel, set up by Director General of Civil Aviation Faiz Ahmed Kidwai to investigate operational disruptions at domestic carrier IndiGo earlier this month, visited the airline's headquarters in Gurugram on Monday as part of the ongoing probe, reports PTI.

# DGCA panel visits IndiGo HQ amid crisis

PRESS TRUST OF INDIA  
Mumbai, December 15

**THE FOUR-MEMBER** panel, set up by Director General of Civil Aviation Faiz Ahmed Kidwai to investigate large-scale operational disruptions at domestic carrier IndiGo earlier this month, visited the airline's headquarters on Monday as part of the ongoing probe, sources said.

During the visit, they said, the panel members checked multiple aspects of the operations that could have resulted in the disruptions.

"The panel members visited IndiGo headquarters on Monday. They remained there throughout the day to take the ongoing probe ahead," a source privy to information told PTI.

During the visit, said another source, the probe panel checked multiple aspects of operations, including infrastructure that could have resulted in such a large-scale disruption of services. The four-member panel, comprising Joint DG Sanjay Brahamane, Deputy Director General Amit Gupta, Senior Flight Operations Inspector Kapil Manglik, and FOI Lokesh Rampal, has been tasked with identifying the root causes of wide-

## TURBULENCE DRAWS DGCA EYE

■ The panel checked multiple aspects of operations that could have resulted in services disruption

■ The surge in air prices is generally because it is a deregulated sector, the minister said



**K RAMMOHAN NAIDU,**  
MINISTER OF CIVIL AVIATION

The govt wants to prevent the opportunistic pricing situation



spread operational disruptions. Its mandate includes assessing manpower planning, fluctuating rostering systems, and the airline's preparedness to implement the latest duty period and rest norms for pilots.

### 'Govt bolstering tariff monitoring unit'

Meanwhile, Minister of Civil Aviation Kinjarapu Rammohan Naidu on Monday said that the government is taking the high airfares issue seriously and wants to prevent opportunistic pricing situation and is strengthening the tariff moni-

toring unit of DGCA.

Responding to supplementaries during Question Hour in the Rajya Sabha, the minister said the government is taking the issue seriously, while noting that the surge in airfares is generally because it is a deregulated sector. He said in air travel, many stakeholders are involved including CISF.

But, the government makes an effort that passengers do not face any problems at every touchpoint to ensure that air travels smooth, he noted.

"...the ministry is taking it (airfares) seriously. Tariff monitoring unit of DGCA is being fur-

ther strengthened. We are monitoring more domestic routes and even international routes. The government wants to prevent the opportunistic pricing situation," the minister said.

He said the surge in air prices is generally because it is a deregulated sector and there is a mismatch in the demand and supply. Naidu said that when the demand becomes too high then the prices tend to rise.

Regarding capping of prices on December 6, the minister said, "We all are aware with Indigo crisis that has happened and we all know how much distress it has caused. One major

## SC refuses to hear plea on cancellation of flights

**THE SUPREME COURT** on Monday refused to entertain a PIL seeking judicial intervention into the issue of cancellation of hundreds of flights by IndiGo, and asked the petitioner to move the Delhi High Court with the grievances.

The Delhi High Court, on December 10, questioned the central government for not taking timely action to check the crisis caused by

IndiGo flight cancellations and asked why the situation was allowed to precipitate, with lakhs of passengers stranded and other airlines charging hefty fares.

It was hearing a PIL seeking directions to the Centre to provide support and refunds to passengers affected by the cancellation of hundreds of flights by IndiGo.

—PTI

thing that has happened during the time is the capacity constraints at which Indian aviation was operating."

IndiGo is the major airline, and curtailment of its operations resulted in huge disruptions and cancellations, he said, adding, "So generally the other side of the trend would be rise in airfares. That is exactly why we have to keep the airfares very reasonable and affordable...so we have capped the prices."

He said airfares may also rise because of other reasons

which the ministry closely observes and continuously engages with stakeholders to keep them in check.

"Whenever there might be a situation...we from the ministry are taking action. I can give you other examples also, during Kumbh mela, we have done it, during Pahalgam incident we have done it, during Covid also we have done it. So, whenever there might be a situation when airfares might rise, the ministry is acting upon it and taking necessary action," the minister said.



## When IndiGo grounded India, chartered skies came to the rescue

The unprecedented operational meltdown at IndiGo in the first week of December crippled India's civil aviation sector due to the airline's around 65% market share, but it triggered a boom in the chartered flight market as first-class and business-class travellers, corporate groups, and destination wedding parties shifted to private jets to avoid disruptions.



Highest demand for charters on routes to popular destination wedding spots and business hubs: Udaipur, Jaipur, Jodhpur, Delhi, Bengaluru, Chennai, Mumbai, and Goa

Inquiries for private jets increased by close to 25%; actual bookings rose by close to 15% (as per Flying Birds Aviation CEO Ashish Kumar Singh), with the biggest hikes to Delhi, Bengaluru, Chennai, and Mumbai

Major shift from passengers who normally fly first class or business class on scheduled flights

### Growing trend

People with liquid funds increasingly trust chartered flights, aided by more idle private aircraft available for short-haul fixed-wing and rotor-wing operations.

### Demand driven by necessities

Important family events e.g., destination weddings, medical emergencies, planned vacations, and international connections during peak December travel season



### Notable incident

A large conglomerate deployed its private jet from Mumbai to Guwahati to rescue 36 children of top executives stranded at Kaziranga National Park after IndiGo cancellations

Rotor-wing (helicopters) saw fewer bookings than fixed-wing aircraft during this crisis



Text--Dhairya Gajara



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## दृश्यता में कमी की वजह से 228 उड़ानें रद्द करनी पड़ीं

नई दिल्ली, प्रमुख संवाददाता। कोहरे और धुंध ने सोमवार को राजधानी की रफ्तार रोक दी। दृश्यता कम होने के कारण न केवल उड़ानें प्रभावित हुईं बल्कि ट्रेन का परिचालन भी बाधित हुआ।

दिल्ली हवाईअड्डे पर सोमवार को दृश्यता का स्तर शून्य होने के कारण 228 से उड़ानें रद्द कर दी गईं और पांच उड़ानों को दूसरे गंतव्य पर भेजना पड़ा। वहीं, राजधानी पहुंचने वाली 90 से अधिक ट्रेन विभिन्न रेलवे स्टेशनों पर देर से पहुंचीं। दिल्ली इंटरनेशनल एयरपोर्ट अथॉरिटी (डायल) ने सुबह

- पांच विमानों को दिल्ली से डायवर्ट करना पड़ा
- फुटबॉलर मेसी की फ्लाइट भी देर से पहुंची

10 बजे के बाद एक्स पोस्ट में बताया कि कोहरे के कारण उड़ान संचालन प्रभावित है।

दोपहर तक 228 उड़ानें रद्द होने और पांच उड़ानों के गंतव्य बदले जाने की सूचना थी। इसके अलावा 250 से अधिक उड़ानों में देरी हुई। हालांकि, दृश्यता के स्तर में सुधार के बाद परिचालन सामान्य हो गया।

# कोहरे ने हवा से जमीन तक यात्रियों की परेशानी बढ़ाई



पड़ताल

राजधानी में घना कोहरा छाने से यात्रियों की परेशानी बढ़ गई है। सोमवार को दृश्यता बेहद कम रही। इसका असर उड़ान, सड़क और रेल यातायात पर पड़ा।

कई उड़ानें रद्द व लेट हुईं। कुछ ट्रेन रद्द तो कई धीमी गति से चल रही हैं। बसें मिलने में घंटों इंतजार करना पड़ रहा है। यात्रियों को भारी परेशानी का सामना करना पड़ रहा है। हिन्दुस्तान टीम की रिपोर्ट...

विमान

## अपडेट नहीं देख पाने के कारण इंतजार करना पड़ा

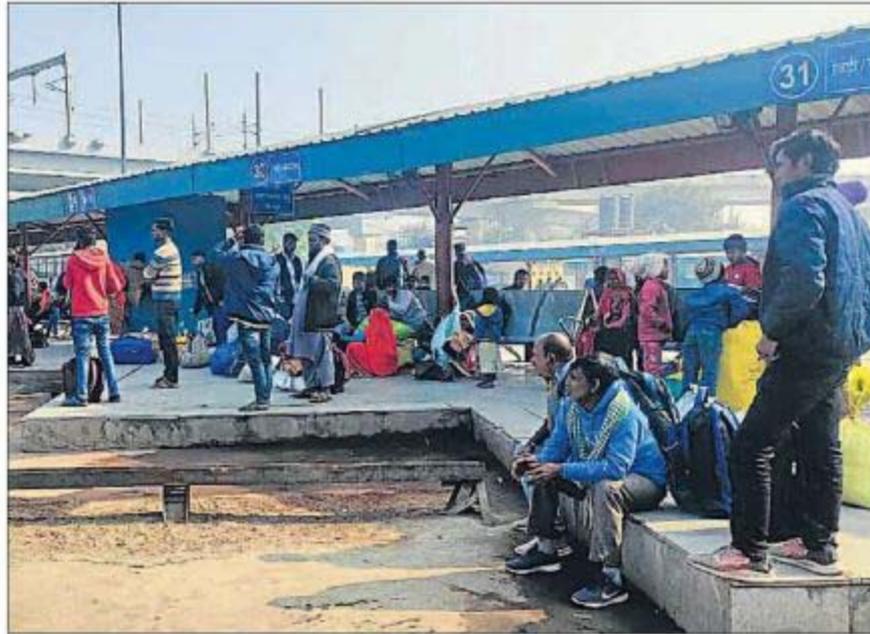
आईजीआई टी 1

इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे के टर्मिनल-1 पर सोमवार को घने कोहरे के कारण विमान परिचालन प्रभावित रहा। बिना ताजा उड़ान अपडेट देखे हवाई अड्डे पहुंचे यात्रियों को भारी परेशानी का सामना करना पड़ा।

सुबह के समय दृश्यता शून्य होने से कई उड़ानों में देरी हुई, जबकि कुछ उड़ानों को रद्द भी करना पड़ा। कई विमान निर्धारित समय से देर से पहुंचे। एयरपोर्ट जाने वाले रास्तों पर दो किलोमीटर पहले कुछ वाहन खड़े दिखे। इनमें से कुछ लोग अपने परिजनों को लेने जा रहे थे लेकिन उनकी फ्लाइट डायवर्ट या देरी से पहुंचने के कारण यह उनका इंतजार कर रहे थे। एयरपोर्ट परिसर के

बाहर और अंदर लगे सूचना बोर्डों पर भी उड़ानों की स्थिति की जानकारी साझा की जा रही थी। स्थिति को लेकर कई यात्री ग्राहक सेवा केंद्र के काउंटर पर वैकल्पिक उड़ानों के बारे में जानकारी लेते नजर आए। एयरपोर्ट प्रशासन ने यात्रियों से अपील की है कि वे घर से निकलने से पहले अपनी उड़ान की स्थिति अवश्य जांच लें।

एयर इंडिया की उड़ान से मंदिर जाने वाले यात्री मनीष ने बताया कि उन्हें क्वाटर्स पर फ्लाइट से संबंधित अपडेट मिला था, लेकिन वे उसे समय पर देख नहीं पाए। उन्होंने कहा कि जब वे एयरपोर्ट पहुंचे तो घना कोहरा छाया हुआ था। कुछ समय बाद मौसम में थोड़ा सुधार हुआ, लेकिन तभी उन्हें बताया गया कि उनकी फ्लाइट रद्द कर दी गई है।



सराय काले खां बस अड्डे पर सोमवार को बस के लिए यात्रियों को काफी देर तक इंतजार करना पड़ा। • हिन्दुस्तान

हेल्पलाइन

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## इंडिगो के खिलाफ सुनवाई से इनकार

नई दिल्ली, विशेष संवाददाता। सुप्रीम कोर्ट ने सोमवार को इंडिगो एयरलाइन के खिलाफ दायर याचिका पर सुनवाई से इनकार कर दिया और याचिकाकर्ता को दिल्ली हाईकोर्ट जाने की सलाह दी।

याचिका में इंडिगो की उड़ानों में लगातार हो रही देरी और बड़ी संख्या में उड़ानें रद्द होने से जुड़े हालिया संकट पर उचित कार्रवाई के निर्देश देने की मांग की गई थी। देश के मुख्य न्यायाधीश (सीजेआई) सुर्यकांत, जस्टिस जॉयमाल्या बागची और जस्टिस विपुल एम पंचोली की पीठ ने कहा कि यह मामला पहले से ही दिल्ली हाईकोर्ट में विचाराधीन है। इस आधार

### जांच समिति ने इंडिगो मुख्यालय का दौरा किया

मुंबई, एजेंसी। धरेलू विमानन कंपनी इंडिगो में बड़े पैमाने पर परिचालन व्यवधानों की जांच के लिए बनाई गई डीजीसीए की चार सदस्यीय समिति ने सोमवार को एयरलाइन के मुख्यालय का दौरा किया। नागर विमानन महानिदेशक फैज अहमद किदवई ने इस महीने की शुरुआत में समिति का गठन किया था। सूत्रों के अनुसार, इस दौरान समिति के सदस्यों ने उन कई पहलुओं की जांच की, जो परिचालन में व्यवधान का कारण बन सकते थे। सूत्रों ने बताया, समिति के सदस्य सोमवार को इंडिगो मुख्यालय गए। वे पूरे दिन वहीं रहे ताकि मौजूदा जांच को आगे बढ़ाया जा सके। जांच समिति ने संचालन के कई पहलुओं की पड़ताल की।

पर पीठ ने याचिका पर विचार करने से इनकार करते हुए याचिकाकर्ता को उच्च न्यायालय जाने का सुझाव दिया। पीठ ने दिल्ली हाईकोर्ट से भी कहा कि वह इंडिगो संकट से संबंधित संबंधित कार्यवाही में याचिकाकर्ता को शामिल

होने की अनुमति दे। आदेश में कहा गया, याचिकाकर्ता द्वारा उठाए गए सभी मुद्दे दिल्ली हाईकोर्ट के समक्ष विचाराधीन हैं। याचिकाकर्ता ने यह भी कहा है कि वह वहां संबंधित कार्यवाही में शामिल होना चाहता है।

# Why were IndiGo operations disrupted?

Why were there 'planning gaps' in rostering pilots for IndiGo flights? How many passengers were affected by the flight delays and cancellations? Why were the 2011 Flight Duty Time Limitations rules revised in 2019? Why did airlines such as Air India, Akasa, and SpiceJet not face any problems?

## EXPLAINER

Jagriti Chandra

### The story so far:

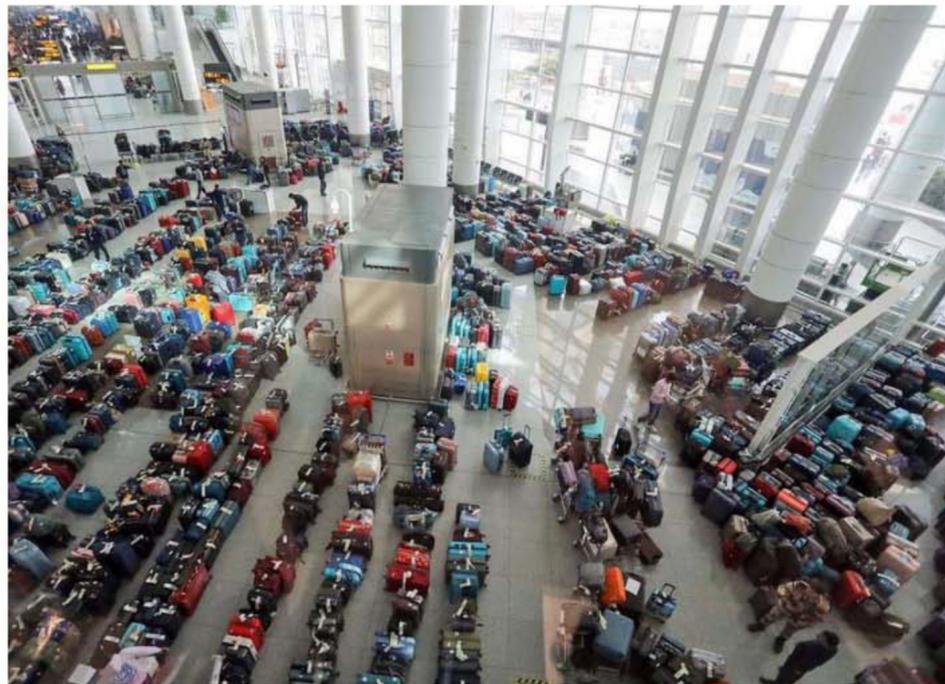
In the first few days of December, IndiGo saw a near-total meltdown of its operations, with over 5,000 flights cancelled in the first 10 days, carrying on from delays and nearly 900 flights cancelled in November.

### What happened?

The flight disruption at IndiGo was so severe that crew ended up at the wrong stations, passengers' bags reached destinations even after their flights were cancelled, pilots waited at airports without duty assignments, call centres crashed, and tempers flared at boarding gates as passengers shouted slogans against IndiGo and even held protest marches inside terminals. The airline informed India's aviation regulator, the Directorate General of Civil Aviation (DGCA), that there were "planning gaps" in rostering pilots and misjudgement in assessing pilot availability, as per the new DGCA rules for pilot rest and duty hours that came into effect from November 1. These issues combined with minor technical glitches, winter schedule changes, adverse weather, and aviation system congestion. The airline informed the regulator that they were short of 65 pilots-in command and requested for exemptions from the new rules to restore flight operations. Given the massive flight disruptions affecting lakhs of passengers, the DGCA granted exemptions until February 10 for the new rules. As many as 12.5 lakh passengers were impacted due to the cancellations until December 9, with the airline releasing ₹1,100 crore in refunds. It has also offered ₹10k vouchers to severely impacted passengers from December 3 to 5.

### What was the backdrop of new rules?

IndiGo's recent meltdown revives a decades-old clash between airlines and



**Price of delays:** Luggage piles up at Indira Gandhi International Airport Terminal as mass flight cancellations lead to logistical chaos in New Delhi on December 7. ANI

pilots over Flight Duty Time Limitations (FDTL) that govern their rest and duty hours. This latest tiff goes back to April 2019, when the DGCA brought new rules that reversed some of the pilot-friendly provisions in the 2011 rules, especially those governing night duties. The 2011 rules followed the May 22, 2010 Mangalore crash, where the probe report cited cockpit snoring and deep breathing for 1h40m of the 2h5m flight and noted that the pilot-in-command would have been affected due to flying in the 'Window of Circadian Low' or the period between 2 am to 6 am when the ability to stay awake reduces. The flight took off from Dubai at 2.30 am IST.

They were also an outcome of the 2011 report of the Nasim Zaidi Committee on FDTL, which was necessitated as Air India for the first time started non-stop services in August 1, 2007 from Mumbai to New York. The report cited evidence from a NASA study and delved in great detail into the impact of fatigue and night flying on

one's body and how sleep debt accumulates and impacts fatigue levels. The 2011 rules specifically barred utilising pilots for night duties on consecutive nights as well as stated in unambiguous language that night landings were capped at 2 hours and that maximum duty hours (which is flight duty combined with and pre and post flight duties) could not exceed nine hours.

But these were reversed in the 2019 rules, which allowed upto two consecutive nights of duty, and used vague language to define maximum flying hours and duty hours for night shift. After pilot bodies went to Delhi High Court, DGCA notified revised norms in January 2024. These were widely welcomed as it raised weekly rest from 36 to 48 hours, and restricted night flying by capping landings to two hours, as well as maximum flying time to eight hours and duty time to 10 hours. But their rollout was paused amid airline warnings of cancellations and the need to recruit

more pilots. Pilot bodies once again returned to the Delhi High Court, which in April 2025 ordered phased enforcement from July 1 for most clauses, while those governing night duties were to be implemented from November 1. It is the latter that IndiGo has obtained exemptions on. Airlines like Air India, Akasa, and SpiceJet didn't face cancellations due to excess pilots as a result of groundings, delayed aircraft deliveries or unavailability of aircraft. IndiGo's tight cost controls and hyper-efficiency squeeze their pilots the hardest – leaving razor-thin margins.

### What next?

Data indicates that though IndiGo's market share has consistently increased from 47% pre pandemic to 65% now, its employee cost have dropped from 11% to 8%. So, bridging the leadership-employee disconnect and rebuilding employee morale is crucial, not just with pilots but also cabin crew and ground staff that faced angry passengers.

From the regulator's side there is a need to expand the understanding of human factors responsible for aviation safety and not dismiss labour issues as employee-employer issues. A deeper malaise is pilot training, where the training programmes of IndiGo and Air India which cost ₹1.2 crore and ₹1.5 crore respectively – 50% higher than market prices and often on par with fees at foreign schools – trap young pilots in decade-long debt bondage often pressuring them to skip incident reports or give up rest for duty.

The government must seize this crisis to strengthen the Passenger Charter of Rights on entitlements for air travellers during flight cancellations and delays. The regulator's website should transparently list delay, cancellation, and baggage policies in simple formats – like the U.S. Federal Aviation Administration's airline-specific tables – for informed booking. Finally, fostering market competition and tackling drivers of operational costs for airlines is essential.

## THE GIST

▼ The disruption was so severe that crew ended up at the wrong stations, passengers' bags reached destinations even after their flights were cancelled, pilots waited at airports without duty assignments, call centres crashed, and tempers flared.

▼ IndiGo's recent meltdown revives a decades-old clash between airlines and pilots over Flight Duty Time Limitations (FDTL) that govern their rest and duty hours.

▼ Data indicates that though IndiGo's market share has consistently increased from 47% pre pandemic to 65% now, its employee cost have dropped from 11% to 8%



# Corporate Communications Directorate

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THE HINDU

DELHI

16 DECEMBER 2025

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## SC declines to hear petition on IndiGo flight cancellations

The Supreme Court on Monday said the recent spate of cancellations by IndiGo airline was a "grave and public" concern, but declined to intervene on the ground that the Delhi High Court was already hearing the case and the Director General of Civil Aviation had formed a committee to investigate the lapse. A three-judge Bench headed by Chief Justice of India Surya Kant addressed petitioner, Narendra Mishra, that it did not want a parallel proceeding, which may dissuade the High Court from continuing to hear the case before it. "We know that the Government of India has taken timely action and cognisance of the issue," said Chief Justice Kant.

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# Corporate Communications Directorate

THE HINDUSTAN TIMES

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16 DECEMBER 2025

Hindustan Times

## Pilots' body moves HC against DGCA's FDTL exemptions

Shruti Kakkar

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**NEW DELHI:** The Indian Pilots Guild (IPG), a union of Air India pilots deployed on wide-bodied aircraft (Boeing 777 and 787), has moved the Delhi high court seeking initiation of contempt proceedings against the Director General of Civil Aviation (DGCA) and the Union government for granting exemptions to airline operators, including Air India, from implementing the new Flight Duty Time Limitation (FDTL) norms.

In its petition, filed through advocates Prerna Kohli and Neetika Bajaj, the IPG has asserted that the DGCA allegedly failed to comply with the undertakings given to the court in February and April.

In February, DGCA informed the high court that the FDTL norms would be implemented in two phases. Of the 22 proposed clauses, 15, including increasing pilots' weekly rest from 36 to 48 hours, were scheduled to take effect from July 1. The remaining seven, including the revised definition of night duty, were to be implemented as of November 1. The changes deferred to November proposed classifying duty periods between midnight and 6 am as night duty, instead of the current midnight to 5 am window.

In April, the high court closed petitions by IPI and other pilot unions challenging the DGCA's 2019 rest-period norms after the regulator undertook to implement the new rules in phases.

In its petition, IPG has asserted that DGCA, without obtaining the court's permission or re-engaging with the pilots' bodies, was granting exemptions, relaxations from implementing the norms that were to take effect on November 1 and approving airline-specific FDTL schemes. "The FDTL CAR was meant to address fatigue management of the flying crew; however, the DGCA, by granting variations, exemptions and relaxations to the airlines, have defied the undertaking and directions of this Hon'ble court and also jeopardised the flight and passenger safety," the petition stated.

Highlighting some of the exemptions granted to Air India, the petition said the FDTL norms

mandate the airlines to have maximum number of two landings for operations encroaching night duty with maximum flight duty of 10 hours and maximum flight time of eight hours. As per the variation, in case of flight delay, the last sector originally scheduled to complete before 2359 hours now completes between 0000-0159 hours, the crew may operate that sector to complete the flight. Additionally, when the flight duty begins between 0501-0600 hours, the crew may operate up to three landings.

On December 5, amid massive flight cancellations, the aviation regulator granted IndiGo a temporary one-time exemption from some night operations-related changes in the new FDTL norms for its Airbus A320 pilots. Last week, DGCA sacked four flight operation inspectors responsible for overseeing IndiGo's operations.

### DGCA probe panel on flight disruptions visits IndiGo headquarters

The four-member panel, set up by Director General of Civil Aviation Faiz Ahmed Kidwai to investigate large-scale operational disruptions at IndiGo earlier this month, visited the airline's headquarters on Monday as part of the ongoing probe, people familiar with the matter told news agency PTI. "The panel members visited IndiGo headquarters on Monday. They remained there throughout the day to take the ongoing probe ahead," the people said.

Meanwhile, the Supreme Court on Monday refused to entertain a PIL seeking judicial intervention into the issue of cancellation of hundreds of IndiGo flights, and asked the petitioner to move the Delhi high court with the grievances. The HC, on December 10, questioned the Centre for not taking timely action to check the crisis and asked why the situation was allowed to precipitate.

A bench comprising CJ Surya Kant and justices Jayantika Bagchi and Vipul M Parmochol took note of the submissions of petitioner Narendra Mishra that the plea needed a hearing at the top court and said the high court is already seized of another similar PIL.

# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 DECEMBER 2025

## Toxic smog blurs visibility in Capital; 228 flights cancelled

Jasjeev Gandhiok

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**NEW DELHI:** A dense sheet of toxic fog held the Capital in a chokehold on Monday, sending visibility plummeting to zero in swathes of the city, disrupting road and rail traffic, and causing over 800 flights to be delayed and another 228 cancelled as of 10pm, despite recent airport upgrades.

The first 'dense to very dense' fog of the season blanketed a city already gasping for breath in air that remained in the severe category for a third consecutive day. The 24-hour average air quality index (AQI) stood at 427 at 4pm — marginally lower than Sunday's reading of 461, which was December's second worst air day ever.

The noxious cocktail forced the Delhi government to shift schools from hybrid to online mode for students up to Class 5 but there was little respite for the Capital's 25 million residents caught between official apathy, poorly designed response systems, and a long winter in front of them.

The India Meteorological Department (IMD) issued a yellow alert for Tuesday, forecast-

age air quality index (AQI) stood at 427 at 4pm — marginally lower than Sunday's reading of 461, which was December's second worst air day ever.



Dense fog engulfs Vijay Chowk in Delhi on Monday.

VIPIN KUMAR/PHOTO

(Continued from page 1)

states instead of poorer states, two senior officials said, asking not to be named.

"The PM made a valid point that the programme is aimed at poverty alleviation, but the poorer states are not getting the required share of the MGNREGS funds," one of the officials present at the meeting said.

Modi had also pointed out anomalies in the amount of work in different states that need to be addressed, the second official said. "The PM said that in some states, a MGNREGS beneficiary has to work equivalent to digging a 2ft hole in the ground, whereas in some other states more labour would be required to complete a person day," said the second official, who was also present at the meeting.

### TOXIC SMOG IN DELHI

In moderate fog in the early hours of the day, with dense fog for isolated pockets. However, strong surface winds of 15-25 km/hour are forecast during the day, which might help with dispersion of pollutants.

The grey skies over Delhi bore a grim reflection of the weekend, when surface pollutants stayed trapped under slow winds, dipping temperatures, and an 'inversion' layer, even as a weak sun failed to disperse them. Residents continue to complain of laboured breathing and burning eyes — which have now become all too normal — and the weather conditions served as a reminder of collapsing systems that fail to mitigate the yearly health crisis that descends on the Capital.

This was the sixth straight severe air day this year. Three such days came between November 11-13. The IMD classifies fog as shallow when visibility is between 500-1000 metres, moderate when visibility is between 200-500 metres, as dense when it is between 50 and 200 metres and as very dense when visibility dips below 50 metres.

At Safdarjung, dense fog persisted for over 10 hours, while at Palam, it was receded for around five hours. "Visibility began to dip rapidly on Sunday night itself. It was down to 150 metres at 11.30pm and by 12.30am on Monday, had already touched zero till 2am, only improving marginally to 100 metres at 2.30am. At Palam, we saw the lowest visibility dip to 50 metres at around 4am," said an

IMD official, stating that wind speed remained low, facilitating fog formation. The low visibility threw operations at the Indra Gandhi International Airport — which has barely recovered from the scheduling meltdown of IndiGo that grounded tens of thousands of passengers earlier this month — into disarray. Departures were put nearly on hold for close to five hours between 4am and 9am despite all three runways notionally equipped to handle winter fog situations. The cascading effect of the morning crisis reverberated throughout the day, leaving hundreds of passengers either stranded or desperate after hours of delay. In all, the airport saw 800 flights delayed through the day, 228 cancelled and five diverted.

Senior Supreme Court lawyer Sanjay Hegde was among those impacted by flights not taking off due to low visibility. "Woke up at 5.00 AM to catch a 7.45 AM flight. Still sitting on the tarmac waiting for ATC clearance and informed that there are 40 aircraft in the queue ahead of us. An airhostess chirps that there are aircraft waiting for over 4 hours now on the tarmac," he wrote on X. Low visibility procedures were initiated at the airport at around 2.30am. Flight disruptions intensified after 4am, when visibility dropped to around 100 metres.

"Due to dense fog, flight operations may experience disruptions," Delhi airport said in a post on X at 6.12am. A subsequent update at 8.22am said the airport remained under CAT-III operations, with delays and disruptions likely to continue. Even after fog began lifting around midday, flight delays persisted due to accumulated congestion.

By evening, operations had begun stabilising, though delays continued to ripple through the system. "Flight operations are gradually returning to normal. However, some departures and arrivals may still experience delays," the airport said in an update at 4.30pm. Among the affected was Argentine football legend Lionel Messi, who was scheduled to depart from Mumbai early morning and reach Delhi by 11am. But he could only make it to the Capital by 2.30pm as his chartered flight was held up by fog.

Officials said that despite the recent upgrade of a third runway to CAT-III standards ahead of the

winter fog season, take-offs — and not landings — proved to be the main bottleneck. CAT-III allows aircraft to land safely in extremely low visibility.

"Aircraft can land even when the runway visual range (RVR) is as low as 50 metres. But for take-offs, a minimum RVR of 125 metres is required," an airport official said. "From around 4am, the RVR remained below that threshold. Aircraft had to wait at parking bays, which led to congestion. Only two take-offs were possible till around 9am."

While landings continued through much of the early morning, the congestion on the ground eventually forced a slowdown, compounding delays across terminals and runways.

Airlines said cancellations were largely precautionary to reduce chaos at airports. "While operations adjust to the prevailing weather, some flights may experience delays while a few others may be proactively cancelled through the day to prioritise safety and help minimise extended waiting at the airport," IndiGo said. Air India issued a similar statement, adding poor visibility due to dense fog in Delhi had hit operations. "In the interest of safety, and to avoid prolonged uncertainty for our guests, some flights have been cancelled," it said on X.

Separately, Northern Railways reported over 50 trains delayed by between 30 minutes to five hours. At least four people died due to multi-vehicle pile-ups on the Delhi-Mumbai Expressway near Haryana's Nuh. A 24-year-old sustained critical injuries in a ten-vehicle crash on the Eastern Peripheral Expressway (EPE) in Greater Noida in the early hours.

The IMD official cited above said the visibility improved after 9-9.30am. "At Safdarjung, visibility improved to 300 metres at 9.30am and by 10.30am, had improved to 700 metres as the sun began to come out. At Palam, it was 100 metres at 9am but improved to 300 metres at 10.30am and further to 500 metres by noon," the official added.

The alarming spike in pollution over the weekend was due in more localised NCR sources, as opposed to poor meteorological conditions, stubble smoke and Diwali that hurt Delhi's air quality in November. On Monday, 28 out of the city's 39 active ambient air quality stations were in the 'severe' category at 5pm — down

from 38 such stations on Sunday. However, the peak impact did not change much, particularly in the early hours. Two stations — Rohini and Wazirpur — maxed out with an AQI of 500 in the early hours of the day.

Forecasts by the chronically unreliable Centre's Air Quality Early Warning System (EWS) suggested possible respite ahead — but not by much. "Delhi's air quality is likely to improve and will reach the 'very poor' category from December 16-18. The outlook for the subsequent six days from December 19 also shows AQI is likely to be in the 'very poor' category," it said. To be sure, EWS has missed its mark multiple times this season, including its forecasts for December 13 and 15, when it had forecast 'very poor' air.

### AUS GUN LAYS

source. Home minister Tony Burke said the father arrived in Australia in 1996 on a student visa, while his son is an Australian-born citizen. The father is believed from South Asia.

The incident has raised questions about whether Australia's gun laws, among the toughest in the world, need an overhaul, with police saying the older suspect had held a firearms licence since 2015, along with six registered weapons.

For between 10 and 20 minutes on Sunday evening, the gunman had fired on attendees at the Hanukkah event, gunning down men, women and children as terrified beachgoers fled.

The 40 people taken to hospital after the attack included two police officers who were in a serious but stable condition, police said.

"What we saw yesterday was an act of pure evil, an act of antisemitism, an act of terrorism," Prime Minister Anthony Albanese told reporters after laying flowers at Bondi Beach.

"The Jewish community are hurting today," he added. "Today, all Australians wrap our arms around them and say, we stand with you. We will do whatever is necessary to stamp out antisemitism. It is a scourge, and we will eradicate it together."

Albanese said his cabinet had agreed to strengthen gun laws and work on a national firearms register to tackle aspects such as the number of weapons permitted by gun licences, and how long the latter are valid.



# Corporate Communications Directorate

JANSATTA

DELHI

16 DECEMBER 2025

## हवाई किराए में बढ़ोतरी के मुद्दे पर सरकार गंभीर : नायडू

जनसत्ता ब्यूरो  
नई दिल्ली, 15 दिसंबर।

नागरिक उड्डयन मंत्री के राममोहन नायडू ने सोमवार को राज्यसभा में कहा, सरकार हवाई किराए में होने वाली बढ़ोतरी के मुद्दे को गंभीरता से ले रही है और मनमाने किराए को रोकना चाहती है। इसके लिए नागरिक उड्डयन महानिदेशालय (डीजीसीए) की किराया निगरानी इकाई को और सुदृढ़ किया जा रहा है।

नायडू ने राज्यसभा में प्रश्नकाल के दौरान पूरक प्रश्नों का उत्तर देते हुए कहा, हवाई किराए में बढ़ोतरी आमतौर पर इसलिए होती है क्योंकि यह विनियमित क्षेत्र नहीं है।

हवाई सफर में मंत्रालय, विमानन

नियामक, हवाई अड्डा प्राधिकरण और केंद्रीय निगरानी बढ़ाई जा रही है और सरकार मनमाने औद्योगिक सुरक्षा बल (सीआइएसएफ) समेत कई हितधारक शामिल हैं, लेकिन सरकार की कोशिश रहती है कि यात्रियों को किसी भी स्तर पर कोई परेशानी न हो और हवाई सफर सुचारू हो। मंत्री ने कहा, मंत्रालय इस मुद्दे (हवाई किराए) को गंभीरता से ले रहा है।

डीजीसीए (नागर विमानन महानिदेशालय) की किराया निगरानी इकाई को और मजबूत बनाया जा रहा है। इसके लिए धरेलू और अंतरराष्ट्रीय दोनों मार्गों पर



लगती है। छह दिसंबर को किराए की सीमा तय करने के बारे में मंत्री ने कहा, 'हम सभी इंडिगो संकट से वाकिफ हैं। इस दौरान जो एक बड़ी

समस्या पैदा हुई वह भारतीय विमानन क्षेत्र की क्षमता संबंधी बाधाएं थीं। उन्होंने कहा कि इंडिगो एक प्रमुख एअरलाइन है और इसके संचालन में कटौती के कारण भारी रुकावटों के कारण उड़ानें रद्द हुईं। उन्होंने कहा, सामान्य तौर पर इसका दूसरा पहलू हवाई किराए में बढ़ोतरी होगी।

यही वजह है कि हमें हवाई किराए को उचित और किफायती रखना होगा। इसलिए हमने अलग-अलग दूरी के मुताबिक किराए की सीमा तय की है। हवाई किराए में अन्य कारणों से भी वृद्धि हो सकती है, जिन पर मंत्रालय की पैनी निगाह है और उन्हें सीमित रखने के लिए सभी हितधारकों के साथ लगातार सभी बिंदुओं पर बातचीत जारी है।

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# Corporate Communications Directorate

LOKSATYA

DELHI

16 DECEMBER 2025

**सुनवाई** याचिकाकर्ता से कहा- हाईकोर्ट जाएं

## इंडिगो संकट: सुप्रीम कोर्ट का सुनवाई से इनकार

- कोर्ट ने यह भी कहा कि सभी मुद्दे दिल्ली हाईकोर्ट के सामने विचाराधीन हैं

नई दिल्ली, लोकसत्या

सुप्रीम कोर्ट ने सोमवार को इंडिगो की हजारों फ्लाइट कैसिल किए जाने के मामले में दखल देने की मांग वाली याचिका पर सुनवाई करने से इनकार कर दिया। CJI सुर्यकांत और जस्टिस जॉयमाल्या बागची और जस्टिस विपुल एम पमचोली की बेंच ने याचिकाकर्ता से दिल्ली हाईकोर्ट जाने को कहा।

कोर्ट ने यह भी कहा कि सभी मुद्दे दिल्ली हाईकोर्ट के सामने विचाराधीन हैं। वे भी संवैधानिक कोर्ट हैं। अगर आपकी शिकायत का वहां समाधान नहीं होता है, तो आपका यहां स्वागत है। इंडिगो के वकील मुकुल रोहतगी ने कहा कि DGCA ने फ्लाइट कैसिल



### जांच के लिए अंतरराष्ट्रीय एक्सपर्ट नियुक्त किया

● डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (DGCA) की ओर से एविएशन नियमों में बदलाव चलते दिसंबर के पहले हफ्ते में इंडिगो में कुल मेंबर्स की भारी कमी हो गई थी। इसके कारण 1 से 10 दिसंबर के बीच इंडिगो की 5000 से ज्यादा फ्लाइट कैसिल हुई थी। इंडिगो ने मामले की आंतरिक जांच को पूरी तरह इंटरनेशनल एक्सपर्ट के हवाले करने का फैसला किया है। CEO पीटर एल्बर्स शुक्रवार को DGCA की समिति के सामने पेश हुए थे। कंपनी ने इससे पहले ही स्वतंत्र जांच का जिम्मा विश्व प्रसिद्ध एविएशन एक्सपर्ट कैप्टन जॉन इल्सन को सौंप दिया।

होने और यात्रियों को होने वाली समस्याओं की जांच के लिए एक एक्सपर्ट कमेटी बनाई है। यह कदम संकेत देता है कि एयरलाइन ऑपरेशनल मॉडल और प्रबंधन प्रक्रियाओं की गहराई से समीक्षा करवाने के दबाव में है। इल्सन चार दशक के दौरान शीर्ष वैश्विक संस्थानों का नेतृत्व कर चुके हैं। नियुक्ति इंडिगो बोर्ड के क्राइसिस मैनेजमेंट ग्रुप की सिफारिश पर की गई है।

चार फ्लाइट ऑपरेशंस इंस्पेक्टर बर्खास्त

DGCA ने इंडिगो के 4 फ्लाइट ऑपरेशंस इंस्पेक्टर- ऋषि राज चटर्जी, सीमा झामनानी, अनिल कुमार पोखरियाल और प्रियम कौशिक को बर्खास्त कर दिया है। ये अधिकारी एयरलाइन की सेफ्टी और ऑपरेशनल कंप्लायंस की निगरानी कर रहे थे।

## Passive governance is a legacy that's proving difficult to shed

*The IndiGo crisis spotlights our failure to replace reactive regulation with a pre-emptive model enabled by real-time data*



**T.C.A. ANANT**

is visiting professor at the Institute for Studies of Industrial Development and Institute for Human Development and former chief statistician of India.

Last fortnight, I was in Bengaluru, where, along with hundreds of other passengers, we saw IndiGo shuffle flight schedules like a pack of cards. Travellers across the country faced delays of up to 12 hours. The airline, controlling above 60% of India's aviation market, had collapsed. What unfolded was not just an airline management crisis—subsequent developments suggested that the company had strategically deployed industrial action against an air-safety regulation.

The incident points to a deeper malaise of what might be called passive governance: a state that waits for problems to manifest rather than anticipating and preventing them.

What is passive governance? It is not a lack of governance; it is a style of governance marked by delayed reaction and minimal proactive engagement. It often involves governments or regulators stepping in after a crisis unfolds, focusing more on managing the fallout than on detecting early

warning signs. This contrasts with active governance, where institutions continuously monitor, anticipate and adjust before a crisis erupts. Active governance relies on foresight systems—data, expertise and institutional coordination—to prevent problems or cushion their impact. Passive governance waits for problems to emerge or become visible enough to force a response.

In India, this style of governance has become an unmistakable pattern across sectors. Responses are robust after the fact, but the governing machinery seldom exhibits anticipatory capacity.

The IndiGo disruption offers a vivid illustration. The aviation sector is one of the most tightly regulated in India, under the watch of the Directorate General of Civil Aviation (DGCA) and ministry of civil aviation. Yet, the system appeared blindsided by a staffing crisis.

Despite the regulator having notified its staffing rules two years ago, news reports indicate that IndiGo made no significant increase in its staff capacity even as it expanded flights and routes. The regulator's failure was not that the rules were irrationally framed, but that active monitoring was lacking. Airlines are required to maintain logs of daily flights and pilot assignments; the data from these logs should have been analysed to issue advanced warnings and follow up with regulatory action for non-compliance. In addition to airline records, warning signals on inadequate staffing should also have been available from the statutory filings with the Employees' Provident Fund Organisation and Employee State Insurance Corp.

Social media has been rife with reports of difficult work conditions in aviation. An active governance approach would have picked up these signals through routine surveillance of data and reports, and used them to issue regulatory guidance.



When the crisis did occur, the initial government response was defensive and procedural. Statements were issued about "reviewing the situation" and ensuring "normal operations." Only after days of disruption did the regulator respond, and that too by partially relaxing safety norms. By then, the economic and reputational costs had mounted—both for the airline and for India's aviation reliability.

In addition to the immediate elements of this story, there is a more systemic failure: data and statutory reporting obligations are seen more as rent-seeking opportunities than as instruments for effective governance. This leads to a paradox where reporting obligations are viewed as intrusive burdens on market functioning, while regulators themselves blunder in wilful blindness. This is compounded by the fact that many of our regulatory bodies are designed for compliance enforcement rather than risk anticipation. Their principal role is to ensure that entities comply with formal guidelines, not to scan data for emerging vulnerabilities. This approach is a bureaucratic legacy—regulation as policing rather than stewardship.

Ironically, this is happening at a time when the government, having adopted modern technology, is swimming in data. However, the data is held in silos and controlling departments and agencies view each other as competitors in a complex battle for status and budgetary allocations, rather than collaborators. One reflection of this mindset is that statistical officers assigned to different departments are often assigned routine tasks, such as compiling HR reports and preparing parliamentary responses, rather than serving as front-line agents of information management. The state of governance is captured by a pithy observation in the British sitcom *Yes, Prime Minister*, where a sen-

ior civil servant remarks that government is not a team but a "loose confederation of warring tribes."

Passive governance, unfortunately, is politically comfortable. Being reactive lets governments take visible action during crises—press conferences, fact-finding committees, emergency guidelines—that generates immediate public legitimacy. Proactive action, by contrast, is often invisible. Preventing a crisis does not produce headlines. It requires investment in data systems, institutional capacity and regulatory humility, which seldom capture the political imagination.

Thus, a cycle persists: crises recur, citizens adapt and the machinery consolidates its role as a reactive firefighter rather than a preventive architect. This dynamic helps explain why routine decisions are converted to firefighting measures. Civil servants take peculiar pride in how hard and late they work to handle predictable emergencies, rather than implementing systemic improvements that would prevent the crisis in the first place.

What is needed is a change in perspective. Governance must be treated not as an exercise in event management, but as continuous risk management. This requires using data for predictive monitoring, inter-agency coordination and the development of protocols for the active sharing of data across departments and agencies. The public release of operational metrics would allow civil society and experts to flag early risks.

These are not radical ideas; they exist in numerous commission reports. The problem is a lack of institutional intent. At the highest level, the government has shown a keenness to adopt "whole-of-government" systems. I have previously discussed how mechanisms like Pragati were effective in resolving inter-agency problems. Unfortunately, these lessons have not been institutionalized.

# Rising GPS interference incidents a concern: IATA

*There have been instances of GPS spoofing and interference incidents at Delhi, Mumbai, Kolkata, Amritsar, Hyderabad, Bangalore and Chennai airports*

**GENEVA/NEW DELHI:** Increasing incidents of flights experiencing GPS spoofing and jamming is a concern, and pilots need to be more vigilant, according to global airlines' grouping IATA.

The International Air Transport Association (IATA) represents around 360 airlines that account for over 80 per cent of the global air traffic. Air India, IndiGo, Air India Express and SpiceJet are also part of the grouping.

In recent times, there have also been instances of GPS spoofing and interference incidents at Delhi, Mumbai, Kolkata, Amritsar, Hyderabad, Bangalore and Chennai airports.

During interactions this week

in Geneva, IATA officials said rising incidents of GPS interference incidents are a concern. IATA Director General Willie Walsh said incidents of GPS spoofing and jamming require pilots to be more vigilant in terms of operation, because the increase has been very significant.

"It exists right across the world now". Global Positioning System (GPS)/ Global Navigation Satellite System (GNSS) spoofing and jamming refers to attempts to manipulate a user's navigation system by giving false signals.

International Civil Aviation Organisation (ICAO) identifies GNSS spoofing as a form of International Radio Frequency Interference (RFI). Nick Careen,



Senior Vice President Operations, Safety and Security at IATA, said that in the beginning, such incidents were in the Middle East and then, with the Russian-Ukrainian conflict, it was happening in Eastern Europe.

"Now, there are incidents in India, in Asia, in Venezuela...", he said. Data from IATA showed

the GPS loss rate measured as the number of GPS loss events per 1,000 flights is estimated to be at 59 in 2025 compared to 31 in 2022.

These figures are based on data compiled from the Flight Data eXchange (FDX), an aggregated de-identified database of flight data that is part of the

**GPS/GNSS spoofing and jamming refers to attempts to manipulate a user's navigation system by giving false signals**

Global Aviation Data Management (GADM) programme.

It is contributed to by airlines that are part of the programme. In 2022, the GPS loss rate was 31, based on a relatively low number of recorded flights and in 2024, it was 56, showing a steady trend despite higher traffic volumes.

The GPS loss rate is expected to reach 59 this year, according to a presentation by Careen. He noted that the increase is "notable and concerning -- it suggests that GPS interference or jamming is becoming more frequent, not merely a function of flight volume".

FDX is an essential asset in mitigating airlines safety risks on the basis of solid data, as per IATA. When asked what could be the key reasons for such incidents, Careen said it is not about targeting civil aviation. "We are just bystanders... because it is typical military response to airspace management around a conflict zone... we just happen to be either too close to it or whatever they are doing is actually a little bit

beyond their targeted area," he said. According to him, better coordination, communication and systems can help in dealing with the incidents. "We are raising awareness. Is it (GPS spoofing, jamming) something that would prevent me from getting on an aeroplane? No," he said. India's civil aviation ministry, this week, informed the Lok Sabha that a total of 1,951 issues of interference with aircraft's GPS system have been reported during the two years since November 2023. GPS interference reporting started after the publication of the Directorate General of Civil Aviation advisory circular in November 2023 regarding GNSS interference in airspace.

## हवाई टिकट कीमतों पर मंत्री बोले- राहत देती रहती है सरकार



**सुनवाई से किया इनकार**  
एक संवैधानिक कोर्ट के रूप में हाई कोर्ट इन मुद्दों से निपटने में पूरी तरह सक्षम है  
-CJI सुर्यकांत

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■ नई दिल्ली : राज्यसभा में सोमवार को हवाई किराए की कीमतों में त्योहारों और दूसरी स्थितियों की वजह से इजाफे का मामला उठा। केरल से सीपीआई सांसद पी संदोष ने केंद्रीय उड़यन और विमानन मंत्री राममोहन नायडू से पूछा कि बीते दिनों इंडिगो स्कंद के दौरान, सरकार ने कीमतों पर कैंपिंग के जरिए हवाई सफर की कीमतों को भी हम बड़े किराए की बात करते हैं तो, यह डिमांड और सप्लाय से जुड़ा हुआ मामला है। इसी वजह से त्योहारों और पर्वों के दौरान हवाई किराये में बड़ोतरी दिखती है। उन्होंने कहा कि अतीत में कुंभ मेले, पहलगांम हमले और कोविड के दौरान भी इस तरह के उपाय सरकार की ओर से किए गए हैं। मंत्रालय बेहद गंभीर है, सरकार ऐसे सारे फैसले लेती है जो यात्रियों के हक में होते हैं।



### इंडिगो से जुड़ी अर्जी पर SC बोला, HC जाएं

**NBT रिपोर्ट, नई दिल्ली:** सुप्रीम कोर्ट ने सोमवार को इंडिगो स्कंद से जुड़ी एक जनहित याचिका (PIL) पर सुनवाई से इनकार कर दिया। सुप्रीम कोर्ट ने कहा कि इसी तरह का मामला पहले से ही दिल्ली हाई कोर्ट में पेडिंग है। चीफ जस्टिस सुर्यकांत की अगुआई वाली बेच ने याचिकाकर्ता को दिल्ली हाई कोर्ट की कार्यवाही में शामिल होने की अनुमति दी। करने की अनुमति दे।

सीनियर वकील मुकुल रोहतगी ने पीठ को दिल्ली हाई कोर्ट में लंबित मामले की जानकारी दी। उन्होंने यह भी बताया कि डीजीसीए ने इस मामले की जांच के लिए एक समिति बना दी है। चीफ जस्टिस ने कहा कि वह हाई कोर्ट जा सकते हैं क्योंकि वहां मामला पेडिंग है।



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

16 DECEMBER 2025

## इंडिगो उड़ानें रद्द होने पर सुनवाई से इनकार

नई दिल्ली, (पंजाब केसरी): उच्चतम न्यायालय ने इंडिगो द्वारा सैकड़ों उड़ानें रद्द किए जाने के मुद्दे पर न्यायिक हस्तक्षेप का अनुरोध करने वाली एक जनहित याचिका पर सुनवाई करने से सोमवार को इनकार कर दिया और याचिकाकर्ता को अपनी शिकायतें लेकर दिल्ली उच्च न्यायालय का रुख करने को कहा। दिल्ली उच्च न्यायालय ने इंडिगो की उड़ानों के रद्द होने से उत्पन्न संकट पर समय रहते कार्रवाई नहीं करने को लेकर 10 दिसंबर को केंद्र सरकार से सवाल किए थे। उच्च न्यायालय ने सवाल किया था कि आखिर ऐसी स्थिति क्यों उत्पन्न हुई, जिसके कारण इंडिगो की कई उड़ान रद्द करनी पड़ीं। अदालत इंडिगो द्वारा सैकड़ों उड़ान रद्द किए जाने से प्रभावित यात्रियों को सहायता और भुगतान की गई राशि वापस दिलाने के लिए केंद्र को निर्देश देने संबंधी एक जनहित याचिका पर सुनवाई कर रही थी। प्रधान न्यायाधीश सुर्यकांत तथा

### हाईकोर्ट जाने को कहा

- पीठ ने कहा- यदि शिकायतों का समाधान नहीं होता है तो याचिकाकर्ता दोबारा उच्चतम न्यायालय आ सकते हैं

न्यायमूर्ति जयमाल्या बागची और न्यायमूर्ति विपुल एम. पंचोली की पीठ ने सोमवार को याचिकाकर्ता नरेंद्र मिश्रा की इस दलील पर गौर किया कि याचिका पर उच्चतम न्यायालय में सुनवाई होनी चाहिए। पीठ ने कहा कि इसी तरह की एक अन्य जनहित याचिका पहले से ही उच्च न्यायालय के समक्ष लंबित है। पीठ ने मिश्रा से उच्च न्यायालय का रुख करने को कहा और यह छूट दी कि यदि उनकी शिकायतों का समाधान नहीं होता है तो वह दोबारा उच्चतम न्यायालय आ सकते हैं।



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

16 DECEMBER 2025

## हवाई किराए में बढ़ोतरी को गंभीरता से ले रही सरकार

नई दिल्ली, (पंजाब केसरी): नागर विमानन मंत्री के. राममोहन नायडू ने सोमवार को राज्यसभा में कहा कि सरकार हवाई किराए में हो रही बढ़ोतरी के मुद्दे को गंभीरता से ले रही है और इस तरह के मनमाने किरायों को रोकना चाहती है। इसके लिए वह डीजीसीए की किराया निगरानी इकाई को मजबूत बना रही है। नायडू ने उच्च सदन में कहा कि सरकार इस मुद्दे को गंभीरता से ले रही है। उन्होंने कहा कि हवाई किराए में बढ़ोतरी आमतौर पर इसलिए होती है क्योंकि यह विनियमित क्षेत्र नहीं है। उन्होंने कहा कि हवाई यात्रा में सीआईएसएफ सहित कई हितधारक शामिल हैं। लेकिन सरकार यह सुनिश्चित करने का प्रयास करती है कि यात्रियों को हर स्तर पर कोई परेशानी नहीं हो और हवाई यात्रा



सुचारू हो। मंत्री ने कहा, मंत्रालय इस मुद्दे (हवाई किराए) को गंभीरता से ले रहा है। डीजीसीए की किराया निगरानी इकाई को और मजबूत बनाया जा रहा है। हम घरेलू और अंतरराष्ट्रीय दोनों मार्गों पर निगरानी बढ़ा रहे हैं। सरकार मनमाने किरायों पर रोक लगाना चाहती है। नायडू ने कहा कि हवाई किरायों में बढ़ोतरी आम तौर पर इसलिए होती है क्योंकि यह विनियमित क्षेत्र नहीं है।



# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

16 DECEMBER 2025

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## IndiGo crisis a grave matter, SC says, but refuses to entertain PIL

TIMES NEWS NETWORK

**New Delhi:** Supreme Court on Monday said issues related to the meltdown of IndiGo airline's passenger travel services in the first week of Dec are of grave public importance, but refused to entertain a PIL, saying that as the Delhi high court is already seized of the matter, a parallel judicial proceeding is unwarranted.

Petitioner Narendra Mishra raised the issue of irregular refund of ticket prices by the airline causing financial loss to passengers. "The issues raised in the PIL are of grave public importance. However, since Delhi HC is hearing a PIL on the same issue, it would not be prudent to start a parallel judicial proceeding," said a bench led by CJ Surya Kant.

Appearing for IndiGo, senior advocate Mukul Rohatgi opposed the PIL, saying the Directorate General of Civil Aviation (DGCA) on Dec 5 constituted an expert committee to go into all issues arising from the crisis, which the airline had initially claimed were triggered by the enforcement of DGCA's pilot roster duties.



## Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

15 DECEMBER 2025

# After Air India, Akasa eyes IndiGo pie amid gathering capacity headwinds

Saurabh Sinha | TNN

**New Delhi:** After Air India, Akasa has also asked govt how long will IndiGo capacity cuts continue so that it can decide on operating some extra flights in the second half of Jan, by when the 31st aircraft it has inducted in its fleet will start flying.

The aviation ministry is expected to finalise IndiGo cuts and duration of the same early this week. Air India has offered to explore operating 275 extra flights this month.

The 30 Boeing 737s Akasa has in its fleet are being fully utilised. The airlines recently got its 31st aircraft which will

start flying next month. The airline is learned to be able to operate this to partially fill the void created by IndiGo's route cuts only in the second fortnight of Jan, and not Feb. "IndiGo flight cut void can at best be filled partially and that too temporarily. AI, AI Express & Akasa resources are nearly fully deployed. AI may have 275 additional flights this month. The best thing will be to have IndiGo back on its feet as soon as possible," said an official.

Meanwhile, the panel of eight flight operations inspectors (FOIs) created by the Directorate General of Civil Aviation (DGCA) to oversee IndiGo operations till the same

stabilise are learnt to have identified certain chinks in the airline's armour. An expat top management person (not CEO) is under the scanner and some regulatory action against him is likely.

The operations control centre (OCC) has also been found to be a weak link. As of now, the airline is giving out two-day rosters to pilots. This means a pilot knows the flights he or she is supposed to fly next two days only. "This two-day roster will continue till the collapsed OCC system is revived," said people in the know.

### Upset instructors

Apart from troubles with IndiGo, aviation authorities

are facing another problem: The FOIs are upset at the recent removal of four of their colleagues from their position for allegedly not being able to prevent IndiGo's fiasco. "FOIs feel they have been made the scapegoats. Some of them now want to quit their positions," said sources.

### Hindon flights cut

Even before the latest cuts, flights to and from Hindon Airport had been slashed by half this winter. While the IAF enclave used to handle 25 arrivals and as many departures in summer, the number has dropped to 12 for both. Now two more IndiGo flights have been cancelled till Feb.



# Corporate Communications Directorate

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THE TRIBUNE

DELHI

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## Govt to give DGCA more teeth, curb steep airfares

TRIBUNE NEWS SERVICE

**NEW DELHI, DECEMBER 15**

The Centre on Monday said it would tighten oversight to curb steep airfares, with the Directorate General of Civil Aviation's (DGCA) tariff monitoring unit set to be strengthened to check what it described as opportunistic pricing by airlines.

Replying to supplementary questions in the Rajya Sabha, Civil Aviation Minister K Ram Mohan Naidu said the government was closely tracking fare trends across an expanding network of domestic and international routes, amid repeated complaints of sharp price spikes during periods of disruption and peak demand.

The minister told the House that the DGCA's tariff monitoring mechanism was being expanded.



# Corporate Communications Directorate

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## Apex court junks PIL on IndiGo cancellations

NEW DELHI, DECEMBER 15

The Supreme Court on Monday refused to entertain a PIL seeking judicial intervention into the crisis triggered by the cancellation of hundreds of IndiGo flights, observing that the matter was already being heard by the Delhi High Court.

"We appreciate the issue, but instead of parallel proceedings, you go to the (Delhi) High Court," a three-judge Bench led by Chief Justice of India Surya Kant said, granting lib-

erty to petitioner Narendra Mishra to intervene in the case pending before the High Court.

"It (the Delhi High Court) is also a constitutional court. If your grievances are not redressed, then you can come here," the CJI told Mishra, who had sought directions to the Centre to provide support and refunds to passengers affected by large-scale flight cancellations. He had also demanded a court-monitored probe into the IndiGo crisis. — TNS