



## Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

16 NOVEMBER 2025

# Manipur Forest Dept inks MoUs with BSNL, AAI

### CORRESPONDENT

IMPHAL, Nov 15: The Manipur Forest Department has signed two memorandums of understanding (MoUs) with Bharat Sanchar Nigam Limited (BSNL) and Airports Authority of India (AAI) for strengthening the protection and communication network across forest revenue stations and preventing forest and wildlife offences in the State, which may lead to a hike in revenue collection.

The MoUs were signed in the presence of Principal Chief Conservator of Forests (PCCF) and Head of Forest Force Anurag Bajpai, Conservator of Forests (Central Circle) RK Amarjit Singh, General Manager (BSNL) BS Sharma and Director (AAI) Chipemmi Keishing at the Forest Headquarters here on Friday.

Key objectives of the MoU with the BSNL include infrastructure deployment through optical fibre cable for forest offices, surveillance

and monitoring through GPS-enabled mobile devices for frontline staff, IP-based CCTV, ANPR cameras, trap cameras at strategic forest check posts, drone units for aerial surveillance and setting up of Central Command and Control Centre (4Cs) at the Forest Headquarters.

The project will be implemented in a phased manner and is expected to be completed in three years.

Under the MoU titled 'Networking and Communication Infrastructure for Forest Revenue Stations of Manipur', the BSNL, in close coordination with the Forest Department, will design, deploy and maintain advanced networking solutions to enhance digital access and streamline departmental operations.

This initiative aims to ensure seamless data transmission, real-time reporting, improved coordination, and effective monitoring of movement of forest resources across the State.

The office is expected to

become operational soon following the setting up of necessary infrastructural arrangements. The partnership underscores the collective commitment of the Manipur Government and AAI towards sustainable development and robust forest and wildlife governance.

Speaking on the occasion, PCCF Anurag Bajpai said that the partnership with BSNL would greatly enhance the efficiency, transparency, and responsiveness of field operations.

BSNL General Manager Sharma highlighted their commitment to support government departments with robust and secure communication solutions and contribute to the digital strengthening of Manipur's forest administration.

Stressing the importance of environmental responsibility in aviation infrastructure, AAI Director Keishing stated that the AAI is committed to supporting sustainable practices across all its airports.

# AAI issues new car passes to persons with disabilities for pick-up or drop at airport

They can now take an additional 5 minutes to board and alight from cabs, without having to pay parking fares. They can collect the pass from the airport's toll gate or the 'May I Help You' desk

## PORT CALL

**Sunitha Sekar**  
CHENNAI

**I**n what could give relief to persons with disabilities, the Airports Authority of India (AAI) has issued car parking passes that will give them additional time to board and alight from cabs, without having to pay parking fares, at Chennai airport.

Members of the Disability Rights Alliance (DRA) recently met AAI officials and flagged their concerns about some of the issues they face at the airport. One concern was that the ten-minute time period for vehicle drop-offs and pick-ups was not sufficient for them, and they have had to pay a parking fee.

Following the discussions with DRA members, AAI has begun giving car parking passes that provides them with an additional five minutes to enter and exit the airport.

Smitha Sadasivan, a member of the DRA and a frequent flyer, said: "This is definitely beneficial, and we are glad that the time period has been extended



**Relaxing norms:** Members of the Disability Rights Alliance recently met AAI officials and raised concern over the existing ten-minute time period for vehicle drop-offs and pick-ups. FILE PHOTO

### **Officials of the AAI say they will offer any assistance needed for persons with disabilities**

for persons with disabilities."

She recounted the instances where she had to pay ₹350 at the exit toll gate as she needed more time to board or alight from her vehicle.

Persons with disabilities, who have a departing flight, can collect the pass

at the airport's entry toll gate or the 'May I Help You' desk and hand it over to the driver so that he can return it at the exit toll gate. Similarly, those who arrive and book a cab can ask their driver to collect the pass for them from the gate or the desk, she said.

"In case persons with disabilities arriving at the Chennai airport need assistance to get the pass, among others, they can contact the number 6379428539," she added.

While for a start, this additional five minutes will

be useful, Ms. Sadasivan said the AAI could consider giving another five minutes for those with very severe disabilities.

She added that they would need assistance to go till the counter once they alight from the vehicle.

Officials of the AAI said they would offer any assistance needed for persons with disabilities. "If we have to coordinate with airlines or ask them to make any arrangements, we are ready to do it," an official said.

# Why was there a tech glitch at Delhi airport?

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

**Murali N. Krishnaswamy**

## The story so far:

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

## What was the issue in Delhi?

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

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

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

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

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

## How busy is Delhi airport?

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

## What has the parliamentary report said?

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

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

## How is it in Europe for instance?

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

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

## Are there plans to upgrade?

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



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



# Corporate Communications Directorate

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THE STATESMAN

KOLKATA

16 NOVEMBER 2025

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## **AAI showcases aviation innovation at IITF 2025:**

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



# Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

16 NOVEMBER 2025

## बंद हवाई अड्डों की उपयोगिता बढ़ा रिझाने की होगी कोशिश

जयप्रकाश रंजन • जागरण

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

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

हवाई अड्डों की उपयोगिता एक बड़ी चुनौती बनी हुई है।

उत्तर प्रदेश में हाल के वर्षों में उद्घाटित सात नए हवाई अड्डों में से चार ने विंटर शेड्यूल 2025 (अक्टूबर 2025 से मार्च 2026) के दौरान संचालन पूरी तरह बंद कर दिया है। इनमें अलीगढ़, मुरादाबाद, चित्रकूट और श्रावस्ती शामिल हैं। मंत्रालय के कुछ अधिकारियों का कहना है कि कुछ निष्क्रिय हवाई अड्डों में अगले तीन महीने के भीतर नई सेवाओं की शुरुआत हो जाएगी। हालांकि वह यह मान रहे हैं कि कुछ हवाई अड्डों को चालू करना मुश्किल होगा। इसमें श्रावस्ती हवाई अड्डा भी शामिल है जो लखनऊ हवाई अड्डे से महज 167 किलोमीटर दूर है। आजमगढ़ हवाई अड्डे का भी यही हथ्र हुआ है।

## T.N. govt. submits site clearance application for airport in Hosur

**Sunitha Sekar**  
CHENNAI

The Tamil Nadu government has sent the site clearance application to the Ministry of Civil Aviation seeking the first stage of approval for establishing the airport in Hosur.

The State government has envisaged Hosur as an international airport located in Shoolagiri taluk (between Berigai and Bagalur), which will have a capacity to handle 30 million passengers.

The State government has once again written to the Ministry of Defence requesting permission to relax airspace restrictions for the Hosur airport. The Tamil Nadu government had sought the Defence Ministry's clearance in this regard for the first time in June. Sources said the Defence Ministry responded that they were not in favour of the arrangement owing to various reasons and since the airspace in Hosur region also fell within the control of Hindustan Aeronautics Limited (HAL).

"The airspace of Bengaluru airport and Taneja Aerospace and Aviation Limited (TAAL) already overlap with HAL airspace. The Chief Secretary has provided all the technical details to the Ministry again citing how it would be possible to do so with the Hosur airport as well, and there could be an arrangement in this regard. We have highlighted the reasons on how it could coexist. We are waiting to hear from them now," a source said.

### **Six to eight months**

It will take a minimum of six to eight months to get site clearance for the Hosur airport, sources said. In the case of the Parandur airport, it took a little more

### **The government has once again written to the Defence Ministry asking permission to relax airspace restrictions for the Hosur airport**

than a year for the Tamil Nadu government to receive site clearance. If site clearance is obtained from the Centre, the State government then needs to receive in-principle approval.

The State government will have to wait another eight years to start passenger operations at Hosur airport since Bangalore International Airport Limited and the Ministry of Civil Aviation have an agreement that prohibits the establishment of other airports within 150 km of aerial distance of the Bengaluru airport.

### **Economic hub**

Hosur, which already is an electronics and manufacturing hub, has also been attracting a slew of fresh investments in other sectors too and is gearing up rapidly to transform into an economic hub. The new airport with advanced passenger and cargo infrastructure will reduce the dependence on the Bengaluru airport. The airport will further boost development in the region and will draw more investments into the State.

Initially, the Hosur airport will have one terminal, and two runways have been planned.

The airport will be designed in such a way that it can be expanded in the future as per requirement. The Tamil Nadu government has proposed to build the airport on 2,300 acres and of this, nearly 650 acres is already owned by it.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

17 NOVEMBER 2025

## Int'l air cargo services resume at Vizag Airport

**USHA PERI** @ Visakhapatnam

INTERNATIONAL air cargo operations resumed at Visakhapatnam Airport on Friday, marking the end of suspension that had been in place since the outbreak of the Covid-19 pandemic. The announcement was made by Union Civil Aviation Minister K Ram Mohan Naidu during the 30th CII Partnership Summit in the city.

“The resumption of services is expected to reduce logistical difficulties for exporters in and around Visakhapatnam. Until now, companies in sectors such as pharmaceuticals, textiles, and other manufacturing units operating from the Pharma SEZ, AP MedTech Zone, Textile Park, and the Visakhapatnam Special Economic Zone had to move their cargo through Hyderabad or Chennai.

The detour increased transportation costs, and led to longer shipment timelines, said Andhra Pradesh Air Travellers Association (APATA) members K Kumar Raja, DS Varma, and O Naresh Kumar. Industry representatives say the restart will help streamline exports by providing a direct link.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

17 NOVEMBER 2025

## Delhi airport traffic in Apr-Oct falls 3.5% due to upgrade, airspace closure

ENS ECONOMIC BUREAU @ New Delhi

GMR Airports Limited reported a 3.5% year-on-year decline in passenger traffic at its flagship Indira Gandhi International Airport (DEL) for the first seven months of the current fiscal due to year runway upgrade and airspace closure, according to a mandatory filing with the stock exchanges.

The data shows that from April to October 2025, Delhi Airport handled 43.18 million passengers, down from 44.77 million in the same period last year. The weakness was primarily in the domestic sector, which saw a 4.7% contraction, while international traffic remained nearly flat with a minor 0.3% decline. Overall, the company's passenger traffic during the April-October 2025



**The traffic trajectory is expected to further strengthen & transcend going ahead due to greater airport efficiency resulting from enhanced & optimized runway operations**

GMR Airports

period grew at 0.3% to 68 million. GMR Airports cited runway upgrade and airspace clo-

sure as the two major factors for the drop in passenger traffic in Delhi Airport. According to the company, a significant upgrade project on Runway 10/28, a critical piece of infrastructure, led to reduced operational capacity during the period.

Changed airspace conditions amid a series of geopolitical events also caused temporary disruptions to flight operations. However, the monthly data for October 2025 reveals a turnaround. With the enhanced runway reopening on September 16 and the upgraded Terminal 2 becoming operational on October 26, passenger traffic surged. October passenger numbers jumped 11.7% compared to September, with domestic traffic leading the charge at a 12.6% month-on-month increase.



## Corporate Communications Directorate

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THE TIMES OF INDIA

MUMBAI

16 NOVEMBER 2025

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### More flights line up from Navi Mumbai airport

With flights set to operate from Navi Mumbai airport from Dec 25, IndiGo opened bookings to 10 Indian cities from Saturday, a day after Akasa. IndiGo fares seemed a bit higher when compared to those from Mumbai airport, largely because of the higher UDF. But some Akasa year-end flights to Kochi and Goa were much cheaper from the new airport. **P2**

## IndiGo fares from NMIA higher than at existing airport, Akasa Air cheaper

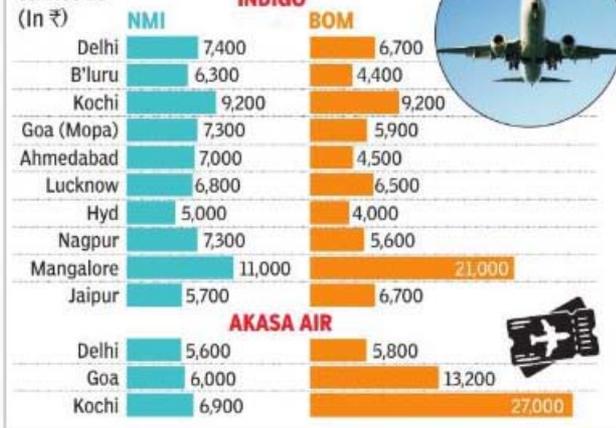
TIMES NEWS NETWORK

**Mumbai:** With Navi Mumbai International Airport (NMIA) set to join the region's skies on Dec 25, early fares reveal a two-track trend. While IndiGo fares from Navi Mumbai are more expensive than from the existing Mumbai airport, Akasa Air is doing the opposite.

After Akasa Air, IndiGo opened bookings for flights from NMIA on Saturday, but the code 'NMI' has not yet debuted on travel portals. The IndiGo website offers flights from Navi Mumbai to 10 Indian airports. The fare difference is a few thousand rupees, largely attributable to the higher User Development Fee (UDF) charged by Navi Mumbai airport. New airports typically are permitted by airport regulators worldwide to levy a heavier tax to cover the capital expenditure. For instance, on the IndiGo website on Saturday, the cheapest one-way fare to fly from Navi Mumbai to Delhi on Dec 26 was priced at Rs 7,350, while to fly from Mumbai to Delhi it was Rs 6,638. The tax component for the Navi Mumbai ticket was Rs 1,384, while that for Mu-

### FARES REVEAL TWO-TRACK TREND

IndiGo and Akasa Air approx fares for Dec 26 travel from NMIA versus BOM as available on Nov 15



mumbai was Rs 838. On Akasa Air website, though, the Dec 26 ticket to Delhi from Navi Mumbai was for Rs 5,558, with Rs 1,375 as taxes, while from Mumbai it was Rs 5,776 with taxes adding up to Rs 884.

But the brow-raising fares are those offered by Akasa to Kochi and Goa, the two destinations that see peak demand for Dec-end travel. Akasa's Dec 26 one-way Mumbai-Kochi fare is priced at Rs 26,659, while the Navi Mumbai to Ko-

chi fare on the same day is currently priced at Rs 6,887. A similar trend is seen with Goa-Mopa fares for Dec 26 travel. From Mumbai, it is Rs 13,147, while from Navi Mumbai it is Rs 6,000.

The huge difference though is due to the peak season demand, passengers have booked early, grabbing the lower fare seats on flights from Mumbai. A comparison of fares offered for Jan travel shows a smaller difference.

For instance: Akasa fare for Jan 6, 2026, travel to Kochi is Rs 8,000 from Mumbai and Rs 5,400 from NMI.

On the IndiGo website, the word "Mumbai" brings up the option to book only from the existing airport, while on the Akasa website, a drop-down offers Navi Mumbai airport as the second option for booking.

Will passengers find themselves accidentally at the wrong airport? Mostly, no. But on the IndiGo website, there was a potential booking accident waiting to happen for Mangaluru or Jaipur-bound passengers. A search for flights from Mumbai to Mangaluru for Dec 26 showed the cheapest ticket priced at Rs 10,727. But this ticket is on a 10:20am departure flight from Navi Mumbai airport and not Mumbai airport. The second fare, priced at Rs 20,885, is for a 2pm departure from Mumbai airport. Ditto for Jaipur, the Navi Mumbai flight is listed first, though the search was for flights from Mumbai.

Passengers who book the cheapest ticket without checking the airport the flight departs from could find themselves in trouble on the day of the journey.



## Corporate Communications Directorate

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THE TIMES OF INDIA

MUMBAI

16 NOVEMBER 2025

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### **Mum airport handles close to record 1k+ flights in a day**

**Mumbai:** Mumbai airport handled 1,031 aircraft movements on Friday, which included 949 scheduled airline arrivals and departures and 82 non-scheduled flights, said a source from the Airports Authority of India.

The record highest air traffic handled was 1,032 flights on Nov 11, 2023, but this number is for 24 hours counted from midnight—the airport operator collects data based on local time. The 1,031 flight movement registered Friday, on the other hand, is from 5.30am to 5.30am the next day, as the air traffic control goes by UTC and not local time.

The busiest hours on Friday were between 8am and 9am, when the airport recorded 50 movements, followed by the 6am to 7am and 7am to 8am slots, which saw 48 and 47 movements respectively. On an hourly basis, flight movements stayed above 40 for most of the morning and early afternoon, reflecting the typical peak pattern for Mumbai's single-runway operation.

Traffic thinned out slightly after 9pm, with the 10pm to 10.59pm slot recording 28 movements and the final hour of the day handling 35. TNN



# Corporate Communications Directorate

AMAR UJALA

DELHI

17 NOVEMBER 2025

## फ्लाइट में बुजुर्ग को नहीं दी सुविधा देना होगा मुआवजा

गुरुग्राम। देरी से फ्लाइट संचालित होने पर बुजुर्ग को सुविधा नहीं देने पर स्पाइसजेट एयरलाइंस कंपनी को मुआवजे के साथ पांच हजार रुपये देने होंगे। फ्लाइट तीन घंटे 40 मिनट देरी से संचालित हुई थी। यह आदेश जिला उपभोक्ता विवाद निवारण

**आयोग ने स्पाइसजेट एयरलाइंस को दिए निर्देश**

आयोग के अध्यक्ष संजीव जिंदल ने दिया है। सेक्टर-14 निवासी रविंद्र जैन ने आयोग में दायर

की याचिका में बताया कि उन्होंने 26 मार्च को श्रीनगर से वापसी की फ्लाइट बुक की थी। फ्लाइट दोपहर 4:05 बजे की थी लेकिन शाम 7:45 बजे रवाना हुई। उन्होंने बताया कि नियमों के अनुसार फ्लाइट देरी होने पर कंपनी की तरफ से लोगों को खाना देना होता है लेकिन कंपनी की तरफ से कुछ भी नहीं किया गया।

आयोग ने दोनों पक्षों को सुनने के बाद माना कि फ्लाइट की उड़ान में देरी मौसम की वजह से नहीं, बल्कि एयरलाइंस के अपने ऑपरेशनल और तकनीकी कारणों से हुई थी। स्पाइसजेट ने यह सुविधा नहीं दी। आयोग ने कंपनी को आदेश दिया है कि इस दौरान बुजुर्ग को हुई मानसिक परेशानी पर 20 हजार रुपये का मुआवजा और कानूनी प्रक्रिया पर खर्च होने पर 11 हजार रुपये दिए जाएंगे।



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

17 NOVEMBER 2025

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## Draft EU rules for AI use in aviation

The European Union Aviation Safety Agency has released its first regulatory proposal on 'artificial intelligence (AI) for aviation' for consultation. This marks a major step toward ensuring AI trustworthiness in aviation, in alignment with the EU AI Act.



The proposal provides guidance on AI assurance, human factors and ethics, covering data-driven AI systems and paving the way for future Level 1 (AI assistance) and Level 2 (Human-AI

teaming) applications.

The consultation is open for three months, and stakeholder feedback is key to shaping this framework.

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## Airbus ramps up output of A320 aircraft

Airbus is stepping up the output of all its civil aircraft programmes. The ramp-up focuses principally on an output of 75 A320 family aircraft every month in 2027, while maintaining



on-time, on-quality delivery.

This 'rate 75' is civil aerospace's highest production level, and it's uniting Airbus, its affiliates and the entire supply chain in a mammoth push to reach it.

Airbus' current backlog includes over 7,000 A320neo family aircraft. The big story behind 'rate 75' is the success of the A321neo in its standard, long-range and extra long-range configurations. The largest member of the A320 family accounts for around two-third of the family order book. Its sales volume is the dominant factor in Airbus' decision to increase narrowbody production.

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# Corporate Communications Directorate

BUSINESS LINE

DELHI

17 NOVEMBER 2025

## View from the air traffic control tower

Movement of aircraft and passengers across Indian airports increased year-on-year in September 2025, while there was a decrease in the movement of freight

Category	2025-26	2024-25	% change
<b>Aircraft movement (in '000)</b>			
International	39.54	37.92	4.3
Domestic	191.47	196.72	-2.7
General aviation	28.40	20.11	41.2
<b>Passengers (in million)</b>			
International	6.37	5.94	7.3
Domestic	25.59	26.24	-2.5
<b>Freight (in '000 tonnes)</b>			
International	204.40	199.89	2.3
Domestic	126.44	122.98	2.8

Source: AAI

## भास्कर खास

अभी मुंबई के लिए रोजाना तीन फ्लाइट में 646 सीटें, एक फ्लाइट से बढ़कर 832 हो जाएंगी

# भोपाल-नवी मुंबई के लिए 1 फरवरी से फ्लाइट, रोजाना बढ़ेंगी 186 सीट



अनुसूचक शर्मा | भोपाल

भोपाल के राजा भोज एयरपोर्ट से एयर कनेक्टिविटी लगातार मजबूत हो रही है। इंडिगो ने नवी मुंबई के लिए उड़ान शुरू करने की औपचारिक घोषणा कर दी है। कंपनी भोपाल-नवी मुंबई की फ्लाइट 1 फरवरी से 186 सीटों वाले एयरबस एयरक्राफ्ट से नियमित संचालन शुरू करेगी। बुकिंग जल्द ही खोल दी जाएगी। वर्तमान में भोपाल से मुंबई के लिए इंडिगो और एअर इंडिया कुल तीन फ्लाइट चल रही हैं। इनमें दो एयरक्राफ्ट 232 और एक 182 सीटर है। नई नवी मुंबई फ्लाइट शुरू होने से यात्रियों को समय, विकल्प और रूट का बड़ा लाभ मिलेगा। नवी मुंबई की उड़ान शुरू होने पर भोपाल से मुंबई के लिए 832 सीटें रोजाना उपलब्ध होंगी। अभी मुंबई के लिए रोजाना 646 सीटें ही हैं।

## समय बचाएगी नवी मुंबई की उड़ान, 25 दिसंबर से शुरू होगा एयरपोर्ट

नवी मुंबई अंतरराष्ट्रीय एयरपोर्ट पर 25 दिसंबर से कमर्शियल ऑपरेशंस शुरू हो रहे हैं। भोपाल से यहाँ की फ्लाइट शुरू होने से यात्रियों को सबसे बड़ा फायदा समय में कमी का होगा। मुंबई के भीड़भाड़ वाले मौजूदा एयरपोर्ट की तुलना में नवी मुंबई पहुंचना तेज और आसान होगा। पूर्वी मुंबई, ठाणे, कल्याण, पनवेल और आसपास के क्षेत्रों के यात्रियों को विशेष राहत मिलेगी। दो एयरपोर्ट संचालित होने से उड़ानों की संख्या बढ़ेगी, जिससे सीटों के अधिक विकल्प मिलेंगे और किराया भी अपेक्षाकृत कम होगा। इसके अलावा, यह एयरपोर्ट मेट्रो, हवाई और मुंबई ट्रांस हार्बर लिंक जैसी कनेक्टिविटी से जुड़ा है, जिससे पहुंच पहले की तुलना में और आसान होगी।



### फ्लाइट 6ई 5172/ 2162 (232 सीट)

मुंबई से प्रस्थान सुबह 9:40 am भोपाल आगमन सुबह 11:05 am  
भोपाल से प्रस्थान सुबह 11:50 am मुंबई आगमन दोपहर 120 pm

### फ्लाइट एआई 633/ 634 (182 सीट)

मुंबई से प्रस्थान सुबह 11:25 a.m भोपाल में आगमन दोपहर 12:45 pm  
भोपाल से मुंबई प्रस्थान दोपहर 1:30 pm मुंबई में आगमन दोपहर 3:05 pm

### फ्लाइट 6ई 5298/ 6715 (232 सीट)

मुंबई से प्रस्थान दोपहर 3:15 pm भोपाल में आगमन शाम 4:45 pm  
भोपाल से मुंबई प्रस्थान शाम 5:15 p.m मुंबई में आगमन शाम 7:05 pm

## जनवरी से बेंगलुरु के लिए एक और फ्लाइट

राजा भोज एयरपोर्ट के डायरेक्टर रामजी अवस्थी का कहना है कि बेंगलुरु रूट पर एअर इंडिया एक्सप्रेस भी जनवरी से अपनी भोपाल-बेंगलुरु फ्लाइट शुरू करेगी। कंपनी ने लगभग एक वर्ष पहले ही राजा भोज एयरपोर्ट पर अपना कार्यालय स्पेस ले लिया है। जनवरी में पहली उड़ान के साथ कंपनी इस रूट पर औपचारिक रूप से प्रवेश करेगी। इसके बाद बेंगलुरु के लिए 4 फ्लाइट होंगी।

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

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

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



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

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

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

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



बिजनेस से जुड़ी खबरों  
और अपडेट के लिए  
स्कैन करें या विजिट  
करें [jagran.com](http://jagran.com)



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 NOVEMBER 2025

**FESTIVE LAUNCH** | Most of the first-day flights were filling fast; the heavy demand led to an inflated airfare, Akasa's Delhi-NMIA route fared ₹14,000

## Christmas takeoff: NMIA to start ops with Akasa, IndiGo

**Dhairya Gajara**

MUMBAI

The long-awaited Navi Mumbai International Airport (NMIA) will begin commercial flight operations on December 25, marking a major milestone for the Mumbai Metropolitan Region (MMR). The new facility, inaugurated earlier this year, is set to immediately spring to life as budget carriers IndiGo and Akasa Air will launch services to 10 major domestic destinations.

Announcements by Akasa Air and IndiGo on Saturday ended the long wait for operations to begin at India's first second-city airport. While IndiGo had earlier claimed it would operate the first flight from NMIA during its flight validation test, Akasa Air has become the first to officially announce commercial operations and will operate the airport's inaugural scheduled flight.

The maiden flight will be operated between Delhi and NMIA on December 25, departing from Delhi at 5.25am and landing at NMIA at 8.10am. Similarly, the return flight will depart from NMIA at 8.50am and reach Delhi at 11.15am.

The airline has also announced commencement of scheduled flights connecting Navi Mumbai with Goa, Delhi and Kochi from December 26 and Ahmedabad from December 31. It has claimed to progressively scale up to 300 domestic and 50 international weekly departures. It is also aiming to ramp up to 10 parking bases



INDIGO	
Delhi-NMIA	₹6,000
NMIA-Delhi	₹7,744
Hyderabad-NMIA	₹5,730
NMIA-Hyderabad	₹5,588
NMIA-Ahmedabad	₹6,501
Ahmedabad-NMIA	₹6,345
NMIA-Lucknow	₹6,296
Lucknow-NMIA	₹6,743



AKASA	
Delhi-NMIA	₹5,606
NMIA-Delhi	₹13,859
NMIA-Goa	₹6,100
Goa-NMIA	₹6,700

### Akasa Inaugural Schedule

**DEC 25**

Delhi- NMIA Departure 5.25am, arrival 8.10am

NMIA-Delhi 8.50am, arrival 11.15am

Flights connecting Navi Mumbai with Goa, Delhi and Kochi from December 26 and Ahmedabad from December 31

### IndiGo Inaugural Schedule

**DEC 25**

Delhi-NMIA Departure 6.40am, arrival 8.45am

NMIA-Delhi Departure 9.25am, arrival 11.15am

**Bengaluru-NMIA** Departure 6.10am, arrival 8am

**NMIA-Bengaluru** Departure 7.45am, arrival 9.35am

capacity deployment and capture new demand pools across. Our early association with NMIA reflects our conviction in India's infrastructure-led growth story and our commitment to fostering balanced regional development."

Following Akasa's announcement, IndiGo has also announced plans to launch flights on the same day to ten domestic cities. These initial routes will include high-traffic connections to Delhi, Bengaluru, Hyderabad, Ahmedabad, Lucknow, North Goa (Mopa), Jaipur, Nagpur, Kochi and Mangalore. IndiGo will also operate the first flight between Delhi and NMIA.

Notably, the announcement fuelled flyers' excitement as people rushed to book tickets to the first flights to various destinations. Most of the first-day flights, according to the airlines, were filling fast or had only a few seats left as of Saturday evening. The heavy demand also led to an inflated airfare like Akasa Air's Delhi-NMIA route fared close to Rs14,000.

Built at a cost of approximately Rs19,650 crore, NMIA's phase 1 is expected to boast a capacity to handle 20 million passengers annually. It is designed to significantly ease the chronic congestion at Mumbai's existing Chhatrapati Shivaji Maharaj International Airport (CSMIA). With both IndiGo and Akasa Air already opening ticket sales and outlining aggressive expansion plans, the new airport is poised to quickly become a critical transportation hub for Western India.

by the end of FY2027, with a focused international expansion into key Middle Eastern and Southeast Asian markets. The airline now operates 34 weekly flights from MMR.

Praveen Iyer, co-founder and chief commercial officer of Akasa Air, said, "NMIA strengthens our strategic presence in the MMR and western India, allowing us to optimise



# Corporate Communications Directorate

MINT

DELHI

17 NOVEMBER 2025

## Boeing eyes steady ground before scaling up

[Bloomberg](#)  
[feedback@livemint.com](mailto:feedback@livemint.com)

**B**oeing Co. said it will ensure its factories are ready to absorb a higher rate of aircraft output before lifting the tempo again next year, underscoring the plane-maker's cautious approach after years of production setbacks.

The company recently won approval from US regulators to increase the monthly rate of its 737 model to 42 units a month from 38. Boeing's focus will now be on "stabilizing" the rate before moving higher still, said Stephanie Pope, the executive in charge of the plane-maker's commercial operations.

"Getting it right at pace is better than going fast," Pope told journalists in Dubai on the eve of the biennial air show. The company is closely monitoring half a dozen performance indicators to ensure they remain within their required bands, and for now they are trending in the right direction, she said.

Boeing is emerging from years of crisis that forced the company to curtail output of its 737 aircraft. The manufacturer is still working to gain certification approval of the smallest and the largest variant of the 737, which Pope said she expects to happen next year.

Production increases particularly on narrowbody aircraft are important for Boeing and rival Airbus SE because they are the most widely flown type of plane and generate the bulk of the manufacturers' cash. Airbus has experienced delays because of a lack of parts including engines, though the European company still plans to hand over about 820 units to customers this year.



# Corporate Communications Directorate

MINT

DELHI

17 NOVEMBER 2025

## Engine flow to Airbus steady for 2025: Pratt & Whitney

Bloomberg  
feedback@live.mint.com

Aircraft engine maker Pratt & Whitney said it has handed over engines in sufficient quantities for Airbus SE to meet its ambitious delivery target for 2025.

"We are aligned with the deliveries with them for the balance of this year," Rick Deurloo, Pratt & Whitney's president of commercial engines, told reporters in Dubai ahead of this year's local airshow. "We're already at that point, anything we're delivering now is for next year."

Aircraft engines have become a bottleneck for jetliner output, making Airbus's goal to hand over 820 units this year a race down to the wire. Airbus built some aircraft without engines, leaving it with a batch of so-called gliders that it hopes to complete before the end of the year once the engines are handed over.

Airbus has struggled to ramp up output amid continued supply chain issues, and Chief Executive Officer Guillaume Faury said deliveries were back-loaded toward the end of the year. At the same time, Airbus has reiterated its goal for the year, saying the deliveries are achievable.

Pratt & Whitney faced issues with contaminated metal powder in its GTF geared turbofan engines, which has forced airlines around the world to ground some of their A320-family fleet while the components are replaced. That, along with slower than expected output from CFM International Inc., has also caused delays with getting new Airbus planes out of the factories.

Pratt, a unit of RTX Corp., is working to overcome delays in repairing the affected engines and certifying an enhanced version of the product.

# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

16 NOVEMBER 2025

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

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

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

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



**Union Civil Aviation Minister  
K Ram Mohan Naidu**

To run a plane, one aircraft in a proper schedule, you will need at least 10 to 15 pilots per aircraft, so that they can do the routes according to their schedule.

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

that is the demand that is there," he said.

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

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

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

Naidu further said the aviation cargo sector has been facing tough competition from rail and road transport, which are cheaper, even as airport operators focus more on improving passenger facilities, causing cargo to take a back seat.

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

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

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

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



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

16 NOVEMBER 2025

## IndiGo to start flights from Navi Mumbai airport on December 25

**MUMBAI:** IndiGo on Saturday announced that it will start flight operations from the newly-constructed Navi Mumbai International Airport (NMIA) from December 25 with domestic air services to 10 cities.

IndiGo also said it plans to expand its operations, progressively from the Mumbai Metropolitan Region's second airport by adding direct routes to more destinations in due course.

Spread across 1,160 hectares, the airport will have one terminal and one runway in the first phase with an annual passenger handling capacity of 20 million.

The first phase of the airport has been built at a cost of Rs 19,650 crore.

The facility was inaugurated by Prime Minister Narendra Modi on October 8 this year.

IndiGo said it will connect the future-ready airport to ten cities across India including Delhi, Bengaluru, Hyderabad, Ahmedabad, Lucknow, North Goa (Mopa), Jaipur, Nagpur, Cochin, and Mangalore, starting December 25.

Navi Mumbai International Airport is designed to complement the existing Mumbai International Airport and cater to the growing demand for air travel from India's financial capital, the airline said. P11



# Corporate Communications Directorate

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THE STATESMAN

KOLKATA

16 NOVEMBER 2025

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## Manipur urges Centre to curb soaring airfares, seeks more flights for Imphal sector

### AGENCIES

*Imphal, 15 November*

The Manipur government has once again urged the Ministry of Civil Aviation (MoCA) to intervene and reduce the steep airfares on routes connected to Imphal and to introduce additional flights to and from Imphal airport, officials said on Saturday.

Manipur Government's Additional Chief Secretary (Transport, Textiles, Commerce and Industry), Anurag Bajpai, held a crucial meeting with the Secretary, MoCA and explained in detail about the civil aviation challenges being faced by the people of Manipur.

The concerned Joint Secretary

and Director of the Ministry attended the meeting.

Bajpai raised the prime issue of exorbitant airfare being charged by various Airlines, including IndiGo, Air India Express and Alliance Air, operating in the Imphal sector, causing extreme hardship to the people. It was conveyed that almost 5 to 6 times, airfare was being charged by them compared to the other seven states of the Northeast region (NER).

The Additional Chief Secretary told the MoCA secretary that the guidelines of the Government of India for capping of airfare are not being followed by the airline authorities in the Imphal

sector. It was also informed that the number of aircraft has also been reduced by all the operational airlines from October in the Imphal sector.

Bajpai highlighted during the meeting that Alliance Air has stopped services in certain extremely essential sectors - Imphal-Silchar-Imphal; Imphal-Aizawl-Imphal; and Imphal-Dibrugarh-Imphal. Keeping in view the huge public demand, he urged the Secretary, MoCA, to advise Alliance Air to revive them immediately. It was also requested to consider them for coverage under RCS-UDAN (Regional Connectivity Scheme-Ude Deshkaam Yatrik (RCS-UDAN) as earlier.



# Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

16 NOVEMBER 2025

## Air travel will be made accessible to all: Union min

Siva.G@timesofindia.com

**Visakhapatnam:** Union minister of civil aviation, **Kinjarapu Ram Mohan Naidu**, stated that the aviation sector is poised to become a major driver of Andhra Pradesh's growth story. He said the aviation industry is now the third-largest market globally and that air travel will soon be accessible not only to the affluent but also to the common people.



The minister said the aerospace components manufacturing market is currently valued at \$2 billion, with a target to increase it to \$4 billion by 2030, and that steady progress is being made toward this goal. He highlighted investment opportunities within the expanding ecosystem for manufacturing more aircraft components.

Addressing the plenary session on the aviation sector at the CII Partnership Summit on the concluding day, Saturday, he reiterated that the aviation sector is rapidly growing to become the third-largest aviation market in the world. He pointed out that the number of airports in the country has risen from 74 in 2014 to 164 today.

He added that domestic passenger numbers grow from approximately 1.8 lakh per day in 2014 to an average of 4.6 lakh today—nearly three times higher. On November 10, a record 5.3 lakh passengers travelled in a single day. The minister announced that the goal is to sustain this momentum and achieve a growth rate of 10% to 12%.

Over the past 10 years, the number of flights, passengers, international flights, and domestic flights has nearly doubled. Efforts are underway to further increase the number of airports and expand capacity.